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ALONSO TITLE HOPES REST ON...

## FERRARI ALL-OUT ATTACK

Car and team revamped to take fight to Red Bull and McLaren

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Updated aerodynamics

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New exhausts help diffuser



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## BEST EVER F1 LINE-UP

Mark Hughes on why this is a golden generation of grand prix drivers







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June 24 2010 – vol 200 no 13



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GRIFFITHS/LAT





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## POLE POSITION

# Is the 2010 F1 line-up the greatest of all time?



**LEWIS HAMILTON**, Jenson Button, Sebastian Vettel, Mark Webber, Fernando Alonso and Robert Kubica. It's an impressive roll call of talent, for sure.

Add in Nico Rosberg, Felipe Massa, Rubens Barrichello – the most capped driver of all time – race winners Jarno Trulli and Heikki Kovalainen, GP2 champions Timo Glock and Nico Hulkenberg, F3000 champ Tonio Liuzzi, and the youngest-ever British F3

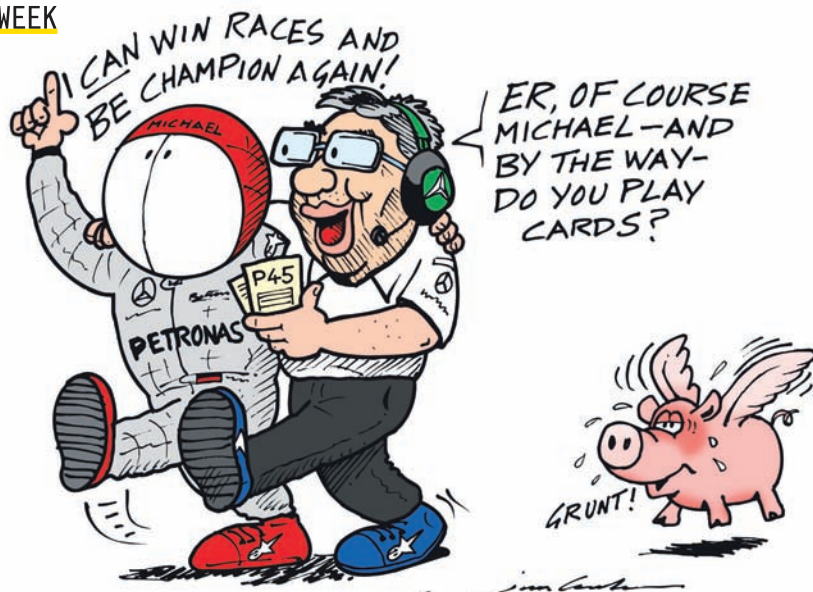
title winner Jaime Alguersuari, and there's no disguising the strength in depth of the current field of F1 drivers. Not to mention a certain seven-time world champion...

As Mark Hughes proposes in his excellent feature this week (p32), there's a strong case that this is the best crop of grand prix drivers there's ever been. Certainly there's rarely been a scenario in which so many top-class drivers were in front-running cars.

Ferrari started the season with victory in Bahrain, but hasn't graced the winner's circle since. A raft of updates, most notably a new exhaust system, is set to reinvigorate its challenge. Giving Alonso a potentially winning car for a race in Spain can't help but add even more drama to what has been a captivating season.

**Andrew van de Burgt, editor**

## BAMBER'S WEEK







G. Tarquini

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## Tarquini takes a leap of faith at Zolder

World Touring Car top-name Gabriele Tarquini flies over the kerbs on his way to second place in the opening race of the series' first visit to the former Belgian GP venue. Later on, the Italian veteran's SUNRED-run SR-sport Leon TDI would inherit victory after on-the-road winner Jordi Gene was penalised over air-restrictor irregularities.

Picture: fiawtcc.com

➔ **P44** WTCC RACE REPORT





**NEW EXHAUST LOCATION**

The Ferrari F10's exhaust system has been rerouted to feed air through the diffuser, similar to the Red Bull RB6

**OLD LOCATION**

# Ferrari takes its last roll of the dice

Championship hopes hinge on technical updates being introduced in Valencia. By MARK GLENDENNING

**F**errari will arrive at this weekend's European Grand Prix in Valencia with a season-defining upgrade in an effort to continue writing itself back into contention for the Formula 1 World Championship.

The update package is the culmination of several months of planning, with the most obvious being the adoption of a Red Bull-style blown diffuser.

The team is also preparing to reinforce its technical staff, with former McLaren chief engineer Pat Fry having been confirmed as Ferrari's new assistant technical director on Tuesday of this week.

While the practice of channeling exhaust gases into the diffuser to increase downforce is not new to F1 (see p13), it had fallen out of favour prior to its appearance on the RB6 in pre-season testing.

Ferrari joins Renault in being the first team to introduce the concept mid-season, with others set to

follow. A team source told AUTOSPORT that it has been several months in the planning.

"This is a project that was started in the winter," he said. "It's not something that you can do quickly, because as much as you can, you have to be 100 per cent sure that you can bring it into a race weekend. Anyone who is bringing it now has been working on it for six months. It's not something you can decide on in May and bring in June."

Fernando Alonso shook down the updated version of the F10 at the end of a promotional filming day at Fiorano at the end of last week. While the team refused to comment on the results,

AUTOSPORT understands that it was sufficiently encouraged to commit to the exhaust system for the European Grand Prix.

Contrary to reports, Ferrari will not be copying Red Bull's pullrod-suspension configuration. This task would be extremely difficult as gearbox specification is frozen at pre-season homologation, meaning that it would be virtually impossible to relocate the suspension pick-up points. Alonso will use the same gearbox in Valencia as he did in the Canadian GP.

The updates, which will also include aerodynamic revisions at the rear of the car, represent a significant step forward for the

Scuderia, which opened the season with a one-two in Bahrain but has only found its way onto the podium three times since.

Ferrari was one of the first teams to take McLaren's cue in introducing a straight-line-speed-enhancing f-duct system, and has since refined its version of the device extensively. But team chief Stefano Domenicali suspects that the f-duct work may have come at the expense of other parts of the car.

"There is a need for a more aggressive push," he said. "It was clear that we had concentrated too much effort on the blown rear wing [f-duct], not being focused on other areas of the car."

Alonso lies just 15 points behind championship leader Lewis Hamilton in fourth place. Felipe Massa is eighth, while Ferrari is third in the constructors' table.



**P23 MARK HUGHES**



**CV**

**PAT FRY**

**NEW FERRARI ASSISTANT  
TECHNICAL DIRECTOR**

**1987** First job in motorsport is in R&D with Benetton

**1991** Moves to Benetton's test team

**1992** Becomes race engineer to Martin Brundle

**1993** Joins McLaren, initially to work in active suspension, but shifts to an engineering role. Engineers Mika Hakkinen and David Coulthard over the following seasons

**2002** Promoted to chief engineer of race development, and oversees 2005, '07 and '09 McLarens

**2010** Leaves McLaren to become assistant technical director at Ferrari



**New exhausts on Renault**

R30 set to join Ferrari in running blown-diffuser system in Valencia



Kubica/Renault bid to catch Merc

RENAULT WILL join Ferrari in racing a blown-diffuser system for the first time in this weekend's European Grand Prix in Valencia, AUTOSPORT can reveal.

The system is being introduced as part of an extensive upgrade package that also includes a new front wing and floor.

The team is locked in a fight with Mercedes for fourth in the constructors' championship, but trails the German manufacturer by 29 points.

Renault chief race engineer Alan Permane is optimistic that the Valencia update will help the team's progress. "If we take the gap to pole position as a measure of how much we've improved, we've seen the gap reduce race by race as we've developed quicker than some of our competitors," he said. "With the updates that we have planned for this weekend, that trend will hopefully continue."

**WITHSTANDING THE HEAT**

Routing exhaust through bodywork requires nuclear technology

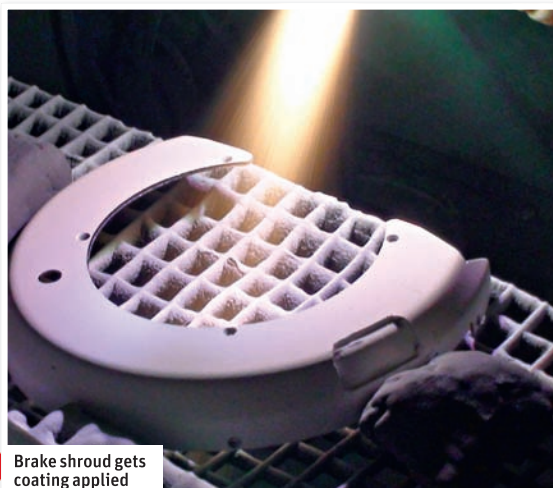
The technology that makes it possible to route a 950 degrees C exhaust through carbon-fibre bodywork and

components has its origins in nuclear power stations.

Oxfordshire company Zircotec has developed a

zirconia-based ceramic that is used for heat insulation by roughly half of the current F1 grid. As well as exhausts, the coating is used in brake ducting, bodywork, suspension components and wheels. According to Zircotec, the process is so effective that components can operate in temperatures higher than their melting point.

The coating procedure involves using a 14,000K (13,275 deg C) flame to melt powder into molten splats that are fired onto the component, with quantities tightly controlled to prevent the parts from gaining unnecessary weight.



Brake shroud gets coating applied

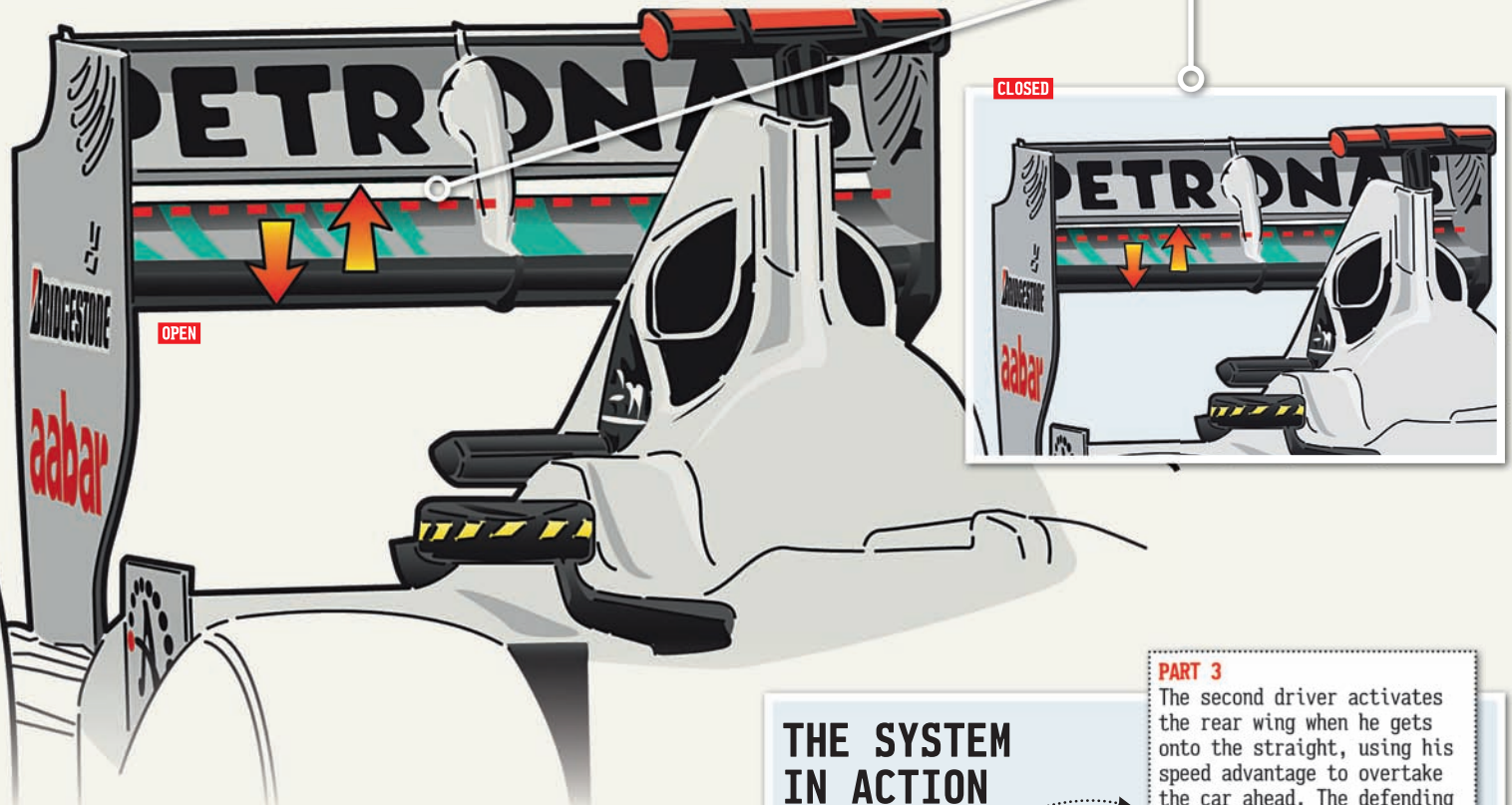


# Adjustable wing slot to boost overtaking

New rear-wing plans set to be signed off as key part of 2011 technical package

## HOW IT WORKS

Under certain circumstances, a driver who is stuck behind another car will be able to use a cockpit control to open the rear-wing slot gap, temporarily reducing drag and increasing straight-line speed



**F**ormula 1 is on the verge of one of the most radical overtaking concepts in the history of the sport, with plans for the introduction of a moveable rear wing set to be signed off as AUTOSPORT closed for press.

While the details of the wing and its application are still being finalised, the concept is for the rear wing to feature an adjustable slot gap that drivers will be allowed to activate when they have been within a certain distance of the car ahead for a predetermined time.

When activated, it is proposed that the slot gap will open from 10mm to 50mm, creating less drag and giving the driver behind a temporary straight-line speed advantage. The system will be electronically controlled, meaning that the driver ahead will not be able to use it to defend.

The plan comes as part of a broader package of technical revisions for next season that also includes the banning of f-ducts and double diffusers, and the

reintroduction of KERS hybrids.

HRT technical director Geoff Willis explained that the precise circumstances of the device's use were still being decided.

"At the moment there is an understanding that we won't allow it to be used from the start until the completion of the second lap of the race," he said. "Then, after that, there has been discussion but no conclusion.

"A number of teams have done simulations but we are not quite sure about how much authority the rear-wing adjustment is going to have. Is it going to give us 7km/h, 10km/h, 15km/h? Will it make overtaking very easy or just possible? Based on that, we will have to decide how many times per race it will be used."

Attempts to increase overtaking with the help of moveable aerodynamics were made with the introduction of adjustable front wings for 2009, although the results have been disappointing and they will not be used next year.

## THE SYSTEM IN ACTION

### PART 2

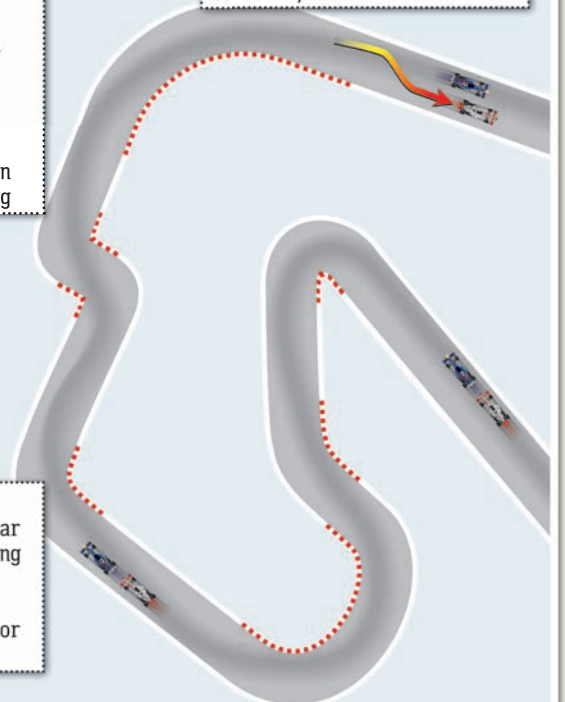
An indicator in the cockpit lights up, signalling to the driver of the second car that he can adjust his wing

### PART 3

The second driver activates the rear wing when he gets onto the straight, using his speed advantage to overtake the car ahead. The defending driver does not have access to the system

### PART 1

The trailing car has been running close behind its rival for an entire sector of the lap





## PROST IN A RENAULT F1 CAR

Nicolas Prost and Mikhail Aleshin got their hands on a Renault F1 car during the World Series by Renault meeting at Magny-Cours last weekend. Prost (pictured) reported that the only advice offered by father Alain was "pay attention"



### AUTOSPORT SAYS...

**MARK GLENDENNING**  
DEPUTY F1 EDITOR

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**W**hether you care or not (and if you're English, the chances are that by the time you're reading this, you don't), the World Cup is in full swing. For a few weeks, the rest of the sporting world goes involuntarily clandestine as great achievements are overshadowed by news of the latest bust-up on the training ground in South Africa.

Formula 1 is often pitched as part of global sport's holy trinity along with the World Cup and the Olympics, although it clearly hasn't got a hope in a head-to-head battle. It was a great misfortune of timing that we had one of the best races of the past five years in Canada, and yet news of Lewis Hamilton's victory was pushed back to the eighth page of the sporting headlines.

There are still some areas where F1 stands tall: if you think a vuvuzela is loud, you've never been in close proximity of a drunken German with an airhorn. But perhaps the World Cup can provide F1 with some lessons. Can you imagine an F1 driver making a John Terry-esque outburst about their team principal? Irritated as Fabio Capello might have been, the world didn't end, and the sponsors didn't leave. Maybe, just maybe, it's okay to have an opinion.

## F1 needs Kimi, says Whitmarsh

**FORMULA 1** teams-group chairman Martin Whitmarsh has stated that 2007 world champion Kimi Raikkonen should be in Formula 1.

The FOTA chief and McLaren team boss made the claim as the chances of a return for the Finn, who is competing in rallying this year, appear to be fading for 2011.

AUTOSPORT understands that Raikkonen would only return if there was a competitive berth available to him. With Red Bull, McLaren, Ferrari and Mercedes all set to retain their current driver line-ups, it is likely that only Renault, which is almost certain to keep Robert Kubica in 2011, would interest him.

Whitmarsh came close to signing Raikkonen for 2010 before swooping for reigning champion Jenson Button, but is certain that Raikkonen's would be a boost for F1.

"Formula 1 would be richer for having Kimi," Whitmarsh told AUTOSPORT. "He's a very talented driver and a very intelligent driver, which is something that people underestimate because he wasn't the most communicative with the media on occasions."

"He is one of the most exciting drivers in the world and frankly he should be in F1."

"I've never hidden my admiration



Raikkonen with Red Bull-backed Citroen

for him – that's one of the reasons why last year we were talking to him and his management. If I could wave a magic wand for an F1 grid, it would certainly include Kimi."

Raikkonen is currently competing in the World Rally Championship for the Citroen Junior team. He lies 10th in the points with a best finish of fifth, after a campaign during which he has mixed flashes of speed with some mistakes. He has stated repeatedly that he has not ruled out a return to F1 and that he has yet to make any final decision.

Whitmarsh is unsure whether

Raikkonen is actively pursuing a return to F1, but he expects the Finn to make his own decisions regarding his future in rallying.

"It may be that he's enjoying the rallying, but it's a different discipline," said Whitmarsh. "I haven't heard anything about him making a return to F1 and maybe he's having the time of his life rallying. He's got to make the life decisions that are best for him."

Raikkonen won 18 grands prix during his F1 career, during which he drove for Sauber, McLaren and Ferrari.



### REMEMBER WHEN...



**Renault introduced the blown diffuser?** As well as introducing a concept that would become fashionable again in 2010, the RE40 was the first Renault to boast a full carbon-fibre body. Alain Prost drove it to four wins.



# New-team scrap for cash hots up



Lotus leads the new-team fight for 10th

Lotus, Virgin Racing and HRT are all out for a strong second half of the season in a bid to secure financial incentives

**L**otus admits that it is fearful that a freak result could derail its push to secure £17m of prize money in this year's F1 constructors' championship.

That's the figure on offer for any team finishing 10th in the final points reckoning, with nothing on offer for teams

finishing in 11th or 12th.

With the season just short of its half-way mark, all three of the new teams – Lotus, Virgin and HRT – are still looking for their points finish of the year. Lotus currently occupies 10th on the basis that it has achieved the highest finishing position of the

three (13th in the Australian GP for Heikki Kovalainen), and there are significant financial incentives for the team to want to remain there. With such a strong lure, Heikki Kovalainen says that the scrap for 10th is becoming increasingly tense.

"Whenever there are unusual circumstances we have to be really sharp because it would be a disaster if, say, HRT took a point when we failed to finish," Kovalainen said.

"Reliability in the last few races has probably been a little worse than expected but we have moved away from the other new teams and caught up a bit with the guys ahead of us. When there is a situation that a point is there to be taken we have to be there – it would be a disaster if we didn't."

While reliability is Lotus's biggest concern, it is HRT's greatest strength. Karun Chandhok told AUTOSPORT that this was part of the reason why the team sits ahead of Virgin despite not having had an

aero update all season.

"We haven't had the performance upgrades, so we've had to make do with what we've got and the guys have done a really good job on the reliability side of things," he said. "We still have problems, but I'd say we're the most reliable of the new teams."

Virgin, meanwhile, is continuing to refine the VR-01. It struggled to find the downforce gains it was expecting from the updates that were introduced in Canada, but technical director Nick Wirth said that he remained encouraged by the team's progress.

"It's been an amazing transformation," he said. "We've got some interesting stuff for Valencia and Silverstone, and let's see where that takes us. The most important thing for us is to be best of the new teams, and we have no doubt that it's achievable."



HRT is the most reliable of the new F1 teams

 **P18 VALENCIA PREVIEW**



# ART set to make 2011 F1 graduation



COATES/GP2

ART could move up from GP2 next year

**ART IS** poised to join the Formula 1 grid next year, as AUTOSPORT understands the French team is favourite to be granted the vacant slot for 2011.

The team, led by Frederic Vasseur and Nicolas Todt, has confirmed in recent weeks that it had been working on an entry, and has held discussions with Toyota over a possible technical tie-in, although the Japanese company has made it clear that it is only interested in acting as a supplier rather than establishing any sort of semi-works operation.

Applications for the empty slot closed this week, with Epsilon Euskadi and potential

start-ups Stefan GP and Andre F1 having also expressed an interest. Leading Formula 3 and GP3 team Carlin had also been rumoured to have been tempted, although that was denied in a statement issued by the team last week.

"While F1 might be a long-term ambition for the team, we have not submitted an application for the 2011 season and nor are we in any position to do so," Trevor Carlin said.

● The disciplinary hearing over US F1's failure to make it onto the 2010 grid was scheduled to start in the FIA World Motor Sport Council meeting yesterday (Wednesday).

# Chandhok: I'm staying put at HRT



Chandhok insists he is not leaving HRT

**KARUN CHANDHOK** is adamant that he will see out the season with HRT, despite reports that the Indian's relationship with the team could end after this weekend's European Grand Prix.

"There's no doubt about this year," Chandhok told AUTOSPORT. "I can't see myself going anywhere else, for sure. I would like to see out the rest of the season with HRT, and from a performance point of view [what I am doing] in the car, the team seems very happy. If there is any change then it won't be my choice."

Chandhok currently lies 20th in the drivers' championship – with a best finish of two 14ths – putting him just behind Lotus driver Heikki Kovalainen as the second-highest placed of the drivers with new teams.

## THIS WEEK IN F1



**MERCEDES** The firm has all but ruled out supplying engines to a fourth team in 2011, meaning that Red Bull is likely to remain with Renault. The German manufacturer said that it will direct its resources towards KERS.



**RED BULL** will run its f-duct during Friday practice in Valencia this weekend, although it is yet to decide whether it will be kept on the car for the race. The team last experimented with the system in Turkey.



**McLAREN** Martin Whitmarsh believes that McLaren can be competitive anywhere. "I believe we can be a threat at the majority of the remaining races on the calendar," he said.



**FERRARI** Luca di Montezemolo hit out at the slower cars in the field after Fernando Alonso was held up Canada, saying that they should not be allowed to race. "Cars who perform at GP2 level should not be allowed," he said.



**SAUBER** is understood to be awaiting formal confirmation from the FIA that it can change its name. The Ferrari-powered team is still officially known as BMW Sauber.



**WILLIAMS** will use an updated f-duct in practice in Valencia this weekend, after not having run its iteration of the system since the Spanish Grand Prix in early May.



**RENAULT** Mastercard is understood to be in talks with Renault about a possible return to F1. The company has previously been involved as a sponsor with teams including Jordan, and the ill-fated Lola effort of 1997.



**FORCE INDIA** Paul di Resta will return to the cockpit for Friday practice this weekend for the first time since Barcelona. The Brit will drive Adrian Sutil's car, as Tonio Liuzzi has never raced at the circuit.



**TORO ROSSO** Sebastien Buemi wasted little time in getting stuck into Jaime Alguersuari over Switzerland's World Cup win over Spain, with team sources reporting that the Swiss driver was ribbing his team-mate over the phone before the match had even finished.



**LOTUS** Jarno Trulli will use a new chassis in Valencia this weekend in an attempt to cure balance problems ahead of a major upgrade for the British Grand Prix.



**HRT** Bruno Senna is hoping that Valencia's low-downforce demands will help HRT. "As it's not high downforce, we might be able to have a competitive weekend, he said.



**VIRGIN** Timo Glock believes that Virgin's season hangs on its Silverstone upgrades. "The car is too heavy – and mechanically and aerodynamically we're not where we should be," he said.

## ➔ P78 EVENT COVERAGE



## LOTUS ON TRACK AT SNETTERTON

Lotus test driver Fairuz Fauzy put a 2010 T127 F1 car through its paces at Snetterton as part of the Classic Team Lotus Festival last weekend. The event brought together one example of every model of racing Lotus ever built



# THE VIRGIN RACING WEEKEND

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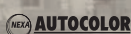
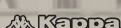
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# Straight talk David Coulthard

Britain's all-time leading F1 points scorer

Red Bull may have to batten down the hatches and fight McLaren and Ferrari as best it can in the coming races. It's all part of the demands of a championship fight

**T**his could be a more difficult period of the season for Red Bull than we've seen in the opening races. As we said prior to Canada, that track was always going to suit the straightline speed of the Mercedes engine combined with McLaren's fully-developed f-duct. There were no real high-downforce corners for the Red Bull to get stuck into, and Valencia will probably be the same.

When you're in Red Bull's situation, all you can do is optimise the package you have. I think we saw in Canada that Renault went for low downforce, chasing top speed in the hope

traction, which then affects the tyres. It can spiral away from there. Red Bull is new to the demands of a title fight, but the collective experience of its key people should mean no panicking.

#### BACKING BRIDGESTONE

Everyone should be commending Bridgestone for the Canadian GP entertainment. We have to understand that while it is in Formula 1 partly for technological reasons, there is also the marketing side. So the last thing someone from the Bridgestone PR department wants to hear after a race is all of us moaning

frustrating. I remember the second win I had in Monaco in 2002. I managed to pip Montoya to the first corner, and then for the next 15 laps I had a queue of cars behind me because the tyres were graining so badly. But I knew what I had to do to clean them up, and when they did clean up I was able to make a gap before the pitstops. It was a wonderful thing because the rewards for getting it right were higher. If you go for a kickabout with a bunch of 11-year-olds, you're not going to get the same satisfaction from popping the ball in the net three times as

**“Operating a car outside of its window can be a compromise”**

that it would give it something in race trim. But you're always taking a leap of faith in that situation. Often, when you start operating your car outside of its window, you start compromising other areas, like braking and

about the tyres going off. I was really trying to push that on the television.

We need to explain to everyone that if you have a race of 300-odd kilometers, then that is all the two types of tyres should be capable of when combined. Bridgestone can create a tyre, tell everyone how long it should last, and that's it. People don't get pissed off when a firework runs out after five seconds, because they know what to expect. We shouldn't confuse the key to the spectacle that Bridgestone holds in its hands with it not being able to build a tyre to last the distance. If anything, it's more environmentally friendly to have a tyre that's ready for recycling straight away, rather than one that has another 30 laps of life in it but still gets chucked in the bin.

From a driver's perspective, marginal tyres are wonderful and

you would if you were up against Manchester United and just managed to tip the ball in once — you'd be ecstatic.

#### ALONSO IN THE HUNT

It was great to see Ferrari come back in Canada, and had the dice rolled differently Fernando Alonso could have been the winner. But the worry is that as quickly as Ferrari dropped away in Turkey, and then came back in Canada, that cycle could easily happen again. Fernando is a quality driver, and up until this year I've always thought he was one of the most consistent. Ferrari has to hope its upgrade for this weekend is strong. It seems a long time ago, but Fernando did win the opening GP of the year, and he's still in the title hunt. I wouldn't be surprised to see him standing in the middle of the podium again this year. ☒



DC expects Alonso and Ferrari to remain a threat



## TRACK GUIDE



# Barrichello's inside line

EXCLUSIVE



F1's most experienced driver shares his thoughts and memories of the Valencia street circuit

**V**alencia is an unusual street track, but it's a great circuit to drive. It has some high-speed corners and a good flow so the driver can really get into a rhythm. It's hard on the brakes as well, so it's a tough race on the car and you need a good

balance. Some people don't seem so keen on it, but I have no problems with the track except for the fact that some of the corners are blind and you don't know what to expect and the marshals need to be really sharp. But apart from that, it's a good track.



williamsf1.com

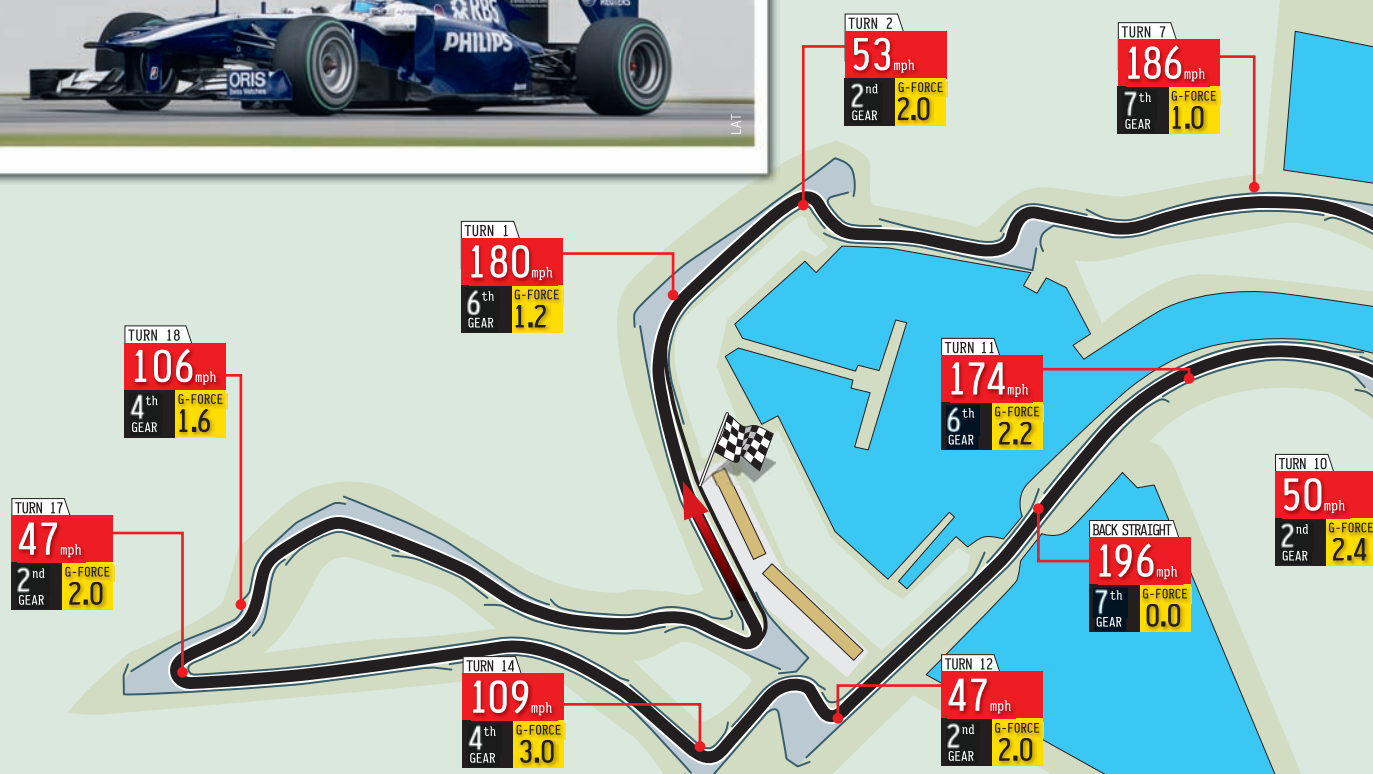
LAT

## NAILING THE SLOW STUFF

The low-speed corners are the places where you make up all of the time at Valencia. Some of the fast corners are really challenging, but you don't gain or lose much there. If you aren't right in the slow corners, then you lose a lot of time.



TEE/LAT



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## NO NORMAL STREET CIRCUIT

The kerbs are very well-set, so it feels like a proper racing track, but you can see the walls very clearly! Plus there are blind sections, so in some ways it feels like a normal street track as well.



## LAST TWO CORNERS

The last corner is a hairpin, but there is a fast right-hander that leads into it which makes it difficult. It can be tough to find the right braking point. It's a blind section and you carry a lot of speed into the braking so it is easy to lose stability under braking.



### VALENCIA WEATHER

	<b>28C</b> FRIDAY SUNNY
	<b>28C</b> SATURDAY SUNNY
	<b>29C</b> SUNDAY SUNNY

### TYRE CHOICE

Super-Soft	Soft	Medium	Hard
Option	Unused	Prime	Unused

## OVERTAKING

There are not a lot of opportunities for overtaking. It's bigger and wider than Monaco, but for passing it's the same.



## RUBBERING IN

Valencia improves a lot during the weekend, which is the same for all of the temporary circuits like Monaco and Montreal. But you do have to be aware of this when you're setting up the car.



## MEMORIES

Lewis Hamilton had a problem in his last pit-stop, but we would have won last year anyway. I had another three laps of fuel and was gaining a second on him, so without being arrogant about it it's not difficult to see that it was my race anyway! It was a great weekend because we had made some mechanical changes to the car and we were back being competitive after struggling in places like Hungary. It was probably one of my best victories because I really had to go out and win it.



### TRACK GUIDE

NUMBER OF LAPS	<b>57</b>	CIRCUIT LENGTH	<b>3.367m</b>	RACE DISTANCE	<b>191.92m</b>
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### 2009 POLE POSITION

**LEWIS HAMILTON**  
(1m39.489s)

### 2009 WINNER

**RUBENS BARRICHELLO**

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\*Based on 4 sharing

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F1 Programme  
Team on call 24 hours.  
\*Based on 2 sharing



## EUROPEAN GP PREVIEW



# MARK HUGHES



Unpredictable tyres made Canada exciting, but what can we expect from the streets of Valencia?

Here's a venue that's never given us a wheel-to-wheel-dicing sort of race, although last year's tactical struggle between Lewis Hamilton and Rubens Barrichello was a classic of its own type. Rubens always had the extra few laps' worth of fuel to the stops and every time Lewis looked like he was going to pull away to make the necessary gap to overcome that, so Rubens would come back at him, not letting him escape. Crass headlines the following day suggested Hamilton's poor pitstop had cost him victory, but the reality was Barrichello was going to win regardless. The tactical game is very different under this year's no-refuelling regs but Montreal showed just how good it can be, based on the vagaries of how the tyres respond to the track. The same tyre selection as in Canada on a similarly dusty, un-rubbered surface, might just rescue the race from a layout that's not conducive to overtaking. We also have a bigger question mark over which cars are going to be up-front than at any race so far this year; Ferrari and possibly Mercedes will be showing up with exhaust-blown diffusers and the verdict is out over whether this has been the key to Red Bull's speed thus



Ferrari has made big changes to its F10

far. Will Red Bull have finally perfected its f-duct to offset those developments? There's a lot in the mix for this one, not least the dishing out of some major clues as to what shape the battle is going to take into the second half of the season.



**P23 HAS RED BULL BEEN CAUGHT?**

## Key questions

### What the European GP will tell us

■ Will McLaren and Ferrari have their 'blown' diffusers ready?

■ If they do, has Red Bull's advantage been cancelled out?

■ Is there any scope for a repeat of the Montreal tyre situation?



Mercedes may bring a new diffuser to Spain

Rubens is unlikely to win again in Valencia





### GARY ANDERSON

TECHNICAL CONSULTANT



#### SET-UP GUIDE

The Valencia street circuit is tricky in terms of set-up. It is only used once a year, making it extremely slippery when the cars first take to the circuit. As the surface rubbers in, the grip level increases, and set-ups need to change along with it. It has low-speed corners that require good mechanical mid-corner front-end grip and good traction off the corner, but there are also three high-speed straights. These have low-speed corners leading on and off them, so overtaking is possible. The track should favour teams with a strong f-duct system, as they can afford to run with a little more downforce.

#### TV AND RADIO LISTINGS

##### FRIDAY JUNE 25

0855-1035 Free practice 1 LIVE (BBCi & Radio 5 Live Sports Extra)  
1255-1435 Free practice 2 LIVE (BBCi)

##### SATURDAY JUNE 26

0955-1105 Free practice 3 LIVE (BBCi & Radio 5 Live Sports Extra)  
1210-1420 Qualifying LIVE (BBC2 & Radio 5 Live Sports Extra)

##### SUNDAY JUNE 27

1210-1515 Grand Prix LIVE (BBC1 & Radio 5 Live)

## AUTOSPORT TIPSTERS

Four AUTOSPORT journalists have been given an imaginary £50 and carte blanche to bet their way through the season. Ferrari's planned updates for Valencia have attracted a lot of interest in Fernando Alonso this week, although Jonathan Noble has gone down a different road and spotted potential value in reigning world champion Jenson Button.



**JONATHAN NOBLE**  
GROUP F1 EDITOR  
£5 Button each way 5/1

CURRENT TALLY  
**£70**



**EDD STRAW**  
F1 EDITOR  
£20 Alonso on the podium 11/17

CURRENT TALLY  
**£37**



**ANDREW VAN DE BURGT**  
EDITOR  
£10 Alonso each way 7/2

CURRENT TALLY  
**-£31**



**MARK GLENDENNING**  
DEPUTY F1 EDITOR  
£5 Alonso on the podium 11/17

CURRENT TALLY  
**£81**

#### RACE ODDS

DRIVER	ODDS
Hamilton	9/4
Vettel	10/3
Alonso	7/2
Webber	5/1
Button	5/1
Massa	14/1
Kubica	28/1
Rosberg	33/1
Schumacher	33/1
Sutil	100/1
Liuzzi	150/1
Petrov	200/1
Barrichello	300/1
Hulkenberg	400/1
Buemi	400/1
Kobayashi	500/1
de la Rosa	500/1
Alguersuari	500/1
Kovalainen	1000/1
Trulli	1000/1
Glock	2000/1
di Grassi	2500/1
Chandhok	2500/1
Senna	2500/1

Odds supplied by William Hill

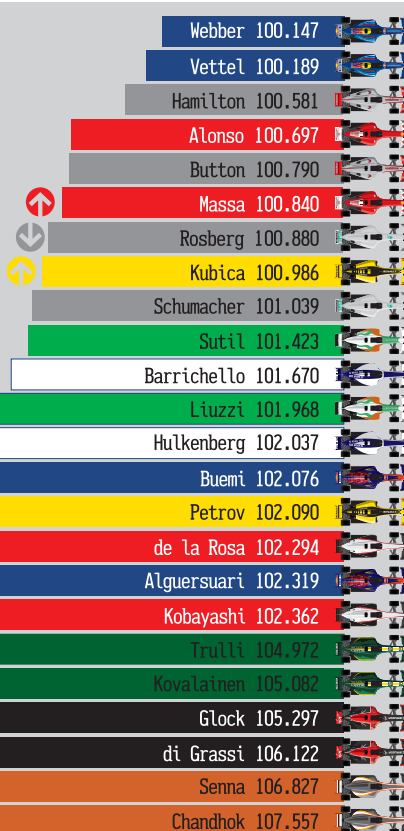
### PACE COMPARISON

AUTOSPORT's performance index, formulated by technical editor Gary Anderson, is generated by taking each driver's fastest single-lap time from each weekend. This time is expressed as a percentage

of the fastest lap of the weekend, which is always 100 per cent. The overall figure for each driver is the mean percentage from the eight race weekends held so far, and will be updated through the year.

### TEAM-MATES COMPARISON

The gap has closed between the Force India pairing, with Tonio Liuzzi moving to within 0.5s of Adrian Sutil following his strong weekend in Canada.



#### 2009 RESULTS

POS	DRIVER	TEAM
1	Rubens BARRICHELLO	Brawn-Mercedes
2	Lewis HAMILTON	McLaren-Mercedes
3	Kimi RAIKKONEN	Ferrari
4	Heikki KOVALAINEN	McLaren-Mercedes
5	Nico ROSBERG	Williams-Toyota
6	Fernando ALONSO	Renault
7	Jenson BUTTON	Brawn-Mercedes
8	Robert KUBICA	BMW Sauber

POLE Lewis HAMILTON (McLaren) 1m39.498s

Rubens Barrichello takes his first win for five years after outpacing Lewis Hamilton. A botched McLaren pitstop doesn't help the world champion.

#### 2008 RESULTS

POS	DRIVER	TEAM
1	Felipe MASSA	Ferrari
2	Lewis HAMILTON	McLaren-Mercedes
3	Robert KUBICA	BMW Sauber
4	Heikki KOVALAINEN	McLaren-Mercedes
5	Jarno TRULLI	Toyota
6	Sebastian VETTEL	Toro Rosso-Ferrari
7	Timo GLOCK	Toyota
8	Nico ROSBERG	Williams-Toyota

POLE Felipe MASSA (Ferrari) 1m38.989s

The first race around the streets of Valencia gets off to a professional start, with Massa taking a straightforward win ahead of Hamilton and Kubica.

#### 2007 RESULTS (NURBURGRING)

POS	DRIVER	TEAM
1	Fernando ALONSO	McLaren-Mercedes
2	Felipe MASSA	Ferrari
3	Mark WEBBER	Red Bull-Renault
4	Alexander WURZ	Williams-Toyota
5	David COULTHARD	Red Bull-Renault
6	Nick HEIDFELD	BMW Sauber
7	Robert KUBICA	BMW Sauber
8	Heikki KOVALAINEN	Renault

POLE Kimi RAIKKONEN (Ferrari) 1m31.450s

Heavy rain at the start forces a stampede into the pits for wets, allowing Markus Winkelhock to briefly lead. Alonso makes a late pass on Massa for the win.

#### 2006 RESULTS (NURBURGRING)

POS	DRIVER	TEAM
1	Michael SCHUMACHER	Ferrari
2	Fernando ALONSO	Renault
3	Felipe MASSA	Ferrari
4	Kimi RAIKKONEN	McLaren-Mercedes
5	Rubens BARRICHELLO	Honda
6	Giancarlo FISICHELLA	Renault
7	Nico ROSBERG	Williams-Cosworth
8	Jacques VILLENEUVE	BMW Sauber

POLE Fernando ALONSO (Renault) 1m29.819s

Schumacher jumps title rival Fernando Alonso in the pits to seal the win, while Massa stays ahead of Raikkonen to earn his first F1 podium.

#### 2005 RESULTS (NURBURGRING)

POS	DRIVER	TEAM
1	Fernando ALONSO	Renault
2	Nick HEIDFELD	Williams-BMW
3	Rubens BARRICHELLO	Ferrari
4	David COULTHARD	Red Bull-Cosworth
5	Michael SCHUMACHER	Ferrari
6	Giancarlo FISICHELLA	Renault
7	Juan Pablo MONTOYA	McLaren-Mercedes
8	Jarno TRULLI	Toyota

POLE Nick HEIDFELD (Williams) 1m30.081s

What looks like a certain win for Kimi Raikkonen ends in the barriers when his suspension collapses one lap before the finish, handing victory to Alonso.



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# MPH Mark Hughes

AUTOSPORT grand prix editor

Red Bull could rue the failure to capitalise fully on its early-season speed as its rivals prepare their own versions of one of its trick aerodynamic features

**E**xhaust-blown diffusers have been in and out of fashion since 1983, and fell out of favour most recently because they made the car too pitch sensitive. But the advent of CFD has evidently found a way around that, given that it's an intrinsic part of the season's fastest car, the Red Bull RB6.

So now everyone else is preparing to introduce their own versions, beginning with Ferrari this weekend and possibly also Renault and Mercedes, with Williams and McLaren set to follow on at Silverstone. These teams are saying their initial findings are suggesting the feature is worth a huge chunk

maximises the concept in a way you couldn't do unless you were starting from scratch, that it will not be all that effective as a simple add-on.

Who's right? The answer will probably determine the outcome of this title. At Turkey, the most recent fast-corner track, the Ferrari was 0.8s adrift of the Red Bull in qualifying. It's much more effective in slow corners, within 0.1s at Montreal and would likely have performed similarly at Monaco had not Fernando Alonso put it in the wall before qualifying.


McLaren was absolutely on the Red Bull's pace in the race in Turkey and still had the speed to outqualify it around the very different demands of Montreal. If we assume the 0.6s-0.7s advantage of the exhaust-blown diffuser, that would put McLaren ahead of the RB6 everywhere, the Ferrari right with the Red Bull even on a fast track and vying with McLaren as the fastest on slower circuits. The Mercedes and Renault could yet be a factor too.

Obviously the RB6 will continue to be developed hard. But is there 0.6-0.7s worth of development left in the design? If not, and if that exhaust trick is really worth that much as an add-on (two big ifs, admittedly), then might Red Bull not already have blown its chances of taking this title? Three wins from the eight races to date is a poor return and not reflective of its raw performance during that time.

Last year Brawn enjoyed a similar advantage for the first couple of races, and was probably equal-

quickest with Red Bull for the rest of the first half of the season. During that time it won six races from seven. As its development curve couldn't match the better funded teams into the second half and it all became more of a struggle, so that immaculate sequence from the first half came to be seen as the critical title-winning factor. It's generally true that in F1 you must bang in the results when you're fastest — because you're unlikely to remain fastest for long.

The performance of the Ferrari in Valencia this weekend — with the sort of slow corners that suit it anyway — is going to be a very significant indicator of what's likely to follow. Should it be significantly fastest, you'd reckon Red Bull to have a serious problem. Because if that windtunnel improvement translates to track, it's likely to do so subsequently for McLaren too.

Then factor into the equation that another key to Brawn's success was that Button took all six of those first half-season wins, didn't have his points compromised by his team-mate during that time. Red Bull and McLaren each have two drivers that have taken wins off the other already. At Ferrari it's been all about Alonso so far. If it does make a breakthrough this weekend, the reality for Felipe Massa is that the team must be hoping Alonso is the one that fully capitalises that chance. For Red Bull and McLaren, this would be a great time for Massa to recapture his form of the previous couple of years. Remember his immaculate win here in '08? 

Ferrari and McLaren are set to ape Red Bull's aero



— figures of 0.6-0.7s per lap have been bandied around. That's considerably bigger than the advantage Red Bull has been enjoying over the competition — at least since its metaphorical wings were clipped from Turkey onwards.

Red Bull's Christian Horner is unconcerned, saying the layout of Adrian Newey's car is such that it

**“Might Red Bull not already have blown its title chances?”**



SUPERSTARS

## GIOVANARDI LET LOOSE IN PORSCHE

Fabrizio Giovanardi had his first test last week of the N.Technology-developed Porsche Panamera he will race in the Superstars series for the rest of the year. The test took place at Vallelunga



BTCC

## Triple 8 in manufacturer talks

Ex-works Vauxhall squad has several options for 2011, as marques evaluate cheaper ways to go racing

**T**op British Touring Car Championship team Triple 8 Race Engineering is closing on a deal to bring a manufacturer back to the series in 2011.

Team principal Ian Harrison told AUTOSPORT last weekend at Croft that "we're talking to four manufacturers for 2011. We've got so many doors open for next season that it's getting draughty".

Triple 8 ran Vauxhall's works team from the squad's establishment in late 1996 to the manufacturer's BTCC pull-out at the end of 2009. The company has continued running ex-works Vauxhall Vectras as an independent

operation this season.

BTCC sources indicate that Vauxhall is one of the manufacturers that Triple 8 could represent next season, meaning a return after a sabbatical of just one year. Volvo is also linked with the company, while MG is tipped for a BTCC return under its new Chinese ownership with the new MG6 model.

Harrison is hopeful that manufacturers are beginning to wake up to the fact that they can be represented in the BTCC on a small percentage of the bloated Super Touring budgets of the 1990s. Both Honda and Chevrolet joined the series in 2010 in support of Team

Dynamics and RML respectively.

"The old days of full works teams have gone," said Harrison. "What you have now are manufacturer-supported teams with commercial sponsorship, just like in Australian V8s [Harrison is a partner in the Triple 8 Australia Holden team]."

"Whereas before the manufacturers had to spend X, Y and Z in order to compete, they now only have to spend X."

Vauxhall Motors marketing operations manager Keith Michaels poured cold water on a 2011 return. "We said when we pulled out of the BTCC that we remained open-minded to returning in the future,

provided the conditions were right. I can't attach any timescale to that, but 2011 is out of the question."

Michaels did admit that the presence of Chevrolet and Honda "certainly makes it [competing in the BTCC] look more favourable."

Meanwhile, Harrison is confident that Triple 8 can see out the 2010 season with a two-car team of Vauxhalls. He praised Daniel Lloyd's BTCC debut at Croft: "It's all a big learning curve for the bloke but he didn't put a wheel wrong."

Lloyd is working on putting a deal together to join incumbent James Nash for the balance of the season, from Snetterton on August 8.

BTCC

## Thompson to develop NGTC chassis

**TWO-TIME** British Touring Car champion James Thompson has been chosen to drive the championship's Next Generation Touring Car when it makes its track debut in September.

Thompson has been given the nod by BTCC

boss Alan Gow to be the initial test driver of the car, which is being built by the GPR Motorsport company of Roger King, who engineered Frank Biela's Audi to the 1996 BTCC title.

"I'm really excited," said Thompson. "Racing's

great but I do enjoy the development side of things, and I've driven so many cars over the past 10 years that I think I can help at the start of a project."

Thompson has also had a breakthrough on his European Touring Car

programme, and will complete the remaining two rounds of the series, which he leads, with Danish Honda team Hartmann Racing. "Hans [Hartmann] wants to go back to how we were, so let's go racing again," said Thompson.

It's the same red as his old Lada...





WTCC

# BMW worried by engine rules

**BMW'S FUTURE** in the World Touring Car Championship could hinge on the FIA's decision on engine rules for next year.

The series will introduce 1.6-litre turbocharged petrol units next season, and BMW is already developing its version for the current 3-series. But WTCC organisers have suggested allowing manufacturers to continue with the current powerplants for 2011, with an equivalence formula.

BMW Motorsport boss Mario Theissen has long been a critic of the series' attempts to balance turbodiesel and petrol engines, and admits that a third variant would force

the German marque to review its plans.

"Our form of engagement is open and will not be decided in the next weeks – it could be anything between a full works team and purely customer involvement,"

Theissen told AUTOSPORT.

"We are evaluating how many cars will use the new engine, or what the FIA decides if not everyone uses it. It is not certain that the new engine will be mandatory, and this could influence our

decision. It's not so much diesel versus petrol, but turbo versus non-turbo."

Andy Priaulx has kept BMW in this year's title hunt, despite the 3-series often not having the pace to challenge for pole positions or race-one wins.



BMW could be scared off WTCC

## IN BRIEF



of a multi-car accident in this month's DTM race at Lausitz, has been delayed due to Audi PR commitments following its Le Mans victory. It is expected to take place before next week's Norisring round.

### GUTIERREZ TOPS TESTING

GP3 Series points leader Esteban Gutierrez (above) topped last week's two-day test at Valencia. The ART Grand Prix driver was 0.2s clear of Tech 1 Racing's British F3 series leader Jean-Eric Vergne, while Robert Wickens was third for Status.

### SOFT PIRELLIS FOR GP3

Pirelli will use its soft-compound tyre for the first time in the GP3 Series at Valencia this weekend, replacing the medium compound used so far. Pirelli racing manager Mario Isola says the tyres, which suffer high degradation, will teach drivers to look after their rubber.

### NO WTCC MEXICO STAND-IN

World Touring Car Championship chiefs have confirmed that this year's cancelled round at Puebla in Mexico will not be replaced. Plans to hold a season finale in China in early December fell through.

### PREMAT TALKS DELAYED

Alexandre Premat's meeting with Audi Sport boss Wolfgang Ullrich, to discuss the Frenchman's triggering

### F2 GRID SHRINKS BY TWO

Johan Jokinen and Ajith Kumar missed last weekend's Formula 2 rounds at Zolder. Dane Jokinen has run out of budget, while Indian film star Kumar has taken time out to focus on his acting.

### SWIM FOR SURTEES

Friends of Henry Surtees took part in a charity swim across the English Channel in his memory on Monday. They aim to raise £15,000 for the Sussex Air Ambulance, Headway – the chosen charity of Henry's family – and the Matthew Elvidge Trust.

### DE VILLOTA EXCLUDED

Maria de Villota was disqualified from both Superleague Formula races at Jarama. The Atletico Madrid driver (below) was thrown out for rejoining the track following a spin in race two, directly into the path of Lyon's Sebastien Bourdais. The resulting crash eliminated both cars on the spot.



WTCC

# Suzuka on 2011 WTCC calendar

Morocco wants opening slot



**SUZUKA WILL** host the Japanese round of the World Touring Car Championship from next season.

Series bosses have elected to switch the October event to the F1 circuit from Okayama, which has hosted it since 2008, due to commercial reasons and the size of the facility.

The 2011 season is set to begin in Morocco before heading to Argentina and Brazil. Organisers of the Marrakech street race are believed to favour an earlier date to maximise tourism opportunities.

A February date would move the race to a cooler time of year in North Africa – temperatures climbed above 40 degrees in May this year. It would also allow teams to retain their cars for longer before the start of the season. At present they are shipped to Curitiba in January.

## AUTOSPORT SAYS...

**GLENN FREEMAN**  
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**R**oad-course ringers add another dimension to the already fascinating prospect of NASCAR going road racing. It's a good test for the masters of turning left too, making the likes of Jimmie Johnson strive to raise their game (see p27) for road courses.

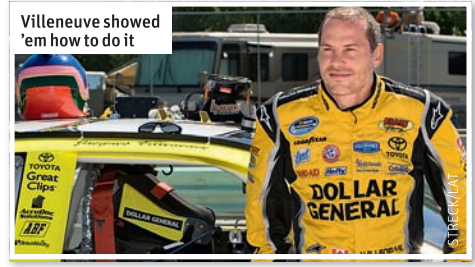
Among the specialists last weekend, European stars Mattias Ekstrom and Jan Magnussen made their debuts in the Sprint Cup race at Sears Point, while Jacques Villeneuve and Ron Fellows starred in their latest Nationwide outings at Road America.

Ekstrom shone for Red Bull, running in the top 10 for most of the race. Unsurprisingly, the Americans didn't like that, and he was nerfed off the road in the closing stages.

Villeneuve put in a headline-grabbing performance on his return to Road America for the first time since his title-winning Indycar campaign of 1995. His racecraft, especially on restarts, stood out by a mile, and he was chasing Carl Edwards for the win when an electrical problem halted his charge on the penultimate lap.

Ekstrom can't fill in for Red Bull at Watkins Glen later this year due to a clash with the DTM. But Villeneuve might just have crept up the list of possible ringers last weekend.

Villeneuve showed 'em how to do it



## ROLL OF HONOUR

Andrew Jordan's maiden British Touring Car Championship victory at Croft last Sunday means he and father Mike are only the third father-son combination to be race winners in the series. Jordan also joined Matt Neal in taking his first win in a team run by his race-winning father Jack and David Sears (below) • Steve and Matt Neal • Mike and Andrew Jordan



David Sears was first 'son of' to win in BTCC



NASCAR

## VILLENEUVE STARS AT ROAD AMERICA

Ex-Formula 1 world champion Jacques Villeneuve fought for victory on his return to the NASCAR Nationwide Series at Road America last weekend. The Canadian was chasing Cup series regular Carl Edwards for the win when he suffered an electrical problem on the penultimate lap of the race



STRECK/LAT

INDYCAR

## Indy decision delay

Committee working on 2012 chassis decision won't reach a verdict by the end of June

**T**he decision on the 2012 Indycar is likely to be delayed beyond the June 30 deadline set by series CEO Randy Bernard.

The seven-man 'ICONIC' committee of experts advising Bernard on the direction to take with future chassis regulations is still evaluating the five proposals from Delta Wing, Swift, Lola, BAT and Dallara. While the series boss believes that the committee is close to a verdict, it is unlikely that anything will be decided in the next week, as was originally planned.

"I don't think we will have a

completed decision but we are making great progress," Bernard said last weekend. "We'll be close, no more than a month from now we will be done."

Bernard added that the committee was starting to agree on decisions, which had not been the case when discussions started earlier this year.

"The ICONIC committee has made fantastic progress on the car," he said. "What has been unbelievable to me is to have seven experts with seven different opinions when they came in. And

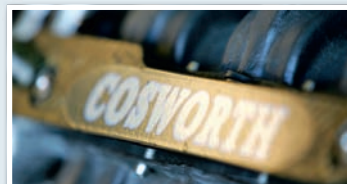
after doing the research and seeing our demographics and what is important to the fans we have seen this huge funnel of ideas. Now we have decisions made in unison. It has been remarkable to me to see how they are making well thought-out decisions."

One of the key issues behind the new-car decision will be cost reduction. But Bernard said that the series would not make sacrifices in other areas just to produce a cheap package.

"It's been very important that technology, relevance, innovations, speed, safety and green are all key attributes to the new car," he said. "We must minimise costs as much as we can without cheapening the sport. We have to keep safety as an important element of it and keep the competition and speed there. If we can do that while saving money that is a benefit to everybody. But if you can't, you can't allow the sport to not be the pinnacle of open-wheel racing in North America."

INDYCAR

## Future engine regs interest Cosworth



**COSWORTH IS** evaluating the new IndyCar Series engine regulations, which will come into force in 2012.

The new rules enable engine manufacturers to choose a variety of engine configurations, which series officials plan to balance.

The idea of equalising different engine formats has put off some manufacturers, including Mercedes. But Cosworth, which was the sole supplier in the final years of Champ Car, is considering the possibility of joining Honda in IndyCar.

"We've looked at the new regulations closely, and are still doing so," Cosworth's general manager of F1 operations Mark Gallagher admitted to AUTOSPORT. "But it's too early to confirm if we are going to do something."

"We can understand why engine balancing can be off-putting to some manufacturers, but it doesn't bother us at all."

Former Indy winners were on display at '500'



**P50 INDYCAR REPORT**



NASCAR

# Johnson eyes single-seater tests after Sears win

Johnson (48) took his first road-course win



JIMMIE JOHNSON has revealed that he hopes to test an Indycar and a Formula 1 car one day following his maiden road-course victory in NASCAR last weekend.

Johnson led the most laps at Sears Point on Sunday, as he battled for the duration of the race with former V8

Supercar champion Marcos Ambrose at the front. Johnson cruised to victory after the Australian switched off his engine under caution and couldn't restart, costing him several places.

"This feels so good – I've been working so hard to get better as a

road-course driver," said the four-time Sprint Cup champion. "I truly enjoy road-course racing. I'd love to run in an Indycar someday, and F1. That test Jeff [Gordon] did [at Indianapolis in a Williams F1 car] was insane. Hopefully someone can set up

something like that for me!"

Johnson admitted that his Hendrick Motorsports team had put a lot of effort into becoming a force on road courses, while he raced a Daytona Prototype in the Grand-Am race at Watkins Glen last weekend to sharpen up.

"We've put a load of hard work into our road-course programme – all those test days we left frustrated," he said. "To come into the Cup series and not have success [on road courses] really irritated me. To have all that come full circle is really cool."

Johnson thanked the GAINSCO Racing team for letting him race with them in Grand-Am, and added that he'd changed his approach to road racing in his Chevrolet Impala this year.

"Here I tried to drive within my means and to the level of the car," he said.

**P53 NASCAR REPORT**

INDYCAR

## More short ovals for IndyCar

THE INDYCAR Series is aiming to introduce more short ovals to its schedule in the future, starting with the return of New Hampshire for 2011.

Last weekend's race on the 0.875-mile

oval at Iowa was the only short-track race of the season, but series CEO Randy Bernard hopes to introduce more short tracks. His targets include the Milwaukee Mile, which dropped off the schedule this year due to uncertainty over its future.

"Short tracks are an important part of our oval strategy," said Bernard. "Tradition and culture is very important and Milwaukee is too. We are talking to them and they would love to have us back. It would be great to see Loudon [New Hampshire] on the schedule too."

The New Hampshire event is expected to be announced at the track's NASCAR race this weekend.

Iowa has set a short-oval trend



## IN BRIEF



### TRACY IN AT D&R...

Paul Tracy will become the third driver to fill in for the injured Mike Conway at Dreyer & Reinbold in the IndyCar Series. The 2003 Champ Car champion will pair up with Justin Wilson at Watkins Glen next weekend.

### ...RAHAL COULD GET THIRD CAR

Dreyer & Reinbold is hoping to put together a deal to run a third car for Graham Rahal at Watkins Glen, where Paul Tracy will replace him as Mike Conway's stand-in (see above). The team is keen on forging a long-term deal with Rahal, and it hopes to re-introduce its third car for the first time since Tomas Scheckter raced it in the Indianapolis 500.

### RAYMOND PARKS DIES

Raymond Parks, the man whose team won the first two NASCAR-sanctioned titles in 1948-49, died on Sunday aged 96. Parks was the last living member of the group of people that originally founded NASCAR in 1947.

### ROBBY GORDON SKIPS RACE

NASCAR owner-driver Robby Gordon will step down from driving duties for his Sprint Cup team following his second-place finish at Sears Point last weekend. The team

doesn't have enough sponsorship to complete the race, so PJ Jones will 'start and park' at New Hampshire on Sunday to earn prize money.

### LE MANS GT2 PROVISIONAL

The GT2 result in the Le Mans 24 Hours remains provisional. The engines in the first two cars home, the Felbermayr-Proton Porsche 911 and the Farnbacher/Hankook Ferrari 430, were sealed and were due to undergo inspection.

### TIEMANN OUT OF COMA

Marcel Tiemann was last week brought out of the controlled coma in which he was placed in the wake of an accident in the second GT Open race at Imola in May. The 36-year-old German is listed as stable in the Munich University Hospital.

### PEUGEOT STILL IN THE DARK

Peugeot is expected next week to reveal the cause of the engine failures that deprived it of victory in the Le Mans 24 Hours (below) earlier this month. Analysis of the three failed V12 turbodiesels began at Peugeot Sport headquarters last Thursday.

NASCAR

## Euro stars impress

NASCAR DEBUTANTS Mattias Ekstrom and Jan Magnussen both enjoyed their maiden Sprint Cup appearance at Sears Point, despite both being caught up in incidents with series regulars.

Two-time DTM champion Ekstrom was spun out by Brad Keselowski after spending most of the race in the top 10, while Magnussen ran further down the field but

worked his way up to 12th in the chaotic closing stages, where he collided with Carl Edwards.

"I got shoved into Carl and he spun," said the Dane. "He came up to me after the race, but he didn't know what happened and he was really angry. The race was fantastic though."

Ekstrom, who recovered to 21st, added: "I'm happy with the way



Ekstrom ran in the top 10 at Sears Point

we were running but the result is not what I would like. Everyone was racing hard, and most of them fair. It's frustrating – I think we deserved better than this."





AUTOSPORT  
IMAGE 1

An artist's impression of a finned Peugeot 908

SPORTSCARS

# Big fins for LMPs next year

Mandated F1-style shark fins on prototypes will lead to a radical new look for big-class sportscars in 2011

**T**he Formula 1-style fin that will be mandatory on Le Mans prototypes from 2011 will dramatically alter the look of the top-class endurance racers.

The new aerodynamic regulations, which were due to be rubber stamped by the FIA World Council yesterday [Wednesday], will require the fin to have a minimum visible area of three square metres when viewed from the side. AUTOSPORT's mock-ups of open and closed 2010 prototypes show the extent of the fin, which is the latest measure designed to prevent LMP machinery from becoming airborne in the event of the car getting sideways.

## SIZE MATTERS

Nick Carpenter, who headed up the computational fluid dynamics study at Delta Motorsport that resulted in the new aero rules, said: "We found that, basically, bigger is better. The point at which the fin starts to become effective is different on open and closed cars, but once you get above a certain height it works on both. The size of the fin overcomes any effect of differences in sidepod or wheelarch geometry [shape] between cars."

Carpenter explained that the new device works by "gathering up air on the leading edge of the fin". This results in a "build-up of high pressure on the bodywork, which

is very effective in counteracting any rolling motion".

## THE SPECIFICS

The fin will have to be a minimum of 920mm above the reference plane (the bottom of the car excluding the skid plank). It may extend as high as 1030mm, the maximum height of an LMP.

The fin must begin at "the rear of the roof" for a coupe or not more than 300mm from the rear of the cockpit on an open-top car. It must extend to a point between 350 and 450mm behind the centre line of the rear axle.

The new aero device must run down the centre line of the car.

It may be no more than 20mm thick, and be a continuous surface without any holes or openings.

A load test will be mandatory for the fin: it must not deflect by more than 50mm when a 2000Nm force is applied to its top edge.

The fin will be tested in situ on the car to also ensure that its mountings can withstand the forces generated should the car go sideways. It will have to be mounted on the engine cover, which will require significant strengthening of that bodywork component, or on some kind of 'bridge' between the roll-over structure and the supports for the rear wing.

AUTOSPORT  
IMAGE 2

Audi's R15 dressed in its new aero clothing

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BRITISH F3

## Mandatory pitstops for British F3

**BRITISH FORMULA 3** will introduce pitstops to its race format starting with the next round of the series at Rockingham.

Drivers will have to make a mandatory pit visit during an eight-lap window, which will begin at one-third

distance during the first 30-minute race of the weekend.

Cars will be required to come to a full stop in their allocated pit apron box, with a team member's 'lollipop' touching the top of a front wheel. No work will

be allowed on the cars and no stops will be permitted during safety-car periods. Penalties will be applied for missing the window, not stopping correctly, or unsafe stops.

The move is designed to better prepare drivers

for GP2 and F1 and to allow teams to develop race strategy skills.

If the trial is a success, pitstops may also feature at Silverstone in August and the season finale at Brands Hatch, possibly in the 40-minute 'feature' races.



British F3 cars will make more trips to the pits

LE MANS

## Mazda evaluating gas power

**MAZDA IS** exploring the possibility of bringing a gas-powered car to the Le Mans 24 Hours in the future.

One of the engineers who worked on a Mazda RX-8 concept car powered by hydrogen visited the Le Mans 24 Hours this month. Tomoaki Saito, a senior research engineer,

said that he hoped to persuade Mazda bosses to bring the technology to the French enduro.

Saito said: "Le Mans would be a good test event for this kind of technology. I am going to make a proposal that we come to the 24 Hours."

He added that "a good target for us would be



Mazda last came to Le Mans in 1996

Le Mans in 2014" and that it was more likely that its return would come in the GT ranks rather than in

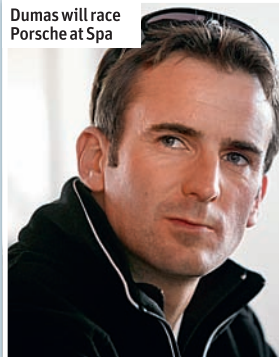
the prototype division.

Mazda last raced at Le Mans in 1996 with a works-assisted Kudzu.

SPA 24 HOURS

## Dumas leads Spa Porsche influx

Dumas will race Porsche at Spa



**A ROSTER** of Porsche factory drivers, including 2010 Le Mans winner Romain Dumas, will be on duty in the Spa 24 Hours next month.

Porsche will loan out several of its contracted drivers to the customer teams running its 911 GT3-RSR in the FIA GT2 European Cup event. Dumas, who was also loaned out to Audi for Le Mans this month, is expected to take up a seat with the Scuderia Italia squad.

The Frenchman is likely to be joined in the Italian-run car by multiple American Le Mans Series GT2 champion Jorg Bergmeister. Porsche Junior Martin Ragginger, who drove for Scuderia Italia sister team Brixia Racing last year, is also set to join them.

Marc Lieb looks certain to join ProSpeed Competition alongside Richard Westbrook and Marco Holzer. Marc Goossens, who races for ProSpeed in Belcar, is expected to be the fourth driver.

Richard Lietz is set to be farmed out to the French Insa team where he will join fellow Porsche factory drivers Pat Long and Patrick Pilet. Team boss Raymond Narac will complete the line-up.

FIA GT boss Stephane Ratel explained that he was targeting an entry of 12 GT2 cars for Spa on July 31-August 1. He predicted that the total entry would surpass 50 cars.

"The big push is from GT3 teams," he said. "They think they have a good chance against the GT2s."

DTM/FIA GT

## New track wants major events

**THE ALL-NEW** Navarra circuit in Spain has targeted hosting the DTM and FIA GT1 series next year as it bids to become an established international venue.

The 2.5-mile track, located in northern Spain between Pamplona and Logrono, is to be homologated to FIA T1 status, allowing it host Formula 1 testing. Its first car event will feature

rounds of Auto GP and Spanish GTs on September 25-26, followed by Superleague Formula event on October 23-24.

Circuit director Michel Ligonnet told AUTOSPORT that he plans to increase its portfolio next season: "We are already in contact with very high-level promoters, such as FIA GT and DTM. This is the type of level we want to host, and we hope we can sign

contracts for 2011. If not, then 2012. We plan to have everything except MotoGP and F1 racing."

The venue, which cost €43 million to build, held an inauguration event last Saturday which, despite no racing, attracted 22,000 spectators.

FIA technical delegate Charlie Whiting is expected to visit the circuit next month to check its safety standards.

Navarra's inauguration took place last weekend





IRC

# Proton boys ready for Ypres

Alister McRae and Chris Atkinson buoyed by asphalt pace ahead of specialist Belgian IRC series qualifier

**A**lister McRae and Proton will add another British dimension to this year's Intercontinental Rally Challenge at this weekend's Ypres Rally.

The British-based Proton team put in a strong showing on the Rallye de la Haute Senne, a national-level event in Belgium, last Saturday. Both McRae and team-mate Chris Atkinson ran at the front, but McRae switched his Satria off after it developed a misfire and Atkinson eventually finished second. With that event as their only competitive outing in the Satria on asphalt, both drivers are realistic in their expectations for the week ahead.

McRae said: "Ypres is not going

to be easy. I've done the event three times before, but the last time was about 15 years ago — so I can't remember too much about it. What I do remember is the ditches at the side of the road. It looks a

**"I can't remember too much about Ypres - apart from the ditches at the side!"**

**ALISTER MCRAE**

straightforward rally, with lots of straights and square junctions, but it's not. Because we're all travelling at about the same speed down the straight, the time is to be made up in the braking areas, but if you're a

nanosecond too late, you're in the ditch. There are so many quick locals here, not to mention the IRC regulars, so I think points would be a real result for us."

Following his first taste of the car on a sealed surface, former WRC podium finisher Atkinson was impressed.

"It's a great car," he said. "It's like a racing car: it revs really high and the brakes are just incredible. You hit the brakes at what you think is the normal place, then you realise you can brake a bit later. And, just when you think you're going to go off the road, you realise you could have braked a little bit later. I can't wait to get into the IRC. No doubt, it's going to be tough and we're

probably looking at a top 10 for a result, but it's going to be great to drive this car on those roads."

Skoda will reveal its evolution of the Fabia S2000 in Ypres, drafting in local expert Freddy Loix to drive a third factory car. Peugeot strengthens its squad with former F1 driver Stephane Sarrazin.

The Belgian event, which starts tomorrow (Friday) afternoon, boasts 29 Super 2000 entries, made up of factory cars and top-line privateers.

Among the regular British IRC entries, Guy Wilks will miss Ypres while he recovers from the fractured vertebrae he suffered in Sardinia, leaving reigning champion Kris Meeke to lead the attack.

Proton Satria showed well on Ypres warm-up



GRIFITHS/LAT

WRC

## Andersson called up for 'works' Fiesta WRC test

**PER-GUNNAR ANDERSSON** tested the prototype Ford Fiesta WRC this week. The 30-year-old Swede concentrated on asphalt durability testing in Britain, driving a car currently fitted with the two-litre turbocharged engine used in this year's Focus WRC.

Andersson said: "Malcolm Wilson called me last week to ask if I was free and I didn't have to think about it for a second. I didn't really know what to expect from the test but the aim was to use some of my World Rally Car and Super 2000 experience. I've tested

the Focus WRC before, and I'm pleased that Malcolm was obviously happy enough with my work to ask me back."

Andersson then headed straight to Malaga in Spain at the end of the week for a half-day asphalt test in the Ford Focus WRC that he will

use on Rally Bulgaria. Andersson will drive the Stobart Ford car in place of Norwegian Henning Solberg, who will contest the four remaining asphalt rallies this year in a Ford Fiesta S2000.

"I need to concentrate on doing a really good job there," said Andersson.



P-G Andersson tried the Fiesta WRC hack



WRC

# Hirvonen boosted by Serbia win



Hirvonen won the Serbia Rally easily

**FORD'S MIKKO** Hirvonen was encouraged by his outing on the all-asphalt Serbia Rally last weekend, which he won by more than seven minutes.

Although the first day was characterised by torrential rain, the Finn believes that Serbia was useful preparation for the forthcoming

WRC qualifying Bulgaria Rally.

"We were able to find one or two things that will definitely help us in Bulgaria, so going to Serbia was a good use of our time," said Hirvonen. "Bulgaria is going to be a very high-speed rally, and the best way to prepare for that is always in competition."

Hirvonen spent the early part of this week working with driver coach and former racing driver Rob Wilson in the UK before moving to Spain for a four-day asphalt test.

"I've got a very calm approach heading into the second half of the season," said Hirvonen, "so there is no pressure."

## IN BRIEF

### MOUTON TESTS PORSCHE

Michele Mouton, the only woman to win a round of the World Rally Championship, was back in action for the first time in two years when she tested the Porsche 911 she will use on this October's Rallye International du Maroc in France.

### KANKKUNEN IS BACK!

Four-time world champion Juha Kankkunen has confirmed that he will start Rally Finland this year in a Ford Focus WRC, 31 years after he made his debut on the event in 1979 with a Ford Escort. Kankkunen, who won the event three times, will be partnered by fellow Finn Juha Repo.

### TRAGEDY IN DONEGAL

The Donegal Rally was stopped prematurely following the death of co-driver Thomas Maguire in an accident on SS11. The Citroen C2 in which Maguire was navigating for Shane Buckley, left the road on the Knockalla stage and dropped down a steep ravine. Buckley was in a critical but stable condition in Letterkenny hospital when AUTOSPORT closed for press.

### KOPECKY KEEPS WINNING

Skoda factory driver Jan Kopecky claimed victory at the Rally del Salento last weekend, the latest round of the Italian Championship, by just three seconds from Abarth's

Giandomenico Basso.

### SCOTLAND TICKETS READY

Tickets for the Rally of Scotland, the British round of the Intercontinental Rally Challenge from October 15-17, are now available to buy. Log on to [www.rallyofscotland.com](http://www.rallyofscotland.com) or phone 0844 8472488. Ticket prices range from £10 to £45.

### BRITS FINISH RIDE

Matthew Wilson and co-driver Scott Martin completed their 612-mile bike ride around Corsica last week. The British WRC crew were raising funds for the RPJ Crohn's Foundation and took eight days to complete the route. Donations can be made at [www.justgiving.com/tourdecorse](http://www.justgiving.com/tourdecorse).

### MCRAE BACK IN CHEVETTE

Five-time British rally champion Jimmy McRae last week tested the Vauxhall Chevette HSR he will use on this weekend's Ypres Historic Rally. The test took place in Lincolnshire. The Scot won the European championship qualifying Ypres Rally in 1987 at the wheel of a Ford Sierra RS Cosworth.



IRC

# Upgrades set to help Meeke fight

Meeke's 207 S2000 has been improved



**KRIS MEEKE'S** Peugeot 207 Super 2000 will have an upgraded engine and suspension when he starts the Ypres Rally tomorrow (Friday).

The defending Intercontinental Rally Challenge champion is languishing in fifth place in the 2010 title race, 27 points adrift of Skoda rival Juho Hanninen at the halfway mark in the season.

Meeke, 30, won the Belgian asphalt rally in 2009, and needs to beat Hanninen and his Skoda Motorsport team-mate Jan Kopecky to get his title defence campaign back on track.

"The car is good enough and we proved last year that our pacenotes were good enough," said the Northern Irishman. "I would dearly love to win again because I've got to get wins on board."

Meeke completed a two-day pre-event test in Belgium last Friday and his Kronos Racing team expect the car upgrades to make a big difference.

## AUTOSPORT SAYS...

ANTHONY PEACOCK



**F**or me at university, it was the moment when I saw that the subjunctive is all around us: for colleagues more mathematically gifted it was apparently realising that differential calculus is, in essence, quite simple. The point is that we all have these illuminating Zen moments when you realise that something you have struggled with for some time is, in fact, perfectly understandable. It's just a question of accessing the logic.

Unless you happen to be Inspector Morse, these moments don't come around very often – but when they do they change your life.

Hopefully, this is about to happen with Kimi Raikkonen. Suddenly, it all seems to make sense. Put the rally car on asphalt and everything falls into place. On the Rally della Lanterna, a small practice event in Italy, he led Sebastien Ogier. Now in asphalt testing in France, the iceman is back on it again.

Of course, testing is one thing, competing another. It's easy to finish a test convinced you've it nailed, only to wonder why everyone else is disappearing into the distance on the rally a week later. But in Ogier, Kimi has a benchmark that will keep it very real.

The great Sir Stirling Moss, generally a man given to laconic British understatement, once said: "Quite frankly, Kimi Raikkonen is the fastest driver in the world."

Very soon, we'll see if he was right.



Could Kimi scare Loeb on asphalt?

## IRC PREVIEW

Event name	Geko Ypres Rally
Round	6/12
Based	Ypres, northwest Belgium
Date	June 24-26
Stages	19
Surface	Asphalt
Stage miles	181.1
Last winner	Kris Meeke (GB), Peugeot 207 S2000 (below)

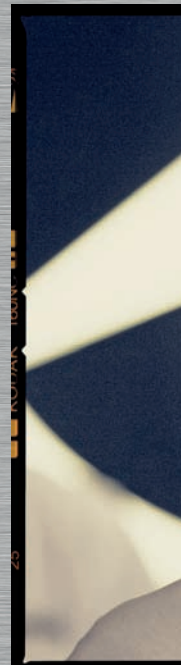






# IS THIS THE GREATEST GRID EVER?

Do the combined talents of these eight grand prix aces make for the strongest line-up in Formula 1 history? *MARK HUGHES* acts as judge and jury...







**“T**his, I believe, is the best crop of drivers we’ve seen since the 1960s,” says Jackie Stewart, a man in a good position to make such a judgement about Formula 1’s current line-up.

Of course, such a view can only ever be totally subjective. But if we are looking for a collection of drivers that can be absolutely guaranteed to win grands prix and fight for world championships, given a competitive car, then we clearly have to include McLaren drivers Jenson Button and Lewis Hamilton, Red Bull drivers Sebastian Vettel and Mark Webber, Fernando Alonso, Robert Kubica, maybe Felipe Massa, and perhaps the two Mercedes drivers Michael Schumacher and Nico Rosberg.

If we contrast that to the period of, say, 2003–06 when we had only Schumacher, Alonso and Kimi Raikkonen as the obvious stand-outs, or 1994–2001 when Schumacher’s only real competition was Mika Hakkinen plus whichever other drivers got into Adrian Newey’s Williams or McLaren, it would appear there is a greater depth of talent now.

It’s an exciting time. We are seeing fascinating battles between teams and within them every couple of weeks, and the nuances of their personalities and how this impacts upon their strengths and weaknesses are

becoming much more clearly defined. Lewis Hamilton: the brilliant but mercurial guy sometimes blinded by red mist; Sebastian Vettel: on the edge from the moment he brakes for a corner but with an occasional short-circuit of petulance; Mark Webber: a hugely formidable competitor who sometimes wants it just too much; Jenson Button: the purest driving style of all but who sometimes finds it difficult to improvise around a car problem; Fernando Alonso: relentless brilliance but with a psychological flaw that can be found if put under enough pressure; Robert Kubica: the most intensely-driven of them all and psychologically airtight but arguably, like Button, over-sensitive when the car is not how he needs it to be.

Who is the fastest? Hamilton. The smartest? Button. The most cunning? Alonso. The most error-free? Kubica. The toughest in battle? Webber. The most adaptable? Vettel. But they all have those qualities. Fans have their favourites and the closeness and ebbing and flowing between these guys just makes the emotion of the ▶



Australia 2010: Alonso faces the wrong way



◀ fans more intense. For those of us who appreciate the sport as a whole, and the extreme quality evident in all the top guys, waiting to see who does the best job on any given day and set of circumstances and not particularly caring which of them it is, this is an equally thrilling time.

But part of what makes this comparison feasible is the fact that there are six competitive cars out there – two each from Red Bull, McLaren and Ferrari. Kubica's Renault is not quite in their league and because of that there are many – fans and paddock insiders alike – who question whether he should be included in the elite. That line of reasoning goes: if we haven't seen him with the pressure of being in a top car all season, we cannot know if he would deliver. Personally, I find such reasoning churlish in that anyone who has over-delivered the way he did at, say, Monaco this year or in leading the championship in '08 with a BMW, will have no problem translating that to devastating form in a top car. But it all underlines a more universal point: it's about perception, which is not necessarily the same as reality. The perception is that we currently have a vintage crop; but is it really any better than we've had before? Is it not just a reflection of having a greater number of competitive cars than usual?

Before Button climbed into the 2009 Brawn, one was definitely in the minority – an extreme minority – if one expressed the view that he was a potential world champion just waiting for the right car. I expressed this view repeatedly because I felt his quality needed flagging up. It was easy to overlook in the circumstances of years in iffy cars and a shaky sophomore season based on arriving in F1 too early. The snap-shots of genius – often way down in the midfield – were, however, far too frequent and conforming to a pattern for the common perception to be accurate. Even when he then won the title, so there was an unease with how those common perceptions could have been wrong all those years, so there came suggestions he'd won only because of the car. Every world champion wins because of the car! You cannot win it in a mediocre one. You were in a similar minority by raving about Webber – with qualities very different from Button's but still very obvious if you looked beneath the surface – during his long barren years. Only now they are each in top cars are they gradually being accepted as great drivers. But they were great drivers already – as is Kubica now.

The point is: what we have this year more than in recent seasons is the good guys in the good cars. Whether we actually have more top drivers than



before is more open to debate. But one thing that does stand out when looking at recent history is that Michael Schumacher's era – say the decade from the death of Ayrton Senna in '94 to the front-line arrival of Alonso and Raikkonen in '03 – was characterised by a thinner level of competition than today. Not only did he have no in-team competition, but throughout that time he was competing against only one other team with a competitive car – and often with only one guy in that team that could consistently take the battle to him. There can be no doubt of Michael's genius – one only needed to

**“What we have this year more than in recent seasons is the good guys in the good cars”**

stand trackside on his first lap out of the pits and see how he could put the car instantly on a knife-edge the way no other could, to see that. But it's true that for most of those years only Mika Hakkinen could be considered in the same league. Even if you looked beyond the teams with competitive cars, there was no-one else with the all-round skill set to compete with him.

This in turn poses another question. Does the current crop only look good because there is no towering genius to put it in proper perspective? Yes

Michael is back, but to date even taking into account the quality of his car, he has not yet looked like the giant he was. You do not see the car being driven the way the mediocre '96 Ferrari was, for instance. You do not stand trackside and see him do things that none of the others don't routinely do as well. So the question remains. Was it the super-natural ability of a Schumacher or a Senna – or indeed a Jackie Stewart – that made the landscape of the drivers around them look like foothills? Are we currently missing such a yardstick?

Ultimately, it's an unanswerable question and any attempts at answering it are circular. But there just might be something in it. There have been occasions in the past – between Jackie Stewart's retirement at the end of '73 and the emergence of Ayrton Senna in the mid-'80s – where no one driver came to dominate and during that time there was what would be considered a great field: Niki Lauda, Ronnie Peterson, Emerson Fittipaldi, James Hunt, Mario Andretti, Jody Scheckter, Carlos Reutemann all fought it out between '75 and '78. That surely was a field comparable to today's in quality, where you couldn't say any one of them had an over-arching advantage over the other. In the early '80s Gilles Villeneuve, Alain Prost, Nelson Piquet, Alan Jones, Didier Pironi and Reutemann fought it out. There is



Schuey 2010: not yet back to his brilliant best



Kubica is top drawer, even if his car isn't yet



Hamilton and Vettel duke it out to be top dog

much evidence to suggest that of this crop Villeneuve's was a talent beyond the rest, but he was never in a sustained competitive situation long enough to translate that to unquestioned status. In later years Prost came to be considered beyond that group – but only in the hindsight of, say, '86. Once Senna then arrived and proved demonstrably faster, so the perspective of Alain was again reset, to something more like his early '80s level. See how the perceptions change even as the reality probably remained pretty constant?

But if today's is a historically great generation of F1 drivers, there are plenty of reasons why that might be. From the early part of the previous decade there were funded junior driver programmes ensuring that F1 was drawing from a deeper well than it otherwise would have done. There is no way on earth Kubica would have made it even to the fringes of F1 without BMW's support. Alonso, Vettel and Hamilton are others from modest backgrounds whose careers would almost certainly have stalled if they'd faced the lack of funded opportunities that was the norm for young drivers of the late '80s/early

'90s. How good an F1 era would this look without those four guys?

There were always enough drivers to fill F3 or F3000 grids but they weren't always the cream of their generation and even the best guys in those formulas were frequently not in the best teams and therefore overlooked. Renault, Mercedes, Toyota, McLaren and Red Bull are all to be credited with massively improving that situation in recent years. These schemes had their limitations and anomalies but were way better than what went before.

Then there's how the changing of the guard of the teams has allowed opportunities for existing drivers to prove their mettle. Before Brawn and Red Bull emerged with the two best cars last year, there was no way either Button or Webber was going to get a drive with McLaren or Ferrari – previously the only two teams likely to give you a crack at a world title. The perception of their level was such that they would always be overlooked. Instead their opportunities emerged internally – and only once they'd proved their worth were they on the radar of those bigger teams. In the case of those two it took front-

### THE NUMBERS

This golden F1 generation's eight drivers – Alonso, Button, Hamilton, Kubica, Massa, Schumacher, Vettel and Webber – have scored 157 wins, 140 poles, 119 fastest laps and 3956.5 points between them

running cars to spell out what had actually been latent for years. Critics were quick to point to their weaknesses as the reason for their not being in the elite – but as we've seen, they all have weaknesses once the competition is intense enough to reveal them.

Time was, back in the 1950s and '60s, when the sport was so dangerous you could not survive if you ate into your survival margins too often. If you consistently pushed to establish a limit, rather than nibbling the margins of your own limits, you were going to end up in the morgue sooner rather than later. Consequently, the difference in ability between drivers was amplified greatly. Look to any grid of the '50s and see the huge lap-time chunks between great drivers and good ones in the same car. As the scale of F1's challenge faded, until arriving at the point today where at most tracks you establish the limit against a painted line with not even a gravel trap to fall into, so the difference between great and good becomes ever more difficult to define. Perhaps this is all we are seeing – and that's surely food for thought. ☒

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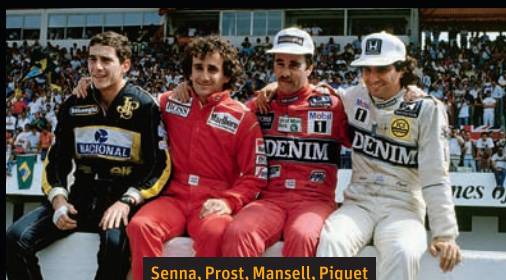
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# WHAT WAS THE BEST CROP? THE CONTENDERS

## MID-1980s

Ayrton Senna, Alain Prost, Nigel Mansell and Nelson Piquet slugged it out in front-running cars in 1985-86. Senna was hampered by a fuel- and aero-inefficient Lotus but qualifying grunt and genius kept him in play. Prost got big kudos for stealing the '86 title from Mansell and Piquet in the faster Williams, though in reality it was because – unlike the Williams drivers – he was not having points taken off him by his team mate Keke Rosberg, who struggled to adapt to an understeering car that worked perfectly for Prost.



Senna, Prost, Mansell, Piquet

## MID-1970s

Niki Lauda, Emerson Fittipaldi, Ronnie Peterson, James Hunt, Jody Scheckter, Mario Andretti, Carlos Reutemann, Carlos Pace. Surely the brilliantly gifted Tom Pryce and Tony Brise would have been included here too had fate been kinder. Lauda statistically dominated this period, but the brilliant Forghieri Ferraris of the time gave him a built-in advantage. That said, he was a crucial part of why they were superior. But could not Andretti, Scheckter – or indeed any of the others – have achieved the same under those circumstances? Was it an era lacking in a true great, book-ended by Jackie Stewart's retirement at one end and the arrival of Gilles Villeneuve at the other?



Lauda

Fittipaldi

Peterson

Hunt

Scheckter

Andretti

Reutemann

Pace

## MID-1950s

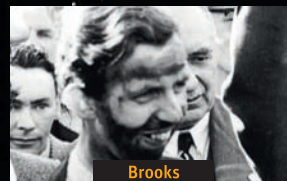
Juan Manuel Fangio was considered the maestro but in '55 he still had Alberto Ascari to contend with as well as the emerging genius of Stirling Moss. After Fangio had retired Moss and team-mate Tony Brooks continued to evolve and reached a standard beyond any of their contemporaries.



Moss, Fangio



Ascari



Brooks

## MID-1960s

Although Jim Clark dominated the period like few have ever dominated, his rivals didn't have the advantage that Colin Chapman gave him – and were an incredibly strong bunch. John Surtees looked to be Clark's match before climbing into ever-less competitive cars. Dan Gurney could put him under pressure, while Graham Hill and Jack Brabham could never be written off.



Clark

Surtees

Gurney

Hill

Brabham

Were the real high points actually those occasions where two drivers of rare genius went head-to-head and left the rest trailing? 1950-54: Juan Manuel Fangio v Alberto Ascari. 1964: Jim Clark v John Surtees. 1969-70: Jackie Stewart v Jochen Rindt. 1988-90: Ayrton Senna v Alain Prost. 1998-2001: Michael Schumacher v Mika Hakkinen. Even these rivalries are limited by when the drivers got into competitive cars. There is a strong case to be made that it's nothing more than pure, dumb luck that allows one driver to get the car in which to prove his talent and another does not.

Or was the vintage period when one driver showed his complete and utter dominance over the rest, suggesting a higher level than ordinarily seen? Fangio, 1955-57; Stirling Moss, 1960-61; Clark, 1962-67; Stewart, 1971-73; Senna, 1991-93; Schumacher, 1994-97.



Hakkinen and Schuey dominated the late-'90s



**CROFT**

Great Britain  
June 19-20  
BTCC  
Round 5/10

**AT A GLANCE**

- Race 1 **Gordon Shedden**
- Race 2 **Gordon Shedden**
- Race 3 **Andrew Jordan**
- Pole position **Tom Chilton**

O'Neill took a strong fourth and two fifths



Shedden took his first double since July 2006



# Flash forward to double victory

**'Flash' Gordon Shedden was exactly that in North Yorkshire, the Dynamics Honda Civic man taking his first weekend double for almost four years**

## QUALIFYING

### Chilton on top after TV-style fix

Ⓢ **Blue Peter?** Sticky-back plastic? Tom Chilton's mind was probably on Konnie Huq (and who can blame him, considering he's too young to remember Janet Ellis?). It was largely thanks to a Heath Robinson masking-tape quick fix from the Arena boys that he was able to take pole position, given that he had swiped the tyre wall at Clervaux on his first bid and had only just got his Ford Focus out of the gravel trap. "Once I was in that tyre wall I had to select reverse gear, and I just got out of the gravel. When I did my time the car was like it was held together with *Blue Peter* sticky-back plastic. I absolutely went for it. I cut every corner I could!"



**C**roft should have been BMW territory last Sunday. It's notoriously hard on tyres for front-wheel-drive cars, and the temperature had taken an unexpected turn for the better on Sunday after a qualifying day so bitterly cold that you expected to see Roald Amundsen plant the Norwegian flag in the gravel trap at the first corner.

So, as the braver elements of the North-East crowd grilled their torsos on the spectator banks, the North Yorkshire circuit was at its most Dunlop-abusing extreme last Sunday. Ah yes: perfect BMW territory... except it wasn't. We'd seen a Scot of the Antarctic

as we shivered on Saturday, with Gordon Shedden producing what Jason Plato sportingly hailed as "a stonking lap, by any stretch of the imagination" to plant his Honda Civic on the outside of the front row. He then produced a superb drive in the warmth of Sunday to take his first win since 2008, then another later on to make it two victories.

The first came after fighting off an attack from the looming BMW 320si of Rob Collard, who was eating into Shedden's lead in the closing stages. With a lap to go his WSR-run car was right with the Dynamics Civic, but there was no way through. As they accelerated out of the hairpin for the final time, Shedden eased the

BMW onto the grass. Collard kept his foot in, didn't lose too much momentum and crossed the line just 0.035 seconds behind in a thrilling finish. If only he hadn't taken until half-distance to work his way past Tom Chilton's Ford Focus...

Yep, the LPG, turbo-powered Fords were as controversial as ever last weekend. On the start-finish speed trap, located after the very tight first-gear hairpin, Chilton's 102.9mph in qualifying edged out team-mate Tom Onslow-Cole's 102.5mph, with Alex MacDowall's Chevrolet next on 99.6mph. Factor in the length of straight preceding and following that trap, up to the point where petrol cars finally huff and puff up



## RACE RATING

★★★★★

Even when the race wins were settled, there was always energetic bundling behind

## REPORT BTCC CROFT



That was a bit naughty.  
We could have both crashed"

Rob Collard starts his day of doom with end-of-race shoulderbarge from Gordon Shedden



Marcus Simmons reports

### KEY MOMENTS

**Qualifying** Chilton managed to get out of the gravel to rejoin and take pole position

**Race 1** Collard finds his way past Chilton, but he's given himself limited time to catch Shedden

to Focus-matching pace, and that's a big advantage.

But in race trim, the Fords were at the opposite end of the spectrum to the BMWs. They were killing their front tyres in the first race, with Chilton's exuberant style especially punishing. He was forced to pit with the left-front down to the canvas, rejoining to finish almost a lap down, all that torque and all that weight at the front end taking their toll. "We have an issue here with tyres," understated Mike Earle, boss of the Arena team that runs the Focuses.

With the Motorbase BMWs having all sorts of set-up nightmares, crucially wasting a golden opportunity for big points for title contender Steven

Kane (see panel), it was down to Collard to punish the front-wheel-drive brigade. Surely he would do it in race two? Well, his traction propelled him level with Shedden on the run to the first corner, but he was hung out to dry at Clervaux, allowing Jason Plato a nice little gap into which to insert his Chevrolet Cruze.

That left Collard vulnerable on lap two. Shedden's team-mate Matt Neal got a run on fourth-placed Paul O'Neill on the run to Tower Bend, and as O'Neill turned in the two clashed, with O'Neill's ageing Integra being barged into the BMW of Collard, who was spun round and collected again. Collard got going and hauled his way back up to

eighth, then the WSR team had to crowbar his door open and a furious driver alighted. He blamed O'Neill: "This is a disgraceful championship at the moment. I was like a bloody ping-pong ball and it's done £150,000 damage."

When he views the footage, he may change his mind and pin the fault on his old nemesis Neal, although you could write this incident off as overenthusiastic racing

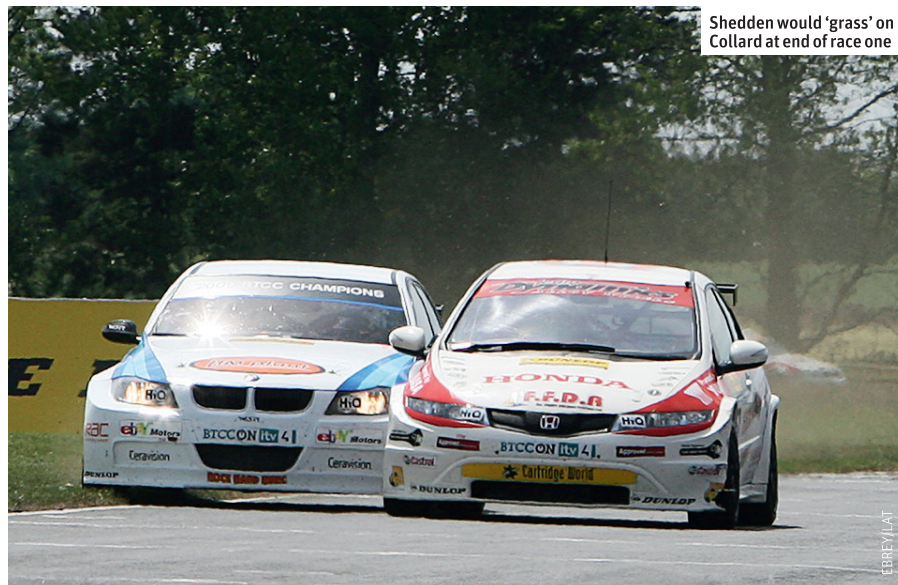
rather than out-and-out dirty driving. "Matt's got every right to have a look but I think he misjudged that," summed up O'Neill.

After the incident, Neal dived ahead of Plato into Sunny at half-distance to take second place. From then on it was a team one-two for the Hondas, Shedden slowing on the penultimate lap to allow Neal to claim a lap-leader point, then being

explained team principal Steve Neal. "The Chevrolets are designed to run seven degrees of camber for the Yokohamas in the World Touring Car Championship, but we're running two degrees." Plato acknowledged: "Their tyres might take a little time to come alive, but it's really helping them on a race distance. I was quicker than Gordon early on but I was hurting my tyres."

Another tack in the road for Collard: after he had finished eighth, the seventh-placed Vauxhall Vectra of Andrew Jordan was drawn on pole position for race three. Still, from eighth on the grid a win was possible, if not probable... Well, 'probable' disappeared from the equation at the first corner, when Onslow-Cole was punted sideways with an unsubtle hit from the SEAT of Tom Boardman, and TO-C earned the plaudits with a fine save, but which held up the field.

As Onslow-Cole held up the pack with his recovery, Jordan was gifted a monster 3.019sec lead at the end of lap one. Even this tyre sadist wouldn't be able to throw that away! Father Mike Jordan, who runs the Eurotech team that prepares the Vectra, said: "Andy tends to work his front tyres very hard, but when he got that three-second lead I just told him on the radio to look ▶



Shedden would 'grass' on Collard at end of race one

### THE INSIDE LINE

## Motorbase duo surprised after rear-drive struggle

There was no dodgy Darlington chicken shashlik this year, but 2009 food-poisoning victim Mat Jackson and Motorbase BMW team-mate Steven Kane had a tough time on a weekend when they should have scored a lot of points, given

the fact that Croft suits rear-wheel-drive cars.

Jackson qualified 12th (not enough grip) and Kane a dreadful 15th (too much grip!), and they struggled to ninth and 11th in race one. In the second race the set-up was vastly improved, but

Kane retired with a water leak from a damaged radiator, Jackson with a broken suspension subframe.

They were 19th and 21st on the grid for race three, but Kane put in a spectacular drive (although there was a clash with Jackson on the way) to take third, having leapt from sixth with one lap to go! "It was like *Days of Thunder*," said the Northern Irishman, who slipped to fifth in the points over the weekend. "There was this dust and I went through the middle!"

"We didn't make the most of this weekend – this should have been our circuit to make points. But I've had a podium at every round this year, and we're still in there fighting."

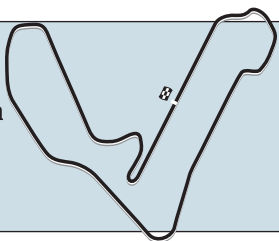
Kane and Jackson had a tough time up North





## CROFT

Great Britain  
June 19-20  
BTCC  
Round 5/10



### AT A GLANCE - FASTEST LAPS

- Race 1 **Gordon Shedden**
- Race 2 **Paul O'Neill**
- Race 3 **Jason Plato**

Jordan broke his series duck in the third race



Dad Mike told Andrew to look after tyres. He did



◀ after them, and he did."

Jordan not only managed the gap, he extended it, and was delighted to take his first BTCC win, and the first for the Swindon-built NGTC TOCA turbo. He'd had a tricky day, with 10th in race one (after a war with Mat Jackson's Motorbase BMW) and seventh in race two. Then the team discovered a right-front damper that had been losing pressure, possibly since he'd taken third fastest time in the first free practice session.

"It transformed the car after they fixed it," grinned Jordan Jr. "I got a really good

start and just paced it after it kicked off behind me."

Second was the Ford of Onslow-Cole. The ex-Clio champ had already taken an eighth in race one — after losing places when he damaged his sump on the kerbs, meaning the oil pressure dropped and the engine shut down until he bump-started it — and then a fifth. Completing the Arena team's satisfaction, Chilton turned around a torrid day to claim fourth.

"We really couldn't get the tyres to live," said Chilton. "We went back to a set-up to make the tyres last

and it worked. We've been working harder than ever on engine mapping: every time we hit a kerb, the car bumps back down onto the circuit and you get snap wheelspin, which hurts the tyres. Tom [Onslow-Cole] tried the mapping one race before I did and it really worked."

Collard got up to third and was harassing Onslow-Cole, but he wouldn't get the chance to take second. With three laps remaining, a stray piece of debris was flicked up and knocked his master switch off. Collard coasted into the garage, whereupon the WSR team

### KEY MOMENTS

**Race 2 Collard squeezed out by Plato, which means Shedden's safe in the lead and leaves him vulnerable to attack**

**Race 3 Boardman pushes Onslow-Cole sideways, giving Jordan an enormous buffer to the field**

switched it back on and he rejoined to finish a lap down. "An absolute million-to-one chance," he grimaced, head in hands.

That promoted a fierce battle between the Special Tuning SEAT of Boardman and the Tech-Speed Honda Integra of O'Neill. Erroneous Collard verbal attacks aside, O'Neill had enjoyed a fine day, with a fifth and a fourth, in a car that he said was good at maintaining its race pace. But Boardman proved an obstinate nut to crack. O'Neill finally scrambled past on the final lap, but instead of a podium he was fifth, as Kane and Chilton had snuck through.

"I can't string a word together!" said the Steven Gerrard-soundalike. "My brother's a paratrooper and I feel I've been at war with him all day. People might

want to turn into you, but from now on I'm keeping my foot in."

Collard aside, this was a real race of attrition. Plato was lying third early on, but sustained a punctured right-rear (bizarrely) and would rejoin to set fastest lap and pray in vain for a safety car. Neal got a puncture with five laps to go, and was already in trouble with high engine temperatures, and teammate Shedden sustained steering damage in a huge bump at the first corner and was struggling from then on. He ended his weekend ninth, but happy with his two wins. "It's not often you get two wins on the same day," he grinned [it's nearly four years in his case]. It hauls me into the hunt for the championship. What a great day!"

"I got a really good start and just paced it after it kicked off behind"

Jordan's maiden win was an easy one



Eight points separate Neal and Plato in the points race



## AT A GLANCE - LAP LEADERS

- Race 1 Gordon Shedden
- Race 2 Shedden/Matt Neal
- Race 3 Andrew Jordan



It didn't really slow me down, which was surprising"

Alex MacDowall only had half a Chevy Cruze left at the end of race two, but battled on

## REPORT BTCC CROFT



Marcus Simmons reports

## DRIVER BY DRIVER

### JASON PLATO (3/3/16)



Car 'lethargic' in slow stuff with 36kg ballast, but Plato happy with qual. Then two podiums.

### ALEX MACDOWALL (13/9/10)



Quick in qual, but tight diff worked tyres and he lost grip in races. Hit chicane tyre stack in R2.

### MATT NEAL (4/2/R)



Very chuffed with P6 qual on 45kg ballast. Raced well, though was catalyst for Collard fury in R2.

### GORDON SHEDDEN (1/1/9)



Brilliant weekend, but turned from Gordon Shedden to Sheddin' in last race due to damage.

### JAMES NASH (6/13/11)



Quiet progress in R1, but was delayed in Collard R2 incident, and then clashed with Lloyd!

### DANIEL LLOYD (7/14/8)



Had good Clio finishing record and kept that up with solid performance on BTCC debut.

### ROB COLLARD (2/8/17)



Has found sweet spot on WSR set-up and was quick all weekend, but things didn't go his way...

### ANDY NEATE (17/10/R)



Didn't look 'Neate' with two R3 offs; looked 'Andy' after bagging a point in R2.

### MAT JACKSON (9/R/7)



Wasn't on track when quick end-of-qually times were set. Tough race day; little reward.

### STEVEN KANE (11/R/3)



Happy with form on low-grip track in practice, but set-up went away before storming R3.

### TOM CHILTON (18/11/4)



Fantastic single-lap pace, but tyres went away over race distance. Good run to fourth in R3.

### TOM ONSLOW-COLE (8/5/2)



Didn't match up best sectors in qual; made up for that with superb race nursing of turbo beast.

### PAUL O'NEILL (5/4/5)



Confident that race set-up was good, and so it proved. Good results despite some clashes.

### JOHN GEORGE (15/R/12)



Best moment was in R3, when he battled Wood, who hit complex tyre stack and conceded 12th.

### ANDREW JORDAN (10/7/1)



Bashed in tit-for-tat move by Jackson in R1, then held off scrum in R2 and dominated last race.

### DAVID PINKNEY (R/NS/R)



Qualifying wasn't bad, but lost an engine in R1 and then overheating of spare put him out of R2.

### ARTHUR FORSTER (NC/R/15)



Collected cereal-box worth of barley in R1 and had an off in R3 before only classified finish.

### MARTIN DEPPER (14/12/R)



Good run in R2. No disrespect, but defeat of Nash/Lloyd proved race pace of BMWs.

### MARTIN JOHNSON (16/15/R)



Battled with Wood and George in R1 and held off Hollamby in R2 chase before misfire in R3.

### TOM BOARDMAN (12/6/6)



Recovered from gearbox oil seal problems in practice to race well - and exuberantly.

### SHAUN HOLLAMBY (R/16/14)



Former Multisports poster boy twice failed ride-height test in qual. Chased Johnson in R2.

### LEA WOOD (R/17/13)



Alternator problem stopped him in qual, puncture delayed him in R2, battled Nash in R3!

**NEXT ROUND**  
Snetterton (GB)  
August 8



## RESULTS

British Touring Car Championship, Croft (GB), June 19-20, round 5 of 10

GRID	RACE 1 - 15 LAPS, 31.875 MILES					RACE 2 - 15 LAPS, 31.875 MILES					RACE 3 - 15 LAPS, 31.875 MILES				
	POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME/REASON	GRID	POS	DRIVER	TIME/REASON	GRID	POS	DRIVER	TIME/REASON	GRID	
1 CHILTON 1:24.629	1	Gordon Shedden (GB)	Honda (Team Dynamics)	Honda Civic	21m59.863s	2	1	Shedden	22m16.514s	1	1	Jordan	22m14.953s	1	
2 SHEDDEN 1:24.706	2	Rob Collard (GB)	WSR	BMW 320si	+0.035s	3	2	Neal	+0.742s	4	2	Onslow-Cole	+7.885s	3	
3 COLLARD 1:25.105	3	Jason Plato (GB)	Chevrolet (RML)	Chevrolet Cruze LT	+18.355s	6	3	Plato	+6.350s	3	3	Kane	+13.942s	19	
4 MACDOWALL 1:25.157	4	Matt Neal (GB)	Honda (Team Dynamics)	Honda Civic	+20.012s	5	4	O'Neill	+9.958s	5	4	Chilton	+14.938s	11	
5 NEAL 1:25.234	5	Paul O'Neill (GB)	Tech-Speed Motorsport	Honda Integra-R	+20.265s	9	5	Onslow-Cole	+10.909s	8	5	O'Neill	+16.200s	4	
6 PLATO 1:25.317	6	James Nash (GB)	Triple 8 Engineering	Vauxhall Vectra	+27.276s	8	6	Boardman	+17.408s	12	6	Boardman	+16.404s	2	
7 O-COLE 1:25.337	7	Daniel Lloyd (GB)	Triple 8 Engineering	Vauxhall Vectra	+27.888s	11	7	Jordan	+17.599s	10	7	Jackson	+16.504s	21	
8 NASH 1:25.339	8	Tom Onslow-Cole (GB)	Arena Motorsport	Ford Focus ST	+30.323s	7	8	Collard	+17.789s	2	8	Lloyd	+16.589s	14	
9 O'NEILL 1:25.480	9	Mat Jackson (GB)	Motorbase Performance	BMW 320si	+30.554s	12	9	MacDowall	+18.343s	13	9	Shedden	+21.678s	7	
10 JORDAN 1:25.593	10	Andrew Jordan (GB)	Eurotech Racing	Vauxhall Vectra	+30.999s	10	10	Neate	+19.331s	17	10	MacDowall	+22.994s	9	
11 LLOYD 1:25.858	11	Steven Kane (GB)	Motorbase Performance	BMW 320si	+33.895s	15	11	Chilton	+21.169s	18	11	Nash	+24.261s	13	
12 JACKSON 1:25.884	12	Tom Boardman (GB)	Special Tuning UK	SEAT Leon TFSi	+35.940s	13	12	Depper	+25.065s	14	12	George	+32.178s	20	
13 BOARDMAN 1:25.915	13	Alex MacDowall (GB)	Chevrolet (RML)	Chevrolet Cruze LT	+36.601s	4	13	Nash	+25.248s	6	13	Wood	+34.851s	17	
14 DEPPER 1:25.948	14	Martin Depper (GB)	Forster Motorsport	BMW 320si	+37.062s	16	14	Lloyd	+25.987s	7	14	Hollamby	+45.356s	16	
15 NEATE 1:27.123	15	John George (GB)	Tech-Speed Motorsport	Honda Integra-R	+48.228s	18	15	Johnson	+43.894s	16	15	Forster	+56.572s	18	
16 PINKNEY 1:27.528	16	Martin Johnson (GB)	Boulevard Team Racing	Vauxhall Astra Coupe	+50.673s	17	16	Hollamby	+44.286s	21	16	Plato	+1m14.319s	5	
17 JOHNSON 1:27.538	17	Andy Neate (GB)	WSR	BMW 320si	+51.622s	22	17	Wood	-1 lap	20	17	Collard	-1 lap	8	
18 FORSTER 1:28.311	18	Tom Chilton (GB)	Arena Motorsport	Ford Focus ST	+1m22.598s	1	R	Forster	11 laps-driveshaft boot	19	R	Depper	11 laps-puncture	12	
19 HOLLAMBY no time	19	NC Arthur Forster (GB)	Forster Motorsport	BMW 320si	-3 laps	19	R	Kane	10 laps-stone in radiator	11	R	Neal	10 laps-punc-o'heating	6	
20 NEATE 1:26.484*	20	R Lea Wood (GB)	Wood Racing	Honda Integra-R	11 laps-alternator	21	R	George	9 laps-exhaust	15	R	Neate	8 laps-accident damage	10	
		R Shaun Hollamby (GB)	AmD Milltek Racing	Volkswagen Golf	4 laps-alternator	20	R	Jackson	4 laps-susp subframe	9	R	Pinkney	5 laps-overheating	22	
		R David Pinkney (GB)	Pinkney Motorsport	Vauxhall Vectra	3 laps-engine	14	NS	Pinkney	engine	22	R	Johnson	1 lap-misfire	15	

DRIVERS' CHAMPIONSHIP

POS	DRIVER	PTS
1	Neal	119
2	Plato	111
3	Shedden	100
4	Onslow-Cole	97
5	Kane	92
6	Jackson	79
7	O'Neill	79
8	Collard	67
9	Chilton	60
10	Jordan	51

KEY

R=Retired, NC=Not classified, NS=Non-starter

Race 1 Winner's average: 86.94mph. Fastest lap: Shedden, 1m26.297s, 88.64mph.

Race 2 Winner's average: 85.85mph. Fastest lap: O'Neill, 1m26.809s, 88.12mph.

Race 3 Winner's average: 85.05mph. Fastest lap: Plato, 1m26.674s, 88.26mph.

KEY R=Retired, NC=Not classified, NS=Non-starter

Race 1 Winner's average: 86.94mph. Fastest lap: Shedden, 1m26.297s, 88.64mph.

Race 2 Winner's average: 85.85mph. Fastest lap: O'Neill, 1m26.809s, 88.12mph.

Race 3 Winner's average: 85.95mph. Fastest lap: Plato, 1m26.674s, 88.26mph.



**CROFT**

Great Britain

June 19-20

TOCA supports

Round 5/10

**FORMULA RENAULT AT A GLANCE**

- Race 1 Marlon Stockinger
- Race 2 Lewis Williamson
- Poles Stockinger/Thomas Hylkema
- FLs Ollie Millroy/Williamson

Hylkema took his first pole



FORMULA RENAULT UK &amp; CLIO CUP ROUND 5

# Stockinger grabs his maiden win

For the second successive race weekend the Formula Renault UK Championship welcomed a new name to the top step of the podium as Marlon Stockinger secured his maiden victory in the series at Croft.

Atech GP's Swiss-Filipino racer enjoyed easily his best weekend of the year, putting his car on pole for the first time for Saturday's opening race and then leading from start to finish to become the fifth different winner of 2010.

Having pushed hard to build a lead through the opening two laps, Stockinger saw off the challenge of Ollie Millroy. The Manor Competition man reeled off a series of quick laps – including the fastest of the race on lap four – as he tried to close in. Celebrations at the podium showed how popular Stockinger's win was within the Atech GP team.

"I focused on making a good start and then tried to just be consistent," he said. "The first laps were good and then I could see Millroy starting to catch me, but I was able to deal with the

pressure. A pole and a victory – it's a great day!"

Stockinger followed his win with second place in race two, which was won by Manor's Lewis Williamson. A second win in as many meetings went some way to making amends for a difficult opening race for the Scottish driver, who dropped to the back of the field after being forced wide early on. Robust defending from others limited his fightback to 11th.

Williamson had qualified second for race two, behind team-mate Thomas Hylkema, but the Dutch driver's hopes of victory were ended within seconds of the start when a flywheel issue off the line forced him to slow and pull off the circuit. That enabled Williamson to jump into the lead on the run to Clervaux and he banged in a series of early quick laps to hare away from Stockinger, who he beat to victory by just over three seconds.

"At the start, Thomas was level with me and then suddenly dropped back," Williamson reflected. "It might have been different without his problem. I

pushed at the start and after five or six laps I knew I had a good lead. After the problems yesterday, I wanted to show what I can do. It's a mega result."

Tamas Pal Kiss retained his position at the head of the championship standings by following fourth place in race one with sixth in race two. While closest rival Will Stevens took a fine third place in race two, eighth in race one meant he slipped a further point behind in the title race.

Harry Tincknell had arrived at Croft sitting third in the standings, but a tough weekend for the CRS Racing man (netting only seventh and eighth-placed finishes) dropped him behind both Williamson and Tom Blomqvist in the title race. Blomqvist took a fourth podium finish in a row with third in race one and then finished fifth –

just behind the returning Riki Christodoulou – thanks to a fine move on Kiss in race two.

Alex Lynn claimed Graduate Cup honours in the opening race in 10th overall, although a high-speed spin exiting the chicane at the start of race two dropped him to the rear of the field. His chances of a recovery drive ended when he accidentally activated the pitlane speed limiter on his car, handing class honours to Fabio Gamberini.

For the third time this season, Dave Newsham took a double win in the Clio Cup to continue his dominant campaign.

In Saturday's opening race, Newsham took a comfortable lights-to-flag victory as his rivals battled for position behind and he repeated the feat in race two, despite a scare at the start when he ran through the gravel at Clervaux. The Team Pyro man now has eight wins from 10 starts this season and has only finished off the podium on one occasion.

Making a return to the championship in place of Matthew Munson, Paul Rivett showed he has lost none of his speed with a second place – and fastest lap – in race one after a last lap move on Sam Tordoff. The double champ failed to

match that in race two after picking up a puncture in a first-corner scuffle.

Lee Pattison could only manage sixth in race one, but picked up a fourth podium finish of the year in race two to maintain second in the standings, while Tordoff took a brace of third-place finishes to close slightly on Pattison in the points table.

● Matt Salisbury

**RESULTS****Formula Renault UK (15 laps)**

**1 Marlon Stockinger;** 2 Ollie Millroy +0.649s; 3 Tom Blomqvist; 4 Tamas Pal Kiss; 5 Robert Foster-Jones; 6 Thomas Hylkema; 7 Harry Tincknell; 8 Will Stevens; 9 Riki Christodoulou; 10 Alex Lynn. **Fastest lap** Millroy 1m17.451s (98.77mph).

**Race 2 (15 laps) 1 Williamson;**

2 Stockinger +3.079s; 3 Stevens; 4 Christodoulou; 5 Blomqvist; 6 Kiss; 7 Michael Lyons; 8 Tincknell; 9 David McDonald; 10 Foster-Jones. **FL** Williamson 1m18.032s (98.03mph). **Points** 1 Kiss 239; 2 Stevens 220; 3 Williamson 208; 4 Blomqvist 206; 5 Tincknell 197; 6 Millroy 138.

**Renault Clio Cup (12 laps) 1 Dave**

**Newsham;** 2 Paul Rivett +2.240s; 3 Sam Tordoff; 4 Fulvio Mussi; 5 Mike Robinson; 6 Lee Pattison. **FL** Rivett 1m32.038s (83.11mph). **Race 2 (13 laps) 1 Newsham;** 2 Pattison +2.767s; 3 Tordoff; 4 Robinson; 5 Mussi; 6 Jeff Smith. **FL** Newsham 1m32.782s (82.45mph). **Points** 1 Newsham 314; 2 Pattison 231; 3 Tordoff 219; 4 Robinson 203; 5 Mussi 178; 6 Colburn, 162.



Stockinger leads FRUK pack through greenery



Newsham delivered another Clio double



## PORSCHE CARRERA CUP AT A GLANCE

- Race 1 Tim Harvey
- Race 2 Harvey
- Poles Harvey/Euan Hankey
- FLs Michael Caine/Harvey



His tally now standing at 33 'not out', Harvey heads into the seven-week summer break with a commanding 39-point lead"

## REPORTS TOCA CROFT

» For more reports see p74  
**SportsExtra** Page 69

OTHER BTCC SUPPORTS JUNE 19-20

# No-one can catch old master Harvey

Croft's challenging layout provided the scene for another Tim Harvey masterclass in the Porsche Carrera Cup last weekend. With two more dominant victories, the Redline Racing driver also entered the record books as the most successful racer in the history of the BTCC-supporting championship.

His tally now standing at 33 'not out', Harvey heads into the seven-week summer break with a commanding 39-point lead, having won all but one of the 10 races contested so far. It's an enviable record and nobody would bet against him winning the title, even at this early stage.

Snatching pole position by just 0.098 seconds from the impressive Euan Hankey, Harvey was never headed after making a great start to race one, which he won by 2.5 seconds. Hankey wasn't able to capitalise on his front-row starting spot and instead slipped to fourth at Clervaux, as Team Parker team-mate Stephen Jelley and Motorbase's Michael Caine shot through.

Jelley raced well to his best result so far – a fine second place – and he certainly had to work hard for it, the ever-present Caine applying immense

pressure throughout. Fifth overall, and the Pro-Am 1 victory, went to Jonas Gelzinis, the Lithuanian driver doing a fantastic job to fend off Ollie Jackson and Glynn Geddie, the Scot fading as the race wore on.

In Pro-Am 2, George Brewster took his first win of the season, which came at the expense of the very unfortunate George Richardson. Running on the fringe of the overall top 10, the former Ginetta Junior racer delivered a spectacular performance, but a mid-distance water-pump failure forced him out.

Harvey started on the grid for race two, and outran polesitter Hankey on the run to Clervaux. He wasn't able to pull clear initially, as the Team Parker driver remained glued to his tail. Third-placed Caine was eager to find a way past Hankey, and his attentions ultimately meant Harvey was able to stretch away.

Caine did wrest second from Hankey with a few laps remaining, with Jelley taking fourth and Jackson winning Pro-Am 1 in fifth, a fraction ahead of Gelzinis. Tom Bradshaw charged impressively from the back of the grid to take seventh, while Glenn McMenamin took the Pro-Am 2 spoils.



Harvey set new wins record in Carrera Cup

Tom Sharp and Adam Morgan made their mark on the Ginetta G50 Cup at Croft, both earning their maiden wins in the category. While Sharp scorched to his first category victory under immense pressure from 'guest' driver Stefan Hodgetts during race one, he doubled up in race two with another tremendous effort.

Morgan, who earned pole position for the third outing after finishing sixth in race two, led Dynojet team-mate Frank Wrathall into the first corner and he was eventually able to open up a 3.5-second winning margin, as Hodgetts came through to second.

Title protagonists Carl Breeze and Wrathall fought hard over the final step of the podium in each of the three races, championship

leader Breeze emerging successful with a 'hat-trick' of thirds to extend his points advantage.

Inaugural G50 Cup champion Nigel Moore made his return to the category and raced as hard as ever, gradually getting the car more and more to his liking as the weekend progressed. He took fifth and fourth-place finishes in the first two races, before an unfortunate excursion in the final race – after clipping a kerb at the chicane too hard while running in second place – led to retirement.

Jake Hill did the double in Ginetta Juniors, finally breaking his jinx of failing to win the opening encounter of a race weekend with an assured victory. He followed up with his sixth win of the campaign in race two.

Hill established himself at the top of the driver standings once more when he completed a perfect weekend with two pole positions, the double victory and the fastest lap in each encounter. His closest challenge in race two came from previous points leader Tom Ingram, who is still within nine points of Hill after taking a second and third, mirroring the results of the ever-consistent Louise Richardson.

● Marc Orme

## RESULTS

### Porsche Carrera Cup (15 laps)

**1** Tim Harvey; 2 Stephen Jelley +2.566s; 3 Michael Caine; 4 Euan Hankey; 5 Jonas Gelzinis; 6 Ollie Jackson. **Class winners** Gelzinis; George Brewster. **Fastest lap** Caine 1m23.441s (91.68mph).

**Race 2 (15 laps)** **1** Harvey; 2 Caine +3.772s; 3 Hankey; 4 Jelley; 5 Jackson; 6 Gelzinis. **CW** Jackson; Glenn McMenamin. **FL** Harvey 1m23.551s (91.56mph).

**Points** 1 Harvey 205; 2 Caine 166; 3 Hankey 119; 4 Jelley 104; 5 Glynn Geddie 102; 6 Jackson 90.

**Ginetta G50 Cup (10 laps)** **1** Tom Sharp; 2 Stefan Hodgetts +0.458s; 3 Carl Breeze; 4 Frank Wrathall; 5 Nigel Moore; 6 Adam Morgan. **FL** Wrathall 1m25.284s (89.70mph).

**Race 2 (15 laps)** **1** Sharp; 2 Hodgetts +0.502s; 3 Breeze; 4 Moore; 5 Wrathall; 6 Morgan. **FL** Hodgetts 1m26.006s (88.94mph).

**Race 3 (13 laps)** **1** Morgan; 2 Hodgetts +3.404s; 3 Breeze; 4 Wrathall; 5 Sharp; 6 Joachim Ritter. **FL** Moore 1m26.310s (88.63mph). **Points** 1 Breeze 404; 2 Wrathall 386; 3 Sharp 270; 4 Benji Hetherington 267; 5 Morgan 227; 6 Stephen Tyldsley 194.

**Ginetta Juniors (8 laps)** **1** Jake Hill; 2 Louise Richardson +5.256s; 3 Tom Ingram; 4 Alex Austin; 5 Jody Fannin; 6 Tom Howard. **FL** Hill 1m40.180s (76.36mph).

**Race 2 (8 laps)** **1** Hill; 2 Ingram +1.905s; 3 Richardson; 4 Austin; 5 Fannin; 6 Howard. **FL** Hill 1m40.946s (75.78mph).

**Points** 1 Hill 253; 2 Ingram 244; 3 Richardson 233; 4 Fannin 199; 5 David Moore 195; 6 Howard 193.

Sharp claimed his first G50 Cup win





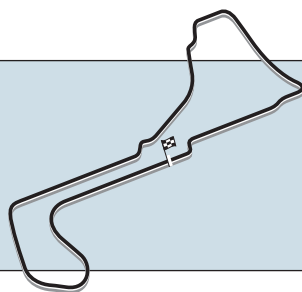
**ZOLDER**

Belgium

June 19-20

WTCC

Round 4/11

**AT A GLANCE**→ Winners **Gabriele Tarquini/****Andy Priaulx**→ Pole position **Gabriele Tarquini**→ Fastest laps **Andy Priaulx x 2**

Tarquini leads Muller, Menu and Monteiro

# Priaulx reverses into a win

Britain's BMW hero didn't have the speed, but he did have a reversed-grid pole, and he made the most of it



Priaulx gave Belgian RBM team a win on home ground

## QUALIFYING

### SEATs in front as BMWs slide off

BMW's pace early in the weekend had subsided by Saturday afternoon and SEAT was the clear favourite for pole. Alain Menu's Chevrolet was quickest in Q1, but five Leons made it to Q2. Gabriele Tarquini and Jordi Gene led Menu and Yvan Muller after the first laps. It's usually the second runs for SEAT and Chevy that count, but this time it rained halfway through the session and the order was set. That was bad news for BMW, as neither 3-Series had left the pits for their one-and-only run. Andy Priaulx and Augusto Farfus slid off the road in the rain on their laps.

Huff fought well to take second in Chevy



**T**he Zolder weekend epitomised this year's World Touring Car Championship: SEAT star

Gabriele Tarquini and BMW man Andy Priaulx came away with a victory each, and the consistency of Chevrolet's Yvan Muller enabled him to preserve a healthy points lead.

The series is shaping up to be a four-way fight this year, with Chevy ace Rob Huff also in the running through his consistency.

Tarquini often has the quickest car and has been able to lead the first races, with the grid based on qualifying times, from the front. By contrast, Priaulx's BMW is incapable of challenging on raw pace,

but he has made the most of his opportunities in the second, reversed-grid, races to keep himself in the hunt.

Muller falls somewhere between the two, with a car quick enough to win some days and the ability just to soak up the points on others. Huff has followed team-mate Muller's form, but without the victories.

When Tarquini took pole for race one in Belgium, the expected formation may have been for him to lead and for team-mate Jordi Gene to slot in behind as rear gunner. But if that was the plan, it went out of the window as the Spaniard charged into the lead.

Gene had been a touch over-eager at the rolling start and crossed the line before team-mate Tarquini. He was

under investigation during the race, but was left to claim the victory after holding his lead all the way to the flag. Tarquini couldn't find the pace to live with Gene, but pulled comfortably clear of the Chevrolets once he'd recovered from an early mistake.

"Jordi had a better pace than me in the first laps," he admitted. "I tried to push too much and made two consecutive mistakes at the last chicane. It cost me a few seconds and then three laps to defend my position."

After the flag, Gene was reprimanded for his misdemeanour at the start but was allowed to hold onto his victory. It was only hours after the second race that he was excluded, but for a separate offence — the



## RACE RATING

★★★★★

Decent racing without being utterly captivating, thanks to the venue



We're keeping ourselves in the championship in a car that's not competitive"

Andy Priaulx is getting ready for another against-the-odds slog through the summer

## REPORT WTCC ZOLDER



Steven English reports

## KEY MOMENTS

**Qualifying Shower effectively ends Q2 early and leaves BMWs anchored at bottom of top 10**  
**R1 Coronel runs wide to give Priaulx reversed-grid pole**  
**R2 Michielisz's fluffed start lets Priaulx settle into lead**

air restrictor on his Leon TDI was found not to conform with the rules. His SR-Sport team was aware of the infringement between the two races and attempted to rectify it, but Gene retired shortly after the start – and it was later still before he knew he'd lost the earlier win.

Before that, Gene had admitted: "It was maybe

my last chance to win a race this year because now coming up are circuits that don't so much suit our car." If that turns out to be true rather than the traditional motorsport bluff, then he's going to need a lot of cheering up in the coming weeks.

Behind Tarquini, the Cruzes of Muller and Alain Menu took second and

third, while Priaulx passed Tom Coronel in the closing stages for eighth place on the road and pole position for race two.

That's become something of a habit for Priaulx this year, with two of his three wins coming in race two (the only race-one win was his inherited Monza victory, thanks to punctures for Tarquini and Huff ahead). He remains determined that reversed-grid races are not the ones he wants to base his title attempt on, but the competitiveness of the 3-Series at present leaves him with little choice.

Alongside him on the front row for race two was Norbert Michielisz, who is in the opposite situation to Priaulx. The Hungarian rookie has bags of pace, but



Gene (right) beat Tarquini, but his car was found illegal

is yet to deliver the results to match his potential.

Ahead of the start of the second race, he said: "I hope my standing start will be a little bit better than in Morocco [when his SEAT barely moved from a front-row spot]. I am really trying to pull the best out of the standing start. That is the key point."

So imagine his despair when he fluffed it, bogged down and arrived at Turn 1 in eighth place. His misfortune was to Priaulx's delight, as the BMW, run by the Belgian RBM team, was granted a free run around the first lap in a healthy lead.

The BMW's lack of pace was soon exposed as Huff, Tiago Monteiro, Menu, Muller, Tarquini, Michielisz and Augusto Farfus arrived on Priaulx's tail. But the

triple world champion kept it together for 20 minutes to somehow collect his third win in eight races this year – with him and the seven cars behind him covered by just six and a half seconds.

"It was nice to see so many spectators supporting the Belgian team – it felt like a home race," said Priaulx. "We clearly don't have the speed in qualifying, but our race pace is good."

Kristian Poulsen, driving his self-entered BMW, kept the SEAT of local driver and WTCC returnee Pierre-Yves Corthals at bay to take independent honours in race one, while BMW racer Sergio Hernandez saw off Poulsen and survived some wild moments from Fredy Barth to take it in race two. ☒

NEXT ROUND ALGARVE (P) JULY 4



D'Aste brings up the rear of Belgian battle

## RESULTS

FIA World Touring Car Championship, Zolder (B), June 19-20, round 4 of 11

RACE 1 - 13 LAPS, 32.311 MILES							RACE 2 - 13 LAPS, 32.311 MILES				CHAMPIONSHIP TABLE			
GRID	POS	DRIVER (NATIONALITY)	TEAM	CAR	WEIGHT	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	PTS
1 TARQUINI 1:38.265	2 GENE 1:38.430	1 Gabriele Tarquini (I)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	+21m54.209s	1	1 Priaulx	21m52.091s	1	1 Muller	128		
3 MENU 1:38.494	4 MULLER 1:38.584	2 Yvan Muller (F)	Chevrolet (RML)	Chevrolet Cruze LT	1190kg	+2.629s	4	2 Huff	+1.049s	3	2 Tarquini	109		
5 HUFF 1:38.779	6 MICHELISZ 1:39.072	3 Alain Menu (CH)	Chevrolet (RML)	Chevrolet Cruze LT	1190kg	+3.056s	3	3 Monteiro	+1.754s	4	3 Priaulx	105		
7 BARTH 1:39.173	8 MONTEIRO 1:39.255	4 Tiago Monteiro (P)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	+3.559s	8	4 Menu	+2.298s	5	4 Huff	104		
9 PRIAULX 1:42.856	10 FARFUS 1:52.493	5 Rob Huff (GB)	Chevrolet (RML)	Chevrolet Cruze LT	1190kg	+3.866s	5	5 Muller	+4.784s	6	5 Monteiro	68		
11 CORONEL 1:39.456	12 NYKJAER 1:39.472	6 Norbert Michelisz (H)	Zengo-Dension Team	SEAT Leon TDI	1210kg	+4.192s	6	6 Tarquini	+5.788s	7	6 Coronel	62		
13 CORTHALS 1:39.610	14 O'YOUNG 1:39.824	7 Andy Priaulx (GB)	BMW Team RBM	BMW 320si	1175kg	+4.827s	9	7 Michelisz	+6.283s	2	7 Menu	61		
15 POULSEN 1:39.863	16 RAD'MECKER 1:40.003	8 Tom Coronel (NL)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	+9.295s	11	8 Farfus	+6.663s	10	8 Farfus	53		
17 ENGSTLER 1:40.058	18 HERNANDEZ 1:40.278	9 Augusto Farfus (BR)	BMW Team RBM	BMW 320si	1175kg	+9.453s	10	9 Hernandez	+13.491s	14	9 Gene	36		
19 D'ASTE 1:40.287	20 VAULKHARD 1:40.395	10 Fredy Barth (CH)	SUNRED Engineering	SEAT Leon TDI	1210kg	+9.655s	7	10 Coronel	+14.810s	9	10 Barth	33		
21 BENNANI 1:40.738	22 ROMANOV 1:42.934	11 Kristian Poulsen (DK)	Poulsen Motorsport	BMW 320si	1155kg	+13.373s	15	11 Poulsen	+15.063s	12	INDEPENDENTS' TROPHY			
		12 Pierre-Yves Corthals (B)	Exagon Engineering	SEAT Leon TFSi	1210kg	+15.400s	13	12 O'Young	+18.227s	21	POS	DRIVER	PTS	
		13 Sergio Hernandez (E)	Scuderia Proteam Motorsport	BMW 320si	1155kg	+17.611s	18	13 d'Aste	+18.876s	17	1 Hernandez	60		
		14 Mehdi Bennani (MA)	Wiechers-Sport	BMW 320si	1155kg	+18.240s	21	14 Radermecker	+20.678s	18	2 d'Aste	44		
		15 Harry Vaulkhard (GB)	Bamboo Engineering	Chevrolet Lacetti	1120kg	+19.423s	20	15 Corthals	+23.936s	13	3 Bennani	41		
		16 Stefano d'Aste (I)	Scuderia Proteam Motorsport	BMW 320si	1155kg	+20.491s	19	16 Engstler	+24.353s	22	4 Engstler	37		
		17 Vincent Radermecker (B)	Chevrolet (RML)	Chevrolet Cruze LT	1190kg	+20.877s	16	17 Romanov	+55.610s	20				
		18 Michel Nykjaer (DK)	SUNRED Engineering	SEAT Leon TDI	1210kg	+26.489s	12	18 Barth	+57.511s	11				
		19 Andrei Romanov (RUS)	Liqui Moly Team Engstler	BMW 320si	1155kg	+54.042s	22	19 Bennani	12 laps-accident	15				
		20 Darryl O'Young (PRC)	Bamboo Engineering	Chevrolet Lacetti	1120kg	-1 lap	14	R Nykjaer	7 laps-acc damage	19				
		EX Jordi Gene (E)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	21m51.561s	2	R Vaulkhard	2 laps-lost wheel	16				
		R Franz Engstler (D)	Liqui Moly Team Engstler	BMW 320si	1155kg	8 laps-mechanical	17	R Gene	0 laps-turbo	8				

KEY R=Retired; EX=Excluded. **Race 1** Winner's average: 88.53mph. Fastest lap: Priaulx, 1m40.138s, 89.35mph. **Race 2** Winner's average: 88.67mph. Fastest lap: Priaulx, 1m40.181s, 89.31mph.



**ZOLDER**

Belgium

June 18-20

Formula 2

Round 4/9

**AT A GLANCE**→ **Winners Stoneman/Bailly**→ **Pole positions Stoneman/Bailly**→ **Fastest laps Stoneman/Afanasiev**Two P2s kept Palmer  
top of the points table

# Bailly spoils Brits' Belgian battering

Local lad Benjamin Bailly, who'd never raced on his home circuit of Zolder, prevented Dean Stoneman and Jolyon Palmer from taking all the plaudits

Bailly (4) got in front  
for easy race-two win

## QUALIFYING

### Boost for Stoneman and Bailly

➤ Dean Stoneman was in control throughout Q1, more than half a second ahead of the rest for most of the session and still a quarter clear come the end. Kazim Vasiliasukas pipped Benjamin Bailly for the other front-row slot at the end, but Bailly cheered himself up by taking pole on Sunday.

Bailly used his boost button (permitted only in Q2) to topple Palmer from the top, and Jack Clarke got on the front row with his. Eng spun towards the end and robbed himself and others, including Vasiliasukas, of a chance to do the same.

Stoneman took top  
spot in first session

**T**here were no revelations in the development of the Formula 2 title plot at Zolder, as the drama took a back seat for an episode while one of the ensemble emerged as a potential star.

Jolyon Palmer and Dean Stoneman left Belgium pretty much as they arrived – with little between them, but plenty between them and the rest. Stoneman's second win of the season last Saturday brought him a little closer, but not a lot.

That left centre stage open on Sunday, and Benjamin Bailly strode into the spotlight. The 20-year-old had been one of let downs of the year so far – much was expected of the 2009 Formul' Academy champion pre-season, but he had yet to qualify in the top 10 or finish in the top five prior to last weekend.

Still desperately short of car-racing experience (he'd only raced twice before last year's Academy campaign), he'd been getting there slowly but boosted his stock emphatically on home soil.

He had the home-field advantage of being in a familiar environment, driving in front of his family and friends, but one thing not in his favour was circuit knowledge. Despite growing up round the corner, Bailly had never raced at the former Belgian GP venue.

The pre-event test gave everyone more time to settle in, and he started steadily – fifth in the test and eighth in first practice before topping Friday's second session. Third on the grid followed, but race one didn't go to plan.

Polesitter Stoneman was gifted the luxury of an early break after Bailly dived down the inside of Kazim Vasiliasukas for second into

Turn 1. Contact on the way through removed Bailly's right bargeboard and would later hurt him.

Vasiliasukas was primed to regain the spot out of Turn 4 along the back straight behind the pits. As he pressed Bailly into the Kleine Chicane, Palmer boosted on the way up the hill towards Villeneuve Bocht and had passed both by the exit. Vasiliasukas followed the Brit while Bailly began to struggle, losing two places in as many laps at the Kleine Chicane, to Armaan Ebrahim and Sergei Afanasiev. He was disappointed to match his best 2010 finish of sixth.

Up front, Palmer was unable to catch Stoneman, despite climbing from fifth to second in half a lap. Even a mid-race safety-car period didn't help – Stoneman was already clear a lap after the restart – and the pair remained in formation to



## RACE RATING

★★★★★

Plenty of scrapping and scraping down the field, but the leader escaped a real fight both times



To have my best result here at Zolder feels really good. And I'd driven here only one time - in a road car!

Benjamin Bailly learns Zolder quickly

## REPORT F2 ZOLDER



Steven English reports

Clarke took front-row spot in race two



Stoneman with the spoils of victory

## KEY MOMENTS

**Race 1 Bailly and Vasiliasukas collide at Turn 1 while disputing second place**

**Race 1 Palmer outboosts Bailly and Vasiliasukas to take P2**

**Race 2 Palmer passes Clarke for P2; Clark loses P3 to Stoneman**

the end. Vasiliasukas took the final podium spot, with Afanasiev securing fourth.

Bailly's second race was far less eventful. He won't have been thrilled to look in his mirrors and see Palmer sweep ahead of Jack Clarke into second, but the title leader never worried Bailly. The home favourite moved more than two seconds clear after four laps and was able to cruise home thanks to the fight over second. He reeled off the remaining laps to clinch a popular maiden win.

"It's a really good feeling and it's fantastic to win in

front of all my family," Bailly said. "I pushed as hard as I could on the first lap and kept my boosts until the end in case there was a safety car."

With Palmer unable to get away from Clarke, Stoneman passed Bratt and pulled him into a four-car fight for second. Every one of them set at least one fastest lap as the pace escalated, and it was Clarke that looked most likely to move forward as he homed in on Palmer. But before he could get there Stoneman launched his own attack. Although Clarke defended

well for three corners, he lost out at the fourth.

The only significant change in the championship chase after Belgium is the absence of double race winner Philipp Eng. It was bad enough that the Austrian didn't score at Monza, but an ill-judged move on Will Bratt at the Bolderberg Bocht hairpin in race one, and a first-corner off in race two, meant no points in Belgium either. He's now 59 adrift. ❌

## NEXT ROUND

Algarve (P) July 3-4

# RESULTS

FIA Formula 2, Zolder (B), June 18-20, round 4 of 9

GRID	
1	STONEMAN
2	VASILYKAS
3	BAILLY
4	EBRAHIM
5	PALMER
6	DE MARCO
7	SAMARIN
8	ENG
9	BRATT
10	CLARKE
11	AFANASIEV
12	MARTINESCU
13	SNOEKS
14	REES
15	KOWALSKA
16	LARICHE
17	TEIXEIRA
18	SURESHWEN
19	KRALEV

RACE 1 - 25 LAPS, 62.140 MILES			
POS	NAME	TIME	GRID
1	Dean Stoneman (GB)	38m01.434s	1
2	Jolyon Palmer (GB)	+7.524s	5
3	Kazim Vasiliasukas (LT)	+9.090s	2
4	Sergei Afanasiev (RUS)	+9.851s	11
5	Armaan Ebrahim (IND)	+13.146s	4
6	Benjamin Bailly (B)	+15.364s	3
7	Ivan Samarin (RUS)	+20.157s	7
8	Mihai Marinescu (RO)	+21.337s	12
9	Ricardo Teixeira (AO)	+31.072s	17
10	Nicola de Marco (I)	+32.215s	6
11	Kelvin Snoeks (NL)	+38.791s	13
12	Parthiva Sureshwaren (IND)	+40.750s	18
13	Paul Rees (GB)	+47.171s	14
14	Will Bratt (GB)	-1 lap	9
15	Philipp Eng (A)	-1 lap	8
R	Benjamin Lariche (F)	21 laps-spun off	16
R	Jack Clarke (GB)	20 laps-acc damage	10
R	Natalia Kowalska (PL)	7 laps-accident	15
R	Plamen Kralev (BG)	3 laps-spun off	19

GRID	
1	BAILLY
2	CLARKE
3	PALMER
4	BRATT
5	AFANASIEV
6	DE MARCO
7	STONEMAN
8	ENG
9	MARTINESCU
10	VASILYKAS
11	SAMARIN
12	SNOEKS
13	LARICHE
14	REES
15	EBRAHIM
16	KRALEV
17	KOWALSKA
18	SURESHWEN
19	TEIXEIRA

RACE 2 - 22 LAPS, 54.683 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Bailly	31m10.817s	1
2	Palmer	+3.819s	3
3	Stoneman	+4.876s	7
4	Clarke	+6.569s	2
5	Bratt	+7.173s	4
6	Marinescu	+12.340s	9
7	Vasiliasukas	+14.725s	10
8	Samarin	+23.063s	11
9	Lariche	+32.054s	13
10	Snoeks	+33.605s	12
11	Kowalska	+36.993s	17
12	Eng	+52.859s	8
13	Rees	+57.121s	14
14	Kralev	+1m05.826s	16
15	Afanasiev	-1 lap	5
R	de Marco	14 laps-mechanical	6
R	Teixeira	10 laps-mechanical	19
R	Sureshwaren	4 laps-mechanical	18
R	Ebrahim	0 laps-mechanical	15

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Palmer	139
2	Stoneman	131
3	Eng	80
4	Bratt	70
5	Vasiliasukas	65
6	Afanasiev	63
7	Bailly	49
8	Ebrahim	42
9	Marinescu	32
10	Samarin	26

KEY R=Retired.

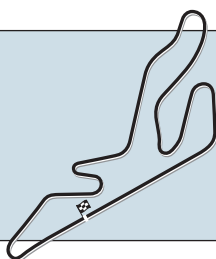
**Race 1** Winner's average speed 98.06mph. Fastest lap: Stoneman, 1m24.324s, 106.11mph.

**Race 2** Winner's average speed 105.23mph. Fastest lap: Afanasiev, 1m24.038s, 106.47mph.



## JARAMA

 Spain  
June 19-20  
SUPERLEAGUE FORMULA  
Round 4/10



### AT A GLANCE

- Pole Beijing (Martin)
- Race 1 Beijing (Martin)
- Race 2 Bordeaux (Montagny)
- Super Final Olympiacos (vd Drift)



# Montagny bags his maiden win


**Franck Montagny gave Bordeaux the first Superleague victory for driver and club, after John Martin had provided 2008 champions Beijing Guoan with success**



Raymond Domenech lunacy nowhere in sight

## QUALIFYING

### Martin scores shock pole position

 World Cup upsets were the order of the day as the 'Big Show' entered its second round. In terms of its status compared to Superleague rivals, Beijing Guoan is one of the plucky minnows, while driver John Martin has had more than his fair share of hard-luck stories.

But fastest out of the box in free practice pointed to a good set-up on the Alan Docking-run car, and he duly topped his qualifying group. Tottenham's Craig Dolby was defeated in the quarter-final after a scrappy lap, Basel's Max Wissel fell in the semi and, while AC Milan's Yelmer Buurman was ahead in the first split in the final, Martin turned it around for his first pole. "It was awesome," he said in typical Aussie style.



A not-very-Chinese-looking Beijing crew

**T**here were more maidens than a cricket test match as Franck Montagny, Chris van der Drift and Bordeaux all celebrated their first Superleague triumphs following a sun-kissed outing at Jarama.

The other victor was second-time winner John Martin, but at least he had the decency to do it from his maiden pole, in what was an action-packed triple-header that showcased the best and the worst of this unique racing formula.

### RACE ONE

From the moment the green-and-white Beijing Guoan Elan-Menard rolled off the ADR truck, Martin was revelling in its handling. The car had been fully stripped down in the break

since Magny-Cours, and a number of issues resulting from his Assen shunt (the week before the French round) were discovered.

With these fixed, and the set-up tweaked to his liking, Martin was in the zone. The Australian was quickest in the damp opening practice session (it had rained the night before – the last time a cloud was sighted in the Madrid area) and saved a set of tyres in the second session, which left him in great shape for the race.

He held the lead comfortably at the rolling start and eased his way to a 2.5-second lead by the time the pit window opened. ADR chose to bring its man in on the same lap as the pursuing Atech Reid-run AC Milan car of Yelmer Buurman, and Alan

Docking's boys kept their man ahead. In fact it was even better than that, as Buurman rejoined right behind the late-stopping PSV car of series returnee Narain Karthikeyan.

By the time the ex-Jordan Formula 1 driver pulled in for his stop, Martin was 3.3s clear. But that was as big as the lead got, and Buurman reeled off a series of quick laps, including the fastest of the race, to reduce the gap to virtually nothing.

Martin was conserving his tyres, and more importantly his power boosts, as Buurman hit the 'fast' button to close in. This meant Martin was now perfectly placed to fend off attack down the long start/finish straight and into the first right-hander, the best passing place on the notoriously tight track.



## RACE RATING

★★★★★

Great race action throughout the field, but the superfinal was a non-contest after the first corner



**I never really liked this place before, but I do now"**

John Martin reappraises his opinion of Jarama following his comfortable race-one win

## REPORT SUPERLEAGUE JARAMA



**Andrew van de Burgt reports**



Craig Dolby battled hard in Spurs car

There was one scare, when the brakeless Marcos Martinez ploughed his Sevilla car straight into the gravel with the leaders right on his exhaust. Sensing a chance, Buurman dived to the inside, but Martin had

it covered. A lap later the Aussie ran too deep into the opening turn, but again Buurman's dive to the inside was thwarted.

A long way back in third – 13 seconds to be precise – Chris van der Drift racked

up another podium for Olympiacos. He had a fairly lonely drive, but had to keep his wits about him in the closing stages as Basel's Max Wissel chased him down.

Wissel had lost a place to the hard-charging Spurs car of Craig Dolby early doors, but leapt ahead of the Englishman at the stops. Dolby suffered locking rear brakes, lost contact with the German and spent the rest of his race denying Flamengo's Franck Perera a sniff of fifth place.

### RACE TWO

Borja Garcia ended race one with his green-and-white Sporting Lisbon car beached in the gravel, and Franck

Montagny's came to an end when the throttle cable broke on his Bordeaux car. But Superleague rewards misfortune in the reversed-grid second race, and they lined up on the front row.

Garcia was slow away, which caused problems for Liverpool's James Walker who was directly behind him, but he still had enough momentum to hold the inside line and deny Montagny the lead heading into the first corner.

Roma's Julian Jousse – who'd lucked out of a top-10 finish when he ran out of fuel on the final lap of race one – slotted into third, and these three pulled well clear of the chasing pack, who were bottled up behind Robert Doornbos's Corinthians car.

Doornbos – a regular winner in season one with AC Milan – was struggling so badly that the lead trio was over 15 seconds ahead by the time the pit window opened. Garcia and Jousse came in early, which worked out perfectly for Jousse and horrendously for Garcia, who had a calamitous stop, which dropped him to 13th.

Montagny opted for a longer run on his tyres, but the rear wear was too great and he rejoined over three seconds down on Jousse. The Peugeot Le Mans star initially played himself in slowly, conserving the performance of his tyres

while Jousse kept his foot down. As the Roma car started to lose rear grip, Montagny began his charge, taking chunks out of the lead before pulling off a great pass around the outside of Turn 1. "I thought I'd give it a go and it worked!" said Montagny.

Another stunning start and more slick ADR pitwork moved Dolby into third. But the Spurs car was in even worse rear-brake problems than before and he held a 10-car queue in his wake that raced furiously side-by-side without ever really changing position.

Had this consisted of McLaren MP4s, Lotus 87s, Williams FW07s and Ligier JS17s, it would have been considered one of the greatest races of all time. But the sparse crowd that watched the brightly coloured Elans probably won't remember it that way.

### SUPERFINAL

Dolby was on pole, which meant he was offline for braking into the first corner. As he hit the brakes his rears locked...

"I pumped the pedal like mad, trying to create ABS," he admitted, but it didn't stop him ploughing straight into the gravel. Wissel and Jousse had to take to the kitty litter too in avoidance, leaving van der Drift with a massive lead, which he inevitably held to the end. 🏆

## KEY MOMENTS

**Race 1 Buurman gets stuck behind Karthikeyan after his pitstop**

**Race 2 Garcia's pit crew isn't ready when he stops, dropping Sporting Lisbon from 1st to 13th**  
**Super final Dolby ploughs into the gravel at the first corner - Jousse and Wissel follow him in**

## RESULTS

Superleague Formula, Jarama (E), June 19-20, round 4 of 10

GRID	RACE 1 - 33 LAPS, 74.849 MILES	RACE 2 - 33 LAPS, 74.849 MILES	SUPER FINAL - 5 LAPS, 12.0M	CHAMPIONSHIP TABLES
1 BEIJING 1:21.329	1 Beijing Guoan John Martin (AUS) ADR 45m47.162s 1	1 Bordeaux 45m59.602s 2	1 Olympiacos 6m48.119s	1 Tottenham 323
2 AC MILAN 1:21.583	2 AC Milan Yelmer Buurman (NL) ATECH Reid +0.464s 2	2 AS Roma +3.563s 5	2 Beijing +4.589s	2 AC Milan 263
3 OLYMPIACOS 1:21.979	3 Olympiacos Chris van der Drift (NZ) GU Racing +13.019s 3	3 Tottenham +42.932s 14	3 AC Milan +9.421s	3 Basel 239
4 BASEL 1:21.500	4 FC Basel Max Wissel (D) GU Racing +14.546s 4	4 Liverpool +43.481s 3	4 FC Basel +24.762s	4 Anderlecht 230
5 FLAMENGO 1:22.333	5 Tottenham Hotspur Craig Dolby (GB) ATECH Reid +29.927s 8	5 Corinthians +44.257s 10	5 AS Roma +26.967s	5 Olympiacos 211
6 LYON 1:22.333	6 Flamengo Franck Perera (F) ADR Alpha +30.817s 5	6 Anderlecht +45.263s 9	6 Tottenham 0 laps-acc	6 Roma 202
7 LYON 1:22.287	7 Olympique Lyonnais Sebastien Bourdais (F) LRS +34.534s 6	7 FC Basel +45.555s 15		7 Flamengo 191
8 SPURS 1:22.049	8 FC Porto Alvaro Parente (P) ATECH Reid +40.839s 10	8 Flamengo +46.304s 13		8 Liverpool 158
9 ROMA 1:21.695	9 Corinthians Robert Doornbos (NL) Azerti +45.399s 11	9 Beijing Guoan +47.417s 18		9 Porto 157
10 PORTO 1:21.592	10 Anderlecht Davide Rigon (I) Azerti +54.039s 15	10 AC Milan +47.417s 17		10 Sporting 134
11 CORINTH 1:21.650	11 PSV Eindhoven Narain Karthikeyan (IND) Rac 4 Hol +1m05.296s 14	11 FC Porto +47.576s 11		
12 BORDEAUX 1:21.650	DQ Atletico Madrid Maria de Villota (E) De Villota +1m21.328s 17	12 Olympiacos +48.369s 16		
13 SEVILLA 1:22.139	12 Galatasaray Tristan Gommendy (F) Epsilon +1m27.096s 18	13 Sporting +49.433s 1		
14 PSV 1:22.011	13 AS Roma Julien Jousse (F) De Villota +1m30.066s 9	14 Galatasaray +1m11.180s 6		
15 ANDERLECHT 1:22.233	14 Sevilla Marcos Martinez (E) De Villota -2 laps 13	15 PSV 19 laps-throttle 8		
16 SPORTING 1:22.353	15 Liverpool James Walker (GB) ATECH Reid -2 laps 7	16 Sevilla 4 laps-mechanical 4		
17 A MADRID 1:23.079	16 Bordeaux Franck Montagny (F) Epsilon 15 laps-throttle 12	17 Lyon 2 laps-accident 12		
	17 Sporting Lisbon Borja Garcia (E) ATECH Reid 7 laps-spin 16	DQ Madrid 2 laps-accident 7		

**Race 1** Winner's average speed: 103.457mph. Fastest lap: Buurman, 1m20.945s, 106.39mph.

**Race 2** Winner's average speed: 102.991mph. Fastest lap: Jousse, 1m20.910s, 106.44mph.

**Super Final** Winner's average speed: 105.514mph. Fastest lap: van der Drift, 1m21.140s, 106.14mph.



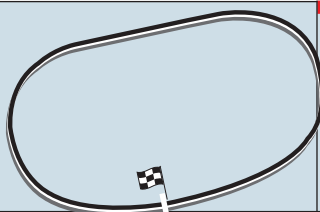
# IOWA

USA

June 19-20

IndyCar Series

Round 8/17



## AT A GLANCE

- Winner **Tony Kanaan**
- Pole position **Will Power**
- Most laps led **Dario Franchitti**
- Lead changes **16**



Sato took a best-ever P7 on the grid

Kanaan takes his 14th IndyCar series victory



TROTMAN/GETTY

# Kanaan quenches his two-year thirst

**Tony Kanaan hadn't won for very nearly two years, but the Andretti Autosport driver ended his losing streak in fine style at one of his bogey circuits**

## QUALIFYING

### First oval pole for Penske's Power

There was only two-thousandths of a second in it, but that's all Will Power needed to beat fellow antipodean Scott Dixon to record his first-ever pole position on an oval. Power's four-lap sequence for Penske of 181.337mph was 0.005mph quicker than Dixon's run for Chip Ganassi, and gave the Aussie his fourth top spot of 2010.

Marco Andretti was third fastest for Andretti Autosport to make it three teams on the front two rows, with Power's team-mate Helio Castroneves fourth.

Indy dominator Dario Franchitti was fifth, ahead of the once-again impressive Alex Tagliani and his new FAZZT outfit. Also quick was seventh-placed Takuma Sato on his first taste of the 7/8ths of a mile tri-oval.



Power edged Dixon for first oval pole

You'd forgive Tony Kanaan for not being partial to Iowa Speedway. When he sat on the pitwall, with shoulders slumped and a heavy heart after a poor qualifying run to 15th on Saturday, even he wouldn't have tipped himself for victory 24 hours later. After all, this is a track where his CV reads: three starts, three hefty crashes.

He hadn't won since Richmond in 2008, but when he sensed victory was within his reach on Sunday, 'Tony the torch' was as fiery as his nickname suggests. A dazzling final stint in his Andretti Autosport machine not only overhauled leader Helio

Castroneves of Penske with nine laps remaining, but he stormed away with a flourish to win by over four seconds.

"It's been a long time coming," Kanaan smiled. "But stats are there to be changed, records are made to be broken. I've never finished here before — now I've finished first."

He also paid tribute to team-mates Marco Andretti and Ryan Hunter-Reay for guiding him with their respective set-ups towards the ultra-strong racecar he used to such devastating effect. "I was downbeat, but those guys helped me out" he admitted. "They talked to me for 45 minutes and cheered me up."

Even then, Hunter-Reay

inadvertently almost dashed Kanaan's dreams on pitlane when he locked up and swiped Tony's yet-to-be-attached right-front wheel during his final stop, delaying his team-mate's departure and costing him two places.

However, Kanaan's path to Victory Lane was eased when Dario Franchitti was forced out with a gearbox drama when leading with 50 laps remaining. As at Indy, Franchitti looked very strong — especially in traffic — and often came out on top after some tremendous wheel-to-wheel racing with Kanaan and Ganassi stablemate Scott Dixon.

"I downshifted to fifth and got nothing," rued Franchitti of his gremlin.



## RACE RATING

★★★★★

Fast and furious from the outset; some classic short-track action



The cars allowed us to race inches apart - sometimes less"

Dario Franchitti enjoyed the latest aero rules that made their short-track debut in Iowa

## REPORT IRL IOWA

Chuck Bradbury Jr reports

### KEY MOMENTS

**Lap 54 Castroneves hits Kanaan and Dixon exiting the pits**

**Lap 200 Leader Franchitti tours into pits, stuck between gears**

**Lap 241 Kanaan passes Castroneves and romps to victory**

"The car was great, and I had a plan but it just didn't come to pass. But it was a fun race while it lasted."

The only time the racing got too close among the frontrunners was after an early round of pitstops, when Kanaan clobbered Castroneves into Dixon in a three-abreast moment at the pit exit.

"I took a hit from the

outside [Kanaan] and then the inside [Dixon]," moaned Castroneves, who was punted up into the air in the second impact. "I was in the middle - where was I supposed to go? My steering was out after that."

Castroneves, a kart contemporary of Kanaan's in their schoolboy days, admitted he had nothing for his old pal in the dash to the

flag: "It's disappointing to lose a race with less than 10 laps to go, it slipped right through my hands, but big credit to Tony and his team. His car was more consistent; my left-front tyre was gone at the end."

Castroneves even looked prone to attack from a flying EJ Viso in the closing moments, but the Venezuelan wisely settled for third, his best-ever IndyCar finish, in his KV-run machine.

"Helio was slowing at the end," said Viso. "But the traffic just didn't play in my favour."

Viso benefitted from the exit of team-mate Takuma Sato, who crashed out of third place at Turn 4 in the closing stages while

attempting to lap Alex Lloyd. "I lost a big chunk of airflow, he chopped into me," said Sato of the incident, as Lloyd drove across his bow. "I was in a good mood and overtaking people. A big shame."

Behind Viso, Ryan Briscoe salvaged fourth place from a lacklustre day. His Penske machined was "so loose it was scary - I was going sideways like a sprint car, but at 180mph!" A late-race tweak helped him jump ahead of team-mate Will Power and Dixon.

Power led early on, but two brushes with mobile chicane Milka Duno, who was parked by race stewards after 31 laps of ineptitude, sparked his tumble down the lapchart. "I'm still learning on ovals," said Power. "We were loose at the beginning of stints, and I had a few big moments with backmarkers."

Dixon was lucky to make the grid at all, when his fuel pump sprang a leak meaning his car was in two pieces with less than 30 minutes before the start of the race. He too suffered with left-front tyre issues on long runs, suffering huge understeer, but voiced his surprise at being elevated

to second in the points, admitting frankly: "We've been average this year."

Of the other Brits, Dan Wheldon finished 11th, Lloyd 13th, and Justin Wilson lasted for just three corners until he spun his Dreyer & Reinbold car, collecting Mario Moraes before cannoning into the Turn 4 wall. "I lost the back end and then momentum took over," rued Wilson, who suffered a bruised foot in the multiple impacts.

The consistent Power regains the points lead, mainly thanks to Franchitti's misfortune, but it was Kanaan's team boss Michael Andretti who best summed up the significance of this race: "To break the string of red car victories [Ganassi and Penske] on ovals is huge."

Kanaan rises to sixth in the championship, and it's back to the road courses next - starting with Watkins Glen. This continues to be an intriguing IndyCar season. ☑

### NEXT ROUND

Watkins Glen  
July 4



Viso took his first podium finish for the KV squad

## RESULTS

IndyCar Series, Iowa Speedway (USA), June 19-20, round 8 of 17

GRID	
1 POWER	2 DIXON
181.337mph	181.332mph
3 ANDRETTI	4 CASTRONEVES
181.005mph	180.884mph
5 FRANCHITTI	6 TAGLIANI
180.859mph	180.851mph
7 SATO	8 BRISCOE
180.672mph	180.672mph
9 PATRICK	10 WHELDON
180.085mph	179.902mph
11 WILSON	12 H-REAY
179.875mph	179.666mph
13 MEIRA	14 LLOYD
179.615mph	179.366mph
15 KANAAN	16 MORAES
179.109mph	178.974mph
17 RAHAL	18 FISHER
178.312mph	178.185mph
19 VISO	20 SILVESTRO
178.091mph	177.919mph
21 MATOS	22 BAGUETTE
177.842mph	177.224mph
23 ROMANCINI	24 MUTOH
176.436mph	173.468mph
25 DUNO	
no time	

### 250 LAPS, 223.50 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Tony Kanaan (GBR)	Andretti Autosport	Dallara-Honda	1h42m12.4036s	15
2	Helio Castroneves (BR)	Team Penske	Dallara-Honda	+4.2030s	4
3	EJ Viso (YV)	KV Racing Technology	Dallara-Honda	+5.2538s	19
4	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	+9.0536s	8
5	Will Power (AUS)	Team Penske	Dallara-Honda	+9.5902s	1
6	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	+15.2683s	2
7	Vitor Meira (BR)	AJ Foyt Racing	Dallara-Honda	+16.8703s	13
8	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	-1 lap	12
9	Graham Rahal (USA)	Dreyer & Reinbold Racing	Dallara-Honda	-1 lap	17
10	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	-1 lap	9
11	Dan Wheldon (GB)	Panther Racing	Dallara-Honda	-1 lap	10
12	Alex Tagliani (CDN)	FAZZT Race Team	Dallara-Honda	-2 laps	6
13	Alex Lloyd (GB)	Dale Coyne Racing	Dallara-Honda	-2 laps	14
14	Raphael Matos (BR)	De Ferran Dragon Racing	Dallara-Honda	-3 laps	21
15	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	-6 laps	3
16	Mario Romancini (BR)	Conquest Racing	Dallara-Honda	-6 laps	23
17	Bertrand Baguette (B)	Conquest Racing	Dallara-Honda	-13 laps	22
18	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	212 laps	5
19	Takuma Sato (J)	KV Racing Technology	Dallara-Honda	177 laps-accident	7
20	Hideki Mutoh (J)	Newman/Haas/Lanigan Racing	Dallara-Honda	131 laps-handling	24
21	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	128 laps-handling	20
22	Sarah Fisher (USA)	Sarah Fisher Racing	Dallara-Honda	92 laps-accident	18
23	Milka Duno (YV)	Dale Coyne Racing	Dallara-Honda	31 laps-too slow	25
24	Justin Wilson (GB)	Dreyer & Reinbold Racing	Dallara-Honda	0 laps-accident	11
25	Mario Moraes (BR)	KV Racing Technology	Dallara-Honda	0 laps-accident	16

### CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Power	274
2	Dixon	263
3	Franchitti	260
4	Castroneves	251
5	Briscoe	240
6	Kanaan	229
7	Hunter-Reay	225
8	Wilson	191
9	Andretti	184
10	Wheldon	183

Winner's average: 131.205mph. Fastest lap: Franchitti, 179.9696s, 179.102mph. Qualifying: Positions set by average speed over four timed laps.



FORMULA RENAULT 3.5 MAGNY-COURS (F), JUNE 19-20, RD 5/9

# Aleshin proves his F1 credentials

**R**enault produced an extra effort for the World Series' homecoming round at Magny-Cours. Aside from fly-passes and window dressing, an additional R29 Formula 1 roadshow car was prepped for mid-season Formula Renault 3.5 points leader Mikhail Aleshin. And, in a stylish precursor to his demo run, the Carlin driver took victory in Saturday's opener following a lengthy tussle with championship rival Esteban Guerrieri.

In an unsatisfying end to a race already bloated with incident, the pair collided on the penultimate lap of Sunday's feature race. Clermont-Ferrand native Nathanael Berthon was already well established out front, the Draco rookie seemingly immune to widespread chaos fuelled by some unsettled Nevers weather. In a reversal of his role in the closing laps at

Brno, Berthon expertly defended his lead. An inspired Daniel Ricciardo did the chasing, the Australian an unlikely protagonist, having been one of six drivers to receive a drive-through penalty for grid infringements.

Guerrieri's bid for a fourth straight win was hampered by the ISR team's tricky 'low-downforce' wet set-up. From pole, the Argentinian came under pressure from Aleshin almost from the off, but it took until half-distance for the Russian to mount a serious attempt to pass. Entering the Nurburgring chicane, the duo ran wheel to wheel. Guerrieri maintained his lead by cutting the corner, and his lead appeared unsustainable. Half a lap later, an apex to the final chicane was missed, and Aleshin overtook across the start/finish line.

Once clear, Aleshin

displayed his superiority and took victory by close to 15sec. Guerrieri's second place came under threat in the closing laps from Comtec's Stefano Coletti, up from 11th on the grid.

Nelson Panciatici achieved his best result of the year in fourth, while the battle for fifth provided the bulk of the day's action. Daniel Zampieri solidified his wet-weather reputation by taking the position, but Sten Pentus and front-row starter Albert Costa were in contention for a lengthy period. Pentus and Fortec team-mate Jon Lancaster staged incredible comeback drives. Estonian Pentus rose up the order from 21st, while Lancaster completed the first lap 1m26s behind the last car after a pitlane start and finished 1m26s behind the winner...

Pentus later fell back three positions after a collision with Berthon in which the Frenchman was sent spinning, but Berthon

would take *le justice*...

A brief downpour before race two did its best to wrong-foot teams and drivers. In a repeat of the chaos at Spa in May, late tyre changes on the grid overran, infringing on the start procedure. The grid formed with a medley of tyre choices apparent. Slicks, as favoured by most frontrunners, proved to be the winning call.

Poleman Ricciardo led a three-car breakaway with Berthon and Aleshin over the early laps. Those on slicks lapped roughly 10sec faster than their wet-shod counterparts. Ricciardo, though, was set for an additional visit to the pits to serve his drive-through.

Once the stops had played themselves out, Ricciardo benefited from mistakes from his rivals and stellar speed during a mid-race shower. A 7sec deficit to Berthon was closed to just 0.250sec at the chequered flag.

The light shower accounted for Aleshin running through the gravel at the Adelaide hairpin, while third-placed Filip Salaquarda lost a potential runner-up spot when he ran wide at Grande Courbe. Guerrieri closed in on Aleshin at a second a lap, but his bid resulted in a punctured tyre against the Russian's sidepod.

● Peter Mills

## RESULTS

**Race 1** Mikhail Aleshin, 25 laps in 47m06.881s; 2 Esteban Guerrieri, +14.891s; 3 Stefano Coletti; 4 Nelson Panciatici; 5 Daniel Zampieri; 6 Daniel Ricciardo; 7 Sten Pentus; 8 Albert Costa; 9 Nathanael Berthon; 10 Jon Lancaster. **Fastest lap** Pentus, 1m50.663s, 89.16mph. **Race 2** 1 Berthon, 30 laps in 46m04.729s; 2 Ricciardo, +0.250s; 3 Filip Salaquarda; 4 Aleshin; 5 Costa; 6 Bruno Mendez; 7 Coletti; 8 Pentus; 9 Guerrieri; 10 Panciatici. **FL** Ricciardo, 1m28.854s, 111.05mph. **Points** 1 Aleshin, 75; 2 Ricciardo, 66; 3 Guerrieri, 58; 4 Pentus, 44; 5 Berthon, 43; 6 Coletti, 42.



- |   |                  |   |        |
|---|------------------|---|--------|
| 1 | Sebastian Vettel | ◇ | 21,562 |
| 2 | Mark Webber      | ◇ | 21,236 |
| 3 | Lewis Hamilton   | ◇ | 19,676 |
| 4 | Jimmie Johnson   | ▲ | 18,698 |
| 5 | Sebastien Loeb   | ▼ | 18,433 |

## Ranking the world's best drivers

### WHAT HAPPENED THIS WEEK

Mikhail Aleshin's Formula Renault 3.5 victory took him up 18 places to 130th, while Nathanael Berthon made a huge 184-place gain to lie 500th – his highest position yet. The biggest mover in the top 100 was Chevrolet WTCC driver Rob Huff, up 14 places to 88th.

To see the full list, visit [castroldriverrankings.com](http://castroldriverrankings.com)



**QUICK RESULTS**

→ Winner **Jimmie Johnson**  
→ Pole position **Kasey Kahne**  
→ Most laps led **Johnson**

**RACE RATING**

★★★★★

Interesting head-to-head battle for the lead and eventful final 20 laps

**IN BRIEF**



Edwards was a class apart

**NASCAR NATIONWIDE**

Carl Edwards dominated the Nationwide Series' first visit to Road America last Saturday. Behind him, 1997 Formula 1 world champion Jacques Villeneuve was on course for second place until he suffered electrical problems with a lap and a half to go, handing the place to Ron Fellows.

**AUSTRALIAN FFORD**

Series leader Chaz Mostert won two of the three races at Darwin's Hidden Valley. He lost the chance of a third win when he slipped on oil late in the final race, allowing Ryan Simpson to take the victory.

**FORMULA 4 EURO CUP 1.6**

Franck Matelli became the third Formula 4 Eurocup 1.6 winner of the season at Magny-Cours. The Corsican led Stoffel Vandoorne home in race one, before the positions were reversed on Sunday. Vandoorne's fourth victory of the season extends his championship lead over Matelli to 35 points.

**BRAZILIAN PORSCHE GT3**

Ex-F1 driver Ricardo Rosset took his second win of the 2010 Brazilian Porsche GT3 Cup season at Interlagos, and increased his points advantage over ex-MotoGP rider Alex Barros. Rosset started from ninth place and took the lead after 10 laps. Barros suffered a punctured radiator and failed to finish, but still holds second place in the standings, five points ahead of Ricardo Baptista.

**STAR MAZDA**

Conor Daly extended his win streak to four with a flag-to-flag victory at Iowa Speedway. Team Apex locked out the rest of the podium, with Jorge Goncalves finishing second ahead of team-mate Joao Victor Horto.



Daly: wins race, gets pizza

**NASCAR SPRINT CUP SEARS POINT (USA), JUNE 20, RD 16/36**

# Johnson gains from Ambrose stumble

**M**arcos Ambrose had overturned Jimmie Johnson's race-long advantage in their exclusive battle for victory at Sears Point on Sunday. But a catastrophic error under caution with seven laps to go cost the Australian his maiden NASCAR Sprint Cup victory, and handed Johnson the first road-course win of his career.

Johnson had enjoyed a slight advantage over Ambrose for most of the race. But that all changed after the final pitstops, when some minor set-up tweaks gave Ambrose the car he needed. Johnson then opted to play safe, and he was more than two seconds adrift when a caution came out with eight laps to go.

A lap later, Ambrose briefly switched his engine

off to save fuel. But when he tried to restart his motor on the uphill run through Turns 1 and 2, it wouldn't fire. Seven cars passed his stricken Toyota, and he was not allowed to move back to the front.

That gifted Johnson the lead for the final restart, and he cruised to victory.

"It's unfortunate for Marcos; he had the fastest car at the end," said Johnson. "I felt bad for him, but not for long."

Ambrose added: "It's a bitter pill to swallow, but at least we showed everyone we could win today. We had the measure of Jimmie, it's just a terrible way to finish."

Behind Johnson's Hendrick Chevy, Robby Gordon clung to second on heavily worn tyres in the closing laps. Next up, series

Johnson leads Kahne in California



leader Kevin Harvick chose not to risk a solid third, followed by Kasey Kahne and Jeff Gordon.

Jan Magnussen was the best of the Scandinavian debutants, staying out of trouble all race to take 12th. DTM star Mattias Ekstrom was more involved at the front, but was pitched into a spin by Brad Keselowski while battling just outside the top 10 with 19 laps to go. ● Max Freeway IV

**RESULTS 1 Jimmie Johnson**

(Chevrolet Impala), 110 laps in 2h56m38s; 2 Robby Gordon (Toyota Camry), +3.105s; 3 Kevin Harvick (Chevy); 4 Kasey Kahne (Ford Fusion); 5 Jeff Gordon (Chevy); 6 Marcos Ambrose (Toyota); 7 Greg Biffle (Ford); 8 Boris Said (Ford); 9 Tony Stewart (Chevy); 10 Juan Pablo Montoya (Chevy). **Points** 1 Harvick, 2334; 2 Johnson, 2194; 3 Kyle Busch, 2193; 4 Denny Hamlin, 2183; 5 J Gordon, 2142; 6 Kurt Busch, 2118; 7 Matt Kenseth, 2092; 8 Jeff Burton, 2027; 9 Biffle, 2011; 10 Stewart, 1983.

**INDY LIGHTS IOWA SPEEDWAY (USA), JUNE 19, RD 5/13**

# Saavedra stars in Iowa

**S**ebastian Saavedra produced a lights-to-flag victory at Iowa Speedway on Saturday night, but he had to see off a late challenge from Martin Plowman in order to do it.

The Colombian had been in a strong position until he encountered traffic in the closing stages of the race, allowing Plowman and JK Vernay to close up. A 2.3s gap was reduced to less than 0.5s by the time Saavedra crossed the line to secure his third Lights win of his career in his Bryan Herta Autosport machine.

"That was one of the most intense races I have had in my life," said British

racer Plowman. "Sebastian got caught in traffic and I thought it was going to be my day, but at the end I just couldn't catch him."

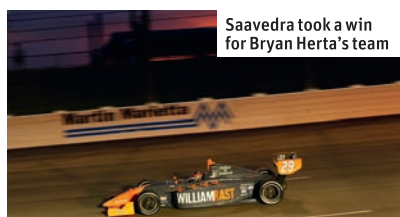
Adrian Campos Jr finished fourth ahead of James Hinchcliffe. Title contender Charlie Kimball's title hopes were dealt a blow when he was eliminated in a crash on the opening lap.

Of the other Brits, Stefan Wilson, Pippa Mann and Dan Clarke were seventh, eighth and ninth.

● Bruce Martin

**RESULTS**

**1 Sebastian Saavedra**, 115 laps in 46m10.0471s; 2 Martin Plowman, +0.482s; 3 JK Vernay; 4 Adrian Campos Jr; 5 James Hinchcliffe; 6 Philip Major. **Points** 1 Vernay, 192; 2 Charlie Kimball, 169; 3 Hinchcliffe, 164; 4 Saavedra, 160; 5 Plowman, 160; 6 Stefan Wilson, 128.



Saavedra took a win for Bryan Herta's team

**SUPER GT SEPANG (MAL), JUNE 20, RD 4/8**

# Nissans on top at Sepang

**T**sugio Matsuda and Ronnie Quintarelli won the Japanese series' fourth round on its annual away trip to Malaysia.

Matsuda started from pole in the Kasuyoshi Hoshino-run Nissan GT-R and led from the start, followed by the two Honda HSVs of Ralph Firman and Takuya Izawa.

The hot conditions caused tyre-wear problems for the leader, forcing Matsuda into the pits on lap 24 – before the race was half over – to hand the car over to Quintarelli.

The Italian rejoined in the lead followed by Naoki Yamamoto, who had replaced Izawa in the Honda. Both Yamamoto and Benoit Treluyer (Nissan) managed to get past Quintarelli, but a challenge from Treluyer on Yamamoto for the lead ended in contact and both

cars being summoned for a drive-through penalty, promoting Quintarelli back into the top spot.

From there, Quintarelli was able to cruise home ahead of Treluyer for a comfortable Nissan one-two, with Takashi Kogure and Loic Duval left to salvage some pride for Honda by finishing third.

● Jiro Takahashi

**RESULTS**

**1 Tsugio Matsuda/Ronnie Quintarelli (Nissan GT-R)**, 54 laps in 1h50m54.084s; 2 Satoshi Motoyama/Benoit Treluyer (Nissan), +13.333s; 3 Takashi Kogure/Loic Duval (Honda HSV); 4 Daisuke Ito/Bjorn Wirdheim (Lexus SC430); 5 Takuya Izawa/Naoki Yamamoto (Honda); 6 Yuji Tachikawa/Richard Lyons (Lexus). **Points** 1 Ito/Wirdheim, 40; 2 Juichi Wakisaka/Andre Lotterer, 37; 3 Kogure/Duval, 35; 4 Matsuda/Quintarelli, 33; 5 Hiroaki Ishiura/Kazuya Oshima, 31; 6 Tachikawa/Lyons, 30.



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## INTERNATIONAL RACES & RESULTS

### V8 SUPERCARS

Hidden Valley, 7/14

## QUICK RESULTS

→ Winners **Winterbottom/Whincup**

→ Poles **Winterbottom/A Davison**

→ Fastest laps **Whincup/Tander**

## RACE RATING

★★★★★

Good to see faces old and new at the sharp end for a change

## REPORTS

### WORLD OF SPORT

## IN BRIEF



### FIA GT3

Claudia Hürtgen became the first woman to win a race in the series at Jarama as she and Hungarian Csaba Walter also gave the Schubert BMW Z4 (above) a first international triumph in race two. Rosberg Audi duo Kenneth Heyer/Bernd Herndlhofer won race one, while Christian Hohenadel and Daniel Keilwitz increased their series lead by finishing second and fourth in their Callaway Corvette.

### MEGANE TROPHY

Pierre Thiriet gambled on slick tyres on a wet, but drying, surface at Magny-Cours, and took his first series win as well as the championship lead. His TDS team-mate Nicki Catsburg finished second to Thiriet, but had taken victory 24 hours earlier after making a similar tyre choice to beat Thiriet and Bas Schothorst.

### CARRERA CUP ASIA

German Christian Menzel was beaten for the first time this season as Chinese driver Marchy Lee won both races at Zhuhai in his home country. Keita Sawa was second twice while Menzel – eliminated on the second lap along with rivals Craig Baird and Rodolfo Avila in race one – claimed third in race two.

### DANISH TOURING CARS

Jens Møller took his first overall DTC win after eight years of trying at Jyllands-Ringen, holding off fellow SEAT Leon man Jason Watt for victory by 0.7s. Former champion Watt won the second race. BMW-driving multiple champion Casper Elgaard finished on the podium twice to extend his series lead.

#### Møller led Watt and the rest



V8 SUPERCARS HIDDEN VALLEY (AUS), JUNE 19-20, RD 7/14

## Frosty stays cool in Darwin heat

**M**ark Winterbottom and Jamie Whincup split the wins in the two V8 Supercar races at Hidden Valley last weekend, but it was, perhaps, how those wins came that caught the spectators' eyes at the Darwin circuit.

Winterbottom took pole position and dominated Saturday's race. He chased down Whincup's Triple 8 Holden to challenge for the win on Sunday until his single set of 'Sprint' tyres ran out of grip. In doing so, 'Frosty' looks to have put behind him a terrible season for Ford Performance Racing so far, and marked himself as a contender for the rest of 2010.

While the two drivers swapped first and second-place results in the races, and Shane van Gisbergen

added to his growing resumé with two thirds, there was much to watch elsewhere. If Winterbottom was not a surprise poleman for the first race, Alex Davison was for the second, and he looked entirely capable of a podium finish until his Falcon stopped with ECU problems. With Tim Slade delivering two steady and polished drives, finally all three Stone Brothers drivers looked like threats at Hidden Valley.

James Courtney drove two clever races in a stubborn Dick Johnson Racing Ford to maintain his series lead, while Craig Lowndes was solid, his cause not helped by his crew dropping his Triple 8 Holden off its jack with only three wheels attached during a stop.

Winterbottom evolved into winner in Darwin



HORSBURGH/LAT

The other cars to show speed on the weekend were those of the Kelly brothers, Todd in particular taking the fight to the other teams.

On the other hand, the Holden Racing Team had a tough time with its pair of new 2010 Commodores. Will Davison had a gearbox problem on Saturday, while Garth Tander never recovered from a first-lap excursion on Sunday.

● Phil Branagan

### RESULTS

**Race 1 1 Mark Winterbottom (Ford Falcon FG)**, 42 laps in 51m17.845s; 2 Jamie Whincup (Holden Commodore VE), +0.788s; 3 Shane van Gisbergen (Ford); 4 Jason Richards (Holden); 5 James Courtney (Ford); 6 Tim Slade (Ford). **Race 2 1 Whincup**, 69 laps in 1h24m35.011s; 2 Winterbottom, +4.001s; 3 van Gisbergen; 4 Courtney; 5 Craig Lowndes (Holden); 6 Slade. **Points** 1 Courtney, 1698; 2 Whincup, 1614; 3 Lowndes, 1452; 4 van Gisbergen, 1412; 5 Winterbottom, 1344; 6 Garth Tander, 1242.

FORMULA RENAULT EURO CUP MAGNY-COURS (F), JUNE 19-20, RD 4/8

## It's Magnyfique for Korjus

**S**eries leader Kevin Korjus edged out polesitter Arthur Pic to claim his fourth win of the season in Saturday's rain.

Pic snuck a nose ahead entering the back straight on the final lap, but in restricted visibility was ultimately reluctant to chance a passing move.

Korjus had grabbed the lead with a strong getaway from third. The opening lap produced a lot of incidents, Luciano Bacheta one of a number of drivers to be caught out by the treacherous conditions.

Estonian Korjus's defensive tactics in keeping local hero Pic at bay allowed

Finnish rookie Miki Weckström to join the battle, the trio separated by 1.1s at the finish.

Italian series graduate Giovanni Venturini held off a feisty showing from Bacheta to take his maiden Eurocup victory on Sunday.

British racer Bacheta's runner-up position, ahead of Korjus, returns him to second in the points.

● Peter Mills

### RESULTS

**Race 1 1 Kevin Korjus**, 12 laps in 27m21.266s; 2 Arthur Pic, +0.429s; 3 Miki Weckström; 4 Giovanni Venturini; 5 Mikel Otegi; 6 Aaro Vainio. **Race 2 1 Venturini**, 12 laps in 22m50.660s; 2 Luciano Bacheta, +0.519s; 3 Korjus; 4 Jukka Honkavuori; 5 Daniel de Jong; 6 Pic. **Points** 1 Korjus, 94; 2 Bacheta, 64; 3 Pic, 62; 4 Venturini, 34; 5 Honkavuori, 29; 6 Genis Olive, 29.



L-r: Korjus, Pic and Venturini do battle

GRAND-AM MID-OHIO (USA), JUNE 19, RD 7/12

## Five-star Ganassi duo wins

**S**cott Pruett and Memo Rojas continued their domination of the Grand-Am Series by taking their fifth win of the season at Mid-Ohio.

Bargaining on a caution late in the race, the Ganassi team came up with a pit strategy that resulted in an early final stop for the pole-sitting car, at which Pruett took over from Rojas. That left him 10th, but a combination of some ballsy overtaking moves, and those ahead of him filtering through their stops, brought him back to the front.

Despite having almost nothing left from his tyres late on, Pruett hung on to claim a win that extended the crew's championship advantage to 32 points.

John Pew/Oswaldo Negri Jr took their Michael Shank Riley to second, just holding off a charging Mark Wilkins. Wilkins, sharing

his car with Burt Frisselle, had passed Michael Valiante in the second MSR car with two laps to go, giving the AIM team a terrific podium finish just three weeks after it had a car destroyed by a fire at Watkins Glen.

Turner Motorsport duo Joey Hand and Bill Auberlen gave the BMW M6 its first victory in the GT category.

● Gary Freeman

### RESULTS

**1 Scott Pruett/Memo Rojas (Riley-BMW MkXI/XX)**, 107 laps in 2h45m00s; 2 Oswaldo Negri Jr/John Pew (Riley-Ford), +2.991s; 3 Burt Frisselle/Mark Wilkins (Riley-Ford); 4 Brian Frisselle/Michael Valiante (Dallara-Ford DP01); 5 Antonio Garcia/Buddy Rice (Coyote-Porsche CC08/01); 6 Jon Fogarty/Alex Gurney (Riley-Chevrolet). **Points** 1 Pruett/Rojas, 225; 2 Burt Frisselle/Wilkins, 193; 3 Ryan Dalziel, 190; 4 Max Angelelli/Ricky Taylor, 188; 5 Negri/Pew, 178; 6 Darren Law/David Donohue, 176.







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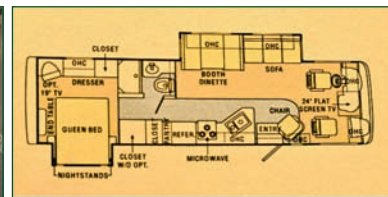
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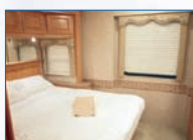
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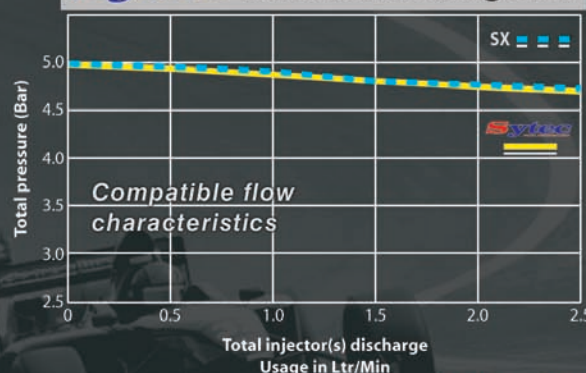
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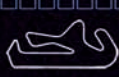
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Christodoulou in Renault return, **p70**



Formula Ford is set for big changes in 2012

## AUTOSPORT SAYS...

**BEN ANDERSON**  
EDITORIAL ASSISTANT

ben.anderson@haymarket.com



**AN ESTIMATED** 20,000 people decamped to Snetterton for the second Lotus Festival last weekend.

Given your average 'clubbie' struggles to squeeze four-figure throngs through the gate, that's a pretty amazing attendance figure.

So, what made the difference? MotorSport Vision is probably the best promoter of club meetings in the country, so no doubt a high level of local advertising and free ticketing played its part. Given Lotus is *the* greatest local racing name to Norfolk, and that Classic Team Lotus was showcasing a unique collection of Lotus F1 cars from 1958 to '94, MSV probably also had quite an easy time collecting a few extra bookings.

But enough to attract 10 times more punters than a 'good' club meeting? No. I wager it's the contemporary F1 element of the event that put extra bums on seats (or feet on grass banks in this case).

To most casual fans, the sport is F1, and even the appearance of a backmarker team (with demos by a pair of drivers that aren't exactly homegrown household names) was enough to draw spectators out in their droves. I'm certain the majority didn't come for the races (no matter how good they were), so just imagine the possible crowd if Jensen and Lewis were driving for Lotus...

## Extra contact details

**Kevin Turner**, national editor  
kevin.turner@haymarket.com

## Formula Ford to go turbo

**New regulations for 2012 will include a move to turbocharged engines and sequential gearboxes as Ford looks to reinvigorate its junior category**

**TURBO ENGINES** will be part of the British Formula Ford Championship from 2012, when the new rules will be introduced.

The revised regulations, which include new FIA-approved chassis and crash structures, were going to be brought in next season. But now the changes will be made in 2012 as part of a "full reinvigoration of Formula Ford", according to Ford Europe's Mike Norton.

AUTOSPORT understands that the engines, which will replace the 1600cc Duratec units used in the category since 2006, will be from Ford's EcoBoost family of turbocharged and direct fuel injected petrol engines. The 1600cc units chosen for 2012 can be tuned to produce between 150 and 180bhp.

It will mark the first time that the category, which began in 1967, has used a turbo unit.

"It's a very compact and efficient

technology, and it's a relevant one," said Norton. "There will be a correlation between Formula Ford and what's under the bonnet of a road car.

"It will prove that EcoBoost can be used in a motorsport environment."

The new Formula Fords, which will also have sequential gearboxes, will be slightly heavier than the current machines, and Ford is likely to allow the engines to run more power than the Duratec's current 160bhp in order to maintain the same level of performance.

"We will make the cars perform on a par with current Duratecs," added Norton. "We don't need the cars any faster."

Jamun boss Tony Mundy, whose drivers have taken the last five British Formula Ford titles, welcomed the changes and the decision to delay introducing them.

"Ford made it known last year that they wanted to change the engine –

the Duratec is being phased out in their range," he said. "Everyone's opinion was that it made sense to change the engine at the same time as changing the cars, so I think it's all good. We don't want to rush it – it's going to be a big change and we want to make sure it's right."

Mundy added that he did not believe the new unit would have a big effect on the close racing or driving style in Formula Ford. "Turbo lag seems to be a thing of the past, so I don't think it will make much difference," he said. "We have to move with the times."

The FIA-approved regulations for spaceframe racing cars, which Ford has helped develop with the FIA, should also allow more countries, such as Germany, to run Formula Ford championships.

## ENGINES IN NATIONAL FORMULA FORD

1967-1992 1600cc Kent  
1993-2005 1800cc Zetec  
2006-2011 1600cc Duratec

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**p74** CASTLE COMBE  
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VSCC

**p83** MALLORY PARK  
HSCC



Formula Renault UK

# Christo makes Renault return

Formula 3 race winner joins CRS for Croft round and could race again



Christodoulou took a fourth for CRS

**BRITISH FORMULA 3** race winner Riki Christodoulou made a surprise return to the Formula Renault UK Championship at Croft last weekend.

Twenty-one-year-old Christodoulou, who won races in FRUK in 2007 and '08 with Fortec Motorsport, replaced European F3 Open-bound Brazilian Victor Correa at CRS Racing.

The younger cousin of 2008 FRUK champion Adam Christodoulou (who won his title with CRS), qualified fifth and 10th for the two races before finishing fourth and ninth.

"It was fun, I enjoyed it and it's good to be back racing," said Christodoulou, who until Friday's official practice had not driven a racing car since finishing second to Max Chilton in the final British F3 race

of 2009 at Brands Hatch last September. "All I've been doing for the past nine months is training my pants off!"

"I wasn't too keen to start with, given that I've already done it [Formula Renault], but once you're in the car and in a racing situation you get the feeling back and just do your best.

"The first qualify was a bit disappointing – I was in 'F3 mode' and

stamped on the brakes too hard, locked up and went straight on, which lost me a lap that would've been close to a pole lap. But every time I went out I improved and I was gutted to not get on the podium."

Christodoulou has not ruled out further appearances. "There's a possibility of [doing] more [races] – the team have said they want me back – but nothing's confirmed," he said.

Porsche Carrera Cup

## Harvey breaks Porsche record

**TIM HARVEY** became the most successful driver in the eight-year history of the Porsche Carrera Cup GB when he claimed two more wins at Croft last weekend.

Harvey scored his 32nd and 33rd Carrera Cup victories at Croft to break a tie with 2004 champion Richard Westbrook for the most overall victories, which stood previously at 31.

"I'm not a great one for records and milestones, but in a championship I love as much as the Carrera Cup to have the most number of wins ever is fantastic, especially to take the record from Richard Westbrook," said Harvey.

Westbrook started less than one-third the number of Carrera Cup races of Harvey, and both are well clear of any other driver's wins total. The next drivers are reigning champion Tim Bridgman (15), Damien Faulkner (13), James Sutton (12), Danny Watts (10), Michael Caine (8) and Steven Kane (7).

In all, 18 drivers have won races in the series since the first round at Mondello Park in April 2003.



Harvey surpassed Westbrook's victory mark

British Formula Ford

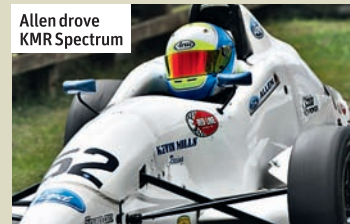
## Allen laments difficult debut

**MARCUS ALLEN** has decided to concentrate on his Castle Combe FF1600 campaign after a troubled British Formula Ford debut at the Wiltshire circuit last weekend.

Allen, who leads the Wiltshire track's FF1600 title chase in his Kevin Mills Racing-prepared Swift, drove a KMR Spectrum in the British series.

Allen had a fraught qualifying session and ended up 17th out of 21. He then finished last in race one after stalling at the start, but finished 12th in race two and set a best time half a second shy of the fastest lap.

"I thought we'd have a go and see how it went," he said. "Now I'm going



Allen drove KMR Spectrum

to concentrate on Kents for the rest of the year."

Allen has yet to decide whether he will contest the end-of-season FF1600 extravaganzas, such as the Walter Hayes Trophy at Silverstone, or save the money to focus on a new campaign in 2011.

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## British Formula Ford

Parris moves to France – plus  
British Formula Ford campaign

**SINGLE-SEATER** squad Antel Motorsport will move into the British Formula Ford Championship next year as it looks to expand.

The father-and-son outfit has already recruited Frenchman Philippe Layac to drive one of the three Rays it hopes to have on the grid in 2011. Antel is in talks with a number of drivers about the two remaining spots.

Team owner Julian Parris said: "At a time when a lot of other teams are cutting back, we have the ability to

grow. We want to be seen as a team that is spreading its wings."

Antel, which will soon be moving to new headquarters in Daventry, will continue to run Formula Renaults but is moving to compete in the French 'Challenge Monoplace' series. Parris has "issues" with FR BARC and feels the French effort offers a bigger stage, visiting circuits such as Magny-Cours.

"Our decision is down to the fact that there is not enough racing in Formula Renault BARC," he said. "In France it is competitive and runs at all the big circuits, and we also have a good rapport with the French."

Parris is also hoping to continue racing in the continental VdeV sportscar series after his team contested a round with Matthew Draper and Jake Rattenbury earlier this season.



Antel plans to use Rays in Formula Ford

## British Formula Ford

## Palmer injured in Combe crash

## FORMULA FORD

Festival winner Chrissy Palmer has a suspected broken arm after another serious crash at Castle Combe last weekend.

Palmer, who suffered a back-damaging accident in 2008, had already broken both thumbs in a Formula Renault crash earlier this year. He returned to British Formula Ford at Combe in a works Juno JA2010, but crashed heavily at Tower Bend during the second race, causing the

race to be stopped.

"The fronts locked up and I went straight on," said the 19-year-old, who was due to go for further tests on his arm at the start of the week. "The tyre wall hit me in the

face as well.

"I've no idea when we can get back out there."

Juno is expecting Jake Green, who has been recovering from his thumb-breaking crash at Knockhill, to return soon.



Palmer heads off at Tower

## Formula Renault

## British teams target Eurocup

## FORMULA RENAULT UK

Championship leader Tamas Pal Kiss is to return to his homeland to contest the next round of the Eurocup.

The Hungarian is one of four drivers to take advantage of the seven-week break in the UK calendar to contest the Hungaroring event, which takes place on July 3-4.

Kiss's Atech GP team-mates Marlon Stockinger, who broke his win duck at

Croft last weekend, and Nick Yelloly are also making the trip. Manor Competition, meanwhile, will take a single car for Will Stevens.

Both Atech and Manor are confident of strong results in the Eurocup, a series that has been a barren hunting ground for UK teams in recent years, and that they can challenge Estonia's runaway series leader Kevin Korjus.

## MARCUS PYE

## HUMBLE PYE

The voice of club motor racing



Gaunt (49) scored landmark win at Brands

**T**ales of unstinting endeavour in club motorsport, and successes against the odds, have caught my eye since the 1970s. There's no better place to witness this than at a 750 Motor Club meeting, where tireless behind-the-scenes 'boffinry' can lead to a deeply satisfying victory or equally heroic failure.

The whole ethos of the club, from its roots pre-WW2, is centred on the ability to construct and/or engineer and enjoy a car, for road or track. While designers of the calibre of Eric Broadley (Lola), Colin Chapman (Lotus), Arthur Mallock, Frank Nicholls (Elva), Mike Pilbeam, Tony Southgate and Len Terry (Terrier) became famous, dozens more demonstrated talent and ingenuity without becoming household names.

A look around the Brands Hatch paddock last weekend revealed all manner of machines, some of proprietary manufacture, others home-brewed, and yet more combining both schools of thought. From high-performing RGB sports racers to Formula Vee single-seaters, there was much to admire within this niche of the world's most diverse racing scene.

The RGB arena is particularly vibrant at present, with many new chassis having joined the fray over recent years. The Contour, Spire and latest BDN hit the circuits last season, and this term we've seen the first Sabre (not to be confused

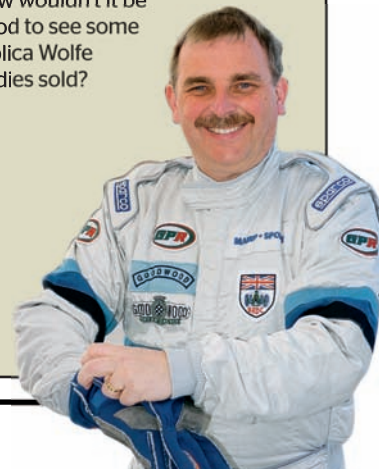
with the latest Australian Fvee) make a promising bow.

Those are low-volume sports-prototypes, which reflect the passion of usually mechanically able individuals (or those with pals who can wield welding torches and spanners), who eschew the 'easy option' of buying one of the myriad Radical models on the market.

While I was impressed with the works-supported effort behind John Cutmore's win at Brands on Saturday (in a car he wrecked in a testing shunt the previous week), Tony Gaunt's supreme toil in creating the Wolfe ZXR, then driving it balls-out to a first class victory the following day, is as compelling.

Gaunt started with one of kit car guru Jeremy Phillips's mid-engined Sylva Riot chassis, then began the laborious – and mucky – process of making his own racing body to clothe it. Working in a normal-sized lock-up garage at his Derbyshire home, Tony invested hundreds of hours creating the buck for the panels, then debuted the car last year. It's not been a smooth ride on track, with the inevitable incidents hindering development, but Gaunt's stunned look on the podium, and the almost disbelieving delight of his wife after Sunday's breakthrough win, suggested the effort was worthwhile. Now wouldn't it be good to see some replica Wolfe bodies sold?

**“Gaunt's supreme toil in creating the Wolfe ZXR, then driving it balls-out to victory, is compelling”**





## Formula Palmer Audi

# Steele forced to quit FPA; Vernon to stay

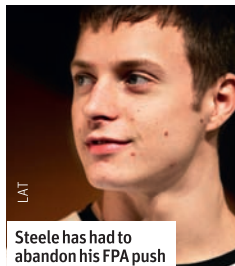
## FORMULA PALMER

Audi frontrunner Aaron Steele has been forced to give up his campaign due to budget issues.

The former McLaren AUTOSPORT BRDC Award finalist currently lies fourth in the standings after the opening round at Brands Hatch in May.

Father Kevin said: "The promised backing hasn't materialised and the only sensible thing is to pull the plug. I'm not sure where we go from here. We'll just have to explore other options, maybe it's time to race something with a roof."

Fellow FPA racer Kieran Vernon has confirmed he will contest the four Snetterton races this weekend, despite his own budget issues.



Steele has had to abandon his FPA push

Vernon started the season driving in British Formula Ford, but switched to FPA for its opening round. He will now appear at Snetterton and hopes to continue for the rest of the year.

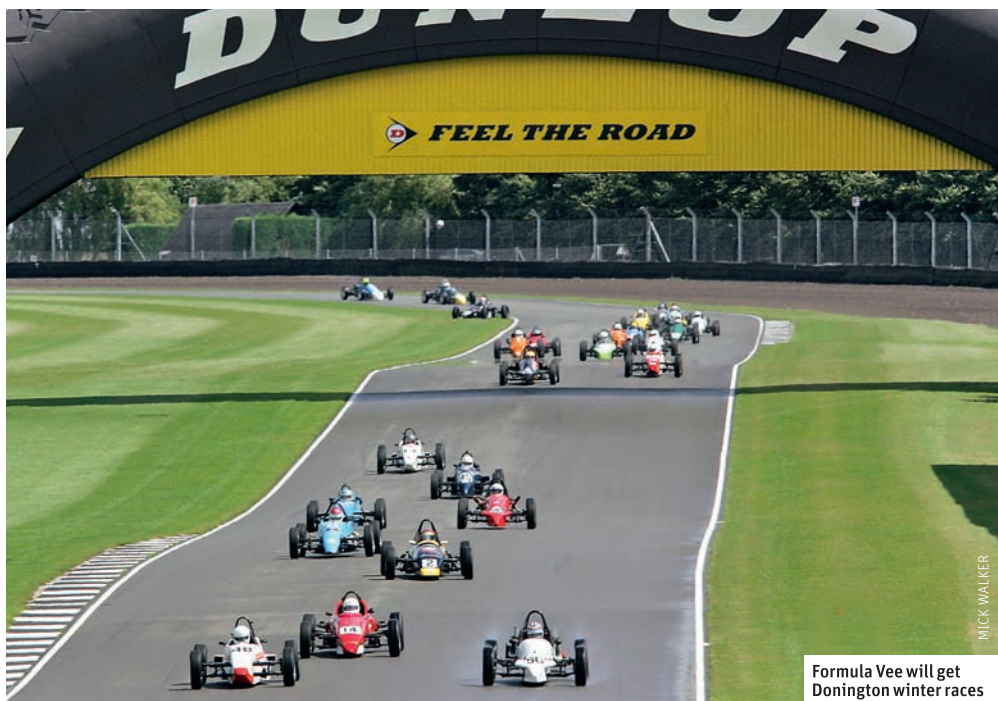
"We're doing it race by race, but [FPA boss] Jonathan Palmer has been really helpful," said Vernon.

The 20-year-old also suggested he may compete in the Brands Hatch FFord Festival.

Vernon hasn't given up on FFord or FPA



GIBSON/LAT



MICK WALKER

Formula Vee will get Donington winter races

## 750 Motor Club

# Winter series for 750

## Popular categories to get winter contest, based at Donington Park



THE 750 MOTOR CLUB will run its first-ever winter series this season for four of its most popular categories.

The club plans to run three double-header race meetings at Donington Park for Formula Vee, Stock Hatch, Locost and MR2s, on November 14, December 5 and December 28. The club has applied to the Motor Sports Association for championship status.

FVee, Stock Hatch and Locost will each get one practice session and two 15-minute races at every meeting, while MR2s will run 40-minute races. There will be no registration fee and the club is targeting a £500-£550 entry fee to cover all three rounds.

The 750MC's competitions secretary Robin Knight said: "It's a new venture for the club and an opportunity for people to dip their toe in the water to see if they want to do a full season in something the following year."

"We'll also be running closed-wheel Allcomers races, on a handicap basis, to cover our other championships. For the winter series, I've picked the categories likely to give me the biggest entries."

"It should cement our relationship with Donington and open the door to more meetings there in 2011 – Donington has always been an incredibly important part of our fixture list and this should help them get through what has to have been a very trying time."

## Grand Prix Shootout

# Grand Prix Shootout to offer Formula Ford drive for 2011

## THE GRAND PRIX

Shootout driver search scheme will return this season.

The initiative of ex-F1 communications man David Fleming, in which drivers are assessed by experienced coach Rob Wilson, will offer a fully-funded drive in the

2011 British Formula Ford championship to the winner and aim to carry them into British F3 in 2012 if their results are good enough.

A separate 'novice' winner will also be chosen, if the scheme finds a driver of sufficient talent. If the

overall winner is already racing "at or above Formula Ford level" then GP Shootout will "tailor the prize to their experience".

The competition costs £3950 to enter and the 10 best drivers, as judged by Wilson in road cars at Bruntingthorpe Proving Ground, will then test a Formula Ford car to determine the winner.

Last year's inaugural GP Shootout winners, Tio Ellinas and Dani Domit, are competing in this season's British Formula Ford championship with JTR.



Inaugural winner Ellinas races for JTR

OLIVER READ

## Toyota MR2

# Top MR2 racer out after crash

CAMBRIDGE-BASED Russian Andrei Bgatov is likely to quit the 750 Motor Club's MR2 championship after his car was wiped out for the second time this season at Brands Hatch last weekend.

Andy Waters repaired the Toyota's shell after March's clash with John Wilson at Snetterton, but a heavy hit amidships from Stuart Nicholls' Mk3 – while in the Clearways gravel following a clash with points leader Zac

Chapman – is not fixable.

"My father was over from Moscow this weekend, so I was hoping for a father's-day win," said top qualifier Bgatov. "Instead I think that's me finished for the season. I can't afford to continue."

Former champion Mark Jessop has already quit the series due to driving standards, and is planning a switch to Club F3 or the 750MC's F4 class.



Bgatov (55) could leave MR2s after clash with Chapman (28)

GARY HAWKINS



## IN BRIEF

**THE BRITCAR** GT Championship will be included in the 2011 Sunoco Rolex 24 Challenge. The scheme, which already scores drivers across British F3, GT, SPEED and the Radical UK Cup, will again reward the winner with a drive in the Grand-Am Daytona 24 Hours.

**THE HISTORIC** FF1600-dominating Macon MR8 of PA Motorsport passed its engine and differential MSA inspection last week. Darren Burke went on to take his sixth 2010 win at Mallory Park last weekend (left).



**THE NEW** Aquila CR1 sportscar was denied its Britcar debut at Castle Combe last weekend when a fire in free practice sidelined the car after just four laps. Driver Phil Bennett, scheduled to be sharing with Nigel Mustill, said: "We know it has lots of potential, we'll now be aiming to get out for the next meeting, hopefully with some testing first."

**KARTING ACE** Adam Wheeldon had a Formula Vee test with AHS Racing at Bruntingthorpe earlier this month (below). The outing was a prize from the

Covkartsport series and Wheeldon hopes to graduate to cars next year.



**HISTORIC RACER** Charlie Kemp has branched out into driver coaching with his Junior Race Car Academy. The scheme, run by Kemp and his HHC Motorsport partner Jody Hemmings, is open to drivers of all experience and ability levels and offers tuition in a Ginetta G40 in private sessions at Croft.

**CLUB MOTORSPORT** Vision has added a fourth round to its new Trackday Trophy. The series will now visit Mallory Park on August 1.

**FORMER CNC HEADS** Sports/Saloon Champion Paul Dobson was forced to switch cars for last Saturday's round at Oulton Park, after his Mazda RX7 had suffered an engine failure last time out. His race didn't even last a lap, however, after he rolled his XR3i at Clay Hill.

**NICKELLIOTT** and Dave Price made it three wins from four rallies in the British Historic Rally Championship when they won the Mid Wales Stages in their Ford Escort Mk2. Dessie Nutt and Geraldine McBride (Porsche 911) took Category One, while Jeremy Easson and Alun Cook took Category Two in their Ford Escort Mk1 (right).



### Grand Prix de l'Age d'Or

## Walker and Piercy take F1 victories at Dijon

**THE HISTORIC** GP Cars Association took two grids to Dijon-Prenois last weekend for the annual Grand Prix de l'Age d'Or race meeting.

Philip Walker (Lotus 16) and Mark Piercy (Lola Mk4) were double winners in the Pre-1961 and Pre-'66 events respectively, though Walker was chased by Mac Hulbert (ERA R4D) in the earlier split.

Versatile Swiss historic racer Christoph Burkhardt won both legs of the FIA Lurani Trophy Formula Junior championship in his Lotus 22. Experienced Scott John Fyda led the chase on both days in his 22, but Edwin Jowsey (22) sliced through from the back on Saturday, having missed



Walker was a double Dijon winner in Lotus 16

qualifying, to threaten Burkhardt late on.

Jowsey's throttle cable snapped on Sunday, while Fyda and Stephane Rey (Lola) finished second and third on aggregate.

Carlo Vogele (Ferrari GTO) beat the 250SWB of Lukas Huni/Gary Pearson in the

Pre-'63 GT race, while Ben Shuckburgh/Sam Hancock (Jaguar D-type) claimed Sir Stirling Moss Trophy honours.

Rob Hall led U2TC in Andy Wolfe's Lotus Cortina when an ignition problem struck on the final lap, thus the similar cars of Leo Voyatzides/Simon Hadfield

and Howard Redhouse/Danny Wright hurtled past.

Hadfield also won both FF1600 thrillers in his Lotus 51. After shading Pierre-Alain Lombardi (Lola T540) by 0.001sec on countback after Saturday's race was red flagged, Sunday's margin was 0.008sec.

### Future Car Challenge

## New eco event for Brighton to London

**THE ROYAL** Automobile Club has launched a 'London to Brighton' green car competition.

The Future Car Challenge will take place on November 6 – the day before the London to Brighton Veteran Car Run. The race is for vehicles in three categories: electric, hybrid and low-emissions engines. The winner will be the car that uses the least energy over the 60-mile distance, rather than the one that crosses the finish line first.

The Challenge will use the same route as the Car Run, but in reverse. Cars

will set off from Madeira Drive in Brighton and finish on Regent Street.

RAC chairman Sir David Prosser said: "The London to Brighton Future Car Challenge will actively promote and challenge new, cleaner technology and reflect on the pioneering start of motoring in 1896 – the very first London to Brighton motoring event.

"This new event provides the platform to promote and demonstrate the first radical change of the power of the motor car since the Emancipation Run of 1896."

### Birkett Relay

## Birkett to use old GP track

**THE 61st** running of the 750 Motor Club's Birkett Six Hour Relay at Silverstone on October 30 will take place on the Bridge Circuit.

After two years on the International circuit, which no longer exists thanks to the recent works, the event will now use the lay-out formally used for the British GP.

Club supremo Robin Knight

said: "It's fantastic news, which means we can run 60 teams of six cars [up from 55] and a greater mix in the annual showpiece.

"Interest is running at record levels already. Teams of vintage and modern Bentleys, plus Bugattis and a squad from the [Silverstone-based] BRDC are among the early subscribers."



GP track will allow bigger Birkett field

### Sport Maxx Cup

## Mini ace to race Nissan in Sport Maxx Cup



Owens will race Mini and 370Z

**MINI MIGLIA** ace Endaf Owens will make his Sport Maxx Cup debut at Pembrey this weekend in one of RJN Motorsport's Nissan 370Zs.

Owens, who has been a frontrunner in Miglias for the best part of a decade, had been expecting to miss the Mini double-header at the same meeting, following an engine failure last time out, but will now double up

and take in five races during the course of the weekend.

"It will be my first time racing something other than a Mini, although I have tested lots [of other cars]. I am really looking forward to it though," said Owens.

"My engine builder has now told me [the Miglia] will be ready, so I will have five races to do now."





**CASTLE COMBE CCRC** June 19-20  
Gamski and Robinson win again

Gamski/Robinson  
continued fine form



# Ferrari duo wins latest Britcar battle at Combe



**THE COMBINED** Britcar GT and Production field put on a fine display for the Castle Combe faithful last weekend, with the 90-minute enduro a highlight in a meeting that featured some great racing.

Aaron Scott's Ferrari qualified on pole, but was pushed off the grid with electrical issues and started from the pitlane. That left Neil Huggins to lead the field away in his venerable Marcos, chased by the Ferrari of championship leader Witt Gamski.

Tim Hood starred in the early stages, bringing GTF Racing's TVR Sagaris

through the pack to challenge Gamski before overheating problems curtailed the car's run.

Huggins still led when the Azteca Motorsport Porsche pulled off on the start/finish straight with just under an hour to go, bringing out the safety car.

The majority of the frontrunners pitted, but Scott – who had charged back into the top 10 – stayed out and inherited the lead. Gamski's change to Keith Robinson was quicker than the Huggins-to-Raphael Fiorentino handover and the Ferrari emerged from the pits ahead, ready to chase Scott.

When the race went green with 45 minutes to go, Robinson pulled clear of Fiorentino and passed Scott, who was struggling with tyre and engine issues, for the lead even before the JMH driver handed to Arwyn Williams.

Robinson cruised home to take another victory, but the fine run of the Marcos was ended when Fiorentino pitted with a front wheel askew, possibly due to contact with a backmarker. That elevated the MTECH Ferrari of Nima Khandon-Nia and Duncan Cameron to second, with the Lotus Elise of Chris Headlam and Jamie Stanley third, having

Cox had to fend off the Peugeots



earlier fought valiantly to stay on the lead lap.

Mark Charteris just held off Steve Chaplin to take the opening Classic Clubmans Championship race that opened the Combe race weekend, after early leader Peter Harper spun out.

The initial pacesetter of the VAG Trophy also failed to take the flag. When Grant Woodhatch's VW Vento retired, Daniel Rose took his SEAT Leon to

victory from the Golf of Mark Jenkins.

From fourth on the huge Nippon Challenge grid, Dale Gent led at the end of lap one in his Subaru Impreza, and held off Vaughan Fletcher to claim the win in the first encounter. Fletcher got his revenge in the second race, passing his rival before Gent retired, leaving Ian Froggatt to claim second.

Felix Fisher won a truncated opening Castle

## **BRITCAR GT AND PRODUCTION (74 LAPS)**

**1** Witt Gamski/Keith Robinson (Ferrari F430 GT3); **2** Nima Khandon-Nia/Duncan Cameron (Ferrari F430 GT3); **4** lap, **3** Chris Headlam/Jamie Stanley (Lotus Elise Series I); **4** Aaron Scott/Arwyn Williams (Ferrari 430 GT3); **5** Kevin Clarke/Wayne Gibson (BMW M3); **6** Owen O'Neill/Jon Harrison (Marcos Mantis GT3). **Class winners** Khandon-Nia/Cameron; Headlam/Stanley; Scott/Williams; Clarke/Gibson; Dave Cox/Michael Cox (Ford Escort Turbo); Dave Allan (Honda Civic Type R).

**Fastest lap** Robinson 1m07.921s (98.05mph). **CLASSIC CLUBMANS (10 LAPS)** **1** Mark Charteris (Mallock Mk20/21); **2** Steven Chaplin (Phantom P79) +0.456s; **3** John Harrison (Mallock); **4** Anthony Denham (CKM Doris); **5** Malcolm Jackson (Mallock Mk20b); **6** Ian Mitchell (CTG Mk8). **FL** Charteris 1m08.196s

(97.66mph).

**VAG TROPHY (10 LAPS)** **1** Daniel Rose (SEAT Leon Cupra R); **2** Mark Jenkins (Golf GTI Mk5) +2.891s; **3** Lloyd Allard (Scirocco TDI); **4** Dave Leigh (SEAT Leon Cupra); **5** Marc Beales (Mk2 Golf GTI 1.8T); **6** Martin Rogers (Mk2 Golf GTD). **FL** Grant Woodhatch (Vento VR6) 1m17.240s (86.22mph).

**NIPPON CHALLENGE (12 LAPS)** **1** Dale Gent (Subaru Impreza); **2** Vaughan Fletcher (Subaru Impreza) +0.418s; **3** Ian Froggatt (Subaru Turbo); **4** Adrian Howells (Subaru Impreza); **5** Steve Burke (Nissan 350Z); **6** Stuart Hutchinson (Honda Integra). **FL** Gent 1m16.154s (87.45mph). **RACE TWO (12 LAPS)** **1** Fletcher; **2** Froggatt +29.086s; **3** Burke; **4** Howells; **5** Hutchinson; **6** Darren Hughes (Subaru Impreza). **FL** Fletcher 1m14.946s (88.86mph). **CASTLE COMBE FF1600 (8 LAPS)** **1** Felix

Fisher (Van Diemen RF00); **2** Marcus Allen (Swift SC92F) +0.253s; **3** Ben Norton (Spectrum O11C); **4** Steven Jensen (Spectrum O11C); **5** Andrew Jones (Ray GRS07); **6** Oliver White (Spectrum O11B). **CW** Allen; Kyle Tilley (Van Diemen RF87). **FL** Allen 1m11.106s (93.66mph). **RACE TWO (8 LAPS)** **1** Norton; **2** Allen +0.641s; **3** Jones; **4** Jensen; **5** Fisher; **6** Andrew Higgins (Van Diemen RF90). **CW** Allen; Tilley. **FL** Norton 1m11.690s (92.90mph). **MA5DA - GROUPS A & C (11 LAPS)** **1** Rob Boston; **2** Tom Roche +0.511s; **3** Luke Herbert; **4** Adam Gore; **5** Jonathon Blake; **6** Alyn Robson. **FL** Roche 1m21.888s (81.33mph). **GROUPS A & B (10 LAPS)** **1** Paul Sheard; **2** Jonathan Greensmith +0.464s; **3** Gore; **4** Herbert; **5** Charles Plumley; **6** Robson. **FL** Gore 1m22.699s (80.57mph). **GROUPS B & C (10 LAPS)** **1** Sheard; **2** Boston

+0.225s; **3** Roche; **4** Richard Brelaud; **5** Greensmith; **6** Sam Hill. **FL** Sheard 1m22.393s (80.75mph). **CASTLE COMBE SPORTS & GT (12 LAPS)** **1** Andrew Shanley (Radical Prosport); **2** Josh Fisher (Mantis Sports Racing) +1.977s; **3** Simon Tilling (Radical SR3 RS); **4** Guy Parr (Nemesis 02); **5** Duncan Cameron (Ferrari 430 GT3); **6** Norman Lackford (Radical Prosport). **CW** Cameron; Mark Funnell (Lotus Exige); David Jones (Caterham 7). **FL** Shanley 1m04.917s (102.59mph). **TOYOTA MR2 (11 LAPS)** **1** Alex Gassman; **2** Adam Lockwood +0.351s; **3** Arron Pullan; **4** Ross Stoner; **5** Mark Scott; **6** Simon Lockey. **FL** Lockwood 1m23.915s (79.36mph). **RACE TWO (10 LAPS)** **1** Gassman; **2** Lockwood; **3** Stoner; **4** John Winter; **5** Lockey; **6** Jonny White. **FL** Gassman 1m24.238

(79.06mph).

## **CASTLE COMBE SALOONS (12 LAPS)**

**1** Brian Cox (Mitsubishi Evo); **2** Nick Charles (Peugeot 106 GTi) +0.845s; **3** Tony Dolley (Peugeot 206 GTi); **4** Will Di Claudio (Peugeot 106 GTi); **5** Dary Radford (Volkswagen Bora); **6** Julian Ellison (Volvo S40 T4). **CW** Charles; Dolley; Russell Akers (Vauxhall Corsa). **FL** Cox 1m16.386s (87.18mph).

## **CCRC OPEN SPORTS & SALOONS (10 LAPS)**

**1** Neil Garner (Caterham 7); **2** Chris Child (Westfield SE) +21.638s; **3** Ian Crisp (BMW E36 M3); **4** Tim Woodman (Caterham 7); **5** Andy Thompson (Seat Leon); **6** Cris Hayes (SEAT Cupra Cup). **FL** Garner 1m11.364s (93.32mph). **VW GOLF (10 LAPS)** **1** Mike Thurston; **2** Simon Hill +0.240s; **3** Andy Knowlton; **4** Nick Porter; **5** Jamie Packham; **6** James Colbourne. **CW** Craig Roberts. **FL** Thurston 1m22.498s (80.72mph).



Combe FF1600 race, diving past Ben Norton on lap one but never managing to break free of his pursuers. Marcus Allen snatched second from Norton on lap six, before the red flags flew after Steve Chapman went off heavily at Camp.

Norton claimed Sunday's race, taking the lead on lap two in the second attempt to run the race, and surviving a safety-car period to stay clear of Allen and the fast-starting Andrew Jones.

The first of three races of the BRSCC Ma5da hordes opened Sunday's proceedings. Rob Boston added to his 2010 win haul by leading all the way, just clear of the fast-closing Tom Roche, who set a series of fastest laps at the end of the race. Paul Sheard took the lead with three laps to go to take the second race, heading home Jonathan Greensmith and Adam Gore.

The Ma5da showdown was the final race of the day, and an awesome lead battle with Sheard, Boston and Roche lapping as one finally went the way of Sheard, who deposed Boston on lap nine and held on as they tore through backmarkers.

A fine Combs Sports and GT lead battle between Andrew Shanley and Josh Fisher, in which both had spells in the lead, was only decided in favour of Shanley when Fisher was baulked by backmarkers on the final lap.

Alex Gassman led all the way for his second Toyota MR2 Series win of the season, with team-mate Adam Lockwood just behind, these two well clear of the rest. They then repeated the trick in the afternoon's race.

The three-car battle at the front of the Castle Combe Saloons event featured cars from three different classes. Brian Cox won, having launched his Mitsubishi Evo into the lead from row two, but was never far ahead of the rapid Peugeots of Nick Charles and Tony Dolley.

■ **By Paul Jurd and Fenella Cannings-Jurd**

## CASTLE COMBE BRIT FORMULA FORD June 19-20



### Pye finally gets a perfect run

Hill (0) and Malvern chased Pye in vain



**FOR THE FIRST** time in the 2010 British Formula

Ford season, Scott Pye had a troublefree weekend, and the result was domination. The Australian ace has experienced bad luck, with the car and errant rivals, but with a clear run he charged to two poles and two wins at Castle Combe.

While the Jamun Mygale driver took his win tally to six for the year, title leader Scott Malvern also had a strong weekend. The Cliff Dempsey Ray racer did hit trouble, but salvaged two podiums to maintain his points lead.

Combe is a track that suits the Mygales. That much was underlined when the two drivers most likely to challenge the French machines hit trouble in qualifying. Malvern had fuel pick-up problems that left him seventh, while Zandvoort winner Dennis Lind tripped over Marcus Allen and wound up 12th. That left nine Mygales in the top 10.

Despite smoke pouring off his rear tyres at the start of race one, poleman Pye held the lead from team-mate Josh Hill. He

started edging away, leaving the close fighting to take place behind.

Daniel Cammish's JTR Mygale (from fourth) and Malvern's Ray had made strong getaways to run third and fourth at the end of lap one. Hill was struggling with oversteer and fell prey to both before Malvern outdragged Cammish on the exit of Quarry for second.

Malvern set off after Pye and briefly matched his pace. But the gap was never less than 1.4 seconds and the Mygale was sneaking away even before Malvern backed off late on.

"I pushed on to see if I could catch Scott, but I could see we were running the same times and I didn't want to eat the tyres," said Malvern. "The Mygale just seems to work around here. Second is brilliant for me, especially as we started back in seventh."

The fight for third was much closer. Cammish started struggling with overheating brakes, the result of a pedal set-up that meant he was catching the throttle as he braked, and fell back. Eventually he missed a gear and was hit

by the improving Emil Bernstorff, putting both out of the race.

That left Hill to fight off Antti Buri's Enigma Mygale and the similar JTR machine of Tio Ellinas. Buri, fresh from a dominant performance in the Finnish round at Alastaro, charged through from row five. Despite the close attentions of Ellinas, the Finn edged towards Hill and the trio crossed the line together, Ellinas taking a new lap record that made him the first Formula Ford driver to average 100mph round the new-era Combe.

Completing the fine charges was Lind, who fought his way through to sixth just before half-distance to finish as top Van Diemen.

Pye did it again in a disjointed second encounter. He was narrowly leading Hill and a three-way fight for third between Cammish, Ellinas and Malvern when Chrissy Palmer's Juno brought out the reds with a massive crash at Tower at around half-distance.

After a long delay the grid formed up for a five-minute dash, based on

the order of the running positions at the time of the stoppage. Hill made a good start and briefly challenged Pye on the run to Quarry, but the poleman held on and maintained his cool to take the flag.

Malvern made another great start to jump Ellinas, then drove around the outside of Cammish at Quarry to run third. He took the fight to Hill in the closing miles, with Cammish in close attendance, before settling for third, his ninth podium in 10 starts this year.

The fight between the two Scotts at the top of the table is now hotting up nicely, with the consistent Malvern holding a points lead but Pye having the momentum. "Nothing went wrong so I was able to get my head down and we had the perfect weekend," said Pye. "If we keep doing what we're doing we'll close the championship gap."

Malvern reckons the tracks coming up will help Ray respond. "I think we've now got past some of the more Mygale-suited circuits," he said. "And I want to win more races."

■ **By Kevin Turner**

Ellinas took the FFord lap record to over 100mph



#### BRITISH FORMULA FORD (18 LAPS)

1 Scott Pye (Mygale SJ10); 2 Scott Malvern (Ray GR10) +3.928s; 3 Josh Hill (Mygale SJ10); 4 Antti Buri (Mygale SJ08); 5 Tio Ellinas (Mygale SJ09); 6 Dennis Lind (Van Diemen LA08); 7 Dan de Zille (Mygale SJ10); 8 Jake Cook (Mygale SJ07); 9 James Tucker (Van Diemen LA09); 10 Chrissy Palmer (Juno JA2010). **Fastest lap** Ellinas

1m06.418s (100.27mph) **record**. **RACE TWO (6 LAPS)** 1 Pye; 2 Hill +0.799s; 3 Malvern; 4 Daniel Cammish (Mygale SJ09); 5 Ellinas; 6 Lind; 7 Jeroen Slaghekke (Mygale SJ10); 8 Emil Bernstorff (Mygale SJ10); 9 Buri; 10 de Zille. **FL** Bernstorff 1m06.614s (99.97mph) **POINTS** 1 Malvern, 248; 2 Pye, 205; 3 Cammish, 176; 4 Buri, 174; 5 Hill, 158; 6 Ellinas, 138.





**BRANDS HATCH 750MC** June 19-20  
Narrow victories for Garratt and Rutter

# Garratt and Rutter are top Indy winners



Garratt leads jostling Locost peloton



## A SCINTILLATING

Locost round, in which poleman Alastair Garratt slipstreamed past Tom Collier to win by one hundredth of a second, and Bill Rutter's maiden 750 Formula victory topped the 750 Motor Club's second Indy Circuit visit of 2010.

Denied occasionally by David Black, Garratt did most of the leading in the first half of an extraordinarily clean 20-lapper, in which 10 cars formed the peloton. Matt Cherrington and Collier looked stronger thereafter; indeed Garratt was eased to fourth before he unleashed a glorious final salvo.

Collier, Black, Cherrington, repechage winner Richard Jenkins and Alex von Ehrheim led the chase over the line, with erstwhile series leader Scott Mittell suppressed to seventh. Black and Collier now head him by two points. Determined heat battler Vicky Pickles earned a fine ninth, while Sian Stafford, who qualified third, spun at the first corner.

As in April, the sharpest Fiat-powered 750 Formula cars were incredibly well-matched. That Rutter outfoxed pacesetter Peter Bove, then held off Mick Harris, Bove and Bob Simpson (with 18 class crowns between them!) amplified his achievement. Pipped at the post last time, Nathaniel Cooper spun his Davis to the tail of the 19-car field at Surtees but steamed back to seventh, with fastest lap.

Halted twice, with the cars of Robbie Watts and Paul Presgraves embedded in Clearways bunker and pitwall respectively, Saturday's Formula 4 race provided a corking finale. Defending champion Jonathan Weston-Taylor mastered intensifying rain, but sometime Club F3 racer Shane Kelly wrung an elderly FRenault Van Diemen's neck to finish 0.3 seconds adrift. Kelly forged alongside numerous times, but the more stable platform of JW-T's US2000 Mygale under braking decided the issue. Andrew Minnett finished third, while Malcolm Scott hared

back from a first-lap excursion onto the tail of fourth-placed Bryn Tootell. John Whitbourn (Ray) claimed FF Zetec honours.

Zac Chapman is clearly 2010's quickest Toyota MR2 protagonist, yet the six-time race winner's desperation when behind – as evidenced by a creative off-track inside line into Paddock – was unnecessary. Having overcome polesitter Andrei Bgatov in race one, Chapman attacked the Russian with two wheels on the grass into Clearways in

the meeting's thrice-started climax, depositing him into the gravel as Steve Lumley and Alex Lennon raced past.

Stuart Nicholls' Roadster savaged Bgatov's beached car, as a chuffed Lumley just beat Chapman to the chequer. Young Lennon shocked Chapman by repassing him briefly, but a superb third left him "speechless". Anthony Day romped both MR2 Super GT races in his imposing 250bhp turbocar.

Saxmax championship leader Ant Whorton-Eales withstood Aaron Trigwell's

onslaught to win his sixth successive round on Saturday. Three seconds later Myles Collins, Scott Moakes, Shaun Clay and Jordan Willson finished in line astern, with top qualifier Shane Stoney seventh having been sent to the back of the class for corner-cutting.

Trigwell's patience was rewarded on Sunday, Ferguson Motorsport's charge becoming the term's third victor with a beautifully neat drive. AW-E's streak ended when Chris Warburton (winner



Rutter took fine 750 Formula victory





MR2s created several moments of mayhem

of Snetterton's season opener) helped him off at Surtees. The resultant penalty dumped Warburton from second to fifth.

Martin Farmer's confidence of finally landing the Formula Vee title moved up a plane when the Castle Bromwich GAC man thrapped Ashley Sutton – denying him a hat-trick – to take his seasonal tally to four wins.

In an unusually dull race, Ben Anderson took until the final lap to oust Peter Belsey from third, round the outside into Paddock, but saw Sutton leapfrog him for second in the table.

The Sports Racing & GT Challenge honoured long-time co-ordinator Nigel Bolt, who died last month. Cheng Lim

thundered his RAM SC ahead, but Clinton Dorrell closed in with his Gardner Douglas 427. When Dorrell's grip faded, Andy Todd – in the quickest of five Ford Zetec-powered Crossle 9Ss – split the V8 Cobra clones, nicking a “best ever” second with a last-gasp dive at Clearways.

Despite breaking a rear wishbone on his Taydec in qualifying, poleman Andy Hiley notched another Kit Car win. Guy Hussey stormed through to a class-winning third, behind John Moore, while points leader Rob Johnston won a protracted duel with Chris Scopes for fourth.

Darren Luke remains the Indy Circuit's Bikesports king, extending his unbeaten run to six races.

Jonathan Wright fell to sixth in the second race, but was soon back in Luke's mirrors, although a slip at Clearways precluded a victory shot. Richard Stables – who had outpaced Ake Bornebusch in the Allcomers closed-wheel miscellany – kept Wright behind for longer than anticipated, and placed third in both Radical PR6 routs.

A first-lap clash that fired Erle Minhinick's Apal Vee and Grahame Weetman's DNC into the barriers on the descent from Druids stopped the 750 Trophy race. Amid heavy attrition, Paul Gorolini's win was hollow, the only high point being Mike Peck's class win in his Austin 7 Special.

■ By Marcus Pye

## BRANDS HATCH RGB June 19-20



Rebuilt Spire of Cutmore took win

# Inspired Cutmore wins in rebuilt GTR

“RACING MEANS everything to [Spire Sports Cars boss] Paul Nightingale, and his fantastic support enabled us to win today,” said John Cutmore after Saturday's dramatic Road-Going Bike-engined championship round.

Class B champion last season in the Honda Fireblade-engined GTR now raced by team-mate Mathew Green, Cutmore had shunted his latest Kawasaki ZX12-powered car in a wet test session at Brands nine days earlier.

“It was a mess, but I spent two days at the factory, where we cut everything off behind the rollcage and started again,” he explained. “We're missing some previous aero tweaks, but it's great to score the first outright win in this car.”

Paul Rogers, winner of the previous three rounds, started his Contour from pole, but spun at the foot of Paddock while third on a damp track. Everybody missed him, but he resumed last as Cutmore, Derek Jones (Fisher Fury), Green and Richard Wise (AB Performance Sabre) took up the cudgels.

Double champ Jones went ahead, his front-engined car loving the slippery conditions, but Cutmore retaliated as the track dried and stayed ahead of Jones and points leader Tim Hoverd (Fisher Fury). Green erased Cutmore's Class B record en route to fourth.

Rogers restored the regular order on Sunday, having outracked Cutmore into Druids on lap four. Cutmore then had a huge moment when his throttle jammed open into Graham Hill Bend, forcing a rallycross exit, but he salvaged third, on the tail of Tony Gaunt's boldly conducted Wolfe ZXR.

Gaunt's maiden class win was well-deserved, for he got his head down early, chased Jones until he hit trouble then kept rivals Lee Baverstock and Green in his mirrors.

Hoverd spun to last on lap one but recovered quickly, only to collide with Wise at Clearways while chasing Green. This handed the series lead to Alastair Boulton, who grafted tirelessly for a narrow Class C double over Matt Rowe and Colin Chapman respectively.

**LOCOST (20 LAPS)** 1 Alastair Garratt; 2 Tom Collier +0.01s; 3 David Black; 4 Matt Cherrington; 5 Richard Jenkins; 6 Alex von Ehrheim. **Fastest lap** Collier 58.59s (73.67mph).

**HEAT (20 LAPS)** 1 Jenkins; 2 James McAllister +0.20s; 3 Nick Morley; 4 Vicky Pickles; 5 Lynnel Owen; 6 Stephen Kimber. **FL** Lee Bankhurst 58.61s.

**750 FORMULA (12 LAPS)**

1 Bill Rutter (Darvi Mk5); 2 Mick Harris (Darvi 877) +0.36s; 3 Peter Bove (ADR 750F); 4 Bob Simpson (SS/F); 5 Roger Rowe (Centaur Mk20MC); 6 Dave Robson (SDAR/83). **Class winner** Paul Collins (Darvi Mk5). **FL** Nathaniel Cooper (Davis T7) 52.96s (81.50mph).

**FORMULA 4 (14 LAPS)**

1 Jonathan Weston-Taylor (Mygale US2000); 2 Shane Kelly (Van Diemen RF96) +0.30s; 3 Andrew Minnett (Van Diemen RF99); 4 Bryn Tootell (Van Diemen RF06/09); 5 Malcolm Scott (Van Diemen RF00); 6 Robbie Watts (Van Diemen RF09). **CW** John Whitbourn (Ray GR502); David Woodworth-Dale

(Revelation). **FL** Weston-Taylor 54.09s (79.88mph). **MR2 (15 LAPS)** 1 Zac Chapman; 2 Andrei Bgatov +1.19s; 3 Steve Lumley; 4 John Wilson; 5 Robert Barnett; 6 Paul Hutson. **CW** Jonathan Grimes. **FL** Chapman 57.83s (74.64mph). **RACE TWO (20 LAPS)** 1 Lumley; 2 Chapman +0.28s; 3 Alex Lennon; 4 Ben Rowe; 5 Matthew Marsh; 6 Clive Morphet. **CW** Grimes. **FL** Chapman 57.71s (74.79mph).

**MR2 SUPER GT (15 LAPS)**

1 Anthony Day; 2 Rob Horsfield +27.78s; 3 Patrick Mortell; 4 Rowland Woolley; 5 Anthony Knight; 6 Alex Knight. **FL** Day 54.84s (78.71mph) establishes record. **RACE TWO (15 LAPS)**

1 Day; 2 Horsfield +17.06s;

3 Mortell; 4 Woolley; 5 Alex Knight; 6 Alex Lennon. **FL** Day 55.51s (77.76mph). **SAXMAX (14 LAPS)** 1 Anthony Whorton-Eales; 2 Aaron Trigwell +1.14s; 3 Myles Collins; 4 Scott Moakes; 5 Shaun Clay; 6 Jordan Willson. **FL** Trigwell 59.71s (72.29mph). **RACE TWO (14 LAPS)** 1 Trigwell; 2 Moakes; 3 Willson; 4 Collins; 5 Chris Warburton; 6 Shane Stoney.

**FL** Trigwell 59.59s (72.43mph). **FORMULA VEE (13 LAPS)**

1 Martin Farmer (GAC 01); 2 Ashley Sutton (Storm 2007) +3.14s; 3 Ben Anderson (GAC 01); 4 Peter Belsey (Spyder Mk2); 5 Paul Taylor (GAC 01); 6 David Townrow (Leystone JH). **CW** Ian Jordan (Sheane). **FL** Sutton and Farmer 52.26s (82.59mph).

**SR & GT CHALLENGE (22 LAPS)**

1 Cheng Lim (RAMSC Cobra); 2 Andy Todd (Crossle 9S) +5.84s; 3 Clinton Dorrell (GD427 Cobra); 4 Roger Donnann (Crossle 9S); 5 Gwyn Pollard (Crossle 9S); 6 Mike Walker (Crossle 9S). **CW** Todd; Barry Sheppard (Nomad 1A); Matthew Smith (Ginetta G20). **FL** Lim 51.93s (83.12mph).

**KIT CARS (16 LAPS)**

1 Andy Hiley (Taydec Mk2); 2 John Moore (Sylvia Phoenix) +5.02s; 3 Guy Hussey (RAW Striker); 4 Rob Johnston (Cyana MX500R); 5 Chris Scopes (Fisher Fury); 6 Stephen Lansley (Procomp LA Gold). **CW** Hussey; Ian Kempson (MK Indy). **FL** Hiley 52.95s (81.52mph) record. **BIKESPORTS (24 LAPS)**

1 Darren Luke (Radical PR6);

2 Jonathan Wright (Radical PR6) +0.89s; 3 Richard Stables (Radical PR6); 4 Nigel Place (Radical PR6); 5 Christian Enderby (Radical SR4); 6 Steve Cave (JKS SRC10). **CW** Shane Porter (Radical SR4); Keith O'Brien (Global GT). **FL** Luke 46.64s (92.55mph).

**RACE TWO (23 LAPS)**

1 Luke; 2 Wright +5.80s; 3 Stables; 4 Place; 5 James Breakell (Radical PR6); 6 Enderby. **CW** Ake Bornebusch (Radical PR6); Joe Jackson (Global GT). **FL** Luke 46.55s (92.73mph) record. **ALLCOMERS (17 LAPS)**

1 Stables; 2 Bornebusch +8.52s; 3 Steve Cave (JKS SRC10); 4 David Enderby (Radical SR4); 5 Richard Gilmour (Mallock Mk18); 6 Judi Dersley (Fisher Fury). **FL** Stables 48.00s (89.93mph).

**750 TROPHY (11 LAPS)**

1 Paul Gorolini (JB); 2 Nic Grele (Jeffrey Mk1) +22.58s; 3 Ron Welsh (Fairthorpe FJ); 4 Mike Peck (Austin 7 Special); 5 Grgen Thruston (A7 Super); 6 Christian Pedersen (A7 Monoposto). **CW** Peck. **FL** Gorolini 1m02.28s (69.31mph).

**RGB (21 LAPS)** 1 Steve Cutmore (Spire GTR); 2 Derek Jones (Fisher Fury) +1.64s; 3 Tim Hoverd (Fisher Fury); 4 Mathew Green (Spire GTR); 5 Tony Gaunt (Wolfe ZXR); 6 Doug Carter (Genesis Evo). **Class winners** Jones; Alastair Boulton (Stuart Taylor Phoenix). **Fastest lap** Paul Rogers

(Contour RGB09) 50.83s (84.92mph). **RACE TWO (16 LAPS)** 1 Rogers; 2 Gaunt +1.64s; 3 Cutmore; 4 Lee Baverstock (STM/Rainbird Phoenix); 5 Carter; 6 Green. **CW** Gaunt; Boulton. **FL** Rogers 50.89s (84.82mph).





Kirby leads Lotus Cup Europe pack

RICHARD STYLES

**ALTHOUGH LAST** Sunday's incredible display of iconic F1 machinery undeniably stole the show – and attracted fans in their thousands – the Classic Team Lotus Festival also boasted some cracking racing to boot.

Appropriately, some of the fiercest came in the double-headers for the Elise Trophy and Lotus Cup Europe. In the first outing for the continental field, dramas on the formation lap delayed the start and confined the capacity grid to a 10-minute sprint. Gavin Kirby held on to win despite Jon Walker filling his mirrors throughout.

Race two was extended to half an hour, with leader Walker proving peerless. Even a late safety car couldn't distract him, as he set fastest lap of the race on the restart, leaving closest challenger Mark Gooday in his wake. Christophe Lisandre took advantage of the caution period to leapfrog Scott Cruickshank for third on the penultimate tour.

Having scored a double top at Silverstone in April,

Marcus Jewell returned to winning ways in the Elise Trophy, surviving a determined effort from James Knight, who closed the gap to just three tenths at the line.

While those behind him jostled furiously for position, Michael Edwards eked out a decisive lead in race two. Sadly the frantic scramble for second ended prematurely when stranded cars prompted red flags. Results were declared at lap 10, with Knight beating Jewell and Ben Pitch to take the place.

After stalling on the grid in the first attempt at the Mono 2000/Classic opener, Jeremy Timms was handed a lucky reprieve when a separate startline incident caused the action to be halted. When racing resumed, he responded with a barnstorming charge from the back to deny Tristan Cliffe victory just yards from the flag.

Despite setting a scorching pole time for the sequel, a down-on-power Cliffe had to be content to play second fiddle behind the dominant Timms.

Arty Cameron's cool and

assured drive caught the eye as he won comfortably in the pair of races for the smaller Mono classes. In race one, a late burst from Peter Whitmore allowed his Van Diemen to clamber past Stephen Brooks and Darren Freeman to be best of the rest.

In race two, Freeman enjoyed a lonely second, while a late collision at Russell between third-placed Geoff Fern and Whitmore brought the race to an early close.

In the first act of the Racing Saloons double-header, Colin Tester's Ford

Sierra led throughout. Having deposed Roger Kneebone's BMW M5 early on, Robert Sadler (E36 M3) edged away in second.

Tester survived a downpour to dominate again in race two, while Wayne Howlett's E36 (which came from the back to finish seventh in race one) took runner-up spot from a fading Kneebone.

When early rain clouds relented, the first Heritage GT race boiled down to a scrap between John Wilson's purposeful MGB and John Dickson's RAM. Dickson looked in control

after moving ahead in the closing minutes, only to slide into the gravel at Riches and allow Wilson to steal the spoils. Having been caught out by the rain, while leading on lap five, Joss Ronchetti and Phil Seaman recovered to salvage second.

Quick thinking from Roger Bennington yielded success in race two, after handing his Aston Martin V8 to Boysie Thurtle under the safety car just as the pit window opened. When all his rivals had made their stops, Thurtle assumed an unassailable lead.

Tester took Racing Saloons double



RICHARD STYLES





Thurtle and Bennington pressed on in big Aston

Ronchetti enjoyed a terrific early tussle for second with Wilson before Seaman took the wheel and adroitly worked his way back up the order to claim another runner-up spot.

A mistake at Sear cost Rob Smith the lead in the first of three outings for the Production BMWs, in which cars from Groups A and B locked horns. His mistake allowed Ben Winrow to sweep past for his third win this year, with Nick Barke in close pursuit.

Robin Welsh slithered to the front of Groups B and

C in a sodden race two, before remorselessly pulling away from former champ Liam Crilly and Silverstone winner Tim Wilson. Meanwhile, Stuart Waite overcame a drive-through penalty to take fourth.

In the finale, former Renault Clio Cup champ Winrow grabbed the initiative as splits A and C squared up. He couldn't relax though, as Barke and Welsh hounded him to the flag. Waite headed another tight trio for fourth.

■ By Oliver Timson

**LOTUS CUP EUROPE (8 LAPS)** 1 Gavin Kirby (2-Eleven); 2 Jon Walker (2-Eleven) +0:704s; 3 Mark Gooday (2-Eleven); 4 Scott Cruickshank (2-Eleven); 5 Tom Chatterway (2-Eleven); 6 Christophe Lisandre (2-Eleven). **Class winners** John Rasse (Exige Cup 255); Andreas Holzleithner (Exige SI); Pat McBennet (Elise S2 R). **Fastest lap** Walker 1m16.657s (91.66mph).

**RACE TWO (22 LAPS)** 1 Walker; 2 Gooday +2:21s; 3 Lisandre; 4 Cruickshank; 5 Rasse; 6 Kirby. **CW** Rasse; BC Chong (Elise SI); McBennet. **FL** Walker 1m15.935s (92.54mph).

**LOTUS ELISE TROPHY (15 LAPS)** 1 Marcus Jewell; 2 James Knight +0:308s; 3 Michael Edwards; 4 Steve Quick; 5 Ben Pitch; 6 Gary Broad. **FL** Adrian Beer 1m21.038s (86.71mph). **RACE TWO (10 LAPS)** 1 Edwards; 2 Knight +4:226s; 3 Jewell; 4 Pitch; 5 Stuart Rowland; 6 Simon Phillips. **FL** Jewell 1m21.344s (86.38mph).

**MONO 2000/CLASSIC (9 LAPS)** 1 Jeremy Timms (Dallara F397); 2 Tristan Cliffe (Dallara F398) +0:087s; 3 Richard Purcell (Dallara F300); 4 Jeremy Goodman (Ralt RT3); 5 Terry Clark (Formula Vauxhall Lotus); 6 Adrian Holey (Dallara F398). **CW** Goodman. **FL** Timms 1m08.740s (102.22mph). **RACE TWO (14 LAPS)**

1 Timms; 2 Cliffe +29:508s; 3 Malcolm Scott (Van Diemen RF00); 4 Goodman; 5 Russ Giles (Reynard 913); 6 Geoff Fern (Van Diemen RF2000). **CW** Goodman. **FL** Timms 1m07.833s (103.59mph).

**MONO - OTHER CLASSES (8 LAPS)** 1 Arty Cameron (Jedi Mk4); 2 Peter Whitmore (Van Diemen RF05) +4:809s; 3 Darren Freeman (Jedi Mk6); 4 Stephen Brooks (JKS 03); 5 Rupert Reader (Formula Vauxhall Junior); 6 Philip Nicholson (Swift SC972). **CW** Whitmore; Reader; David Parkinson (Reynard FF). **FL** Cameron 1m29:038s (78.92mph).

**RACE TWO (9 LAPS)** 1 Cameron; 2 Freeman +0:904s; 3 Geoff Fern (TFR 09); 4 Mike Reed (Jedi Mk6); 5 Peter Bragg (Nemesis Mygale SJ00); 6 Len Turner (Jedi Mk6). **CW** Fern; Bragg; Nigel Davers (Van Diemen RF89). **FL** Cameron 1m09.901s (100.52mph).

**RACING SALOONS (11 LAPS)** 1 Colin Tester (Ford Sierra Cosworth); 2 Robert Sadler (BMW E36 M3) +3:632s; 3 Roger Kneebone (BMW M5); 4 Tim Sweet (BMW E36 M3); 5 Lawrie Dunster (BMW E36 M3); 6 Leigh Franklin (Talbot Sunbeam Lotus). **CW** Franklin; Lawrence Ball (Jaguar XJS); James Hebdict (VW Scirocco); Ravi Ramyeed (BMW 320i). **FL** Sadler 1m20.347s (87.45mph). **RACE TWO (11 LAPS)** 1 Tester; 2 Wayne Howlett (BMW E36 M3) +6:894s; 3 Sadler; 4 Kneebone; 5 Sweet; 6 Dunster. **CW** Franklin; Ball; David Clark (Renault 5 GT Turbo); Graham Ewings (BMW 320i). **FL** Tester 1m20.749s (87.02mph).

**HERITAGE GT (28 LAPS)** 1 John Wilson (MG BGT V8); 2 Grahame Bryant/Oliver Bryant (Morgan +8) +39:028s; 3 Joss Ronchetti/Phil Seaman (Talbot Sunbeam Lotus); 4 Roger Bennington/Boysie Thurtle (Aston Martin V8); 5 Sean Brown/Robert Brown (Aston Martin DB4 Lightweight); 6 Ian McCallum/John Bussell (Aston Martin DB5). **CW** Brown/Brown; Mark Bates (Porsche 911 ST); Leigh Smart/Kevin Hancock (Aston Martin DBS V8); Pat Thomas Lotus 47. **FL** Oliver Bryant 1m17:024s (91.23mph).

**RACE TWO (21 LAPS)** 1 Bennington/Thurtle; 2 Ronchetti/Seaman +17:116s; 3 McCallum/Bussell; 4 John Shoesmith/Ray Barrow (Chevrolet Camaro); 5 Colin Voyce (Ford Escort); 6 Mark Bates (Porsche 911 ST). **CW** McCallum/Bussell; Voyce; Smart/Hancock; Thomas. **FL** John Dickson (Ram Cobra) 1m16.163s (92.26mph).

**PRODUCTION BMW - GROUPS A & B (11 LAPS)** 1 Ben Winrow; 2 Nick Barke +0:303s; 3 Rob Smith; 4 Tim Wilson; 5 Ravi Ramyeed; 6 Mike Dugdale. **CW** Smith. **FL** Barke 1m28.299s (79.58mph).

**GROUPS B & C (10 LAPS)** 1 Robin Welsh; 2 Liam Crilly +3:468s; 3 Wilson; 4 Stuart Waite; 5 Smith; 6 Ramyeed. **CW** Wilson. **FL** Welsh 1m35.441s (73.62mph).

**GROUPS A & C (11 LAPS)** 1 Winrow; 2 Barke +0:978s; 3 Welsh; 4 Waite; 5 Crilly; 6 Mike Tovey. **CW** Welsh. **FL** Winrow 1m27.883s (79.95mph).



## New Lotus meets old at Snetterton

Current Lotus F1 men Heikki Kovalainen, Jarno Trulli and Mike Gascoyne joined the Lotus celebration last Sunday



## Senna's first F1 winner back on track

The 97T that Ayrton Senna used to take his first GP win, at Estoril in 1985, was part of the impressive Lotus demo



## Homage to Andretti and Peterson

Classic Team Lotus manager Chris Dinnage and ex-Lotus F1 racer Martin Donnelly flew in formation in famous 79s



## Gascoyne tries a race-winning F1 Lotus

Lotus F1's chief technical officer Mike Gascoyne also had a run out during the demonstration, driving this Lotus 49





White's Cooper-Bristol took victory

# No woes for White as Baxter falls at the last

**DAVID WHITE** took a last-gasp victory in the Shuttleworth, Nuffield & Len Thompson Memorial trophies race at Cadwell Park last weekend. The grid may have been limited to just eight cars, but the machinery on display made the event a glorious sight and sound, with White's Cooper-Bristol ahead when it mattered.

James Baxter had looked set to take the victory after leading throughout in his Frazer Nash. That was until the final tour, when the leading car faltered and the chasing Cooper-Bristol claimed the lead. "The water temperature was up to 100 degrees and I couldn't keep pushing as I would have wrecked the engine," explained Baxter after finishing second.

Pete Candy was third and took the Nuffield and Len Thompson trophies.

William Mahany's HRG was comfortably ahead in the Geoghegan Trophy event, with Martin Overington (Bugatti T35B)

and Jeremy Brewster (Lea-Francis Hyper) having a thrilling scrap for second place, when Bryan Gill's Lea-Francis hit the barriers at Hall Bends, forcing a race stoppage. After the restart Mahany again dominated, while Brewster was unable to threaten Overington.

Mahany took another clear-cut victory in the Spero Trophy event, reaching the chequered flag well over a minute clear of second-placed Tim Kneller's Riley.

The experienced Frank Hernandez had threatened

Mahany in his diminutive Blaue Maus Special before being retiring on the penultimate lap.

The Frazer Nash of Jonathan Cobb, Dougal Cawley's GN/Ford special, Luke Roberts (Frazer Nash) and Brian Maile (Alvis) circulated in that order at the head of the field throughout the Melville Trophy encounter. Although Cawley closed on Cobb in the closing stages, the 'Piglet' racer was unable to take the spoils.

Cobb made the John Holland Trophy contest his own, taking a lights-to-flag

victory from pole position. To his rear Robert Carr's AC/GN Special moved up from fourth place at the end of the opening lap to second three tours later after sweeping past Robin Tuluie and then Cawley.

The Frazer Nash/GN gave Cobb his third victory of the day. He had a clear lead over second-placed Carr before the AC/GN closed on the final lap.

Poleman Nigel Ashman made the early running in the 500cc Formula 3 encounter before falling prey to the pursuing Mike Fowler. The drive of the

race though came from Richard Ellingworth, whose Kieft started on the sixth row of the grid. By the end of the opening lap he was fourth and he hit the front on the penultimate tour, staying ahead of an entertaining scrap for second between Fowler and Neil Hodges, which Fowler won.

Julian Brownridge claimed the opening Handicap spoils, leaving the charging Riley of Richard Iliffe to snatch second from Robin Everall as they sprinted to the line.

■ **By Graham Read**



HRG of Mahany took a brace of wins

**SHUTTLEWORTH, NUFFIELD & LEN THOMPSON MEMORIAL TROPHIES (10 LAPS)** 1 David White (Cooper-Bristol Mk2); 2 James Baxter (Frazer Nash Single Seater) +8.69s; 3 Pete Candy (Riley SPL Super Rat); 4 Eddie Gibbs (Frazer Nash SS Racer); 5 Paul Jaye (Alta 2 Litre); 6 Tim Metcalfe (Brooke ERA). **Fastest lap** Baxter 1m54.58s (68.27mph). **GEOGHEGAN TROPHY (4 LAPS)** 1 William Mahany (HRG Le Mans Model); 2 Martin Overington (Bugatti T35B) +5.28s; 3 Jeremy Brewster (Lea-Francis Hyper); 4 Geoff Smith (Frazer Nash Super Sports); 5 John Guyatt (Talbot Lago T150C); 6 Charles Gillett (Frazer Nash Super Sports). **FL** Mahany 2m00.26s (65.05mph). **SPERO TROPHY (6 LAPS)** 1 Mahany; 2 Tim Kneller (Riley 9 Brooklands) +1m16.39s; 3 Caspar Henderson (Austin 7 Ulster);

4 Nicholas Powell (Austin 7 Special); 5 Grgan Thruston (Austin 7 Spl); 6 Charles Maclean (Riley 9). **FL** Mahany 1m56.32s (67.25mph). **MELVILLE TROPHY (7 LAPS)** 1 Jonathan Cobb (Frazer Nash Ford); 2 Dougal Cawley (GN/Ford Special 'Piglet') +30.6s; 3 Luke Roberts (Frazer Nash Sports); 4 Brian Maile (Alvis Speed 25 Sports); 5 Richard Iliffe (Riley Kestrel 12/4 Special); 6 Robin Everall (Alvis 12/70 Special Sports). **FL** Cobb 2m00.41s (64.97mph). **JOHN HOLLAND TROPHY (8 LAPS)** 1 Cobb; 2 Robert Carr (AC/GN Special) +20.9s; 3 Robin Tuluie (Riley Menasco Pirate); 4 Richard Scaldwell (GN/JAP Grand Prix); 5 Anthony Howat (Hispano/Delage 500CV); 6 Duncan Wood (Morgan Super Aero). **FL** Carr 1m56.73s (67.02mph). **FRAZER NASH/GN (6 LAPS)** 1 Cobb;

2 Carr +0.50s; 3 Scaldwell; 4 Mark Walker (GN Thunderbug); 5 Roberts; 6 Alex Peacop (Frazer Nash Super Sports). **FL** Cobb 1m54.70s (68.20mph). **500CC F3 (6 LAPS)** 1 Richard Ellingworth (Kieft F3); 2 Mike Fowler (Cooper Mk1) +34.9s; 3 Neil Hodges (Cooper Mk8 Monoposto); 4 Nigel Ashman (Kieft CK52); 5 Richard Ashford (Cooper T9); 6 Darrell Woods (Cooper Mk8). **CW** Ashman; Ashford; Richard Bishop-Miller (Cooper Mk2). **FL** Ellingworth 1m55.66s (67.64mph). **HANDICAP FOR PRE-WAR CARS (5 LAPS)** 1 Julian Brownridge (Wolseley Hornet Special); 2 Iliffe +1.30s; 3 Everall; 4 Mark Elder (Austin Sports Special); 5 Maile; 6 Bob Towell (Morgan 200 Mile Aero). **FL** Maile 2m07.30s (61.45mph). **RACE TWO (5 LAPS)** 1 Richard Lake (Aston Martin 15/98); 2 Brownridge

+0.50s; 3 Robin Toone (Alfa Romeo 1750); 4 Dennis Johnson (Frazer Nash Colmore 2Str); 5 Leonard Lord (Riley Falcon); 6 David Asplin (Austin 7 Ulster Replica). **FL** Lake 2m11.63s (59.43mph). **SCRATCH FOR PRE-WAR CARS (5 LAPS)** 1 Tim Greenhill (Wolseley Hornet Special); 2 Paul Lawrence (Austin 7 Super Sport) +1.53s; 3 Geoff Toms (Fiat 508S); 4 Powell; 5 Andrew Dixey (Lea-Francis Hyper); 6 Lord. **CW** Lawrence; Toms. **FL** Greenhill 2m09.08s (60.60mph). **RACE TWO (5 LAPS)** 1 Michael Hudson (Bugatti T35B); 2 Candy +13.20s; 3 Stephen Shoosmith (Bugatti T51); 4 James Morley (Austin Sports Special); 5 Maile; 6 Bob Towell (Bentley 3/4 1/2 Litre); 5 Iliffe; 6 Stuart Morley (Bentley 3/4 1/2 Litre). **CW** Candy; Shoosmith; Iliffe. **FL** Hudson 1m59.63s (65.39mph).



## ● OULTON PARK BARC June 19 Wood's recovery drive; double for Wills



BOURNE PHOTOGRAPHIC

Wood won on first outing with DTM car

## Wood cuts through in DTM Opel

➤ **A CHARGE** through the field by Ric Wood's ex-Alain Menu DTM Opel Astra was a highlight of the BARC meeting at Oulton Park last weekend.

Wood, racing his recently acquired car for the first time, missed qualifying due to a faulty fire-extinguisher switch and started from the pitlane. He nevertheless stormed into contention, ultimately taking victory by nearly eight seconds.

Before Wood made his way through the pack, defending champion

Robert Spencer grabbed the lead at the start as his Locosaki edged out Alistair Chalmers's Caterham CSR. Chalmers hit the front into Knickerbrook on lap three, as Peter Davies (Caterham) and Steve Owen (Westfield) made their way past John Garnett's Porsche 996 before racing wheel-to-wheel for third.

Wood was up to fifth by half-distance, and was on the tail of the lead duo a lap later. Neither could respond to Wood's power advantage and he soon stormed clear, while

Spencer found his way past Chalmers again into Lodge. Davies eventually claimed fourth, but Owen remained inches behind.

Martin Wills's MGF took lights-to-flag wins in both MGOC races, though Peter Highton kept the pressure on in their first encounter. After Nick Golhar shed a wheel from his ZR at Shell, Paul Clackett's ZS just had the edge over Jody Bowcott and Paul Savage for third.

The second race became a four-lap sprint after two red flags. Savage chased

Wills throughout but couldn't find a telling gap, while Golhar took third.

The Caterham Classic Graduates featured a seven-car train, all with an eye on the lead. There was plenty of place swapping, and with two laps to go Graeme Smith's defence was holding firm under attack from Matthew Gillbanks, Jennifer Grace and Charles Fitzhugh. Gillbanks spun on the last lap, but Smith held on from Fitzhugh and Grace.

Paul Turley made a decisive sixth-lap break from a four-car battle in the Caterham Mega Graduates. Paul Allen had

Parker; 5 Graham Smith; 6 Justin Cox.  
**FL** Graham Smith 2m06.543s (76.58mph).  
**CATERHAM MEGA GRADUATES (10 LAPS)** 1 Paul Turley; 2 Paul Allen +3.659s; 3 Paul Manyweathers; 4 Trevor Carvey; 5 Myles Packman; 6 Martin Amison.  
**FL** Manyweathers 1m55.849s (83.65mph).  
**CHEVRON GR8 CHALLENGE (17 LAPS)** 1 Chris Hart; 2 Jeff Hodgson/David Murphy +15.203s; 3 Peter Belshaw; 4 Nick Jarvis; 5 Andrew Wright; 6 David Witt. **FL** Hart 1m50.766s (87.49mph).  
**RACE TWO (07 LAPS)** 1 Belshaw; 2 Wright +1m41.856s; 3 Adam Lippitt/Matthew Round; 4 Witt; no other finishers. **FL** Hart 1m50.228s (87.92mph).  
**CATERHAM SUPER GRADUATES (10 LAPS)** 1 James Sibbet; 2 Jamie Waring +9.897s; 3 Luke Tzourou; 4 Dylan Stanley; 5 Neil Shinner; 6 Daniel Malkin. **CW** Reece 230.50merfield. **FL** Shinner 1m57.265s (82.64mph).

## ● DOUNE BRITISH HILL CLIMB June 20 Double for Groves puts him in title contention

## Absent Moran allows Groves to draw even

➤ **WITH SERIES** leader Scott Moran on new-babysitting duty, Martin Groves got stuck in for a pair of victories to draw level with Moran in the table.

Even better for the team, Groves's long-term co-driver Paul Ranson finished second in the first run-off for their

first ever one-two.

"This is our best-ever joint finish. All we now need now is for Paul to win a round," said Groves. "But only when I can afford to sacrifice a point."

This was a third weekend with a touch of magic. This time it was Tom New and Chris Merrick who recovered from a disastrous

crash only one week ago. New took the opportunity and scored well with a second place and amassed 16 points. Unfortunately Merrick was unable to do as well and spun out in both run-offs.

With Trevor Willis scoring less than in previous weeks, and Roger Moran unable to assist his absent son with high scores, New climbs up the table in fifth and remains in touch with all above

him, as do Ranson and Merrick, with plenty of events still to run.

Local Scottish drivers featured heavily, with Lee Adams the most notable in his GWR-Suzuki. Having only made his British run-off debut at Doune last year, and having only entered a handful of events since, Adams destroyed the 1.6-litre record in qualifying for both run-offs and delivered on the promise

with good scores.

Several other Scots also went well, including sprinter Stewart Robb and Jonathan Rarity in the one-off MH Ghost, which only packs 1400cc. Wallace Menzies used local knowledge in the Cosworth XD-powered DJ Firestorm and John Mackenzie got a Radical Prosport into a run-off for the first time, repeated the performance and scored both times.

■ By Eddie Walder



EDDIE WALDER

Groves is back in title contention

**ROUND 11** 1 Martin Groves (3.5 Gould-NME GR55) 36.55s; 2 Paul Ranson (3.5 Gould-NME GR55) 36.64s; 3 Trevor Willis (2.8 OMS-Powertec CF06) 37.12s; 4 Tom New (3.5 Gould-Judd GR55) 37.46s; 5 Wallace Menzies (2.65 DJ-Cosworth Firestorm) 37.73s; 6 Lee Adams (1.3 GWR-Suzuki Raptor) 38.22s; 7 Stewart Robb (4.0 Pilbeam-Judd MP88) 38.49s; 8 Will Hall (1.6 Force-Suzuki PC) 38.69s; 9 Jonathan Rarity (1.4 MH Ghost-Suzuki) 39.35s; 10 John Mackenzie (1.5 Radical Clubsport) 42.80s; unclassified Chris Merrick

(3.5 Gould-Judd GR55) fail; unclassified Roger Moran (3.5 Gould-NME GR61X) fail.  
**ROUND 12** 1 Groves 36.13s BTD; 2 New 36.74s; 3 Ranson 36.77s; 4 Willis 36.91s; 5 Adams 37.34s; 6 R Moran 37.55s; 7 Menzies 37.84s; 8 Robb 38.57s; 9 Rarity 39.69s; 10 Mackenzie 42.46s; 11 Steve Owen (1.1 OMS Home) 43.52s; 12 Merrick Fail.  
**Class winners** Archie Bain (2.5 Subaru Impreza) 50.04s New Class Record; Jac Koumides (2.5 Subaru Impreza) 52.22s; Les Mutch (2.5 Dax Rush IRS) 45.52s; Andrew

Russell (1.1 Ginetta G15) 52.46s; David Paterson (1.6 Peugeot 106 Rallye) 47.44s; Donald McCaskill (2.3 Mitsubishi Lancer) 45.13s record; Drew Murray (1.4 Fisher Fury) 46.70s; George Emmerson (1.7 Mallock Mk21/3) 43.69s; Mackenzie 42.74s; Douglas Brown (1.0 Jedi) 41.57s; Adams 37.62s record; Willis 37.34s.  
**POINTS** 1 S Moran & Groves, 90; 3 R Moran & Willis, 79; 5 New, 55; 6 Ranson, 49; 7 Merrick, 46; 8 Deryk Young, 35; 9 Rob Turnbull, 24; 10 Eynon Price, 19



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**MALLORY PARK HSCC** June 20  
Shaw beats Barter in battle of the TVRs



## What Barter starts Shaw will finish

Barter (1) gave best to Shaw (7)



### REIGNING CHAMPION

Julian Barter made the best start at Mallory Park last weekend, but poleman Peter Shaw had the last laugh as the 70s Road Sports grid provided the highlight of a 12-race HSCC programme, the card split evenly between championship and non-championship races for each category.

A startled Shaw (TVR Tuscan) could only watch as Barter's 3000M howled past from row two to lead the points-payer. Barter held on for half a dozen laps, but his struggles through Shaws and the Devil's Elbow helped Shaw recover and the Tuscan rumbled on to victory. The Invitational Reliant Sabre Six of Ian Daniels completed the podium

after making a brief cameo in second.

Alan Harper started second, but took a trip into the Gerards gravel trap, dropping his Lotus Elan to the back. His valiant fight back to fifth was merely the prelude to a brilliant win in the non-championship race.

Shaw was unable to take the start, which made Barter the favourite, but a

determined Harper grabbed the lead at the Lake Esses at mid-distance and sped on to victory. "Mallory Park suits the Lotus, as well as my driving style," said a triumphant Harper.

The Historic Touring Cars also provided some excellent action. Though Roger Cope's potent BMW 1800 took an unchallenged win in the first stanza, a hayfever-induced sneezing fit sent him off-track at Gerards while challenging for third in race two. He recovered audaciously and finished less than a second behind James Fuller's race-winning Alfa Romeo Giulia. After the race, though still smiling, Cope admitted regretting "giving a spare tyre to Fuller".

Ex-F1 racer Ian Ashley lost his initial lead in the first Historic FF1600 race when Darren Burke passed him at Gerards on the first lap. Burke quickly opened a gap and ran unchallenged to the flag. Benn Simms looked racey on the first lap, but suffered brake failure at Shaws Hairpin, which also left him unable to contest race two.

Stuart Dix charged to a respectable fourth from ninth on the grid.

In race two, John Sykes ended up in the gravel trap at Gerards, bringing out the red flag on the first lap. Burke led an uneventful restart after a long delay.

Despite being unceremoniously dropped to second by Benn Simms on the opening lap, Richard Evans, the invitational driver in Classic Formula 3, was unfazed and fought back to win comfortably in his Chevron B40 F2 car. A spin at Shaws on lap three couldn't stop Jamie Brashaw from finishing on the podium, but Paul Smith fell victim to an intermittent misfire, which ended his challenge.

Race two, which Simms and Smith neglected to start, was unable to deliver much excitement.

In the first Historic Formula Ford 2000 race, Stuart Boyer lined up on his first pole for 11 years. His advantage lasted until Colin Wright passed him at Shaws on the first lap. By the end Dale Spruce had demoted Boyer to third – Boyer admitting to getting "mugged a couple of times by good moves". Wright took a lights-to-flag win in a less exciting second race.

David Randall's Ginetta G4 took the points-paying Historic Road Sports race unchallenged. In Randall's absence, race one runner-up Alan Harper's busy Lotus Elan resisted pressure from the similar car of Barry Ashdown to take the win. Having retired while running strongly in the first bout, Jim Gathercole starred in race two, charging his Elan Plus 2 from the back of the grid to the podium.

■ By Kevin Stanley

### 70s ROAD SPORTS (16 LAPS)

1 Peter Shaw (TVR Tuscan); 2 Julian Barter (TVR 3000M) +31.6s; 3 Ian Daniels (Reliant Sabre Six); 4 Steve Cooke (Lotus 7 S4); 5 Alan Harper (Lotus Elan); 6 Bill Braithwaite (Lotus Elan). **Class winners** Daniels; Cooke; Bob Trotter (Jenson Healey); Alex Childs (Lancia Fulvia Blue). **Fastest lap** Harper 54.74s (88.77mph). **RACE TWO (16 LAPS)** 1 Harper; 2 Barter +2.59s; 3 Daniels; 4 Cooke; 5 Trotter; 6 Paul Stafford (Datsun 240Z). **CW** Barter; Daniels; Trotter; Childs. **FL** Harper 55.32s (87.84mph). **HISTORIC TOURING CARS (16 LAPS)** 1 Roger Cope (BMW 1800); 2 James Fuller (Alfa Romeo

Giulia) +23.1s; 3 Jonathan Gomm (Ford Lotus Cortina); 4 Mark Jones (Ford Lotus Cortina); 5 Peter Hore (Ford Lotus Cortina); 6 Roger Godfrey (Austin Cooper S). **CW** Gomm; Godfrey; Colin Gunton (Hillman Imp); David Brand (Austin Mini Cooper); Paul Hopkinson (Alfa Romeo Giulia Sprint GT). **FL** Cope 57.08s (85.14mph). **RACE TWO (16 LAPS)** 1 Fuller; 2 Cope +0.90s; 3 Gomm; 4 Hore; 5 Godfrey; 6 Gunton. **CW** Gomm; Godfrey; Gunton; Brand; Hopkinson. **FL** Jones 56.41s (86.15mph). **HISTORIC FF1600 (18 LAPS)** 1 Darren Burke (Macon MR8); 2 Ian Ashley (Lola T200) +8.37s; 3 Derek Rodgers (Merlyn MK11A);

4 Stuart Dix (Cooper Chinook); 5 David Wild (Lola T200); 6 Simon Toyne (Lola T200). **CW** Alistair Littlewood (Merlyn MK20A). **FL** Burke 49.89s (97.41mph). **RACE TWO (15 LAPS)** 1 Burke; 2 Ashley +8.88s; 3 Rodgers; 4 Dix; 5 Toyne; 6 Wild. **CW** Littlewood. **FL** Burke 50.07s (97.06mph). **CLASSIC FORMULA 3 (20 LAPS)** 1 Richard Evans (Chevron B40); 2 Benn Simms (March 803B) +37.58s; 3 Jamie Brashaw (March 793); 4 Paul Smith (Martini MK31); 5 Neil Bowman (Merlyn MK21); 6 John Wilson (Royale RP26). **CW** Simms; Bowman; Wilson. **FL** Evans 43.63s (111.38mph). **RACE TWO (20 LAPS)** 1 Evans; 2 Brashaw +41.29s; 3 Bowman;

4 Adam Ormandy (Reynard SF78); 5 Mark Hulme (Toj-Modus M1); 6 Richard Walters (Mallock MK11B). **CW** Bowman; Wilson. **FL** Evans 43.62s (111.39mph). **HISTORIC FF2000 (19 LAPS)** 1 Colin Wright (Reynard SF79); 2 Dale Spruce (Reynard SF79) +1.55s; 3 Stuart Boyer (Reynard SF77); 4 Oliver Thorpe (Royale RP27); 5 Mark Pierce (Spartan SF80); 6 David Wild (Reynard SF79). **CW** David Clark (Dulon MP21); John Bowles (Royale RP9). **FL** Wright 48.38s (100.44mph). **RACE TWO (19 LAPS)** 1 Wright; 2 Spruce +1.37s; 3 Boyer; 4 Thorpe; 5 Nigel Grant (Delta T78); 6 Pierce. **CW** Antony Raine (Merlyn MK28). **FL** Wright 48.63s (99.93mph).

### HISTORIC ROAD SPORTS

(17 LAPS) 1 Dave Randall (Ginetta G4); 2 Alan Harper (Lotus Elan) +12.95s; 3 Barry Ashdown (Lotus Elan); 4 Mark Halstead (Lotus Elan S1); 5 Brian Cowan (Lotus Elan S3); 6 Jonathan Stringer (Lotus 7). **CW** Dick Coffey (Turner MK1); Martin Edridge (Ford Mustang); Michael Smith (Lotus Elan); Dean Forward (Alfa Romeo Giulia Sport GT); Mike Eagles (Milano GT MK1). **FL** Randall 53.86s (90.22mph). **RACE TWO (16 LAPS)** 1 Harper; 2 Ashdown +1.31s; 3 Jim Gathercole (Lotus Elan Plus 2); 4 Cowan; 5 Coffey; 6 Forward. **CW** Coffey; Forward; Richard Owen (Triumph TR2); Nicholas Morrison (MGB). **FL** Harper 54.94s (88.44mph).



# FINAL DRIVE

LETTERS GEAR ON-TRACK ON-SCREEN PICS TECH ARCHIVE

## YOUR SAY

What you think of the motorsport news of the past week



Ford has got it fundamentally wrong with its marketing strategy (SportsExtra, June 17, p75). It should stick closer to the views of its founder and the original ethos of Formula Ford which was to make cars, and racing cars, affordable to the majority, not the few.

It should remember that the fastest driver in 10 years' time could well be the 13-year-old sitting with his dad spectating on the south bank. And Formula Ford could just be his entry to the sport. Unless it returns to that simple theme which served it so well for so long, it will be increasingly seen as an irrelevance.

**John Galpin** Wivenhoe, Essex

EDITORIAL CONTACT [mail@autosport.com](mailto:mail@autosport.com)

**In response** to your star letter last week, first let me say that I am no environmental evangelist, far from it, but neither is Bernie Ecclestone.

Useful technology developed through F1 filters down to the car on the street. By encouraging F1 teams to look into KERS etc is not only a good public relations effort, it may actually lead to something which could benefit us all.

**Peter Belshaw**  
By email

**I can't** understand why the F1 teams have agreed to bring back KERS as it's such a costly piece of kit.

The current F1 engines have the capacity to add 3000rpm. Why not allow each driver to use a button which gives him this extra power for, say, 10 times per race? It would be a much more cost effective way of adding some spice to the races.

After all, we'll see next year that all the drivers will use the KERS button at the same time, negating any benefit from the system.

**Brendan Budgen**  
Berkshire

**I would like** to express my thanks to everyone involved in looking after me at Brands Hatch after my enormous accident in the Masters InterSerie Revival race last month.

I would particularly like to express my gratitude to the marshals, who were on the scene immediately; the medical team was brilliant and deserves praise for the meticulous way in which I was looked after.

I'd also like to thank the fire brigade, the Kent Air Ambulance and the staff at King's College Hospital.

**John Grant**  
By email

**I have just** read that Bridgestone is considering taking super-soft tyres to races to try to recreate the rapid degradation seen in Canada, and that KERS will be back next year.

If gimmicks are the answer, someone is asking the wrong question. We need a radical rethink of F1. I want to see something like Formula Ford aero rules: no wings, no bargeboards, no diffusers and no bodywork wider than the sidepods.

Add a ban on tyre stops and we should get back to racing instead of strategy.

**John Napper**  
Milton Keynes

**AUTOSPORT.COM**

### TOP FIVE ON OUR WEBSITE

1. AMERICAN F1 PROJECT MAKING PROGRESS
2. ANALYSIS: KERS A BIGGER BOOST IN 2011
3. BRIDGESTONE TO MAKE SUPER-SOFT PUSH
4. RELUCTANT TRULLI TO GET NEW CHASSIS
5. BUTTON SURPRISED BY RED BULL ISSUES

### 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

● In the Oulton BTCC Driver by Driver panel (June 10, p47), reader Martin Roberts spotted that we have Alex MacDowall finishing third in the second race, when he was ninth, and David Pinkney 12th in the third race, when he finished 11th.  
● Our Renault UK man got his metals mixed up in the June 10 issue; the car has a steel rollhoop, not aluminium as reported (p76). Also, Fortec did not previously lose a rollhoop on an old-spec Tatuus – it was another team's car.  
● Due to unforeseen circumstances we were unable to run the promised Mercedes feature in this week's magazine. It will appear in a future issue.

It is the policy of AUTOSPORT to correct significant errors as soon as possible. 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

## MODNATION RACERS

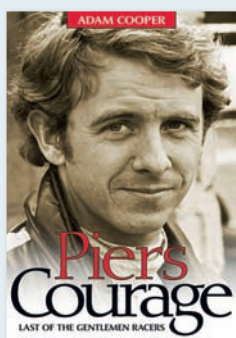
£36.99

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

Fast, frantic and incredibly furious, Modnation Racers is a Sony PlayStation 3 game from the same DNA as Mario Kart, with lots of tracks, power-ups and crashes.

What makes this one different is the scope for customisation – you can modify everything, from the facial features of your character to new tracks. In fact, it's the ability to start from scratch with circuit building that makes it such fun. You can create your own or come up with a combination of famous corners from well-known tracks. Throw in a few power-ups and obstacles and you'll be away.

Millions of gamers have already uploaded their creations – and they keep on coming, just as frenetically as the gameplay itself.



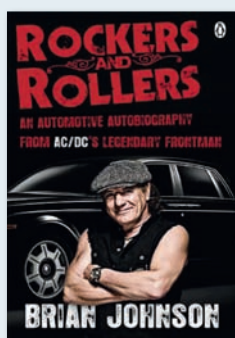
## PIERS COURAGE BIOG

£9.99 (978 1 844 2586 35)

A Cooper ([haynes.co.uk](http://haynes.co.uk))

Forty years ago this week Piers Courage lost his life in the Dutch GP at Zandvoort aboard the Frank Williams-run De Tomaso, so it seems appropriate to re-plug Adam Cooper's superb biog, now out in paperback.

Exhaustively researched and well-written, with the support of the Courage family, too, it's a classic.



## ROCKERS AND ROLLERS BOOK

£9.99 (978 0 718 1561 07)

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

AC/DC frontman Brian Johnson, who describes himself as an incurable petrolhead, recalls his life-long love of cars as well as certifiable tales of touring with the legendary band.

This is an hilarious and often toe-curling account of motorised mayhem with plenty of surprising twists along the way.



## SCALEXTRIC MERC 300 SLR

£34.99

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

Slot-racing king Scalextric has released this Mercedes 300 SLR based on the car shared by Stirling Moss and Juan Manuel Fangio in the fateful 1955 Le Mans 24 Hours.

The model features all the usual Scalextrickery, including working lights, easy-change pick-ups and Magnatraction.

## HOT ON THE WEB THIS WEEK

**YOUTUBE: JUSTIN WILSON'S INDY 500 DIARY**



**SEARCH FOR:** Justin Wilson's Race Diary – 2010 Indy 500 (8:14)

Follow Dreyer & Reinbold driver Justin Wilson behind the scenes through the build-up and post-race reaction to the recent Indianapolis 500, in which the Brit led the event before finishing seventh.



# WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

## KNOCKHILL

SMRC

June 26-27

Admission £5 Saturday, £15 Sunday

Tel: 01383 723337

The annual visit of the British Touring Car Championship aside, the 'Scottish Speedfair' is Knockhill's biggest meeting of the season.

The event programme includes the SMRC's usual array of Scottish club championships, plus the Sir Jackie Stewart Trophy (for Formula Ford 1600), the return after a five-year absence of Formula Junior, the Equipe GTS series, Ferrari Challenge, the first races for the new Ginetta Teen Cup (for the old G20 Coupe Junior cars), plus a special display of classic Ford Escorts.

Ferraris will be part of annual Speedfair 'fare'



## PEMBREY

BARC G&B

June 26-27

Admission £12

Tel: 01554 891042

The Great & British package visits the BARC's underrated South Wales circuit. Radicals, Minis, Sport Maxx Cup, BMW CSL Cup, Young Guns and the Welsh Sports and Saloon Cars are all on the two-day bill.

## SNETTERTON

MSVR/FPA

June 26-27

Admission £12 each day,

£16 weekend ticket

(online purchase)

Tel: 01953 887303

## SILVERSTONE

BRSCC

June 26-27

Admission £10 each day,

£15 weekend ticket

(advance purchase)

Tel: 0844 3728 200

## ANGLESEY

BRSCC

June 26-27

Admission £12 each day,

£15 weekend ticket

Tel: 01407 811400

## BRANDS HATCH

AMOC

June 26

Admission £12

Tel: 01474 872331

## LYDDEN

BARC

June 26-27

Admission £12

Tel: 01304 830557

## THRUXTON

BARC

June 27

Admission £12

Tel: 01264 882211

## KIRKISTOWN

500MRCI

June 26

www.kirkistown.com

The F1 circus returns to Spain for the European GP



## FORMULA 1 WORLD CHAMPIONSHIP

Rd 9/19

European Grand Prix

Valencia, Spain

June 27

www.formula1.com

## GP2 SERIES

Rd 4/10

Valencia, Spain

June 26-27

www.gp2series.com

## GP3 SERIES

Rd 3/8

Valencia, Spain

June 26-27

www.gp3series.com

## FORMULA BMW EUROPE

Rd 3/8

Valencia, Spain

June 26-27

www.bmwmotorsport.com

## PORSCHE SUPERCUP

Rd 4/9

Valencia, Spain

June 27

www.porsche.com

## SUPERLEAGUE FORMULA

Rd 5/10

Nurburgring, Germany

June 27

www.superleagueformula.com

## NASCAR SPRINT CUP

Rd 17/36

New Hampshire Speedway, USA

June 27

www.nascar.com

## INTERCONTINENTAL RALLY CHALLENGE

Rd 6/12

Ypres Rally, Belgium

June 24-26

www.ircseries.com

## AUTO GP

Rd 3/6

Spa-Francorchamps, Belgium

June 27

www.autogp.org

## INTERNATIONAL GT OPEN

Rd 4/8

Spa-Francorchamps, Belgium

June 26-27

www.gtsport.es

## EUROPEAN F3 OPEN

Rd 3/8

Spa-Francorchamps, Belgium

June 26-27

www.gtsport.es



## Television

### FRIDAY JUNE 25

0855-1035 [BBCi LIVE](#)

F1: European GP first practice

You know the drill: press your red button.

1255-1435 [BBCi LIVE](#)

F1: European GP second practice

2215-2245 [Eurosport LIVE](#)

IRC: Belgium day one

Opening day action from the Ypres Rally.

### SATURDAY JUNE 26

0835-0905 [Eurosport](#)

IRC: Belgium day one

0900-1000, 1400-1500 [Dave](#)

WRC: World Rally 2010

0955-1105 [BBCi LIVE](#)

F1: European GP third practice

1130-1200 [ITV4](#)

WTCC: Zolder highlights

1210-1420 [BBC1 LIVE](#)

F1: European GP qualifying

1430-1600 [ITV4](#)

BTCC: Croft highlights

1500-1630 [ESPN UK](#)

Superleague Formula: Nurburgring

2215-2245 [Eurosport LIVE](#)

IRC: Belgium day two

2300-0000 [Eurosport 2](#)

GP2: Valencia race one

### SUNDAY JUNE 27

0755-0820 [Channel 4](#)

The Grid

Behind the scenes of the DTM and

McLaren HQ, plus European Drag Racing.

0800-0900 [Dave](#)

WRC: World Rally 2010

0800-0830 [Eurosport 2](#)

GP3: Valencia race one

0820-0850 [Channel 4](#)

British Formula Ford: Zandvoort

0830-0900 [Eurosport 2 LIVE](#)

GP3: Valencia race two

0850-0945 [Motors TV LIVE](#)

Auto GP: Spa race one

0900-0930 [Eurosport 2](#)

GP2: Valencia race one

0930-1015 [Eurosport 2 LIVE](#)

GP2: Valencia race two

1015-1045 [Eurosport 2](#)

IRC: Belgium day two

1045-1130 [Eurosport 2 LIVE](#)

Porsche Supercup: Valencia

1045-1200 [ESPN UK LIVE](#)

Superleague Formula: Nurburgring

1130-1230 [Eurosport 2](#)

GP2: Valencia

1210-1515 [BBC1 LIVE](#)

F1: European GP

1345-1530 [ESPN UK LIVE](#)

Superleague Formula: Nurburgring

1500-1900 [Motors TV LIVE](#)

BARC G&B: Pembrey

1800-2230 [Open Access 3 LIVE](#)

NASCAR Sprint Cup: New Hampshire

1900-2000 [Motors TV](#)

Auto GP: Spa race two

2100-2300 [ESPN UK](#)

Superleague Formula: Nurburgring

2320-2350 [Eurosport](#)

IRC: Belgium review

### MONDAY JUNE 28

1830-1930, 2200-2300 [Sky Sports 2](#)

NASCAR: New Hampshire highlights

The Lenox Industrial Tools 301.

## Online

### AUTOSPORT.COM

Coming up on the web this week

#### MOTO GP & THE EUROPEAN GP

The action starts early this weekend, with MotoGP kicking off on Thursday at Assen. Find out whether Jorge Lorenzo can keep up his momentum through AUTOSPORT.com's comprehensive coverage, including insight from MotoGP expert Toby Moody.

Formula 1 heads to Valencia, where we'll bring you the build-up, live commentary, session reports and all the breaking news from the European Grand Prix.



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



We want Jose Maria Lopez, not Jennifer

REVVED UP once worked with someone who ordered pizzas with 'no cheese'. Given the three core ingredients of *all* pizzas is a bread base, tomato paste and CHEESE, this seemed pointless.

And speaking of futility, my redline approached during Sky's IRL coverage on Sunday as the audio cut to veteran US broadcaster Jack Arute saying: "Hey, look at this cheese", which was followed by a distant clattering sound. It could have been hilarious, or it could have been as lame as a *You've Been Framed* video. I'll never know, as Sky doesn't have access to the US feed pictures.

What the hell is the point in TV if you have sound and no pictures? That's radio. Anyway, it got me thinking of what most winds me up about televised motorsport.

First, by a long way: starts. Why take the feed from the camera at the first turn that shows the cars head-on? This means it's impossible to tell who's in front. Pointless.

Cutting to people in the pits when the action is on the track. How many more times do I want to see a picture of Christian Horner's jiggling foot? No more, that's how many.

The new legal requirement to have a female pit reporter, whose

job is to ask a newly retired driver, "So, how was your race?" No! Ask about the incident that took them out directly.

Jonathan Legard.

Celebrities. Okay, you're here, you've been seen, the job of promoting your film/single/yourself has been done. Now clear off.

Local directors concentrating cameras on 'their' man rather than the leader (as happened in every Japanese GP of the Nakajima/Suzuki era).

Directors focusing on the leader despite the fact

"Why take the feed from the camera at the first turn that shows the cars head-on? Pointless"

he's 20 seconds up the road during a wheel-banging fight for fifth.

Build-up overkill.

Twenty minutes of WTCC preamble? Just come in on the formation lap and save the waffle for the dire parts of the race.

Ted Kravitz making it up as he goes along.

Coverage being axed to make way for football, tennis, boat races, cross-country skiing, tiddlywinks, cheese rolling etc.

The Eurosport jingle. *Revved Up*



# THE WEEK IN PICTURES

The lensmen pounding the beat, from Snetterton to Road America

## A LOAD OF LOTUSES, LOTI OR WHATEVER IT IS

Snetterton packed in more fever per square inch than the rest of the motorsport world combined at last week's Lotus festival



STALEY/LAT

## OI REF, OFFSIDE!

Maria de Villota is about to rejoin the track right into the path of Seb Bourdais



## AERO NOT PICTURED

NASCAR Nationwide stockcars work just as well without their noses attached



LAT SOUTH

## I DIDN'T NEED THIS MANY KNOBS IN THE RE30

Legend Alain Prost and son Nicolas inspect last year's R29 car ahead of Jr's test run



## THAT'S MY BOY

It was father and son time in the BTCC at Croft, although the most famous pairing of Matt and Steve Neal failed to show up!

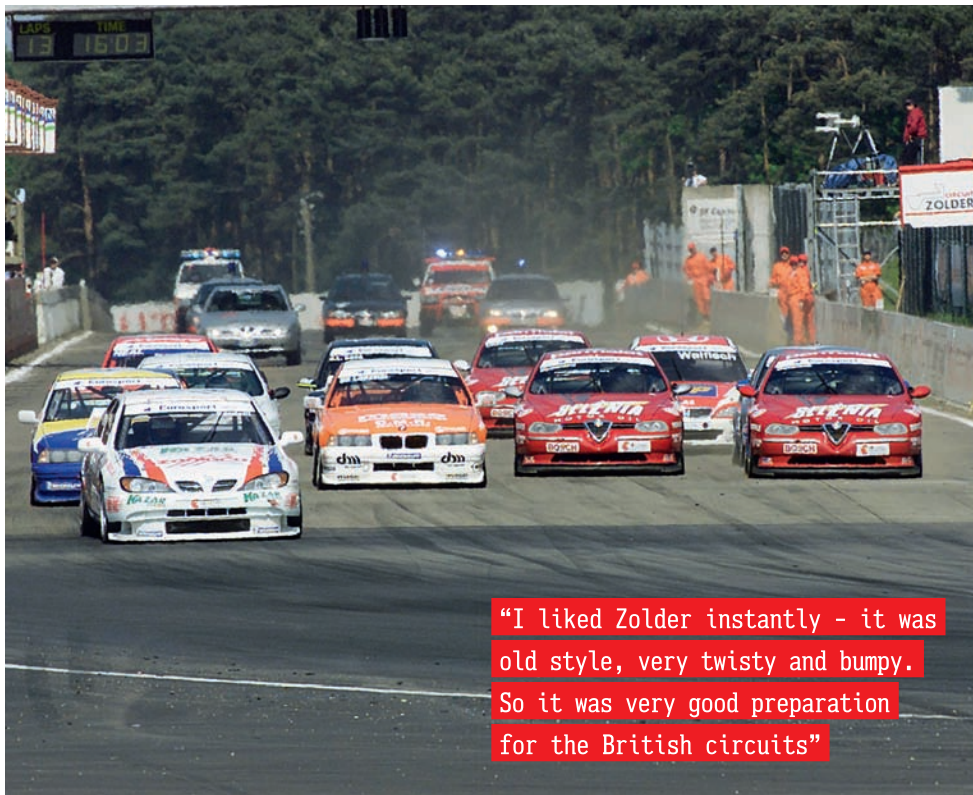


EBREV/LAT



# FROM THE ARCHIVE

Fabrizio Giovanardi, 2001 Zolder European Super Touring Cup



**LAST WEEKEND'S** World Touring Car Championship round at Zolder marked the first time the series had visited the former Belgian Grand Prix venue since 2001.

Back then, the series, which carried the moniker of the European Super Touring Cup, arrived at the circuit with the top three drivers in the championship, JAS Honda man Gabriele Tarquini and Nordauto Alfa Romeo duo Nicola Larini and Fabrizio Giovanardi, within a handful of points of each other at the head of the points.

"I liked Zolder instantly," remembers Giovanardi, who would go on to take that year's title. "It was old-style. Very twisty and very bumpy. I think it was good preparation for the British circuits [that he would later race on with great success in the BTCC]."

The races took on a familiar look. Tarquini won the first event in his Honda Accord, while Giovanardi was shuffled back to fourth after a punt from the Team Dynamics Nissan of future BTCC rival Matt Neal, whose brake bias was set to full rear, leaving him struggling to slow down for the corners.

"I remember that well," says Giovanardi. "When I came to race in England I told him I remembered that move. When we were team-mates at Vauxhall we had many jokes about it. I got him back a few times though, so we're even."

Giovanardi, who finished behind Roberto Colciago's Audi and Fabrice Walfisch's Honda, got his own back in race two, somehow out-dragging the four-wheel-drive Audi off the line and taking a lead that he would not lose.

With Tarquini starting that race from the pitlane — a legacy of a power-steering problem — and Larini having failed to finish the opener due to faulty electrics, Giovanardi was able to close to within two points of his championship-leading team-mate as the season reached its halfway point. He would end the season as champion in what would prove to be the last international competition for super tourers.

The evolution of the series into the full-blown ETCC the following year meant a move to Spa-Francorchamps for the Belgian round — with Giovanardi taking another title for Alfa. 🏆

## THIS WEEK IN...



**JUNE 26, 1959**

**THIS ISSUE** celebrated Aston Martin's victory in the 1959 Le Mans 24 Hours. The cover (above) depicted the winning DBR1 of Roy Salvadori and Carroll Shelby leading Maurice Trintignant (in the sister car he shared with Paul Frere) through the Esses.

AUTOSPORT founding editor Gregor Grant's report (below) hailed a famous one-two for the British marque after years of trying, but failing, to succeed in the world's greatest endurance race.

All three rapid three-litre Ferraris failed to finish and only 13 of the 53 starters were running at the end — five of which were British entries.

Salvadori and Shelby claimed the spoils when the Aston of Stirling Moss/Jack Fairman, and the Ferrari of Jean Behra/Dan Gurney, both retired.



**NEXT WEEK**



F1 makes its third visit to Valencia streets

## EUROPEAN GP

World title bout, round 9 *On sale July 1*

**PLUS**

GP2 Valencia; Superleague Nurburgring; celebrating 50 years of the Brands Hatch GP circuit; why Formula 3 must be saved



# RINALDO CAPELLO

■ Monaco Formula 3 ■ May 14, 1988 ■ Dallara-Alfa Romeo F388 ■ Flying from the back to fourth



Capello fought back to fourth for Ravarotto

**THE MONTE** Carlo Formula 3 race in 1988 was one of those races it would be impossible to repeat.

I'd been quickest in the wet in first qualifying, but then the second session was dry and on the second flying lap I had to stop with a stupid problem – it was just a faulty connection on a battery. The weekend before we'd had an Italian F3 Championship race and I'd had a huge accident. Roberto Colciago had caught my left-rear wheel with his front right and flipped me over between seven and 10 times! The car – a Dallara F388 – was in pieces and the Ravarotto team mechanics produced miracles to rebuild it in three days in time for Monaco scrutineering.

I was disappointed and I was sure I would be off the grid, but my first flying lap was good enough to put me on the second to last row – which was a nice surprise. So that's where I started.

I think I did at least 15 overtaking manoeuvres, which is quite something at Monte Carlo. When I think back now, if I had started from the first two rows I would have won easily. You never knew what might happen if you won the

**"That day I just felt confident. For some reason I was able to brake much later than everybody else"**

Monte Carlo F3 in your early 20s.

I did most of my overtaking in the same place, out of the tunnel and into the chicane. But the best move I remember was passing Mauro Martini between swimming pool corners one and two.

There was a queue of four cars in front of me, from fifth to eighth. Mauro was last in the queue and I had to back off a lot to keep within his pace. So the next lap I decided

to back off a lot at Massanet to give myself a gap, then I went through the entry to the swimming pool flat out and overtook him when he braked for the exit.

If I'd tried that again, nine times out of 10 I would have crashed!

After I overtook this group of cars I was five seconds behind the leader Enrico Bertaggia. In a few laps I caught the first three up, but by this stage I was really exhausted

and I had no power left. I was also trying to stay calm and not overdrive because it was a major buzz to have passed so many cars.

I finished fourth – in the tow of the first, second and third cars! I also set the quickest race lap and I think it was more than half a second faster than any other drivers. I got to go on the podium as well because of that.

That day I just felt confident. For some reason I was able to brake much later than anybody else. I had a very good feeling. Afterwards people came up to me and said that if someone was watching, my career will take off now, but to be honest it didn't happen like that! *Rinaldo Capello was talking to Simon Strang*

## IN PROFILE



**RINALDO 'DINDO'** Capello is a three-time Le Mans 24 Hours winner with back-to-back victories at La Sarthe in 2003 and '04 with Bentley and Audi. He then triumphed again with Allan McNish and Tom Kristensen in 2008. Most of the Italian's 26-year career has been devoted to VW and Audi's race programmes since switching from Formula 3 in 1990 – and during that time the 45-year-old Italian has amassed two American Le Mans Series titles (2006 and '07) and two Italian Touring Car titles (1996 and '90).

**NEXT WEEK**  
**Manuel REUTER**





# *Britcar* update

## *Castle Combe 20th June report*

Britcar launched its new hospitality unit at Castle Combe to great applause from racers and teams and will be a fixture at all Britcar events onwards. The 1.5hr race provided great excitement throughout. Again it was Gamski/Robinson in their Ferrari 430 GTC who subscribed to the top of the podium.



## Congratulations race winners

### **Britcar GT**

- Class 1 Gamski / Robinson – Ferrari 430 GTC
- Class 2 Cameron / Khandon-Nia – Ferrari 430 GT3
- Class 3 Headlam / Stanley – Lotus Elise Series 1

### **Britcar Production**

- Class 1 Clarke / Gibson – BMW M3
- Class 2 Cox / Cox – Ford Escort Turbo

1-3rd October, Silverstone 24 Hrs  
[www.britcar24hr.co.uk](http://www.britcar24hr.co.uk)



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## Porsche Carrera Cup GB

Rounds 9 and 10, Croft, June 19-20

Double race win for Tim Harvey

Pro-am1 wins for Jonas Gelzinis and Ollie Jackson

Pro-am2 wins for George Brewster and Glenn McMenamin

Overall podiums for Stephen Jelley, Michael Caine and Euan Hankey

'Driver of the weekend' award for Tony Gilham

'Team of the weekend' award for Collins ReDesign Racing

### Round 9 results

- 1 Tim Harvey (Red Line Racing)
- 2 Stephen Jelley (Team Parker Racing)
- 3 Michael Caine (Motorbase Performance)
- 4 Euan Hankey (Team Parker Racing)
- 5 Jonas Gelzinis (Juta Racing)
- 6 Ollie Jackson (Addison Lee Motorbase)

### Round 10 results

- 1 Tim Harvey (Red Line Racing)
- 2 Michael Caine (Motorbase Performance)
- 3 Euan Hankey (Team Parker Racing)
- 4 Stephen Jelley (Team Parker Racing)
- 5 Ollie Jackson (Addison Lee Motorbase)
- 6 Jonas Gelzinis (Juta Racing)

### Provisional points positions after round 10

#### Overall

1	Tim Harvey	205
2	Michael Caine	166
3	Euan Hankey	119
4	Stephen Jelley	104
5	Glynn Geddie	102
6	Ollie Jackson	90
7	Jonas Gelzinis	88
8	Charles Bateman	86
9	Tom Bradshaw	74
10	Tony Gilham	72
11	Ahmad Al Harthy	57
12	Archie Hamilton	55
13	Michael Meadows	44
14	Steve Parish	15
15	Mark Hazell	11
=	Glenn McMenamin	11
17	Andrew Shelley	10
18	Michael Leonard	8
=	Alex Martin	8
20	George Brewster	7
=	Liam Griffin	7

### Pro-am1 category

1	Ollie Jackson	102
2	Jonas Gelzinis	95
3	Tony Gilham	73
4	Ahmad Al Harthy	57
5	Archie Hamilton	55
6	Andrew Shelley	10

### Pro-am2 category

1	Mark Hazell	87
2	Glenn McMenamin	83
3	George Brewster	78
4	Steve Parish	55
5	George Richardson	46
6	Paul Mace	42

### Team championship

1	Motorbase Performance	252
2	Red Line Racing	249
3	Team Parker Racing	221
4	Addison Lee Motorbase	97
5	Juta Racing	88
6	JHR	85

For more information on the Porsche Carrera Cup GB visit

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

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