



JUNE 17 2010 • £3.20 • WWW.AUTOSPORT.COM

# AUTOSPORT

FORMULA 1 • SPORTSCARS • TOURING CARS • NASCAR • INDYCAR • RALLYING • NATIONAL RACING & MORE

## SENSATIONAL CANADIAN GP

# SUPER LEWIS DOES IT AGAIN

McLaren tyre gamble pays off with amazing 1-2 finish

### GP INSIDER CANADA

- How McLaren out-foxed Red Bull
- Why Ferrari was back in the hunt
- What Red Bull is planning to fight back



### HOW LE MANS 2010 WAS WON

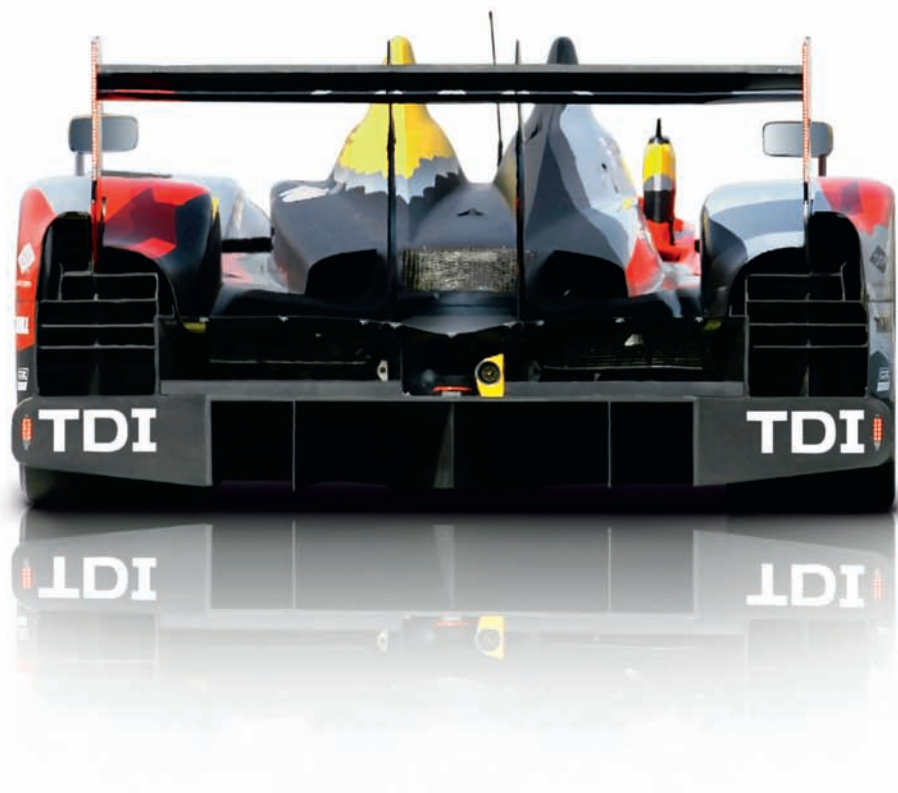
# AUDI STUNS PEUGEOT TO TAKE 1-2-3

→ Watts storms LMP2 to take fifth overall



haymarket

9 770269 946210 24 > C\$8.95



## **Audi TDI, II, III.**

On Sunday afternoon, Audi finished first, second and third at Le Mans. It's the first time ever our diesels have taken the top three spots and the winning car broke the record for the furthest distance travelled set back in 1971.

Victory now means we've won arguably the world's toughest endurance race an unprecedented nine times in eleven years. For us, however, Le Mans is more than simply a race. It's also the perfect opportunity to test our latest innovations in the most extreme conditions.

The R15 plus achieved a fine balance of performance and efficiency using TDI, an advanced engine technology now available across the Audi range. It's just one of the many innovations in our cars that we developed in partnership with our race teams. Following this latest victory, we plan to introduce even more.

Which is why, when we look back at our triumph on Sunday, we're also looking forward to the future.

# CONTENTS

June 17 2010 – vol 200 no 12



**AUTOSPORT.COM**

Up-to-the-minute news and reports from F1, WRC and more. Subscribe for must-read opinion, stats and images

COVER IMAGES:  
Main – DPPI  
Inset - Staley/LAT,

## NEWS

### 10 McLaren's Brit GP boost

Big upgrade due for Hamilton and Button in home GP

### 12 Tyres key to exciting GPs

Bridgestone to keep 'marginal' tyres to help improve racing

### 14 British team eyeing F1

Not-for-profit squad considers 13th F1 grid slot for 2011

### 18 Audi/Peugeot for ILMC

Sportscar big guns commit to expanded Intercontinental Le Mans Challenge

### 20 It's goodbye to GT1

Le Mans organiser kills off dying GT1 class for 24 Hours

### 22 D&R eyes Rahal deal

Dreyer & Reinbold want long-term tie-up with Rahal

### 24 NASCAR racer updates

Car of Tomorrow set to be upgraded over several years

### 26 Wales to keep Rally GB

Britain's WRC round may stay in Wales after new deal looms

McLaren to get better – in time for Brit GP P10



COVER STORY

## REPORTS

### 28 Canadian Grand Prix

It's another one-two for McLaren as Lewis Hamilton and Jenson Button call the strategy perfectly

### 40 Le Mans 24 Hours

An unexpected ninth win for Audi – its R15-plus taking a crushing 1-2-3 after bitter rival Peugeot hits the skids; British team conquers LMP2; Ageing Saleen tops GT1; Porsche wins again in GT2

### 61 World of Sport

NASCAR Sprint Cup; Superstars; Japanese F3; Italian F3

Audi runs off with a 1-2-3 at Le Mans P40





**“I won’t expect a red carpet or some flowers from the Americans when I arrive at Sears Point”**

MATTIAS EKSTRÖM KNOWS HOW NASCAR WORKS. INTERVIEW, PAGE 56

# 3362

The distance, in miles, covered by the winning Audi at Le Mans, eclipsing the 3315-mile record set back in 1971. Report, P40

## FEATURES

### 54 Watts it all about?

Danny Watts led Strakka Racing to a convincing LMP2-class win at Le Mans – and it could be the springboard to sportscar superstardom he deserves

### 56 Ekstrom on NASCAR

Swedish DTM star talks up his forthcoming NASCAR Sprint Cup debut at Sears Point in the Red Bull Toyota

### 59 Introducing...

Formula Renault UK points-leading Hungarian Tamas Pal Kiss

**Danny Watts: sportscar star in the making P54**



### SUBSCRIBE...

to AUTOSPORT magazine and get a free Aston Martin Racing polo shirt. P60



## SPORTS EXTRA

**AUTOSPORT makes oval debut P86**



### 75 Fford teams want change

Single-seater squads club together in bid to save series

### 76 Harvey back to Le Mans

Porsche ace takes third in French Carrera cup one-off

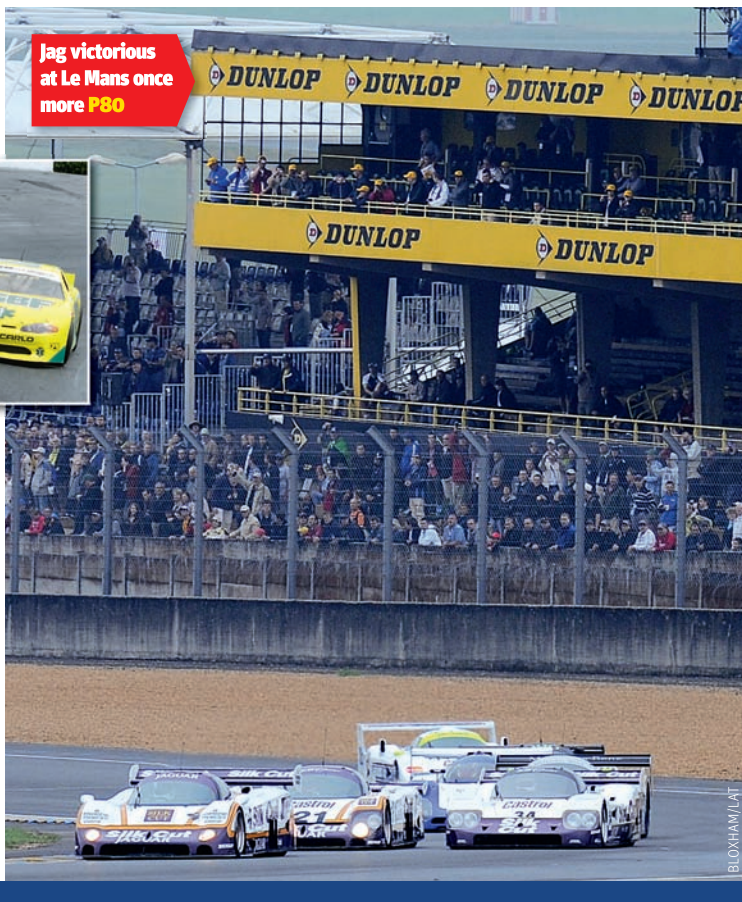
### 80 Reports

Le Mans Group C; Mondello Park MIRC; Loton Park British Hillclimb; Brands Hatch BRSCC; Blyton British Rallycross; Oulton Park CSCC; Mallory Park BARC

### 86 Oval and out

AUTOSPORT goes oval racing

**Jag victorious at Le Mans once more P80**



## REGULARS

### 7 From the editor

### 8 Snapshot

### 17 Mark Hughes

### 60 Subscribe

And get a free Aston Martin Racing polo shirt

### 69 Driver Coaching days

Want to go quicker? Look here

### 88 Final drive

Letters and reviews

### 90 On track/on screen

The next seven days' events

### 93 Photo finish

Martin Brundle, Le Mans 24 Hours 1990 (below)

### 94 Race of my life

Gijs van Lennep, Targa Florio 1973





# WELL DONE ANDRE, BENOIT & MARCEL

**2ND PLACE IN LMP1 AT LE MANS 24 HOURS 2010.**  
Looking forward to taking the next step



Telephone: **+43 650 5320117**

E-mail: **helmut.fink@gmx.at**

**EDITOR**  
Andrew van de Burgt  
andrew.vandeburgt@haymarket.com ext.5974

**AUTOSPORT.COM EDITOR**  
Simon Strang  
simon.strang@haymarket.com ext.5093

**DEPUTY EDITOR**  
Charles Bradley  
charles.bradley@haymarket.com ext.5889

**GROUP F1 EDITOR**  
Jonathan Noble  
jonathan.noble@haymarket.com ext.5810

**F1 EDITOR**  
Edd Straw  
edd.straw@haymarket.com ext.5887

**DEPUTY F1 EDITOR**  
Mark Glendenning  
mark.glendenning@haymarket.com ext.5801

**NEWS EDITOR**  
Glenn Freeman  
glenn.freeman@haymarket.com ext.5309

**AUTOSPORT.COM NEWS EDITOR**  
Steven English  
steven.english@haymarket.com ext.5952

**MANAGING EDITOR**  
Peter Hodges  
peter.hodges@haymarket.com ext.3617

**WEB MANAGING EDITOR**  
Pablo Elizalde

**GRAND PRIX EDITOR**  
Mark Hughes  
autosport.editorial@haynet.com

**SECRETARY**  
Joanne Grove  
joanne.grove@haymarket.com ext.5804

**PHOTOGRAPHS**  
LAT Photographic

**SPECIAL CORRESPONDENT**  
Adam Cooper

**TECHNICAL CONSULTANT**  
Gary Anderson

**TECHNICAL EDITOR**  
Giorgio Piola

**NEWS GRAPHICS**  
Alan Eldridge

**CARTOONIST**  
Jim Bamber

**CORRESPONDENTS**

**ARGENTINA**  
Tony Watson

**AUSTRALIA**  
Phil Brangan

**AUSTRIA**  
Gerhard Kuntzschik

**BELGIUM**  
Gordon McKay

**BRAZIL**  
Lito Cavalcanti

**FINLAND**  
Esa Illonien

**GERMANY**  
Rene de Boer

**ITALY**  
Roberto Chinchero

**JAPAN**  
Jiro Takahashi, Len Clarke

**NEW ZEALAND**  
Bernard Carpinter

**RUSSIA**  
Gregory Golyshev

**SOUTH AFRICA**  
Richard Asher

**SPAIN**  
Raimon Duran

**SWEDEN**  
Tege Tornvall

**USA**  
Jonathan Ingram, Bruce Martin, David Phillips, Diego Mejia, Robin Miller,

**ADVERTISING**  
Tel: +44 (0) 20 8267 5858  
Fax: +44 (0) 20 8267 5850  
E-mail: autosport.ads@haymarket.com

**SALES MANAGER**  
Pierre Clements,  
ext: 5820  
pierre.clements@haymarket.com

**DISPLAY ADVERTISING**  
Nyan Amer, ext: 5576  
nyan.amer@haymarket.com

**ONLINE SALES MANAGER**  
Luciano Candilio,  
ext: 5179  
luciano.candilio@haymarket.com

**ONLINE ADVERTISING**  
Philippa Mathers,  
ext: 5115  
philippa.mathers@haymarket.com

**ADVERTISING DIRECTOR**  
Matthew Witham

**AD PRODUCTION**  
Tel: +44 (0) 20 8267 5740 Fax: +44 (0) 20 8267 5320

**SPECIAL PROJECTS DIRECTOR**  
Derek Redfern

**LICENSING DIRECTOR**  
Tim Butley

**PRODUCTION MANAGER**  
Caroline Feltham,  
ext: 5823  
caroline.feltham@haymarket.com

**DISPLAY PRODUCTION**  
Saba Bonser,  
ext: 5740  
saba.bonser@haymarket.com

**CLASSIFIED PRODUCTION**  
Roxy Agius, ext: 5349  
roxy.agus@haymarket.com

**SUBSCRIPTIONS**  
UK 08456 777 817  
OVERSEAS +44 (0)1795 592 974  
EMAIL autosport@servicehelpline.co.uk  
US & CANADA 1-866-918-1446  
US & CANADA EMAIL haymarket@imsnews.com

**MANAGEMENT**  
**PUBLISHING DIRECTOR**  
Peter Higham

**PUBLISHER**  
Rob Aherne

**PUBLISHING MANAGER**  
Samantha Jemson

**CIRCULATION TRADE ENQUIRIES**  
Frontline Ltd, Park House, 117 Park Road Peterborough, Cambs, PE21 2TS.  
Tel: +44 (0) 1733 555161. Printed in England at Windyhill Heron Ltd, Cover and centre sections printed by CSM Impact, Basingstoke. Colour origination: Colour Systems, 90-92 Pentonville Road, London N1 9PS (editorial and advertising). ISSN 0269-946X. AUTOSPORT, incorporating Autosport, is published weekly by Haymarket Consumer Media, Teddington Studios, Broom Road, Teddington, TW11 9BE, UK.

**ADVERTISING DIRECTOR**  
Mark Payton

**DESIGN DIRECTOR**  
Paul Harpin

**CHIEF EXECUTIVE**  
Kevin Costello

**STRATEGY AND PLANNING DIRECTOR**  
Bob McDowell

# Unpredictability in F1 equals great racing



**THE CANADIAN** Grand Prix was a perfect reminder of why we all fell in love with Formula 1 in the first place.

The reason for the exciting, action-packed racing was the imperfect knowledge – a track surface that ‘rubbered-in’ unpredictably making tyre usage hard to gauge. It’s a scenario that generally results in belly-aching from teams and drivers, yet gives the fans exactly what they want.

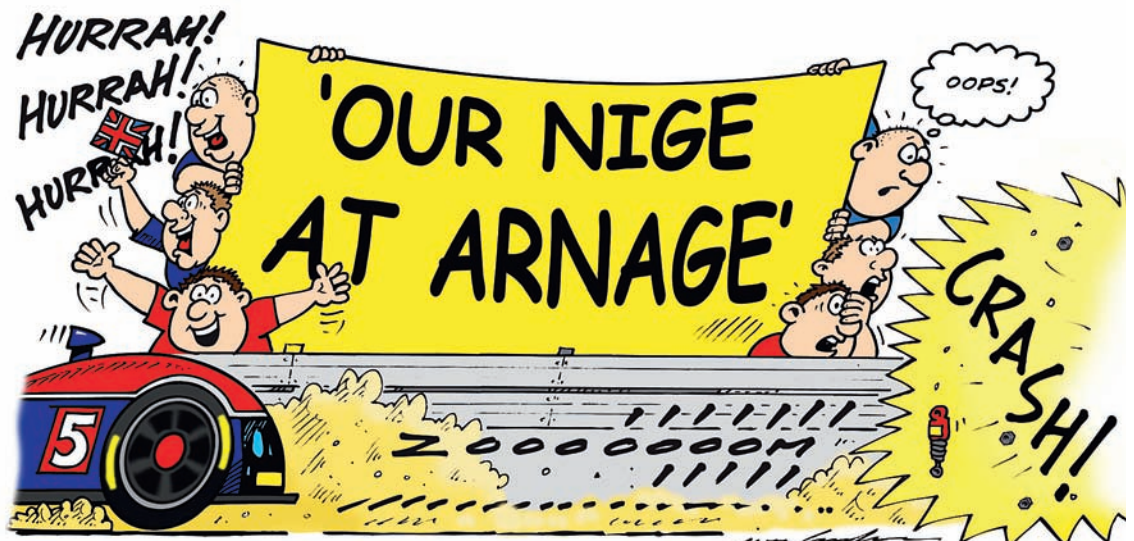
Ideally, all races would be like this, but what tyre manufacturer would willingly open itself up to global criticism by producing a sub-standard product? The only solution is to ban teams and drivers from scapegoating tyre performance for their own under-achievement. After all, it should be the same for everybody...

Over at Le Mans the tortoise beat the hare in most unexpected circumstances. Peugeot’s pace was unbeatable, but that’s no use without reliability and Audi did an excellent job to get all three of its new R15-plus prototypes home.

● AUTOSPORT is up for an award! Log on to [www.themaggies.co.uk](http://www.themaggies.co.uk) and visit the Sport category. Click on the AUTOSPORT cover to vote for us (if you think we deserve to win).

Andrew van de Burgt, editor

## BAMBER'S WEEK



FORMULA 1

## Virgin soldiers on at the back

There's a long straight from the front to the back in F1. But at least, thanks to the giant screen exiting the hairpin, Timo Glock could have watched race leader Mark Webber turning into the chicane. Wonder if he was tempted to park up and enjoy watching the action...

Picture: Dunbar/LAT

[➔ P28 CANADIAN GP THRILLER](#)





...gnie de Quebecor Media

Lap 1 / 70

# Power

UGESTONE



# McLaren expects big step for Silverstone



FERRARO/LAT

McLaren could eclipse Red Bull for British GP

McLaren's update for its home grand prix could end Red Bull's claim to having the fastest car. By EDD STRAW

**M**cLaren will introduce a major upgrade package for the British Grand Prix that it hopes will allow it to move clear of Red Bull on outright speed for the first time this season.

The McLaren upgrade integrates a design feature that channels exhaust gases into the diffuser to increase airspeed and therefore downforce. This system has already been used on Red Bull's RB6 this season. The way the exhaust is packaged will also help accelerate air off the rear wing, which should

improve the car's peak downforce.

With Ferrari also set to introduce a similar package for next weekend's European GP, Red Bull's status as 2010's pacesetter is set to be undermined. McLaren is well-placed to seize the initiative, having shown speed equal to – if not slightly better than – Red Bull on its way to a one-two finish in the Canadian GP.

McLaren showed Red Bull-beating pace for the first time this season in last weekend's Montreal event, with Lewis Hamilton denying

the Milton Keynes squad an eighth consecutive pole position and then going on to take a second straight victory. McLaren has made up a deficit of approximately one second per lap over the course of the first eight races, and is expected to have the edge in Valencia for next weekend's European GP.

#### SHIFTING THE BALANCE

Red Bull's performance advantage has also been trimmed by the FIA ordering it to remove certain aerodynamically-profiled suspension parts (see AUTOSPORT June 3) and major upgrades from rivals could swing the competitive balance against it.

The exhaust system is regarded by many teams to be one of the key advantages enjoyed by the RB6.

Williams technical director Sam Michael, who is planning to introduce his team's own version of the concept at Silverstone (see p13), is convinced that it has played a big

part in Red Bull's speed.

"There's a lot to gain from it and the only team that has really done it is Red Bull," said Michael. "A half-second gain is possible and it's easy to see why they've had the gap to the field. But remember that they have got it more optimised than the others and have already sorted the thermal issues."

#### CALCULATED RISKS

Because the gases emerging from the exhaust are at a high temperature, there is a risk that any alterations to the outlets could damage bodywork.

McLaren is set to conduct an aerodynamic straightline test prior to the British GP to check for problems, but the team is very confident about the upgrade's performance after evaluating it in the windtunnel.



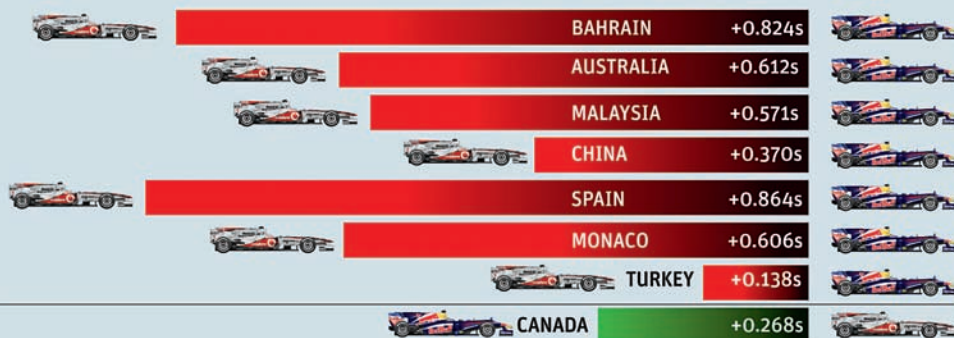
RBR could lose its technical edge



**P17 MPH ON TEAM ORDERS**

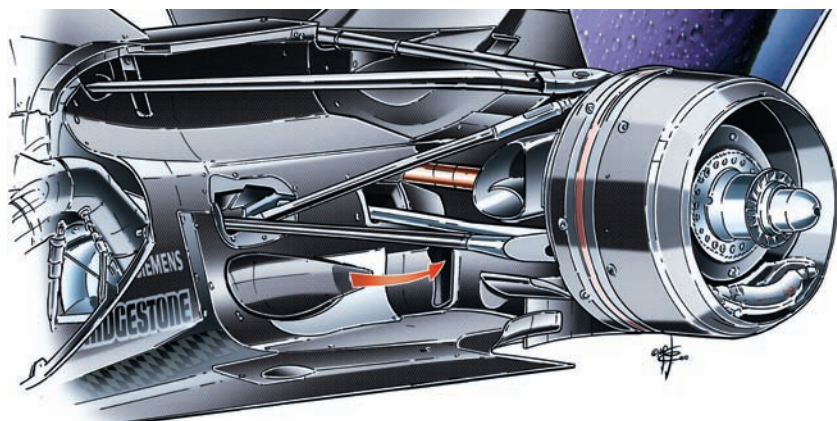
## Follow the leader

McLaren leads both championships despite having trailed Red Bull in outright pace prior to Canada. The graph is based on the quickest lap from each team each weekend



## RED BULL'S BLOWN DIFFUSER

McLaren is just one of the teams looking to copy Red Bull's exhaust system, but adapting it to a car designed around a different aero profile is not simple, as AUTOSPORT explains



### ADAPTING A 'BLOWN' DIFFUSER

**AUTOSPORT technical consultant Gary Anderson:** Adapting a blown diffuser to a car with an aero profile specified around a passive diffuser is not the work of a moment.

The placement of an exhaust outlet has a huge effect on the consistency of any aerodynamic component or surface that the hot, high-volume gasses are directed towards.

If the diffuser is totally reliant on this, then there's a chance that it could stall when the driver

lifts off the throttle. Years ago, a regular blown diffuser would increase the rear downforce when the driver went on the throttle. This moved the centre of pressure rearward, giving more grip and better traction. When he then lifted, the centre of pressure would move forward and help reduce any understeer on the way into the corner.

If it was working in harmony with the rest of the car it could be very powerful – but if they worked against each other, as sometimes happened, it could be a nightmare.

## Red Bull: McLaren gains not a worry

RED BULL team principal Christian Horner has dismissed fears that McLaren's Silverstone package could allow it to leap ahead of his outfit.

Chief technical officer Adrian Newey skipped Canada to focus on upgrades for the coming races, and Horner believes that the integration of a concept such as the exhaust-blown diffuser will not allow McLaren to take a quantum leap forward. He suggested that the design fundamentals of the RB6 allow it to capitalise more on such a system compared with a car that has been adapted.

"The architecture of our car is significantly different to the others," Horner told AUTOSPORT. "It's not a question of cherry-picking. It's difficult to know what that kind of gain on their car would be worth, but it's about incorporating it into your car rather than simply window-shopping."

"Adrian didn't come to this race because he was looking at future developments. We have a programme to bring performance to every race."

Red Bull did not use its f-duct in Canada but is expected to run it at either Valencia or Silverstone.

## 60 SECONDS WITH

### MARTIN WHITMARSH

McLaren CEO



**How important is the upgrade package for Silverstone?**

We've got an underlying performance development programme for every race, but we've also got something that we hope will make Silverstone and that we hope will be a decent-sized step. It's going to be tough to have it ready, because it was originally scheduled for later in the year, but we're really pushing to have it ready for Silverstone. We'd like to have it for the home grand prix for the team and drivers.

**But the Silverstone package is more than just evolution isn't it - you'll have the exhaust blown system?**

You might see lots of things. We're not saying what – but it will be quite noticeable.

**Red Bull always brings big packages to each race. Has it upped the ante for how aggressive you need to be on that front?**

They are pushing very hard, but if you look at last year, we made more progress than anyone. Although we did make it easy for ourselves because we were so shocking at the beginning of 2009. We were respectable, but not quick, at the start of this year and are pushing hard. Every year, winning in F1 becomes a little more difficult and the level of competition drives teams on to push harder than ever.

**Does McLaren's experience of championship fights from the past give you an advantage over Red Bull?**

Red Bull is a strong team, but we're pretty battle-hardened. We've been through quite a few championship fights and the dynamics within the team are working very well. I've got to believe that we can handle the pressure better though, but that is provided we are quick enough to put them under pressure. The crash in Turkey probably wouldn't have happened if we hadn't been right up behind them.



Martin Whitmarsh was talking to AUTOSPORT F1 editor **Edd Straw**



McLaren is promising "noticeable" changes

# Tyres key to exciting races



Bridgestone to bring 'degrading' rubber to more races as heavy tyre wear proves the key to exciting racing at Montreal's Circuit Gilles Villeneuve

Canadian GP was action packed

DUNBAR/LAT

**B**ridgestone plans to bring its super-soft-compound tyres to as many races as possible in the hope of recreating the circumstances of last weekend's dramatic Canadian Grand Prix.

The degradation of tyres meant that, for the first time since refuelling was banned at the start of 2010, drivers were forced to make more than one pitstop in the race. It led to differing strategies, with Red Bull opting to start on medium-compound rubber and major rival McLaren on the super-softs.

Bridgestone F1 tyre boss Hirohide Hamashima told AUTOSPORT: "Our first priority is to provide safe tyres that are fair for everyone. I don't want to provide a blistering

tyre, because that is a risk. But if we can confidently predict no blistering with the super-soft tyres, then we will allocate those tyres as much as possible in the remaining races." This includes the next round, next week's European Grand Prix at Valencia.

Hamashima added that the Montreal circuit played a large part in the degradation of the tyres.

"The surface is special [unusual]," he said. "It's very smooth, so the tyres didn't deform enough to get enough temperature, especially in the beginning of the race. We learned so many things during this race and will analyse the tyres to learn for the future."

The longevity of tyre compounds has been heavily criticised by teams this season for contributing to predictable races. But that is partly because Bridgestone was asked to take a more conservative approach to tyres this year to avoid a repeat of last year's Australian Grand Prix, in which the super-soft tyres degraded badly.

There have been calls for next year's tyre supplier, which is still most likely to be Pirelli, to take this into account when designing

compounds for 2011.

Red Bull team principal Christian Horner said: "Canada demonstrated that aerodynamics are not the root of all evil for destroying the racing.

"We've seen several times that tyre degradation and the way the

tyres work is a far bigger factor in allowing the cars to race each other. The tyres we had for Canada added to the spectacle hugely."

 **P28 CANADIAN GP REPORT**

## EXPERT VIEW

**VITANTONIO LIUZZI**  
FORCE INDIA DRIVER

Overall, the tyres are way too hard and, except for Canada, the races have just been one-stoppers, which makes them too easy to read and less eventful. The Canadian Grand Prix was perfect for the show, the spectators and also for the teams because they really had to think about the strategy. It was an old-school weekend for F1, and that's the way I like it. Even though I completely agree with the regulations this year and the refuelling ban, the tyres haven't been right. Tyre management should be a big part of the driver's job at this

level. It's part of the talent of a grand prix driver to understand how best to use the tyre and how to look after them in the race. The great champions, like Ayrton Senna and Alain Prost, had to do this every race. If you give the drivers different variables like this, that's when you can really see the differences between us. If every race was like Canada, I would be much happier!



FERRARO/CPZ

Hamashima wants good racing and safe tyres

# Williams to focus on next year

**WILLIAMS TECHNICAL DIRECTOR**

Sam Michael wants the team to throw its resources into its 2011 car rather than persevere with development of its current car.

The team, which has not won a race since the 2004 Brazilian Grand Prix, has scored only eight points in '10 and lies eighth in the constructors' championship.

The team has a major upgrade package scheduled for next month's British Grand Prix, but is also well-advanced with work on next year's FW33.

"I'd like to spend more time on next year's car, but we want to try and finish in a respectable position with the FW32," Michael told AUTOSPORT.

"You've got to weigh up development of this year's car with next year's. We're on the verge of the top 10 now and have made progress since Istanbul [last month], so we also need to keep on that route."

Williams's Silverstone package is expected to improve lap time by more than half a second. It

will feature a modified exhaust that is used to accelerate the airflow through the diffuser and off the rear wing (similar to Red Bull). The package will be trialled for the first time in a straightline test in the build-up to Silverstone.

"We've got a new diffuser and exhaust system, so hopefully that'll make the difference," said Michael.

"It looks positive in the wind-tunnel. We had the idea in November but didn't have time to implement it properly."



2010 has been a struggle for Williams

**AUTOSPORT SAYS...**

**JONATHAN NOBLE**  
GROUP F1 EDITOR

jonathan.noble  
@haymarket.com



**I**t was good, wasn't it? With the same cars and rules that had turned the Bahrain Grand Prix into a boreathon, Formula 1 came alive in Montreal thanks to a little black magic.

The Canadian GP was made by the tyres. A combination of lower-than-expected temperatures and a resurfaced, smooth track surface that offered little grip meant neither of the compounds Bridgestone had brought for the event worked at their best.

This was a weekend when compromises had to be made – drivers found themselves having to nurse their rubber, and teams had big headaches in trying to work out the best strategies. There were untold variables on offer – which is exactly what you need for good racing.

It was quite fitting that Pirelli motorsport boss Paul Hembery was there watching the race in Montreal, as he worked away on trying to finalise an F1 contract for 2011.

We can but hope that, if Pirelli is successful in winning the F1 deal, it has taken on board why it was that Canada was such a great spectacle. And here's one for the corporate chiefs to consider: there was not one voice afterwards slating the job that Bridgestone had done.

Tyres are a bit of a buzzword in F1 at the moment. For the sake of the fans, it would be great if that continued – and for all the right reasons.



Formula Ford Festival-style F1

# Red Bull moves on from clash

RED BULL team principal Christian Horner is adamant that there are no problems between Mark Webber and Sebastian Vettel in the wake of their Turkish Grand Prix clash.

Although Vettel refused to blame Webber, he did not accept that he had triggered the accident by moving right and hitting his team-mate.

"There is absolutely a line drawn under it," Horner told AUTOSPORT. "We've come out of Istanbul a stronger unit and they have been working together very well. That's what makes them a strong pairing."

"I'm absolutely confident that we have moved on and now the focus is on trying to do the best that we can at every grand prix."

Red Bull motorsport advisor Helmut Marko, whose comments lay the blame at the door of Webber and race engineer Ciaran Pilbeam, was at last weekend's Canadian Grand Prix but is believed to have been told to make no further comment on the issue.

# Two-year Ferrari deal for Massa

Massa: no move away from headline



**FELIPE MASSA** has signed a new two-year deal with Ferrari after successfully negotiating an improved contract offer from the Italian team.

The Brazilian had originally been offered a one-year deal covering only the 2011 season, but is now contracted until the end of 2012, which will be his seventh season with Ferrari.

AUTOSPORT understands that to secure the multi-year deal, manager Nicolas Todt had

to compromise on financial demands, meaning that Massa has not had a significant increase to his retainer that stands at around £5 million.

Ferrari had been considering Robert Kubica as a replacement. But with the Pole keen to stay on at a Renault team that is rapidly improving, and Mark Webber signing a new Red Bull deal, the retention of Massa was the obvious decision for the Scuderia.

**REMEMBER WHEN...**



...McLaren scored its first 1-2? Hamilton and Button's 1-2 in Canada recalled McLaren's first world championship double top in 1968, also in Quebec, when Denny Hulme beat team founder Bruce McLaren at Mont Tremblant.



Hamilton needed a lift back to the pits

BELLAIGALAT

## F1 qualifying 'slow-down' to be banned

THE FIA has moved to clarify that any driver stopping on his slowing-down lap after qualifying to ensure that he has enough fuel to provide the mandatory sample will be penalised.

The clarification comes in the wake of Lewis Hamilton stopping his McLaren on the circuit after securing pole position in Canada.

McLaren was fined \$10,000 after telling Hamilton to stop on his slow-down lap. The FIA has since revealed it will take "appropriate action" against any driver stopping without good reason, but has not said what the penalty will be. Given the advantage of carrying less fuel, it is likely that any future offender will be stripped of their lap time.

Stewards could not punish Hamilton for failing to complete his in-lap within the time limit because this rule is covered only by an FIA memo, not a regulation.

# British team eyes F1 entry with not-for-profit set-up

Plan for 2011 world championship entry to develop engineering talent and promote fuel efficiency

A British-based not-for-profit organisation headed by Reynard Cars designer Andre Brown is evaluating lodging an application for the 13th slot on the 2011 Formula 1 grid.

An expression of interest in the name of Andre F1 was lodged with the FIA in April, and 32-year-old Brown is working on the technical and financial package prior to deciding whether to proceed with the first stage of the application process, which is due on June 21. The team would run its cars through a tie-up with an existing race team currently outside F1 and would be staffed by apprentice engineers, some recruited directly by the team and others placed there by British companies.

If Brown does push on with a 2011 entry, he plans to acquire a chassis supplied by an outside company such as Toyota. The plan would be to acquire the intellectual property rights for such a design to qualify as a constructor, based on the terms set out by the Concorde Agreement, F1's governing document.

Development work would be headed up by Brown, who is keen for the team to make use of American technology, having worked extensively at the Auto

**"It's a different way to approach F1 but we're confident it can work"**

Andre Brown

Research Centre windtunnel facility in Indianapolis.

"It's certainly a completely different way to approach an F1 team, but we're confident that it can be made to work," Brown told AUTOSPORT. "As it stands, an entry for 2012 is probably more realistic but we still haven't ruled out pushing on with the 2011 application if we can get everything into place.

"If we can make it work for 2011, we will, but if not we will push on with a planned involvement in a Formula 3 operation as a stepping stone for personnel. Then, in the longer term, we will continue to work on the F1 project so that we are ready when a grid slot becomes available in the future."

Andre F1's initial expression of interest cited two key points to its project – the desire to develop British engineering and also to use the sport as a way to popularise fuel efficient vehicles.

"F1 has to become more efficient, and one obvious way to achieve that would be to limit the amount of fuel used and make the regulations a little more open. The sport can play a big part in changing public perception of fuel-efficient cars."

The Andre F1 project would be seen as an outside contender for a slot should it proceed with its application for 2011, especially with established operations such as multiple GP2 and F3 Euro Series championship-winning team ART also planning bids.

## Aero push for Virgin

VIRGIN WILL introduce a major aerodynamic upgrade package for the British Grand Prix.

The Richard Branson-backed outfit has slipped behind Lotus since outpacing the Norfolk-based team in the season-opening Bahrain Grand Prix, and one of its cars has been outqualified by an HRT driver in the past two races. But Virgin technical boss Nick Wirth is confident that the team will make a major step forward at Silverstone.

"So far, we have focused everything on reliability, but we have put a lot of resource into the Silverstone kit," Wirth told AUTOSPORT. "It will be a very big series of changes."

Wirth is confident that Virgin can re-establish itself as the fastest of the new teams, and sees Silverstone as a turning point for the year.

"The most important thing for us is to be the best of the new teams and we have no doubt that's achievable," he said. "Judge us at Silverstone."

## Next-generation TV cameras tested



New cameras were used last weekend

**EXPERIMENTS WITH** new 3D cameras took place over the Canadian GP weekend, but fans have been warned not to expect even high-definition coverage of F1 until 2012.

F1 sponsor LG brought in a number of trackside cameras, plus onboard units fitted to the Virgin and Lotus cars in Friday practice, to capture footage for end-of-season material.

Despite the boom in ownership of HD sets worldwide, F1 commercial boss Bernie Ecclestone believes there is still

too little take-up of HD footage from consumers to justify moving away from standard-definition coverage before 2012.

The trials with 3D cameras do not mean a fast-track for such coverage either, with the technical complexity making it unlikely to be ready for F1 use for many years – if at all.

"I want to make sure that what we produce is top quality," Ecclestone told AUTOSPORT.

"So many people are saying the future is 3D – it is not 3D at all."

## KERS return confirmed for 2011

**THE FORMULA 1** Teams' Association has given the green light for KERS to return to Formula 1 next season, although the plan to increase the power produced by the energy-recovery system has been dropped.

FOTA's technical working group had hoped to increase the 2009-standard output – just over 80bhp for 6.7 seconds – but AUTOSPORT understands that this was vetoed by Mercedes, meaning that KERS output will remain the same in 2011.

KERS is still permitted under 2010 regulations but teams agreed unanimously not to use the system. Any team opting to buy and operate an in-house system must do so with a maximum budget of €5 million. Proof of expenditure must be submitted to FOTA.

Discussions have taken place to make KERS mandatory and use it as a push-to-pass system to improve the on-track spectacle. However, while most of the top teams will run it in 2011, its use



KERS will make a comeback in 2011

will remain optional.

McLaren team principal and FOTA chairman Martin Whitmarsh said: "There is sufficient interest from a number of the teams to run KERS again, so it seems like a good number of teams will run it next year."

There are concerns that, despite the minimum weight of a car increasing to 640kg for 2011, the extra weight of a KERS system, allied to fully-fuelled cars at the start of a race, will deter some teams from committing to its reintroduction.

## THIS WEEK IN F1



**MERCEDES** Canadian Grand Prix stewards took no action against Michael Schumacher after investigating his late-race clash with Felipe Massa. The German moved over on the Brazilian and damaged the Ferrari's front wing.



**RED BULL** Former Red Bull driver turned BBC F1 pundit David Coulthard has been awarded an MBE in the Queen's Birthday Honours List. "A big thank you to all those who have helped me," the AUTOSPORT columnist said.



**McLAREN** Lewis Hamilton does not believe that his crash into Kimi Raikkonen in the Montreal pitlane two years ago was the lowest point of his world championship-winning year. "Everyone makes mistakes," he said.



**FERRARI** Team principal Stefano Domenicali has admitted that the development of its f-duct system distracted it from improving in other areas. "The focus will be to develop other areas of the car," said Domenicali.



**SAUBER** The Swiss team has launched the 'Sauber Club One' scheme, designed for membership by companies wanting to use F1 for promotional purposes.



**WILLIAMS** Technical director Sam Michael has backed Nico Hulkenberg despite the young German scoring only one point so far this season. "He's progressing well," said Michael.



**RENAULT** Team principal Eric Boullier is hoping to open discussions to keep Robert Kubica at the team now that Ferrari has re-signed Felipe Massa. "We can now sit down with Robert and discuss his future with us," said the Frenchman.



**FORCE INDIA** Vitantonio Liuzzi is confident that changing back to his original race chassis has helped his return to form. "We changed the chassis and brought some updates and everything is great," said the Italian.



**TORO ROSSO** Sebastien Buemi believes that his eighth place in Canada is vital for his future in F1. "For next year, it's good to have a strong showing like that," Buemi told AUTOSPORT after taking his second points finish of 2010.



**LOTUS** Technical chief Mike Gascoyne is confident that Lotus can now battle with the slowest of the established teams. "We've stopped talking about being the best of the new teams," he told AUTOSPORT.



**HRT** Karun Chandhok is targeting a move to Force India for 2011. Chandhok believes that the commercial benefits for the team running an Indian driver make him an obvious choice.



**VIRGIN** Technical director Nick Wirth believes that the team's weight problem is almost solved, with Timo Glock now running close to the minimum weight limit. Lucas di Grassi's car is still heavier, but will have weight-saving parts added in the coming races.

# WTCC

FIA World Touring Car  
Championship

## BRANDS HATCH

16-18 JULY 2010



**F2** Featuring FIA  
Formula Two  
Championship

### SUPPORT RACES



SEAT EURO CUP



MASERATI



ELISE TROPHY

#### ADVANCE ADULT PRICES:

Online Sunday Ticket	£24
Online Weekend Ticket	£34
Weekend Camping	£15
Weekend Pit Walk	£12

#### GATE ADULT PRICES:

Saturday Admission	£15
Sunday Admission	£30
Children 12 and under	Free

#### GRANDSTAND PRICES From £6

Advance tickets available up until midday Wednesday 14th July.  
Postage fee applies.

[www.fiawtcc.com](http://www.fiawtcc.com)

[www.wtccbrandshatch.com](http://www.wtccbrandshatch.com) - 0870 950 9000

Series partners







# MPH Mark Hughes

AUTOSPORT grand prix editor

The wording of Formula 1's regulations makes it hard to differentiate between 'team instructions' and 'team orders', but one is essential to the sport and the other is anathema

**T**he sport continues to get its knickers in a twist about that thorny subject of team orders. Pre-race in Montreal it was still the hot topic of conversation and interrogation, the events of Turkey having brought it into a sharp spotlight.

It can only ever be an unresolved issue; the circle will never join. A team fighting another team will inevitably sometimes arrive at a point where it has to control any intra-team race. There is nothing wrong with that, but the current unresolved-ness is leaving teams awkwardly peddling untruths.

No one would seriously begrudge

the cynical choice then made to switch the order at the end. That was a betrayal of the sport and was rightly condemned. But the team orders rule the incident triggered has been taken far too literally ever since.

Teams fall over themselves to encode any such instructions and in the case of Red Bull even flatly deny that any such instruction was ever issued to a race engineer, when actually – trust me on this, because I cannot reveal the source – it was. No disgrace in the fact that it was, but then there's a whole inquisition in its wake. Forget it, it's just racing.

The governing body has never pursued anyone for the many cases of fully justified 'team instructions' since Austria '02 – because the intent of that rule cannot be encapsulated in words appropriate to a regulation. Essentially the spirit of that regulation is: 'Do not take the piss out of the sport and do not disrespect the fans the way Ferrari did that day.'

Recall that an investigation was launched after McLaren called off Lewis Hamilton's pursuit of Fernando Alonso at Monaco in 2007. In finding that McLaren had no case to answer, that it had issued 'team instructions' not 'team orders', the FIA had made it quite plain that no one was looking to impose some sort of micro-definition of the concept.

McLaren and Red Bull have each allowed their drivers to race repeatedly – but there sometimes

comes a point where that intra-team contest is compromising the team's ability to protect itself from a rival. In which case it's totally appropriate for 'hold station' instructions to be given. What isn't acceptable is 'driver A switch position with driver B' when you are not under threat. McLaren and Red Bull – and these days Ferrari too – are to be applauded for letting their drivers race each other and it isn't fair that they should have to be put in compromising positions – in effect, forced to lie – to dot the I and cross the T of an arcane piece of wording.

When Fernando Alonso came upon a struggling Felipe Massa in Australia, he lost a very real chance of winning the race. Why would it have been unacceptable for the team to have told Massa to move aside? He was compromising the team's ability in that moment to beat its rivals. It would have been totally appropriate. What would not have been appropriate would be a pre-race instruction for one driver to surrender to the other, but this was quite different.

It's time to start taking the teams on trust with this. Leave the wording there – just as a weapon to punish anyone trying a repeat of 'Austriagate' – but let it be more openly acknowledged that actually everyone is okay with justifiable 'team instructions'. That way we don't have to contort ourselves into a position of telling outright fibs just to make everything square and squeaky-clean. ☒



McLaren telling its drivers to back off when running 1-2 in the late stages of a race, especially if they are running short of fuel. That is in no way the same as what Ferrari did in Austria 2002, when neither of its guys were racing the other, but just driving around in formation, with

**“The spirit of the rule is: ‘Don’t take the piss out of the sport’”**

Peugeot commits to seven-round series



PROVISIONAL ILMC 2011 CALENDAR	
March	Sebring 12 Hours (USA)
May	Spa 1000Km (B)
June	Le Mans 24 Hours (F)
September	Silverstone 1000Km (GB)
Sept/Oct	Petit Le Mans (USA)
October	Fuji 1000Km (J)
November	Zhuhai 6 Hours (PRC)

LMP1

# Return of 'world sportscars'

Audi and Peugeot commit to seven-round Intercontinental Cup, for which Le Mans will be a double-points event

Peugeot and Audi look certain to next year contest an expanded Intercontinental Cup that will include the Le Mans 24 Hours.

The two manufacturers are already signed up for this autumn's three-race pilot series and welcomed the expansion of the Intercontinental Cup to as many as seven events next year. Both intend to contest the full

series in 2011.

Peugeot Sport boss Olivier Quesnel said: "It is already decided that we will be there."

Quesnel said he was surprised at the inclusion of Le Mans in the series as a double-points event but described it as "good news".

Audi Sport boss Wolfgang Ullrich said: "Basically you can say that we will do it, but our final programme will not be decided until the end of the year."

Quesnel called on the Intercontinental Cup to be given world championship status.

"The term Intercontinental Cup means nothing," he said. "It should be called the Endurance World Championship, because that is

what it will be next year."

Officials from the Automobile Club de l'Ouest, which runs Le Mans and the Intercontinental Cup, ducked questions on whether it will bid to the FIA for world status. The Intercontinental Cup will fulfil the two key requirements of a world championship: races on three continents and participation from four manufacturers.

Remy Brouard, director general of the ACO, said that it was important for the 24 Hours to become "the focal point" of the Intercontinental Cup. He explained that it was a logical move because teams looking to contest the new series would also want to do Le Mans and therefore wouldn't "add extra cost" to budgets.

Next year's series will begin with the Sebring 12 Hours and include the Spa 1000Km Le Mans Series round in May, Silverstone in September and Petit Le Mans at Road Atlanta. It will visit Japan for the Fuji 1000Km in October and most likely include the second edition of a six-hour race at Zhuhai, which has been confirmed as the Chinese date on this year's calendar on November 6.

The Le Mans Test Day will return after an absence of two years in 2011. It will take place in late April or early May.

The ACO said it was important to have a test on the Circuit de la Sarthe at Le Mans "at least one month" before the race in the first year of a new prototype rulebook.



Quesnel says Pug is 'already there'

LMP1

## Audi hints at closed-top R18

AUDI APPEARS to be leaning towards a coupe bodyshape for its next LMP1 car.

Audi Sport boss Wolfgang Ullrich has hinted that he no longer considers it viable to return to the Le Mans 24 Hours with an open-top car. His comments suggest that the R18 built to the new-for-2011 rulebook will follow Peugeot's lead and be a coupe.

Ullrich explained that one of the

advantages of an open car had been during pitstops. The change in sporting rules that slowed tyre changes at the start of last season has removed that.

"If you take pure performance, it is clear that the efficiency of a closed car is much better," he said. "One of the advantages of an open car has now been removed, so we must look at both concepts.

"We pushed hard with the ACO for the rulebook to give both concepts the same chance, but this does not seem to be the case."

It remains unclear what engine concept Audi will choose for the R18. Ullrich's comments suggest the car will not be a hybrid.



Audi could drop open-top concept

**GT1**  
**Vitaphone weighs up AF Ferrari Spa link**

THREE-TIME Spa 24 Hours winner Vitaphone Racing is set to link up with the AF Corse Ferrari team for this year's event.

Michael Bartels's team is seeking the partnership because the decision not to include the event in the FIA GT1 World

Championship means its Maserati MC12s are no longer eligible for the GT2-based race. It is in negotiation with AF Corse about fielding two Ferrari 430 GTs at Spa with a line-up built around the core of its world championship team.

Vitaphone team manager Rafael Calafel said: "We want to return to Spa, because in the past we have been very successful in the 24 Hours. We are working on a deal with AF Corse, but it is not confirmed." Vitaphone regular Eric

van de Poel confirmed that he is talking to the team about driving one of the Ferraris in the event on July 31/August 1.

The only AF Corse Ferrari confirmed for Spa so will include former Daytona 500 winner Michael Waltrip in its line-up. The 47-year-old, who is now racing only in superspeedway Sprint Cup events, will share with Michael Waltrip Racing co-owner Rob Kauffman, plus Niki Cadei and Rui Aguas.

Kauffman, who drove together with Waltrip in January's Dubai 24 Hours, said: "We are doing this to try to raise the awareness of NASCAR in Europe, but also for fun."

Vitaphone wants more Spa glory



GIBSON/LAT

**IN BRIEF**



**ENERGY LIMIT SET**

The amount of energy that can be recharged between braking cycles under the new Le Mans hybrid rules for next year will be 500kJ. Peugeot technical boss Bruno Famin (above) described it "as a good start".

**TIEMANN STILL IN COMA**

German Marcel Tiemann, who remains in a coma after an accident in the Imola GT Open event at the end of May, was transferred from Italy to Germany last week. Doctors at the University Hospital in Munich were planning to bring him out of the medically-induced coma this week.

**MIGAULT AIMS FOR 25**

Frenchman Francois Migault is aiming to add to his 25 starts at the Le Mans 24 Hours next year at the age of 66. He said he wants to race at Le Mans "one last time" and was "already talking to sponsors to make it happen".

**LMP1 ENGINES LIVE ON**

The current breed of LMP1 engine will be allowed to race on for one

more season under Le Mans rules. The performance of engines such as the Judd V10 will be balanced against the new breed of smaller-capacity powerplants.

**JUDD'S NEW LE MANS V8**

Engine Developments is working on a production-based V8 to next year's Le Mans rulebook. Company founder John Judd Sr would not divulge the basis of the engine.

**KINGSTON QUITS SUMO**

Stalwart sportscar and touring car engineer Geoff Kingston has left the Sumo Power GT team. Kingston, who engineered the Jamie Campbell-Walter/Warren Hughes Nissan GT-R, has been replaced by ex-Creation man Ian Smith.

**BMW RESTRICTOR SHRINKS**

The BMW M3 was given a smaller restrictor ahead of last weekend's Le Mans 24 Hours (below). The move resulted from the pace of the V8 GT2 contender in the Spa Le Mans Series race and the Laguna Seca American Le Mans Series event.



**GT1**  
**BMW chance for FIA GT1**



BMW could join the FIA GT1 grid

BMW COULD take the place of one of the existing six marques represented in the FIA GT1 World Championship in 2011.

Anglo-German company Aurora Racing Designs is developing the BMW B6 it designed for BMW tuning specialist Alpina as a GT3 car into a new GT1 contender. It has revealed that it is negotiating with teams ready to enter next year's world championship.

It would need one of the existing brands involved in the series to lose its franchise for the BMW to get on the grid. This could happen if one of the teams representing a brand fails to complete the current season.

A second option would be for the BMW to join the new-for-2010 series in 2012, when there are plans to expand the world championship to 10 marques.

**AUTOSPORT SAYS...**

**GARY WATKINS**  
**INTERNATIONAL**  
**EDITOR-AT-LARGE**



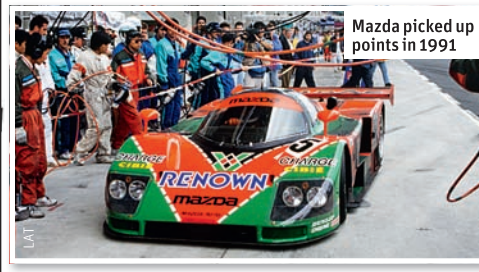
I find it difficult to believe that last weekend was my 20th Le Mans 24 Hours, and even more difficult to believe that only one of those 20 was a world championship event. If you'd told me that back in 1991, the one year I was present when it was a points round, you would have heard my laugh above the screaming rotary engine in Mazda's winning 787B.

I've spent 18 years, virtually my whole working life to date, waiting for the return of a world sportscar championship, a successor to the series that ran continuously (despite various names) from 1953 to 1992. And I'm still waiting.

The new FIA GT1 World Championship, a sprint series without full factory teams, isn't a true descendent of what went before. Even Stephane Ratel, a man who now describes himself as a "sportscar heretic", agrees.

What we currently know as the Intercontinental Le Mans Cup would be worthy successor to the old world series. Which is why it needs to be called one.

Olivier Quesnel at Peugeot has suggested 'Endurance World Championship'. I'd swap the words around and plump for 'World Endurance Championship'. It does have a ring to it, doesn't it?



Mazda picked up points in 1991

**ROLL OF HONOUR**

By winning the Le Mans 24 Hours last weekend, Timo Bernhard became the ninth driver to win sportscar racing's triple crown – Le Mans, Daytona 24 Hours and Sebring 12 Hours. The first was Hans Herrmann (pictured):

- Mauro Baldi • AJ Foyt • Hurley Haywood • Hans Herrmann • Al Holbert • Jackie Oliver • Andy Wallace • Marco Werner



German Herrmann won 1970 Le Mans in 917

LE MANS

# ACO drops GT1 cars for Le Mans

Teams disappointed that world championship-spec cars are not welcome at Le Mans, but series boss Ratel takes the positives



Ford GT no longer welcome in GT1 spec

BLOXHAU/LAT

The decision of the Le Mans 24 Hours organisers to do away with the GT1 class will have a beneficial effect on the FIA GT1 World Championship, according to series boss Stephane Ratel.

The Automobile Club de l'Ouest, whose rules are used by the series that bear the Le Mans name in Europe and America, has decided that the existing GT2 category will become the lone GT class from next season. Ratel believes that this will give his new-for-2010 championship a unique selling point.

"In the long-term it will be a good thing," said Ratel. "It's difficult to sell a category as a premier class to promoters when it's a secondary class somewhere else."

Ratel, who revealed that he was surprised by last week's announcement, admitted that the decision could have repercussions for manufacturers and tuners. The

move effectively limits the market for any GT1 car to just four examples, the maximum number allowed in the world championship.

Martin Bartek, boss of the Matech organisation that builds the Ford GT1 car, hit out at the ACO.

"I didn't invest in the development of a GT1 car to sell two cars," he said. "I don't understand why we have been allowed to compete at Le Mans this year, only to be told before the race that we cannot come back."

The ACO has left the door open to GT1 cars such as the Ford and the Nissan GT-R to be allowed into GT2 in modified form. But Bartek said he would "not spend one dime changing the car" to run under Le Mans rules.

ACO sporting manager Vincent Beaumesnil explained the reasons behind the decision to have one GT category, to be known as the GT Endurance class, from next season.

"We have seen some GT1 cars in our series [the Le Mans Series], but it's been very difficult because the dates [of the world championship] are not really compatible with our own," he said. "The second thing is that the new GT1s are sprint cars and do not conform to the philosophy of endurance."

The GT2 class will have also have a subdivision called GT Endurance

AM. It will be open to cars a minimum of one year old, with at least two amateur drivers.

The ACO has also cleared the way for the forthcoming McLaren MP4-12C sports car to race in GT2 by changing the rules to allow carbon monocoques.

**P46 LE MANS GT REPORTS**



Ratel says move strengthens his USP

EBREY/LAT

EVERY type of insurance that ANY person involved in Motorsport may require

**MIS** MOTORSPORT  
INSURANCE  
SERVICES

**ON TRACK - PERSONAL ACCIDENT - MOTORTRADE -  
COMMERCIAL - LIABILITY**

**www.raceinsurance.co.uk or call 01943 884555**

Motorsport Insurance Services Limited is Authorised and Regulated by the Financial Services Authority

**IN BRIEF**



**CLIO ACE JOINS TRIPLE 8**

Renault Clio Cup graduate Daniel Lloyd will make his British Touring Car Championship debut this weekend at Croft in a Triple 8 Vauxhall (above). The Yorkshire teenager's deal could be extended to include further races.

**HAMILTON SKIPS CROFT**

Matt Hamilton will miss this weekend's BTCC round at Croft due to budgetary reasons. The TH Honda driver hopes to return at Snetterton in August.

**'GIO' PORSCHE DEBUT DELAYED**

Fabrizio Giovanardi failed to make his Superstars debut at Hockenheim last weekend as N.Technology's Porsche Panamera was not completed in time. The car will now appear at Mugello on July 25.

**SILVERSTONE PARTY INVITE**

Subscribers to AUTOSPORT or sister publications *F1 Racing* and *Motorsport News* are invited to join an exclusive motorsport party night on the Saturday of the British Grand Prix weekend (July 10). Tickets for the event at Whittlebury Park are £15 per head and include a goodie bag plus the chance to win prizes in our motorsport quiz. To book your place, call 01327 850071.

**BIGGER PLATES FOR DAYTONA**

NASCAR Sprint Cup cars will use the biggest restrictor plate ever permitted at next month's Daytona night race, as a result of the higher drag levels created by the change from a rear wing to a spoiler.

**PROST IN AN F1 RENAULT!**

Le Mans Series driver Nicolas Prost will demonstrate Renault's road show R29 F1 car at the Magny-Cours World Series by Renault meeting this weekend.

**BMW PEGGED BACK IN WTCC**

SEAT and Chevrolet (below) will continue on the maximum 40kg of ballast in this weekend's World Touring Car Championship round at Zolder. The BMWs have gone from no ballast to 20kg.



**GP2**

**GP2 to align main and Asian series**

**GP2 TEAMS** will be forced to compete in both the main and Asia series as part of the selection criteria for the 2011-13 seasons.

The current three-year cycle of entries ends this year, and applications are already being considered for the next

three-year bracket. While most teams already contest both series, Malaysian squad Meritus has been unique in only competing in Asia, and Racing Engineering, which carried Giorgio Pantano to the 2008 GP2 title, has never competed in the Asia series.

But GP2 boss Bruno Michel confirmed to AUTOSPORT that from next year onwards that situation will change.

"Teams will have to do both series," Michel said. "We will select exactly the same teams for Asia and the main series. So the situation of Meritus, which was the only team to just do Asia, will not continue.

"But on the other hand, Meritus will be considered with the other applicants to see whether it will get an entry for Asia and the main series next year."

For the first time, the Asia Series and main series will be contested using the same cars from 2011.

The Asia Series has used old-spec cars since its inception in 2008. The change is a result of the current Dallara chassis being updated rather than replaced for 2011-13. This will also help reduce costs in allowing teams to work with a common spares package.



The same cars will race in Europe and Asia

**BTCC**

**Motorbase chases team glory**

**MOTORBASE PERFORMANCE** boss David Bartrum reckons his BMW-equipped squad can win the British Touring Car teams' title after its strong start to the season.

Motorbase leads the standings by two points from the Dynamics-run Honda squad, while race-winning pilots Steven Kane and Mat Jackson lie third and fifth in the drivers' championship.



Bartrum: title aim

"The teams' title is the aim," Bartrum told AUTOSPORT. "It's our third year with BMWs and winning the title would prove our worth as a touring car team.

"We've got the best line-up we've ever had, and only Honda's drivers [Matt Neal and Gordon Shedden] can match it."

Croft, which hosts the series this weekend, has traditionally favoured the rear-wheel-drive BMWs against front-wheel-drive opposition. The German machines have won five of the past nine races there.

**INDYCAR**

**Andretti extends RHR deal**



Hunter-Reay will race this weekend at Iowa

**RYAN HUNTER-REAY** will continue to race in the IndyCar Series with Andretti Autosport at Iowa Speedway this weekend following a one-off sponsorship deal.

The American's initial programme with the team came to an end last time out at Texas Speedway, but team boss Michael Andretti is now optimistic that Hunter-Reay will be able to see out the season.

"Right now we're only covered for Iowa," said Andretti. "There's a lot of interest and a lot of things going on, but nothing is concrete yet.

"I think we're going to get it done - I'm proud of my [marketing] team and I'm cautiously optimistic."

Hunter-Reay is the highest-placed driver in the points not driving for Team Penske or Chip Ganassi Racing.

**FORMULA RENAULT 3.5**

**Guerrieri still a long-term doubt**

**ESTEBAN GUERRIERI'S** Formula Renault 3.5 title challenge remains on a race-by-race basis, despite the Argentinian winning his three most recent races.

The 25-year-old has already been forced to step down once this season, when he made way for GP3 racer Alexander Rossi in Monaco. Despite that he still sits third in the standings, just seven points off the top, and his ISR team has confirmed that he will race this weekend at Magny-Cours.

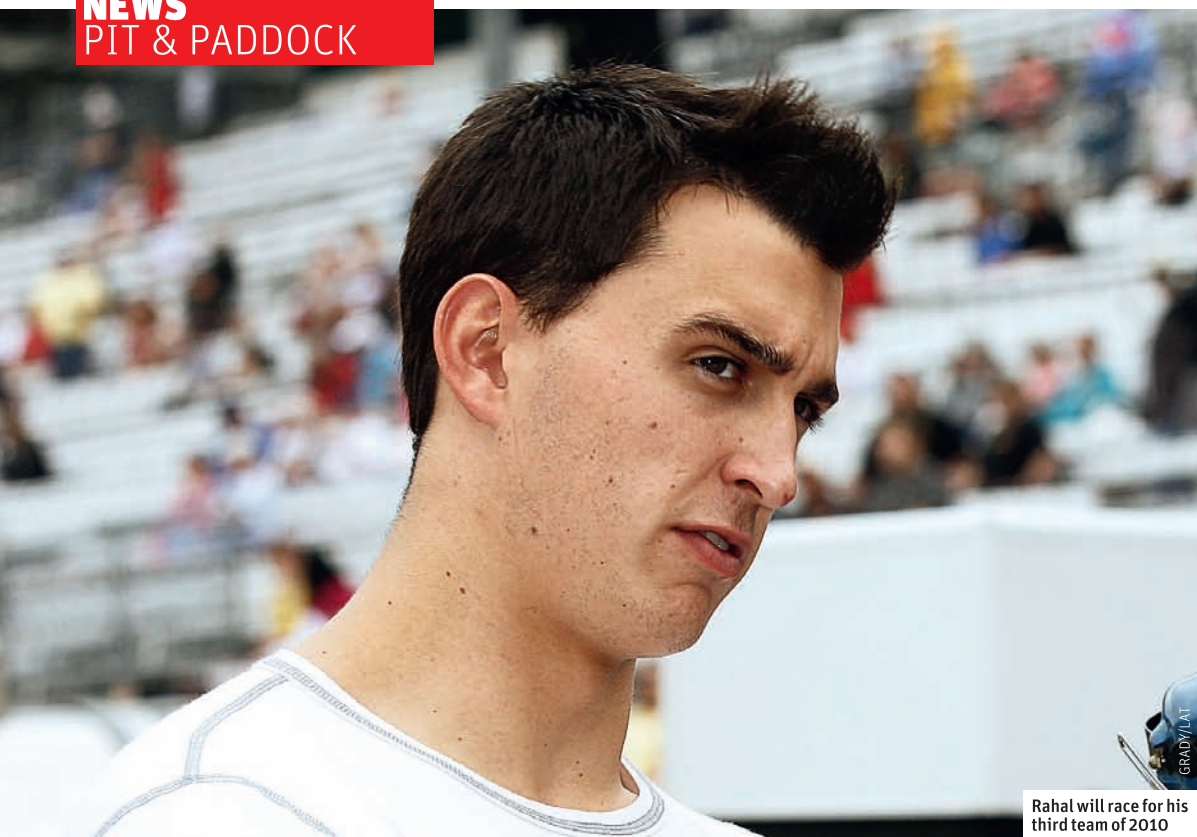
"The problem is you can't stay racing just by being a nice guy," said Guerrieri. "You need money. I am working really hard to find some sponsors, whether in Argentina or Europe, in order to see out the

season. I know I have a lot of support, and I also realise that the work I do counts a lot."

Team boss Igor Salaquarda added: "We are trying to keep Esteban but it is quite difficult to find money in Argentina."



Guerrieri has won his last three FR3.5 races



Rahal will race for his third team of 2010

INDYCAR

# Rahal's one-race deal set for extension

American targeted as long-term stand-in for injured Conway at Dreyer & Reinbold

**I**ndyCar team Dreyer & Reinbold Racing is working to turn Graham Rahal's one-off deal for this weekend's round at Iowa Speedway into a long-term programme.

The American will race the team's second car in place of the injured Mike Conway on Sunday. Tomas Scheckter filled the seat at Texas Speedway the week after Conway's crash in the Indianapolis 500, but Dreyer & Reinbold general manager Larry Curry has targeted an extended deal with Rahal.

"I hope this is the beginning of

many races with Graham," said Curry. "We will certainly look at that and I'm sure discussions will continue into next week about what we can do beyond Iowa."

It was expected that Conway's seat would be filled by drivers that could bring money to the team, but Curry said that is not the plan.

"We've worked really hard to improve the credibility of this team," he said. "If we put someone in that doesn't have the talent but has a lot of money then we're back to square one. We feel that Graham is an incredible talent,

and to get him shows we're serious and competitive."

The deal means that 21-year-old Rahal will race for his third team of the season. He lost his full-time drive with Newman/Haas/Lanigan Racing when a sponsorship deal fell through on the eve of the season, but has raced for Sarah Fisher Racing and his father Bobby's Rahal Letterman Racing.

"It's no fun sitting on the sidelines – watching Texas killed me," said Rahal Jr. "This will be a good way to get started off; we have a really good opportunity here."

INDYCAR

## Teams could modify Delta Wing styling



Manufacturers could reskin Delta Wing

**DELTA WING** IndyCar designer Ben Bowlby has revealed that manufacturers could develop their own stylings for his radical proposal if it wins the battle to be the next-generation car for the series.

Chip Ganassi Racing designer Bowlby, who is the driving force behind the project, had previously admitted that some of the manufacturing of the car could be open source. He has now added that he would be open to modified versions of the car racing together.

"We need to let development roll," Bowlby told American website popoffvalve.com. "First we're going to deliver the same starting point to everyone, but then we're going to see what people start coming up with."

"Let's have a Ford bodywork, let's have a Chevy bodywork, let's have a Penske Special. Why not? This is the premier stage of American racing and yet it's not representing the manufacturers."

A decision is expected on the 2012 IndyCar concept by the end of this month.

### IN BRIEF

#### LLOYD FIT TO RACE

Former Indy Lights champion Alex Lloyd will race in the IndyCar Series at Iowa Speedway this weekend despite still being in pain after having his appendix removed last week. "I'm a little sore, and a week is a tight timeframe, but there's no question I'll be racing," he said.

#### MUTOH SHUNTS IN TESTING

Hideki Mutoh's IndyCar test in Iowa was brought to a premature end last week when

the Japanese driver heavily damaged his Newman/Haas/Lanigan car shortly before midday in a crash between Turns 1 and 2 on the 0.875-mile oval. "I hit a big bump and just spun," said the 27-year-old, who reported feeling dizzy immediately after.

#### MORTARA AND SIMS SET THE PACE

F3 Euro Series points leader Edoardo Mortara and Alexander Sims finished the series' mid-season test at Magny-Cours with

the joint best times last week. Fellow race winner Roberto Merhi was third, just 0.034 seconds adrift.

#### AUSSIE TO RACE IN NASCAR

Former V8 Supercar driver Owen Kelly will make his NASCAR Nationwide debut at Road America this weekend. The 33-year-old will step into the #27 Baker Curb Racing Ford Fusion that has been driven by Greg Biffle in 10 of the 13 rounds held so far this year.



#### TARQUINI TO ARGENTINA

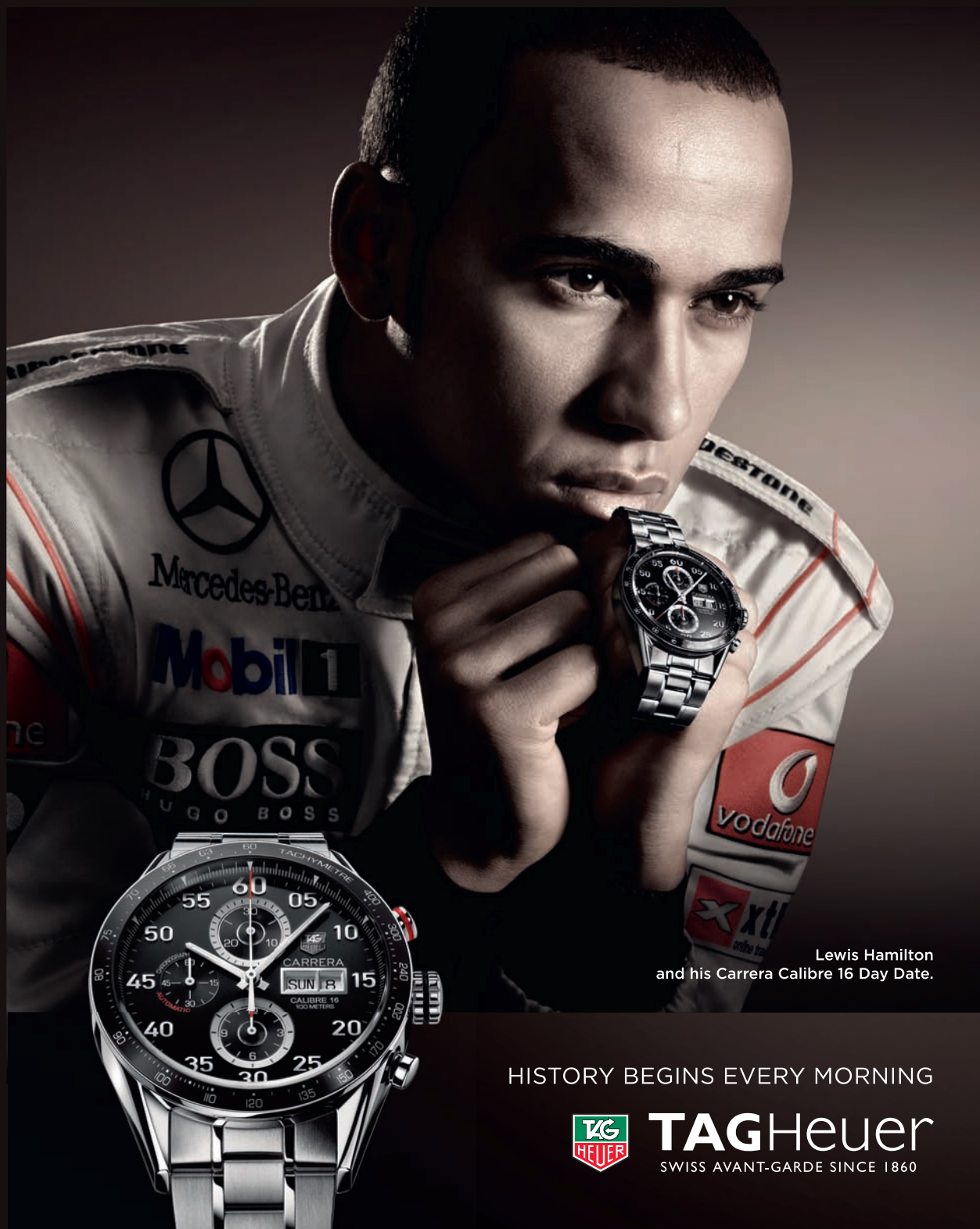
World Touring Car champion Gabriele Tarquini (above) will partner Argentinian TC2000 title winner Jose Maria Lopez at the Buenos Aires 200Km in November. The pair will share Lopez's Honda Civic.

---

---

# THE GREATEST VICTORY IS YET TO COME

After each race, Lewis is already focused on the next one.  
TAG Heuer is proud to be associated with him and congratulates  
Lewis on his victory in Canada.



Lewis Hamilton  
and his Carrera Calibre 16 Day Date.

HISTORY BEGINS EVERY MORNING



**TAGHeuer**  
SWISS AVANT-GARDE SINCE 1860

NASCAR

## Magnussen to join Sears Cup field

**SPORTSCAR STAR** Jan Magnussen will make his NASCAR debut in the Sprint Cup race at Sears Point this weekend.

The Dane, who is a factory Chevrolet driver in GT racing, has tested several times for crack squad Hendrick Motorsports this year, working on a road-course-specific development programme. He will make his debut this weekend in the #09 car run by Phoenix Racing – a team with Hendrick ties.

“[The Hendrick programme] was a proper test job,” Magnussen told AUTOSPORT. “After that, Phoenix asked if racing was something I wanted to do, and I said it was. I’m looking forward to it.”

The 36-year-old added that he would consider a full-time switch to NASCAR in the future.

“Right now this is a one-off,” he said. “If the right opportunity presented itself, I would look at it, but nothing has been discussed.”

Magnussen will join fellow Scandinavian Mattias Ekstrom (see below) as a road-course ringer in the Cup field this weekend.

Magnussen will race at Sears Point



Front splitter will change for

NASCAR

# Changes planned for Car of Tomorrow racer

Cup series machine to get new front end in 2011 ahead of more appearance tweaks

**N**ASCAR’s Car of Tomorrow will get several upgrades over the next couple of years, starting with a new front end for 2011.

The car, which was introduced to the top level Cup series in 2007, had undergone very few changes prior to this year, when the unpopular rear wing was replaced with a traditional-looking spoiler. But the development work on the next-generation car for the second-tier Nationwide series has led to findings that can be exploited in the Cup series.

NASCAR’s vice president of competition Robin Pemberton

told AUTOSPORT: “There’s always a cycle that you go through and you look for changes. [The front splitter] is a styling change that will give the manufacturers an opportunity to have some identity there. Looking forward, it’s not the last change. We’ve been pretty occupied with the new Nationwide car for the past two years, but we will incorporate the things that we’ve learned. Everyone has been working, knowing that on the heels of the Nationwide car we’d be looking at upgrades to the Cup series car.”

The changes are likely to allow manufacturers to make their

models look more distinctive, as currently all of the Cup cars have the same bodywork shape. Allowing more freedom will require NASCAR to try to balance the aerodynamic performance of the individual cars.

Pat Suhy, GM Racing’s NASCAR group manager, supports the idea to start modifying the Cup car.

“Most stuff is pretty common [on Cup cars],” he said. “I think everyone’s objective is to work out how much of the car can we get to work on. NASCAR has acknowledged that the car needs some work, and I think the 2011 change is a good start.”

NASCAR

## Ekstrom: I don’t fear NASCAR stars

**TWO-TIME DTM** champion Mattias Ekstrom does not expect to be targeted by NASCAR regulars when he makes his debut in the Sprint Cup at Sears Point this weekend.

The Swede has been drafted in as a road-course ringer for Red Bull, which has lost its lead driver Brian Vickers for the rest of the season due to illness.

“I expect to get treated like everyone else,” he told AUTOSPORT. “I have watched the races, I know what they are like. But why should they risk something with me? There is no point in the guys going for the championship wasting their energy on me. But maybe if I am near the front on a re-start with 10 laps to go they

will feel they can take a few more risks with a guy they will never see again.”

Ekstrom, who has a reputation for being one of the tougher racers in the DTM, has also vowed not to be overly aggressive on his one-off outing.

“I don’t want to be remembered as the European guy who messed up someone’s chances of getting into the Chase,” he added. “I will do what I always do. I will be hard but fair, but my aim is not to be any more aggressive than usual. It is very different for me to have 43 cars on track, so I will have an open mind.”



P56 EKSTROM INTERVIEW

Ekstrom will swap his Audi for a Toyota





1970-2010: TAG HEUER AND LE MANS,  
40 YEARS OF LEGEND.



TAG HEUER CONGRATULATES THE AUDI SPORT TEAM  
FOR THEIR VICTORY IN LE MANS.

Steve McQueen wore the Monaco during the filming of  
"Le Mans" in 1970. Today, TAG Heuer has joined forces  
with Audi Sport for Le Mans 24 Hours.

 **Audi Sport**  
Official Partner

HISTORY BEGINS EVERY MORNING



**TAGHeuer**  
SWISS AVANT-GARDE SINCE 1860

## RAIKKONEN SHOWS HIS METTLE IN ITALY

Kimi Raikkonen turned in his most accomplished rally performance to date on last Saturday's Rally della Lanterna in Italy, in which the Finn finished a close second to fellow Citroen Junior Team driver Sebastien Ogier.

The one-day event was Raikkonen's first competitive asphalt outing in a Citroen C4 WRC and he was immediately faster than Rally of Portugal winner Ogier.

Raikkonen led the event at the halfway mark, but had to give best to the Frenchman on the final stage. Raikkonen said: "It was a good experience. The car was fun to drive and this day will be very useful to me to get ready for the second part of the season."



WRC

# Rally GB could remain in Wales

Improved relations with the event sponsor allied to a 'dream' format could be enough to keep Rally GB in Wales

Rally Great Britain chief executive Andrew Coe has admitted Britain's round of the World Rally Championship could remain in Wales beyond 2011 – the final year of the agreement between the event and its backer, the Welsh Assembly Government.

Should the event remain in Wales, it would be a significant U-turn, after the financial arm of Rally GB and the WAG came close to legal action over contractual issues, thereby casting doubt over the running of last year's event.

There was strong speculation that last October's Cardiff-based Rally GB would be the last in Wales, with the event expected to move north to a Newcastle base for 2010. Negotiations with government agencies in the north of England are ongoing, but Coe said a deal to move the rally is some way off.

Coe added that relations with the WAG had improved considerably, and that Rally GB now had to be considered among the world's best following the latest changes to the route and infrastructure.

"It's taken a few years to get to this position," said Coe. "But I believe we have the ideal set-up for a WRC event. We're in a capital city and we're in the most prestigious spot in that city. We've got the service park outside a fantastic building for Rally HQ and we've got a superspecial stage in walking distance. This is the dream set-up, all within the confines of the city."

"The event could stay in Wales after 2011. We have funding for 2011 [from the WAG]. We're still interested to see what's going on

in the north-east, but there's an awful lot of work to move the event up there. This event delivers substantial economic benefit to Wales and there's an enthusiasm to keep it in Wales."

AUTOSPORT's sources insist the deal to move north could happen next year. One source said: "This event has been in Wales too long. We have the resources to host a great WRC round in the north and that's what we're pursuing. Let's not forget how close we came to losing this event last year."

IRC

## Wilks aims at Azores

SKODA UK driver Guy Wilks hopes to return to the IRC series on the Rally Azores next month.

Wilks was advised against competing on the next IRC round, next week's Ypres Rally, after suffering two fractured vertebrae in a Rally d'Italia crash earlier this month.

"Obviously, I'm desperate to get back in the car," said Wilks. "But

there's no point in doing that until I'm 100 per cent. I knew in my mind Ypres was unlikely, but now I know I can focus on the next round in the Azores. I don't know if we're going, but that's given me a goal to strive for.

"The vertebrae I fractured are the furthest away from the spinal chord, so I'm lucky in that respect. Missing one rally is not the end of the world."

WRC

## Solberg: It'll be tough without Mills

PETTER SOLBERG has admitted Phil Mills's decision to quit co-driving will make the Norwegian's job even harder on the remaining rallies.

Talking to AUTOSPORT in the wake of Mills's announcement that he was leaving the Petter Solberg World Rally

Team, Solberg said he could understand the Welshman's decision.

"Things have been very tough this year," he said. "It's not easy at all. Sometimes it's all a little bit too much, but I have to go on. When the feeling comes [that you want to stop] it comes. I have

massive respect for Phil, but the next rally will be bloody difficult. I need to find a new co-driver then get out and test. Phil and I had a very special relationship."

While contesting 152 WRC rounds since '99, Solberg and Mills won 13 – and the 2003 title.

**WRC**  
**Ford tech chief fears Citroen onslaught**

FORD WRC TECHNICAL director Christian Loriaux says Sebastien Ogier's increased speed will make beating the rival Citroen team even more difficult for the rest of the season.

The news that the Frenchman will partner Sebastien Loeb in the official Citroen team on the remaining three gravel rallies of 2010 – with Dani Sordo taking his place in the Citroen Junior Team – causes more concern for Loriaux. Loriaux says Ford is struggling to cope with the number of C4s fighting against them on every round.

Loriaux said: "Ogier is pushing Loeb to his



Ford is struggling to match Citroen

maximum speed. [Dani] Sordo is being pushed as well and we've always known once Petter [Solberg] got his head right, he would be there. We've got two drivers and they've got four. And Mikko [Hirvonen] is clearly not in his best form – I'm not slugging

him off saying that, he'd say it himself. We're a bit behind with car development, the drivers are a bit behind on their performance and we're outnumbered by a factor of two. When we lose a car, that's a factor of four. We can't do anything."

Ford has ramped up its test programme on asphalt, with Hirvonen set to contest the Serbia Rally next weekend.

The Finn said: "There's lots to learn on Tarmac. I hope we can improve. Let's get to the next rally, go flat out and see what happens."

**IN BRIEF**

**LOEB BACK TO LE MANS**

Six-time world rally champion Sebastien Loeb was an interested onlooker at last weekend's Le Mans 24-hour race. The Citroen driver has tackled the event twice

(finishing second in a Pescarolo in the 2006 race) and says he would like to return next year. In the meantime, Loeb will tackle a French GT3 race, driving a Ferrari F430 at Val de Vienne on June 26-27.

**PADDON TO WHANGAREI**

Pirelli Star Driver Hayden Paddon has been granted a wildcard entry for the next Asia-Pacific Rally Championship round in Whangarei, New Zealand on July 3-4. He will drive the same Mitsubishi he used to finish 14th overall in Rally New Zealand.

**LOIX SECOND IN WERVIK**

Skoda driver Freddy Loix began his preparations for next week's Ypres Rally with second place on last weekend's Werwik Rally in Belgium. Loix will drive a factory Fabia S2000 on the next round of the IRC.

**PROTON TEST FOR YPRES**

Proton drivers Chris Atkinson and

Alister McRae were in Britain earlier this week, shaking down their asphalt-spec Satria Neo S2000s ahead of Saturday's Rallye de la Haute Senne, the test event for the Ypres Rally that follows a week later. The two drivers got their first taste of driving the Proton on asphalt at Blyton Airfield.

**NEW FINN COMING**

Reigning Finnish Junior Champion Joonas Lindroos hit the headlines on Sunday, winning the latest Finnish series round in Kouvola. The Subaru driver beat Juha Salo's Mitsubishi.

**SCOTLAND IRC LAUNCHED**

The 2010 Rally of Scotland was launched near Stirling last week. The October 15-17 event will be the penultimate round of this year's IRC.

**SARRAZIN BACK FOR IRC**

Stephane Sarrazin will contest next week's Ypres Rally in a Peugeot 207 S2000. The Frenchman, who guided the semi-works 207 to fourth on the IRC season-opening Monte Carlo Rally, is an acknowledged asphalt expert. Local superstar and former European Rally Champion Patrick Snijers will also drive a Peugeot, along with Sebastien Ogier and Kris Meeke.



**WRC**  
**Citroen unhappy at DS3 rush**



The DS3 WRC makes its debut next year

**CITROEN TEAM** principal Olivier Quesnel believes the late arrival of the regulations for the 2011-spec of World Rally Cars has set back the Versaille team.

Quesnel revealed that the French manufacturer is deeply unhappy about its level of preparation for next season, when the DS3 WRC model will replace the multiple title-winning C4.

"Citroen is used to working every time in the same way and we are used to testing to make sure everything is right," he said. "This year we are not going to work as we are used to. We have to rush and we don't like it. We are used to preparing everything to make sure it's all on the right road. [Instead] we come to the first rally and say, 'I hope the engine is okay.' And we hate that."

Citroen's C4 is just three rally victories away from replacing the Xsara WRC as the manufacturer's most successful rally car.

**AUTOSPORT SAYS...**

**DAVID EVANS RALLIES EDITOR**

david.evans@haymarket.com



**WHICHEVER** way Ford turns, Citroen appears to have the answer. Ford takes solace from the three gravel rallies its drivers could win; Citroen relaxes in the four asphalt events Sebastien Loeb will win. Ford has two solid drivers for the loose; Citroen has four (Loeb, Sordo, Ogier, Solberg) – make that five for asphalt.

Kimi Raikkonen's performance on the Rally of Lanterna in Italy was just the shot in the arm the ex-Ferrari F1 racer needed. It could signify a Finnish fly landing squarely in the French ointment

Citroen Racing director Olivier Quesnel has switched his teams around, sensibly deciding to run Ogier alongside Loeb on gravel before Sordo retakes his place for the asphalt rallies. Sordo has and will continue to be the ultimate team player on asphalt, but will Ogier be quite so comfortable in that role in Finland, Japan or GB? We'll see. Raikkonen is unlikely to push Loeb for pace on asphalt, but it'll be interesting to see what Quesnel does if the Iceman mixes it with Sordo.

With Raikkonen touted as a Red Bull, then a Citroen driver, we'd see how true that edict is. That said, Raikkonen was pretty relaxed about handing second to Felipe Massa in Shanghai two years ago. If/when it happens, Raikkonen should turn the radio off and drive his rally. Citroen can look after itself.

Raikkonen: can he mix it with Loeb on asphalt?



**QUOTE OF THE WEEK**

"Maybe the feeling to stop will come to me next week. Oh f\*\*\*\*\*g hell, I'm not stopping yet!"



Petter Solberg considers following co-driver Phil Mills into retirement. For a nanosecond, at least



## CANADIAN GP

Montreal

**ROUND** 8/19

**LAPS** 70

## WINNER

Lewis Hamilton  
1h33m53.456s

## POLE POSITION

Lewis Hamilton  
1m15.105s

## FASTEST LAP

Robert Kubica  
1m16.972s

## RACE RATING

★★★★★

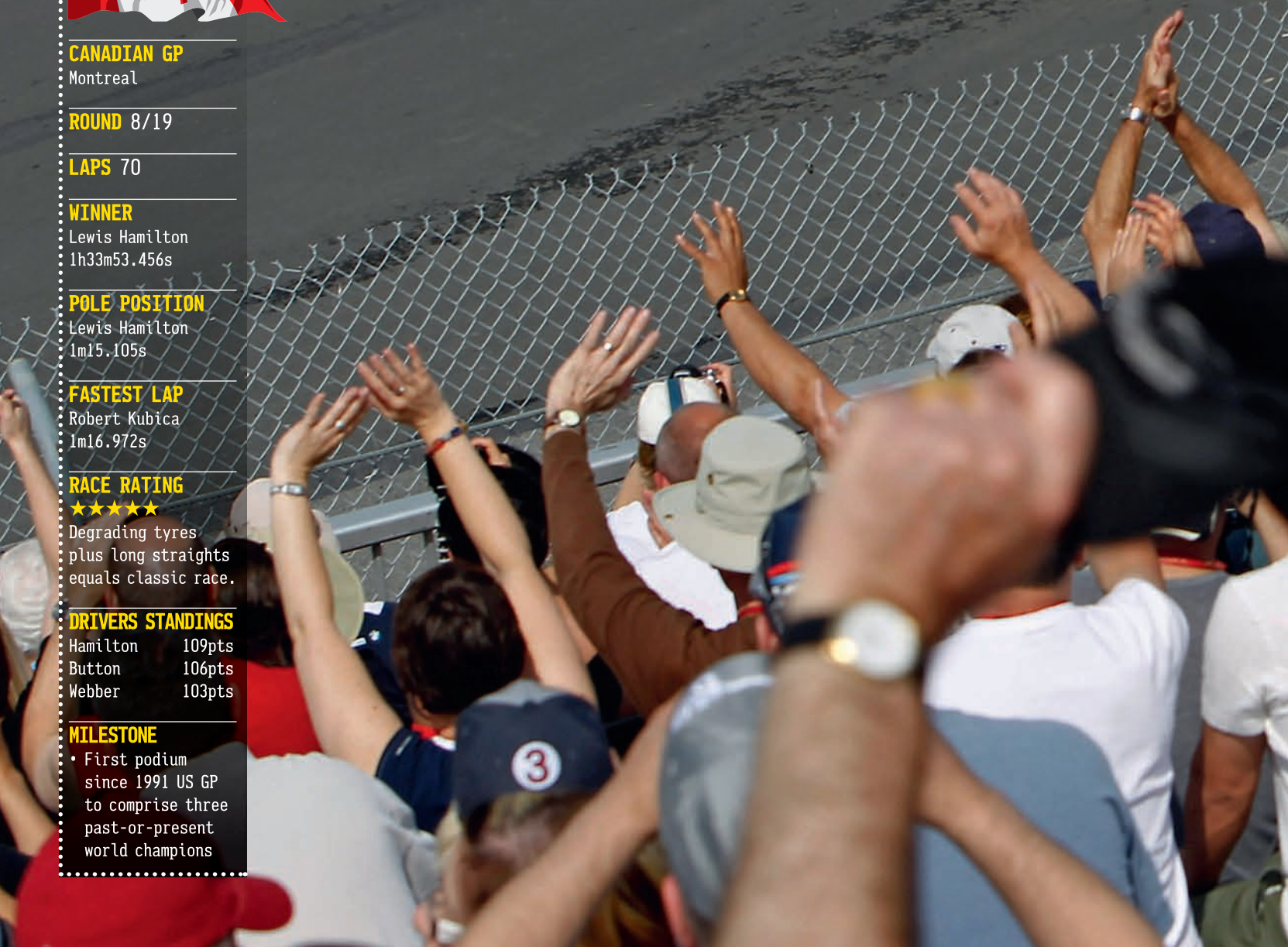
Degrading tyres plus long straights equals classic race.

## DRIVERS STANDINGS

Hamilton	109pts
Button	106pts
Webber	103pts

## MILESTONE

- First podium since 1991 US GP to comprise three past-or-present world champions



# AN ENGLISH TEAM THAT DIDN'T DROP THE BALL

McLaren got it absolutely right on strategy,  
and Lewis Hamilton was supreme as he headed home team-mate  
Jenson Button to another one-two. By **MARK HUGHES**



DUNBAR/AT

# QUALIFYING

## Hamilton and McLaren finally break Red Bull's domination of pole position

↻ You could dress it up as science, but the choice of tyre – on a day when both the super-soft and the medium were wildly problematic – was ultimately just a gamble. McLaren took a bigger gamble than Red Bull, and Lewis Hamilton did the rest to make it the first non-Red Bull pole of the season.

The many repaired sections of track were layered with a particularly finely-grained asphalt, the idea being to limit the tearing up of the surface that blighted the 2007 and '08 events. Combined with a two-steps-apart Bridgestone choice of super-soft and medium, heavy Friday night rain and lower track temperatures than forecast, the track stubbornly refused to rubber in. Many drivers were saying it was the worst track surface they had ever experienced. Grip levels were pathetically low, the super-soft would be significantly faster for the first four laps, at which point its grip would fall off a cliff face and by eight laps, 10 at most, they'd be finished. Drivers were abandoning long runs on them during practice on the grounds that it was becoming dangerous. Degradation on the mediums was only about half as bad but still severe. It was much the faster bet as a race tyre, but was around 0.25-0.3s slower over a single lap. Which presented the top 10 runners with an obvious conundrum.

Red Bull decided from the start it would qualify on the harder tyre. It conducted a back-to-back in Q2, Sebastian Vettel surrendering 0.3s when he switched to the medium, Mark Webber finding 0.3s. But the significant point was that Hamilton was quicker than either of them – on a used set of mediums! He was in magnificent wall-skimming mode, totally relaxed with the car squirming around him.

McLaren at this point hesitated over going ahead with its plan to use the super-softs in Q3. It seemed more than feasible that it might outqualify the RB6s even sticking with the slower tyre.

But the team's number crunchers held sway as they worked out the probability of an early safety car – which would enable them to pit and get onto the mediums – as high. They also expected the difference in degradation rates between the two types to close on Sunday. It just remained for Lewis to produce another big lap, which he did, bringing to an end Red Bull's monopoly of 2010 poles.

There was a small complication: an error in the garages caused him to be short-fuelled. There was enough in there for one flying lap, but he got too hard onto the Turn 8 kerb and had to rescue a moment. So now there was enough for one more flyer – but not then enough to complete the in-lap and still give the regulation one-litre fuel sample. His flier secured pole by



Hamilton did the job for first pole of 2010



Schuey: bet he thought the race would be easier

0.268s, he switched off on the in-lap and thereby incurred a \$10,000 fine. But it had probably been worth it.

So the Red Bulls were relegated to second and third, their lack of f-ducts leaving them a little breathless on the straights and the harder tyre not helping, though Webber seemed more comfortable on it than Vettel. Seb spoiled his best lap by running straight on at the final chicane and ended up only third. A gearbox change for Webber gave him a five-place grid penalty, promoting Vettel to the front row. He only just cleared the super-soft-tyred Ferrari of Fernando Alonso. The Ferrari was well suited to the slow corners and was the only car apparently capable of making the

softer tyre last more than a few laps.

Jenson Button was just not as comfortable as his team-mate in these low-grip, inconsistent conditions, a little bit of braking instability further hampering him. He was 0.4s off Lewis and back in fifth, freely admitting that Hamilton's lap had been 'phenomenal'.

Force India had provided Tonio Liuzzi with a new chassis after inspection had revealed a fault with the floor of his regular car. He responded by not only getting through to Q3 for the first time all year but then qualifying an excellent sixth on the super-softs, three places ahead of the similarly tyred sister car of Adrian Sutil.

Between the Force Indias were Felipe

Massa's Ferrari and Robert Kubica's Renault, Felipe struggling to bring the super-soft fronts in and going 0.25s slower than Alonso. Kubica used the mediums, surrendering lap time in the interests of his race chances.

Nico Rosberg was the only Mercedes driver to make it through to Q3, where he qualified a solid last, the car flying when loaded up with fuel but unable to bring its front and rear tyres in together when on light tanks. Nico was consistently a couple of tenths faster than Michael Schumacher throughout the weekend.

The two Williamses of Rubens Barrichello and Nico Hulkenberg were supremely closely matched in 11th and 12th, while Vitaly Petrov struggled to get the Renault's rear tyres to come in and was back in 14th, marginally quicker than the Toro Rossos of Sebastien Buemi and Jaime Alguersuari.

Pedro de la Rosa's was the only Sauber to make it into Q2, Kamui Kobayashi another struggling with the tyres and only just going faster than Heikki Kovalainen's aggressively-driven Lotus in Q1.





Massa hits Liuzzi just after the start...

DUNBAR/LAT



**RACE CONDITIONS**

The race started in sunny and warm conditions, rising from 24 to 27, with blue sky interrupted by occasional cloud. The track temp climbed from 33 to 41.

**H**ere's how spectacularly good Formula 1 is when it cannot optimise, when a curved ball is thrown and there's insufficient data to work from. The conspiring of the patched track surface with a wide tyre difference gave a huge range of possible best solutions – and no-one was really sure which was right, not even as the race progressed. So different guys were fast at different times and, as the pattern ebbed this way, flowed that, new significant data being presented as fast as the strategists could process it, a brilliant race played out. With his customary Montreal brilliance, Lewis Hamilton played the perfect hand that McLaren's strategists had given him.

The foundation of McLaren's one-two result was the awkward choice that had to be made in Q3 the day before. Team boss Martin Whitmarsh had actually been highly dubious about qualifying on the super-softs. Sure, it helped Hamilton get pole, but then he could probably have done that on the medium too. Whitmarsh didn't like how the strategy consigned you to an opening stint of little more than half a dozen laps – that's how

quickly the super-softs had been degrading into uselessness during practice. It ensured a two-stop race, but then everyone was in that boat because the mediums couldn't go far enough either. Then again, it might work if there was an early safety car – and the statisticians had worked out the probability of that too, and it was high – but if there was no safety car, your early stop surely lost you way too much track position at an early stage when the field would still be bunched.

Well, not necessarily – and it's here that the McLaren data guys' numbers were the most convincing. Why? Because, with higher track temperatures expected on race day and the rubbering-in of the track, the difference in degradation rates of the super-soft and medium was going to be much smaller than practice suggested. The final flourish of the argument was that McLaren's f-duct allowed Hamilton and Jenson Button to be able to pass cars if they fell into slow traffic after their stops. Reluctantly Whitmarsh had accepted the logic of his men's argument – and it proved to be uncannily accurate. But there were other unplanned developments that made their choice even better...

Hamilton took off into the lead, on a mission, knowing that his super-softs were going to be junk after a few laps regardless and that the mediums of his pursuers took a few laps to come in. Red Bull's Sebastian Vettel made a very firm move across the bows of Fernando

Alonso's Ferrari for second, with Button narrowly ahead of Mark Webber's Red Bull and Robert Kubica's Renault.

Hamilton was half a second clear of Vettel at the end of the lap, 1s by the second, but by the third lap he was already being pegged and thereafter being caught. The rears were gaining spectacularly. So far, so expected and McLaren's strategy was not looking good. There wasn't even a safety car – despite the usual Montreal first-corner tangles: Vitaly Petrov/Pedro de la Rosa and Felipe Massa/Tonio Liuzzi, the latter two making for the pits for repairs.

On the third lap Webber got a run on Button, passing him into Turn 8 for fourth. "He was absolutely flat-out at that point," said Button, "and I was quite surprised to see that, because as far as we could see even the mediums needed looking after." Button's sharp racing brain was also thinking through the logic of staying on super-softs that were

already degrading. He came in on lap six and switched to the mediums.

Hamilton by this time was seriously holding up Vettel – good news for Alonso (also struggling on the super-softs) and Webber. At the end of the seventh lap, with Vettel bobbing out of his slipstream looking to pass, Lewis peeled into the pitlane, followed by Alonso, both switching to the medium tyre. The McLaren stop was not as fast as the Ferrari one and they left the pitlane side-by-side, with Fernando on the inside for the corner and thereby taking the place.

Still, this was looking like Red Bull's race, the RB6s now running one-two and apparently set for a nice long opening stint in clear air on the mediums, comfortably pulling away from Kubica. But then their pace dropped, running in the high 1m21s compared to the low 1m20s that Alonso and Hamilton were setting – and this duo had not, as expected, dropped into slow ▶



ETHERINGTON/LAT



Kovalainen drove a feisty race in Lotus

Emmo: 'There's no way the BT44 was as good as the M23'



Errant Hulkenberg up Sutil's rear end



## DRIVER BY DRIVER by Edd Straw

**1**  **8/10**  
Race rating

**JENSON BUTTON**  
McLaren-Mercedes MP4-25-03  
Start: 4th. Finish: 2nd  
**ADMITTED HE** couldn't match Hamilton in qualifying. Ran fourth early on and pitted on lap six, jumping the later-stopping Vettel. Ran third in the final stint once Webber had pitted, and took advantage of Alonso being delayed by Chandhok to take second.

**2**  **10/10**  
Race rating

**LEWIS HAMILTON**  
McLaren-Mercedes MP4-25-04  
Start: 1st. Finish: 1st  
**ESCAPED WITH** a team reprimand for qualifying-fuel jiggerypokery. Led early on, but slipped behind Alonso in first round of stops. Repassed Alonso, and it all came down to whether his second set of primes would last. They did, and he took a second straight victory.

**3**  **4/10**  
Race rating

**MICHAEL SCHUMACHER**  
Mercedes MGP W01-01  
Start: 13th. Finish: 11th  
**KNOCKED OUT** of qualifying in Q2, complaining of a lack of grip. Had fraught race on a three-stop strategy, running across the grass and getting a puncture. That forced another stop, and he faded badly in the closing stages with an optimistic marathon stint on the options.

**4**  **8/10**  
Race rating

**NICO ROSBERG**  
Mercedes MGP W01-02  
Start: 10th. Finish: 6th  
**COULDN'T GET** option tyres working in qualifying, and never looked like improving on P10. With the option tyres out of the way, he pitted on lap five and steadily climbed the order on a two-stopper. Sixth was probably as good as it was going to get for a Mercedes.

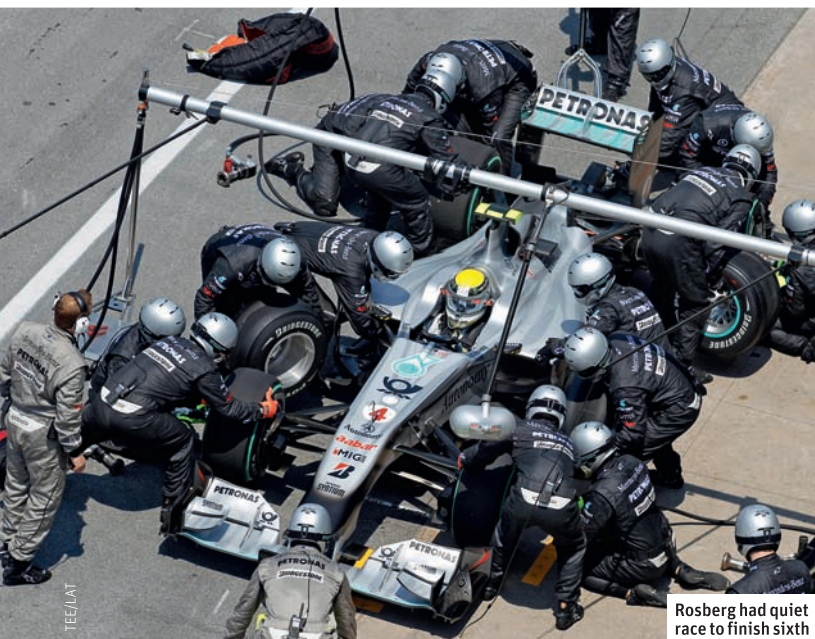
**5**  **6/10**  
Race rating

**SEBASTIAN VETTEL**  
Red Bull-Renault RB6-2  
Start: 2nd. Finish: 4th  
**CHICANE-CUTTING** moment in Q3 consigned him to P3. Promoted to second on the grid and started on prime tyres. Took lead after Hamilton pitted, then ran option tyres in his second stint. Nursed the car home fourth with a gearbox glitch late on.

**6**  **8/10**  
Race rating

**MARK WEBBER**  
Red Bull-Renault RB6-4  
Start: 7th. Finish: 5th  
**QUALIFIED SECOND** on the prime tyres, but hit with a five-place grid penalty for a gearbox change. Passed Button for fourth on lap five and, with Vettel running an option stint mid-race, found himself in front. Stretched his second stint as long as he could, but slipped to fifth.





Rosberg had quiet race to finish sixth



Hamilton/Alonso duke it out, just before Lewis pitted

◀ traffic, allowing them to get straight onto the pace. McLaren's mathematicians were beginning to look very clever.

Confirmation of the way it was all panning out came when Kubica chose to pit from third place as early as lap nine – his medium rears were finished. His second set would be trashed in similarly short time, and he'd fall back to an eventual seventh place after three stops. Renault tech chief James Allison was as surprised as everyone else that smart racing savvy seemed to have lost out on this occasion to pure number crunching: "The idea had been that we would have 20 laps or so to open up a proper gap and then we could

With the team on the back foot, it was a logical decision given that there was no way of knowing at this early stage how the track was going to evolve. "Either way might have turned out better," said Christian Horner, "and with the ever-present threat of the safety car here, we were covered both ways."

Meantime, we had the brief spectacle of Sebastien Buemi's Toro Rosso leading the race. He'd made the mediums on which he started the race stand up longer than most, had been in place to benefit from all the early stoppers and had yet to pit.

Just behind him, Alonso and Hamilton continued to dice hard. Alonso was having to get very

**ALONSO WAS STILL PRESSURING HAMILTON, THE PAIR IN FULL DUEL MODE, INCHES APART, FEINTING THIS WAY AND THAT, CHOPS ACROSS THE BOWS"**

defensive against the McLaren at the hairpin and, in braking late, he was close to the back of the Toro Rosso by the apex. Buemi defensively waited to pick up the throttle, backing

have fallen into a nice gap. But our rear degradation on the medium was beyond our most pessimistic estimations. Quite why that was we don't know at this stage. One theory is that in choosing a low wing level for straightline speed, we may have overburdened the rears."

Alonso up – and this was perfect news for Hamilton, who now had a better run onto the back straight. Side by side they went, but with Hamilton ahead by the braking zone as Buemi peeled off into the pits, his cameo role now over. He would make three stops and end up eighth.

It's a feasible theory. Red Bull – always among the slowest on the straights – had trimmed its wings back as far as it dared in mitigation. The McLaren was carrying significantly more wing, a luxury afforded by its f-duct. It was still quicker down the straight than the Red Bull and quite possibly not so hard on the rear tyres.

Hamilton was now in front once more, Alonso still pressuring him full-on, the pair in full duel mode, wheels inches apart, feinting this way and that, chops across the bows; beautiful stuff. But edging ever closer to them was Button.

Whatever, Webber pitted from second on lap 13, the fitting of another set of mediums confirmation that he was stopping at least twice. A lap later Vettel peeled off from the lead – and had a set of super-softs fitted. Red Bull had decided to split the strategy, Vettel on a short super-soft middle stint, Webber on a short final one.

Watching from above the final chicane, it was very obvious how much gentler and later Button was picking up the throttle, desperate to look after those rear tyres. Behind him ran the super-soft-tyred Vettel, still within 5s or so of the lead but in fourth position. "Do I have to pass Button on-track for the win?" asked Vettel. "Button and the next three cars," came the reply over the radio. It was news that clearly disappointed Seb, who was then ▶

**7**  **6/10**  
Race rating

**FELIPE MASSA**  
Ferrari F10-284  
Start: 6th. Finish: 15th  
**QUALIFIED 0.25s** off Alonso, then found himself stuck between Button and Liuzzi into the first corner. Worked back into points contention only to be chopped by Schuey while battling for ninth. A new nosecone followed – and a 20s pit speeding penalty.

**8**  **8/10**  
Race rating

**FERNANDO ALONSO**  
Ferrari F10-282  
Start: 3rd. Finish: 3rd  
**DIDN'T QUITE** have pace of the McLarens and Red Bulls in qualifying. Ran third early on, then passed Hamilton as they exited the pits. Slipped behind the McLaren driver again, blaming traffic, then was passed by Button when lapping Chandhok and finished third.

**9**  **7/10**  
Race rating

**RUBENS BARRICHELLO**  
Williams-Cosworth FW32-04  
Start: 11th. Finish: 14th  
**WAS HAPPIER** with the performance, but things started to go wrong at the start when the anti-stall kicked in. Clashed with Alguersuari in the first stint, which blocked a brake duct and forced a pitstop. From there he was playing catch-up, and finished 14th.

**10**  **5/10**  
Race rating

**NICO HULKENBERG**  
Williams-Cosworth FW32-03  
Start: 12th. Finish: 13th  
**WAS BANG** on Barrichello's pace, qualifying only 0.004s behind. Ran on the fringes of the points in the first part of the race, but hit the back of Sutil and had to pit for a new nose. Sped during second stop, earning a penalty and condemning him to a pointless weekend.

**11**  **8/10**  
Race rating

**ROBERT KUBICA**  
Renault R30-03  
Start: 8th. Finish: 7th  
**OPTED TO** qualify on the prime tyre, which backfired on him when he had to pit on lap nine. Tyre degradation was a problem all race. He ran over the chicane while trying to hold off Schuey after a stop, clashed with Sutil and finally ran out of time to catch Rosberg.

**12**  **3/10**  
Race rating

**VITALY PETROV**  
Renault R30-02  
Start: 14th. Finish: 17th  
**STRUGGLED ON** his first visit to Montreal, falling in Q2 and complaining of a lack of rear-end grip. Spun into de la Rosa at the start, and served a drive-through for that and another for jumping the start. From there on he was relieved to have a quiet run to 17th.

◀ asking what the hell had happened to the strategy.

By now the track was beginning to rubber in and the degradation rates of the tyres finally became less disastrous. For a time, three-stopping had appeared on the radar, but not now. Vettel was able to get his super-softs to last for 13 laps, maintaining a good pace for all that time – but not as good as it might have been had a tyre-conserving Button not been holding him up.

Approaching the second stops, McLaren brought Hamilton in on lap 26, earlier than Ferrari dared with Alonso. Side-by-side they had run down the back straight at 200mph, with Fernando on the

**“ ADD IN DELAYS FOR WEBBER WITH DICING BACKMARKERS, AND SOON HAMILTON, ALONSO, BUTTON AND VETTEL WERE CLOSING HIM DOWN”**

inside, Lewis positioning himself as if he were intent on fighting the corner – and only at the last second peeling suddenly off down the pitlane. It looked like maybe Hamilton had been hoping to induce his rival into overshooting the corner, much as Ayrton Senna had done here to Nigel Mansell many years ago. If so, the ploy failed, Alonso intent now and putting in the crucially-timed fast laps.

With the McLaren out of the way, Alonso let rip with a lap 1.5s quicker than he'd been doing. Because it was taking a while for the fresh mediums on Hamilton's car to get up to temperature, this was significantly faster than the McLaren in the brief overlap. It looked like Alonso was going to be able to leapfrog Hamilton as he embarked on his in-lap. It was then that he was crucially baulked by Jarno Trulli's Lotus – costing him 2s and possibly the victory. Hamilton was off the hook. The Ferrari pitted for the final time, had another set of mediums fitted and set off still just

behind the McLaren, still just ahead of Button – who had pitted the lap between Hamilton and Alonso.

Lap 28, with 42 to go: Webber was leading, lapping faster than the two McLarens and Alonso. But he couldn't afford to come in for a long time yet, on account of being obliged to fit the super-softs for his final stint. Vettel had done well to get his to last for 13 laps, and the track had rubbered-in further since then, but the earliest feasible Webber stop was going to be something like lap 50. It was going to be a question of whether he could get his middle-stint tyres to last well enough to buy him his pitstop. Could he extend his lead to the 16s needed to come out

still in front? For eight laps he stretched it, and by lap 36 had it out to almost 12s. But then came the peaking; the rears were past their best and he was soon losing more time from that than he was gaining from the reducing fuel load. Add in a few delays with dicing backmarkers, and soon Hamilton, Alonso, Button and Vettel were closing him down. By the time he got to lap 50 and made his stop, they were right with him. He rejoined fifth, with little prospect of improving upon it.

Except that, unbeknown to him, Vettel was suffering an oil leak from his gearbox, and had been since around lap 30. He'd been told to turn the engine down, this not improving his already poor mood. This had caused him to drop well away from the back of Button. He kept up a reasonable pace though and, with Webber now on his delicate super-softs, Seb seemed safe enough from his team-mate.

Button had now thrown tyre preservation to the wind and was beginning to hustle hard as he closed quickly on Alonso. For several laps Alonso had to get defensive before he then suffered again at the hands of traffic. Karun



TEE/LAT

Webber is sitting duck to Hamilton and Alonso



COATES/LA

## DRIVER BY DRIVER by Edd Straw

**14**  **7/10**  
Race rating

**ADRIAN SUTIL**  
Force India-Merc VJM03-03  
Start: 9th. Finish: 10th  
**STRUGGLED TO** get his front tyres up to temperature, but was happy to have made Q3 again. Was on course for solid points when contact with Kubica gave him a right-rear puncture. Pitted, rejoined down in 13th and climbed to 10th on last lap with a pass on Schumacher.

**15**  **8/10**  
Race rating

**VITANTONIO LIUZZI**  
Force India-Merc VJM03-01  
Start: 5th. Finish: 9th  
**STARTED A** career-best fifth after reverting to his pre-Spanish GP chassis and finding the car's handling far more to his liking. Clashed with Massa in the first corner, pitted for new nose and grabbed a wheelbanging last-lap pass on Schumacher for ninth.

**16**  **9/10**  
Race rating

**SEBASTIEN BUEMI**  
Toro Rosso-Ferrari STR5-02  
Start: 15th. Finish: 8th  
**ADMITTED THAT** Toro Rosso is still struggling for pace in qualifying. Starting on the primes, he drove his best race of the season. Made a three-stop strategy work, saving the options for his final stint, and was rewarded with eighth place after pass on Schumacher.

**17**  **5/10**  
Race rating

**JAIME ALGUERSUARI**  
Toro Rosso-Ferrari STR-03  
Start: 16th. Finish: 12th  
**QUALIFIED 0.15s** behind his team-mate. Clashed with Barrichello early in the race, earning himself a reprimand, but the fact that he started on the super-soft rubber prevented him from climbing the order like his team-mate. He finished 12th.

**18**  **6/10**  
Race rating

**JARNO TRULLI**  
Lotus-Cosworth T127-03  
Start: 20th. DNF  
**ELECTRICAL GREMLINS** restricted the Italian to 23 laps on Friday and he was unhappy with his set-up in qualifying. That left him 0.4s off Kovalainen. Had a good race, but lost time with a stop to change his nosecone and retired with a braking-system problem.

**19**  **8/10**  
Race rating

**HEIKKI KOVALAINEN**  
Lotus-Cosworth T127-01  
Start: 19th. Finish: 16th  
**WAS ONLY 0.2s** away from outqualifying Kobayashi after finding the Lotus very much to his liking. Mixed it well in the race too, beating the much-penalised Petrov and finishing only two laps off the lead. It was the best performance of the season by a Lotus driver.



Hamilton: Englishman who can keep in front



Buemi got the better of Schumacher



Kubica hoped for more than holding off Sutil



FERRARI/LAT

Chandhok was late in seeing the Ferrari going into Turn 6 on lap 56, forcing a lift of the Ferrari's throttle. It was all the invitation Jensen needed, using his greater momentum and switching to the outside approach of Turn 8 to cut ahead into the corner. McLaren was now running first and second.

Was there a sting in the tail? Button got Hamilton's 3.6s lead down to just 2s in the next four laps. But Hamilton responded and upped the pace. "I'd gone a bit early for the tyres in that last stint," Button said. "But that's what got me ahead of Fernando, so I can't complain."

Back in fourth, as his fuel load came down, Vettel asked the team what the fastest lap of the race was (it was actually Kubica's, on account of the fresh tyres/low fuel load a late third stop had given him). Seb is very conscious of his place in the record books, and each race is an opportunity to figure better in those lists. It's a pretty good indication of his ambition. This was not the day to try adding to that one though. "Don't even think about it," he was told. "Low map, short shift. We need to get you to the end." Webber too was turned down for the last few laps, with nothing at stake and no threat from behind.

A long way distant in sixth was

the Mercedes of Nico Rosberg. He'd lost many places avoiding the Massa/Liuzzi tangle, was in after five laps on his super-softs and from there drove a clean race, in contrast to his team-mate...

Michael Schumacher tried a hugely optimistic final 37-lap stint on the super-softs and was therefore a sitting duck in the late stages – forcing him to get very defensive. Having earlier discovered that trying to intimidate Kubica into giving way is a fruitless exercise, he put Massa onto the grass for the braking zone of the final turn, wiping the Ferrari's nose against the wall and putting it out of the points. He was passed cleanly by Buemi for eighth and into the last lap was desperately fighting Tonio Liuzzi. Things got quite physical between them and the Mercedes stayed ahead until the very last corner, where the tyres were simply unable to answer the command of the late braking and he slithered straight on – passed not only by Liuzzi but also the other closely-following Force India of Adrian Sutil.

But a sensational one for Lewis. As Button graciously conceded: "Lewis was phenomenal yesterday and that decided the result." That, and some great number crunching by the McLaren data analysts. 🏆

**20**  **6/10**  
Race rating

**KARUN CHANDHOK**  
HRT-Cosworth F110-01  
Start: 24th. Finish: 18th  
**COULDN'T LAUNCH** a serious qualifying attempt, and a gearbox change overnight gave him a 'five-place' penalty. In the race he kept out of trouble, save for being blamed for allowing Button to take second place from Alonso, and was rewarded with 18th place.

**21**  **7/10**  
Race rating

**BRUNO SENNA**  
HRT-Cosworth F110-02  
Start: 22nd. DNF  
**SHOWED WELL** by outqualifying Lucas di Grassi, although things didn't go so well in the race. Ran as high as 15th during the early chaos, but retired after 13 laps with a gearbox problem – but not before rubbing the wall while struggling with tyre wear.

**22**  **6/10**  
Race rating

**PEDRO DE LA ROSA**  
Sauber-Ferrari C29.03  
Start: 17th. DNF  
**STRUGGLED BADLY** for grip in low-downforce trim, but got a lot more out of the car than his team-mate. Petrov torpedoed into the side of the unfortunate Spaniard at the start. He rejoined and ran in the midfield, but retired shortly before half distance with engine failure.

**23**  **4/10**  
Race rating

**KAMUI KOBAYASHI**  
Sauber-Ferrari C29.01  
Start: 18th. DNF  
**HAD PROBLEMS** with tyre warm-up, which given that the C29 was way off the pace on the bumpy track meant he was almost outqualified by a Lotus. The way his race ended suggested that the 'wall of champions' is now about to become the 'wall of GP2 Asia champions'.

**24**  **6/10**  
Race rating

**TIMO GLOCK**  
Virgin-Cosworth VR-01-03  
Start: 21st. DNF  
**REVERTED TO** higher-downforce aero spec after being disappointed in practice. Struggled over the bumps and qualified 0.7s off new-team 'pole'. Damaged the rear of the car when he was clobbered by Senna on the opening lap and retired with a steering-rack leak.

**25**  **6/10**  
Race rating

**LUCAS DI GRASSI**  
Virgin-Cosworth VR-01-04  
Start: 23rd. Finish: 19th  
**OPTED TO** stick with low-downforce configuration, earning him sixth place in the qualifying speed traps but a slot behind Senna's HRT on the grid. Ran 10th as others pitted early on, but slowed late on when he lost hydraulic pressure, costing him a position to Chandhok.

# Drawing board



Gary Anderson, Mark Hughes and Giorgio Piola bring you the updates introduced due to the unique demands of Montreal

## FERRARI & RENAULT BRAKES

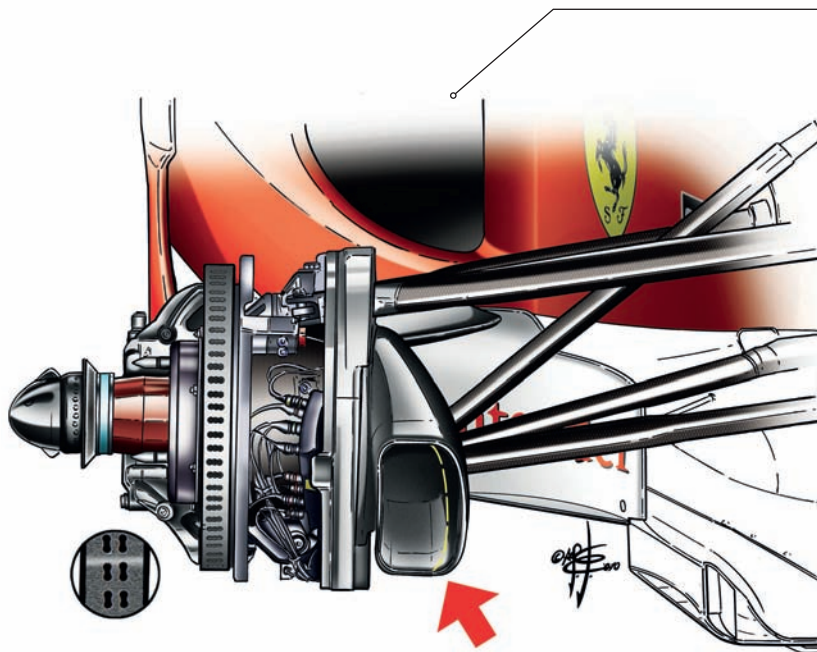
→ Ferrari did its usual Montreal switch from Brembo brakes to Carbone Industrie, while at Renault Robert Kubica's planned switch from AP to Brembo was not possible because of a clearance problem within the car's new front suspension. Some idea of the increase in size of brake ducts everyone makes for this track can be gauged from the comparison on the Ferrari drawing with the standard size shown in yellow.

**GARY ANDERSON:** Every circuit has its own unique performance priority list. For Montreal, standing well clear at the head of this list is brake efficiency, consistency and wear rate. Ferrari introduced new larger front-brake ducts and, along with a change to Carbone Industrie discs and pads, they hoped this would see them through 70 laps.

The ducts are intended to keep temperatures below 900 degrees C, as anything above increases the wear rate dramatically.

The change from Brembo material to Carbone Industrie is a little more subtle. As you go harder with the material to allow for higher temperatures, the feeling and consistency changes for the worse. The Carbone Industrie is better in this range, whereas Brembo is stronger elsewhere.

Looking at the Renault, the stiffness of the brake caliper is very important to the driver's feel of the brakes. As the material permitted is tightly controlled by the rules, it's down to the design of the caliper to achieve maximum stiffness for minimum weight. But there is another very important factor in caliper design: how it minimises the potential pad knock-off that happens when a driver goes across kerbs. The AP design has a very light spring to hold the caliper piston against the pad whereas the Brembo has a seal design that, because it still maintains some of its deflection achieved when it was under pressure, does the same job.

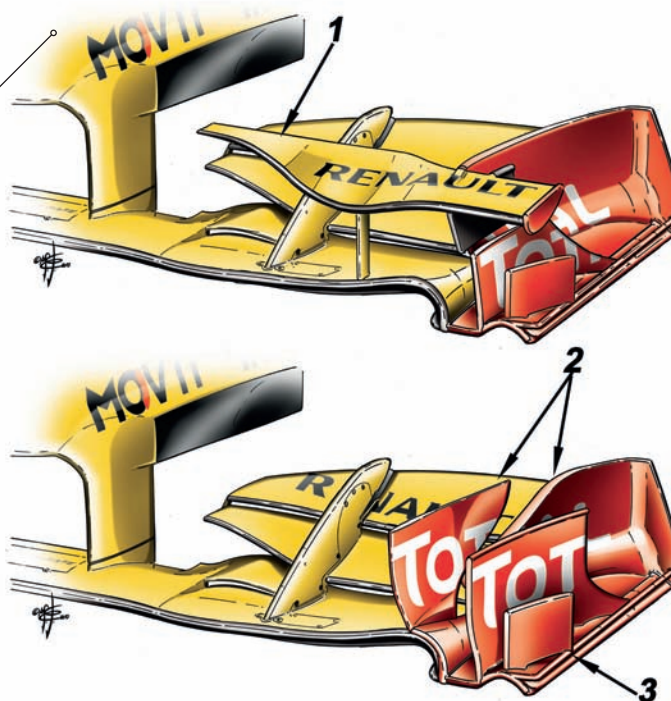


## RENAULT FRONT WING

→ Renault had new low-downforce front and rear wings for Montreal to reflect the rearwards change in aero balance required for this circuit. Above is the previous front wing, below the Montreal version. The upper winglet (1) had been removed, the lower one (2) increased in size and the endplate fence (3) changed in shape. Only the main plane remained as before.

**GARY ANDERSON:** For 2010 Renault has been focusing on front wing and front-wing endplate design and I believe that other than Red Bull the team has the best understanding of this. When you have an assembly that works as a unit and produces the required front downforce,

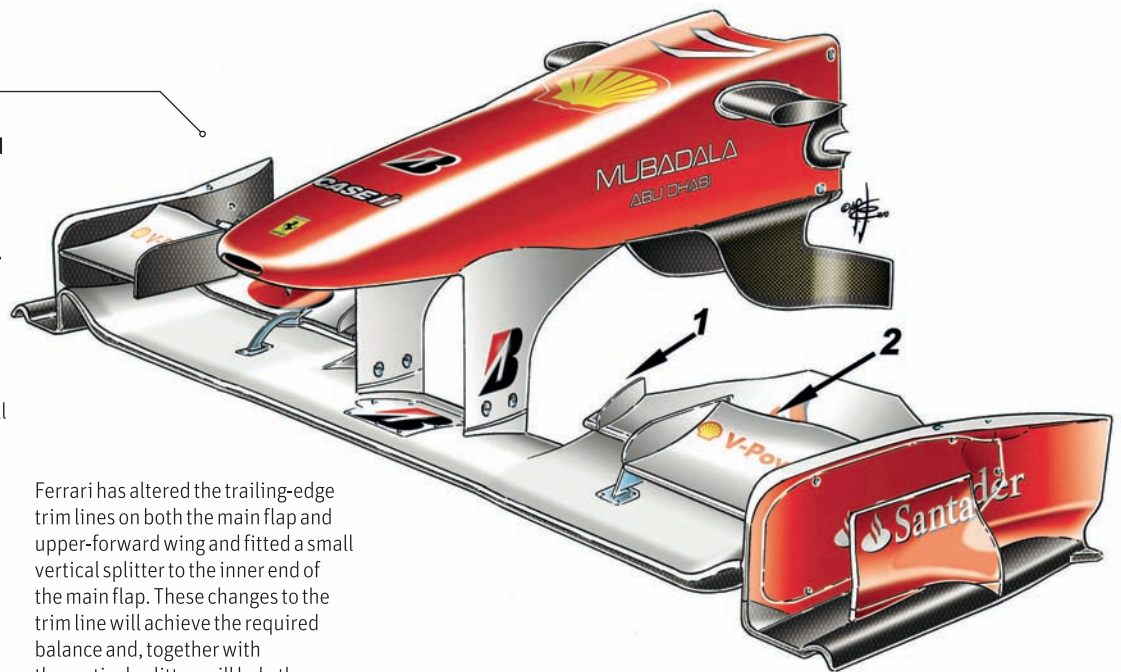
controls and manages any airflow-separation problems and consistently offers good airflow to the leading edge of the underfloor, it is difficult to know what to adjust when you go to a low-downforce circuit like Montreal. If you just reduce the wing angle, you lose all of the benefits, so the aero group will have been working hard to find a solution that keeps its positives while allowing an adjustment that achieves the required aero balance. In this case it's the removal of the upper forward wing and the fitting of this vertical splitter. This will still allow the airflow of the trailing edge of the main wing to have the same characteristics as before.



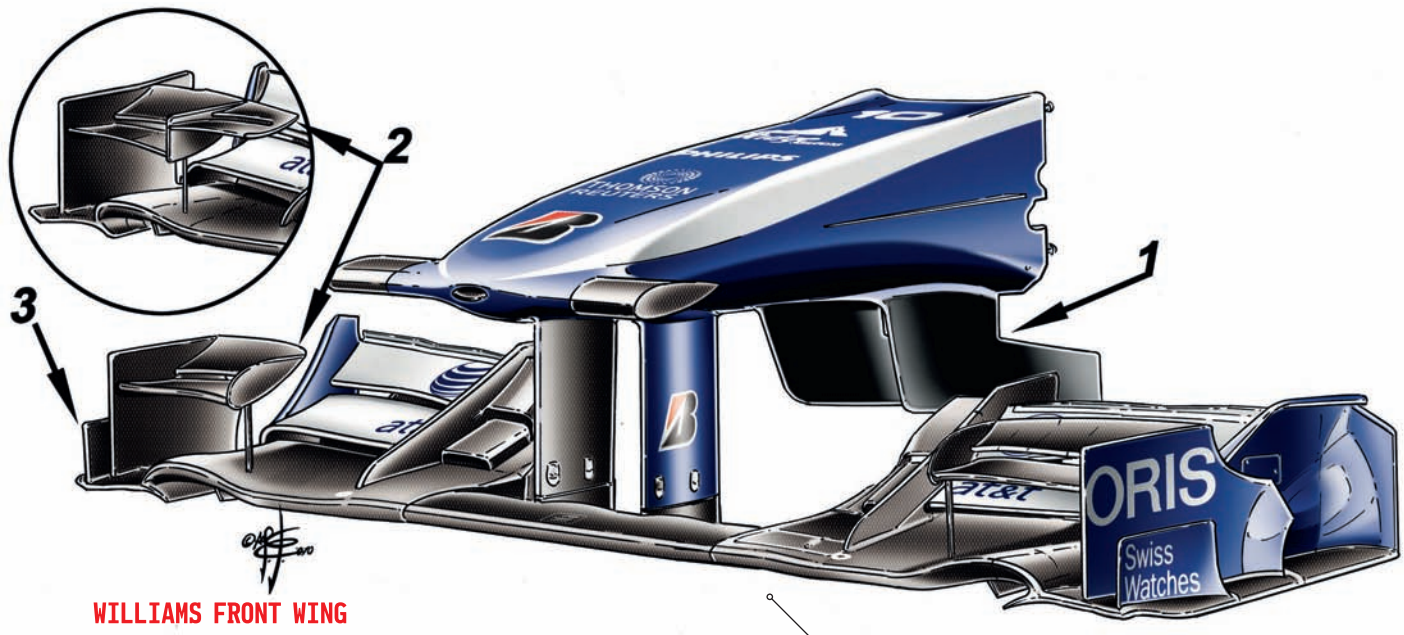
FERRARI FRONT WING

➔ Ferrari produced a new low-downforce front wing with altered main flap (1) and upper forward wing (2). These were Montreal specific, with a major aerodynamic upgrade scheduled for the next race in Valencia.

**GARY ANDERSON:** Because of the nature of the Montreal track – slow-speed corners connected with four long straights – there’s a conflict between a competitive lap time and competitive top speed. To achieve this, the teams will be focusing on a low drag level and, unfortunately, hand in hand with low drag comes reduced downforce. To achieve the required front-to-rear aerodynamic balance when the rear-wing size or angle is reduced, the front-wing assembly will also have to be altered. Since the regulations changed for 2009 I have never felt the Ferrari front-wing assembly has been as complex as required, but these changes for this circuit will have helped.



Ferrari has altered the trailing-edge trim lines on both the main flap and upper-forward wing and fitted a small vertical splitter to the inner end of the main flap. These changes to the trim line will achieve the required balance and, together with the vertical splitter, will help the airflow to the rear of the car, allowing the underfloor to work more efficiently.



WILLIAMS FRONT WING

➔ Williams had two alternative new front wings to try in Montreal, back-to-backing them during Friday practice. Both featured the Sauber-like turning vanes beneath the nose (1), one had an inner extension to the endplate flap (2) but no extra fence (3) on the outside. Eventually the team settled on the one shown in the inset.

**GARY ANDERSON:** After recovering from a major loss of car components with the Monaco shunts, Williams is now back up to a car specification that will hopefully make the team more competitive. As I

have said many times it really doesn't matter a damn how trick your single, double or indeed triple diffuser is: if it can't get the required airflow to allow it to function to its optimum after the front wing has beaten it to death, then it will just not produce its potential downforce. This is why we see so much development in this area, but before any development can be carried out there needs to be an understanding of what is required. These variations to the forward upper wing are to produce more front downforce from this

component, allowing a reduction in the working surfaces of the main wing assembly. This will allow better airflow to the underfloor, allowing the diffuser to work more efficiently. The two vertical turning vanes under the nose will help set up a turning moment in the airflow, and this will work together with the bargeboards to scavenge more airflow from underneath the raised front section of the chassis – again introducing better airflow to the leading edge of the underfloor.

# CANADIAN GP RESULTS



## PRACTICE 1 - Friday

POS	DRIVER	TIME
1	BUTTON	1m18.127s
2	SCHUMACHER	1m18.285s
3	HAMILTON	1m18.352s
4	ROSBERG	1m18.356s
5	VETTEL	1m18.549s
6	KUBICA	1m18.662s
7	ALONSO	1m18.726s
8	LIUZZI	1m19.097s
9	HULKENBERG	1m19.282s
10	BARRICHELLO	1m19.313s
11	SUTIL	1m19.373s
12	MASSA	1m19.511s
13	PETROV	1m19.549s
14	WEBBER	1m19.609s
15	KOBAYASHI	1m20.186s
16	BUEMI	1m20.320s
17	DE LA ROSA	1m20.584s
18	ALGUERSUARI	1m20.823s
19	KOVALAINEN	1m20.869s
20	CHANDHOK	1m21.977s
21	TRULLI	1m22.543s
22	SENNA	1m22.701s
23	GLOCK	1m22.713s
24	DI GRASSI	no time

Weather: sunny

## PRACTICE 2 - Friday

POS	DRIVER	TIME
1	VETTEL	1m16.877s
2	ALONSO	1m16.963s
3	ROSBERG	1m17.151s
4	WEBBER	1m17.273s
5	MASSA	1m17.401s
6	SUTIL	1m17.415s
7	HAMILTON	1m17.522s
8	KUBICA	1m17.529s
9	SCHUMACHER	1m17.688s
10	LIUZZI	1m17.903s
11	BUTTON	1m17.961s
12	BARRICHELLO	1m18.385s
13	HULKENBERG	1m18.447s
14	PETROV	1m18.582s
15	DE LA ROSA	1m18.658s
16	KOBAYASHI	1m19.142s
17	BUEMI	1m19.168s
18	ALGUERSUARI	1m19.274s
19	KOVALAINEN	1m19.969s
20	CHANDHOK	1m20.879s
21	SENNA	1m21.097s
22	TRULLI	1m21.346s
23	GLOCK	1m21.488s
24	DI GRASSI	1m21.577s

Weather: sunny

## PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	HAMILTON	1m16.058s
2	WEBBER	1m16.340s
3	ALONSO	1m16.495s
4	SCHUMACHER	1m16.536s
5	VETTEL	1m16.582s
6	KUBICA	1m16.653s
7	SUTIL	1m16.673s
8	BUTTON	1m16.699s
9	LIUZZI	1m16.814s
10	PETROV	1m16.982s
11	HULKENBERG	1m17.121s
12	MASSA	1m17.231s
13	ALGUERSUARI	1m17.331s
14	KOBAYASHI	1m17.548s
15	DE LA ROSA	1m17.609s
16	BUEMI	1m17.633s
17	BARRICHELLO	1m17.789s
18	ROSBERG	1m17.979s
19	TRULLI	1m19.013s
20	KOVALAINEN	1m19.447s
21	GLOCK	1m19.536s
22	DI GRASSI	1m19.844s
23	SENNA	1m20.325s
24	CHANDHOK	no time

Weather: overcast

## QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	HAMILTON	1m15.889s	1m15.528s	1m15.105s
2	WEBBER	1m16.423s	1m15.692s	1m15.373s
3	VETTEL	1m16.129s	1m15.556s	1m15.420s
4	ALONSO	1m16.171s	1m15.597s	1m15.435s
5	BUTTON	1m16.371s	1m15.742s	1m15.520s
6	LIUZZI	1m17.086s	1m16.171s	1m15.648s
7	MASSA	1m16.673s	1m16.314s	1m15.688s
8	KUBICA	1m16.370s	1m15.682s	1m15.715s
9	SUTIL	1m16.495s	1m16.295s	1m15.881s
10	ROSBERG	1m16.350s	1m16.001s	1m16.071s
11	BARRICHELLO	1m16.880s	1m16.434s	-
12	HULKENBERG	1m16.770s	1m16.438s	-
13	SCHUMACHER	1m16.598s	1m16.492s	-
14	PETROV	1m16.569s	1m16.844s	-
15	BUEMI	1m17.356s	1m16.928s	-
16	ALGUERSUARI	1m17.027s	1m17.029s	-
17	DE LA ROSA	1m17.611s	1m17.384s	-
18	KOBAYASHI	1m18.019s	-	-
19	KOVALAINEN	1m18.237s	-	-
20	TRULLI	1m18.698s	-	-
21	GLOCK	1m18.941s	-	-
22	SENNA	1m19.484s	-	-
23	DI GRASSI	1m19.675s	-	-
24	CHANDHOK	1m27.757s	-	-

## QUALIFYING

Head to head			
BUTTON	3	5	HAMILTON
SCHUMACHER	2	6	ROSBERG
VETTEL	3	5	WEBBER
MASSA	3	5	ALONSO
BARRICHELLO	6	2	HULKENBERG
KUBICA	8	0	PETROV
SUTIL	6	2	LIUZZI
BUEMI	7	1	ALGUERSUARI
TRULLI	4	4	KOVALAINEN
CHANDHOK	2	6	SENNA
DE LA ROSA	4	4	KOBAYASHI
GLOCK	8	0	DI GRASSI

HOW DO F1'S BEST STACK UP AGAINST THE REST?

VISIT  TO FIND OUT

[castroldriverrankings.com](http://castroldriverrankings.com)

## THE GRID

1 <b>HAMILTON</b> McLAREN 1m15.105s super-soft	2 <b>VETTEL</b> RED BULL 1m15.420s medium
3 <b>ALONSO</b> FERRARI 1m15.435s super-soft	4 <b>BUTTON</b> McLAREN 1m15.520s super-soft
5 <b>LIUZZI</b> FORCE INDIA 1m15.648s super-soft	6 <b>MASSA</b> FERRARI 1m15.688s super-soft
7 <b>WEBBER</b> RED BULL 1m15.373s* medium	8 <b>KUBICA</b> RENAULT 1m15.715s medium
9 <b>SUTIL</b> FORCE INDIA 1m15.881s super-soft	10 <b>ROSBERG</b> MERCEDES 1m16.071s super-soft
11 <b>BARRICHELLO</b> WILLIAMS 1m16.434s super-soft	12 <b>HULKENBERG</b> WILLIAMS 1m16.438s medium
13 <b>SCHUMACHER</b> MERCEDES 1m16.492s medium	14 <b>PETROV</b> RENAULT 1m16.844s medium
15 <b>BUEMI</b> TORO ROSSO 1m16.928s medium	16 <b>ALGUERSUARI</b> TORO ROSSO 1m17.029s super-soft
17 <b>DE LA ROSA</b> SAUBER 1m17.384s medium	18 <b>KOBAYASHI</b> SAUBER 1m18.019s super-soft
19 <b>KOVALAINEN</b> LOTUS 1m18.237s medium	20 <b>TRULLI</b> LOTUS 1m18.698s super-soft
21 <b>GLOCK</b> VIRGIN 1m18.941s medium	22 <b>SENNA</b> HRT 1m19.484s medium
23 <b>DI GRASSI</b> VIRGIN 1m19.675s medium	24 <b>CHANDHOK</b> HRT 1m27.757s* medium

\*5-place grid penalty

**THE RACE: 70 LAPS, 189.695 MILES**

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PSSTOP	FASTEST STOP	S1	S2	S3	S4	S5
1	HAMILTON	McLaren-Mercedes	70	1h33m53.456s	1m17.806s	2	21.83s	S/soft	Medium	Medium		
2	BUTTON	McLaren-Mercedes	70	+2.254s	1m18.144s	2	21.90s	S/soft	Medium	Medium		
3	ALONSO	Ferrari	70	+9.214s	1m18.207s	2	21.28s	S/soft	Medium	Medium		
4	VETTEL	Red Bull-Renault	70	+37.817s	1m18.417s	2	22.18s	Medium	S/soft	Medium		
5	WEBBER	Red Bull-Renault	70	+39.291s	1m18.148s	2	21.99s	Medium	Medium	S/soft		
6	ROSBERG	Mercedes	70	+56.084s	1m17.832s	2	21.81s	S/soft	Medium	Medium		
7	KUBICA	Renault	70	+57.300s	1m16.972s	3	21.94s	Medium	Medium	Medium	S/soft	
8	BUENI	Toro Rosso-Ferrari	69	-1 lap	1m19.784s	3	22.42s	Medium	Medium	Medium	S/soft	
9	LIUZZI	Force India-Mercedes	69	-1 lap	1m19.349s	2	21.75s	S/soft	Medium	Medium		
10	SUTIL	Force India-Mercedes	69	-1 lap	1m19.530s	2	21.99s	S/soft	Medium	Medium		
11	SCHUMACHER	Mercedes	69	-1 lap	1m19.577s	3	21.55s	Medium	Medium	Medium	S/soft	
12	ALGUERSUARI	Toro Rosso-Ferrari	69	-1 lap	1m19.842s	3	21.67s	S/soft	Medium	Medium	Medium	
13	HULKENBERG	Williams-Cosworth	69	-1 lap	1m18.912s	3	21.90s	Medium	S/soft	Medium	S/soft	
14	BARRICHELLO	Williams-Cosworth	69	-1 lap	1m19.175s	3	22.96s	S/soft	Medium	Medium	Medium	
15	MASSA	Ferrari	69	-1 lap*	1m18.325s	4	23.37s	S/soft	Medium	Medium	Medium	
16	KOVALAINEN	Lotus-Cosworth	68	-2 laps	1m20.654s	3	23.49s	Medium	Medium	Medium	Medium	S/soft
17	PETROV	Renault	68	-2 laps	1m19.453s	2	22.56s	Medium	Medium	S/soft		
18	CHANDHOK	HRT-Cosworth	66	-4 laps	1m21.884s	2	24.52s	Medium	Medium	S/soft		
19	DI GRASSI	Virgin-Cosworth	65	-5 laps	1m21.937s	3	23.44s	Medium	Medium	Medium	S/soft	
R	GLOCK	Virgin-Cosworth	50	acc damage	1m21.669s	4	22.56s	Medium	Medium	Medium	S/soft	S/soft
R	TRULLI	Lotus-Cosworth	42	vibration	1m20.791s	4	23.52s	S/soft	Medium	Medium	Medium	Medium
R	DE LA ROSA	Sauber-Ferrari	30	engine	1m20.574s	1	27.80s	Medium	Medium	DNF		
R	SENNA	HRT-Cosworth	13	gearbox	1m24.524s	0	-	Medium	DNF			
R	KOBAYASHI	Sauber-Ferrari	1	accident	-	0	-	S/soft	DNF			

Weather: dry. Fastest lap: Robert KUBICA 1m16.972s (126.744mph) on Lap 67. Lap leaders: 1-6 Hamilton; 7-13 Vettel; 14 Buemi; 15-25 Hamilton; 26-27 Alonso; 28-49 Webber; 50-70 Hamilton. \*post-race penalty

**SEASON SO FAR - Points and positions**

POS	DRIVER	PTS	BRN	AUS	MAL	PRC	E	MC	TR	CDN	EU	GB	D	H	B	I	SGP	J	ROK	BR	UAE	
1	HAMILTON	109	3rd	6th	6th	2nd	14th	5th	1st	1st												
2	BUTTON	106	7th	1st	8th	1st	5th	ret	2nd	2nd												
3	WEBBER	103	8th	9th	2nd	8th	1st	1st	3rd	5th												
4	ALONSO	94	1st	4th	13th	4th	2nd	6th	8th	3rd												
5	VETTEL	90	4th	ret	1st	6th	3rd	2nd	ret	4th												
6	ROSBERG	74	5th	5th	3rd	3rd	13th	7th	5th	6th												
7	KUBICA	73	11th	2nd	4th	5th	8th	3rd	6th	7th												
8	MASSA	67	2nd	3rd	7th	9th	6th	4th	7th	15th												
9	SCHUMACHER	34	6th	10th	ret	10th	4th	12th	4th	11th												
10	SUTIL	23	12th	ret	5th	11th	7th	8th	9th	10th												
11	LIUZZI	12	9th	7th	ret	ret	15th	9th	13th	9th												
12	BARRICHELLO	7	10th	8th	12th	12th	9th	ret	14th	14th												
13	PETROV	6	ret	ret	ret	7th	11th	13th	15th	17th												
14	BUENI	5	16th	ret	11th	ret	ret	10th	16th	8th												
15	ALGUERSUARI	3	13th	11th	9th	13th	10th	11th	12th	12th												
16	KOBAYASHI	1	ret	ret	ret	ret	12th	ret	10th	ret												
17	HULKENBERG	1	14th	ret	10th	15th	16th	ret	17th	13th												
18	DE LA ROSA	0	ret	12th	ns	ret	ret	ret	11th	ret												
19	KOVALAINEN	0	15th	13th	nc	14th	ns	ret	ret	16th												
20	CHANDHOK	0	ret	14th	15th	17th	ret	14th	20th	18th												
21	DI GRASSI	0	ret	ret	14th	ret	19th	ret	19th	19th												
22	TRULLI	0	17th	ns	17th	ret	17th	15th	ret	ret												
23	SENNA	0	ret	ret	16th	16th	ret	ret	ret	ret												
24	GLOCK	0	ret	ret	ret	ns	18th	ret	18th	ret												



**SEASON SO FAR - Points and positions**

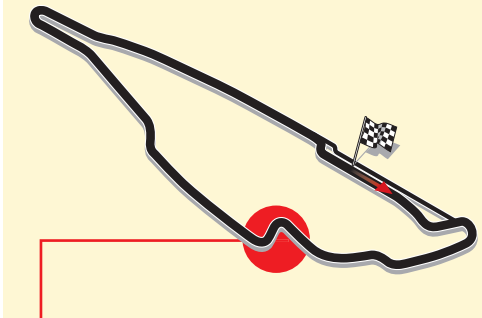
POS	TEAM	PTS	BRN	AUS	MAL	PRC	E	MC	TR	CAN	EU	GB	D	H	B	I	SGP	J	KOR	BR	UAE	
1	McLAREN	215	21	33	12	43	10	10	43	43												
2	RED BULL	193	16	2	43	12	40	43	15	22												
3	FERRARI	161	43	27	6	14	26	20	10	15												
4	MERCEDES	108	18	11	15	16	12	6	22	8												
5	RENAULT	79	0	18	12	16	4	15	8	6												
6	FORCE INDIA	35	2	6	10	0	6	6	2	3												
7	TORO ROSSO	8	0	0	2	0	1	1	0	4												
8	WILLIAMS	8	1	4	1	0	2	0	0	0												
9	SAUBER	1	0	0	0	0	0	0	1	0												
10	LOTUS	0	0	0	0	0	0	0	0	0												
11	HRT	0	0	0	0	0	0	0	0	0												
12	VIRGIN	0	0	0	0	0	0	0	0	0												



**TRACKSIDE VIEW**



**Mark Hughes**  
Grand prix editor

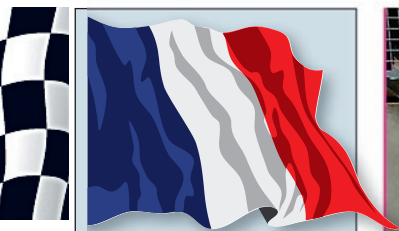


It's been lying in wait for it to return, a sleeping beauty waiting for her partner, two years since they were last united in embrace. At 10am she's woken from her slumber by a sweet, thunderous noise she'd all-but forgotten, but which sounds now like it's never been away. One after another they're peeling down the pitlane like animals let off the leash. Lewis Hamilton joins a few minutes later on his own, to cheers and whistles of appreciation from the crowd, a white-gloved wave of acknowledgement as he passes, accelerating through the gears out of Turn 2, cold tyres whipping up into wheelspin. This first half-hour is tentative, exploratory – F1 and circuit becoming reacquainted. Their bonding isn't there yet, the track's surface cold and dusty, tyres skimming over rather than engaging with it. Up at Turns 6-7, the left-right second/third gear sequence, it's 50 minutes into the foreplay and only now are they beginning to take liberties.

**"Felipe is the most sideways you can possibly get without spinning"**

Heikki Kovalainen tries to lean on the camber of T6 and she spits him out of the groove, into the adverse camber part, the Lotus tweaked up and off the gas, a reflexive rescue. Some minutes later Felipe Massa does the same, trying like crazy to get heat into the Ferrari's front tyres on a surface that's been frigid under snow and ice for five months. But still she's not ready, Felipe the most sideways you can possibly get without spinning. But gradually she's succumbing. Treat her gently, build the momentum. Here comes someone who understands her foibles, has known her nasty side but still loves her anyway – Robert Kubica. Now he senses the building lateral grip and he finally takes the initiative, firm and bold, pushing ever-harder, taunting the wall onto the pit straight. Her favours are finally bestowed.





# LE MANS

France, June 9-13



Circuit de la Sarthe

### WINNERS

Timo Bernhard/Romain Dumas/Mike Rockenfeller (Peugeot 908 HDi) 397 laps

### POLE POSITION

Sebastien Bourdais 3m19.711s

### FASTEST LAP

Loic Duval 3m19.074s

### RACE RATING

★★★★★

Not the scrap we were hoping for, but this race was full of drama

### MILESTONES

\* The distance record for the 24 Hours, set by the winning Porsche 917 back in 1971, was beaten by 47 miles

GARY WATKINS REPORTS



## QUALIFYING

### Clear thinking gives local boy Bourdais pole for Peugeot

Rarely at Le Mans down the years have three drivers from one team battled it out for pole position, yet that's what Peugeot allowed this year. That it was a real battle was plain to see on the face of Sebastien Bourdais after he claimed what he knew had been good enough for pole.

"We told them we would allow them to play for 30 or

so minutes once we had finished our work on Wednesday," said Olivier Quesnel, as though he was talking about a bunch of school kids. Playtime would not be extended, he made it clear, into Thursday. Bourdais clearly had something to prove, having been bounced in favour from the all-French car alongside Stephane Sarrazin and Franck

Montagny in favour of Nicolas Minassian. Yet even he admitted that a clear lap was the reason he claimed pole by more than a half a second.

"I came out of Arnage and couldn't see another car," he said. "You get that kind of lap once in 10 years at Le Mans."

Second-placed Alex Wurcz, the gent that he is, reckoned that Bourdais' pole mark was



out of reach.

"I think I could have got close without traffic," he said, "but not beaten him."

Sarrazin, who was bidding for a fourth consecutive pole,

didn't seem to care too much about ending up third.

"I've been on pole three times and haven't won the race," he offered, "so maybe my luck is going to change."





# Audi waltz as Peugeot's wilt

**Audi took a dominant 1-2-3 in the 78th running of the great race, but only after bitter rival Peugeot suffered catastrophic reliability woes**

All nine drivers on the podium were Audi's

**A**udi began the new decade with a 1-2-3 victory at the Le Mans 24 Hours, just as it had started the noughties. Yet that's about as deep as the similarities run between the 2000 event and last weekend's 78th classic enduro. Ten years ago, the all-new R8 was the fastest thing in the place but had to endure a series of technical glitches on the way to a clean-sweep of the podium positions; this time, the half-new R15-plus

wasn't a match on speed for the rival Peugeot 908 but came through without mechanical drama.

That was the reason Audi got revenge over its French rival at the end of a fascinating 24 Hours. Peugeot, the marque running the proven Le Mans winner, was hit by a series of technical problems, including dramatic engine failures that put out three of its four cars. Audi ran into few problems and the R15 that encountered the least, the car driven by Timo

Bernhard, Romain Dumas and Mike Rockenfeller, ended up taking the biggest prize in sportscar racing. It was as simple as that.

Equally easy to fathom was the performance advantage enjoyed by the latest evolution of the four-year-old Peugeot 908 design right through Le Mans week. The gap was at its biggest during practice and qualifying on Wednesday, and though it diminished through the remainder of the event, it was still apparent in the

moments before the last remaining Pug went bang in the 22nd hour.

The pace of the Peugeot straight out of the box in the newly-extended free practice session from 4pm on Wednesday afternoon rocked the Audi camp.

"It's not nice," said Audi driver Allan McNish, "to see your main rival going quite so fast so early."

The second iteration of the R15 edged closer on Thursday and closer still through the race, just as its predecessors have. Audi

prototypes always respond to the increase in grip as the rubber goes down. Yet the heavily-revised car was never a match for the 908, not over one lap of the 8.47-mile Circuit de la Sarthe and not over the course of a stint.

The pace of two of the 908 HDIs on Sunday morning proved that. You only had to look at Anthony Davidson's times through a phenomenal quadruple stint on one set of Michelins as he strived to make up for lost time. Loic Duval then ▶

# LMP1

GARY WATKINS



## AT A GLANCE

→ **Winners** Timo Bernhard/Romain Dumas/Mike Rockenfeller

→ **Pole position** Sebastien Bourdais

→ **Fastest lap** Loic Duval

Number 13 Rebellion Lola was out of luck



STALEY/LAT

Minassian/Montagny/Sarrazin 908 suffered engine failure in 17th hour



STALEY/LAT

◀ produced a string of fast times – including fastest lap of the race – in the ORECA Peugeot during the 22nd hour as he attempted to chase down Tom Kristensen for third. The Audi the Dane shared with McNish and Rinaldo Capello was the fastest R15 on the track and putting in 3m22s laps. Yet the impressive Duval was routinely in the 3m20s and could dip into the 19s.

Dumas summed it up during the night: “Sure we can do 3m22s, but a 22 is not a 20,” said the Frenchman. “They are playing with us.”

It was clear once the 908 and the R15 finally went head to head around the circuit for which they were designed that Peugeot had made significant gains since last year. The French marque’s drivers talked of a car that was so easy to drive

as a result of improvements in mechanical grip, but there were also been gains in the engine department that clawed back the losses resulting from regulation changes and in the aerodynamic department.

The 908s didn’t storm away at the start as in 2009, however. It was only during the first safety-car period after four laps that they established a clear gap: McNish was only four seconds behind the semi-works ORECA Peugeot driven by Nicolas Lapierre when the safety vehicles joined the track. The problem was he came out behind the second of three safety cars, which turned four seconds into 57 when the race went green.

That was as close as Audi would get to the flying Peugeots before the French manufacturer’s problems intervened. Such was the

pace of the 908 that Franck Montagny, who was joined by Stephane Sarrazin and Nicolas Minassian, was the better part of two laps up when smoke started billowing from the right-hand exhaust as he exited Tertre Rouge bang on 7am.

All three of the other Peugeots had encountered various problems by this

**“We can do 3m22s, but a 22 is not a 20. They are playing with us...”**

Eventual winner Romain Dumas on Peugeot’s speed

stage, allowing Bernhard to move into a lead his car would never relinquish.

The first 908 to fall by the wayside was the car Sebastien Bourdais had put on pole. He and Simon Pagnaud wouldn’t so much as drive the car in the race: it was retired when a front wishbone mounting plate pulled out of the tub when

Pedro Lamy was driving in only the second hour.

Next to hit problems was the car shared by Marc Gene, Anthony Davidson and Alexander Wurz. It was leading in Gene’s hands when alternator failure early in the seventh hour cost it three laps in the pits. The ORECA car, in which Lapierre was joined by

lost laps. By 11am, the car was only one lap back and with a little over three hours to go, Wurz unlapped himself from Rockenfeller. Just three laps later, smoke appeared from the right side of the engine.

The big question was whether the flying Peugeot could have made up the lost ground to the leading Audi. Davidson suggested that was the intention: “It’s spin or win – we want to win.”

The allied question was whether the pressure Audi put on Peugeot played a part in its failures. McNish certainly thought so.

“Lamy pulled a bit of suspension out of the monocoque,” he said. “That doesn’t happen by accident; that happens because you are leaping over the kerbs.

“We didn’t give them the chance to relax. Peugeot didn’t play the right game and it’s hurt them.”

## FAST FACTS

- Andre Lotterer's quintuple night-time stint lasted 3h41m
- Lola-Aston 007's new gearbox broke, 009's rebuilt one didn't



**We had our toughest competition ever. Peugeot gave us a lot of work to do"**  
Audi Sport team boss Wolfgang Ullrich on the fourth German/French super-scrap at Le Mans



Saturday, 3pm: four Pugs lead three Audis



Lola-Astons again led the petrol-class charge



Misery for Peugeot boss Olivier Quesnel



Capello/Kristensen/McNish Audi took third

McNish and co, who finished third two laps down on the second-placed R15 shared by Benoit Treluyer, Andre Lotterer and Marcel Fassler, spent the better part of six hours trying to maintain a gap to the recovering ORECA car. They managed it for most of that period, though Duval's pace before engine failure in the 22nd hour suggested it would have been a race to the finish.

Peugeot Sport boss Olivier Quesnel wasn't forthcoming with details of the engine problem.

"We have to take our time and examine everything when we are back at Velizy [Peugeot Sport headquarters]," he said. "All we know is that we have never had this problem before; to be honest I don't really want to know what it is right now."

Quesnel was adamant that Peugeot's pace had not played a role in the problem. Montagny, certainly, was not pushing when his

engine blew.

"I was lifting 100 metres before the braking points to save fuel and the tyres," he said. "This problem came as a complete surprise."

Problems of a dramatic nature decided Peugeot's fate; much smaller issues decided the outcome of the race. The McNish/Kristensen/Capello car, which as expected led the Audi charge, was thwarted by the only significant delay to afflict one of the Joest-run factory Audis.

Kristensen was charging in fourth when he happened across Andy Priaulx limping back to the pits with a puncture aboard one of the BMW M3 GT2 cars. Rather than hugging the inside into the first right at the Porsche Curves, the BMW driver tried to make it across the outside, leaving a fast-approaching Kristensen nowhere to go.

There was no doubt it was Le Mans debutant Priaulx's fault and the touring car ace admitted as much. ▶

## AUTOSPORT SAYS...

**GARY WATKINS  
INTERNATIONAL  
EDITOR-AT-LARGE**



**I**knew I wouldn't get a clear answer, but I put the question anyway: "So, Dr Ullrich, did hard work or good fortune win you this year's Le Mans 24 Hours?" The reason I asked the good Wolfgang, boss of Audi Sport, was because I couldn't — and still can't — make up my mind.

The vagaries of the greatest sportscar race of them all played a part in Audi's triumph over Peugeot last weekend. Yet the German marque's 1-2-3 finish was a surprise, at least on the evidence of qualifying and the first 16 hours of the race.

The problem is that in all sport we tend to associate a victory against the odds with some element of good fortune.

Was that the case at Le Mans this year? I'm not sure.

Was it lucky that Audi built a rock-solid car that could be pushed hard for 24 Hours? The answer is no. It's just what Audi does.

Look at the German manufacturer's nine victories at Le Mans and you will find that this year is one of two occasions when it didn't have the fastest car in race conditions. The other year was 2005 when the ageing R8 wasn't the quickest thing in the place, and was never going to be, courtesy of regulations that favoured a new breed of car. It still won because its faster rival, Pescarolo



Wolfgang Ullrich led Audi team to ninth Le Mans win

Sport, had one entry that was shunted on three occasions and another that hit gearbox problems.

Perhaps we will find out in the coming days that Peugeot's engine failures were caused by some freak manufacturing problem outside its control. That would be bad luck for the French car maker and, surely by definition, good luck for its German rival.

If not, we have to accept that Audi built a car that could go 24 Hours and Peugeot didn't. Which has nothing to do with fortune, good or bad.

# LMP1

Continued...

ORECA 908 was last to fail – in 22nd hour



“That’s racing. I bet I don’t feel half as bad as the Peugeot boys”

AMR’s George Howard-Chappell shrugs off the final-hour retirement of the 009 Lola-Aston

◀ “I have so much respect for someone who puts his hand up,” said Kristensen. “He misjudged my speed and I had two options: go off or hit him.”

Ironically, Priaulx was among the Le Mans debutants whom Kristensen had shown around the track on Tuesday.

The R15 nudged into the barriers backwards and needed to pit for new rear bodywork. The incident cost the Audi three laps, a delay from which there was no way back.

Bernhard, Dumas and Rockenfeller had a near-perfect run. Their only delay came as a result of Dumas sideswiping a cameraman in the pitlane in the fourth hour. The incident removed the right-hand wing mirror, which officials said needed to be replaced a couple of pitstops down the line.

That delay allowed the Treluyer/Lotterer/Fassler car to make up time lost in the second safety-car period and then Treluyer to pass Rockenfeller after the German had a moment in the Porsche Curves. Almost immediately Treluyer damaged the nose running across some of the so-called ‘bananas’ that sit the wrong side of the Le Mans kerbs.

The resulting pitstop restored the Bernhard car to the lead and ultimately decided the outcome of the race. Another new front was required when Lotterer nosed into the barriers at Arnage in hour 21 and more seconds were lost with a leaking airjack, but these



Both Lola Astons led petrol class; both failed

delays had no bearing on the final result.

The factory turbodiesels were once again a country mile ahead of the best of the petrol-powered prototypes – even further than last year. Rule tweaks designed to close the gap for 2010 have been overcome by the diesel cars’ development and then some.

Aston Martin Racing led the way with its pair of Lola-based coupes, as expected. Stefan Mucke and team-mates Adrian Fernandez and Harold Primat maintained their position at the top of the unofficial petrol class until a bevel-gear failure lost the car 59 minutes either side of the 17-hour mark, leaving it a distant sixth behind the LMP2-winning HPD.

#### KEY MOMENTS

**Hour 3 One down, three to go: Lamy Peugeot 908 goes out with suspension problems**

**Hour 17 Montagny Pug blows up while leading**

**Hour 22 Wurz parks final factory 908 with broken engine**

The second car kept them honest. Turner ran together with Mucke early on, team newcomer Sam Hancock put in a solid performance and gentleman driver Juan Barazi kept the car on the island, at least until Sunday morning when he spun or went off three times in the course of a stint.

The 009 AMR entry was safe in fourth when the car’s V12 Aston lump went bang with just 50 minutes to go.

That allowed the French ORECA team to claim ‘best of the rest’ spot with fourth. Its own LMP1 contender wasn’t a match for the fastest petrol cars, but it had a relatively clean run in the hands of impressive debutant Andy Meyrick and race regulars Soheil Ayari and Didier Andre. The only delays for the AIM-engined Courage-ORECA came just before midnight when the

car lost six laps to repairs after Andre was forced off the track and right at the end when the car needed a new starter motor.

The best of the Kolles team’s privateer Audi R10 TDIs would have taken that position but for its late retirement. The car driven by Oliver Jarvis, Christijan Albers and Christian Bakkerud suffered gearbox failure after 21 hours.

The Anglo-Swiss Rebellion Racing squad, a team with the potential to give AMR a run for its money, endured a disastrous Le Mans with its pair of Lola-Judd coupes. Both its cars needed chassis repairs during the week, which left the team down the grid and very short of set-up time. The lead car, driven by Jean-Christophe Boullion, Andrea Belicchi and Guy Smith were closing on the

top 10 when Boullion crashed at the Ford Chicane for a most bizarre reason during the night. “The front lights were going on and off from the beginning of my stint,” said the Frenchman. “They went off and I missed my braking completely.”

The second Rebellion Lola, shared by Neel Jani, Marco Andretti and Nicolas Prost, was beset by gearbox overheating problems that led to its retirement in hour 13. The similar Drayson Racing entry had an equally troubled race: it lost time to a fuel-tank issue and a mysterious vibration that was only cured when the underfloor was changed, but made it to the end. The arrival of the Mansell family en masse at Le Mans didn’t prove to be a success. Nigel Mansell, who shared the Beechdean Mansell Ginetta-Zytek with sons Greg and Leo, crashed out on lap five between Mulsanne and Indianapolis corners. The incident was caused by a slow puncture that the team didn’t notice because that part of the track is out of telemetry range.

Peugeot will examine its data this week. Hopefully it will tell us how and why there was a real upset at Le Mans last weekend. ❧



ORECA AIM recovered to best petrol car in P4

# LMP2

BEN  
ANDERSON

## AT A GLANCE

- **Winners** Danny Watts/  
Jonny Kane/Nick Leventis
- **Pole position** Watts
- **Fastest lap** Watts

## RACE RATING

★★★★★

Highcroft's woes denied us an epic fight for victory, but Strakka was magnificent

REPORT  
LE MANS 24H



Kane (pictured) and Watts maintained relentless pace

# Strakka outfoxes Highcroft for stunning class victory

**T** rue to predicted form, a Honda Performance Development ARX-01c did win the LMP2 class of the 78th running of the Le Mans 24 Hours last weekend, but not the one everyone expected to cross the line first.

## KEY MOMENTS

**Hours 1-4 Highcroft's struggles allow Strakka to stretch lead**

**Hour 20 Highcroft's HPD develops water leak with four hours to go, easing pressure on Strakka**

A faultless run by the Strakka Racing HPD, coupled with some stellar flat-out stints by two of the quickest drivers in the class, allowed the well-funded British privateer equipe to achieve the highest overall finish for an LMP2 car in Le Mans history and eclipse reigning American Le Mans Series champion team

Highcroft Racing.

As the HPD project's 'works development team' Highcroft came to its first Le Mans with the best-developed car and, with the addition of three-time winner Marco Werner alongside David Brabham

Le Mans aero kit quickly enough, while Strakka maximised its Michelin tyres to lead the way.

With driving as 'Relentless' as the sponsor logos splattered across the car, Danny Watts and his experienced team-mate Jonny Kane built up big leads that team owner Nick Leventis, who struggled to get within 10 seconds per lap of his co-drivers, tried his best to hang on to.

When Leventis did throw it off (on cold tyres under a safety car in the seventh hour) or the car encountered

dramas (Leventis suffered a rear puncture on his in-lap during the 21st hour), Strakka incurred only limited time losses.

Strakka's progress contrasted sharply with that of Highcroft, which haemorrhaged time when 2009's outright winner Brabham ran over debris from Nigel Mansell's early accident, before the car broke its windscreen during the third and fourth hours. The American team also suffered a spate of punctures during the night that helped drop it two laps behind Strakka and decimated the potential advantage of its longer-running fuel strategy. Team boss Duncan Dayton's hopes of a dream debut win finally fell apart for good when the car suffered a

mysterious water leak four hours from home.

This handed second to the French OAK Racing squad and its Dunlop-shod Pescarolo-Judd – shared by French duo Guillaume Moreau and Mathieu Lahaye, and reigning LMS LMP1 champion Jan Charouz. The team didn't have the strongest car, but a relatively smooth race and a well-balanced driver line-up helped the team claim its third straight Le Mans podium.

It finished three laps clear of the HPD-engined RML Lola, which trimmed a lot of downforce from its B08/80 and ran it as smoothly as you'd expect from a two-time LMP2 Le Mans winner, but suffered from a lack of pace when Tommy Erdos wasn't at the wheel.

The other car to feature strongly was the ageing Quifel-ASM Ginetta-Zytek, but it lost any hope of a strong result after a 14th-hour driveshaft failure and two off-track excursions for Miguel Amaral during hour 17. ❌



JEFF BLOKHAM/LAT

RML Lola-HPD took the final LMP2 podium slot

📍 P46  
GT1 AND GT2 REPORTS

**GT2**KEVIN  
TURNER**AT A GLANCE**

- Winners **Marc Lieb/Richard Lietz/Wolf Henzler**
- Pole position **Oliver Gavin**
- Fastest lap **Jan Magnussen**

**RACE RATING**

★★★★★

Great Ferrari-Chevy battle. Shame it didn't last longer



Felbermayr Porsche shone as rivals faded



STALEY/LAT

# Porsche perfect as rapid rivals fall

The Felbermayr Porsche wasn't the fastest in GT2 but a consistent run, while its Ferrari and Chevrolet rivals hit trouble, meant it came out on top

**P**orsche celebrated the 40th anniversary of its first outright Le Mans win by finally delivering GT2 victory last weekend. Despite not being able to match the pace of the leading Ferrari and the Chevrolet Corvette team, the Felbermayr 911 GT3 RSR of Marc Lieb, Richard Lietz and Wolf Henzler came out on top of an intense and gruelling battle after a

near-faultless run.

Last year the Porsches were fast but fragile, Felbermayr's lead trio retiring early. It would be unfair to say they were slow and reliable this year, but there's no doubt the team was a beneficiary of the rare misfortunes that befell the pacesetter works Corvettes and Risi Competizione Ferrari squad. It resulted in the first GT2 success for

Porsche since 2007.

Gianmaria Bruni topped the class in qualifying in the Risi Ferrari he shared with Jaime Melo and Pierre Kaffer, with the top four covered by 0.604 seconds. That was until Risi was put to the back after the rear-wing gurney flap was found to be 2mm too low, allowing Oliver Gavin to head a Chevrolet one-two.

Lieb was promoted to fourth in the fastest Porsche, more than 2sec slower than Gavin, but the opening hours were all about Corvette and Risi.

It took Melo less than an hour and a half to charge up to third and start taking the fight to Chevrolet, with Lieb battling for best of the rest status before a slight delay at his first stop.

"After two hours we knew we couldn't match Risi or the Chevrolets – it was like a sprint – so we decided to

drive our own race," conceded Henzler.

Meanwhile, Risi and Chevrolet were putting on the best battle of the entire race. Risi more than matched Chevrolet in the pits and had slightly better fuel consumption. The advantage swung back and forth between the Ferrari and the number 64 Corvette of Gavin/Olivier Beretta/Emmanuel Collard, which had a marginal pace advantage over its sister car.

The Ferrari and lead Corvette were inseparable throughout the opening hours and passed each other constantly. On one lap in the seventh hour Gavin slipstreamed past Melo on the run to the first Mulsanne chicane, only to be repassed at the second.

The battle seemed set to last the entire race until Risi – winner for the past two years – hit gearbox trouble

just before one-third distance. The team fought to repair the intermittent gear selector issue, but the 430 never recovered and retired during the night.

That left Chevrolet in control, over a minute clear of another close battle between Felbermayr and the AF Corse Ferrari of Toni Vilander and former Formula 1 stars Giancarlo Fisichella and Jean Alesi.

A slightly unlucky run during Saturday evening's safety-car period and the pace of the #64 Corvette meant the other Chevy of Jan Magnussen/Johnny O'Connell/Antonio Garcia was always playing catch-up, but it was still in the fight at two-thirds distance.

Then Chevrolet's challenge fell apart on Sunday morning. First, Garcia ground to a halt, his V8 engine dead, during the 17th hour. Then, while



Risi Ferrari and #4 Chevy battled hard

STALEY/LAT



## A winning formula

JD Classics professional racing team prepares, maintains and sells historic race cars. Each vehicle, whether their own or their customers', is meticulously prepared to the highest standards ensuring that each race car meets its true potential.

Not only will the cars be mechanically perfected but they will also look their best, because JD Classics uses Autoglym car care products exclusively for all its vehicles.

Autoglym offers the most comprehensive range of car care products available and all are fast, effective and will provide a perfect result, inside or out.

Your own car might not place you on the winners' podium but you can still enjoy a winning shine.

For more information on the complete Autoglym range, visit the website at [www.autoglym.com](http://www.autoglym.com)



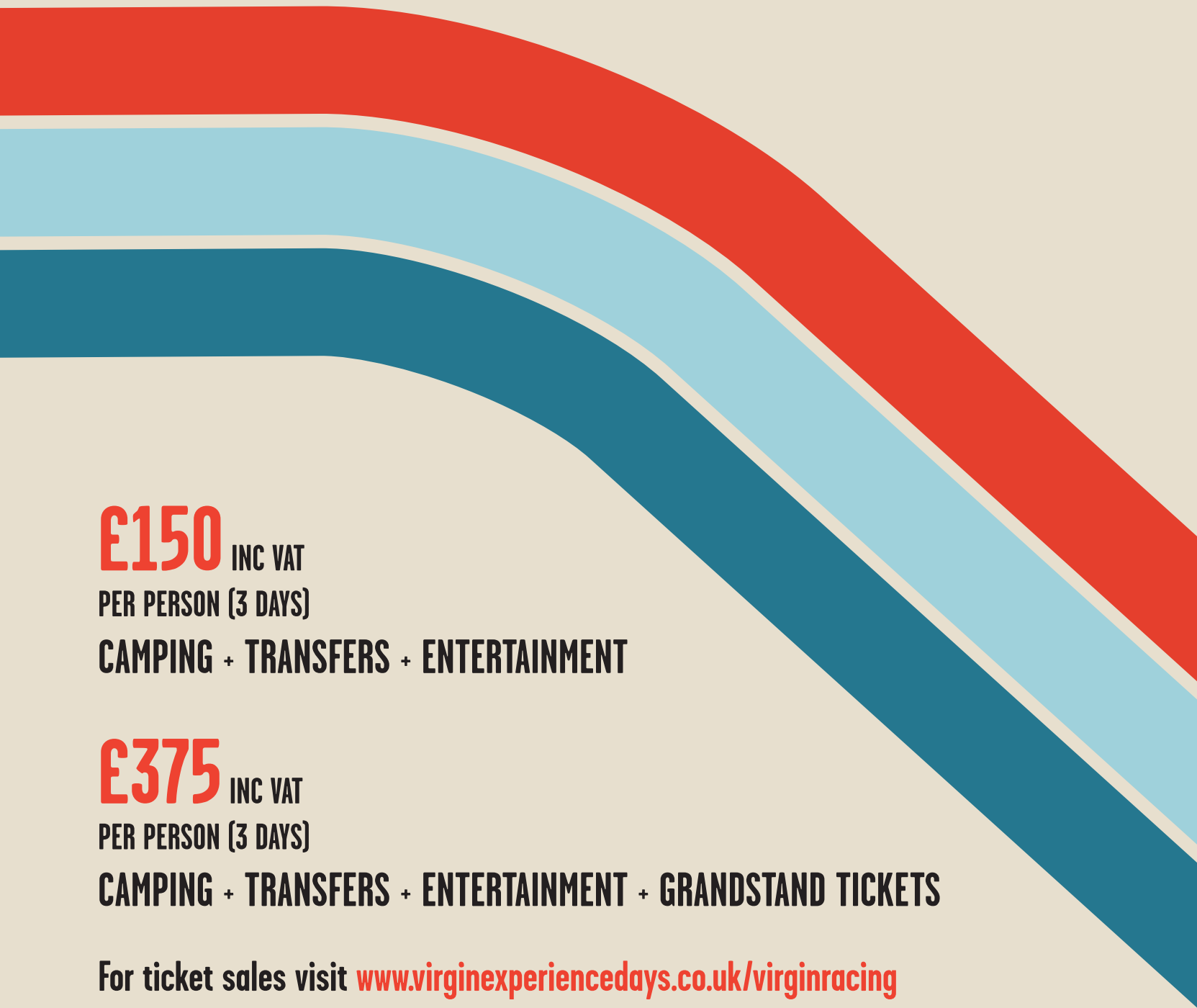
BY APPOINTMENT TO  
HER MAJESTY THE QUEEN  
SUPPLIER OF CAR CARE PRODUCTS  
AUTOGLYM, LETCHWORTH, ENGLAND



BY APPOINTMENT TO  
H.R.H. THE PRINCE OF WALES  
SUPPLIER OF CAR CARE PRODUCTS  
AUTOGLYM, LETCHWORTH, ENGLAND



For product and local stockist information, visit our website or telephone 0800 515 779.



**£150** INC VAT  
PER PERSON (3 DAYS)  
CAMPING + TRANSFERS + ENTERTAINMENT

**£375** INC VAT  
PER PERSON (3 DAYS)  
CAMPING + TRANSFERS + ENTERTAINMENT + GRANDSTAND TICKETS

For ticket sales visit [www.virginexperiencedays.co.uk/virginracing](http://www.virginexperiencedays.co.uk/virginracing)





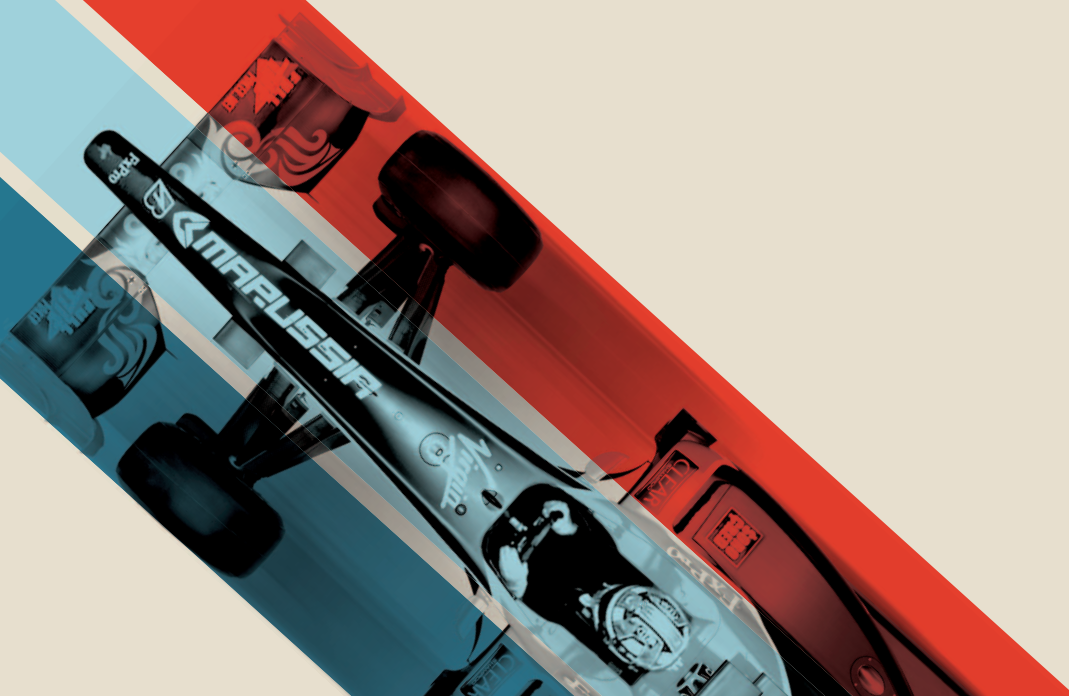
# THE VIRGIN RACING WEEKEND

9<sup>TH</sup> - 11<sup>TH</sup> JULY 2010  
STOWE SCHOOL BUCKS

**Make your British Grand Prix experience the best weekend of the year.**

Come and enjoy the excitement of the 2010 Formula 1 Santander British Grand Prix with the Virgin Racing team. Camp under the stars in the stunning grounds of Stowe School, then get 'traffic-free' Virgin Racing transfers to and from the circuit, watch live bands and DJs each night, check out the film festival and watch the FIFA World Cup final on our big screens after the race.

- On-site boutique camping grounds
- Live bands and DJs throughout the weekend
- On-site theatre playing classic motorsport films
- Friday night BBQ with our F1 drivers
- Sunday night World Cup final BBQ
- Cross country transfers to and from the circuit
- VIP parking facilities



# TYRE GAMBLE INFLATES HAMILTON'S TITLE HOPES

Win in Montreal gives the former F1 World Champion a top three position



Lewis Hamilton moved into the top three of the Castrol Rankings after winning the Canadian Grand Prix.

The McLaren team's canny tyre strategy ensured a second successive one-two finish. But despite his

second place, Jenson Button fell to ninth in the Castrol Rankings because he failed to match his pole position and win from the corresponding race last year in Turkey.

With his fourth place in Montreal, Sebastian Vettel hung on to his number one spot for a 12th week running.



## Performer of the Month

July is a busy month in motorsport and there could be major changes in the Castrol Rankings.

**Castrol EDGE Performer of the Month** shows you who the world's most in-form driver is right now. Visit our website to find out who's number one!

## ON THE MOVE

● Michael Schumacher moved up 20 spots to 122nd, despite finishing 11th in Montreal. Force India's Vitantonio Luizzi was also up 20 places to 88th

● Audi's Le Mans 24 Hours winner Mike Rockenfeller (below) was the biggest climber in the top 100, up 31 places to 65th. His co-driver Romain Dumas was up 87 places to 131st, while Timo Bernhard was up 108 to 144th

● Denny Hamlin continued his run of form, winning the NASCAR Sprint Cup at Michigan, but remained 11th in the Castrol Rankings

● Joey Logano won the Nationwide Series race at Kentucky and gained two places to 39th

● Yuji Kunimoto took two wins in the Japanese Formula 3 Championship at Fuji and moved up ten places to 155th



### Castrol Rankings CURRENT STANDINGS

1	↔	Sebastian Vettel		F1	21,562
2	↔	Mark Webber		F1	21,236
3	▲	Lewis Hamilton		F1	19,676
4	▼	Sébastien Loeb		WRC	18,433
5	↔	Jimmie Johnson		Sprint Cup, Grand Am	18,212
6	↔	Mikko Hirvonen		WRC, IRC	17,413
7	↔	Dario Franchitti		IndyCar, ALMS, Grand Am	16,903
8	▲	Scott Dixon		IndyCar, ALMS, Grand Am	16,383
9	▼	Jenson Button		F1	16,226
10	↔	Ryan Briscoe		IndyCar, Grand Am	15,766

DATA CORRECT AS OF 14 JUNE 2010

The Castrol Rankings analyse 2,000+ drivers in 500+ races and rallies across five continents. Go online today to find out more

POWERED BY  
**AUTOSPORT.COM**



**FAST FACTS**

- Porsche's first win since '07, and second in past five years
- Risi's first defeat in a major enduro since Sebring, March '08

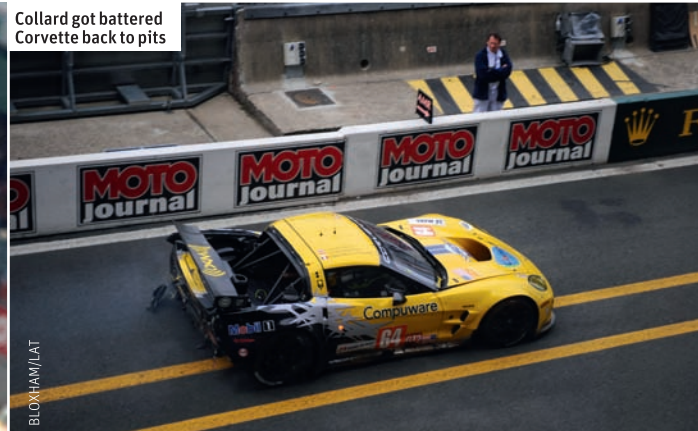


After two hours we knew we couldn't match Risi or the Chevrolets - it was like a sprint - so we decided to run our own race"

Felbermayr Porsche driver Wolf Henzler



AF Corse Ferrari was in the fight until brake woes



Collard got battered Corvette back to pits

**KEY MOMENTS**

**Hour 8 Risi Ferrari suffers transmission problem that removes it from the fight**

**Hour 18 Collard Chevy crash hands Felbermayr Porsche the lead**

◀ holding a lead of well over a lap, Collard was divebombed by Anthony Davidson's LMP1 Peugeot at the Porsche Curves. The Corvette spun and struck the barriers before limping back to the pits. Both drivers blamed each other.

A remarkable job by Corvette Racing got the C6 ZR1 back out in fifth, but then that car's engine also failed and Chevrolet's bid to take a class win 50 years after its first Le Mans appearance came to an end.

Now, Felbermayr took up the running. The car had gained an advantage over the AF Corse machine when Fisichella suffered a puncture during the night. The other quick Porsches had also hit trouble: a clutch change delayed the IMSA Performance car of 2007 winners Patrick Long and Raymond Narac, and Patrick Pilet, while Flying Lizards' car suffered engine failure.

Felbermayr, which was able to double-stint its Michelins for the first time, comfortably reeled off the last five hours. Lieb took the flag for a two-lap GT2 victory and 11th overall.

"The strategy was easy: go flat-out for 24 hours and make no mistakes," said the 29-year-old. "After the last

two years, where we have struggled and the Ferrari has been very strong, we're very pleased to get an important win for Porsche."

Second did go to a Ferrari, but it wasn't AF Corse's. Fisichella had just jumped in when a right-rear brake problem sent him into the barriers. The team fixed the damage, but the delay meant the car took fourth.

That allowed the Farnbacher machine of Dominik Farnbacher, Allan Simonsen and Leh Keen to take second in the only Hankook-shod car in the race. A consistent run and the new-found ability to double-stint the tyres allowed it to beat the BMS Scuderia Porsche.

Le Mans rookies Marco Holzer, Richard Westbrook and Timo Scheider suffered numerous delays, including a broken damper, a clutch issue and a steering-rack problem before finishing on five cylinders, but kept plugging away.

"We had everything go against us, but the team reacted the right way," said two-time Porsche Supercup champion Westbrook.

The pace of the GT2 race was demonstrated by only nine of the 17 starters finishing. BMW's return to

Le Mans did not go well. A smaller restrictor, imposed in the week before the event, rear suspension mods required for ACO homologation, hampered the Schnitzer cars' pace.

The M3s then also hit more than their fair share of trouble. The 'art car' of Andy Priaulx and Dirks Muller and Werner had a tyre issue that helped Dirk off the road and over some kerbing, badly damaging the

rear end. Then a left-front wheel failure slowed Priaulx and helped contrive to put the BMW in the wrong place when Tom Kristensen arrived at the Porsche Curves, sending the Audi R15 prototype off.

The BMW finally retired after running out of fuel due to suspected gauge trouble. Sixth for the delayed Jorg Muller/Uwe Alzen/Augusto Farfus car was small consolation.

The sole Aston Martin and Jaguar entries fared even worse. The JMW Aston suffered with brake problems all week and retired when Bryce Miller crashed, while the Jaguar XKRS sadly posted the category's first retirement with electrical problems after just four laps. ❌

**➔ P52 GT1 REPORT**

**THE INSIDE LINE**

**Risi's winning run comes to an end**



Risi's defeat ended a run of six straight GT2 wins in the big three enduros: the Sebring 12 Hours, Petit Le Mans, and Le Mans 24 Hours.

The Houston-based team's main challenge ended when the gearbox failed on the lead car, while the second Ferrari - which finished third last year - went out when the engine let go on Sunday morning. It all meant a rare early bath for the team that is now up against works cars from Chevrolet and BMW, as well as the usual Porsche hordes, in a class that is becoming



It all went wrong for Risi in 2010 Le Mans

the premier GT category in endurance racing.

"If I were the ALMS or ACO I'd think it was very important to get the manufacturers in," said Risi. "Chevrolet are pushing us, but we've not changed anything. You know what

works - you can't count on all the mechanical components and we've never had a gearbox issue.

"We're an equal to anybody in the pitlane and we've got a couple of things up our sleeve. We'll take the fight to them."

**GT1**KEVIN  
TURNER**AT A GLANCE**

→ Winners Roland Berville/  
Julien Canal/Gabriele Gardel  
→ Pole position Tomas Enge  
→ Fastest lap Enge

**RACE RATING**

★★★★★

A lack of entries and reliability. A sad end to a once-great class

Enge was quickest in the Aston DBR9

LUBSON/LAT



# Saleen mean reliable machine

The final GT1-class race at Le Mans was an underwhelming affair from which the ageing Larbre Saleen S7R emerged victorious after relatively few problems



Ageing Saleen soldiered on to finish – and victory

The new-era GT1 class was won at Le Mans by a car designed more than a decade ago. The Saleen S7R also doesn't run in the GT1 World Championship, which gave birth to the rules that the ACO adopted for 2010.

Those facts help explain why the Le Mans organiser has abandoned the category altogether for 2011.

The quality of Jack Leconte's Larbre Competition squad is not in doubt and its Saleen ran pretty consistently throughout the 24 hours to finish 13th overall. Only a fuel pick-up problem and the odd off-track excursion delayed Roland Berville, Gabriele Gardel and Julien Canal, but the rest of GT1 fell to bits. Just two other cars made it to the finish from the eight that started.

The fastest machines were the Ford GTs, on their first visit to Le Mans, and the venerable Aston Martin DBR9 of the Young Driver team. Tomas Enge put the Aston on pole, while Thomas Mutsch (Matech Ford) and Bas Leinders (Marc VDS Ford) both

worked their way by the V12 machine (in Peter Kox's hands) in the early stages.

Leinders went out early in the second hour after a huge crash at the Dunlop Esses. The Belgian somehow managed to get the wreck back to the pits, but the car was too badly damaged to continue.

With the Aston already struck by driveshaft failure, which the team did fix, the Ford of GT1 World title leaders Mutsch and Romain Grosjean, and Jonathan Hirschi took control of the race. All three proved capable of running a good pace and the car was two laps clear when Mutsch was forced off by a prototype, then clobbered by the OAK LMP2 of Jean-Francois Yvon as he tried to rejoin.

The car was repaired and returned in third place, but then suffered an engine failure. The team's other car, driven by the all-female crew of Natacha Gachnang, Cyndie Allemann and Rahel Frey had already retired with a similar problem, which caused a fire with Gachnang behind the wheel.

The other main

challenger was the faster of the two Luc Alphand Chevrolet Corvettes, driven by Julien Jousse, Patrice Goueslard and Xavier Maasen. Despite injection problems during the night the C6.R was still set for the podium when it retired on Sunday morning with transmission woes.

The Larbre car was therefore left to lead GT1 for the second half of the race, though it finished behind two GT2 cars.

The recovering Aston was heading for second when it lost another driveshaft. It came out to complete a handful of laps at the end, which was still enough for a podium finish for Enge, Kox and Christoffer Nygaard.

With the JLOC Lamborghini Murcielago beset by clutch and gearbox problems that eventually put it out, the only other GT1 car – the second Alphand Corvette of Stephan Gregoire, Jerome Policand and David Hart – took second. Inevitably it wasn't a smooth run, major engine problems losing it more than an hour.

For Gardel, the victory

**KEY MOMENTS**

**Hour 10** Leading Ford GT loses lead after LMP2 clash

**Hour 18** Fastest Alphand Corvette out, taking pressure off Larbre

**Hour 23** Second driveshaft failure for Aston loses it second place

overwhelmed the frailty of the class. "Le Mans is a dream for everyone," he said. "The job started a long time ago. We never had a real problem on the car – we just kept going."

But Enge, part of the great works Aston Martin and Chevrolet Corvette battles

of 2005-2008, summed it up best. "All the GT1s were run by privateer teams, so it can't reach the factory level, even with factory support."

"It's not the greatest result for the end of the DBR9 at Le Mans."

He could have said the same for GT1. ❧



The Ford GTs were quick but all would hit trouble



**FAST FACT**

→ The winning Audi of Timo Bernhard, Romain Dumas and Mike Rockenfeller broke the all-time distance record of 3315.36 miles, set by the Porsche 917 of Helmut Marko and Gijs van Lennep in 1971. The new benchmark stands at 3362.21 miles



**RESULTS**

Le Mans 24 Hours, Le Mans (F), June 9-13

GRID	
1 BOURDAIS 3:19.711	2 WURZ 3:20.317
3 SARRAZIN 3:20.325	4 LAPIERRE 3:21.192
5 ROCKENFELLER 3:21.981	6 MCNISH 3:22.176
7 FASSLER 3:23.605	8 MUCKE 3:26.680
9 TURNER 3:26.747	10 AYARI 3:29.506
11 MAILLEUX 3:29.774	12 BOUCHUT 3:30.907
13 ALBERS 3:31.661	14 COCKER 3:31.862
15 MATTS 3:33.079	16 PROST 3:33.490
17 BRABHAM 3:34.537	18 G MANSELL 3:36.897
19 BOULLTON 3:37.093	20 ERDOS 3:39.648
21 PLA 3:40.532	22 LAHAYE 3:41.310
23 LEWIS 3:43.167	24 CIOCI 3:47.971
25 OJJEH 3:51.189	26 KENNARD 3:51.310
27 HEIN 3:52.008	28 SCHELL 3:52.837
29 GOMMENDY 3:53.109	30 MEICHTRY 3:53.942
31 ENGE 3:55.025	32 LEINDERS 3:55.356
33 GROSJEAN 3:55.583	34 JOUSSE 3:58.810
35 GREGOIRE 3:58.906	36 GAVIN 3:59.435
37 MAGNUSSEN 3:59.793	38 VILANDER 3:59.837
39 GACHNANG 4:01.628	40 LTEB 4:01.640
41 LONG 4:01.755	42 FARFUS 4:01.893
43 WESTBROOK 4:02.014	44 SIMONSEN 4:02.427
45 BERGMEISTER 4:02.685	46 CANAL 4:03.175
47 D WERNER 4:03.215	48 JONSSON 4:03.959
49 BLEEKEMOLEN 4:04.057	50 BELL 4:04.303
51 YAMAMITSU 4:05.170	52 SPLUNTEREN 4:10.017
53 FEL'YR JR 4:10.054	54 DALZIEL 4:12.431
55 BRUNI 3:59.233*	

397 LAPS, 3362.055 MILES										
POS	NO	DRIVERS (NATIONALITY)	TEAM	CAR	CLASS	RESULTS	GRID			
1	9	Timo Bernhard (D)/Romain Dumas (F)/Mike Rockenfeller (D)	Audi Sport North America (Joest)	Audi R15-plus TDI	LMP1	24h01m23.694s	5			
2	8	Marcel Fassler (CH)/Andre Lotterer (D)/Benoit Treliuyer (F)	Audi Sport Team Joest	Audi R15-plus TDI	LMP1	-1 lap	7			
3	7	Allan McNish (GB)/Rinaldo Capello (I)/Tom Kristensen (DK)	Audi Sport Team Joest	Audi R15-plus TDI	LMP1	-3 laps	6			
4	6	Soheil Ayari (F)/Didier Andre (F)/Andy Meyrick (GB)	AIM Team ORECA Matmut	ORECA-AIM 01	LMP1	-28 laps	10			
5	42	Jonny Kane (GB)/Danny Watts (GB)/Nick Leventis (GB)	Strakka Racing	HPD ARX-01c	LMP2	-30 laps	15			
6	007	Stefan Mucke (D)/Adrian Fernandez (MEX)/Harold Primat (CH)	Aston Martin Racing	Lola-Aston Martin B09/60	LMP1	-32 laps	8			
7	35	Guillaume Moreau (F)/Matthieu Lahaye (F)/Jan Charouz (CZ)	OAK Racing	Pescarolo-Judd 01	LMP2	-36 laps	22			
8	25	Tommy Erdos (GB)/Andy Wallace (GB)/Mike Newton (GB)	RML	Lola-HPD B08/80	LMP2	-39 laps	20			
9	24	Richard Hein (F)/Jacques Nicolet (F)/Jean-Francois Yvon (F)	OAK Racing	Pescarolo-Judd 01	LMP2	-56 laps	27			
10	41	Gary Chalandon (F)/Karim Ojjeh (SA)/Tim Greaves (GB)	Team Bruichladdich	Zytek 07S	LMP2	-56 laps	25			
11	77	Marc Lieb (D)/Richard Lietz (A)/Wolf Henzler (D)	Team Felbermayr Proton	Porsche 911 GT3-RSR	GT2	-59 laps	40			
12	89	Dominik Farnbacher (D)/Allan Simonsen (DK)/Luh Keen (USA)	Hankook Team Farnbacher	Ferrari 430 GT	GT2	-61 laps	44			
13	50	Gabriele Gardel (CH)/Julien Canal (F)/Roland Berville (F)	Saleen Competition	Saleen S7R	GT1	-66 laps	46			
14	97	Richard Westbrook (GB)/Marco Holzer (D)/Timo Scheider (D)	BMS Scuderia Italia	Porsche 911 GT3-RSR	GT2	-70 laps	43			
15	72	Jerome Policand (F)/Stephan Gregoire (F)/David Hart (NL)	Luc Alphand Aventures	Chevrolet Corvette C6-R	GT1	-70 laps	35			
16	95	Jean Alessi (F)/Giancarlo Fisichella (I)/Toni Vilander (FIN)	AF Corse	Ferrari 430 GT	GT2	-74 laps	38			
17	76	Patrick Long (USA)/Patrick Pilet (F)/Raymond Narac (F)	Imsa Performance Matmut	Porsche 911 GT3-RSR	GT2	-76 laps	41			
18	28	Marc Rostan (F)/Ralph Meichtry (CH)/Pierre Bruneau (F)	Race Performance	Radical-Judd SR9	LMP2	-76 laps	30			
19	78	Jorg Muller (D)/Augusto Farfus (BR)/Uwe Alzen (D)	BMW Motorsport (Schnitzer)	BMW M3	GT2	-77 laps	42			
20	40	Olivier Pla (F)/Warren Hughes (GB)/Miguel Amaral (P)	Quifel-ASM Team	Ginetta-Zytek GZ09S	LMP2	-79 laps	21			
21	75	Paul van Splunteren (NL)/Niek Hommerson (NL)/Louis Machiels (B)	ProSpeed Competition	Porsche 911 GT3-RSR	GT2	-80 laps	52			
22	52	Peter Kox (NL)/Tomas Enge (CZ)/Christoffer Nygaard (DK)	Young Driver AMR (Fischer)	Aston Martin DBR9	GT1	-86 laps	31			
23	37	Tristan Gommendy (F)/Stephane Salini (F)/Philippe Salini (F)	Gerard Welter	WR-Zytek LMP2008	LMP2	-89 laps	29			
24	88	Horst Felbermayr Jr (A)/Horst Felbermayr Sr (A)/Miro Konopka (SK)	Team Felbermayr Proton	Porsche 911 GT3-RSR	GT2	-93 laps	53			
25	26	David Brabham (AUS)/Marco Werner (D)/Marino Franchitti (GB)	Highcroft Racing	HPD ARX-01c	LMP2	-101 laps	17			
26	39	Jean de Pourtales (F)/Hideki Noda (J)/Jonathan Kennard (GB)	KSM	Lola-Judd B07/40	LMP2	-106 laps	26			
27	85	Jeroen Bleekemolen (NL)/Peter Dumbreck (GB)/Tom Coronel (NL)	Spyker Squadron	Spyker C8 Laviollette	GT2	-117 laps	49			
NC	11	Paul Drayson (GB)/Emanuele Pirro (I)/Jonny Cocker (GB)	Drayson Racing	Lola-Judd B09/60	LMP1	-143 laps	14			
R	4	Nicolas Lapierre (F)/Olivier Panis (F)/Loic Duval (F)	Team ORECA Matmut	Peugeot 908 HDi	LMP1	373 laps-engine	4			
R	009	Darren Turner (GB)/Sam Hancock (GB)/Juan Barazi (DK)	Aston Martin Racing	Lola-Aston Martin B09/60	LMP1	368 laps-engine	9			
R	1	Marc Gene (E)/Alexander Wurz (A)/Anthony Davidson (GB)	Team Peugeot Total	Peugeot 908 HDi	LMP1	360 laps-engine	2			
R	15	Christijan Albers (NL)/Oliver Jarvis (GB)/Christian Bakkerud (DK)	Kolles	Audi R10 TDI	LMP1	331 laps-gearbox	13			
R	008	Franck Mailleux (F)/Pierre Ragues (F)/Vanina Ickx (B)	Signature Plus	Lola-Aston Martin B09/60	LMP1	302 laps-acc damage	11			
R	2	Franck Montagny (F)/Stephane Sarrazin (F)/Nicolas Minassian (F)	Team Peugeot Total	Peugeot 908 HDi	LMP1	264 laps-engine	3			
R	64	Oliver Gavin (GB)/Olivier Beretta (MC)/Emmanuel Collard (F)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C6.R	GT2	255 laps-engine	36			
R	73	Julien Jousse (F)/Patrice Goueslard (F)/Xavier Maassen (NL)	Luc Alphand Aventures	Chevrolet Corvette C6-R	GT1	238 laps-transmission	34			
R	63	Jan Magnussen (DK)/Johnny O'Connell (USA)/Antonio Garcia (E)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C6.R	GT2	225 laps-engine	37			
R	83	Nic Jonsson (S)/Eric van de Poele (B)/Tracy Krohn (USA)	Risi Competizione	Ferrari 430 GT	GT2	197 laps-engine	48			
R	14	Christophe Bouchut (F)/Scott Tucker (USA)/Manuel Rodrigues (F)	Kolles	Audi R10 TDI	LMP1	182 laps-acc damage	12			
R	12	Neel Jani (CH)/Nicolas Prost (F)/Marco Andretti (USA)	Rebellion Racing (Sebah)	Lola-Judd B10/60	LMP1	175 laps-gearbox	16			
R	60	Thomas Mutsch (D)/Romain Grosjean (F)/Jonathan Hirschi (CH)	Matech Competition	Ford GT	GT1	171 laps-engine	33			
R	13	Jean-Christophe Boullion (F)/Andrea Belicchi (I)/Guy Smith (GB)	Rebellion Racing (Sebah)	Lola-Judd B08/60	LMP1	143 laps-accident	19			
R	69	Atsushi Yogo (J)/Hiroyuki Iiri (J)/Koji Yamanishi (J)	JLOC	Lamborghini Murcielago R-SV	GT1	138 laps-gearbox	51			
R	82	Jaime Melo (BR)/Gianmaria Bruni (I)/Pierre Kaffer (D)	Risi Competizione	Ferrari 430 GT	GT2	116 laps-gearbox	55			
R	92	Rob Bell (GB)/Tim Sugden (GB)/Bryce Miller (USA)	JMW Motorsport	Aston Martin Vantage	GT2	71 laps-accident	50			
R	80	Jorg Bergmeister (D)/Darren Law (USA)/Seth Neiman (USA)	Flying Lizard Motorsports	Porsche 911 GT3-RSR	GT2	61 laps-engine	45			
R	61	Cyndie Allemann (CH)/Natacha Gachnang (CH)/Rahel Frey (CH)	Matech Competition	Ford GT	GT1	59 laps-engine/fire	39			
R	29	Luca Pirri (I)/Marco Cioci (I)/Piergiuseppe Perazzini (I)	Racing Box	Lola-Judd B09/80	LMP2	57 laps-suspension	24			
R	79	Dirk Muller (D)/Andy Priaulx (GB)/Dirk Werner (D)	BMW Motorsport (Schnitzer)	BMW M3	GT2	53 laps-fuel sensor	47			
R	38	Julien Schell (F)/David Zollinger (F)/Frederic da Rocha (F)	Pegasus Racing	Norma-Judd M200	LMP2	40 laps-transmission	28			
R	3	Pedro Lamy (P)/Sebastien Bourdais (F)/Simon Pagnaud (F)	Peugeot Sport Total	Peugeot 908 HDi	LMP1	38 laps-suspension	1			
R	70	Bas Leinders (B)/Markus Palmtala (FIN)/Eric de Doncker (B)	Marc VDS Racing	Ford GT	GT1	26 laps-accident	32			
R	5	Nigel Mansell (GB)/Greg Mansell (GB)/Leo Mansell (GB)	Beechdean Mansell Motorsport	Ginetta-Zytek GZ09S	LMP1	4 laps-accident	18			
R	81	Marc Goossens (B)/Ryan Dalziel (GB)/Paul Gentilozzi (USA)	Jaguar RSR	Jaguar XKR	GT2	4 laps-misfire	54			
R	19	Michael Lewis (USA)/Tony Burgess (CDN)/Bryan Wilman (USA)	Autocon Motorsports	Lola-AER B06/10	LMP1	1 lap-gearbox	23			
NS	96	Mika Salo (FIN)/Matias Russo (RA)/Luis Perez Companc (RA)	AF Corse	Ferrari 430 GT	GT2	accident				

Winners' average speed: 139.950mph. Fastest lap Duval, 3m19.074s, 153.145mph. LMP2 Watts, 3m33.742s, 142.635mph. GT1 Enge, 3m53.450s, 130.594mph. GT2 Magnussen, 3m58.384s, 127.891mph. In each car, first-named driver started race. On grid, named driver set qualifying time. \* Forced to start from back of grid.

# WATTS THE FUSS ABOUT?

A dominant Le Mans class win, perhaps? Danny Watts is now sportscar racing hot property. *By BEN ANDERSON*

Throughout history Britain has been blessed with some great sportscar racers: the likes of Stirling Moss, Derek Bell, and Allan McNish to name but three. Could Danny Watts join this list? He has yet to reach the dizzying heights of these hallowed endurance racing names, but if he can continue to produce the kind of dazzling performance he delivered at last weekend's 78th Le Mans 24 Hours, Watts at least deserves the chance to prove himself properly on endurance racing's biggest stage.

After helping crack British privateer squad Strakka Racing to a brilliant LMP2 class victory in the greatest of the world's endurance races, Watts has done nothing to harm his prospects of becoming Britain's next enduro great.

The 'Relentless' energy drink decals that adorned the Strakka Honda Performance Development ARX-01c Watts raced at Le Mans were utterly appropriate for a man who drove every one of his allocated laps flat-out, until the similar car of HPD works development and reigning American Le Mans Series champion outfit Highcroft Racing broke with less than four hours remaining.

Along with experienced team-mate Jonny Kane, Watts was the lynchpin of speed on which Strakka fastened its hopes of toppling Highcroft. Pole position, fastest lap (both set by Watts) and the class win were achieved with fifth place – the best overall result for an LMP2 car in the history of the event.

"This is the biggest win of my career," says Watts, who's won races in most categories he's contested since taking the 1998 Formula First title. "Before this, it was probably winning Formula Renault UK [in 2002] – in which I raced against and beat Lewis [Hamilton] and Jamie Green – but winning at one of the biggest races in the world definitely tops that."

A promising single-seater career, which included numerous British F3 wins in the early naughties, hit the skids when Watts couldn't find the money to properly graduate to Formula

Renault 3.5 or GP2. Sponsored drives in the Asian Carrera Cup, courtesy of shipping titan and motorsport enthusiast Tim Huxley, reignited Watts's career. More impressive results in the UK championship led to a deal with Richard Dean and Ginetta boss Lawrence Tomlinson's LNT management group and the chance to become a fully-fledged sportscar racer in the ALMS and LMS in 2007. He made his Le Mans 24 Hours debut in a Panoz Esperante GT2 and finished fourth overall at Petit Le Mans, in a Ginetta-Zytek LMP2 shared with Stefan Mucke and Jan Charouz.

Two years later, following a decent Porsche Supercup campaign and a handful of races for Britain in A1GP, he landed a drive with Strakka Racing (a British team set up around wealthy amateur Nick Leventis) and put the team's Ginetta-Zytek LMP1 on pole for the first round in Barcelona. Strakka's step down to LMP2 this year with the relatively more competitive HPD ARX-01c has now allowed team and driver to achieve their greatest success together. This is something Watts is keen to build on.

"I've got a three-year deal with Strakka and I'm very lucky to have a stable drive," asserts Watts. "I'm with a group of people that has big plans for the future. That really excites me. This is just the start..."

Watts and Strakka are a good fit, as last weekend's magnificent display at the Circuit de la Sarthe shows. Strakka



Watts, Leventis and Kane celebrate LMP2 class win

## WATTS CV

**2010** Le Mans LMP2 winner  
**2009** Pole in LMS at Barcelona  
**2008** Pole/third in A1GP in China  
**2007** Fourth, Petit Le Mans  
**2006** 3rd, Porsche Carrera Cup GB (10 wins)  
**2005-03** British F3 (2 wins)  
**2002** 1st, FRenault UK (6 wins)  
**2001** 3rd, FRenault UK (2 wins)  
**2000** 10th, FRenault UK (1 win)  
**1998** 1st, Formula First (12 wins)

Racing team manager and technical director Piers Phillips believes Watts can become our next sportscar star.

"Danny just oozes confidence," says Phillips. "He's hugely enthusiastic and fun to have around the team, which helps keep spirits up. He's one of the calmest drivers I've ever worked with – nothing flusters him – and put him up against anybody and he'll make them look average on pace. He's one of the rising stars and it won't be too long before we see him in a works drive. He deserves it and he's good enough."

Whether that materialises is very much a question for the future and the big wigs at Audi and Peugeot. They can't have failed to notice Strakka's and Watts's stunning showing at Le Mans, but for now Watts is focused on enjoying his racing and doing his best.

"If I'm honest, I was never good enough for F1," he says without a hint of remorse. "I was okay – a good average driver – but I'd started to become an 'old' single-seater driver. Now I've turned my attention to sportscars and I see myself as an up-and-coming sportscar driver."

"At the moment I'm driving better than ever. I've got a huge amount of experience, know when I'm not driving well and what I need to do to change that – I'm much better now than I was five years ago."

"I solely go racing for fun. As soon as I stop having fun is the day I stop racing. It's the same philosophy me and my dad had when we started karting. If it leads to something bigger and better with a manufacturer then great, but at the moment I just want to have fun, keep learning and do my best." ☐



On the way to pole in Barcelona last season



Tipping the Strakka HPD into Indianapolis



GIBSON/LAT

Watts must now be on top teams' wanted lists

# VIKING DISCOVERS AMERICA

Swede Mattias Ekstrom looks ahead to his NASCAR race. *By GLENN FREEMAN*

**T**he days of the motorsport all-rounder are usually regarded as being long gone. But we may just have an exception in the form of two-time DTM champion Mattias Ekstrom.

Okay, he's best-known as a DTM specialist with Audi, but he's tackled the World Rally Championship in the past, and has three Race of Champions crowns to his name. His defeated finalists? Michael Schumacher (twice) and Sebastien Loeb. He even beat the Frenchman in WRC Citroen Xsaras in 2006.

So it's hardly a surprise that, when Red Bull asked Ekstrom to test for its NASCAR Sprint Cup team ahead of this weekend's first road-course race of the year at Sears Point, the Swede made such an impression that he's been asked back to do the race.

"People kept telling me that NASCAR is shit," says the Swede, who will fill in for the ill Brian Vickers. "But when you've done the same thing in DTM for 10 years, it's nice to try

something new. I like to meet people, and see the different ways they work. I just enjoy having the chance."

And, now that he's seen the way NASCAR teams go about working, Ekstrom thinks that Europeans need to show a little more respect to their American counterparts.

"People over here – even some guys in my team – underestimate what the NASCAR guys are doing," he says. "People take the piss out of them, and say they only turn left. But when you've been there, and seen what they do behind the curtain, you realise how serious they are in the way they work, the way they communicate. There are things that I can bring back and tell my guys that we can do differently. Even if the basic technology over there is old, the way they squeeze everything from it is way ahead of what we do. It's super-developed thinking, just with old technology."

It would appear that Ekstrom adapted well to that outdated technology when he spent a day testing the #83 Toyota

Camry at Virginia International Raceway. Aside from the livery, it has nothing of note in common with his Audi A4, but he feels that he got to grips with it, and the Red Bull team obviously agree.

"Okay, the car didn't impress me, but the engine has really good power," he says. "The chassis, the weight, the downforce, it shows me what a good piece we have in the DTM. There's no fancy stuff, but that's not the name of the game in NASCAR. It's not about having a high-tech car. And you can still use a lot of the skills from driving a DTM car. You just have more power, a lot less traction, a lot less downforce, and the weight is higher."

Ekstrom knows he is in for an eye-opening experience at Sears Point this weekend. But as he talks about the differences between the DTM and NASCAR, there is genuine enthusiasm in his voice and his facial expressions. He can't help but almost bounce with excitement about the prospect of taking this monster of a machine on.

Ekstrom gets a one-off in California



**"People kept telling me that NASCAR is shit. But when you've done the same thing in DTM for 10 years, it's nice to try something new"**

## DTM v NASCAR

### RACE DISTANCE

**DTM** 110 miles  
**NASCAR** 210 miles

### RACE TIME

**DTM** 1h15m  
**NASCAR** 3h10m

### GRID SIZE

**DTM** 18  
**NASCAR** 43

### HORSEPOWER

**DTM** 470  
**NASCAR** 850

### GEARBOX

**DTM** six-speed sequential  
**NASCAR** four-speed H-pattern

### WEIGHT

**DTM** 1050kg  
**NASCAR** 1565kg





Test came at Virginia International Raceway



Ekstrom believes he has improved set-up



Chalk and cheese: Camry versus A4

“When you come from a DTM car that doesn’t move around, then you go to a car that moves a lot, pitches, rolls, the diagonal movement is huge. You have to accept that if you hit a bump wrong then – oops! – the car will bounce, then it will slide, then you will get wheelspin. You can easily powerslide for 100 metres more than you wanted to if you’re too aggressive.”

Such wild moments will only get more frequent as the race goes on. Audi has experienced a few problems with the Dunlop DTM tyres this year, but that’s nothing compared to dealing with the Goodyears in the States.

“In the DTM you can do every lap within hundredths and tenths of a second while the tyres are good,” says Ekstrom. “On a long run you will scratch your head if you lose six tenths of a second from the start to the end. In NASCAR, you can’t drive the same way. You lose six tenths after two laps, and it’s two or three seconds after 20 laps.”

Red Bull clearly knows what it’s doing when it comes to road courses.

Last year Vickers was on pole, and Ekstrom believes he improved the car’s set-up in testing.

“We tried to make the car easy to feel, easy to drive on the limit,” he says. “They had a very good base set-up, but I think we made it even better.”

So all that remains is for Ekstrom to take to the track against 42 other cars, all driven by NASCAR regulars who won’t fancy getting beaten by a European hotshot on a holiday. Ekstrom’s a master of European-style rough-and-tumble, but the reception he’ll get in the US – especially if he’s quick – will make a doorbanging scrap with Gary Paffett’s Mercedes C-class seem like a bedtime cuddle.

“I have watched some of the races, and I know what they’re like,” he says. “If there’s a restart with 10 laps to go and I’m in front, they’ll probably take a few risks with a guy they might never see again. I will go in with an open mind, and just try to concentrate on myself.”

A wise decision. ☘

### It’s a one-off

**MATTIAS EKSTROM** can’t wait to make his NASCAR debut, but his American experience is unlikely to develop any further.

A handful of ‘outsiders’ have made the full-time switch to stock cars in recent years. Some, like Juan Pablo Montoya and Marcos Ambrose, have made it work. The same can’t be said for Dario Franchitti, and the jury is still out on Sam Hornish.

“I’ve never even thought about switching full-time,” says Ekstrom. “It took many years to get to my level in DTM, and to climb the ladder there would be the same.”

“What Ambrose and Montoya did – that is the quickest possible time. But



Ekstrom is replacing the ill Vickers (right)

if you end up like Franchitti, you have some bad luck and the momentum is gone.”

There’s also the small matter of the next-generation DTM car on the horizon, and the return of BMW for 2012.

“DTM looks hotter than ever right now,” he says. “I enjoy it with two manufacturers, but imagine when BMW comes. Everybody will be dreaming of racing here, so it would not be a good time to leave.”





## British Grand Prix 2010

Weekend General Admissions  
Still Available!

Grandstand Seats Limited  
Availability!

See the new circuit layout

**DON'T MISS OUT!**

**CONTACT US NOW**

**CALL:- +44 (0)1304 228866 OR FAX:- +44 (0)1304 242550**

Visit our website on [www.justtickets.co.uk](http://www.justtickets.co.uk)

[sales@justtickets.co.uk](mailto:sales@justtickets.co.uk) : [enquiries@justtickets.co.uk](mailto:enquiries@justtickets.co.uk) : [info@justtickets.co.uk](mailto:info@justtickets.co.uk)

# ChequeredFlagMedia

## World's No1 Pocket Book Formula One 2010



100 pages packed with facts & figures,  
driver & team stats, car & helmet images  
circuit maps, fill in charts and lots more...

Go To

### MOTOR-RACING.NET



*"Easykart is cost effective and simple  
to maintain - in other words easy!"*



## SIMPLY THE WORLDWIDE KARTING SENSATION TO SATISFY ANY DRIVER

Easykart was born over 5 years ago when kart manufacturing giant Birel decided to design a one make category of kart for drivers to get involved in motorsport. The philosophy of Easykart is simple, affordable racing with the emphasis on driver ability and fair play. Whether you're 5 years old or 50 years + there is an Easykart for you and a complete driving sensation to satisfy any driver.

**CLUB100** are the proud promoters of Easykart UK and with over 15 years of race management experience have now brought a new dimension to MSA competition racing. For more information visit our website at:

[www.easykart.co.uk](http://www.easykart.co.uk)

**CLUB100** Racing Ltd, Rye House Kart Raceway,  
Rye Road, Hoddesdon, Herts, EN11 0EH. Tel: 01992 470002

Fax: 01992 471722. Email: [race@easykart.co.uk](mailto:race@easykart.co.uk)

speedsportpromotions

## Superb BRITISH GRAND PRIX hospitality

July 9-11 2010

SpeedSport Promotions have two pit lane hospitality suites at Silverstone Circuit, providing an excellent viewing point over the Start/Finish Straight.

We specialise in supplying complete hospitality packages with excellent food and drink and unrivalled service. Our full VIP package includes...

- VIP hospitality tickets and car passes**
- Excellent food served in suite**
- Champagne reception**
- Complementary bar throughout the day**
- Official F1 race programmes**
- SpeedSport event manager present**

Friday £150 + vat Saturday £275 + vat

Still some Sunday places available, please phone or email for more details.

SpeedSport Promotions  
Unit 43 Silverstone Circuit  
Nr Towcester  
NORTHANTS  
NN12 8TN  
[www.speedsport.co.uk](http://www.speedsport.co.uk)  
Telephone: 01327 858 167  
Email: [info@speedsport.co.uk](mailto:info@speedsport.co.uk)



# INTRODUCING Tamas Pal Kiss

Meet the young Hungarian who's set tongues wagging in Formula Renault UK

"It's difficult to get sponsors, so single-seaters is an unusual world for a Hungarian. But that's good - people are proud of me"



Kissing the kerbs: the FRUK man of the moment

Formula Renault UK is enjoying a rich crop of talent in 2010, and the driver at the top of the table – with three wins from the first seven races – is a young man from the North-East Hungarian city of Miskolc, not far from the border with Slovakia.

Tamas Pal Kiss has already had “at least three Formula 1 teams, and decent ones at that” sniffing around, according to gossip. Meanwhile, Atech GP team boss David Hayle, who has run Kiss since the start of last season, says he is at least in the same league as Heikki Kovalainen and Lucas di Grassi – both of whom he worked with at junior levels – and is already “better than they were at this stage of their careers”.

## COROLLA CALLING

Kiss was eight when his father, rally driver Laszlo Kiss, quit competing and began instead to fork out on the karting careers of his sons, Laszlo Jr and Tamas. While Laszlo Jr moved into rallycross, twice winning the Hungarian title in Ralliart-supported Mitsubishi machinery, Tamas cleaned up in karting before making the move into cars... in a Toyota Corolla!

“When I was 16 I did four rallycross

events to get used to how to drive a car and feel how it moves,” he says. After shining in a Formula Renault test ‘shootout’ for Hungarian karters, Kiss contested four races in the 2008 Swiss series with “just my karting mechanics. I was still learning how to drive.”

In the meantime, Laszlo Kiss Sr asked Ralliart chief John Easton if he knew of anyone in FRenault who could look after his boy. Easton suggested Hayle, who was a design-engineer for Ralliart in the 1990s.

“We tested him at Snetterton,” says Hayle. “He was getting close to the times of some good drivers, but he was totally sideways through Coram. I said to the lads, ‘Stop him – he’s out of control.’ Tamas was very upset, and has proved me totally wrong!”

## HOPE FROM HELL

Kiss's results in the UK in 2009 were not spectacular, but his driving certainly was. Ironically, the smoother style demanded by the new Barazi-Epsilon chassis has favoured him. Although his first two wins came in the wet (no surprise for one with such magnificent car control), his third was in the dry of Oulton Park. In all

conditions, he is as strong an overtaker as anyone, and has great cold-tyre pace.

“Last year I loved oversteer,” says Kiss. “But this car you can’t drift or go mad in. I had to change. I was very strong in Junior ICA karts and adapted the smoothness from that.”

He’s also progressed off-track: “I had to learn English, how to work with the team, with data, learn the circuits, and I was young – only 18 in the summer. Now it’s changed. I’m more confident.”

Kiss was all set to concentrate on his economics studies in 2010, but backing from the energy-drinks company Hell (reportedly around half his budget) may have saved the career of a man who could carry the hopes of his nation to Formula 1. He is no Zsolt Baumgartner...

“Karting is at a good level at home, but formula racing is very low, which is why we don’t see many Hungarians there. It’s difficult to get sponsors, so this is an unusual world. But that’s good – people are proud of me.”

If that’s the case, there is plenty more pride for this Mighty Magyar to provide. It’s now 104 years and counting since Ferenc Szisz became Hungary’s only grand prix winner. The wait may not go on much longer. ❧

## TAMAS PAL KISS



**Born** May 19 1991  
**From** Miskolc, Hungary  
**2010** 1st in Formula Renault UK with Atech GP (3 wins so far)  
**2009** 13th in Formula Renault UK with Hitech Junior  
**2008** Selected Swiss FRenault races and Hungarian ‘Formula Libre’  
**2007** Hungarian Rotax kart champion; 7th in World Final; some rallycross in Toyota  
**2004/05** Hungarian Junior ICA kart champion  
**2000** starts karting

# FREE ASTON MARTIN RACING POLO SHIRT

when you subscribe to

**AUTOSPORT**



**WORTH  
£34.95**

## GREAT REASONS TO SUBSCRIBE:

- Free Aston Martin polo shirt worth £34.95
- Great savings – save 20% on the cover price
- Easy ways to pay – pay just £33.28 every 13 issues with easy direct debit instalments
- Free P&P – every issue delivered direct to your door free of charge
- PLUS – all AUTOSPORT subscribers get a FREE AUTOSPORT Digital Edition subscription (worth £112.00) AND unlimited access to autosport.com (worth £46.00)



**Plus SAVE 20% on the cover price**

[www.themagazineshop.com/ASPO/M0610P](http://www.themagazineshop.com/ASPO/M0610P) Call 08456 777 817 and quote M0610P

Offer ends July 1, 2010. Please have your bank details ready

**✓ YES**

I would like to subscribe to AUTOSPORT and pay just £33.28 every 13 issues. Please send me my FREE Aston Martin Racing polo shirt

**YOUR DETAILS** – must be completed  
(BLOCK CAPITALS PLEASE)

Title: \_\_\_\_\_ Name: \_\_\_\_\_  
Surname: \_\_\_\_\_  
Address: \_\_\_\_\_  
Postcode: \_\_\_\_\_  
Telephone: \_\_\_\_\_

To receive great offers, news and product and service information from Haymarket Media Group, publisher of AUTOSPORT, please include your email address and mobile number below.

Email: \_\_\_\_\_  
Mobile: \_\_\_\_\_

**DIRECT DEBIT PAYMENT (UK ONLY)**



To the manager, bank name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Postcode: \_\_\_\_\_  
Name of account holder(s): \_\_\_\_\_

Bank sort code

Bank/building society account number

Reference no. (for office use only)

Please pay **Haymarket Media Group** Direct Debits from the account detailed on this instruction subject to the standards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Haymarket Media Group and, if so, details will be passed electronically to my bank/building society.

Signature(s): \_\_\_\_\_  
Date: \_\_\_\_\_

**Please return this form to:**  
**AUTOSPORT,**  
**FREEPOST SEA14717,**  
**Haywards Heath**  
**RH16 3BR**

**Terms and conditions:** This is a Direct Debit offer and is open to readers in the UK only. Overseas rates are available by calling +44 (0) 1795 592 974 or for US rates call +1 866 978 1416. Offer closes on July 1, 2010. Direct Debit prices are valid for one year, after which they are subject to change. Should prices change you will be informed in writing. Please allow 35 days for delivery of your first issue and gift. Gift will be sent under separate cover. If your gift is unavailable you will be offered an alternative. No cash alternative.

Haymarket Media Group may contact you by post or phone from time to time with special offers and product information. Please tick this box if you would prefer not to receive this information.  
 Occasionally we may pass your details to carefully selected partners whose products we think would be of interest to you. Please tick this box if you would prefer not to receive this information.

NASCAR SPRINT CUP MICHIGAN (USA), JUN 13, RD 15/36

# Hamlin's one-man show takes five

**D**enny Hamlin was dominant in the NASCAR Sprint Cup race at Michigan, romping to an easy victory.

It was the fifth win for the Joe Gibbs driver since the spoiler replaced the rear wing. He's now up to third in the standings, 136 points behind Richard Childress's Kevin Harvick, who remains on top of the pile despite an underwhelming run to 19th.

Hamlin was the class of the field, his Toyota Camry visibly quicker through the centre of the corners than his rivals.

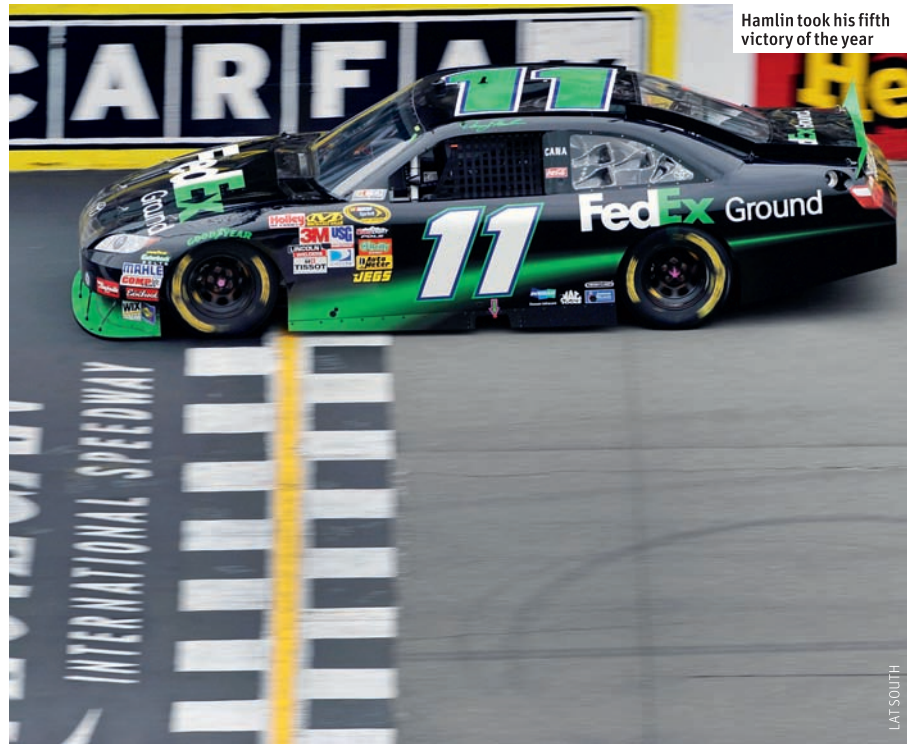
His lead was up to 10 seconds when a dubious late caution for debris bunched up the field with 14 laps to go. But Hamlin

made a faultless restart and simply drove away from the field just as he had done for most of the race.

"I think there's some aspects of our race team that can get better," Hamlin admitted afterwards.

"I think our pit crew has definitely stepped up. I feel like my communication with [crew chief] Mike Ford has stepped up. What I'm telling Mike and then applying to the race car has gotten better.

"But, you know, where is the limit on it? I feel like each week that we show up, we just set our bar a little bit higher than it was the week before. You go to Pocono, everyone expects us to win. They jot us down,



Hamlin took his fifth victory of the year

engrave the trophy. There's a lot of effort put into that. It's not as easy as it looks."

The only drivers capable of living with Hamlin's pace were polesitter Kurt Busch (Penske Dodge) and Kasey Kahne (Petty Ford). Eventually Kahne, using the new Ford engine, prevailed

in the best-of-the-rest battle. His main concern for most of the race had been an overheating problem that appeared to strike each time he pitted, but he was still full of praise for the updated powerplant.

"For our first time racing, it was a nice improvement," he said. "I think it bodes well for all the Ford teams."

Jeff Gordon took fourth, the Hendrick driver the lead Chevy in a pack of five Impalas that included Tony Stewart (Stewart/Haas), Hendrick duo Jimmie Johnson and Dale Earnhardt Jr and Jeff Burton (Childress).

Greg Biffle (Roush Ford) stole ninth from Hamlin's team-mate Joey Logano on the line, while the third Gibbs driver, Kyle Busch, had to battle his way through from the tail of the field after a pre-race engine change to finish 20th.

Red Bull team-mates Scott Speed and Casey Mears mirrored their F1 cousins in the Turkish GP by driving into each other, which sent Speed spinning off and Mears into the garage for repairs. Speed eventually finished a lap down in 28th.

● Connell Sanders Jr

**RESULTS**

**1 Denny Hamlin (Toyota Camry)**, 200 laps in 2h33m28s; 2 Kasey Kahne (Ford Fusion), +1.246s; 3 Kurt Busch (Dodge Charger); 4 Jeff Gordon (Chevrolet Impala); 5 Tony Stewart (Chevy); 6 Jimmie Johnson (Chevy); 7 Dale Earnhardt Jr (Chevy); 8 Jeff Burton (Chevy); 9 Greg Biffle (Ford); 10 Joey Logano (Toyota) **Points** 1 Kevin Harvick, 2169; 2 Kyle Busch, 2147; 3 Hamlin, 2122; 4 Kurt Busch, 2051; 5 Matt Kenseth, 2019; 6 Johnson, 1999; 7 Gordon, 1987; 8 Burton, 1945; 9 Biffle, 1865; 10 Edwards, 1856; 11 Stewart, 1840; 12 Mark Martin, 1826.

Two Red Bulls: guess what happened next...



LAT SOUTH



CURRENT STANDINGS

- 1 Sebastian Vettel <> 21,562
- 2 Mark Webber <> 21,236
- 3 Lewis Hamilton ^ 19,676
- 4 Sebastien Loeb v 18,433
- 5 Jimmie Johnson <> 18,212

Ranking the world's best drivers .....

**THIS WEEK'S BIG MOVERS**

Denny Hamlin's Sprint Cup win at Michigan kept him 11th while strong results for Kasey Kahne (25) and Jeff Gordon (15) moved them up two and three places. Last year's Michigan winner Mark Martin (16) and Kyle Busch (17) dropped spots.

castroldriverrankings.com

INTERNATIONAL SUPERSTARS HOCKENHEIM (D), JUNE 13, ROUND 4/7

# Mercedes takes Hockenheim spoils

Just as Paffett did in the DTM, Ferrara scored in Superstars

Luigi Ferrara spearheaded a Mercedes domination in last weekend's Superstars International Series round at Hockenheim, the CAAL Racing driver taking both wins in his C63.

Ferrara passed Max Pigoli's polesitting Merc at the start to take the lead, and the touring car veteran then found himself under pressure from Gianni Morbidelli. But Morbidelli's efforts left him exposed to BMW Italia team-mate Thomas Biagi, who passed him for third shortly after.

At the front Ferrara was opening a gap, but that was

wiped out when the safety car was brought out to clean up the mess left behind following a crash between David Baldi, Ermanno Dionisio and Matteo Meneghelo on lap five.

Johnny Herbert brought himself into the equation when he moved his Chevrolet into fourth just after the restart, only to be penalised for a jumped start.

There was a final bit of drama when Pigoli slipped on some oil and allowed Biagi into second, but after some late defending against Morbidelli he managed to hold on for third.

The second race was more



Merc of Ferrara leads the BMWs at Hockenheim

straightforward. Pigoli made a great start and took the lead at the hairpin, but he was soon passed by Ferrara, who set about building a comfortable lead.

Pigoli held on to second ahead of Herbert, who had to work hard for his first Superstars podium. He'd taken advantage of a mistake by Chrysler driver Matteo Cressoni to take third, but then had to fight off a late challenge from Morbidelli.

● Bernd Staehler

**RESULTS Race 1** 1 Luigi Ferrara (Mercedes-Benz C63 AMG),

14 laps in 27m12.348s; 2 Thomas Biagi (BMW M3 E92), +6.773s; 3 Max Pigoli (Mercedes); 4 Gianni Morbidelli (BMW); 5 Alberto Cola (Audi RS4); 6 Luca Cappellari (BMW).

**Race 2** 1 Ferrara, 15 laps in 27m29.458s; 2 Pigoli, +4.198s; 3 Johnny Herbert (Chevrolet Lumina CR8); 4 Biagi; 5 Morbidelli; 6 Luca Cappellari (BMW). **Points** 1 Biagi, 106; 2 Ferrara, 105; 3 Pigoli, 88; 4 Morbidelli, 59; 5 Cola, 52; 6 Herbert, 33.

JAPANESE F3 FUJI SPEEDWAY (J), JUNE 12-13, ROUND 3/8

# Six from six for Kunimoto

Yuji Kunimoto had another perfect round in the Japanese Formula 3 Championship to extend his winning streak to six out of six.

The 19-year-old TOM'S Dallara-Toyota driver started from pole for both races, and finished the first 13s clear of Yuhi Sekiguchi, who'd worked his way up to second after starting fifth in his Three Bond Dallara-Nissan. Japanese-Brazilian Rafael Suzuki fought back to third after losing several positions at the start due to excessive wheelspin.

Kunimoto had to scrap

with Suzuki for several laps in the second race after a safety car had closed up the field, before edging away from his TOM'S team-mate.

● Jiro Takahashi

**RESULTS**

**Race 1** 1 Yuji Kunimoto (Dallara-Toyota), 15 laps in 24m10.783s; 2 Yuhi Sekiguchi (D-Nissan), +13.037s; 3 Rafael Suzuki (DT); 4 Alexandre Imperatori (D-Mugen Honda); 5 Koki Saga (DT); 6 Takashi Kobayashi (DT).

**Race 2** 1 Kunimoto, 21 laps in 38m28.375s; 2 Suzuki, +3.249s; 3 Sekiguchi; 4 Imperatori; 5 Saga; 6 Kobayashi. **Points** 1 Kunimoto, 71; 2 Sekiguchi, 29; 3 Suzuki, 25; 4 Saga, 24; 5 Imperatori, 24; 6 Yoshida, 5.



Kunimoto leads (l-r) Saga, Suzuki and Imperatori

ITALIAN F3 HOCKENHEIM (D), JUNE 12-13, ROUND 2/8

# Mancinelli moves to top

Daniel Mancinelli was the man on form, the Team Ghinzani Dallara driver taking his maiden F3 win among the 28-car field and leaping to the top of the points table.

Colombian Gabby Chaves planted Eurointernational's Mygale on pole, but was beaten away by Mancinelli and hit by Cesar Ramos.

While Mancinelli sped to a dominant win, Jesse Krohn fended off Chaves, who had a bent front wing, for second. But the man on the move was Sergio Campana, and the Lucidi Dallara man fought his way past both to take second.

Ex-Formula Renault UK racer Krohn, with eighth fastest time in qualifying, sat on pole for the reversed-grid race, but it turned sour on the opening lap when his battle with Frederic Vervisch ended with a multi-car incident.

Ramos moved in front

with his BVM Target Dallara, and the Brazilian was able to fend off Mancinelli until the end.

Samuele Buttarelli stayed close for the final podium spot in his Prema Dallara, with American Matt Lee next. Stephane Richelmi spun while trying to pass Christopher Zanella for fifth, and Campana went out in a first-lap collision.

● Bernd Staehler

**RESULTS**

**Race 1** 1 Daniel Mancinelli (Dallara F308), 19 laps in 30m53.377s; 2 Sergio Campana (DF308), +20.810s; 3 Jesse Krohn (DF310); 4 Stephane Richelmi (DF308); 5 Andrea Caldarelli (DF308); 6 Gabby Chaves (Mygale M10). **Race 2**

1 Cesar Ramos (DF308), 18 laps in 29m04.776s; 2 Mancinelli, +0.644s; 3 Samuele Buttarelli (DF308); 4 Matt Lee (MM10); 5 Christopher Zanella (MM10); 6 Krohn. **Points** 1 Mancinelli, 38; 2 Caldarelli, 36; 3 Ramos, 35; 4 Zanella, 32; 5 Richelmi, 31; 6 Tom Dillmann, 22.

## IN BRIEF



### NASCAR NATIONWIDE

Joey Logano (above) beat both Carl Edwards and the threat of rain to take his third consecutive Kentucky Speedway win last weekend in his Joe Gibbs Racing Toyota. Series leader Brad Keselowski finished third.

### NASCAR TRUCKS

Aric Almirola picked up his second NASCAR Truck Series win at Michigan International Speedway, squeezing between fellow Toyota Tundra drivers Todd Bodine and Kyle Busch on with six laps remaining to secure the victory.

### FIA WORLD CUP

Russian X-raid team driver Leonid Novitskiy won the Estoril-Portimao-Marrakech Rally to continue his march towards the BMW team's second successive FIA World Cup title. Filipe Campos finished six minutes behind.

### VLN

Mamerow Racing Porsche duo Chris Mamerow and Marc Basseng won last weekend's race on the Nurburgring Nordschleife. The pair finished just 0.2s ahead of the Phoenix Audi shared by Frank Stippler and Hans-Joachim Stuck, with the Porsche of Lance David Arnold and Christian Menzel taking third.

### NEZ GT

Dodge driver Pertti Kuismanen narrowly pipped Petri Lappalainen's Porsche in the second race at Alastaro in Finland. Lappalainen had earlier taken an easy win in the first wet race ahead of the Viper of Pasi Lahteenmaki, who shared his Viper with Valle Makela.

### ARCA

Mikey Kile earned his first career win at Michigan after leading the final 26 of 100 laps. Craig Goess was undone when Kile was able to time his final stop with a caution period to take a late lead.

## CLASSIFIED

ROAD CARS FOR SALE **p 63**

WEB DIRECTORY **p 64**

TRAILERS & TRANSPORTERS **p 65**

RACE & RALLY CARS **p 68**

MARKETPLACE **p 70**

APPOINTMENTS **p 73**

PHONE 020 8267 5858 [autosport.ads@haymarket.com](mailto:autosport.ads@haymarket.com)

### AUSTIN HEALEY

**1965 AUSTIN HEALEY 3000 MK III LIGHTWEIGHT WORKS RALLY SPEC.** No expense spared meticulously prepared restoration. FIA papers. MSA specification. FIVA Rally logbook. Full Spec sheet. Photo record of rebuild. Heritage Certificate. Extremely fast 200+bhp Engine/Straight-cut Gearbox with Tulip ratios rebuilt to High Torque. Competition clutch etc. Substantial amount of body renewed in Aluminium. Stunning detailed Period interior. Fully serviced and maintained. 12 Months MOT/TAX. Please view to appreciate the beauty and quality. Private Sale. £58,000 ono. Tel: 01929 480883 Home

### BMW

**BMW 325CI CABRIO 2002 LHD,** green, black leather interior. MOT, taxed. Excellent condition. Also winter tyres on alloys, 35,000 miles. £14,000 ono. Tel: 020 7226 3263

### CITROEN

**1972 CITROËN DS 20 SUPER** bought from DS World in 2003 and lovingly maintained. See website [www.citroendsweddingcar.co.uk](http://www.citroendsweddingcar.co.uk). Never required welding and in beautiful condition. Includes £1,000 worth of handbooks and magazines. 45,000 miles. £16,000 ono. E-mail: [chagford@waitrose.com](mailto:chagford@waitrose.com)

**CITROEN 11B NORMALE 1954** Reliable, comfortable car. Owned 36 years. Chrome, bodywork, interior excellent. Paintwork very smart. 213,000km recorded. Some spares including engine and gearbox. All papers. Full MoT. £7,500. Need garage space. Tel: 020 8546 7071 (Kingston upon Thames)

### FERRARI

**TERRY KEYS INDEPENDENT FERRARI SPECIALIST** Based at Silverstone Race Circuit for all your Ferrari needs, including servicing, parts and car sales and of course "friendly advice". 28 years experience working and fitting Ferrari's. Cars also wanted to buy. Please contact 01327 857368 or 07834 773081

### JAGUAR

**STUNNING E TYPE 1966 4.2 ROADSTER LHD,** Californian history, perfect for the Continent or conversion. \$150k restoration, drives beautifully with upgraded brakes, gears, suspension. Otherwise original with all matching numbers. Recently returned to UK. £72,500. Call 0115 9652948.

**JAGUAR XK8 CONVERTIBLE 1998** Sapphire Blue Met/Oatmeal, 82k with FJSH. 12 Months Warranty Included, 132 Point Inspected. Please view for full spec [www.wynthomas.com](http://www.wynthomas.com) Wyn Thomas Jaguar (Essex) £8,995.. Tel: 01992 571532

### LOTUS

**LOTUS EUROPA TWINGAM, 1971** low mileage, massive history file and only 5 owners from new. Must be seen £10995. Tel: 01903 695626 website: [www.formerloryclassics.co.uk](http://www.formerloryclassics.co.uk)

### MERCEDES

**1999 MERCEDES SL280 Silver,** stunning, 57k, one previous owner full MB history, hard/ power soft top, leather, elec. seats, windows, mirrors, column roll bar, ABS, bags, climate, cruise, traction, alarm, CD, alloys. £11,775. Tel: 01772 623271

### PORSCHE

**PORSCHE 911 (993) CARRERA 2 SPD MANUAL** FSH. Near perfect in midnight blue/grey. Cherished ex concours winner. Many options. £21,250. Tel: 07970 846988 or [lemanscats51@msn.com](mailto:lemanscats51@msn.com)

### ROVER

**ROVER P6 3500S** Dec 1974, in top class condition. Almond with black cloth, stainless steel exhaust. PAS. Full history. Absolutely thousands spent to keep in this condition, very quiet car. MOT & tax. £3,000 no offers please as worth more but must sell!. Tel: 0208 855 5226 or 07946 770219

### TRIUMPH

**TRIUMPH STAG AUTO 1972** In good condition. Hard top. £5,250. Tel: 01206 210374



## BILL POSTINS

Tel. 01676 533949  
Email: [bill.postins@btclick.com](mailto:bill.postins@btclick.com)  
Web: [www.billpostins.com](http://www.billpostins.com)

 <p><b>MGA 1600 MKII Roadster.1961.</b> nut and bolt rebuild. Crossflow head. Webbers. 5 speed g/box. Wire wheels. red.....£24,500</p>	 <p><b>MGA 1600 Roadster 1959.</b> Bright red, alloy wheels, nut and bolt rebuild, exceptional .....£18,500</p>	 <p><b>MGA 1600.FHC.1600.1960.</b> Wire wheels. Disc brakes. Red.....£12,500</p>
 <p><b>MGA 1500 Roadster.1957.</b> Totally restored. last owner 9 years. Red with beige leather trim.....£18000.</p>	 <p><b>Jaguar XJ6L 4.2 Auto 1974.</b> Supplied new by Hevitts of Stourbridge and has covered only 9,000 miles since new.....£8,995</p>	 <p><b>Lea Francis 2.5 litre Sports.</b> Just recommissioned at great cost after lengthy hibernation. 1950. One of only 80 made.....£32,500</p>
 <p><b>Austin Healey MK I Sprite.</b> Frogeye. 1958. Recently recommissioned. New brakes. New paint. Red.....£10750</p>	 <p><b>Morris Minor 1000 Convertible.1960.</b> Recent ground up restoration. Genuine convertible with copy of Original log book. White with red trim and soft top. ....£8000</p>	 <p><b>Austin Healey 'Frogeye' Sprite.</b> Nut and bolt rebuild. ....£11750</p>

**MGB Roadster LE.** Bronze. Wire wheels. 9,200 miles. 1981. Full history. ....£9,995  
**MGB Roadster.** Red. Overdrive. Chrome wire wheels. Last owner 20 years following 'ground up' restoration. 1971. ....£7995  
**2000 AC Cobra replica** by 'Gardner and Douglas' 5.7 Chevy. 2000. Ex Gardner and Douglas replica. 10,000 miles. Dark blue with cream leather. ....£28,000  
**Ford Escort RS Turbo 1988.** 23,000 miles from new, with confirmation letter and full service history. One family owner. ....£10,000.  
**Mazda MX5. 1.6. Roadster.** 6,000 miles from new. One owner. red. As new. ....£8500

**We are anxious to purchase cars similar to the above for cash**  
Balsall Common, Warwickshire

## CLASSIFIED

**Classified Sections Available:**

- Competition Racing Cars → Trailers & Transporters
- Road Cars For Sale → Web Directory → Marketplace

### SUB-HEADING



text text text text text text text text text text  
text text text text text text text text text text  
text text text text text text text text text text

Tel: 0202 0202 020 or  
[www.webaddress.com](http://www.webaddress.com)  
email: [emailaddress.com](mailto:emailaddress.com)

TO ADVERTISE IN A  
4CM X 1 COLUMN BOX:

**£160 + VAT.**

**TEXT ONLY**

**£180 + VAT.**

**WITH PHOTO**

**To Place an Ad:**

**TEL: 0208 267 5858 FAX: 0208 267 5850**

E-mail us your advert picture and/or text to:  
[autosport.ads@haymarket.com](mailto:autosport.ads@haymarket.com)

One of our sales executives will then call you back to confirm receipt and arrange payment



**Lineage:**

**AD LENGTH 25 WORDS, ONLY £50.00 exc VAT**  
**£2.50 FOR EVERY EXTRA WORD**

DEADLINE for all classified advertising is 10.00am on Monday preceding publication.  
6 WEEK CANCELLATION ON ALL ADVERTISING. All ads to be pre-paid.

# WEB DIRECTORY

## AWNINGS

The Original and Best Selling Instant Shelter in the World!



**E-Z UP Instant Shelter**  
[www.e-zup.co.uk](http://www.e-zup.co.uk)  
 Tel: 01494 718800  
 Email: ezupshelters@aol.com



**THE AWNING CO**  
 The Awning Company (UK) Ltd  
 01204 544900 [www.theawningcompany.co.uk](http://www.theawningcompany.co.uk)

## EXHAUSTS

Inconel & Stainless Steel Specialists



**SIMPSON**  
 Race Exhausts  
 Tel: 01753 532222  
[www.simpsonraceexhausts.com](http://www.simpsonraceexhausts.com)

## GEARBOXES

**Competition Transmission Services**  
 Sales, Service, Gearbox Mart and Ratio Calculator. Visit us @  
[www.gearboxman.co.uk](http://www.gearboxman.co.uk)  
 or E-mail us on: [info@gearboxman.com](mailto:info@gearboxman.com)  
 Telephone: 01582 840 008, Fax 01582 840 007

## HELMET GRAPHICS

**Mike Fairholme Designs**  
 Sole approved painter of Arai helmets.  
 Silver Birches, Corby Birkholme, Nr Grantham, Lincs NG33 4LE.  
 Tel: 01476 550630, Fax: 01476 550029,  
 email: [fairholmedesigns@btconnect.com](mailto:fairholmedesigns@btconnect.com)  
[www.fairholmedesigns.co.uk](http://www.fairholmedesigns.co.uk)

## IN CAR CAMERA



**CHASE CAM**  
[chasecam.co.uk](http://chasecam.co.uk)  
 Sales and Hire Please call - 03336660366

**GOLDSTAR ONBOARD**  
[www.goldstaronboard.com](http://www.goldstaronboard.com)

## LEGAL

National/Regional Law Firm of the Year 2009 Legal Business Awards



• [www.stevens-bolton.co.uk](http://www.stevens-bolton.co.uk)  
 • [tudor.alexander@stevens-bolton.co.uk](mailto:tudor.alexander@stevens-bolton.co.uk)  
 • tel: 01483 734210 / 07887 713512  
 We act for racing teams, drivers, sponsors and manufacturers.  
 Contact Tudor Alexander.

## MACHINERY

METAL WORKING MACHINERY



**BAILEIGH INDUSTRIALS**  
[www.bifabuk.co.uk](http://www.bifabuk.co.uk) 02476 619 267

## MEMORABILIA



**FINAL LAP**  
 For Everything Formula One  
[www.finallap.net](http://www.finallap.net) WE BUY AND SELL  
 +44 (0)1245 287588 / 07771 920345

## MOTORHOMES

BRIAN JAMES TRAILERS



**CLUBMAN**  
 Tel. 01327 308833  
 Web. [www.brianjames.co.uk](http://www.brianjames.co.uk)

**GB MOTORSPORTS LTD**  
 Tim Green  
 01454 227191  
 07766 108973  
[www.gbmotorsports.co.uk](http://www.gbmotorsports.co.uk)  
 Fabrication and refurbishment  
 of race transporters



## RACE PARTS

**ARE DRY SUMP SYSTEMS**  
 ARMSTRONG RACE ENGINEERING INC.  
[WWW.DRYSUMP.COM](http://WWW.DRYSUMP.COM) (916) 652-5282

**ELITE RACING TRANSMISSIONS**  
 Rally & Race Gearboxes,  
 GearKits, LSD's and Driveshafts  
 Tel: 01782 280136 Fax: 01782 269913  
 Email: [sales@eliteracingtransmissions.com](mailto:sales@eliteracingtransmissions.com)  
[www.eliteracingtransmissions.com](http://www.eliteracingtransmissions.com)



**CARTEK.biz**  
 Motorsport Electronics  
 Don't compromise  
 on Safety or Reliability  
 New products New website

**Pit to Car Radio**  
 0044(0)1508  
 528837  
[www.raceradio.co.uk](http://www.raceradio.co.uk)



## RACE PRODUCTS



**SCHROTH RACING**  
[www.schroth.com](http://www.schroth.com)

**demon tweeks**  
 MOTORSPORT  
[www.demon-tweeks.co.uk](http://www.demon-tweeks.co.uk)

**CHAMPIONS OF SAFETY**  
**lifeline** Motorsport Fire  
 & Safety Systems  
[www.lifeline-fire.co.uk](http://www.lifeline-fire.co.uk)

**GPR Grand Prix Racewear**  
**THE RACEWEAR EMPORIUM**  
[www.gprdirect.com](http://www.gprdirect.com)

## RACEWEAR



**piloti**  
 driving shoes  
[www.piloti-europe.com](http://www.piloti-europe.com)

**race wear .co.uk**  
 From your  
 desktop to  
 your doorstep  
 08452 604104

**CNC Heads**  
 CNC PORTING FOR  
 MOST MAKES.  
 HEADS SCANNED  
 & MACHINED FOR  
 ENGINE  
 BUILDERS  
 0161 4834810  
[www.cncheads.co.uk](http://www.cncheads.co.uk)

[WWW.ROYALPURPLE.CO.UK](http://WWW.ROYALPURPLE.CO.UK)  
**ROYAL PURPLE**  
 SYNTHETIC RACE OILS  
 01209 216 666

## RACING OILS

**OLD HALL PERFORMANCE LTD**  
**RED LINE** SYNTHETIC OIL  
 tel: +44 24  
 7671 7100  
 fax: +44 24  
 7671 7400  
[sales@redlineoil-europe.com](mailto:sales@redlineoil-europe.com) [www.redlineoil-europe.com](http://www.redlineoil-europe.com)

**RACING CARS FOR SALE**  
 ALAN CORNOCK FCS  
 BUYING - SELLING - BROKERAGE  
[www.racingcarsforsale.co.uk](http://www.racingcarsforsale.co.uk)  
 TEL: 01480 891212

**£25 POWER TEST**  
 Kit Car Carb Setups /  
 Mapping / Gasflowed Heads  
 Performance Engine Builders  
[rollingroadtune.co.uk](http://rollingroadtune.co.uk)  
 Clifford Cox Engineering-Reading Tel: 0118 9677799 

## SERVICES DIRECTORY

[www.intelligentbookkeeping.co.uk](http://www.intelligentbookkeeping.co.uk)  
 0845 676 8890

**TO ADVERTISE**  
**IN THIS SECTION OF**  **please call**  
**020 8267 5858**

## WHEELS

**Image** Manufacturers of bespoke  
 split rim alloy wheels  
[www.imagewheels.co.uk](http://www.imagewheels.co.uk)  
**IMAGE WHEELS INTERNATIONAL LTD**



**TO ADVERTISE IN THE WEB DIRECTORY PLEASE CALL**  
**020 8267 5858 OR E-MAIL [autosport.ads@haymarket.com](mailto:autosport.ads@haymarket.com)**



# Results of more dedication

## Towing efficiency.

Highly developed aerodynamic forms, lightweight high strength steels, innovative designs, compact specifications and industry leading body manufacturing technology.

The result of dedication to improvement for over 30 years. All of this plus the best value for money. Quite a combination.

## BRIAN JAMES TRAILERS

Today we proudly introduce the brand new **Race Shuttle RS2** offering anyone transporting compact race or rally cars a tailor made solution.

RS2 is a compact shuttle, with ample internal space, packaged into a lightweight and easy operation, including hydraulic tilt-beds.



YouTube 'Race Shuttle RS2' - product launch video

### Race Shuttle RS2

**RS2 summary specification:**

- Body:** RTM moulded GRP with internal bonded ribs
- Chassis:** Galvanised steel 4.25m long x 1.95m bed width
- Max capacity:** 1,850Kgs (load)

### Clubman range



### A-sport range



### A-max range



### Regional area sales contacts:



**Central, Wales and Ireland:**  
contact Main office, **Daventry**

**Richard Craven**  
**Michael White**  
**Adam Smart on: 01327 308833**

**Scotland and N.I. contact**  
**Paul Bowker on: 07854 839582**

**South West contact**  
**David Appleby on 07768 814710**

**Southern contact**  
**Paul Balley on 07712 629549**

**Stockists in Aberdeen, Aberystwyth, Brighton, Chester, Carlisle, Carnforth, Dundee, Dumfries, Edinburgh, Enniskillen, Elgin, Exeter, Inverness, Maidstone, Newcastle, Plymouth, Salisbury, Sheffield and more.....**



### TT Tilt-bed range



### Race Shuttle RS5

## BRIAN JAMES TRAILERS

[www.brianjames.co.uk](http://www.brianjames.co.uk)

Tel. **01327 308833**

ref.10/4

# TRAILERS & TRANSPORTERS

looking for a great deal on your motorhome hire?....

# winnebago DIRECT

Deal direct with Europe's premier motorhome rental specialists.  
The best motorhomes, the best prices!



[www.winnebago-direct.co.uk](http://www.winnebago-direct.co.uk)

**DASTLE** Est. 1967  
**Manufacturing Co**  
 Burrows Lea Ind. Est., Shere, Surrey, GU5 9QQ  
[www.racecar.co.uk/dastle](http://www.racecar.co.uk/dastle) email: jamesrumb@aol.com

The Dastle Racebox 12' to 20' workshop/trailers with shelving, workbench and storage lockers.

TEL : 01483 202813  
 "MORE THAN JUST A TRAILER"

**PRG Trailers** *Look Beyond*

optional colour finishes shown

PRG Trailers | Cheshire | UK | Tel: +44 (0) 1270 812402  
 Web: [www.prgtrailers.co.uk](http://www.prgtrailers.co.uk) | Email: [info@prgtrailers.co.uk](mailto:info@prgtrailers.co.uk)

Offers subject to availability and correct at time of print. Details available on request

FOR FULL STOCK LISTING VISIT OUR WEBSITE [WWW.DUDLEYS-RV.COM](http://WWW.DUDLEYS-RV.COM)

**DUDLEYS OF OXFORDSHIRE**  
 Your American Motorhome Specialist

A415 Abingdon Road, Witney, Oxfordshire, OX28 7XA  
 Telephone 01993 703774  
[www.dudleys-rv.com](http://www.dudleys-rv.com)



39' Winnebago Itasca Meridian  
 In Hazelnut full body paint £199,296



37' Winnebago Destination.  
 In Full body paint.  
 £168,747



37' Winnebago Journey.  
 In Cool beige.  
 £187,743



36' Monaco Knight.  
 In White and brown.  
 Was £119,995. NOW £109,995

## RACE TRANSPORTER FOR SALE



Immaculate Race Transporter Built by Cartwrights June 2007 with matching Tractor Unit. To take 2 x Touring Cars plus Golf Buggy. Hot and cold water, cooker, sink and seating area, plasma TV, shower, full length internal lockers, hospitality unit with air-con, 2.5 tonne tail lift, 7.5kva Generator. Includes 13.5 x 6m awning and floor.

**£70,000+vat**

(Includes Transporter, Tractor Unit and Awning).

**For more information please call Z Speed Racing Ray on 07831 501432 or John on 07771 535628**

# TRAILERS & TRANSPORTERS

We will meet you there...  
**Europe**  
or the **UK?**

**FREE SPIRIT**  
RV

Explore our products in full 360° panoramic at our website

Luxury American Motorhomes for Rental

**Call us now 01525 372626 [www.freespiritrv.co.uk](http://www.freespiritrv.co.uk)**

Free Spirit RV offers an experienced luxury motorhome rental service across the UK and Europe.

We look after both professional and private rentals for all manner of events such as Formula 1 Grand Prix, Le Mans, music events, film sets or even a remote luxury holiday base.



**2001 THOR FOUR WINDS LPG MOTORHOME,**  
34' super slide out, complete with GH Motorsport awning.  
£34,950

**VOLVO FL6 18 TON RACE TRUCK,**  
recent repaint in plain white and grey, 12 months test, deans awning with fittings both sides of truck, very good spec.  
£12,995

FOR MORE DETAILS [www.mx5racing.com](http://www.mx5racing.com) [sales@paulsheardautos.com](mailto:sales@paulsheardautos.com)

**NEW TRAILERS - >>PRICES FROM €85 000<<**  
[WWW.RACE-TRAILERS.NET](http://WWW.RACE-TRAILERS.NET)



**>>>>> SELL YOUR STUFF <<<<<<**  
[WWW.RACERADD.COM](http://WWW.RACERADD.COM)

**racer add**

**WOODFORD TRAILERS**

**Call Us Now!**  
tel. 01327 263 384

[www.woodfordtrailers.com](http://www.woodfordtrailers.com) [sales@woodfordtrailers.com](mailto:sales@woodfordtrailers.com)

**RL 2000**  
£4,900 + vat




**Airstream Skydeck**



**stingray RV**

europa's leader in american motorhome rental & sales



**Fleetwood Revolution**

**We are currently taking bookings for all British and European Motorsport events for 2010**

FOR SALE FINANCE AVAILABLE





**2008 36' Four Winds Magellan**  
Sleeps 4 in 2 double beds, air conditioning, electric roll out awnings, onboard generator.  
**£75,000** plus VAT

FOR SALE FINANCE AVAILABLE





**2007 39' Monaco La Palma**  
Twin slide with full race awning, air conditioning. Sleeps 5 in 3 beds. **£70,000**

FOR SALE FINANCE AVAILABLE





**2005 38' Monaco Diplomat**  
Air conditioning, roll out awnings. Sleeps 6 in 3 double beds. **£105,000**

For more information email [simon@stingrayRV.com](mailto:simon@stingrayRV.com) or call **0870 241 5614**

[www.stingrayRV.com](http://www.stingrayRV.com)

ROAD CARS FOR SALE

WEB DIRECTORY

TRAILERS & TRANSPORTERS

RACE & RALLY CARS

MARKETPLACE

APPOINTMENTS

# RACE & RALLY CARS

## FIAT

### Fiat 500 Abarth



ASSETTO CORSE Limited Edition number 18 of the 49 original race cars made in 2008, a unique opportunity to acquire a 'brand new' unused race car. From a private collection this car has never been driven merely wheeled off the transporter and stored. Sold complete with all the factory ancillaries and documentation  
 Price: £34995  
 Contact: Tel: 07836 622 234  
 Email: info (at) michaelwisecars.co.uk

## FORMULA BMW



### FORTEC OFFERS 2 OF ITS FORMULA BMW RACE CARS FOR SALE COMPLETE WITH ENGINE

2 Formula BMW Cars for sale £25,000 ea  
 Contact Russell Dixon – 01327879999  
 Email – Christine.james@fortecmotorsport.com or Russell.dixon@fortecmotorsport.com

## FORD

### AJL Racing Ford GT 40 with FIA Papers ready to race



Other cars available Ex Le Mans Group C Spice, Ex Le Mans Saleen Mustang, Lotus 27 Junior and selection of Classic Jaguars.  
 Contact 01827 713335, E-mail peter.shed@arragonproperties.com, or look on www.AjlRacing.co.uk

## GP2 CHASSIS

### ARDEN INTERNATIONAL MOTORSPORT FOR SALE: TWO GP2/05 CHASSIS



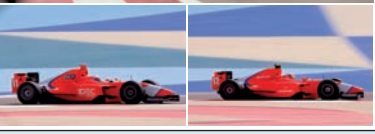
Arden International Motorsport has two GP2 1st Generation Dallara built race cars. Each racecar, built in 2005 by Dallara, includes their Mecachrome engine, E.C.U, fire extinguisher, accelerometer, brake pressure sensors, rotary damper potentiometers.



Other parts also available to purchase

Arden International Motorsport Ltd.  
 3B Thorpe Way, Banbury, Oxon, OX164SP, UK.  
 Tel: +44 (0) 1295 268022.  
 Email: arden@arden-motorsport.com

Any sale will be subject to Terms and Conditions, available on request. The cars will not be sold if their intended use is to privately test or compete in any racing series deemed to rival that of GP2.



## DRIVERS WANTED

### Join The Saker Sportscar Challenge UK 2011! More adrenaline than you can handle!



Starting from only £42,900 plus VAT and delivery.  
 T: Paul on 01538 306921 W: www.sakercars.co.uk E: paul@sakercars.co.uk

## HILL CLIMB

It's narrow, it's twisty... Can you drive it flat out?

### Try the challenge of Speed Hillclimbing at the Gurston Down Hillclimb Drivers School

- No experience necessary • Qualified, MSA-licensed Instructors
- Helmets provided (if required) • Superb lunch and refreshments included
- Full day's activities just £150 • "Gurston grin" guaranteed!!
- Competition Licence upgrade option available (ask when booking)

Year's top student receives a free day at the Thruxton Motorsport Centre!

Remaining 2010 date: July 13th

Just a few places left! BOOK NOW!

Contact Andrew Hext on 07971 989517

Supported by Car & Commercial Services  
 Member of the Association of Hillclimb and Sprint Schools



GIFT VOUCHERS AVAILABLE

Gurston Down is located in superb surroundings, 9 miles south west of Salisbury, Wiltshire. Full details at [www.gurstondown.org](http://www.gurstondown.org)

## DRIVES AVAILABLE

### GET INVOLVED IN FUN CUP

Rent a car/seat or buy a car.

Arrive and drive packages available at the following rounds:

26th June 2010	Silverstone National	4 Hours
10th/11th July 2010	Spa	25 Hours



For further information call Paul on 01538 306921.  
[www.funcup.co.uk](http://www.funcup.co.uk)

## GINETTA

### Ginetta G50 Cup Car



Racing on Toca package.  
 £29,750 + vat

Contact: 01260 299960 / 01260276721

### Be Part of Ireland's first Junior race series



- Ginetta G20 Junior single make series for 14-17 year olds
- 9 round championship, three circuit configurations, starting 18th of July
- Very attractive budget options: professional arrive & drive packages, lease a car or buy a car
- 2010 champion will win a use of a Ginetta G40 Junior together with registration & entry fees for the entire 2011 UK Ginetta G40 Junior championship (prize worth in excess €20K)

For more information please visit [www.ginettajunioreireland.com](http://www.ginettajunioreireland.com) or contact:

ABR: Alan Byrne  
 Tel: +353 (0)87 266 1340  
 Email: austenbyrne@gmail.com

Murray Motorsport: Joe Murray  
 Tel: +353 (0) 1 450 0555  
 Tel (mob): +353 (0)87 256 2363  
 Email: joe@murraymotorsport.ie  
 Web: www.murraymotorsport.ie

# DRIVING DEVELOPMENT

## Mark Buckland Experienced Ferrari instructor ARDS Registered

Instructing experience in Circuit ,  
Speed Hillclimb & Stage Rally

Broad knowledge of cars from 1930s to  
Supercars of today.

Worked with clients aged 10 yrs upwards.

Contact Mark. 07591 666 159 or email [mark@raceinstructor.net](mailto:mark@raceinstructor.net)



**FARRINGTON** Professional driver coaching.  
"Whatever your ability  
Whatever the track"  
Track car hire  
also available  
T: +44 (0) 1306 712552  
E: [info@neverwastetime.co.uk](mailto:info@neverwastetime.co.uk)  
[www.neverwastetime.co.uk](http://www.neverwastetime.co.uk)

## MIKE WILDS PERFORMANCE DRIVING TUITION

If you are serious about wanting to  
improve your Performance Driving  
then why not spend some time  
with an ex Formula One and World  
Sports Car Driver who holds a  
Grade 'A' ARDS Instructor Licence?

Mike can pass on a wealth of  
experience gained at World Class  
level over the past few decades!



Call **07836 369001**  
or email [mikewilds@hotmail.co.uk](mailto:mikewilds@hotmail.co.uk)...  
see my web site on  
[www.mikewilds.com](http://www.mikewilds.com)

RACE TUITION SIMULATOR.COM  
*'PREPARE TO WIN'*



Photo by Jakob Ebrey

Full Time Driver Coach and Grade 'A' National ARDS Instructor. Matt specialises in Formula Renault,  
Formula Ford and Ginetta Junior as well as providing tuition on Track Days in your own Road or Race car.  
For dates, prices and availability please visit [www.mattshawyer.com](http://www.mattshawyer.com)

Ahmad Al Harthy - 2009 Formula Renault BARC Vice Champion "I've worked with Matt for 3 years, and whenever I thought  
I couldn't go any faster Matt proved me wrong with his advice and his professional approach. It has been a pleasure working with him..."

Contact Matt on: **07980 783643** or email [mattshawyer@yahoo.co.uk](mailto:mattshawyer@yahoo.co.uk) to discuss your requirements  
and achieve your full potential. Drives also available in BARC Formula Renault and Ginetta Junior for 2010!

## JOHN STEVENS

*Leading International Motor Sport Coach.*

Would you like to have the same knowledge of race driving  
technique as the great Juan Manuel Fangio and many other  
world class drivers?

John Stevens can show you the ultimate lines at any circuit  
in the world. Twenty nine examples on website. He will teach  
you the skills to achieve your fastest lap times ever, even lap  
records, in any race category from F1 to Touring Cars plus  
Tarmac Rallying.

You will have the essential knowledge of car dynamics to give  
your engineer reliable and completely accurate feedback.

No hype, no psychological waffle, just immediate results.  
Please read our unique references for unparalleled  
confirmation of our clients' transformation at every level.

Website:- [www.racecoaching.com](http://www.racecoaching.com) Phone 01420 478282

# MARKETPLACE

## AWNINGS

### E-Z UP® SHELTERS SALES & SPARES

Main UK distributors for all E-Z UP® Shelters, Accessories and Custom Graphics.  
#1 Best Selling® Instant Shelter in the World™

www.grumpygrip.co.uk

**SPEED SHELTER II**  
Professional  
Black, Red or Blue In Stock  
RRP £628.63  
Offer £511.13 inc vat & UK del

**ECLIPSE II**  
Professional  
Black, Red, Blue or White.  
20% off RRP  
Additional offers on 10'x10'

**EXPRESS II**  
Blue or White  
£267.60 inc vat & UK del  
or £317.60 with sidewalls

**SUMMER SPECIAL OFFERS**

Call or mail for a competitive quote now  
Tel: 01462 730948 Mob: 07802 484668  
Email: info@grumpygrip.co.uk

The awning company UK  
WWW.THEAWNINGCOMPANY.CO.UK

Unit 1, Jubilee Works  
Vale Street, Bolton  
Lancashire BL2 6QF

Tel:- 01204 544900  
Fax:- 01204 544901

Terapin

motorsport awnings

For further information contact: Ulster Pvc Ltd  
Tel: +44 (0) 28 9265 1007  
Fax: +44 (0) 28 9265 2019  
Email: awnings@terapin.com  
www.terapin.com

**TO ADVERTISE IN THIS SECTION OF AUTOSPORT**  
please call 020 8267 5858

## HOSPITALITY

### POLE POSITION PARKING

## Silverstone Grand Prix and Moto Grand Prix

WITHIN 700 METRES OF THE MAIN ENTRANCE.

WE HAVE A FOUR ACRE PADDOCK  
10 MINS WALKING DISTANCE WITH EASY ACCESS AND QUICK EXIT.  
AVOID THE QUEUES, WE ARE SITUATED BETWEEN SILVERSTONE  
AND THE RACE CIRCUIT, POST CODE NN12 8UA.

### SECURITY

ALL VEHICLES WILL BE CHECKED ON ENTRY AND EXIT.  
PARKING ASSISTANTS IN ATTENDANCE WHILST YOUR CAR IS IN OUR  
PADDOCK  
PLEASE HURRY AND RESERVE YOUR SPACE NOW.

POLE POSITION PARKING

EMAIL

info@p1parking.biz

or call 01327 861051 .... 0774 0774 347  
for further details and security instructions  
prices for 1,2, or 3 days  
mini buses and coaches please call for price

## BUSINESS OPPORTUNITIES

ONLY  
**£15,995**  
call today for a  
FREE info pack!

## the fast track to freedom!

if you love cars, you'll love Car Medic International

be your own boss... start a smart repair business today! No experience needed as unlimited and continuous training is provided

**repair bumpers, body work, dents, plastic, glass, alloys  
and more to 'as new'**

call FREE 24 hours 08080 37 37 37  
or visit [www.carmedic.co.uk](http://www.carmedic.co.uk)

alternatively, you can find us on [facebook](#)

## IN CAR CAMERA

When only the best will do!

## Rugged, compact, solid-state DVRs - the perfect video solution for Motorsport

Stack's digital video recorders have outstanding quality, reliability and compact design at a price and specification designed with motorsport in mind - ideal for all motorsport competitors and trackday enthusiasts.

- New 2010 range
- Up to 12 Mbps record quality
- Multi camera processor built in
- Up to 4 camera inputs
- Fully configurable
- Broadcast industry standard MPEG2 video
- Both widescreen 16:9 and 4:3 aspect ratios
- Auto record via built-in 3-axis g-sensor or dashboard toggle switch
- GPS data overlay option

Prices from just £699  
plus VAT

[www.stackltd.com/dvr](http://www.stackltd.com/dvr)

Available from Tel: 01256 783532  
[www.goldstaronboard.com](http://www.goldstaronboard.com)

# MARKETPLACE

## MEMORABILIA

**F1 COLLECTORS.COM**  
 #1 for F1 memorabilia  
 All F1 items  
 bought & sold  
 Chris Grint  
**01763 274448**  
[www.f1collectors.com](http://www.f1collectors.com)  
[sales@f1collectors.com](mailto:sales@f1collectors.com)

**FINALLAP**  
 For Everything Formula One  
[www.finallap.net](http://www.finallap.net)  
 WE SELL A VAST RANGE OF  
 GENUINE F1 COLLECTIBLES  
 WE ALSO BUY  
 TEAM MEMORABILIA & CLOTHING  
[sales@finallap.net](mailto:sales@finallap.net)  
 01245 287588  
 07771 920345

**JMJ Automobilia**  
 Suppliers of Race Memorabilia  
 since 1992  
 Florida, USA (609) 575-1143  
 email: [JMJAUTO.COM](mailto:JMJAUTO.COM)  
[WWW.JMJAUTO.COM](http://WWW.JMJAUTO.COM)

## CLOTHING

  
**Big Bear Clothing**  
 Suppliers of Embroidered & Printed Teamwear & Motorsport Clothing  
 0800 9020407: [info@bigbearclothing.co.uk](mailto:info@bigbearclothing.co.uk)  
[www.bigbearclothing.co.uk](http://www.bigbearclothing.co.uk)  
 Polo Shirts - Race Overall Badges - Kit Bags - Caps

**AUTOSPORT**  
**MISSED AN ISSUE?**  
 THEN CALL OUR  
**BACK ISSUE HOTLINE**  
**08456 777817**

## MOTORSPORT EQUIPMENT

**SCHROTH RACING**  
 ACCEPT ONLY  
 THE BEST  
  
 www.schroth.com  
**BAE SYSTEMS**

## MERCHANDISE

**Essential Le Mans attire!**



**Slick** These are just a few of the great designs on offer, check out the entire range at:  
[www.slickattire.com](http://www.slickattire.com)  
 Tel: 0118 9582419

Buy two or more  
 - get a FREE  
 decal!  
White shoes  
 last

# Hay Fever?



Sick of  
 this...



Then try  
 this...



## HayMax™ Nose Balm

- **Drug-free** organic pollen barrier: so **No Drowsy Side Effects**
- **Simple:** wipe on – trap pollen. Less pollen, less sneezing
- **Suitable** for children, pregnant women, men (and cynics)
- **Recommended** in The Times, Daily Mail, Daily Mirror, by Janey Lee Grace, Dr Chris Steele MBE on ITV, & many more
- **Value for money:** one pot can last the whole summer

"For the past 3 years I have suffered from hay fever,... that was until I received my copy of bike magazine & seen this little pot of dreams. Keep up the good work those people at HayMax" James 'Ducati Mad' Wishart

**Trap pollen  
 before it makes you sneeze!**

**3 for 2**

**3 for the price of 2 offer –**  
 at participating independent  
 chemists, pharmacists & health stores,  
[www.haymax.biz](http://www.haymax.biz) and 0845 190 2449

Also available from **Holland & Barrett, Asda, Lloydspharmacy, and selected Boots, Tesco, Waitrose and The Co-operative pharmacy**

ROAD CARS FOR SALE

WEB DIRECTORY

TRAILERS & TRANSPORTERS

RACE & RALLY CARS

MARKETPLACE

APPOINTMENTS

# MARKETPLACE

## RACE PRODUCTS

**demon tweaks**  
MOTORSPORT *Direct*  
www.demon-tweaks.co.uk

**sparco**  
EXPERT ADVICE  
MASSIVE STOCKS  
RAPID DELIVERY

MEDIA CODE:  
**UZ252A**

**DON'T DELAY CALL TODAY! 0844 375 2196** LOW RATE CALL. CALLS MAY BE RECORDED FOR TRAINING PURPOSES

## HOSPITALITY



### British Grand Prix Hospitality

Two **British** Formula One World Champions; **Lewis Hamilton** and **Jenson Button** at Silverstone - truly an amazing event, not to be missed.

"Immaculate and very well presented with the most amazing views of the circuit. The food was fabulous and the service even better!  
Mr Wickens, Surrey

FMCG Hospitality offer exclusive VIP hospitality for this years **British Grand Prix**, within the centre of the world famous circuit:

**FMCG Brooklands Suite - Simply the best view!**  
Over looking the most exciting part of the circuit. Here you will see the cars for the maximum time, with the highest possibility of action.

**Limited places remaining: Book now!**

To book your places or for more information please contact **Simon Harvey** or **Tony Laszlo**

+44 (0) 1869 350003 [vip@fmcghospitality.com](mailto:vip@fmcghospitality.com)  
[www.fmcghospitality.com](http://www.fmcghospitality.com)



To be precise...

**T&K Precision Ltd**  
are specialist manufacturers to the motor racing industry.

- Custom made, high tolerance Thread Rolled Studs & Fixings
- Fast turn-around
- Superior quality guaranteed

**www.tkprecision.com**

10 Gatelodge Close, Round Spinney, Northampton, NN3 8RJ UK  
Tel: (0)1604 493101 Fax: (0)1604 493208  
Email: sales@tkprecision.com

tesa the racer's race tape...

**Speedsport** are official motorsport distributors for the tesa range of tapes. Tape stock always available at our Silverstone base.

We also supply Helicopter Tapes, aluminium foil tapes etc.

Tel: 01327 858 167 Fax: 01327 858 518  
[info@speedsport.co.uk](mailto:info@speedsport.co.uk)  
[www.speedsport.co.uk](http://www.speedsport.co.uk) **momo** Momo stockists

## WHEELS & TYRES

FOR ALL YOUR

**AVON TYRES**  
MOTORSPORT RACING TYRES  
Inc. ACB 10 Formula Ford Contact

**BMTR LTD**  
Tel: 0121 331 1122  
Fax: 0121 331 1144  
email: sales@bmtr.co.uk  
see our new web site at [www.bmtr.co.uk](http://www.bmtr.co.uk)

## TYRES

FERRARI TYRES:- MICHELIN XWX, TRX, ETC Borrani wheels and all styles of classic tyres available from [www.longstonetyres.co.uk](http://www.longstonetyres.co.uk) 0044(0)130271123

## SEATS

**CORBEAU SEATS**  
PROFESSIONAL MOTORSPORT EQUIPMENT

**LUKE RACING SYSTEMS**  
SAFETY HARNESSSES

Wainwright Close, Churchfields Ind. Est, St. Leonards-On-Sea, East Sussex, TN38 9PP, England

CONTACT US FOR A COLOUR BROCHURE & STOCKISTS

Tel: 01424 854499  
Fax: 01424 854488  
email: sales@corbeau-seats.co.uk  
[www.corbeau-seats.co.uk](http://www.corbeau-seats.co.uk)  
email: sales@lukuracing.co.uk  
[www.lukuracing.co.uk](http://www.lukuracing.co.uk)

## RACEWEAR

**Grand Prix Racewear**  
GPR DRIVEN BY PASSION  
THE RACEWEAR EMPORIUM

**gprdirect.com**  
HUGE STOCKS • FAST DELIVERY  
**gprdirect.com**

**gprdirect.com**  
Tel: 01327 855 585  
Opening times: 9am - 6pm Mon to Fri, 9am - 4pm on Saturday.

Unit 1, Silverstone Technology Park, Silverstone Circuit, Towcester, Northants, NN12 8TN



## APPOINTMENTS

**PUBLICATION DATE EVERY THURSDAY**

**CALL 020 8267 5865**

**FOR ALL AVAILABLE VACANCIES PLEASE GO TO THE JOBS SECTION OF AUTOSPORT.COM**

**BOOKING DEADLINE** MIDDAY MONDAY PRIOR TO PUBLICATION  
**COPY DEADLINE** MONDAY 5PM PRIOR TO PUBLICATION  
 ALL ADVERTS PLACED FEATURE IN THE APPOINTMENTS SECTION OF AUTOSPORT.COM FOR ONE WEEK

**ADAM.RUTTER@HAYMARKET.COM**

**Swindon Engines** is specialized in the design and development of prototype and motorsport powerplants. Recently, Swindon Engines started the development of the direct injection turbo charged TOCA engine for the British Touring Car Championship as well as a new GT V6 engine for a British car manufacturer.


Due to business expansion, we are creating the following new positions:

**Engine build and rebuild Manager**  
 A new position within the organization to head up our engine build shop. Tasks will include:  
 - managing and organizing engine builds and rebuilds according to Project Leaders and customers requirements  
 - organizing parts supply timing to feed the above  
 - liaising with suppliers (internal & external) for main engine components delivery  
 - liaising with customers during rebuild and manage their expectation  
 - quotations and invoicing of rebuilds

The candidate must have: A technical/mechanical background with experience in the race engine industry  
 Excellent communication and organization skills  
 Familiar with Sage and Microsoft Office  
 A flexible approach towards working hours

**Engine Technician**  
 A new position to be added to our Workshop Team and take a key role in our build and rebuild programmes. Tasks will include:  
 - engine strip  
 - parts cleaning  
 - components inspection and crack checking  
 - sub-assembly and assembly work  
 - post dyno inspection  
 - Filling up supplied documentation

Please send your application including your CV to [recruitment@swindon-engines.com](mailto:recruitment@swindon-engines.com) no later than the **20th of June 2010**  
 Swindon Engines, Crampton road, Swindon, SN3 3JJ, United Kingdom - Tel: +44 (0) 1793531321



**Carlin** are looking for a **Composite Technician** to take charge of and develop its composite department complete with pattern shop, clean room, trim shop, and autoclave.

The successful applicant must be fully conversant with all aspects of composite manufacturing processes and capable of taking a project from a drawing to a finished item, hands on and without supervision.

You must be self motivated with proven experience and willing to work extra hours when demanding dead lines necessitate.

Applications in writing only complete with CV to:  
 Mark Owen, Carlin, Redan Hill Estate,  
 Redan Road, Aldershot, Hampshire, GU12 4SJ.



[attwilliams.com](http://attwilliams.com)

### Aerodynamicist

We are seeking a creative and highly capable Aerodynamicist with substantial experience to fill an opportunity within our Aerodynamics Department.

You will be involved in the detailed analysis of experimental and computational results, to formulate and guide the conceptual design directions for future development projects. This will involve extensive use of CFD post processing analysis tools, as well as advanced experimental testing analysis. A solid understanding of F1 car aerodynamics is essential.

Applications are welcome from Aerodynamicists and CFD engineers, with experience and a proven track record in a similar role in F1. As a minimum you will hold a degree in Aerodynamics (or equivalent), and ideally a relevant post graduate qualification. You will have experience with CAD, preferably NX-5.

### Track Aerodynamicist


We are seeking an experienced and highly capable Aerodynamicist to fill an opportunity within our Aerodynamics Department.

You will be involved in all aspects relating to the aerodynamic performance of the car at the track. This will involve pre-event preparation of aerodynamic data and information for track engineering, post-event analysis and reporting of the performance of aerodynamic components, and subsequent correlation with experimental and CFD data.

You will possess a degree in Aerodynamics (or equivalent), and are required to have a proven track record of F1 aerodynamic design and development. Experience of a similar role is preferable. This role will require travel to race and test events.

**To apply, please visit our website at [attwilliams.com](http://attwilliams.com) and select the Recruitment option under the Team heading.**

**Closing date for both posts: 2nd July 2010.**



WEB DIRECTORY

TRAILERS & TRANSPORTERS

RACE & RALLY CARS

MARKETPLACE


APPOINTMENTS



**LOOKING TO RECRUIT FOR 2010?**  
 THE LATEST SELECTION OF  
 MOTORSPORT JOB VACANCIES UPDATED  
 EVERY WEEK.

**WHERE ARE YOU  
 ADVERTISING YOUR  
 MOTORSPORT JOB  
 VACANCIES?**

- The appointment page of the website receives on average 200,000 page impressions per month
- The magazine you are looking at has a readership of 151,000 (Source: NRS Survey Q3)
- All appointment adverts placed in Autosport magazine are listed on the website.





# HISTORIC SUPERPRIX

Featuring the FIA Historic Formula One Championship

## BRANDS HATCH GP 3/4 JULY 2010



Brands Hatch

**ADULT ADMISSION (ONLINE)\* £17**  
**CHILDREN 12 & UNDER FREE**

\* Advance tickets available until midday Weds 30 June.  
Postage fee applies.

**0870 950 9000**  
**brandshatch.co.uk**



**Daytona 24 hour**  
Milton Keynes  
9 - 10 Oct 2010

DMAX £1750  
ProKart £1250  
Owner Pro £750

**Daytona 10 hour**  
Manchester  
10:10 AM  
10 Oct 2010

£850 for a team  
of up to ten drivers

**Vodafone DMAX Cup**  
Milton Keynes  
13 Jun - 11 Jul - 8 Aug  
12 Sep - 17 Oct - 14 Nov

£95 for 5 mins practice  
and 30 mins racing

**DKRC - MSA Club**  
Lydd  
11 Jul - 8 Aug - 12 Sep  
10 Oct - 14 Nov - 12 Dec

Cadet Libre/Junior Libre  
Senior/Tyro Classes

Vodafone Dmax 2010 Championship: 20 Jun - Hooton Park; 18 Jul - Milton Keynes

Daytona Manchester  
Daytona Milton Keynes

0845 644 5505  
0845 644 5503

Daytona Lydd International  
Daytona Sandown Park

0845 644 5501  
0845 644 5502



AUTOSPORT



ROTAX  
NEW AGE KARTING

demonweeks

www.daytona.co.uk

Harvey finishes on podium on Le Mans comeback, p76

# Sports Extra

NATIONAL RACING • HISTORICS • CLUB • RALLY • RALLYCROSS • HILLCLIMB



Can Formula Ford make changes to help save teams?

## AUTOSPORT SAYS...

**KEVIN TURNER**  
NATIONAL EDITOR

kevin.turner@haymarket.com



**IN TERMS** of exciting racing, no national single-seater category comes close to British Formula Ford. It's also multi-make, so its technical-diversity ethos is much closer to F3 and F1, which makes it relevant.

Sure, few graduates in recent years have gone on to success on a bigger stage, but that probably says more about the finances of the drivers rather than a lack of talent, or a fundamental problem with what Formula Ford teaches them.

Given some funding and time to learn the intricacies of an aero car, there's no reason why a Formula Ford graduate can't be as quick as someone from Formula Renault. The only difference will be that they should already know how to race wheel-to-wheel. Just ask Nick Tandy...

The real advantage of Formula Renault is the level of the teams and its competitiveness, both of which came about because people believe it is the place to be. If the better funded drivers, often the ones who have impressed in karting, think FR is better and go there, they will raise its level. But that doesn't mean the category is inherently superior.

The difference is perception, which is why Formula Ford should do more to attract drivers, through better promotion, prizes, or both.

Given Alan Gow's comments, a place with the BTCC seems unlikely, but Ford, Dunlop and the teams could make more of what they have.

### Extra contact details

**Ben Anderson**, editorial assistant  
ben.anderson@haymarket.com

## Formula Ford teams fear for future of the category

Bosses call for greater promotion to attract more drivers and better funding

**» LEADING BRITISH** Formula Ford figures believe changes are needed if the series is to survive as a top national-level championship.

Grids have been strong this year, but AUTOSPORT understands many financial deals are not sufficient to maintain some of the teams. GV Racing – which won races in '09 – has not attracted any drivers, while the participation of successful team KMR is already in doubt.

New regulations are also coming in 2011 and some teams fear the series will not attract enough funded drivers to guarantee their future. KMR boss Kevin Mills said: "Something needs to change. At the moment the formula is in big trouble. Next year you won't be able to do [cheap] deals because teams will need to recoup the costs of the new cars. We're at a crossroads and the level has dropped – there aren't many big teams now."

### WHAT NEEDS TO BE DONE?

Van Diemen boss Lindsay Allen has confirmed that he now charges drivers less than he could raise at the start of the last decade: "We [Formula Ford] need to be fashionable and at the moment we're not. We have to look at ourselves and perhaps reinvent the class."

Mills pointed to two areas of concern:

the cost of a competitive budget, and the promotion required to attract drivers and sponsors to the series.

"You've either got to promote it better, so people know it's good value in terms of pounds per mile, or look at finding a way of limiting testing," he added.

"I'd like it to stay as unlimited testing – we all need to get across the message that if you can drive a Duratec you should be able to drive anything."

Allen agreed the profile of the series should be improved, but is less sure about cost-cutting. "You won't get better racing, and everyone learns – drivers, mechanics and teams," he said. "Formula Ford, F3 and F1 are the engineering formulas and that's the way to go."

"People need to realise it's a major stepping stone – where else can you do 30 days of testing and a season of racing for £120,000?"

"Maybe we're too cheap – some people spend more in karting and could see it as a downward step."

But Sam Roach of series promoter RacingLine does not believe major changes are needed. "I don't think there is any need to panic," he said. "The fundamentals are right and it's not at a critical point – there are people to do it; it's just that money is hard to raise."

### A MOVE TO TOCA?

AUTOSPORT understands that discussions have taken place about switching from SRO's F3/GT package to the more heavily promoted BTCC-supporting TOCA organisation.

Dunlop, which supplies tyres to the BTCC, took over as control supplier to Formula Ford this year, strengthening ties between the two.

Mills believes this could bring in more money and help the category solve its problems. "If it did go onto TOCA it would be great," he said. "Hopefully the kudos would help attract money into the series, both with sponsors and drivers. People would be able to sell it."

Dunlop's James Bailey would not confirm or deny a possible Formula Ford switch to TOCA, but said: "We are making investment in Formula Ford and we want to get a return on that, but we haven't made any other decisions."

BTCC boss Alan Gow confirmed no such move had yet been made. "We have not done a deal with Formula Ford," he said. "Of course I understand they would like to be part of the support package, but there is absolutely nothing in place."

"Just because Formula Ford now use Dunlop tyres does not give them any right or preference to a slot."

## CONTENTS

**p80** LE MANS GROUP C/GTP

**p82** BRANDS HATCH BRSCC

**p84** OULTON PARK CSCC

**p86** SERIES FOCUS ELMS

# Harvey's podium on Le Mans return

## British points leader finishes third in French championship round at Circuit de la Sarthe



BLOXHAM/LAT

Harvey enjoyed eventful run to Porsche podium

**PORSCHE CARRERA**  
Cup GB points leader Tim Harvey finished third on his return to Le Mans last weekend, racing as a guest entry in the French series.

It was 48-year-old Harvey's first return to action at the Circuit de la Sarthe since driving a Spice in the 1991 24 Hours.

Harvey started his Redline Racing machine from fourth on the grid and

led for three-quarters of the 40-minute race, running rain tyres on a drying track.

Slick-shod Frenchman Sylvain Noel was able to rush ahead to win in the closing stages, while Kevin Estre, running on rain tyres, also demoted Harvey.

"Honestly, I'm a little bit disappointed," said Harvey. "We all started on wets, apart from one guy who started at the back and it paid off for him.

"All the French cars were on a different wet tyre to the compound used in England, but we were told we'd be on the same tyres.

"There was very little scrutineering, no checks on cars after qualifying and no minimum ride height – it made me realise how well-run the British series is.

"I don't want to sound negative though – in reality it was a fantastic trip. We

were in sixth gear doing 180mph, four times a lap! And to stand on the podium at Le Mans was really satisfying."

Of the four other British series entries, Archie Hamilton (grandson of 1953 Le Mans winner Duncan) finished highest by taking eighth, with fellow Redline racer Glenn McMenamin 15th and Team Parker Racing's Alex Martin in 12th. Ahmad Al Harthy crashed in qualifying.

## Palmer & Allen to Castle Combe

**FORMULA FORD** Festival winner Chrissy Palmer and FF1600 ace Marcus Allen will make one-off appearances in the British Formula Ford Championship at Castle Combe this weekend.

Palmer, who started this season in Formula Renault UK with Fortec Motorsport before injuring his hand, will drive a works Juno. He drove for three teams, including Juno, last season on his way to fourth in the table.

Marque boss Ewan Baldry said: "Jake Green [the team's regular driver] broke his thumb at Knockhill and he's been told he needs another week. We've been looking around and Chrissy is

up for it. It'll be good to see where we are – the car is quite different to when he last drove for us."

Allen currently leads the Combe FF1600 title chase. He will drive a Spectrum for Kevin Mills Racing, which also prepares his Kent-engined car.

Mills said: "He had a go last Thursday

[June 10] and did okay. He'll have one more test this week, but it's a big step up to a Duratec [car].

"It's a one-off. I had a car available so we decided to see how it goes. Two days in a car will not add up to what the others have done, but we'll give it a good shot."



Green sidelined from Juno team

## Series aborts Scottish races

**THE NORTHERN IRELAND** Formula Ford Championship has cancelled its end-of-June 'away' trip to the Scottish Speedfair meeting at Knockhill.

Instead, two rounds will be run on home ground of Kirkistown on the same weekend, on June 26.

Series coordinator Richard Young said: "A general softening of entries, coupled with a wedding involving a number of regulars, left us struggling for numbers. Fewer entries would mean higher fees, so it makes sense to stay at home."

EVERY type of insurance that ANY person involved in Motorsport may require

**MIS** MOTORSPORT INSURANCE SERVICES

ON EVENT - PERSONAL ACCIDENT - MOTORTRADE - COMMERCIAL - LIABILITY

www.rallyinsurance.co.uk or call 01943 884555

Motorsport Insurance Services Limited is Authorised and Regulated by the Financial Services Authority

**Ginetta G50 Cup**

## Barnes to make racing return in Barwell Ginetta G50 at Croft

**FORMER BRITISH GT** champion Jon Barnes and ex-teams' title winner Barwell Motorsport will team up for this weekend's Ginetta G50 Cup round at Croft.

Barnes, who won the 2008 GT title with James Gornall in a Brookspeed Dodge Viper, will make his G50 debut in the squad's second car, alongside team regular Julien Draper.

"Barwell called me and I jumped at the chance," said the 26-year-old, who

hasn't raced since winning a VdeV race at Dijon last year in a Mosler.

"Croft has always been good to me - I scored my first ever car race win there - and I'm looking forward to it. It's going to be a tough weekend, but I'd like to be on the podium, certainly in the top five."

The ex-Formula Palmer Audi champion confirmed it was a one-off, but is hoping to put together a sportscar or touring car deal for 2011.

Barwell's Chris Needell added: "Jon's been up at the front in everything he's done. He's not raced this year, but he should be up there."

Needell also confirmed plans to campaign the car in other events this year. "We're looking at running the car for the rest of the G50 Cup season, British GT and possibly Britcar," he said.



Draper joined by Barnes at Barwell

**British Rallycross**

## Inaugural night race proves a hit

**THE BRITISH** Rallycross Championship will almost certainly include a night race next season following the success of last weekend's event at Blyton.

The event was well received by competitors, drew a respectable number of spectators to a venue that has always struggled to attract fans, and passed off without organisational difficulties.

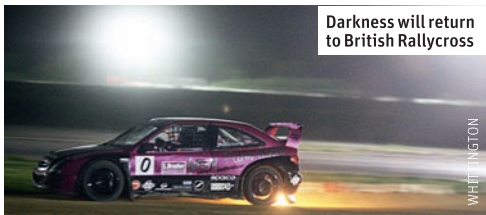
BRC promoter Amy Doran said: "Everyone seems to be very happy with the way it's gone and I'm sure that we'll do

it again next year. All the drivers I've spoken to here have really enjoyed the event, and it's a format we can use to great effect here at Blyton."

Drivers enjoyed the Lincolnshire event, which began in the afternoon and ran

into darkness under floodlights.

Winner Kevin Procter said: "There's been a great atmosphere here all day, the racing has been good and I've never seen so many people at Blyton. I love it and would definitely do it again."



Darkness will return to British Rallycross

**Formula Renault UK**

## Team Firstair: We will be back

**FORMULA RENAULT UK** squad Team Firstair hopes to be back for the second half of the season, despite missing the Oulton Park rounds earlier this month.

The team plans to run 2006 FRenault BARC champion Richard Singleton and British Touring Car Championship newcomer Daniel Lloyd - if Lloyd cannot continue

in the BTCC beyond his debut this weekend at Croft.

Team boss Ian Barnwell said: "Daniel tested with us at Snetterton and never put a foot wrong. Richard has been mega on old tyres in testing and if he can get to grips with new rubber he'll win a race. We only had Richard for Oulton and it was difficult to justify doing it with one car."

MARCUS PYE

# HUMBLE PYE

The voice of club motor racing



Croft is a great place for drivers and fans

**F**or the past few weeks I've been flexing my ARDS licence on instructor's duties at the Mercedes-Benz Driving Experience, an illuminating job I've enjoyed for eight seasons. The unavailability of Donington Park - a central staple since the programme's inauguration - has given the 2010 tour of UK circuits a different look.

Thruxton, Pembrey, Knockhill, Silverstone and Croft have hosted dealers' guests and corporate events so far, leaving only Oulton Park to run. It's a pity Northern Ireland has only subscribed once since Kirkistown's super clubhouse was opened. Except that the motorsport-mad Ulstermen were always quickest out of the blocks...

Croft is always a favourite, for various reasons. Apart from its particularly pleasant location, and the friendly staff being unfailingly helpful, today's amenity is superb - a far cry from the charismatic scruffy old airfield I first visited in the early 1980s.

As the north east's sole club-racing outpost on the demise of the equally basic Rufforth, near York, the Teesside autodrome was the stamping ground of local legends 'iron man' Andy Barton, Formula Fordster Cameron Binnie, Johnny Blades, Sedric Bell and crowd pleasers through the alphabet to 'Geordie Jeff' Wilson and Willie Wood, who exercised F5000 cars in Libre thrashes.

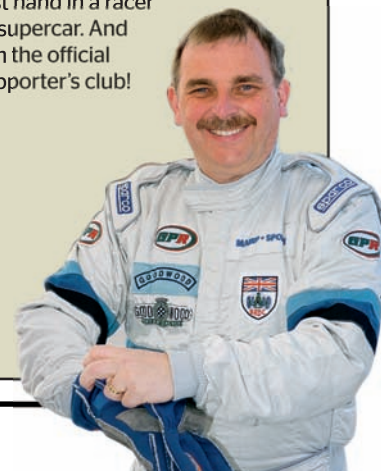
What's tremendous about each

lap these days is its challenge. Despite pretty flat topography, it packs the full gamut of fast, medium and high-speed corners, a thorough workout for competitor and machine. The chicane, familiar in so many old photos, Tower and the Jim Clark Esses (which don't take prisoners) remain. Add in the deceptive double-apex Sunny (more acute than its namesake, which presaged the Railway Straight linking to Spa and Oxo, a short loop to Hawthorn), feeding into the infield section, and it takes some mastering.

Unfortunately, Croft has hit the headlines for the wrong reasons of late. The cynical and politically motivated actions of an embittered family to undermine its activities has cost direct revenue through restricting usage (vital to keep the circuit viable) and operator BARC a fortune in the courts, but the knock-on effects are inevitably impinging on thousands of business folks' livelihoods in the area. For those reasons, Croft's history of generating excellent racing (which dates back to 1950, remember) and exceptional spectating, every enthusiast should make the pilgrimage.

Events like this weekend's BTCC round provide the perfect opportunity. Or sample its delights first hand in a racer or supercar. And join the official supporter's club!

“Despite its flat topography, it packs the full gamut of fast, medium and high-speed corners”





Sabre O2 won on debut in Australia

Formula Vee

# Australian car for UK Formula Vee

Winning Sabre O2 machine, based on the Spectrum Formula Ford design, targets a UK debut for 2011

**>>** A NEW Australian Formula Vee chassis, built by the same company behind the Spectrum Formula Ford operation, is likely to head to the 750 Motor Club's UK championship in 2011.

Borland Racing Developments, which designs and builds Duratec and Kent-engined Spectrum Formula Fords, recently released the Sabre o2 Formula Vee 1600.

The car made its race debut in the Australian series at Sandown International Raceway last month. It took pole, won all four of its races and

lowered the category lap record in the hands of Daniel Reinhardt.

Borland has adapted the Spectrum Formula Ford chassis to produce the Sabre, which features the same main body panel, steering column and Penske Racing dampers found on its Formula Ford design.

The company has also used a modified version of the Spectrum's steering rack, the same oil, brake and fuel lines and fittings, plus the same steering arms, pushrods and leading arms found on its FFord design.

BRD's Paul Zsidy said: "The focus

with the car was to capitalise on the low-drag aero development carried out on the Formula Ford and then to build the same quality of the Spectrum into the new Formula Vee 1600.

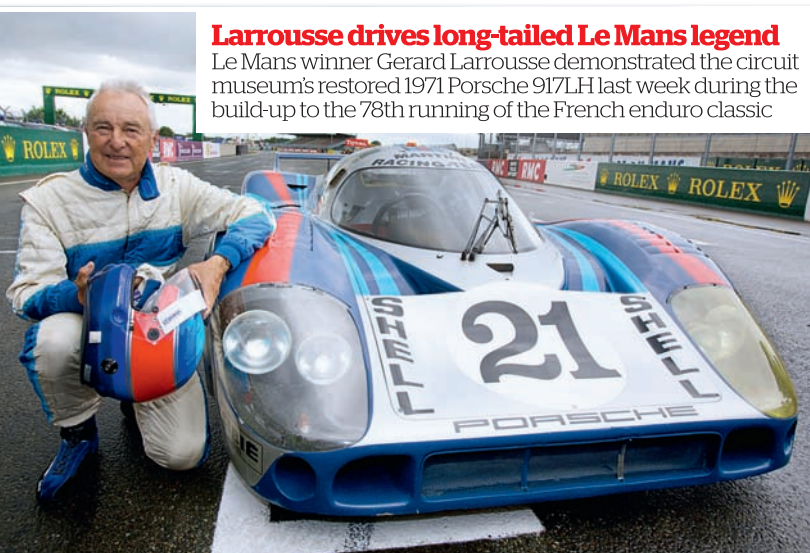
"We are very pleased with the end result and think it's the best-looking and best-performing car on the market."

AUTOSPORT understands that sometime UK Formula Vee competitor Sam Collins is planning to adapt the car to the British series' regulations, including fitting a 1300cc engine, in order to bring the Sabre to the UK.

He wants to enter two cars in the Silverstone round of the 2011 series, one for himself and the other for 2006 UK FVee champion Martin Galpin.



Spectrum is quick in FFord



## Larrousse drives long-tailed Le Mans legend

Le Mans winner Gerard Larrousse demonstrated the circuit museum's restored 1971 Porsche 917LH last week during the build-up to the 78th running of the French enduro classic

Time Attack

## Sumo Nissan GT heads to Brands

**FIA GT1** World Championship squad Sumo Power GT will make a guest appearance at Brands Hatch's Time Attack meeting on June 27.

Sumo, which won the Tourist Trophy at Silverstone last month, will send two 600bhp Nissan GT-Rs ahead of the GT1 round at Paul Ricard a week later. Two of its driver line-up, which consists of Warren Hughes, Jamie Campbell-Walter, Peter Dumbreck and Michael Krumm, will be on hand to drive demo laps.

The cars will not take part in the Time Attack contest, which gained MSA championship status for 2010.

Sumo team manager Allen Orchard said: "A big part of a team's culture is promotion and this event provides us with a great chance to showcase our cars. It has also fallen at a good time for a shakedown in advance of the next round of the championship. To do this in front of a home crowd and at our most local track means this event ticks a number of boxes for us."



Nissan GT-R will demo at Brands

**IN BRIEF**

**WORLD SUPERBIKE** rider Leon Haslam raced in the Suzuki Swift Challenge in last Saturday's British Rallycross night meeting at Blyton, but crashed out of the event in the third heat after running off the track and rolling his car. Haslam is due to drive in the series twice more this year, taking in rounds five and seven at Mallory Park in August and September.

**NICK BASS** bagged a brace of third places on his first outings in his newly acquired ex-Alan Hogg Jade-Nissan V6 at Brands Hatch last weekend. Bass's first experience in the car was in qualifying on Saturday. Former owner Hogg is taking a sabbatical from racing.

**EXPERIENCED RACER** Grahame Tilley raced the Dutch-built Saker Sports car in the BRSCC's Euro Saloon and Sports car event at Brands Hatch last Saturday (below). Tilley qualified fifth and was running second when a gearbox selector



fork retaining pin sheared, forcing him out for the weekend. Tilley is keeping

the car in standard trim with a view to competing in the new Saker series in 2011.

**MIKE GORTON'S** MGA Motorsport squad hopes to field as many as four Mk3 Mazda MX5s next year in the new race series for the later model of MX5. Former double Ford Fiesta champion Gorton, who has not raced regularly for seven years, and Peter Gillatt are contesting this season's mini-series and Gorton plans to add two more customer cars for 2011. The cars are set to have their power hiked from 160 to 200bhp next year.

**THE HONDA** Integra of Tin Tops pacesetters Richard Gane and Chris Adams was absent from the front row at Oulton Park last Saturday. The Integra was one of several cars to fall foul of oil at Island Bend in qualifying and the crash damage put it out of the race.

**A HANDFUL** of Ginetta Juniors launched the new Irish series with a demonstration race last Sunday at Mondello Park. Niall Murray, younger brother of SEAT Supercopa driver Eoin, took the 'win'.

**THE PICKUP** series had its first races on the full Mallory Park circuit last weekend (right), because the oval circuit no longer has a track licence. "We thought we were still on the oval until last Wednesday," said Pickup supremo Sonny Howard.



BTCC replica raced at Brands

**Euro Saloons**

**Rookie races 'BTCC' Honda**

**RACING NEWCOMER** Duncan Carlisle made his race debut aboard an ex-Team Dynamics promotional Honda Integra at Brands Hatch last Saturday.

The car, which has already raced in Japan, was built by Chris Beadle as a replica 2006 British Touring Car Championship car.

Carlisle has co-owned the car for the past nine months. He tested the Honda for the first time on the Thursday before the event, with guidance from reigning BTCC champion Colin Turkington.

Carlisle qualified 24th out of 31 cars for the first BRSCC Euro Saloon and Sports car race, before finishing 18th.

**BRSCC FF1600**

**Beckett wants new FF1600 plan after Brands races are cancelled**

**THE BRITISH** Racing and Sports Car Club was forced to cancel a round of its Formula Ford 1600 Southern and National championship at Brands Hatch last weekend because of a poor entry. BRSCC FF1600 coordinator James Beckett told AUTOSPORT the club had received only five entries for the event, scheduled to be part of a bumper 'Clubmans Race Weekend' bill on the Brands Indy Circuit, so decided to can the double-header.

Beckett, who has attracted strong grids in reviving the Champion of Brands series for FF1600 this season, said: "It's a shame because the North

West grids are good. A number of regular runners weren't able to support the [Southern] series on this occasion.

"I think the BRSCC shouldn't chuck all its eggs in one basket: North West racers only want to race at Oulton, they don't even want to race at Anglesey. "We should have a championship based in the North West, maybe taking in Silverstone and Donington, and a few standalone races to allow members to race for a trophy in the south."

Beckett has ruled out absorbing the BRSCC Southern series into the Champion of Brands because the two run to different minimum weight rules.



BRSCC FF1600 is weak in the south

GIBSON/LAT

**Stars and Stripes Thundersaloon gets back on track**

The ex-Nick Oatway/Hugh Marshall Thundersaloon Opel Manta returned to Brands Hatch last weekend. Owner David Tetley demoed the car for the teamwillpower.co.uk charity for people with brain damage



GARY HAWKINS

**Clubmans Cup**

**Clubmans racer to return with new car after Oulton Park smash**

**CLUBMANS CUP** stalwart Peter Richings is set to return to the series just three months after surviving one of the biggest accidents seen in the category.

Richings has bought the ex-Guy Parr Mallock Mk30 rolling chassis, into which he has installed the engine and gearbox from his wrecked Mk28. He is set to race it at Thruxton on June 27.

Richings had a miraculous escape when launched into a monster roll

during qualifying for the season opener at Oulton Park in March. Following contact with a slower car at Deer Leap, he cleared two cars and travelled upside down in the pitlane. The car's rollhoop was ground away, along with the top of his helmet.

Richings is convinced that his HANS device saved his life. His most serious injury was to a thumb, a part of which was ground away during the inverted slide.

**BRSCC F3**

**Needham given crash penalty**

**REIGNING BRSCC** Formula 3 champion Chris Needham was fined and his licence endorsed with three penalty points following a clash with rival Alex Craven at Brands Hatch last Saturday.

They tangled wheels on Brabham Straight while disputing the lead, as Craven attempted to squeeze between leader Needham and the pit wall.

After banging wheels and becoming interlocked, they spun harmlessly into retirement on the approach to Paddock Hill Bend.

Officials studied head-on camera footage and concluded that Needham had squeezed his young rival, thus causing the incident.

Craven, who has aspirations of moving on to the British Formula 3 Championship, is coached by the experienced 2002 British F3 champion Robbie Kerr.



Needham (right) and Craven clash

GARY HAWKINS

Law took late win with Jaguar XJR-9



## There's no breaking the Law as Jag XJR-9 wins

**AS JAGUAR** returned to the main event in GT2, Justin Law gave a reminder of past successes by winning the Le Mans 24 Hours Group C/GTP support race in his XJR-9.

The winner of the last Group C race at the Circuit de la Sarthe in 2008, Law qualified on pole in an appallingly wet session for the event, which Motor Racing Legends helped to organise. But his race was less straightforward...

It took a series of incidents and tyre failures to several rivals before the V12 machine, which won the 1987 World Sportscar title in XJR-8 form, hit the front in the closing stages of the 10-lap race.

On a drying track, Gary Pearson thrust his turbocharged XJR-11 down the inside of the XJR-9s of Alex Buncombe and Law at the Dunlop chicane to snatch the lead on the opening lap. At the same time Bob Berridge, giving his Mercedes-Benz C11 its first-ever race, spun and got beached. He lost two

minutes, but his day was not done.

Le Mans debutant Buncombe slipped down the inside of Law at Mulsanne for second, only to spin exiting the Porsche Curves. The crestfallen Buncombe returned to the pits to retire with a damaged rear wing.

Already on a charge was Nathan Kinch. The former FIA GT racer qualified his Spice-Chevy SP92 fourth and made a cautious start, but had good pace. He slipstreamed past Pearson on the run to the first chicane and, although the Jaguar dived back ahead when they got there, the big Spice soon asserted itself and drew away.

That was until the right-rear tyre let go, putting Kinch out of the race. Pearson swept past but now had the Porsche 962 of David Hart – a Luc Alphand Chevrolet Corvette driver in the main race – on his tail.

Just after half-distance Hart made his move, slingshotting by on the run to the first Mulsanne chicane. Pearson tried to respond next time through and Hart closed the door, the pair touching.

Hart held on to the lead, but disaster struck when coming up to lap Richard Bateman's Spice. Hart moved to the inside on the kink between Mulsanne and Indianapolis, but

Bateman didn't see him and turned in. There was contact and Hart pulled off to retire with a puncture on the front left.

When Pearson slowed with rubber problems of his own, the historic ace believing it was a legacy of his earlier touch with Hart, Law swept past to lead the last two and a half laps of the race.

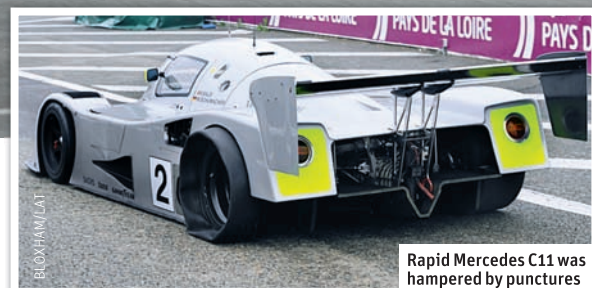
With all the problems ahead and a pace advantage of more than five seconds over the rest (the C11's 136mph fastest lap would have qualified it 24th for the main race), Berridge could still have won. But he suffered a left-front tyre blowout, made a pitstop, then got a left-rear

puncture and retired.

Opinion differed on the causes of the punctures – set-up, or sharp gravel being dragged on to the track, as well as contact. Law reckoned he'd seen the problem in 2008. "We had tyre problems then, so we had to drastically change the set-up and we used that today," he said. "It's slower but the tyres last."

Whatever, it meant Law came home two and a half minutes clear of Gareth Evans, driving the Nissan R88C that finished 12th in the 1988 Le Mans 24 Hours. Pearson took third after stopping for tyres, while the unusual Cheetah of Erich Richenbacher was fifth, a lap down.

■ By Kevin Turner



Rapid Mercedes C11 was hampered by punctures



Pearson's Jag leads as Berridge (2) starts spin



**MONDELLO PARK MIRC** June 13  
Drennan battles to two wins in Global GTs



Daly scored two more wins in his Reynard

## Drennan and Daly double up



**MIXED WEATHER** conditions and largely excellent grids made for good racing at Mondello Park last Sunday, Peter Drennan and Dan Daly taking double wins in the Global Lights and Libre events.

Drennan's first Global Light victory in the dry was over polesitter Connaire Finn, Alan Byrne and Mark Braden. By contrast, it was very wet when the cars emerged for race two, with several drivers opting for slick tyres. Drennan spun

early on with his slicks, before charging back through the field to lead by two-thirds distance. Early leader Finn was also deposed by Keith Dawson.

The doubles continued with Dan Daly annexing two Libre wins. Paul Dagg kept the Formula Holden Reynard honest in the second until his F3 Dallara expired. Stephen Daly followed dad home, with Ken Fildes in third.

Daly Jr, in his Formula Renault Tatuus, chased his father hard all the way in

the second race – which began under the safety car because of hard-falling rain – and the youngster wasn't far away at the end. Fildes was third again.

Adam McAulay won a shortened Formula Vee qualification race after an epic battle with polesitter David O'Brien. It all got too close on lap seven, when Ger Byrne and David Kelly went off into the Mazda Esses and the reds came out, the result being called in McAulay's favour from O'Brien, Gerard Callaghan

**GLOBAL GT LIGHTS (11 LAPS)** 1 Peter Drennan; 2, Connaire Finn +0.483s; 3 Alan Byrne; 4 Mark Braden; 5 Ben Conway; 6 Johnny Flynn. **Fastest lap** Drennan 58.795s (70.38mph). **RACE TWO (15 LAPS)** 1 Drennan; 2 Keith Dawson +4.618s; 3 Finn; 4 Flynn; 5 Braden; 6 Conway. **FL** Drennan 59.749s (69.26mph). **FORMULA LIBRE (10 LAPS)** 1 Dan Daly (Reynard 92D Holden); 2 Stephen Daly (Tatuus) +0.944s; 3 Ken Fildes (Ralt RT4); 4 Eamon Matheson (Mission T5); 5 Michael Roche (Dallara F301); 6 Ivor Greenwood (Radical Prosport). **FL** Paul Dagg (Dallara F304) 53.017s (78.36mph). **RACE TWO (10 LAPS)** 1 D Daly; 2 S Daly +1.850s; 3 Fildes; 4 Pat Casey (Nemesis); 5 John Daly (Lola T92); 6 Matheson. **FL** D Daly 1m07.853s (60.15mph). **FORMULA VEE QUALIFICATION RACE (7 LAPS)** 1 Adam McAulay (Sheane FV01); 2 David O'Brien (Sheane) +0.451s; 3 Gerard O'Callaghan (Sheane 93); 4 Mick Sammon (Sheane); 5 Morgan McCourt (Kers Leastone); 6 Joe Smith (Sheane). **FL** David Kelly (Sheane) 1m03.207s (65.47mph). **FINAL (14 LAPS)** 1 Trevor Delaney (Sheane); 2 Ray Moore (Leastone) +0.633s; 3 Robert Casey (Sheane); 4 Daniel Polley (Kers); 5 Jimmy Furlong (Sheane); 6 Robbie Allen (Sheane). **FL** Polley 1m02.193s (66.54mph).

**STRYKERS (12 LAPS)** 1 Alan Watkins; 2 Stephen Ross +2.543s; 3 Cormac Galvin; 4 Paul Yeomans; 5 Damien Roddy; 6 John Maher. **FL** Ross 1m02.577s (66.13mph). **RACE TWO (12 LAPS)** 1 Watkins; 2 Roddy +0.281s; 3 Roger Wealaratne; 4 Ross; 5 Albert Clasby; 6 Sean Wybrant. **FL** Roddy 1m14.981s (55.19mph). **IRISH TOURING CARS (13 LAPS)** 1 Brian Sexton (Subaru Impreza); 2 Thomas O'Rourke (Opel Astra) +18.257s; 3 Johnny Whelan (Peugeot 306); 4 Barry Rabbitt (Honda Integra DC2); 5 Tom Fahy (Honda Integra); 6 Stephen Maher (Honda Civic). **FL** Sexton 1m07.680s (61.14mph). **FORMULA SHEANE (13 LAPS)** 1 Kevin Sheane Jr; 2 Keith Hogg +4.003s; 3 Brian Hearty; 4 Dan Mulligan; 5 Mark Keenan; 6 Kevin Grogan. **FL** Hogg 58.309s (70.97mph). **RACE TWO (13 LAPS)** 1 Anton Savage; 2 Sheane +3.569s; 3 Tristan Quinn; 4 Keenan; 5 Hogg; 6 Mulligan. **FL** Savage 1m08.558s (60.36mph). **HISTORIC RACING CARS (14 LAPS)** 1 Alan Kessie (Gryphon); 2 Jackie Cochrane (Sunbeam Tiger) +1.445s; 3 Bernard Foley (MGB GT V8); 4 Clive Brandon (Lotus 47); 5 Leo Nulty (Davrian Imp); 6 John Cardoo (Austin Mini Cooper). **FL** Kessie 1m01.642s (67.13mph).

and Mick Sammon.

The final was another close encounter in the now sunny conditions. Brian Kelly and Robbie Allen seemed glued to each other as they led away, with Trevor Delaney and Robert Casey not far behind. Following another safety car period, the order was the same until two-thirds distance, when Delaney inherited the lead as Kelly and Allen went off. Moore shadowed Delaney home.

Alan Watkins celebrated becoming a father with two

straight Stryker wins, the first convincingly over Stephen Ross and the second in a much closer battle with Damien Roddy.

There was a bumper grid of Irish Touring Cars as the skies emptied again, and Brian Sexton shot into an unassailable lead in his Subaru Impreza. Thomas O'Rourke drove superbly to bring his Opel Corsa through into second and Johnny Whelan traded his Supercar for a Peugeot 306 to take third place.

■ By Linda Keen

**LOTON PARK HILLCLIMB** June 13  
Roger Moran returns to the top step

## Willis wins in the wet as Groves closes in



**A WEEKEND** of major incidents and a wet second run-off ended with a win for Trevor Willis, using a new engine only seven days after a major blow-up.

Roger Moran, who became a grandfather for the first time only five days

before, scored his first run-off win since last July. His current champion son Scott may have allowed the new arrival to distract him as, after finishing second first time out, he slithered in the afternoon wet to a mere seventh. This allowed Martin Groves to claw

himself to within 20 points and, with Moran Jr absent from Doune, he will have the chance to draw level.

Quietly spoken and thoughtful, Willis paid tribute to his engine builder, who adapted a circuit Radical V8 by taking ancillaries from the destroyed engine.

"Powertec worked their magic to get the engine to

me on Friday at 1pm and we worked until 3am Saturday fitting the engine, arriving at Loton later in the day," he said. "I had to be brave at the start in the wet, but it was probably easier than qualifying as the track was consistently wet rather than patchy".

The biggest incident befell Tom New, who crashed out on Sunday

morning and ended up in a spectator area that was thankfully unoccupied.

The car is seriously damaged, with two possible mounting-point failures where the tub hit a tree stump and rocky outcrop. New is unhurt but the chances of seeing him back competing soon look slim.

■ By Eddie Walder



Willis won in tricky conditions

**ROUND 9** 1 Roger Moran (3.5 Gould-NME GR61X) 45.36s BTD; 2 Scott Moran (3.5 Gould-NME GR61X) 45.63s; 3 Trevor Willis (2.8 OMS-Powertec) 45.72s; 4 Martin Groves (3.5 Gould-NME GR55) 46.20s; 5 Paul Ranson (3.5 Gould-NME GR55) 46.26s; 6 Will Hall (1.6 Force-Suzuki PC) 47.05s; 7 John Bradburn (3.5 Gould-Cosworth HB GR55) 47.28s; 8 Eynon Price (1.6 Force-Suzuki PC) 47.75s; 9 John Chalmers (2.0 Ralt-Cosworth BDG F302-001) 47.88s; 10 Oliver Tomlin (4.0 Pilbeam-Judd MP97) 48.27s; 11 Chris Gulle (2.0 OMS-Vauxhall CF04) 48.73s; 12 Rob Turnbull

(3.5 Gould-Cosworth HB GR55) 49.09s. **ROUND 10** 1 Willis 58.72s; 2 R Moran 59.32s; 3 Groves 60.11s; 4 Price 60.48s; 5 Ranson 60.55s; 6 Gulle 60.68s; 7 S Moran 61.20s; 8 Bradburn 61.49s; 9 Turnbull 61.67s; 10 Tomlin 63.21s; 11 Chalmers 63.78s; 12 John Jones (2.65t Pilbeam-Cosworth XD MP88) 68.55s. **Class winners** Paul Gill (8.0 Dodge Viper GTS) 62.06s; Dave Wilson Hoyle (2.0 Caterham-Vauxhall) 55.66s; Ralph Pinder (1.9 Peugeot 205 GTi) 57.47s; Martyn Silcox (2.0t Subaru Impreza) 58.08s; Mike Hall (5.0 Morgan Plus 8) 59.91s; Andy Dunbar (2.0 Westfield-Vauxhall

Sei) 54.17s; Simon Jenks (2.25 Caterham-Ford CSR) 60.35s; Ben Johnson (Mallock Mk20X) 54.82s; Ashley Ward (2.0 Mallock Mk18) 53.42s; Mark Goodyear (0.6 OMS-Suzuki Hornet) 53.88s; David Uren (1.1 Force-Suzuki HC) 50.36s; Lindsay Summers (1.6 Van Diemen RF80 Formula Ford) 65.63s; Hall 47.37s; Chalmers 48.74s; R Moran 46.92s. **POINTS** 1 S Moran, 90; 2 R Moran, 74; 3 Groves, 70; 4 Willis, 64; 5 Chris Merrick (3.5 Gould-Judd GR55), 46; 6 Tom New (3.5 Gould-Judd GR55), 39; 7 Deryk Young (4.0 Gould-Judd GR51B), 35; 8 Ranson, 32.



# Minis are mighty in Brands battle

Morgan leads frenetic Super Mighty Mini scrap

GARY HAWKINS

**AN ALL-TOO-RARE** visit by the BRSCC brought out the best in the club, with a well-executed package of races that was highlighted by a quite superb Super Mighty Mini encounter, won by Chris Morgan in a final-corner sort-out.

Until about halfway, the top 14 cars circled the Kent amphitheatre like a demented, writhing snake doing a passable impression of a 56-wheeled Mini! Starting only sixth, reigning Mighty Mini champion Morgan picked his way up the order to hit the front on lap nine.

His arrival heralded a three-car break, with Scott Kendall and Elliott Stafford the only ones to stay with him. Stafford ducked and dived until finally ousting Kendall late on in a slingshot manoeuvre.

As the final lap unfurled, so Stafford launched his bid for glory into Surtees, where it all got a bit fraught. He led briefly, but ploughed off at Clearways after his offside-front suspension broke in a clash through Surtees/McLaren.

As Morgan led home Kendall, so Patrick Ford claimed the final podium

spot in a seven-way scrap that was blanketed by 1.6 seconds. "The most entertaining last lap I've ever driven," said Morgan.

Tony Sinclair is one of the Brands Hatch benchmarks in sports-racing machinery. But the Jade marque co-owner was put firmly in his place in both OSS races by infrequent Welsh visitor Graham Cole, who also runs a Jade, albeit with Cosworth turbo power.

Acknowledging that his Chrysler V6 engine was no match in a straight line (Cole's best race lap was quicker than the F3 cars), Sinclair said: "If he gets ahead again, it'll be another second place for me."

Sinclair led until a slight mistake exiting Graham Hill Bend allowed Cole to capitalise. Whether they would have beaten sometime F3 racer Josh Fisher's Juno-Nissan, we'll never know. After missing Saturday's race, Fisher blitzed from the back and closed in fast until engine dramas forced him to pit.

With Saturday's BRSCC F3 race ending in tears (see Sports Extra News), Mark Terry led home Mark Harrison in a shortened

re-run. Polesitter Alex Craven went clear 24 hours later but, having been reeled back by reigning champion Chris Needham, Craven threw it away by spinning at Graham Hill.

Craven got going to salvage second, but that elusive first race win remains on his to-do list. Scrap of the race was for Class B honours, Dave Karaskas eventually turning the tables on Saturday conqueror Chris Willie.

Making his seasonal debut, Richard Mitcham showed the form that earned him the Formula Jedi crown last year. A slow start on Saturday left him

playing catch-up, an early safety-car period further thwarting him. Once ahead, he forged clear.

It took two goes to get Sunday's race underway and, having stalled at the start of the re-run warm-up lap, Mitcham made up his grid place and received a 10-second penalty. He was kept in rein by another safety-car period but, once over, he charged up and led officially with 10 laps to go.

Scott Stevens made amends for being taken out during lappery on Saturday with a strong run to second on Sunday.

With Brands Hatch

celebrating its 60th anniversary this year, a race for 500cc F3 cars, the first such machines to grace the Kent venue, turned clocks back in topical fashion. Just as it ever did, double-knocker Norton power prevailed, this one in Nigel Ashman's Kieft. The outcome may well have been different if Richard Ellingworth's similar car hadn't broken while challenging Ashman.

Paul Sheard and Clint Bardwell (two-litre Mk 3s) left their rivals breathless in the Mazda MX5 races, the duo trading the lead of race one before Sheard settled things in his favour.



Welsh interloper Cole (6) won both OSS encounters

GARY HAWKINS

Even a reverse-format grid in race two couldn't stop Sheard and Bardwell from coming through.

It was even tighter in the 1600cc Mark 1 class, where race-one winner Tom Roche had to wait until around three-quarters distance to master a determined Alyn Robson.

Having taken his first-ever race win in Saturday's Euro Saloon and Sports car race, rapid novice Dave Cockell (Escort Cosworth) was set to add to his haul until spinning into the Paddock Hill Bend gravel trap on Sunday. Marshal power and four-wheel drive ensured that he rejoined, now down in 20th.

His error was Kevin Wendt's joy, the BMW M3 driver winning from Ilsa Cox, who mirrored her Saturday finishing spot.

Two big grids of combined Tin Tops and Fiats provided easy pickings for polesitter Andrew Mitchell (Peugeot 205GTi), while Irish visitor Arthur McMahon (Punto) won both Fiat stanzas, Saturday's after his brother – erstwhile leader Barry – spun into the gravel at Paddock Hill.

Steve Hall took combined BARC Intermarque/TVR Challenge honours in his Audi TT, although Keith White headed him until clashing with a backmarker during lappery in the later race. Keith Vaughan Williams and Hugh Marshall shared TVR glory.

Mark Burnett used a borrowed car to record a narrow victory over Adrian Tuckley in the Mighty Mini thrash.

■ By Dud Candler

**SUPER MIGHTY MINI (20 LAPS)** 1 Chris Morgan; 2 Scott Kendall +0.348s; 3 Patrick Ford; 4 Bob Bennetts; 5 James Young; 6 Peter Crewes. **Fastest lap** Elliott Stafford 1m00.683s (71.01mph).

**OPENSPOORTSCARS (26 LAPS)** 1 Graham Cole (Jade); 2 Tony Sinclair (Jade 3) +6.027s; 3 Nick Bass (Jade 2); 4 David Krayem (Jade 2); 5 Doug Hart (Chiron 09S); 6 Gaius Ghinn (Norma M20). **Class winners** Hart; Ake Bornebusch (Radical PR6). **FL** Cole 43.819s (98.47mph). **RACE TWO (27 LAPS)** 1 Cole; 2 Sinclair +4.261s; 3 Bass; 4 Ghinn; 5 Mike Roberts (Radical SR3); 6 Simon Tate (Nemesis 99T). **CW** Ghinn; Bornebusch. **FL** Josh Fisher (Juno-Nissan V6) 44.547s (96.86mph).

**BRSCC FORMULA 3 (11 LAPS)** 1 Mark Terry (Dallara F302); 2 Mark Harrison (Dallara F301) +1.067s; 3 Jon Gray (Dallara F302); 4 Stephen Clegg (Dallara F301); 5 Alf Skeels (Dallara F301); 6 Chris Willie (Dallara F396). **CW** Willie. **FL** Harrison 45.502s (94.83mph). **RACE TWO (33 LAPS)** 1 Chris Needham (Dallara F302); 2 Alex Craven (Dallara F304) +4.106s; 3 Terry; 4 Harrison; 5 Gray; 6 Clegg. **CW** Dave Karaskas (Dallara F393). **FL** Needham 44.964s (95.96mph).

**FORMULA JEDI (24 LAPS)** 1 Richard Mitcham; 2 Andrew Dunn +12.204s; 3 Richard Gittings; 4 Barry Armstrong; 5 Stuart Abbott; 6 Paul Butcher. **FL** Mitcham 45.368s (95.11mph). **RACE TWO (25 LAPS)** 1 Mitcham; 2 Scott Stevens +8.798s; 3 Jack Smith; 4 Dan Clowes; 5 Gittings; 6 Daniel Cook. **FL** Mitcham 45.000s (95.89mph) record.

**500 OA FORMULA 500 (15 LAPS)** 1 Nigel Ashman (Kieft CK52); 2 Neil Hodges (Cooper Mk8) +13.143s; 3 Darrell Woods (Cooper Mk8); 4 Mike Gilbert (Cooper Mk9); 5 David Whiteside (Cooper Mk7); 6 David Stevenson (Cooper Mk8). **CW** Hodges. **FL** Richard Ellingworth (Kieft CK52) 1m02.396s (69.15mph).

**MASDA MX5 CUP (21 LAPS)** 1 Paul Sheard (Mk3); 2 Clint Bardwell (Mk3) +2.507s; 3 Charles Plumley (Mk3); 4 Kevin Middleton (Mk3); 5 Tom Roche (Mk1); 6 Alyn Robson (Mk1). **CW** Roche. **FL** Sheard 57.71s (74.76mph). **RACE TWO (21 LAPS)** 1 Sheard; 2 Bardwell +0.593s; 3 Plumley; 4 Justin Newnam (Mk3); 5 Middleton; 6 Roche. **CW** Roche. **FL** Sheard 57.329s (75.26mph).

**EURO SALOON & SPORTSCAR (23 LAPS)** 1 Dave Cockell (Ford Escort Cosworth); 2 Ilsa Cox (SEAT Leon Cupra) +13.325s; 3 Kevin Wendt (BMW M3 E46); 4 Richard Hawken (Nissan Primera ST); 5 Mark Chilton (Porsche 993GT2); 6 Tony Soper (Harrier LR9). **CW** Cox; Mark Cripps (BMW M3); Nick Hayes (SEAT Cupra); Alan Taylor (Renault Clio). **FL** Peter Challis (Nissan Primera ST) 51.285s (84.13mph). **RACE TWO (22 LAPS)** 1 Wendt; 2 Cox +1.107s; 3 Hawken; 4 Derek Hale (Nissan Primera ST); 5 Challis; 6 Chilton. **CW** Chilton; Laurie Grant (BMW M3); Hayes; David Pierce (Renault Clio). **FL** Cockell 50.755s (85.01mph).

**BARC TIN TOPS & FIAT CHALLENGE (22 LAPS)** 1 Andrew Mitchell (Peugeot 205GTi); 2 Anthony Harrison (Rover Tomcat) +7.758s; 3 Danny Cassar (Proton Satria); 4 Gary Chappell (Toyota Celica); 5 Michael Cox (Ford Fiesta XR2); 6 Terry Searles (MG ZR 190). **CW** Harrison; Nick Boon (Peugeot 106); Ken Angell (Jaguar X300); Robert Morris (Morris Mini); Dave Charlton (VW Beetle); Arthur McMahon (Fiat Punto). **FL** Mitchell 56.269s (76.68mph). **RACE TWO (21 LAPS)** 1 Mitchell; 2 Harrison +6.301s; 3 Cassar; 4 Chappell; 5 Cox; 6 Searles. **CW** Harrison; Boon; Angell; Morris; Vic Hope (VW Corrado); Russell Turner (Ford Escort); Charlton; McMahon. **FL** Mitchell 56.474s (76.40mph).

**TVR CHALLENGE & BARC INTERMARQUE (24 LAPS)** 1 Steve Hall (Audi TT); 2 Keith White (BMW Z4) +6.003s; 3 Chris Brockhurst (Peugeot 206GTI); 4 Jonathan Hoggarth (Pontiac Coupe VSR); 5 Chris Ayling (VW Corrado); 6 Michael Thurley (Peugeot 206CC). **CW** Hoggarth; Jez Hobbs (Caterham Roadsport); Steve Dann (VW Golf GTI); Keith Vaughan Williams (TVR Tuscan); Jamie Golby (TVR Tuscan); David Chant (TVR Tasmint). **FL** White 50.203s (85.95mph).

**RACE TWO (20 LAPS)** 1 Hall; 2 Brockhurst +6.304s; 3 Hoggarth; 4 Richard Smith (Vauxhall Tigra); 5 Hugh Marshall (TVR Tuscan); 6 Jamie Golby (TVR Tuscan). **CW** Hoggarth; Hobbs; Dann; Marshall; Vaughan Williams; Dave Stewart (TVR Tasmint). **FL** White 50.247s (85.87mph).

**MIGHTY MINI (13 LAPS)** 1 Mark Burnett; 2 Adrian Tuckley +0.832s; 3 Stuart Corbett; 4 Matt Pinnry; 5 Louise Inch; 6 Peter Tervet. **FL** Tuckley 1m04.732s (66.66mph).

**SI600**; 6 Nick Priddy (Vauxhall Tigra/Honda). **RX150** 1 Leo Forster; 2 Ollie O'Donovan +1.6s; 3 Tommy Keet; 4 Joe Shrimpton; 5 Steve Harris; 6 Kevin Feeney. **SUZUKI SWIFT** 1 Tony Lynch; 2 Dave Bellerby +0.5s; 3 Graham Rodemark; 4 Ryan Lawford; 5 Chris Scott; 6 Jonny Milner.

**A FINALS (ALL FIVE LAPS)** **SUPERCAR** 1 Procter; 2 Doran +0.6s; 3 Watson; 4 Grant; 5 Mundy; 6 Horton. **SUPERMODIFIED** 1 Jamie Lea (Toyota MR2 II Turbo); 2 Mike Howlin (Ford Fiesta ST rwd Millington) +0.5s; 3 Stuart Emery (Peugeot 306 S16); 4 Gary Pusey (Peugeot 206 turbo); 5 Julian Godfrey (Ford Fiesta ST

SI600); 6 Nick Priddy (Vauxhall Tigra/Honda). **RX150** 1 Leo Forster; 2 Ollie O'Donovan +1.6s; 3 Tommy Keet; 4 Joe Shrimpton; 5 Steve Harris; 6 Kevin Feeney. **SUZUKI SWIFT** 1 Tony Lynch; 2 Dave Bellerby +0.5s; 3 Graham Rodemark; 4 Ryan Lawford; 5 Chris Scott; 6 Jonny Milner.

**A FINALS (ALL FIVE LAPS)** **SUPERCAR** 1 Procter; 2 Doran +0.6s; 3 Watson; 4 Grant; 5 Mundy; 6 Horton. **SUPERMODIFIED** 1 Jamie Lea (Toyota MR2 II Turbo); 2 Mike Howlin (Ford Fiesta ST rwd Millington) +0.5s; 3 Stuart Emery (Peugeot 306 S16); 4 Gary Pusey (Peugeot 206 turbo); 5 Julian Godfrey (Ford Fiesta ST

SI600); 6 Nick Priddy (Vauxhall Tigra/Honda). **RX150** 1 Leo Forster; 2 Ollie O'Donovan +1.6s; 3 Tommy Keet; 4 Joe Shrimpton; 5 Steve Harris; 6 Kevin Feeney. **SUZUKI SWIFT** 1 Tony Lynch; 2 Dave Bellerby +0.5s; 3 Graham Rodemark; 4 Ryan Lawford; 5 Chris Scott; 6 Jonny Milner.

**BTRDA CLUBMANS AS FINALS (ALL FIVE LAPS)** **SUPERMODIFIED** 1 Gary Dixon (Vauxhall Astra F GTE); 2 Lance Foster (Mini) +0.7s; 3 Shelley Wakeling (Honda Civic Type R); 4 Jonny Bean (BMW 325 E30); 5 Kenney Hall (Renault Clio II RS); 6 Dave Baines (Peugeot 306 S16).

**STOCK HATCH** 1 Martin Peters (Citroen Saxo VTR); 2 Adam Clark (Citroen Saxo VTS) +1.6s; 3 Ben Cree (Peugeot 205 GTI); 4 Steve Heppenstall (Peugeot 205 GTI); 5 Darren Wilcox (Citroen Saxo VTS); 6 Dave Martin (Peugeot 205 GTI). **MINICROSS** 1 George Edwardes; 2 Kris Hudson +0.69s; 3 Mark Griffin; 4 Ben Clark; 5 Keifer Hudson; 6 Sammy O'Flanagan. **JUNIOR RALLYCROSS** 1 Oliver Mellors; 2 Todd Crooks +1.1s; 3 Paige Bellerby.

**BLYTON BRITISH RALLYCROSS** June 12  
Procter takes first British Rallycross night race



TIM WHITTINGTON

Slipping clutch didn't halt Procter

# Procter peers through darkness

**RALLYCROSS CARS** don't have lights and the circuits are routinely dusty, so holding an event at night may appear to be the idea of a mad man. But the BRC crossed safely to the dark side last Saturday night as Kevin Procter narrowly defeated 2009 champion Pat Doran.

The event started on a brilliant summer afternoon and progressed to a chilly midnight climax, the latter stages of the BRC section running under floodlights and with a live broadcast on Motors TV. Procter made his way to pole on the Superfinal grid via victory in the Supercar A final, in which his Ford Focus also started on pole.

The qualifying heats had been closely matched, David Binks's Fiesta fastest in the first, Procter ahead in the second, and the Peugeot 306 of round-two winner Andy Scott on top in the third. Binks started alongside Procter in the A final, with Doran the third of the front-row qualifiers. Procter and Doran were

fairly close throughout, but the Fiesta driver took no chances and followed Procter home. Mark Watson and Andy Grant gained ground to place third and fourth, ahead of Steve Mundy and B final winner Simon Horton. Some way adrift of the rest, Binks and Scott were the last two home after a first-corner incident that delayed both and resulted in them being pipped to Superfinal grid slots by the top two in the SuperModified A final.

The SuperModified field was reduced to seven before the grid assembled, but Procter held on. A good start put Grant into third and he held on, taking the points lead in the process.

Doran led to the first corner of the main event, but Procter went ahead before the lap was done, Doran struggling all evening to make his Fiesta turn in to the tricky last corner. A slipping clutch in the lead Focus allowed Doran to close quickly on the last lap, but Procter held on. A good start put Grant into third and he held on, taking the points lead in the process.



TIM WHITTINGTON

Supercar A Final gets underway in the dark

**SUPERFINAL (6 LAPS)** 1 Kevin Procter (Ford Focus ST ERC); 2 Pat Doran (Ford Fiesta ST ERC) +0.7s; 3 Andy Grant (Ford Focus ERC); 4 Mark Watson (Citroen Xsara ERC); 5 Steve Mundy (Ford Focus 4x4); 6 Simon Horton (Subaru Impreza). **POINTS** 1 Grant, 72; 2 Doran, 70; 3= Andy Scott, David Binks & Julian Godfrey, 61. **A FINALS (ALL FIVE LAPS)** **SUPERCAR** 1 Procter; 2 Doran +0.6s; 3 Watson; 4 Grant; 5 Mundy; 6 Horton. **SUPERMODIFIED** 1 Jamie Lea (Toyota MR2 II Turbo); 2 Mike Howlin (Ford Fiesta ST rwd Millington) +0.5s; 3 Stuart Emery (Peugeot 306 S16); 4 Gary Pusey (Peugeot 206 turbo); 5 Julian Godfrey (Ford Fiesta ST

SI600); 6 Nick Priddy (Vauxhall Tigra/Honda). **RX150** 1 Leo Forster; 2 Ollie O'Donovan +1.6s; 3 Tommy Keet; 4 Joe Shrimpton; 5 Steve Harris; 6 Kevin Feeney. **SUZUKI SWIFT** 1 Tony Lynch; 2 Dave Bellerby +0.5s; 3 Graham Rodemark; 4 Ryan Lawford; 5 Chris Scott; 6 Jonny Milner. **BTRDA CLUBMANS AS FINALS (ALL FIVE LAPS)** **SUPERMODIFIED** 1 Gary Dixon (Vauxhall Astra F GTE); 2 Lance Foster (Mini) +0.7s; 3 Shelley Wakeling (Honda Civic Type R); 4 Jonny Bean (BMW 325 E30); 5 Kenney Hall (Renault Clio II RS); 6 Dave Baines (Peugeot 306 S16).

**STOCK HATCH** 1 Martin Peters (Citroen Saxo VTR); 2 Adam Clark (Citroen Saxo VTS) +1.6s; 3 Ben Cree (Peugeot 205 GTI); 4 Steve Heppenstall (Peugeot 205 GTI); 5 Darren Wilcox (Citroen Saxo VTS); 6 Dave Martin (Peugeot 205 GTI). **MINICROSS** 1 George Edwardes; 2 Kris Hudson +0.69s; 3 Mark Griffin; 4 Ben Clark; 5 Keifer Hudson; 6 Sammy O'Flanagan. **JUNIOR RALLYCROSS** 1 Oliver Mellors; 2 Todd Crooks +1.1s; 3 Paige Bellerby.

**SI600**; 6 Nick Priddy (Vauxhall Tigra/Honda). **RX150** 1 Leo Forster; 2 Ollie O'Donovan +1.6s; 3 Tommy Keet; 4 Joe Shrimpton; 5 Steve Harris; 6 Kevin Feeney. **SUZUKI SWIFT** 1 Tony Lynch; 2 Dave Bellerby +0.5s; 3 Graham Rodemark; 4 Ryan Lawford; 5 Chris Scott; 6 Jonny Milner.

**A FINALS (ALL FIVE LAPS)** **SUPERCAR** 1 Procter; 2 Doran +0.6s; 3 Watson; 4 Grant; 5 Mundy; 6 Horton. **SUPERMODIFIED** 1 Jamie Lea (Toyota MR2 II Turbo); 2 Mike Howlin (Ford Fiesta ST rwd Millington) +0.5s; 3 Stuart Emery (Peugeot 306 S16); 4 Gary Pusey (Peugeot 206 turbo); 5 Julian Godfrey (Ford Fiesta ST

**STOCK HATCH** 1 Martin Peters (Citroen Saxo VTR); 2 Adam Clark (Citroen Saxo VTS) +1.6s; 3 Ben Cree (Peugeot 205 GTI); 4 Steve Heppenstall (Peugeot 205 GTI); 5 Darren Wilcox (Citroen Saxo VTS); 6 Dave Martin (Peugeot 205 GTI). **MINICROSS** 1 George Edwardes; 2 Kris Hudson +0.69s; 3 Mark Griffin; 4 Ben Clark; 5 Keifer Hudson; 6 Sammy O'Flanagan. **JUNIOR RALLYCROSS** 1 Oliver Mellors; 2 Todd Crooks +1.1s; 3 Paige Bellerby.



Radcliffe (44) hunts down Cox (29) and Nelson (16)

## E-type grunt defeats merciless Marcoses

**STEPHEN RADCLIFFE** raced flat out for 40 minutes to claim victory in the Classic K race that headlined an entertaining afternoon of Classic Sports Car Club racing at Oulton Park last Saturday.

Radcliffe was mercilessly harried by a quartet of Marcoses, but used the extra grunt of his Jaguar E-type to claim a memorable victory. "The Marcoses were better on the brakes, but power kept me near to them and I just kept on it all the time," said a delighted Radcliffe.

A less than perfect start

left him third initially, as Ian Cox and Phillip Nelson cut the early pace. In fact, rather than chasing Cox and Nelson, Radcliffe had his hands full of Peter Thompson and Charles Allison over the first lap.

After a lengthy challenge, Nelson dived ahead and Cox was soon in trouble when a trailing silencer sent him into the pits for an unscheduled stop. Thompson, meanwhile, carried a 30-second pitstop penalty for a win in the preceding race at Anglesey, so he was effectively out of the running.

Having been right on the tail of Nelson before the stops, a rapid turnaround put Radcliffe back into the race with a slender margin over Allison and Nelson and that was how it stayed.

But the pursuit of the E-type was relentless and through Knickerbrook on the final lap the three cars ran nose-to-tail. Radcliffe held on, but it was very close. "We did a brilliant pitstop and that made the difference," he added.

Tim Bates and Ian White scored a fine victory over a capacity Future Classics grid in Bates' Porsche 911SC, but it took all of



Jaguar XJS pack roars its way into Old Hall

White's racecraft over the closing stages to find a way around the hugely impressive Mark Koeberle (Porsche 944 Turbo).

Belying the fact that this was only his fourth ever race, Koeberle drove with remarkable assurance and his only slip at Island gave White the chance he needed. "It makes it all worthwhile when you have to work for it," said White.

Another impressive novice, Andrew Griffiths, won the Magnificent Sevens race in his Hayabusa-powered car.

On his first taste of Oulton Park, and only his fourth race, Griffiths moved ahead as early leader Marcus Hoggarth fell away and Keith Dunn dropped out of contention once he took his 30-second pitstop penalty. Through to second came Patrick Havill, up from ninth on the grid after spending qualifying relearning the track following a seven-year absence.

Two race-winning 30s penalties did not

stop John Muirhead claiming another Swinging Sixties win, despite spending a minute stationary in the pits as reward for his victories at Brands Hatch and Anglesey. Before the race, Muirhead did not rate his chances, but only the similar Lotus Seven of Dave Boland and Roger Lee offered a challenge and when its pace dropped away in the second half of the race, Muirhead swept ahead decisively.

Robb Addison claimed the Tin Tops race, but came under big pressure from Mike Jordan in the final laps. Having taken over the Honda Integra of Nigel Ainge, and overcome a 30s penalty, Jordan slashed Addison's lead at up to four seconds a lap to leave the margin at just 2.4s at the flag.

Lawrence Coppock topped the XJS pack in the combined Jaguar race, while Richard Dorlin was best of the saloons, which started from a second grid. ■ By Paul Lawrence

**CLASSIC K (19 LAPS)** 1 Stephen Radcliffe (Jaguar E-type); 2 Charles Allison (Marcos 1800GT); +0.975s; 3 Phillip Nelson (Marcos 1800GT); 4 Stephen Bond (Lotus Elan 26R); 5 Ian Cox (Marcos 1800GT); 6 Paul Castaldini (Jaguar E-type). **Class winners** Allison; Tom Smith (MGB); Tim Cairns/Richard McKoen (MG Midget); Glynn Allen (Aston Martin DB2/4); Thomas Pead/David Dennett (Porsche 356). **Fastest lap** Nelson 2m01.333s (79.87mph).

**FUTURE CLASSICS (20 LAPS)** 1 Tim Bates/Ian White (Porsche 911SC); 2 Mark Koeberle (Porsche 944 Turbo) +2.372s; 3 Tony Maryon (Porsche 911SC); 4 Alex Eacock/Peter Morris (Porsche 944 S2); 5 David Falkingham (Triumph TR7 V8); 6 John Mawdsley (VW Golf). **CW** Koeberle; Mawdsley; Stuart Tranter (Rover 220 Turbo Coupe); John

Broadley (Porsche 924). **FL** Morris 2m00.332s (80.53mph).

**MAGNIFICENT SEVENS (21 LAPS)**

1 Andrew Griffiths; 2 Patrick Havill +5.465s; 3 Marcus Hoggarth; 4 Kevin Williams; 5 Ben Shalders; 6 Robert Spencer. **CW** Havill; Hoggarth; Oliver Jarrat/Stephen Rogers. **FL** Havill 1m47.868s (89.84mph).

**SWINGING SIXTIES (20 LAPS)** 1 John Muirhead (Lotus Seven); 2 Dave Boland/Roger Lee (Lotus Seven) +12.131s; 3 Stephen Bond (Lotus Elan 26R); 4 Trevor Farrington (Reliant Scimitar GTE); 5 Alan Charlton (Triumph TR6); 6 Mark Halstead/Stuart McPherson (Lotus Elan). **CW** Farrington; Andy Yool (Ford Anglia); Chris Blewett (Ginetta G4); Tim Cairns/Richard McKoen (Austin Healey Sprite); Roger Bowman (Jaguar Mk1); Chris Edwards (Triumph GT6).

**FL** Muirhead 1m54.673s (84.51mph).

**TIN TOPS (20 LAPS)** 1 Robb Addison (MG ZR); 2 Nigel Ainge/Mike Jordan (Honda Integra) +2.460s; 3 Mark Livens/Robert Dyball (Honda Civic Type R); 4 Simon Taylor/John Hammersley (Honda Civic Type R); 5 Nigel Tongue (MG ZR); 6 Ian Collins/Ashley Collins (Renault Clio). **CW** Lewis Williams (Ford Fiesta XR2); Edward Clayton/Pete Johnston (Alfa Romeo Alfaud). **FL** Jordan 1m55.272s (84.07mph).

**JAGUAR XJS/JAGUAR SALOONS (8 LAPS)** 1 Lawrence Coppock (XJS); 2 Stewart Lyddall (XJS) +4.178s; 3 Chris Palmer (XJS); 4 Andrew Harrison (XJS); 5 Richard Dorlin (XJ6); 6 Peter Dorlin (XJ6). **CW** R Dorlin; Palmer; Harrison; Neil Taylor (S-type). **FL** Coppock 2m05.192s (77.41mph).

**MALLORY PARK BARC** June 13  
Morton, Treherne and Fitzpatrick take wins



Treherne leads buzzing 5/8 scale pack into Gerards

## Thrills, spills and honours shared as Legends do battle

**HONOURS WERE** shared in the Legends races at Mallory Park last weekend, with Peter Morton, Stephen Treherne and Lee Fitzpatrick each taking a share of the victory spoils. The first race had to be restarted after a multiple shunt at Gerards on the opening lap. John Higgins held the advantage at the head of an immediate three-car break, before Ross Marshall lost second to Morton at the Esses on lap three. Higgins and Morton went side-by-side through Gerards for the lead on the last lap, before the latter made the decisive

move at the Esses. Although Simon Belcher darted past Paul Musselle to lead the second race into the Esses, he understeered off and left team-mate Stephen Treherne to dominate, despite two safety car interventions. Former British Rally champion Mark Higgins lost his hold on second to the recovering Belcher after the first caution, but managed to retain third when a safety car led the field to the chequered flag, after another multiple shunt exiting Shaws. After two disastrous races, reigning champion Lee Fitzpatrick made it

third time lucky with a dominant lights-to-flag victory in the finale. Dominic Spurr, Dean Brace, Treherne and Lawrence Davey all had spells in second, but as the rain started to fall John Higgins carved his way through the field. With a lap to go he was fourth and after picking off Treherne he dived through on Davey's inside at the Esses to claim second. Davey held on to third from Treherne, with Morton sandwiched between Dean and Nick Brace in sixth. Dave Longhurst timed his drive to perfection in the first Pickup race. For the first nine laps Anthony Hawkins headed a 10-car train, through which Longhurst was one of the few to progress. Having

taken third from Carl Boardley into Devils Elbow on lap seven, a similar move on Simon Carr paid dividends a lap later. As Hawkins struggled for gears, Longhurst dived into the lead and drove on to victory. Michael Smith claimed second into the Esses with a lap to go, after a touch with Carr. After ousting Carr into Gerards on the second lap, Boardley was never headed in race two and collected his maiden victory. Steve Dance and Hawkins were close behind for most of the race, but held station in second and third. Nic Grindrod soon made his presence felt in the finale, charging into third by the end of lap two, before picking off Dave Briggs and Simon Carr on consecutive laps to lead into the Esses. Smith held Carr's attention in the battle for second, which left Grindrod relatively

clear. Longhurst once again worked through the field, but had to settle for fourth behind Smith. An early three-car dice in the first Westfield race finally freed Chris Davison, as Chris Gould and Nick Flowers continued to battle on. All three shared numerous exchanges, before Davison took charge from the Esses on lap seven. Gould eventually shook off Flowers to pose a late, but ultimately idle, threat to Davison's victory. Davison made it a double in race two, after sharing the lead with Gould. Gould and Flowers then touched at Shaws. Flowers retired and Gould retained second, with Nick Grout a close third. Both Mazda Max5 races were dominated by Paul Roddison, with Wayne Le Montais and Matthew Robinson going wheel-to-wheel for second. **■ By Peter Scherer**

Longhurst (23) displayed perfect Pickup timing



**LEGENDS (4 LAPS)** 1 Peter Morton; 2 John Higgins +0.072s; 3 Ross Marshall; 4 Ben Power; 5 Nick Brace; 6 Chris Bell. **Fastest lap** N Brace 54.639s (88.94mph).  
**RACE TWO (10 LAPS)** 1 Stephen Treherne; 2 Simon Belcher +1.512s; 3 Mark Higgins; 4 Morton; 5 Lawrence Davey; 6 Dean Brace. **FL** Belcher 54.818s (88.65mph).  
**RACE THREE (10 LAPS)** 1 Lee Fitzpatrick; 2 J Higgins +4.207s; 3 Davey; 4 Treherne; 5 D Brace; 6 Morton. **FL** Treherne 55.375s (87.76mph).  
**PICKUPS (06 LAPS)** 1 Dave Longhurst; 2 Michael Smith +0.694s; 3 Damien Carr;

4 Steve Dance; 5 Anthony Hawkins; 6 Nic Grindrod. **FL** Pete Stevens 51.779s (93.85mph).  
**RACE TWO (19 LAPS)** 1 Carl Boardley; 2 Dance +0.167s; 3 Hawkins; 4 Simon Carr; 5 Longhurst; 6 Smith. **FL** Grindrod 52.233s (93.04mph).  
**RACE THREE (20 LAPS)** 1 Grindrod; 2 S Carr +1.837s; 3 Smith; 4 Longhurst; 5 Stevens; 6 Hawkins. **FL** Grindrod 51.576s (94.22mph).  
**WESTFIELDS (23 LAPS)** 1 Chris Davison; 2 Chris Gould +0.284s; 3 Nick Flowers; 4 Martin Gartside; 5 Nick Grout; 6 Brian Small. **FL** Davison 51.235s (94.85mph).

**RACE TWO (23 LAPS)** 1 Davison; 2 Gould +121.85s; 3 Grout; 4 Gartside; 5 Harry Gordon-Finlayson; 6 Small. **FL** Flowers 51.593s (94.19mph).  
**MAZDA MAX 5 (05 LAPS)** 1 Paul Roddison; 2 Wayne Le Montais +1.405s; 3 Matthew Robinson; 4 Graham Grove; 5 Jonathan Halliwell; 6 Andy Coombes. **Class winner** Le Montais. **FL** Robinson 57.315s (84.79mph).  
**RACE TWO (05 LAPS)** 1 Roddison; 2 Le Montais +0.236s; 3 Robinson; 4 Nick Wright; 5 Coombes; 6 Grove. **CW** Le Montais. **FL** Roddison 57.433s (84.61mph).



# A home for Europe's NASCAR wannabes

Europe and oval racing don't often mix. But there is an exception, as BEN ANDERSON found in Belgium

AUTOSPORT bloke carried legendary Earnhardt #3

**N**ow that ASCAR has been and gone, where do UK racers whose ambitions lie in stock car racing's holy grail – the NASCAR Sprint Cup – begin their journey?

In America, most wannabe racers only have to fall over their front step to land in a NASCAR feeder formula. In Britain the options are scarce – road-circuit racing is widely considered the only true motorsport path.

It's largely the same story in Europe, except for one rural corner of

North-West Belgium, where the beginnings of what organisers hope will be a European stock car revolution are taking place.

The Belgium-based European Late Model Series represents the closest most club racers could ever get to NASCAR. The field is mostly made up of off-set 'Lefthander' chassis, fitted with stock 400bhp Chevy V8 'crate' engines. These are the same cars used in NASCAR's regional

Whelan All-American Series. The ELMS will accommodate any North American stock car with a wheelbase of 104-105 inches, so there is scope to race other equipment as well, such as the more-powerful ASCARs that were once a regular sight at Rockingham.

The ELMS is entering its second season, having grown out of the stagnant CAMSO V8 series of the early noughties. When Belgian-based CAMSO joined with the SCSA/VSR V8 Trophy initiative (formerly ASCAR and in decline), the ELMS was born.

The series is still based primarily in Belgium, with nine of the 14 rounds taking place on the quarter-mile oval at Warneton Speedway in 2010. The calendar also includes visits to British ovals in Ipswich and Hednesford, and two trips to Lydden, the second of which will form part of the Classic Touring Car Racing Club's 'Classic Festival' in July (thanks to the string-pulling of BARC SE chairman, D/MN Saloon dominator, and occasional Late Model V8 racer Rod Birley).

Higher-profile dates such as these are all part of a grand plan to turn the ELMS into a fully-blown pan-European championship. Future races on the Mallory Park oval are also in the offing.

"We'd like to make it a pan-European championship, but we are limited by the number of tracks," says ex-Formula Vauxhall Junior-turned-oval racer Kelvin 'Rowdy' Hassell. "Warneton is the only banked asphalt oval on the continent. There are 3500 in the US..."

"The other problem we have is the Channel – it's like a blockade, and it stops us getting people over from the UK regularly. When I started karting I had no ambitions to go to Formula 1,



Snarling V8 pack gets ready for take-off



'Ironhead' Anderson with 400bhp V8 monster



Rubbin' is racing: Anderson in the wars

I wanted to do NASCAR. This isn't quite NASCAR, but it's close enough."

The essence of the cars – big, raw, V8-engined oval racers – is entirely NASCAR, but the ELMS emphasises racing on a budget. No development parts are allowed, but you can adjust dampers, spring platforms, crossweights, rideheight, camber and roll centre in pursuit of an ideal set-up that limits excessive 'push' (understeer) and 'loose' (oversteer).

For £20-25,000 you can pick up a 'ready to race' Late Model and it should cost little more than £6000 per season to run, but for around £1200 anyone can take part in an ELMS race weekend – you don't even need a licence...

That's because the ELMS also operates a race school at Warneton, run by series prime mover and long-time stock car competitor Tony Roots, who also imports the chassis, engines and spares used in the series. AUTOSPORT took a turn at the Roots Racing school for round four on May 16.

Like most oval machines, the Late Model V8s run staggered (US import) tyres and a solid rear axle with no differential – just two forward gears for final drive. The clutch is mounted upside down, so you have to press the pedal to drive the car forward before lifting to shift into 'top'.

My first morning is spent learning the lines by following reigning champion Gary Ellis, then trying to replicate them on my own. I make the typical circuit racer's mistakes – turning in too late and then not holding the 'apron' for long enough. This stems from years of driving corners followed by straights; an oval has to be treated as one continuous

### "This isn't quite NASCAR, but it's close enough"

ELMS racer Kelvin 'Rowdy' Hassell

corner. Once you get used to this, the car (which is designed to turn left anyway) becomes more compliant and easier to drive precisely, and speed begins to build. The rest of Friday and Saturday is spent learning how to race.

The track is divided by a central white line that runs the length of the lap. The idea is that each driver 'picks a line' until the aggressor completes their move or falls back. When a driver is defending on the inside they are forbidden from crossing the white line, but the attacker is permitted to come down from the outside as far as they can get away with – the object being to 'pin' the guy you're trying to pass to the inside until you've made it past. Drivers who cross the white line when they shouldn't are black-flagged.

Initially, I am too aggressive in

defence (coming up above the line when I shouldn't) and too passive in attack (not pinning my rival down hard enough), but eventually it clicks and it's time to go oval racing...

The action is designed around the fans, so the fastest drivers tend to start at the back. Because I'm a novice, I too am consigned to the back of the 12-car grid. This proves a blessing; on a track made slippery by the oil and debris left by the banger-racing supports, several rivals get caught up in shunts. My more cautious strategy helps me work up to seventh place without passing a single car!

My chance to shine comes in race two. Starting second, it only takes a handful of laps to work past poleman Paul Bowman's ASCAR by aggressively 'pinning' him down in the turns. Once ahead, I concentrate on finding a rhythm with my driving and 'the groove' with the car. I win the race at a canter – lapping within two tenths of Ellis's circuit record and prompting promoter Roland Vandermeersch to describe me as "the most impressive rookie we've ever had".

Confidence suitably buoyed, I am determined to make an impact in the final, despite having to start from the back again on account of my race two success. Unfortunately, the only impact I make is with other cars and the wall! Getting involved in my very own 'big one', when American Bruce Andrews turns me into the Turn 1 wall, brings the final curtain down on a brilliant bonkers weekend in Belgium. ❧

## YOUR SAY

What you think of the motorsport news of the past week



So Formula 1 cars burn a little fuel...

### Seeing red over going green

Since when has motor racing had anything to do with the environment? If you start worrying about the impact of fuel burned by an F1 car on a race weekend, you're barking up the wrong tree. What about the fuel that has already been burned to get that car there in the first place? The environmental impact of an F1 car is only a fraction of that of the lorries and planes transporting the kit from track to track, the team members, the spectators, TV crews, sponsors etc. Volts may well be something for the future, but until then we burn a little fuel!

**Corrie Sanders** Olney, Bucks

EDITORIAL CONTACT [mail@autosport.com](mailto:mail@autosport.com)

**As a precedent** has been set and the pole position can be bought for \$10,000 as long as the team claims 'a communication error', why not just auction off the rest of the grid places?

This would save the teams the expense of qualifying and we could get a couple of hours in the garden instead of wasting time watching the TV.

**EG Makin**  
Liverpool

**I can hardly** contain myself having just watched the Canadian GP. Don't tell me that F1's not exciting. That was the most exciting race of the season.

It's great to see Canada back on the calendar. But one thing has become clear. The tyre is the key ingredient in the excitement of the sport. So I hope all those involved are able to conclude a satisfactory outcome to next year's tyre supply, especially if there is to be competition between suppliers.  
**Duncan Sabiston**  
Didcot

**I would like** to say thank you to Eurosport for its brilliant 24 Hours coverage. Yet again the presenters were perfect, details on the car times were good and there was a variety of interviews with drivers.

But, like the England football team who thought it was won before they turned up at the World Cup, Peugeot thought they had won Le Mans before a lap was turned. Yes, they were fast but fragile. Oh dear, oh dear...  
**Ian Spence**  
By email

**It has to** be said that Loic Duval's Le Mans drive was easily one of the finest out of the entire field. Oreca's 'go fast or go home' attitude towards the end of the race is what motorsport is all about, and it's a shame they missed out on a possible podium finish.

Duval's driving was sublime and made for fantastic viewing. A 908 coming sideways out of the chicanes is a rare treat at Le Mans.  
**Maurice Power**  
Cork, Republic of Ireland

**AUTOSPORT.COM**

### TOP FIVE ON OUR WEBSITE

- 1. MERCEDES WARNED OVER ENGINE SUPPLY**
- 2. HAMILTON REPRIMANDED AFTER QUALIFYING**
- 3. McLAREN DEFENDS HAMILTON CALL**
- 4. McLAREN: TURKEY RADIO MESSAGE WRONG**
- 5. HORNER: BLAMING WEBBER A 'MISTAKE'**

### 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](http://www.roadangelgroup.com) Please ensure that your full address is included on all correspondence.

#### CORRECTIONS AND CLARIFICATIONS

- The John Crowson-owned Osella of Richard Evans that won the first World Sportscar Masters event at Brands Hatch last month was powered by an Abarth engine, and not a BMW unit as claimed on page 90 of the June 3 issue.
- On page 10 of last week's issue we said Red Bull was leading both the drivers' and constructors' championships, when it was actually one point behind McLaren in the constructors' title chase. Thanks to Martin Roberts for pointing that out.

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](mailto:autosport.editorial@haynet.com)



# THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

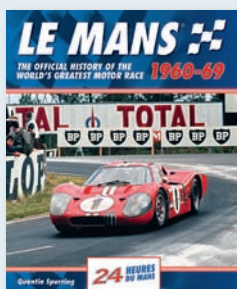
## LOTUS RACING MERCHANDISE

£5.99-£69.99

[autosport.com/shop](http://autosport.com/shop)

The return of the Lotus name to Formula 1 after a 15-year absence has generated masses of media and fan interest – the name alone is evocative enough to ensure that. Predictably, a range of official merchandise has made its way on to what is a highly competitive market. Now, fans of the green-and-gold cars, currently leading the way in the 2010 rookie stakes, can pledge their allegiance in time for Silverstone's British Grand Prix.

There's plenty to choose from to suit every budget and level of enthusiasm. Earplugs and lanyards are £5.99 and pukka team shirts are £69.99. T-shirts and baseball caps are somewhere in between! Check out [autosport.com/shop](http://autosport.com/shop) for the full range.



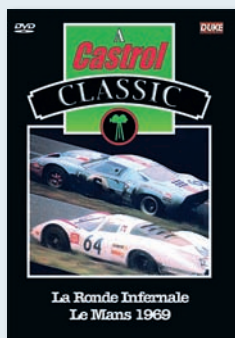
### LE MANS 1960-'69 BOOK

£40 (978 1 84425 584 9)

[Q.Spurring\(haynes.co.uk\)](http://Q.Spurring(haynes.co.uk))

The first in what will be an eight-volume set of ACO-authorized photo histories.

Put together by Le Mans 24 Hours lover and former AUTOSPORT editor Quentin Spurring, the 352-page '60s tome is packed with pics, results and year-by-year reports, making it about as authoritative as it gets. Start collecting, now!



### LA RONDE INFERNALE DVD

£14.99 (39 mins)

[dukevideo.com](http://dukevideo.com)

Short, but electrifying colour footage of the 1969 Le Mans 24 hours in which the ageing Gulf Ford GT40 of Jacky Ickx and Jackie Oliver beats the works Porsche 908 of Hans Herrmann and Gerard Larrousse by 100 yards – the closest 'proper' finish in the race's history.

Sportscar movie gold.



### ALFA CENTENARY BOOK

£48 (978 8 7911 503 2)

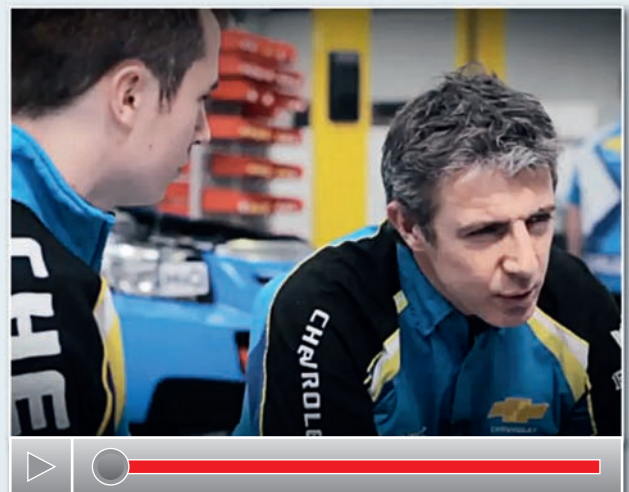
[giorgionadaeditore.it](http://giorgionadaeditore.it)

Lavishly illustrated celebration of Alfa Romeo's centenary, featuring all the key motoring and motorsporting milestones of this evocative Italian marque since 1910.

Each chapter of Maurizio Tabucchi's 320-page work deals with a decade at a time, making it easy to dip into.

## HOT ON THE WEB THIS WEEK

**YOUTUBE: CHEVY BTCC STARS INTERVIEW EACH OTHER**



**SEARCH FOR:** An Interview with Jason...by Alex (2:47)

Chevrolet Cruze BTCC drivers Jason Plato and Alex MacDowell try hard to unnerve each other with some tricky questions. Then Plato gets his revenge – this time search for: An interview with Alex...by Jason (2:44)

# WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

## CROFT

TOCA

June 19-20

Admission £13 Saturday, £27 Sunday, £33 weekend ticket. Grandstand access costs £7 but is free on Saturday. Tel: 01325 721815

The race for the 2010 BTCC crown is hotting up, with Chevy, Ford, BMW and Honda machinery all in the thick of the fight for race wins as the circus heads to North Yorkshire for its annual visit to Croft. As ever, Formula Renault UK, Clio Cup, Porsche Carrera Cup, Ginetta Juniors and the Ginetta G50 Cup provide support race action.



Can Chevy topple Ford in North Yorkshire?

EBREY/LAT

## CASTLE COMBE

CCRC

June 19-20

Admission £8 Saturday, £15 Sunday, £20 weekend ticket Tel: 01249 782417

British Formula Ford and Britcar headline a two-day programme. Races for the ever-popular Ma5da MX5s, Nippon Challenge, MR2 Racing Series, VAG Trophy, Volkswagen Golf Series and Classic Clubmans, plus the circuit's resident FF1600, Saloon and Sports & GT championships, complete a bumper line-up.

## SNETTERTON

MSVR

June 20

Admission £25 Tel: 01953 887303

The Lotus Festival will feature all Lotus F1 models built between 1958 and '94, with demo runs and appearances by current drivers Jarno Trulli and Heikki Kovalainen. Race action includes the Lotus Elise Trophy, Lotus Cup Europe, Production BMW, Heritage GT and Monoposto.

## CADWELL PARK

VSCC

June 19

Admission £16 Tel: 01507 343248

## BRANDS HATCH

750MC

June 19-20

Admission £12 each day, £16 weekend ticket Tel: 01474 872331

## MALLORY PARK

HSCC

June 20

Admission £12 Tel: 01455 842931

## OULTON PARK

BARC

June 19

Admission £12 Tel: 01829 760301

## DOUNE

British Hillclimb

June 20

[www.top12runoff.co.uk](http://www.top12runoff.co.uk)

Liverpool and AC Milan will resume battle in Spain



## SUPERLEAGUE FORMULA

Rd 4/10

Jarama, Spain

June 20

[superleagueformula.com](http://superleagueformula.com)

## INDYCAR SERIES

Rd 8/17

Iowa Speedway, USA

June 20

[www.indycar.com](http://www.indycar.com)

## INDY LIGHTS

Rd 5/13

Iowa Speedway, USA

June 19

[www.indycar.com](http://www.indycar.com)

## WORLD TOURING CAR CHAMPIONSHIP

Rd 4/11

Zolder, Belgium

June 20

[www.fiawtcc.com](http://www.fiawtcc.com)

## FORMULA 2

Rd 4/9

Zolder, Belgium

June 19-20

[www.formulatwo.com](http://www.formulatwo.com)

## FORMULA RENAULT 3.5

Rd 5/9

Magny-Cours, France

June 19-20

[www.renault-sport.com](http://www.renault-sport.com)

## NASCAR SPRINT CUP

Rd 16/36

Sears Point, California, USA

June 20

[www.nascar.com](http://www.nascar.com)

## EUROPEAN GT3

Rd 3/6

Jarama, Spain

June 19-20

[gt3europe.com](http://gt3europe.com)

## SUPER GT

Rd 4/8

Sepang, Malaysia

June 20

[supergt.net/en](http://supergt.net/en)

## GRAND-AM

Rd 7/12

Mid-Ohio, USA

June 19

[www.grand-am.com](http://www.grand-am.com)

## V8 SUPERCARS

Rd 8/15

Hidden Valley, Northern Territory, Australia

June 19-20

[www.v8supercars.com.au](http://www.v8supercars.com.au)

## Television

### THURSDAY JUNE 17

1300-1400 [Sky Sports 3](#)

DTM

1905-1940 [Motors TV](#)

European F3 Open: Jarama

### SATURDAY JUNE 19

0400-0425 [Five](#)

Motorsport Mundial

1100-1200 [Eurosport LIVE](#)

Formula 2: Zolder race one

Contemporary F2 cars return to Zolder for the first time since 1983.

1300-1400 [ITV4](#)

Motorsport UK

1415-1500 [Eurosport 2 LIVE](#)

WTCC: Zolder qualifying

1500-1600 [Eurosport](#)

Formula Renault 3.5: Magny-Cours

Find out if the rest can catch mid-season points leader Mikhail Aleshin.

1905-2010, 2335-0030 [Motors TV](#)

Superstars: Hockenheim

### SUNDAY JUNE 20

0730-0830 [Sky Sports 2](#)

DTM

0755-0825 [Channel 4](#)

British GT: Spa

0815-0945 [Motors TV](#)

FIA GT3: Jarama race one

0800-0830 [Eurosport LIVE](#)

WTCC: Zolder warm-up

1000-1045 [ESPN UK LIVE](#)

Superleague Formula: Jarama race one

1130-1245 [ESPN UK LIVE](#)

Superleague Formula: Jarama race two and Super Final

1145-1245 [Eurosport LIVE](#)

WTCC: Zolder race one

1200-1830 [ITV4 LIVE](#)

BTCC: Croft

Full coverage of the British Touring Car Championship's annual trip to North Yorkshire, with support races too.

1225-1300 [Eurosport 2 LIVE](#)

Formula Renault 3.5: Magny-Cours

1245-1345 [Eurosport LIVE](#)

Formula 2: Zolder race two

1345-1500 [Eurosport LIVE](#)

WTCC: Zolder race two

1600-1700 [Motors TV](#)

FIA GT3: Jarama race two

1600-1700 [Dave](#)

WRC: World Rally 2010

1900-2130 [Sky Sports 3 LIVE](#)

Indycar: Iowa

Full coverage of the Iowa Corn Indy 250.

1900-2330 [Open Access 3 LIVE](#)

NASCAR Sprint Cup: Sears Point

1915-1930 [Eurosport](#)

Motorsports Weekend

2030-2230 [ESPN UK](#)

Superleague Formula: Jarama

### MONDAY JUNE 21

0000-0200 [Sky Sports 3 & 1100-1300](#)

[Sky Sports 4 & 1500-1700 Sky Sports 2](#)

Indycar: Iowa highlights

0230-0330 [ITV1](#)

Motorsport UK

1900-2000 [Sky Sports 3](#)

NASCAR highlights: Sears Point

Action from the famous road course.

2150-0000 [Motors TV](#)

FIA GT3: Jarama highlights

## Online

# AUTOSPORT.COM

Coming up on the web this week

### BRITISH BIKE GRAND PRIX

MotoGP makes its annual visit to the UK this weekend for its first race on the new Silverstone Arena circuit. Ahead of the event we have Loris Capirossi's guide to the new track, before full coverage of all the weekend's on-track action. In the US there's IndyCar in Iowa and a NASCAR road race at Sears Point. In tin-tops there's WTCC at Zolder and BTCC at Croft, and also Superleague at Jarama, F2 at Zolder and FR3.5 at Magny-Cours.

Moto GP will make Silverstone return



Read this week's AUTOSPORT magazine in full on the internet

### DIGITAL EDITION OUT NOW

AUTOSPORT magazine is now available online. Print subscribers get free access, while PLUS subscribers will get a discount on the £112 annual fee for all 51 issues. To get on board the digital revolution, click on [autosport.com/digital](http://autosport.com/digital)

## REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage



Fans were spoiled by Le Mans coverage

YOU NEEDED as many screens as the insidious surveillance team in *Sliver* and the eyes of a spider to keep tabs on all the fare on offer last weekend.

Naturally football took pride of place, relegating the Canadian GP to BBC2 for qualifying. Cue predictable moaning from people far too young (or forgetful) to appreciate the fact that it's on live at all. Murray and James used to commentate on the action in Montreal from a broom cupboard in White City, and these highlights were then shown in a late-night package. It was so poor that I once followed the race on Ceefax (p361 for

nostalgia buffs).

There were no such complaints on Eurosport, where the round-the-clock coverage of Le Mans flirted between Eurosport 1 and 2 like a drunk girl at the office party.

While Eurosport, for all its ubiquity, usually lacks a bucket in which to pass water, the Beeb, flush with licence-payer dosh, has no such problems.

But there are some things that money can't buy: passion, enthusiasm and a deep understanding of what is, at its heart, quite a complex sport (unlike football). There was an abundance of all these qualities on offer for the 24, with sportscar

fans literally spoiled by the amount of coverage.

If that wasn't enough, Martin Haven, one of the many commentators who filled his time away from the mic by twittering furiously (@MartinHaven for the twit-literate), even felt compelled to pick up @Revved\_Up on a typo I made in one of my tweets, which was brave (he was right – it was a shocker).

By contrast, Jonathan Legard's failure to grasp the subtleties of F1 has transcended annoying. Qualifying is particularly

grating. He obsesses about who's fastest in Q1 and Q2 despite this being of no significance – it's who's in the knockout places that matters.

While rabbiting about Petrov, he interrupted himself to blurt out that one way to pay the team back was by going fastest. He seemed genuinely impressed by the Russian, leaving Martin Brundle to mop up by explaining it was 0.7s slower than his Q1 time. And that's not what he wanted...

*Revved Up*

"Round-the-clock coverage of Le Mans flirted between Eurosport 1 and 2 like a drunk girl at the office party"

# THE WEEK IN PICTURES

The lensmen pounding the beat at Le Mans, from the pub to the track

## MARKS, SET... GO!

Drivers had to run to their cars ahead of the formation lap at Le Mans last weekend



## HAVE A DRINK ON US

AUTOSPORT journos like a pint or two, so what better than a sponsored pub? Cheers!



GIBSON/PAI

## THERE'S ALWAYS AN ODD ONE OUT

Clean-shaven Nigel Mansell poses with his hirsute fans ahead of his Le Mans debut



BEECHDEAN/CARTER



## A GREAT VAN-TAGE POINT

AUTOSPORT was out in force for the Le Mans parade ahead of the big race - dispensing goodies from our liveried classic van

BLOXHE/WILT

# WIN GRAND PRIX BALL TICKETS!



**AUTOSPORT IS** offering a unique opportunity to be part of the glamour of next month's British Grand Prix, with the chance to

win a pair of tickets to the pre-race Grand Prix ball.

The black-tie event takes place in central London on Wednesday

July 7, and a host of star-studded guests will be mingling among an impressive selection of classic Formula 1 machinery.

The lucky winner can look forward to being wined and dined in style, while being entertained by acts such as DJ Lora and Eddie Jordan's band The Robbers. There will also be a charity auction in aid of CLIC Sargent.

To win, simply answer this question:

**Who won last year's British GP?**

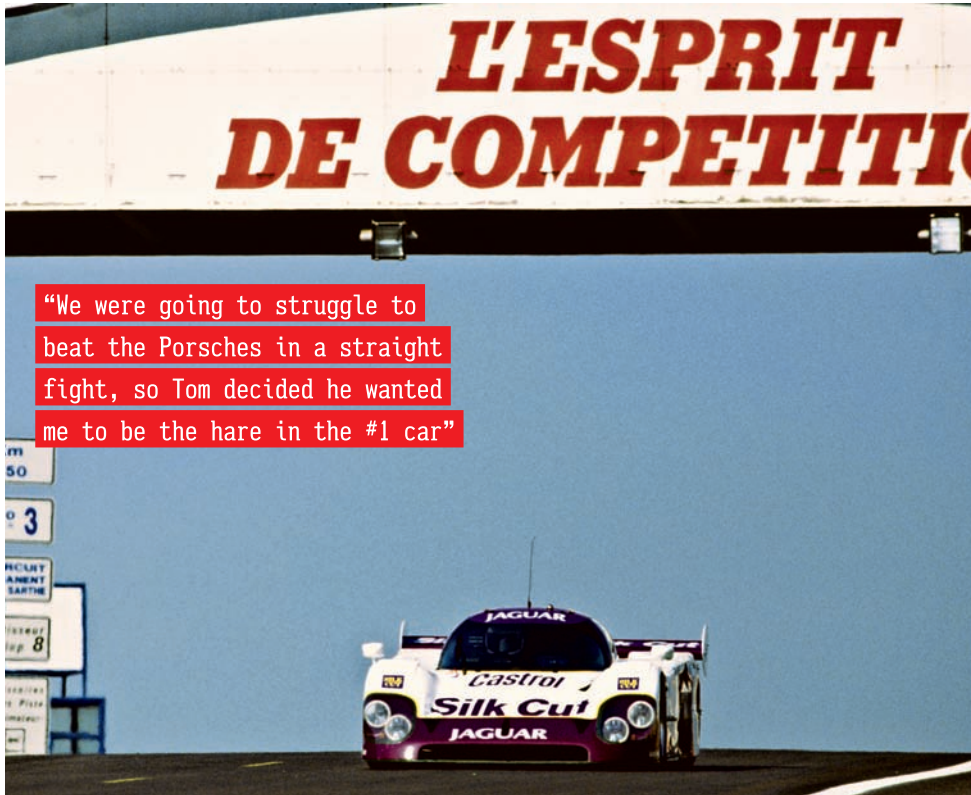
- a) Lewis Hamilton
- b) Sebastian Vettel
- c) Jenson Button

Closing date is June 24. To enter email your answer to [autosport.competitions@haymarket.com](mailto:autosport.competitions@haymarket.com)

**TERMS & CONDITIONS:** 1. All entrants to competitions promoted in AUTOSPORT magazine must be 18 years or over and be resident in the UK. 2. Employees and their families of Haymarket Media Group ("Promoter") or any of their affiliates are not eligible to enter. 3. No purchase of any sort is necessary. 4. All entries must be received by midnight on Thursday June 24, 2010. 5. The winner will be the first correct entry to be selected at random, which will be witnessed by an independent observer. 6. The winner will be notified within 24 hours of the draw, details of which can be supplied upon receipt of a stamped-addressed envelope. 7. The decision of the Promoter is final and no correspondence will be entered into. 8. The prize is subject to availability and the Promoter may substitute the prize with another of a similar nature and/or comparable value. 9. The prize winner will not be entitled to a cash alternative. 10. This competition is designed to raise an interest in Haymarket Media Group, publishers of AUTOSPORT. We would like to contact you from time to time with offers and product information, which we think would be of interest to you. By entering this competition you are consenting to this. However, if you do not wish to receive such information please write to us at: Data Controller, Haymarket Circulation, Haymarket Media Group, Broom Road, Teddington, Middlesex, TW11 9BE or email: [datacontroller@haymarket.com](mailto:datacontroller@haymarket.com), stating "GP Ball" in the subject line.

# FROM THE ARCHIVE

Martin Brundle, 1990 Le Mans 24 Hours



"We were going to struggle to beat the Porsches in a straight fight, so Tom decided he wanted me to be the hare in the #1 car"

**WHEN HALLOWED** British marque Jaguar returned to Le Mans this year with a low-key GT2 effort, it was the 20th anniversary of the last of its seven wins at the famous 24-hour enduro.

Among that year's winning driver line-up was Briton Martin Brundle, who with Dane John Nielsen and American Price Cobb steered the TWR-run XJR-12 to a famous triumph over the more-fancied Porsche 962s and Nissan R90CKs.

"It was a strange race because we didn't really have the outright pace to beat the Porsches," recalls Brundle, who replaced Eliseo Salazar in the winning Jag, after the #1 car he shared with Alain Ferte and David Leslie suffered a detached water-pump belt at two-thirds distance.

"We were going to struggle to beat them in a straight fight, so Tom [Walkinshaw, team boss] decided he wanted me to be the hare in the #1 car. We went hell for leather and it worked! I felt very sorry for Salazar, but I was the lead driver so there was a place kept for me in another car."

When the leading Nissan (shared by Geoff Brabham, Chip Robinson and Derek Daly, and running second) retired with a leaking fuel tank,

it left the Brun Porsche 962 as Jaguar's only challenger. Whereas most of the Porsches were hampered by brake issues – no doubt exacerbated by the introduction of chicanes on the Mulsanne Straight – the Brun machine ran faultlessly.

A two-lap deficit was reduced to one when the Jag required a brake-caliper change at 11.30, and Brundle (battling overheating and brake problems of his own) found himself embroiled in an epic dice with Jesus Pareja as the Spaniard tried to unlap himself in the closing stages.

"We were nursing the car and didn't want to let him through in case there was a safety car," recalls Brundle. "They were driving very well, but blew up with an hour or so to go."

The Porsche's retirement left Jaguar clear to complete a famous one-two, with the #2 car, driven by Jan Lammers, Andy Wallace and Franz Konrad, finishing four laps down in second.

"There had to be a lot of discipline," asserts Brundle. "We had five cars, 15 drivers, 135 people, 28 pitstops per car with refuelling – that's a mighty undertaking. It makes an F1 weekend look like a day at the beach."

## THIS WEEK IN...



**JUNE 22 1978**

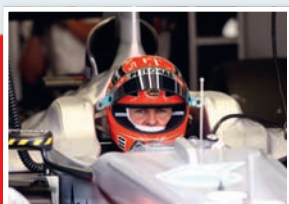
**OUR COVER** showed Niki Lauda 'sucking' his way to a dominant debut victory for Brabham's controversial 'fan car' in the Swedish Grand Prix. The win was Brabham's first for three years and sparked an immediate row about the legality of the revolutionary BT46/2.

Rival teams argued that the propellers constituted an illegal moveable aerodynamic device, while Brabham boss Bernie Ecclestone maintained the primary purpose of the fan was for engine cooling.

We also ran a pictorial feature to pay tribute to the 75th anniversary of the foundation of the Ford Motor Company (below). It depicted several of Ford's motorsport feats, including its 1967 Le Mans win and Bobby Allison's 1978 Daytona 500 triumph.



**NEXT WEEK**



What's tarnishing the Silver Arrows?

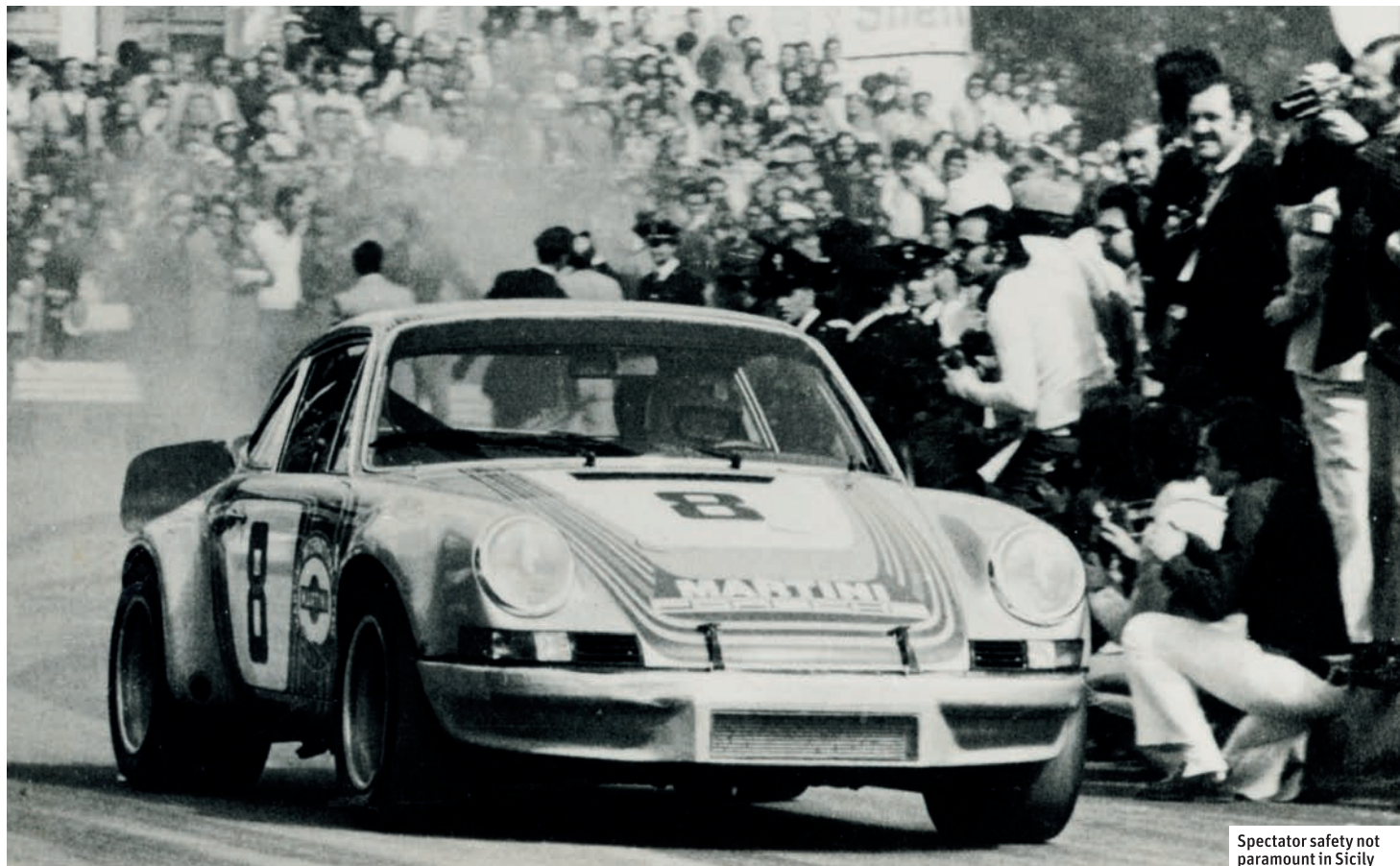
# MERCEDES

Eight races; no wins *On sale June 24*

**PLUS**  
BTCC Croft: can Plato catch Neal?  
WTCC Zolder: Priaulx and Huff attack

# GIJS VAN LENNEP

■ Targa Florio ■ May 13, 1973 ■ Porsche Carrera RS ■ Victory in the final international Targa



Spectator safety not paramount in Sicily

**TO WIN** the last 'real' Targa Florio, by which I mean the last time the race had World Championship of Makes status, was very special.

It was a big race and even better than my first Le Mans 24 Hours victory in 1971. The amazing thing was that in every race you have problems with the car, however small. But in this race, myself and Herbert Muller did not have one problem. It was the perfect race.

The Porsche was entered in the prototype class, even though it wasn't a real prototype. The Ferrari 312P and the Alfa Romeo T33/12 were a lot faster. But even before the race started one of them was already out after Clay Regazzoni put his Alfa down a hillside in practice after cartwheeling.

It only took four of the 11 laps for us to take the lead because the others all hit trouble. Arturo Merzario's Ferrari retired with a transmission problem and Jacky Ickx in the second car hit the wall. That left my old mate, Andrea de Adamich, who I had finished second with in the Alfa Romeo in 1971, in

**"I don't have a good memory usually, but I did have a very good memory for tracks so I learned all 720 corners"**

the lead. He was something like three minutes a lap faster than us and was well ahead until he touched a Lancia that he was passing. That put him into the wall and bent his suspension. We were the best Porsche and that put us into the lead! Herbert had started and I took over after three laps, and from there

we just had to keep going to take a great win that we had not expected.

The driving wasn't so difficult; it was the fact that it was the Targa Florio that made it the race of my life. It is a unique event that has very different challenges. I don't have a good memory usually, but I did have a very good memory for

tracks so I learned all 720 corners by heart! The reason was that you can't make any mistakes or you would hit a house or a spectator.

The spectators were the reason the race finished – hundreds of thousands of them in the most dangerous places. The other thing that made the race different was the week of practice. We did five or six laps a day, between the sheep, the lorries and the old ladies on horses! We did a 43-minute lap in open-road practice, which looking back was completely crazy. We drove as fast as we could! That's what made the Targa Florio so special. **✘ Gijs van Lennep was talking to Edd Straw**

## IN PROFILE



**BEST KNOWN** for his sportscar exploits, which include winning the 1971 Le Mans 24 Hours with Helmut Marko and the 1976 race with Jacky Ickx, Dutchman van Lennep also had a successful single-seater career. He won the 1972 British Formula 5000 Championship driving a Surtees TS11, and started eight world championship grands prix for Surtees, Ensign and Frank Williams Racing Cars from 1971-75. He scored two points during that period, for sixth place in the '73 Dutch GP and in his final outing in the German GP in '75.

**NEXT WEEK**  
**Dindo CAPELLO**





## Porsche Carrera Cup GB

Rounds 9 and 10, Croft, June 19-20

The challenge of the Croft circuit in North Yorkshire is the scene for rounds nine and ten of the Porsche Carrera Cup GB this weekend.

Tim Harvey is currently riding high, with seven wins from eight races and a useful 32-point lead in the title race. But heading to Croft, Tim knows well enough that it could all turn around with one bad day.

With 44 points on offer every weekend, this contest is far from over and Michael Caine is the man most likely to unseat Harvey. Meanwhile, the charging trio from Team Parker Racing of Glynn Geddie, Euan Hankey and Stephen Jelley are getting closer and closer to the pace of Harvey and Caine.

In pro-am1, Ollie Jackson is making the running but the increasingly impressive Jonas Gelzinis from Lithuania is chasing hard. Other leading pro-am1 contenders include Tony Gilham, Ahmad Al Harthy and Archie Hamilton.

Meanwhile, the battle for pro-am2 will be just as hard fought. In his best season of racing for a decade, Mark Hazell has a six-point lead over Glenn McMenamin, with George Brewster and Steve Parish next up. However, it was Paul Mace who shared the wins with McMenamin at Oulton Park.

For more information on the Porsche Carrera Cup GB visit [www.porsche.com](http://www.porsche.com)

**PORSCHE**

**CARRERA  
CUP  
GREAT BRITAIN**



Mobil 1

keepmoving



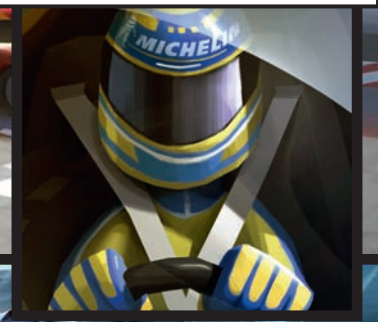
PIPER HEIDSIECK  
drink responsibly

GoMotorsport.net

FLASHBACK  
TO MICHELIN'S  
VICTORY

AND THEY'RE OFF! SEE YOU IN 24 HOURS.

TOUGH ON DRIVERS, TOUGH ON TYRES.

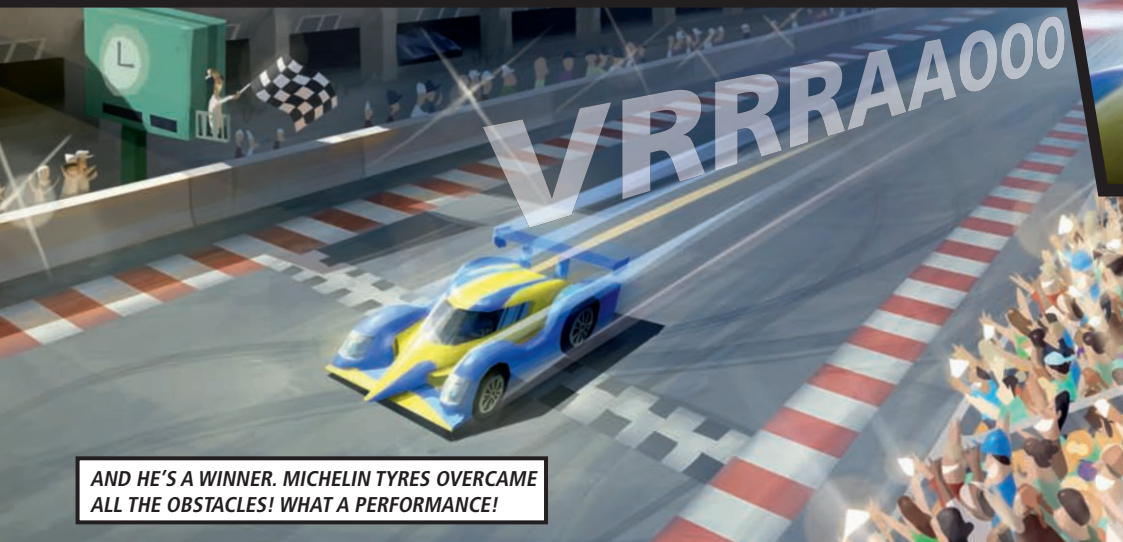


EVERY CORNER IS A UNIQUE CHALLENGE,  
BUT TEAM MICHELIN IS SAFE, SAFE, SAFE.



TEAM MICHELIN STILL DON'T NEED  
TO REFUEL. THE RACE GOES ON!

THAT'S WHAT I CALL DURABILITY  
AND LONGEVITY. THANKS MICHELIN!



AND HE'S A WINNER. MICHELIN TYRES OVERCAME  
ALL THE OBSTACLES! WHAT A PERFORMANCE!



## MICHELIN has won the Le Mans 24 Hours for the 13th year running!

Michelin has won again with its tyres overcoming the ultimate test. Congratulations to the winning teams driving on Michelin tyres!

Now go to [www.lemanslive.com](http://www.lemanslive.com), replay the race and become a tyre expert.

