



UPSIDE DOWN AT 190MPH! RED BULL HAILS F1 SAFETY

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GRIPPING EUROPEAN GP

RED BULL FLIES IN VALENCIA

Vettel storms to
victory as Webber
walks away from
huge crash



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THIS
WEEK

GP INSIDER EUROPE

- How Red Bull regained the performance edge
- Why Lewis Hamilton was penalised
- Who's to blame in Kovalainen/Webber clash

WIN! A VIP race day at Brands Hatch

GP2 Maldonado and Ericsson on top

NASCAR Johnson victorious again

BRANDS HATCH 50 years of the GP loop

GT TROPHY

ENDURANCE SERIES



ROUND ONE - BRANDS HATCH GP - May 22nd

The first of this exciting new series got underway at Brands Hatch on the magnificent GP circuit in brilliant spring sunshine. Add in a glorious array of GT marques, a two hour endurance race and the now legendary Bute Motorsport entrant hospitality and the scene was set for a great days racing. The organisers attracted an elite line up of entrants who made for an impressive grid including British GT regulars such as Duncan Cameron with GT Cup regular Khandan-Nia in a Ferrari 430 GT3, and another British GT regular Wilkins this time in his Ginetta G50 and Dryborough with Gaw in the Porsche 997 GT3.

From lap one it was action all the way. As the grid lead by the Corvette of Millett and Vergers, who qualified on pole by just .11 of a second, streamed into Druids the Group 3 Honda NSX of

Fenn pulled off to safety in spectacular fashion. The engine had caught fire with Fenn later commenting "I'm no expert but figured fire can't be a good thing so got out of there pdq!" The Safety Car was deployed, thankfully with David unharmed, but this tore up the carefully worked out team strategies, with many, but not all deciding to pit early for the first of their two mandatory stops. This was to prove an intrinsic part of the race with 'early stoppers' having to choose between pace or a third stop for a splash and dash. The eventual winners, Sumpter and Slater in the Paragon Porsche 997 RSR benefited from the Corvette flat spotting its tyres but had their own drama towards the finish. The Porsche running on vapours attracted the attentions of the Mosler of Fores and Beaumont. It may have worked for the Mosler except for a spin in the closing

laps which demoted them to 3rd and gave second place to the Marcos of Fletcher & Fiorentino with the Corvette coming home in fourth.

Group 2 was a thrilling, race long duel which went down to the wire. The Porsche 996 GT3 of Bentley who drove the race of his life and Medeiros held off the Mowles XBow second and GT Cup regular Pullen with co-driver Speller third in their Ferrari 360 GTC. The trio crossed the line split by only 3 seconds after two hours racing.

After a torrid start to the meeting having to virtually rebuild their Lotus 2-11 Bialan and Mason finished first in Group 3 followed by Barclay and BTCC driver Onslow-Cole in a Lotus Exige. "The car is working perfectly now" smiled the genial Mason.

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GT CUP

CHAMPIONSHIP

OVERALL CHAMPIONSHIP LEADERS

Position	Driver Name	Car Make/ Model	TOTAL
1st	Keith Webster	BMW E36	146
2nd	Alex Martin	Porsche 997	144
3rd	Danny Winstanley	TVR Tuscan	143

GROUP CHAMPIONSHIP POINTS

Driver Name	Car Make/ Model	Total
Group One:		
Alex Martin	Porsche 997	144
Danny Winstanley	TVR Tuscan	143
Gary Eastwood	Ferrari 430 GTC	122
Leon Price	Ferrari 430 GTC	121
Andy Ruhan	Porsche 997 GT3	107
Steve Quick	Ferrari 430 GTC	100
Jim Geddie	Porsche 997	91
Don Grice	BMW M3 V8 144	70
Toby Tarrant-Willis	Porsche 996 GT3 R	63
Peter Cook	Porsche 997 GT3	43
Paul Cope	Venturi 400 GTR	40
Fraser Robertson	Porsche 996 RSR	39
John Gaw	Porsche 997	35
Phil Dryburgh	Porsche 997	30
Colin Simpson	Marcos Mantis	24
Ian Hartley	Ferrari 430 GTC	23
Chris Randall	Lotus Europa	21
Jamie Martin	BMW E92 M3	0
Alun Edwards	Porsche 996 RSR	0
Will Goff	Porsche 997 GT3	0
John Wilson	TVR Cerbera	0
Stephen Ritchie	Porsche 997 GT3	0
Doug Setters	Lotus Exige	0
Michael Saunders	TVR Cerbera	0
Group Two:		
Keith Webster	BMW E36	146
Colin/Sam Mowie	KTM X-Bow	131
Marco Pullen	Ferrari 360 GTC	124
Michael Symons	BMW E46	114
Robert Koenig	Porsche 996 Cup	110
Francis Galashan	Porsche 996 Cup	108
Michael Dwane	Ferrari 360 Challenge	106
Chris Bentley	996 GT Cup	99
John Taylor	Porsche 996 cup	85
David Back	Ferrari 360 GTC	80
James McAllister	BMW M3 E46	79
Rupert Martin	Porsche 996 Cup	50
Winston Graham	Marcos Mantis	45
Winston Graham	Marcos Mantis	0
Colin Broster	Chevron GR8	0
Jon Dhillon	Ferrari 360 GTC	0
Nima Khandan-Nia	Ferrari 360 GTC	0
Marc Charlton	Lotus Sport Exige	0
Patrick Charlton	Lotus Sport Exige	0
Barclay Dougall	BMW E46	0
Marcus Fothergill	Porsche 996 GT3	0
Group Three:		
Tom Andrew	KTM X-Bow	124
Dan Norris-Jones	Lotus Exige	109
David Botterill	Porsche 944 Turbo	95
Adrian Watt	BMW M3 E36	80
David Hathaway	Ferrari 360 CH	75
Doug Setters	Lotus Exige	64
David/Rob Fenn	Honda NSX	63
Sarah Bennett-Baggs	BMW Z4 Coupe	46
Emily Fletcher	Ginetta G50 GT4	19
Alistair Barclay	Ginetta G50 GT4	0
Stuart Ratcliff	Lotus Elise S1	0



ROUND ONE - SILVERSTONE - April 17/18th

At Silverstone on the GP circuit early honours went to Jim Geddie in Group 1, Marco Pullen in Group 2 and David Hathaway in Group 3. With success ballast coming to play, John Gaw took the chequered flag in race two with Marco once again victorious in Group 2 and Adrian Watt taking Group 3 honours.

ROUND TWO - THRUXTON - May 8th

Round two saw the third different overall winner in as many races, Alex Martin taking his maiden GT Cup win, with Group 2 taken by Keith Webster and Tom Andrew scoring his maiden victory in Group 3. Race two was cancelled following an accident at the end of race one and the tragic loss of Jeff Leadley.



ROUND THREE - SNETTERTON - June 26/27th

Race wins for Webster and Martin plus a win and DNF for Pullen proved decisive for the Championship campaign with Webster now leading by just 2 point from Martin who is only 1 points clear of Winstanley. Group 3 wins went to Watt and Andrew, with Ruhan taking his maiden GT Cup overall win.

FORTHCOMING ROUNDS

Rnd 4. Brands Hatch GP - 31st Jul & 1st Aug
 Rnd 5. Oulton Park - 11th Sept
 Rnd 6. Brands Hatch GP - 18th & 19th Sept
 Rnd 7. Spa Francorchamps - 1st/2nd/3rd Oct
 Rnd 8. Silverstone - 16th & 17th Oct

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Vettel avoids safety-car woes to win P30



THOMPSON/GETTY



"You just don't take your dad's car whenever you want. I'm just borrowing it once"

DALE EARNHARDT JR WILL RACE THE #3 CHEVY AT DAYTONA THIS WEEKEND

8117

The number of career laps led by Kyle Busch in NASCAR's Nationwide series. He broke Mark Martin's record with victory at New Hampshire. Report, P50

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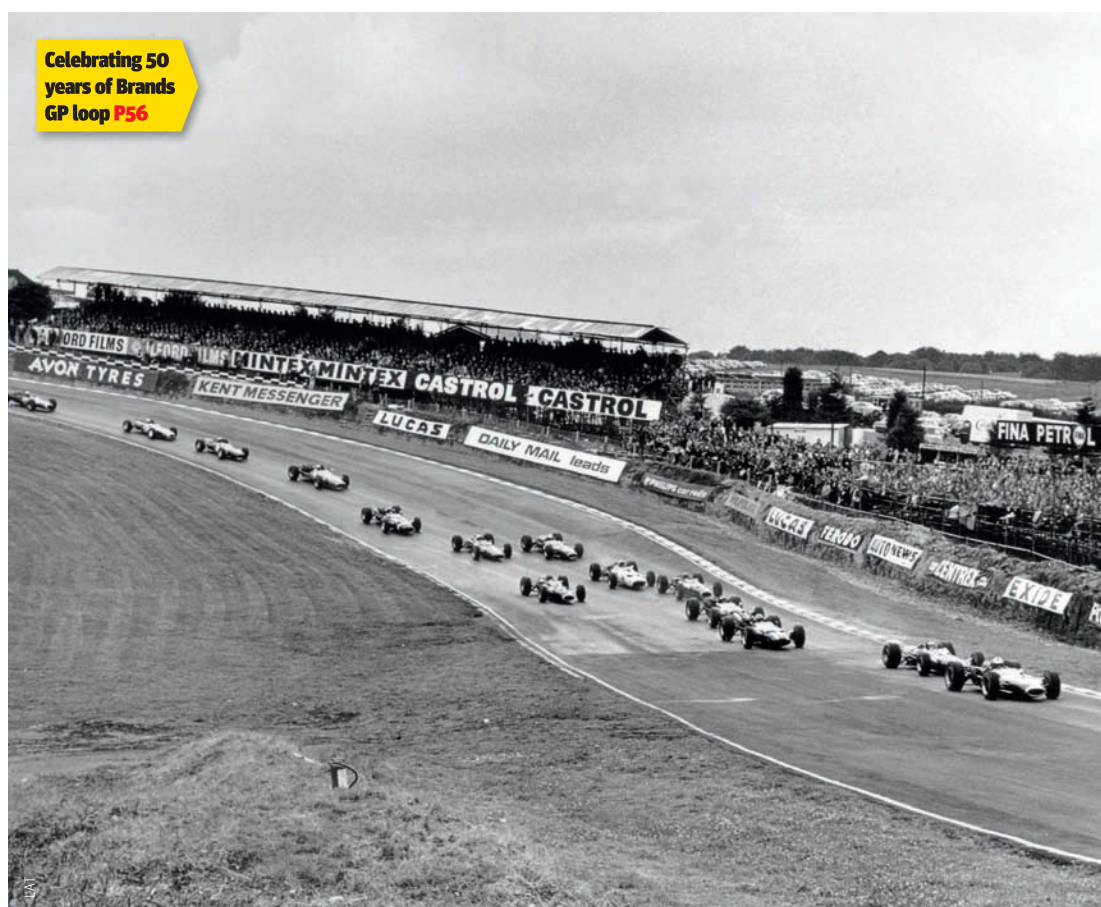
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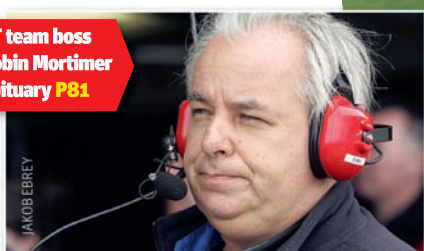
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Manuel Reuter, Opel Calibra, Hockenheim ITC, 1996



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POLE POSITION

Cock-up makes more sense than conspiracy



SALES OF tinfoil must have gone through the roof in Italy given the cries of conspiracy that emanated from the Ferrari camp following the European Grand Prix.

Certainly Lewis Hamilton can count himself very lucky that his safety car cock-up didn't cost him more than a potential shot at the race victory.

If anything, we the viewers were the real losers, as we were denied what ought to

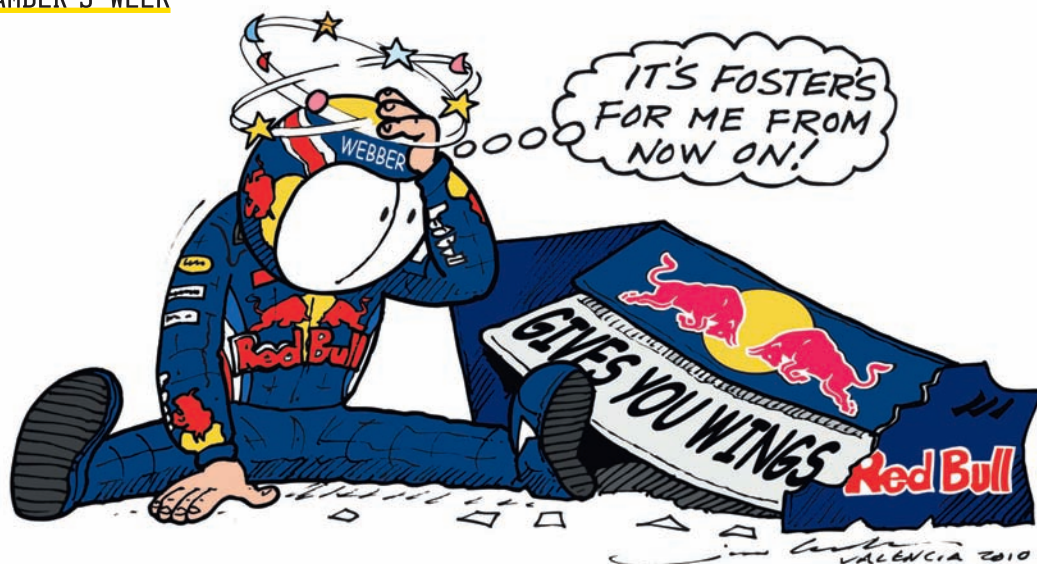
have been a thrilling finale. But a deliberate attempt to manipulate the result on behalf of the FIA? As Mark Hughes expertly explains in this week's race report (p30), as hard done by as Fernando Alonso and Ferrari might feel, they were simply unlucky.

Post-race cries of foul play might keep the sport in the headlines – although not in the UK where *the only* sporting event of the weekend was England's spiritless capitulation to the Germans in the World Cup – but they are unnecessary and potentially damaging to the sport.

There's an adage that a good loser is a loser full stop, but sometimes you just have to except defeat with good grace and move on.

Andrew van de Burgt, editor

BAMBER'S WEEK





FORMULA 1

Back on the right track

It's been a long time since his victory in April's Malaysian Grand Prix, but Sebastian Vettel finally joined Mark Webber, Lewis Hamilton and Jenson Button in the 2010 two-time grand prix winners' club in Valencia.

Picture: Dunbar/LAT

➞ **P30** EURO GP ACTION



Webber is surprised by the Lotus's braking point and hits its rear end



Huge Webber crash proves F1 safety

Red Bull praises F1 safety standards after Australian walks away from huge Valencia accident. By EDD STRAW

Cockpit view at take-off



Red Bull gains height...



...and lands on roll-hoop



Red Bull has hailed Formula 1's safety measures after Mark Webber escaped without injury from a terrifying 190mph crash in last Sunday's European Grand Prix.

Webber hit the back of Heikki Kovalainen's Lotus as the Finn braked for Turn 12 on the ninth lap.

The impact broke the Australian's front wing and launched the Red Bull into the air. The car reached an estimated height of five metres, and hit an advertising hoarding before landing upside-down. After rolling back onto its wheels, the car struck the tyre barrier at an estimated speed of 80mph, although data is unavailable as the sensors had been damaged in the first impact.

Red Bull team boss Christian

Horner told AUTOSPORT: "It is testimony to the safety regulations and the chassis-impact tests that the teams have to go through that the car stood up exactly as it should have done. Everything has worked exactly as it should have."

Post-accident analysis by Red Bull revealed that the roll-hoop located above the driver's head had stood up to the impact when Webber landed. The primary roll-hoop structure is subjected to a 60kN longitudinal-impact test before the car is allowed to race.

The chassis, which was also fully intact, was being inspected at Red Bull's Milton Keynes base as AUTOSPORT closed for press, and the team was assessing the damage. The circuit's wide Turn 12

run-off was praised by Webber, as it ensured that the secondary impact was a minor one.

"I knew I was involved in a huge crash," said Webber. "I was a passenger, but I knew there was a lot of run-off down there. I also knew there was a tyre wall, and not the Techpro stuff [a type of energy-absorbing barrier in use at other F1 circuits], which for me is not as good as a tyre wall."

The value of the extended run-off areas at the Valencia Street Circuit was also demonstrated in Sunday morning's GP2 sprint race, when Czech driver Josef Kral was launched into the air after hitting the back of another car approaching Turn 17. Kral was kept in hospital overnight complaining of back pain.

In the wake of Webber's crash, there were question marks over the speed differential between the frontrunning cars and backmarkers.

Horner was in no doubt that the difference in laptime — around three seconds per lap — was the main factor contributing to Webber's accident.

"It's difficult to blame Heikki too much for that incident," said Horner. "He's in a car that's off the pace and no doubt very difficult to drive, and ultimately the performance differential between the cars was what caused the accident. Mark was surprised by where Heikki braked."



P30 VALENCIA REPORT



190.1mph impact launches Red Bull skyward and Lotus into the barriers



The Red Bull smashes through an ad hoarding as it turns upside down



The Red Bull lands upside-down before flipping onto its wheels

POINTS OF VIEW

MARK WEBBER

RED BULL



How did the crash happen?

I caught Heikki very quickly, and going down the back straight he went a little to the left and I thought maybe he would let me go. Then he went back to the right and I went to look left. He went back to the left then as soon as I looked

right, and he braked. It was so far before the braking point – 80 metres earlier than my previous lap.

You were still full throttle?

Yes. In an F1 race, when you get people braking so early that can happen.

Did Heikki brake early?

I couldn't believe it. We were still a long way away from the corner.

How hard was the hit when you landed?

Not too hard, as I had massive forward momentum. I didn't just go up and then back down.

Did you speak to Heikki?

He said he was defending his position and fighting.

Did it remind you of your aerial Le Mans crashes with Mercedes in 1999?

Yes. Similar speeds, similar situation.

Did you suffer any injuries?

I've got some swelling here and there, but it'll be okay for Silverstone.

HEIKKI KOVALAINEN

LOTUS



Do you think that Mark made a misjudgment?

Yes. I was always going to defend because we were on the same lap. He misjudged his braking and ran up the back of me.

Did you brake normally?

Yes. We checked my telemetry and I braked a little bit earlier than on a normal lap, but that's because I was off-line. I defended, but I didn't close the door while braking. I was trying to make him go around the outside.

Are the speed differentials between the frontrunners and the backmarkers dangerous?

I really don't see an issue. It wasn't that he was catching me so quickly that there was nothing I could do. You always have to be careful when you're fighting with someone under braking. I haven't felt this season that the speed difference is dangerous.

Is it down to the drivers in the faster cars to allow for the fact that you have to brake earlier?

Yes. This would have happened whoever was in front of him.

Did you talk to him about what happened?

Yes, a little bit. He said that he wasn't sure which way to go and that he didn't realise how early I had to brake and misjudged the distance.

AUTOSPORT SAYS...

EDD STRAW F1 EDITOR

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Some figures for you: Heikki Kovalainen was 3.295 seconds off the pace in qualifying in Valencia, a deficit of 3.376 per cent. Sure, that gap was a major factor in the accident with Mark Webber, but does that mean that his car is a danger on the track? No.

Webber, to his credit, didn't go down the ban-the-slower-cars route. If he had done, it would be fair to ask what has changed since the Australian was, on average, 4.253 per cent off the pace in qualifying during his maiden F1 season with Minardi in 2002.

There have been off-hand comments about the pace of the three new teams throughout the season. Fernando Alonso (4.353 per cent off the pace in his debut campaign) has been one of the chief offenders, and even described race-leading Sebastian Buemi in such terms after the Canadian GP.

Any suggestion that such performance deficit is a danger is a result of a creeping cultural arrogance among the leading runners. Dealing with traffic has always been part of F1 – in the inaugural world championship race 60 years ago,

10th qualifier Peter Walker was almost six seconds off pole.

It was down to Webber, who had been told over the radio that he had to pass Kovalainen, to give him a wider berth. He made a misjudgment – it happens – and it was a small error with big consequences. That's all there is to it.

'Arrogant' Alonso was slow in '01



REMEMBER WHEN...



Crash tests were first introduced into Formula 1 prior to the 1985 season. The first FIA crash test was a simple frontal-impact test to prove the structural integrity of the front of the car.

Pirelli: our tyres must improve the F1 show

GIBSON/GP3

Pirelli returns to F1 for the first time since '91

The Italian firm confirms it will replace Bridgestone in 2011 – and pledges to produce tyres that will improve racing

Pirelli has vowed to supply tyres that improve the spectacle of Formula 1 after finally clinching a deal to be the sport's tyre supplier from 2011-2013.

Like incumbent supplier Bridgestone, Pirelli will offer a choice of two tyres from a pool of four compounds for each weekend with drivers receiving 11 sets. But after a season during which the sport has been heavily criticised for the failure of tyre wear to create a significant variable in most races, Pirelli motorsport director Paul Hembery believes that his company must supply rubber that boosts the spectacle. He believes that last month's Canadian Grand Prix in Montreal, where tyre degradation was high and drivers made multiple pitstops, is the ideal template.

"Montreal would be an ideal scenario," Hembery told AUTOSPORT. "There were a lot of overtaking manoeuvres and that brings the spectacle back. In other forms of motorsport, conserving tyres is part of the skill and that's what we would like to focus on."

PLAYING THE LONG GAME

Although he is confident that Pirelli will be able to achieve this, Hembery has warned that during its first season in F1 since 1991, there will inevitably be some races where that does not happen as the company gains experience.

"Being realistic for the first year, we're going to a lot of circuits that we've not been to before and where you cannot test – street circuits for example – so there are going to be some events where we are quite conservative because of a lack of

experience," he said. "But it's certainly something that we can develop in partnership with the FIA during the three years."

TESTING THE KEY

Pirelli's test programme will be critical if it is to be able to produce the correct four compounds to create exciting racing next season.

The tyres are set to run for the first time on the next-generation GP2 development car in mid-August, but the aim is to run them on F1 machinery as soon as possible. With in-season testing banned, the teams are currently discussing how best to provide Pirelli with the machinery to develop the rubber without it favouring one team.

"We need an F1 car," admitted Hembery. "There's been talk about us using Toyota and they have been in contact, but although that might work we don't know the car and it hasn't gone through a pre-season. We want something that is known and reliable."

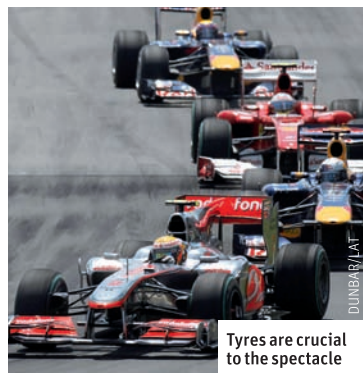
"We've asked the technical

working group to give us an idea of how to go testing. We might come up with a solution whereby we decide whose car we use and then share all of the black-box data."

SPECIFICATION GUIDELINES SET

Pirelli admits that development work would ideally have started back in January. In order to ensure that the company produces a tyre that does not alter the design fundamentals of teams' 2011 cars, teams' association FOTA has agreed a package of technical parameters for it to work to.

Williams technical director Sam Michael told AUTOSPORT: "It [the technical package] covers lateral load, vertical load, longitudinal load on both the front and rear tyres, tyre dimensions, the growth rate of the tyres [as speed changes] and the vertical stiffness. It's purely for tyre design – we haven't specified compound hardness."



Tyres are crucial to the spectacle





PIRELLI IN FORMULA 1

The Italian manufacturer has a long history of success in Formula 1



1950-1951 13 wins
Alfa Romeo dominates the first two years of the championship; Ferrari also wins three races



1952-1953 15 wins
Pirelli supremacy continues with F2 Ferraris and Alberto Ascari. Maserati also wins a race



1954 4 wins
Continental ends Pirelli's run via Mercedes, but Pirelli wins four GPs with Maserati and Ferrari



1956-1957 9 wins
Renewed success with Maserati and Vanwall following Mercedes's withdrawal from the sport



1981-1991 3 wins
Returns with Toleman. Wins with Brabham and Benetton. Skips '87/'88, but puts a Minardi on the front row in '90. Wins once more with Benetton.

PIRELLI'S DEVELOPMENT SCHEDULE

JUNE 23

Pirelli confirmed as F1 tyre supplier for 2011-2013. Simulation work is underway and it has already produced a rear tyre. Now working on the front tyre after confirmation that F1 will retain the current tyre sizes.

MID-AUGUST

On-track testing to begin using the new-for-2011 GP2 development car.

SEPTEMBER 1

Pirelli due to deliver windtunnel tyres at either 50 per cent or 60 per cent scale to teams.

BEFORE NOVEMBER

Pirelli to start running its tyres on an F1 car. This will continue throughout the winter, with testing at warm venues a priority.

NOVEMBER 16-17

Likely date for first group test

after the Abu Dhabi Grand Prix. All teams will attend the two-day test, expected to take place at Abu Dhabi's Yas Marina track. Teams will run one car with five sets of tyres per day.

LATE NOVEMBER/EARLY DECEMBER

Three-day young driver test (date yet to be confirmed) is likely to use Pirelli tyres, although this has yet to be agreed.

THE PADDOCK'S VIEW

F1's insiders give their views on the new tyre-supply deal



JARNO TRULLI

Grand prix winner

“F1 needs a show and I don't think stuff like moveable wings is the best way. But we have seen that tyres can have a big impact and maybe Pirelli should have a talk with the FIA on how to do that.”



ADRIAN SUTIL

Force India driver

“I think it's good to have two different tyres, but I think Montreal was a bit too much as it was too hard to drive. For spectators it was a great show, but we would have liked a bit more grip. From a racing point of view it was exciting.”



HEIKKI KOVALAINEN

Grand prix winner

“The tyres we have now work reasonably well. When drivers suffer graining you can have a chaotic race like in Montreal when I ran in sixth place. Perhaps you make one tyre quick but weak so that people have to use it in qualifying but can't race with it for long.”



CHRISTIAN HORNER

Red Bull team principal

“There's an opportunity to do something a bit different that could encourage more races like we had in Montreal. Choosing the right kinds of tyres is something that needs to be carefully looked at.”



FRANCESCO GORI

Pirelli managing director

“I would like to have a Canadian Grand Prix every race – that would be fantastic. We have to offer different alternatives to teams and the four compounds are instrumental to playing the game.”

IN BRIEF

WEIGHT DEAL REACHED

FOTA has approved a mandated weight distribution set at 46 per cent forward with a tolerance of 0.5 per cent either side of that figure. The move has been made to ensure that no team lucks in to the optimum weight distribution for next year's Pirelli tyres.

LICENCES PLANNED

The FIA World Motor Sport Council has submitted a proposal to introduce licences for all personnel in F1 from the start of next year. This will include a code of conduct that will make it easier for the FIA to punish transgressors in the wake of the controversy over the

punishment of Flavio Briatore and Pat Symonds following the 2008 Singapore Grand Prix scandal.

QUALY CUT-OFF RETURNS

The 107 per cent qualifying rule will return next year. This will force all drivers to set a time within 7 per cent of the fastest time in Q1 to

be allowed to start the race. On 10 occasions this year, a driver has set a time that did not meet the cut-off. But in Valencia the field was covered by just 5.394 per cent.

USF1 "PUNISHED"

The now-liquidated USF1 operation has been banned from participating



in any FIA championships and fined €309,000 by way of the retention of its entry fee for its failure to get on the grid in F1 in 2010.

Ferrari title bid takes a knock

Scuderia's championship hopes fade after Valencia upgrades fail to lift its cars ahead of Red Bull

Ferrari's hopes of winning the world championship were dealt a severe blow in last weekend's European Grand Prix at Valencia as despite major upgrades to its F10, the Italian machine was unable to match the pace of Red Bull's RB6.

While remaining publicly cautious about the upgrade, the

team was confident internally that the package would allow it not only to get close to Red Bull in Valencia, but also to win the race. Instead, Fernando Alonso qualified 0.488sec adrift of polesitter Sebastian Vettel.

Although that gap was exaggerated by difficulties getting its tyres to work in Q3, it was a

crushing blow to the Scuderia's championship hopes.

Ferrari's Valencia package featured an exhaust-blown diffuser and substantial aerodynamic revisions at the rear of the car. Although the package did deliver the improvement in performance expected over its previous spec, Ferrari was surprised by the step forward that the rest had taken since the Canadian Grand Prix.

Alonso was equivocal about the situation, but was privately very disappointed that he was not in a position to challenge for victory on home soil.

"It's okay – it's exactly what we expected," said Alonso when asked by AUTOSPORT how big a blow his pace had proved to be. "There were high hopes for us in terms of the new aero package, but there were high hopes for everyone. Everyone took a big step."

Red Bull further accelerated its development process for Valencia to

respond to the Ferrari threat. It also raced its version of the f-duct concept for the first time and is set to introduce another raft of minor aero tweaks for next week's British Grand Prix at Silverstone.

Red Bull team principal Christian Horner told AUTOSPORT: "Every race is a key race. We were very strong at Silverstone last year as our car tends to like fast corners.

"We've demonstrated that we have the ability to develop well and that the team is working very efficiently. We brought some components to Valencia and they delivered exactly what they should have done. At a circuit that should arguably be our weakest, we've managed to win."

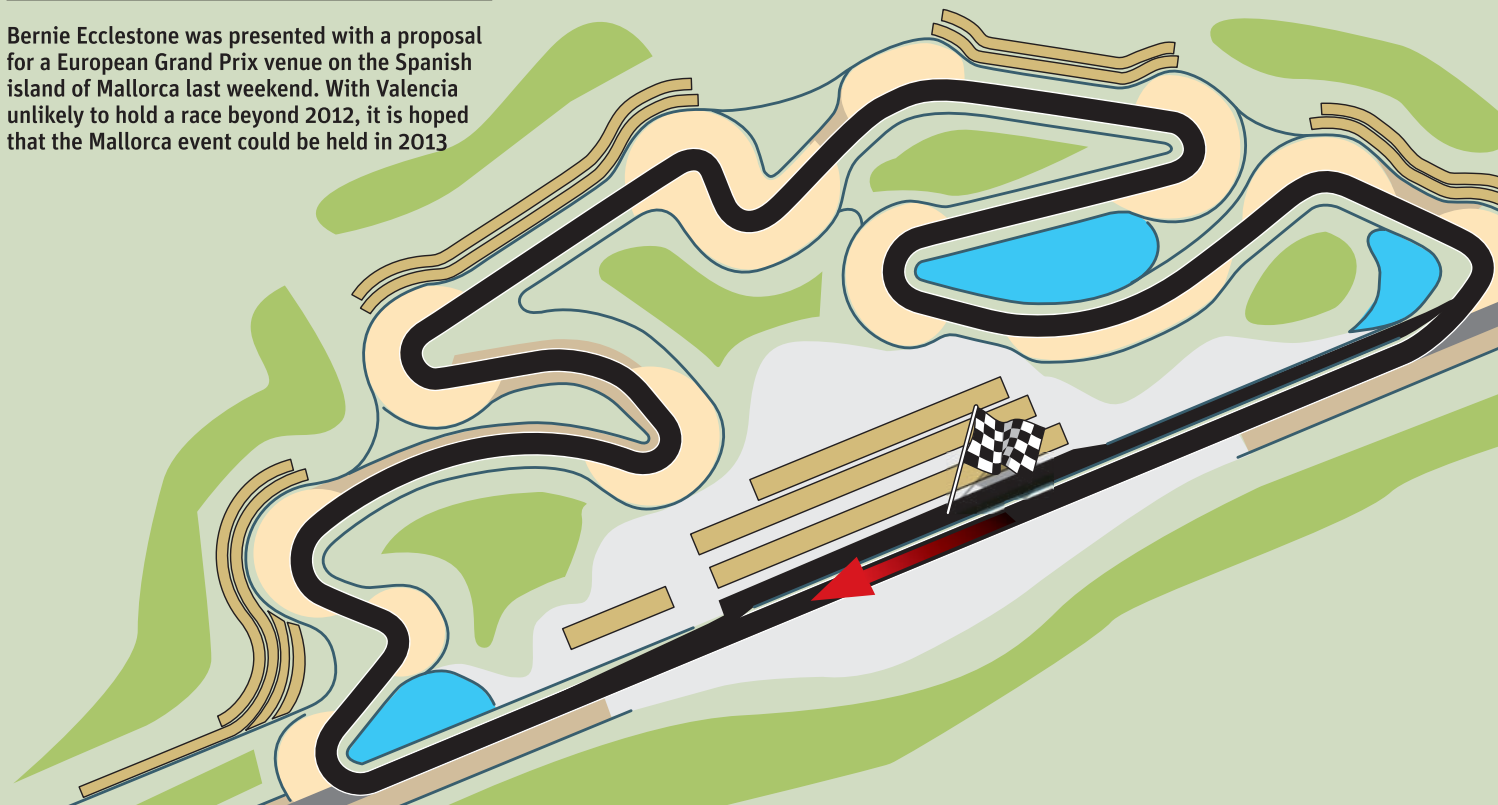
McLaren will also bring a major upgrade package for Silverstone. Like Ferrari's Valencia update, it will feature an exhaust-blown diffuser. Its effectiveness could decide the balance of power in the fight for the constructors' championship.

Alonso checks out faster Red Bull RB6



MALLORCA GP PLAN

Bernie Ecclestone was presented with a proposal for a European Grand Prix venue on the Spanish island of Mallorca last weekend. With Valencia unlikely to hold a race beyond 2012, it is hoped that the Mallorca event could be held in 2013



F1 fan forum encouraged



Fernandes: we need more fan feedback

THE FORMULA 1 Teams' Association is set to give race fans further opportunities to voice their opinions on the direction of the sport after today's (Thursday) fan forum takes place in London.

FOTA chairman Martin Whitmarsh, Lotus team principal Tony Fernandes, Mercedes senior race engineer Jock Clear, Ferrari press supremo Luca Colajanni and Force India test driver Paul di Resta will attend the event, in which 150 fans will put questions to the panel. The event aims to build on information that has already been gathered through FOTA's surveys.

"We need more feedback about what fans want," Fernandes told AUTOSPORT. "This has a huge place in the sport and should be continued."

Hamilton hesitation led to drive-through



Hamilton serves his drive-through penalty

LEWIS HAMILTON would have escaped a penalty in Sunday's European GP had he not hesitated before passing the emerging safety car.

Hamilton was rounding the flat-out first corner, which runs parallel to the pit exit, as the safety car joined the track following Mark Webber's lap-nine accident. The safety car is not considered to be on track until it reaches the safety-car line. Hamilton hesitated when he saw the Mercedes emerging, before

accelerating again but he passed it after the SC line.

This earned him a drive-through penalty, but there was criticism of the length of time it took to administer the penalty – a consequence of how marginal the offence had been and the need to check the position of the transponders on both cars.

Nine cars were also hit with five-second penalties for beating the stipulated final-sector time after the safety car was deployed.

Lotus talks to Renault, Mercedes

LOTUS HAS held talks with both Renault and Mercedes about engine supply for 2011, but team principal Tony Fernandes has described a change from Cosworth as "very unlikely".

Lotus is currently in the first year of a three-year contract with Cosworth, and despite sources telling AUTOSPORT that a deal to run Renault engines is close, Fernandes does not expect to switch next season.

"I don't see any change at the moment," he said. "I'm pretty much ruling it out. At the moment, Williams is up in the top 10 and they are Cosworth-powered and there's a lot more we can do before we start changing engines."

"I'd like to see how we can work with Cosworth to deepen the relationship. We're not going to be chasing the championship next year, so we'll still be in the midfield pack and I want to focus on the things that we can improve."

Despite some problems with



Lotus is likely to stick with Cosworth power in 2011

the overall driveability of the Cosworth V8, its fuel consumption and peak power figures are believed to be comparable with F1's other engine suppliers. Improvements to engine maps and gear ratios have helped to get more out of the engine in recent races, and

at Valencia last weekend Williams was just 0.862 per cent off the pace – its best performance of the season. Lotus was a season's-best 3.071 per cent off the front.

If Lotus decides to switch, a potentially costly contract break would need to be negotiated.

THIS WEEK IN F1



MERCEDES Michael Schumacher's 15th place in the European Grand Prix at Valencia was his worst classified finish. The race was his 257th start in F1, which moves him clear of Riccardo Patrese in second on the all-time list.



RED BULL The team was hit with a €10,000 fine for releasing Mark Webber into the pitlane in an unsafe manner during Q2 at the European GP. It's the third time that Red Bull has had a pitlane-related punishment this year with Webber and Sebastian Vettel.



McLAREN Team principal Martin Whitmarsh believes that F1 should reintroduce limited in-season testing next year. "As the economy improves, hopefully we can go back to testing," he said.



FERRARI Technical director Aldo Costa insists that ex-McLaren man Nikolas Tombazis will remain with the team despite the arrival of Pat Fry. "It is not true that Nikolas will leave," said Costa of the team's chief designer.



SAUBER The Swiss squad will continue to be officially named BMW Sauber until the end of the season. The team will drop all reference to the German manufacturer at the end of the 2010 campaign but must retain the name until then because it was used for the original entry.



WILLIAMS The Grove team will make changes to its f-duct system ahead of the British GP. Nico Hulkenberg didn't use the system after practice because his knee activated it while braking, while Barrichello, who did race it, found that it interfered with his brake bias adjustment.



RENAULT Ho-Pin Tung is now available to the team as a reserve driver after being granted a provisional four-race superlicence by the FIA in recognition of his GP2 and F1 testing efforts.



FORCE INDIA Team owner Vijay Mallya is launching a driver development initiative to find India's next grand prix star. It will focus initially on developing talent at karting level.



TORO ROSSO Team principal Franz Tost does not expect the team to be sold by Red Bull in the near future. "I do not see a potential buyer," he said of the team, which would only be sold with a five-year guarantee for the Faenza workforce.



LOTUS Jarno Trulli used a new chassis in the European GP. He found Lotus T127-4 to be better balanced than his old tub.



HRT Former Red Bull racer Christian Klien returned to action during Friday's free practice session at Valencia. Driving Karun Chandhok's car, he was 23rd fastest, 0.220sec off team-mate Bruno Senna.



VIRGIN The team has yet to decide whether it will use an Xtrac gearbox next season. It currently uses a gearbox with modified internals inside its own casing.

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MPH Mark Hughes

AUTOSPORT grand prix editor

Despite a willingness to sort out F1's overtaking problem with the 'active rear wing' concept, it may fall on deaf ears. There's always the track surface/tyre compound conundrum to focus on, though...

Active rear wings, set for introduction in 2011, will radically change the racing. This will be of a very different order to the last Overtaking Working Group measures that made only a small initial difference that was then wiped away with car development. A rear wing with an opening slot gap that dumps all the downforce and drag at the press of a button will make overtaking far easier. When the brakes are applied, the slot gap closes again and reverts back to its standard high-downforce setting. Only the driver behind gets to use it, with dashboard electronics informing him when the device is

armed. It leaves the guy in front defenceless, thereby almost guaranteeing lots of passing. But be careful what we wish for. It's already being compared to a losing football team getting a penalty – with the goalie not allowed to save it.

The FIA has reserved the right to tweak the system, with the teams that proposed it in the first place accepting it could be abandoned if it proves unsatisfactory. But it demonstrates a real willingness to attend to the problem. In a way it's unfortunate that it came in the

wake of the Montreal race where the message was that F1's overtaking conundrum could be solved by deliberately mismatching the tyre to the track.

It's actually probably a bogus claim. To understand why requires a bit of knowledge of how a tyre generates grip. There are two basic mechanisms – termed mechanical and chemical – that work in unison. Mechanical grip is that derived from the tyre's structure and the way it bends under load and resists that load by always trying to bend back to its static shape. In this way it 'grabs' hold of the track. As this bending process happens so it heats the carcass of the tyre.

Once it reaches a certain critical temperature, the surface of the rubber begins to interact on a molecular level with the surface of the track. This is chemical grip, whereby the tyre sticks to the track. The more it sticks, the more it can grab. Similarly the temperature increase caused by the grabbing enhances the stickiness of the tyre and a point of equilibrium is reached whereby each process is supporting the other.

That's the basic idea, but it helps to understand why a repeat of Montreal everywhere isn't feasible.

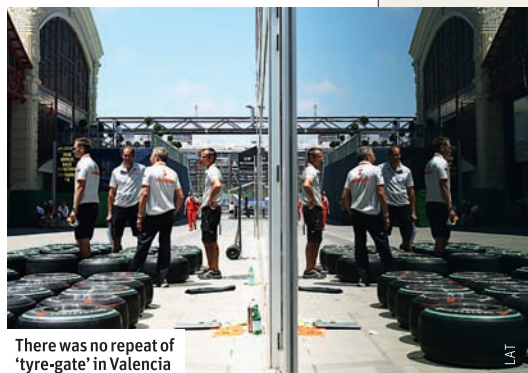
What was happening there was that the track's surface – particularly the patched sections that had broken up in 2007 and '08 – was of a very finely-textured asphalt and neither the super-soft nor medium Bridgestone could

adequately 'grab' it. It had been made this way precisely so the tyres did not churn it up. So there was very little bending of the tyres going on and therefore no heating up of the tyre's carcass.

Consequently the threshold temperature of chemical grip wasn't being reached. So with the below-temperature rubber hard and brittle, it simply sheared off as it was dragged across the surface. The problem was serious with both types of tyre but more so with the super-soft because its rubber was more delicate.

But the delta of difference between the patterns of the two tyres varied according to track temperature and how much the track had rubbered-in. Heavy rain on Friday night had washed the track clean and so the process had to begin all over again on Saturday. Only once the race had been underway for about 10 laps did the surface then start offering enough grip for the tyres to begin grabbing the track, thereby warming and triggering chemical grip.

Valencia's conventional track surface meant the tyres behaved perfectly. If we want races to be more like Montreal – with teams having to make on-the-hoof calls based on insufficient data – the key would seem to be the track's surface, not that of the tyre. What about surfacing them all with low-grip, finely-textured asphalt and ideally sprinkling them clean after each day's running, too? ☒



There was no repeat of 'tyre-gate' in Valencia

“The key would seem to be the track's surface, not the tyre's”

GP2

Bridgestone makes way for Pirelli in 2011

F1 tyres for feeder series



Pirelli will use one of its Formula 1 compounds in GP2 in 2011

GP2 teams will race on Formula 1 tyres for the first time next season when Pirelli takes over from Bridgestone as the series' tyre supplier.

Under the new three-year deal, which was announced last week, the series will run its entire season on one of the harder compounds being prepared for F1. Up to this point, it has used a bespoke Bridgestone Potenza.

The change will also mark a switch to F1-style narrower front tyres, and will coincide with the introduction of the new-generation GP2/11 car. It comes as part of an ongoing push by the series to retain as many links to F1 as possible.

The adoption of F1-spec tyres has

been welcomed by the teams, with iSport team principal Paul Jackson claiming that it would make the series even more important for drivers trying to prepare for F1.

"The change will keep the relevance for the drivers coming out of here into F1," he told AUTOSPORT. "They're used to the tyre, which is a big factor. So I think it will be really good situation."

"Bridgestone has done an outstanding job up until now. Everybody's very happy with them and we're sad to lose them, but it was their decision. If we have to change then we should be aligned with F1, and that's what it's going to be. So that's good news."

Rival team Scuderia Coloni's Paolo

Coloni agreed.

"I think it is fantastic to have the same tyre as Formula 1," he said. "It is what we need to give to the drivers. Obviously we have been extremely happy with Bridgestone; at this level they are so professional. But it is going to be a new car, new tyre, new everything, and I think it is exciting."

The deal means that from 2011 Pirelli will be the sole tyre supplier for F1, GP2 and GP3, an arrangement that GP2 Series organiser Bruno Michel believes will benefit both the company and the drivers.



Pirelli already supplies GP3

"Following their deal in F1, it was natural for Pirelli to join GP2 as well," Michel said. "Our philosophy is to prepare young drivers for Formula 1, and having the same tyre supplier guarantees a continuity in their experience."



P42 GP2 REPORT

GP2/GP3

GP3 teams chasing graduation to GP2

GP2 SERIES organiser Bruno Michel believes some GP3 teams could apply to race in GP2 during the next three-year cycle of the series that begins in 2011.

Candidate teams are required to go through a lengthy selection process

before being granted a place on the GP2 grid for 2011-13. And while all of the current teams have expressed an interest in staying, there is an empty slot due to the exit of Durango last year.

"One of the ideas of GP3 was to attract new

teams for GP2, so whether it's going to be this year or the next three years, I don't know," Michel told AUTOSPORT.

"But that is something that we are looking into. And having the GP3 teams working with us and giving them the chance to

work with the organisation and see how things happen make them interesting candidates for coming into GP2."

GP2 retained all 13 of its teams when the last three-year cycle concluded at the end of the 2007 season.



GP3 teams such as Carlin could join GP2

GP2 ASIA

Asian series to be more relevant

GP2'S DECISION to use its new car for both the main and Asia series from 2011 onwards will make the Asia races critical for any drivers wanting to challenge for the main title, according to teams.

Until now the Asia Series has used old-generation cars and slightly detuned engines. And despite a strong initial season in 2008, the prestige of the winter championship has slipped due to less competitive grids and few dates on the calendar.

But with a new-spec GP2 car set to arrive at the end of the year and testing heavily restricted ahead of the new season, the

chance to do three race weekends in the new equipment before the main series starts will make it a must-do for championship aspirants.

Paul Jackson, whose iSport team won the 2009/10 Asia Series

title with Davide Valsecchi, said: "It's an opportunity for the teams and drivers to get their heads around the new car and the Pirellis before they go into the main series. I think the Asia Series will take on quite

an important role. Over the past couple of years, it was not as relevant as it will be now."

The 2010/11 Asia Series is expected to run over three rounds, starting in Abu Dhabi and finishing with two races in Bahrain.



IN BRIEF



KRAL OKAY AFTER SHUNT

Josef Kral has been cleared of serious injury following his huge crash in Sunday's GP2 race at Valencia. The Czech driver had to be extracted from his car after launching over the top of Rodolfo Gonzalez, and was taken to a local hospital complaining of back pain. He was kept in overnight for observation and is expected to make a full recovery, although there is no word yet on when he will return to racing.

GP2 PENALTIES

Alberto Valerio and Christian Vietoris have been given 10-place grid penalties for the GP2 feature race at Silverstone after both were deemed to have caused avoidable accidents in Valencia last weekend. Valerio won the Silverstone feature race last year.

RACES CUT SHORT

Both of the GP2 races were stopped short of their scheduled distance in Valencia. The feature-race distance was reduced by two laps due to

concerns over fuel consumption, while the sprint race was stopped at its maximum time due to a lengthy spell under safety-car conditions.

LANCASTER FOR CHARITY

Formula Renault 3.5 racer Jon Lancaster has become an ambassador for the YoungMinds charity, which is dedicated to supporting children with mental health issues.

PIRELLI RUNS SOFT TYRES

Pirelli used its soft-compound GP3 tyre for the first time in Valencia last weekend as it continues to prepare to supply F1 and GP2 from 2011 onwards. The series had used the medium-compound rubber at all of the previous rounds.

WICKENS PENALISED

Robert Wickens will take a 10-place grid penalty into next week's GP3 race at Silverstone after being judged to have caused an accident with Status team-mate Ivan Lukasevich. The Canadian is currently second in the points.



GP2

New GP2 car set for shakedown



Hanley will test 2011-spec car

THE FIRST running version of the new GP2 Series car is nearing completion at Dallara ahead of a planned first test later this month.

The car will be built around a similar base to the current GP2/08 to maximise the number of carry-over parts, with the only major change to the tub being an enlarged head-protection area. Teams will be able to either buy entire new chassis or have their existing ones modified.

Former GP2 racer and Renault Development driver Ben Hanley will take the wheel of the GP2/11 for its initial shakedown at Paul Ricard, with the teams expecting to take delivery of the new cars in October, just before the current car is used for the last time at the season finale in Abu Dhabi.

AUTOSPORT SAYS...

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Another chapter was written in the GP3 versus Formula 3 battle last weekend, and it was a good one for the longer standing of the two categories. Because as the supposedly impressive field of 30 GP3 cars charged round the streets of Valencia, the majority of them were getting beaten by a driver from the F3 Euro Series (p25) on a one-off appearance.

Roberto Merhi turned up with Atech CRS – a team that had not managed to score a point in the first two weekends of the season – and took two podium finishes. When you take into consideration that he's only had one podium finish (albeit a win) from six starts in F3 this year, it puts the quality of the two grids into perspective.

The Euro Series only has 13 cars this season, but Merhi hasn't stood out as much there as he did in GP3. So do we want quality, or quantity?

Across the pond, new IRL boss Randy Bernard has suggested the unthinkable – IndyCar and NASCAR double-header race weekends. It's so unlikely that it probably won't get out of the starting blocks, but even NASCAR's attendances and TV ratings are falling. It would surely get more people through the gates...



MILESTONES



Grand-Am's Daytona Prototype category will celebrate its 100th race this weekend at Daytona. The class kicked off with the Daytona 24 Hours (above) in February 2003 with a six-car field



Dario Franchitti did demo before last Sunday's New Hampshire NASCAR race

INDYCAR/NASCAR

Indy/NASCAR tie-up possible

IRL boss open to the idea of IndyCar and NASCAR double-headers to boost crowds

IndyCar Series CEO Randy Bernard has opened talks that could mean a double-up with NASCAR for race weekends.

Bernard first brought up the idea in discussions with prolific NASCAR track promoter ISC.

"If it makes sense for everybody, we'd love to do it," he said. "We've talked with ISC about a couple of different locations for doing that, and they said they'd talk to NASCAR. It makes sense for us. Any place that we can showcase our sport, we want to do it."

The appeal for the Indy Racing League is obvious: the majority of NASCAR races attract more spectators and get higher TV ratings than IndyCar.

But figures for the stock-car organisation are declining, and NASCAR president Mike Helton said he would consider any proposals made by Bernard.

"We're both part of motorsports, so the overall health of motorsports is important to both of us," said Helton. "It's never been presented to us, but

if a promoter asked us to look at it...We'll see what happens."

Helton pointed out that, despite the IRL and NASCAR being rivals, it could work if they shared a race weekend.

"We're still competitors for sponsorships, dates, drivers, owners and all that," he said. "But we're also conscious of the fact that we can't be everything to everybody. So if there's another form of racing that a promoter can make sense out of, then we're all for that. Randy has a good spirit

about how to figure out how to do things, so we'll see."

The IndyCar and NASCAR schedules currently share seven venues, but that number was increased last weekend for 2011, with the announcement that New Hampshire Motor Speedway will host its first major open-wheel race since 1998 next July.

Bernard added that California Speedway, where NASCAR attendances have dropped recently, could welcome back Indy-style racing in the near future.



Bernard (right) and track owner Bruton Smith

INDYCAR

Hunter-Reay gets another one-race lifeline

RYAN-HUNTER REAY'S deal with IndyCar team Andretti Autosport has been given another one-race extension for this weekend's race at Watkins Glen.

The American, who won at the track in 2008 with Rahal Letterman Racing, will be part of a five-car line-up for Andretti that will also include Adam Carroll, who will be making his series debut.

Hunter-Reay said that he remained hopeful of being able to finalise a deal that would allow him to contest

the remainder of the season.

"I'm racing and that's great news," he said. "I have a great team surrounding me and we're doing everything we can to work together, so I remain optimistic. I got the call for Iowa, and now I got the call for Watkins Glen. Hopefully we'll be able to do the rest of the season."

Hunter-Reay picked up his first and so far only victory of the season at Long Beach in April, and is currently seventh in the standings.



Hunter-Reay stays with Andretti team

IN BRIEF



TURKINGTON'S WTCC COLOURS

Reigning British Touring Car champion Colin Turkington's WSR BMW will run under the eBay Motors banner (above) during its part-season assault on the World Touring Car Championship, which kicks off this weekend at the Algarve circuit.

THOMMO LOSES A RIVAL

Cesar Campanico, James Thompson's main challenger for the European Touring Car Cup, will miss the next round at the Salzburgring on July 25. The BMW driver is taking part in a GT test in Portugal.

MANSELLS SKIP LMS RACE

The Beechdean Mansell squad will miss the next round of the Le Mans Series at the Algarve circuit on July 17 in the wake of Nigel Mansell's accident at the Le Mans 24 Hours. The team's Ginetta-Zytek is due to return at the Hungaroring in August.

GT3 CARS TO JAPAN

The GT3 class will expand into Japan for the first time next year. The category will be incorporated into the Super Taikyu series next year as the ST-X class.

IRL EYES DETROIT COMEBACK

The IndyCar Series is targeting a return to the Detroit Belle Isle street circuit for the first time since 2008. Series boss Randy Bernard said: "There is interest in Detroit. Some major manufacturers are based there so I think it makes sense for us to go there."

CHASSIS VERDICT IN MID-JULY

A decision on the 2012 chassis package for the IndyCar Series is expected in two weeks' time. Randy Bernard suggested last week that the original June 30 deadline would not be met as the seven-man committee works towards a verdict.

PRIAULX AND TK FOR ROC

Three-time World Touring Car champion Andy Priaulx (below) and eight-time Le Mans 24 Hours winner Tom Kristensen are the latest drivers to sign up to this year's Race of Champions in Dusseldorf.



DANICA BACK WITH A BANG IN NEW HAMPSHIRE

Danica Patrick's first start in the NASCAR Nationwide Series since February proved troublesome, as she finished five laps down following an early-race clash with veteran racer Morgan Shepherd

NASCAR

Nationwide car to level the field



Cup star Keselowski leads Nationwide

NASCAR STAR Carl Edwards believes that the new Nationwide Series car will bring an end to the dominance of Cup drivers in the second tier of the sport.

Cup drivers have won all but one of the 16 races in the Nationwide Series this year, and five of the top six drivers in the standings are established drivers in the top-tier series.

But former Nationwide champion Edwards believes that the new car, which makes its debut at Daytona this weekend, will give Nationwide-only runners a better chance.

"Any time you change something in this sport, if it's a big difference, like the car, I think it gives the guys with less experience a more equal footing," said Edwards. "That's because I don't have any experience racing that car and the other Cup guys don't either."

"It gives [Nationwide drivers] a chance to show their talent, instead of just their experience level."

NASCAR

More Cup tests mooted



Teams want more running

NASCAR COULD loosen its testing restrictions to allow some running at tracks on the Sprint Cup schedule.

Testing is currently banned on any tracks that appear on the 36-race calendar, unless it is a tyre test for Goodyear. Teams can still test at tracks not on the schedule, but their options are limited.

Roush Fenway boss Jack Roush, who believes his team has suffered a slump in form due to the ban, said: "Mike Helton [NASCAR president] has indicated that they are looking at opening up testing. Mike's always interested in what would help solve not only my problems, but make things better for everyone in the garage."

Roush believes that teams should be allowed a limited number of pre-event tests during the season.

"You could test before a given number of events, maybe a third of them," he said. "Bring an additional car, test whatever you wanted, then get that car off the grounds and take your race cars to inspection on Friday morning. It would save time and money because we'd already be travelling to these places."

Four-time champion Jeff Gordon is keen on more testing.

"We're all fighting to get tyre tests," said Gordon. "It wouldn't be a bad idea to open it up to a certain level, maybe five tracks that we race on."



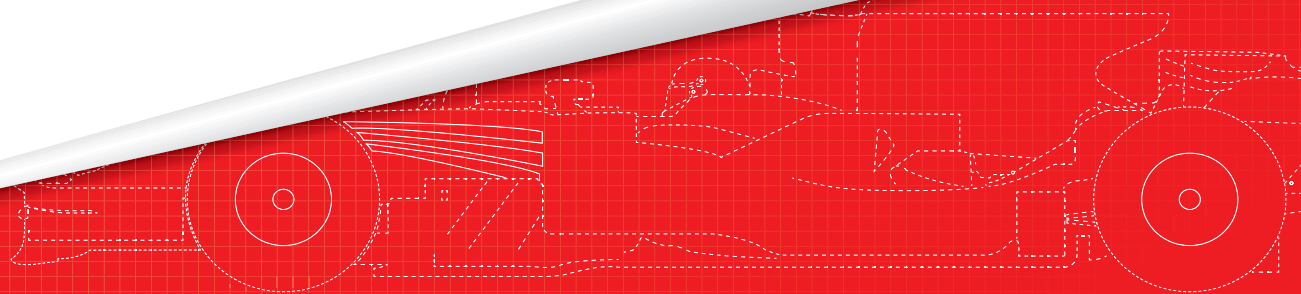
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LMP1s could get weight reduction

LE MANS

Lightweight prototypes proposed

IDEAS FOR a new breed of lightweight prototype that will race at the Le Mans 24 Hours were due to be discussed this week.

A dramatic reduction in the minimum weight of Le Mans prototypes was one of a number of points on the agenda at a meeting to discuss new rules for 2014. A proposed weight of 775kg for non-hybrid LMP1 machinery compares with the existing 900 and 930kg minimums for petrol and diesel machinery, and next year's across-the-board limit

for all prototypes of 900kg.

The proposal appears to be a response to criticism of the forthcoming 2011 rulebook by Audi and Aston Martin Racing. They have voiced concerns that the new rules will force teams to run cars equipped with hybrid or KERS technology to be competitive.

They have argued that a reduction in fuel capacity of only two litres for KERS-equipped cars is insufficient.

AMR team principal George

Howard-Chappell said: "We have been suggesting a reduction in minimum weight, even for 2011. There should be an option of producing a lighter, more-efficient car if you do not use hybrid technology. The rules shouldn't force you to produce a hybrid, they should force you to produce a more-efficient car with lower emissions."

Audi Sport head Wolfgang Ullrich stated that it was important that "efficiency remained the target" of any rules.

The idea of lighter prototypes was on the agenda at a meeting called by Le Mans organiser the Automobile Club de l'Ouest for Tuesday and Wednesday this week. It brought together interested parties, including manufacturers and constructors, at Le Mans to discuss the direction of prototype and GT rules.

The 2011 regulations, released to the teams at last month's Le Mans 24 Hours, have a three-year stability period. Major changes are not expected until 2014.

GRAND-AM

Wallace makes return

BRITISH SPORTSCAR legend Andy Wallace is returning to the Grand-Am GT ranks after an absence of seven years.

Wallace, whose previous Grand-Am GT start yielded a class victory at the wheel of a Mosler MT900R in the 2003 Daytona 24 Hours, will drive a rotary-engined Mazda RX-8 for Team

Sahlen at this weekend's 250-mile event at Daytona. He will share the car with Will Nonnamaker.

Wallace, a three-time winner in Grand-Am's Daytona Prototype class, said: "I got the call-up right at the last minute, but the Mazda is clearly a competitive car, so I'm looking forward to it."



Wallace to race Mazda at Daytona

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GP3

F3 racer stars in GP3

Merhi was a frontrunner

F3 Euro Series race winner Roberto Merhi could race in GP3 again after taking two podiums on series debut

GP3 team Atech CRS hopes to retain Roberto Merhi for the next round of the series after the F3 Euro Series racer starred on his category debut in Valencia last weekend.

The Spaniard was called up at short notice to fill the GP3 seat left vacant by Italian Patrick Reiterer. He immediately impressed, running in the top four in every session and ending the weekend with two podiums.

Those results — Atech's first points of the season — have vaulted

the 19-year-old to seventh in the standings on the strength of contesting just one of the three race weekends.

Merhi said that the level of competition in the F3 Euro Series, where grid numbers have been hit by the arrival of GP3, was key in his ability to find pace immediately.

"Honestly, I was expecting to be quite quick," he told AUTOSPORT. "Coming from the F3 Euro Series, the level of the drivers there is a lot better. But here there are a lot of cars. At the moment I'm doing just

the one race. Maybe that'll change."

The lateness of the deal meant that Merhi, who was called away from holiday, only had time to complete one of the two days of pre-event testing at the Valencia permanent circuit. He adapted quickly to GP3, setting the sixth-fastest time at the test.

Atech CRS team principal David Hayle said that he is keen to continue with Merhi for the next round, at Silverstone next week.

"It's got to be Roberto again if possible," said Hayle. "He wants to

do it, but it's a case of putting something together. He was bloody awesome the whole race weekend. Nothing's too much for him. It's nice for someone to come in and show us what our car is capable of."

Prior to the Valencia weekend, Atech's best result had been a 10th for Oliver Oakes at Barcelona.

Merhi, who drove under Hayle at the Hitech Racing F3 team in the 2008 F3 Masters and Macau Grand Prix, has vowed to keep F3 as his main focus, where he currently sits third in the Euro Series standings.

SUPERLEAGUE

Dolby needs car rebuild



Dolby not so sound at the moment

SUPERLEAGUE FORMULA points leader Craig Dolby is pinning his hopes on a mid-season rebuild of his Tottenham Hotspur chassis after a disastrous Nurburgring race weekend, during which his lead was halved by AC Milan's Yelmer Buurman.

Dolby, who has led the series since winning two races at Silverstone's opening round, qualified last at the Nurburgring before salvaging 10th and

sixth-place finishes while struggling with a dire lack of traction.

Buurman won the opening race in Germany, and has closed Dolby's 60-point lead to 30 at the halfway point of the season.

"We've had this problem since race two at Jarama," said Dolby. "We've played with everything we can, and made massive changes between the races, and there's still no traction."

Dolby's ADR squad will now strip down the chassis at its Silverstone base, and check for any damage that might be causing the problem. "We'll be all right for Zolder [the next round on July 18] I'm sure," he added.



P48 RACE REPORT

IN BRIEF

PANIS IN GIRLS' MATECH FORD

Former grand prix winner Olivier Panis (right) will make a one-off start with the Matech Ford team in this weekend's FIA GT1 World Championship race at Paul Ricard. The Frenchman will share with Natacha Gachnang in place of Cyndie Allemann, who has left the team for what have been described as "personal and professional schedule" reasons.



Maassen for a second World GT1 race running at Ricard this weekend. The Phoenix/Carsport Corvette C6.R in which Hezemans competed at the first two events is still not race-ready in the wake of the damage it sustained at Silverstone in May.

ASTON COPS HEAVIEST HIT

The latest World GT1 minimum weight revisions include a 30kg addition for the Aston Martin DBR9, 22kg for the Ford GT and 20kg for the Maserati MC12. The Chevrolet Corvette C6.Rs can now run 20kg lighter.

HEZEMANS STILL CROC WRESTLER

GT stalwart Mike Hezemans will share a Mad-Croc Chevrolet Corvette with Xavier

FIGGE RETURNS TO ALMS

Former Champ Car driver Alex Figge is returning to the American Le Mans Series to run in the championship's LMP Challenge class at Miller Motorsports Park later this month. The 27-year-old will share the PR1 car with Grand-Am GT racer Max Hyatt.



IRC

LOIX GIVES NEW SKODA DEBUT WIN

Freddy Loix collected his sixth Ypres Rally victory on Saturday evening. The 39-year-old Belgian's one-off Skoda Motorsport outing netted a first victory for the latest evolution of the Fabia S2000, which made its competitive debut in Belgium. Loix's team-mate, IRC regular Jan Kopecký, was second in a sister Skoda

WRC

Pirelli ready to fight again in WRC

Tyre firm adamant a commitment to Formula 1 will not impact on its World Rally Championship programme

Pirelli has confirmed its commitment to the World Rally Championship, despite being announced as the sole tyre supplier to Formula 1 from the start of next season – and a decision from the FIA confirming that the WRC will be opened up to tyre competition again.

There had been concerns the Italian firm would turn its back on the WRC once its F1 return was confirmed, but motorsport

director Paul Hembery says that is not the case.

"The Formula 1 deal hasn't altered our passion for rallying one bit," said Hembery. "We're not about to walk away from a side of the sport where we have a tremendous heritage and a huge amount of success."

Hembery did add, however, that Pirelli's position could not be clarified until the result of an FIA fax vote on the precise nature of

the regulation changes to allow alternative tyre manufacturers to supply tyres in the WRC, while restricting the spend for teams on testing the rubber.

"We're between a rock and a hard place right now," added Hembery. "We're not going to let anybody down in the WRC, but we need to see the regulations before we commit to anything."

The decision to open up the WRC to tyre competition has

caused anger among the teams. Citroen team manager Sven Smeets said: "We are not really happy about this. This is not what we wanted. Inevitably, this is going to blow up the costs in the championship. It's very sad that we were all happy with what we had with Pirelli's control tyre, but now it's change. It's true that some areas of the WRC needed improving, but this is not one of them. We all wanted the control tyre to stay for next season."



Pirelli is expected to remain in the WRC

MCRAE VISION AND EUROSPOURT UNITE TO BOOST IRC CHARITIES

Colin McRae Vision has joined forces with Eurosport to support charities close to the route of IRC rallies. In addition, the Colin McRae IRC Flat Out Trophy will be presented to the most spectacular driver. Kris Meeke, Jimmy McRae, Jean-Pierre Nicolas and Alister McRae helped to launch the initiative in Ypres last weekend



WRC

Burns memorabilia on show at Festival

FANS OF England's only World Rally Champion Richard Burns will be in for a rare treat at the Goodwood Festival of Speed this week, as memorabilia from his career is put on show at the West Sussex event. In addition to the overalls he wore during his title-winning 2001

season, fans will be able to see some hand-written notes he made ahead of the 1997 Rally Australia; the T-shirt he wore in Cardiff the night he celebrated his world title – complete with graffiti from his team-mates and colleagues that evening – and many more personal effects.

WRC

Peugeot: Meeke still in the IRC running

PEUGEOT SPORT UK managing director John Goodman still believes Kris Meeke will make a successful defence of his IRC title, despite the Northern Irish driver suffering his fourth non-finish in six starts on last week's Ypres Rally.

Meeke remains fifth in the standings and still 27 points behind series leader Juho Hanninen, who also crashed on the Belgian event

"Nothing is going to shake my belief that Kris is the right person to win this championship," said Goodman. "There is no room for any more problems, but the championship is still



Meeke's IRC title defence is in tatters

very much on the cards. I have great belief in the guys."

Meeke crashed out while fighting for what would have been his second consecutive Ypres win. Having already won one event – in Curitiba – and with six remaining,

it's possible Meeke could still end the season with the perfect score in a series in which drivers count their top seven results.

"We need to crack on for the next round in the Azores," added Goodman. "We need a podium or a victory."

Meeke is the only IRC drivers to have a confirmed programme for every one of the remaining six rounds.

Meeke said: "Everything is still possible. There are scoring opportunities left, but we have to make them count."

IN BRIEF



SARRAZIN: I'LL BE BACK

Stephane Sarrazin says he will return to the IRC before the end of this year, despite crashing out of last week's Ypres Rally on the opening stage. The Peugeot driver suffered a puncture after clipping an electricity pylon and understeered into a ditch on the following corner. "I will do some testing next month to prepare for the next rally," he said, "but I don't know when it will be. I hope to do more, I enjoy it."

HANNINEN ENDS RUN

Skoda driver Juho Hanninen's accident on last week's Ypres Rally ends the Finn's run of five consecutive podium finishes in this year's IRC. Hanninen still leads the series by three points from teammate Jan Kopecky. After dropping his Fabia into a ditch on Friday, the Finn didn't return for SupeRally on Saturday as he's using the same car on this weekend's Bohemia Rally.

13 ROUNDS NEXT YEAR

Last week's World Motor Sport Council meeting confirmed next year's WRC will include 13 rallies,

with a 14th slot remaining unused. Co-driver's names will also return to the rear windows of cars on WRC rounds, following a decision from the same meeting.

LOIX BACK IN FABIA

Fresh from his Ypres Rally win, Belgian Freddy Loix will stand in for the injured Guy Wilks to drive the Skoda UK Motorsport Fabia S2000 at the Goodwood Festival of Speed this weekend.

PROTON HEAD DOWN UNDER

The British-based Proton team will hope to put a troubled Ypres Rally behind it on the latest Asia-Pacific Rally Championship round, New Zealand's Rally of Whangarei this weekend. Alister McRae, Chris Atkinson and the semi-works car of Tom Cave suffered the same engine fault on the fourth stage of the Belgian event. The team (below) is flying out to Auckland with what's hoped is a remedy for the problem that struck on its IRC debut.



IRC

Wilks may delay IRC comeback



Wilks could miss the next event in Azores

INJURED SKODA UK driver Guy Wilks may not return to the IRC on the next round, with a decision on his comeback expected in the next week.

Wilks, who suffered two fractured vertebrae when he crashed his Fabia S2000 on last month's Rally d'Italia, had been expected to return on the Azores Rally in two weeks' time, but that could be postponed until the eighth round, August's Rally Madeira.

"Nothing is decided," said Wilks. "My recovery is on schedule, but we have to make a decision for Azores soon. The important thing is that we have time to come back and plenty of rallies to score points on. If we miss Azores, there are still five more events and we have three good scores in the bag. Last week's Ypres Rally ended with a good result for me. Juho [Hanninen] didn't extend his lead and we had a new winner in Freddy [Loix]."

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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CATALUNYA 2003 and the final service in Vic on Sunday afternoon. Gilles Panizzi is not to be disturbed. He's thinking, thinking and thinking some more. The weather is changing, the rain is coming in Spain.

Soft. That's the answer. Panizzi's convinced.

The leader, Citroen's Sebastien Loeb, has gone for a harder Michelin, but Gilles is not for turning. And, in one of the most dramatic final-stage fights, Panizzi's choice is perfect. The rain comes and Panizzi splashes his 206 WRC through puddles to a seventh WRC win.

Had it not been for that inspired choice of boots from the Frenchman, nobody would remember Spain seven years ago. That's the impact tyres can make on the WRC.

However, now is not the time to emulate those heady days when immense budgets would be set aside to test whether lengthening the inside cut to every other block by an extra millimetre would gain another one or two hundredths of a second in every mile. It's just not.

Pirelli invested millions of pounds in the WRC to run as a sole tyre supplier from 2008-2010. And it was ready to repeat that investment for another three years. Ford and Citroen were happy with Pirelli. The manufacturers peering interestedly into the WRC were happy with Pirelli until 2012.

A single tyre makes economic sense in this current financial climate. Competition, however regulated, does not.

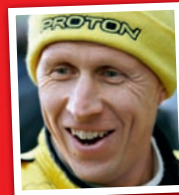
Panizzi had the luxury of tyre choice in 2003



QUOTE OF THE WEEK



Colin borrowed my Vauxhall Nova rally car and rolled it into a field on the recce"



Alister McRae recalls one of his brother's initial encounters with Belgian rallying

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M0710P



EUROPEAN GP

Valencia

ROUND 9/19

LAPS 57

WINNER

Sebastian Vettel
1h40m29.571s

POLE POSITION

Sebastian Vettel
1m37.587s

FASTEST LAP

Jenson Button
1m38.766s

RACE RATING

★★★★★

Exciting if you're
a steward, or find
Alonso strops funny

DRIVERS STANDINGS

Hamilton	127pts
Button	121pts
Vettel	115pts

MILESTONE

- Barrichello's fourth is Williams's best finish of 2010
- First time Merc fails to make Q3

GERMANY BEA

At least in this contest the Englishman made an effort, but it wasn't enough for Lewis Hamilton in his race against Sebastian Vettel. By MARK HUGHES



TS ENGLAND



QUALIFYING

Vettel beats Webber as Red Bull takes 'unexpected' front-row clean sweep

Practice had suggested that Red Bull had real competition for pole here, but in the end it didn't materialise. That was probably partly due to Red Bull following its habitual practice of not fully turning up its engines until Q3. It was also about how the super-soft rear tyre was on the knife-edge of being too soft to give the required rear stability. It was a trait that just tipped the newly-updated Ferrari and Renault over the edge – both cars had shown Red Bull-matching potential at various times.

Ferrari, Renault and Mercedes had Red Bull-like exhaust-blown floors for the first time, while Red Bull retained its f-duct into qualifying for the first time. But the patterns of performance remained very familiar, the RB6 gaining most of its advantage through the twists of the final sector, the McLaren being much faster down the long straights, with the Ferrari slotting somewhere in between.

Temperatures in qualifying were 8C higher than during FP3 in the morning – and this took most cars past the threshold on the super-soft. Its compound was simply too soft to remain stable on a track temperature of 44C, giving an unnerving sensation of the car moving around on the tread. The clues came in Q2 as Red Bull and Ferrari did banker runs on the mediums, then failed to match those times when they fitted the super-softs, each losing around 0.3s.

At McLaren, Jenson Button did near enough the same time on each, but Lewis Hamilton's ease with a car moving beneath him surely help him access the softer tyre's extra grip, as he proved marginally quicker on the super-soft. So from being almost 0.4s adrift of the Red Bull, Ferrari and Renault on the harder tyre, on the super-soft he was as quick. That was the situation going into Q3: the black magic of tyre compounding and the weather had apparently moved McLaren – without the exhaust-blown floors of those three cars – into contention with a car that otherwise would have been adrift of them.

So why did Red Bull, Ferrari and Renault go with the super-softs into Q3? Because to do otherwise would have consigned them to starting the race on the mediums, which were expected to be the slower tyre on Sunday. Besides, Red Bull had some margin to play with: a little more downforce on the rear, and tweak the engines up full. They then knocked 0.4s off their Q2 times, comfortably good enough for the front row, Sebastian Vettel that vital 0.1s quicker than Mark Webber on this occasion.

At Ferrari they could do nothing other than live with the one-lap rear instability – and that created the gap that Hamilton



No missing the boat for Vettel this time

Arms folded at Merc as realisation sinks in



was able to slot his McLaren into, Lewis going third quickest despite a big crossed-up moment into Turn 12. It was a bare tenth faster than Alonso, who made a few small but critical errors himself. Felipe Massa might actually have outqualified him had traffic not prevented him warming his tyres sufficiently on the out-lap. Had he repeated his first-run sector-one time, he'd have been third instead of fifth. In the other McLaren, Button was on course for fourth until locking up at the final turn and ending up seventh.

The rear instability of the super-soft wasn't at all to Robert Kubica's liking. From being third quickest in Q2 – almost Red Bull-fast on the harder tyre – his Renault dropped to sixth, over half a second adrift. Despite this disappointment, the feeling was that the new blown floor and raised gearbox had

provided a very significant performance boost. This was confirmed by Vitaly Petrov getting through to Q3, where he settled for 10th on a used set of mediums.

Williams was able to take full advantage of Mercedes' difficulties to the tune of getting both cars into Q3, Nico Hulkenberg and Rubens Barrichello eighth and ninth with identical times. Rubens was running the f-duct, but when he activated it he couldn't operate his brake-bias bar, this contributing to glazed pads, while Hulkenberg's legs were too long to use the system.

Were he not held up at the last corner by traffic, Sebastien Buemi would have got his Toro Rosso into Q3, instead of which he lined up 11th, almost 1s quicker than team-mate Jaime Alguersuari in 17th. The Toro Rosso had received no updates since the last race, so the fact that Mercedes was

now behind – with Nico Rosberg 12th and Michael Schumacher 15th – told a story of just how badly the W01 was behaving here, despite its new blown floor.

Just as in Montreal, the Merc was genuinely very competitive once loaded up with fuel, but horribly undriveable on low tanks. "It's just very snatchy and inconsistent and gives you no confidence," was how Rosberg described it. Schumacher was in addition delayed by a brake problem pulling the car to the right and was 0.6s adrift of his team-mate.

The Force Indias lost their considerable FP3 pace as soon as the track temperature came up, severe understeer consigning Adrian Sutil and Tonio Liuzzi to 13th and 14th. Pedro de la Rosa was the only Sauber driver to make it into Q2, lining up 16th and finding a good set-up from a car that simply lacks aero efficiency. Lotus's 500th grand prix was marked by Jarno Trulli and Heikki Kovalainen comfortably heading the new teams, albeit over 1s away from Kamui Kobayashi's Sauber. Lucas di Grassi outqualified Virgin team-mate Timo Glock for the first time.



P40 RESULTS
ALL THE STATS FROM
A SPANISH HARBOUR





DUNBAR/LAT

"I'm just a little bit tender here and there, mate"



RACE CONDITIONS

The race was held in bright and sunny conditions, with an ambient temperature of 27-28C and a track temperature of 43-45C.

It was one of the most chilling images the sport has ever produced. Seventh gear, engine straining for those last few revs towards 18,000, against the force of the air, momentous when you're travelling at close to 190mph. There's still another 80 metres before he reaches his normal braking point. The team is on the radio saying, 'You must pass the Lotus as soon as you get to it, otherwise your race is done.'

From inside Mark Webber's Red Bull just after the point of impact at 190.1mph (as recorded by the car's telemetry), you see beautiful blue sky, sunlight shimmering through virgin white fluffs of cloud, reflecting off the polished nosecone as it flips — and you feel sick inside, for you know this is what Mark's seeing too. He's lifted instantly off the throttle, but now destiny is totally out of his hands, up in the air at horrendous speed. From in there, what happens next? Anything? Or does it just go black? That unknown seems to last an eternity, even as only a tenth of a second passes officially.

Luckily the trajectory wasn't towards a wall — or a crowd. So, after backflipping, the Red Bull hit the ground nose first, taking some

of the energy away from the roll hoop that took the next hit a blink later, the angle of the car as it did this then flipping it over one of its own wheels, now the right way up and heading, probably at around 100mph, towards the Turn 12 tyre wall. The front wheel was hanging by its tether and you hoped it wouldn't be flicked back to the cockpit on impact... Fantastically, all ended well. Webber climbed out and rued his misjudgment.

It was the incident that shaped the race, for the safety car it triggered determined all that went on in the next few crucial moments. Except for Webber's team-mate Sebastian Vettel, that is. It was lap nine and he was leading comfortably, already heading up the pit straight as Webber was having his Turn 12 nudge against fate's roulette wheel. As things played out, he won the race he'd looked like winning even without the safety car.

This wasn't how Red Bull had imagined it might beat McLaren. The team had worried about a safety car in the first three laps, because what to do in that situation was far from obvious, and had held a 45-minute meeting that morning to discuss it. But otherwise the plan was to run one-two, push like hell to build up a 3.5s gap over whoever was third, and then just react to whatever lap they pitted. That was the gap necessary to ensure you were still in front when you pitted the lap after them.

Did Red Bull have the pace to do that? It looked that way. The RB6 is

never quite as fast relative to the others in the race as in qualifying, but its advantage was still there. You can't cover every option, but Red Bull was ticking as many of them off as it could. There was no variable tyre performance to complicate the issue: the super-softs were lasting indefinitely, the mediums were comparably fast over a stint. The final pre-race detail of Red Bull preparation was Vettel's slow formation lap: with the Ferrari F10 running its new exhaust-blown diffuser for the first time, Vettel was maximising the chances of the heat soak causing the red car a problem. Turned out it was fine.

But there were a couple of potential complications for Red Bull within a few seconds of the start. Vettel got away in the lead, but Webber was very slow off the dirty side, with Lewis Hamilton's McLaren pouncing past on the drag

through the kink and down to Turn 2. Webber lost more momentum as he tried to defend from the McLaren, and thereby got passed by Fernando Alonso's Ferrari too.

Into the tight Turn 2, Lewis took an optimistic lunge at Vettel, not quite alongside, the pair slowing each other as they tried to avoid tangling. With the McLaren's front wing touching the Red Bull's rear tyre, shards of McLaren carbonfibre flew in the air, but Hamilton still chased like fury, once he'd got his elbows out to defend from Alonso as they accelerated from the corner.

Webber was in an escalating conspiracy of dramas, his refusal to accept defeat landing him in ever-more trouble. Getting offline as Alonso had passed him allowed Felipe Massa to get through as they exited the second turn, with Jenson Button's McLaren and Robert Kubica's Renault mounting a joint ▶



COATES/LAT



Kubica was fifth this time in Renault



Di Grassi outqualified and outraced team-mate Glock



Safety car helped Button to podium



DRIVER BY DRIVER by Edd Straw



7/10
Race rating

JENSON BUTTON

McLaren-Mercedes MP4-25-03
Start: 7th. Finish: 3rd
ONLY SEVENTH on the grid after running wide at final hairpin. Passed Kubica on the first lap but slipped behind him again at the bridge to run sixth. Jumped Kubica and the Ferraris at safety-car stops but lost time behind Kobayashi.



7/10
Race rating

LEWIS HAMILTON

McLaren-Mercedes MP4-25-04
Start: 3rd. Finish: 2nd
SURPRISED TO be third after a messy Q3. Came close to taking the lead at the start, rubbing wheels with Vettel at Turn 2. Did great job to keep second despite a drive-through, after putting in some quick laps before heading to pits.



5/10
Race rating

MICHAEL SCHUMACHER

Mercedes MGP W01-01
Start: 15th. Finish: 15th
MERCEDES STRUGGLED to switch on the tyres during qualifying. Combined with traffic and braking problems, this put Schuey 15th. Climbed to 11th, but early safety car scuppered his strategy, and he never recovered from triple stops.



6/10
Race rating

NICO ROSBERG

Mercedes MGP W01-02
Start: 12th. Finish: 10th
A DIFFICULT weekend for Mercedes, as team struggled on set-up in higher temperatures of qualifying. Started 12th, lost a couple of places at the start and ran 13th after pitting just before the safety car was deployed. Won 10th due to penalties.



10/10
Race rating

SEBASTIAN VETTEL

Red Bull-Renault RB6-2
Start: 1st. Finish: 1st
FINALLY OUTQUALIFIED his team-mate for the first time since Chinese GP. Held lead despite Hamilton's first-lap challenge, just keeping out of the wall at the exit of Turn 2. Once Hamilton had served his penalty, he could pace himself.



6/10
Race rating

MARK WEBBER

Red Bull-Renault RB6-4
Start: 2nd. DNF
MADE A slow start from dirty side of the grid and dropped to ninth. Sensibly stopped on lap eight for prime tyres, only to be caught out by Kovalainen's braking point at Turn 12 after rejoining and get launched into a huge airborne accident.



COATES/AT

Barrichello took fourth for Williams



Alonso spent most of his race fuming

assault on his by-now dirty-tyred car. Into Turn 8, the tight right leading onto the swing bridge, Button went one side of him, Kubica the other. Slowed yet again, he was punted aside then by Rubens Barrichello's Williams, with Nico Hulkenberg's sister car following through. From second to ninth in half a lap!

It was only the beginning of Webber's troubles, and it also meant there was no buffer to allow Vettel to pull out that 3.5s cushion. He'd just have to do it on his own. Aided by Hamilton's damaged front-wing endplate, by lap eight he had the necessary gap to ensure he stayed ahead even if the McLaren pitted

he thought he was about to see yet another victory snatched from him.

"I was thinking the others who were behind were going to get a pitstop for free while I would have to do another lap." But it was okay, so long as he passed the pits before the safety car emerged.

He did so comfortably, but for Hamilton, 4s behind, the moment was less clear-cut. Had he been less tenacious — less Lewis — he'd have been just far enough back to have been able to pit when the safety-car light came on. Alonso, right with him, was also just into the final turn. Massa, however, was in Turn 23, the kink before the pitlane entry. He could have pitted but didn't.

You're not going to be watching for a dashboard light through a fifth-gear, 150mph corner, but the team might have made the radio call had it been slightly sharper.

“ALONSO, RIGHT BEHIND, SEEMED TO INTERPRET HAMILTON'S LIFT AS A DELIBERATE TACTIC TO KEEP HIM BEHIND THE SAFETY CAR”

first. There was some damage to the Red Bull's floor from that early contact, but the balance seemed fine and Vettel was in the zone.

Something needed to be done to get Webber out of his disastrous position and he was the first of the pitters — in on lap seven, delayed by a sticking left-front. He rejoined 19th, catching Heikki Kovalainen's Lotus hand over fist. This was for position, Heikki wasn't about to surrender it, and he took a defensive line into 12 and braked in his normal place — much earlier for a Lotus than a Red Bull. In addition, Webber had wrongly second-guessed which way Kovalainen was going to move. Mark's accumulating dramas were about to reach a nasty crescendo.

The moment race control saw the airborne Red Bull, the safety and medical cars were scrambled. Once the safety car is deployed, a dashboard light goes on in each car. Vettel was already accelerating up the pit straight when it came on, and for an anxious few moments

Kubica, Button, Barrichello, Hulkenberg (stacked behind Rubens and losing places), Sebastien Buemi, Adrian Sutil and the rest made it in.

Hamilton, meanwhile, rounded Turn 2. The pitlane exits into 3, a left-handed kink and, as Hamilton came around there, so to his right was the accelerating silver Mercedes gullwing, followed by the medical car. Instinctively he lifted, then realised they had yet to reach the safety-car line. If he could get there before it, he'd join Vettel in making his in-lap at racing speed. If not, he'd be consigned to safety-car velocity. So he got back on the gas, raced for that line. If only he'd not made that initial hesitation he'd have cleared it. As it was, he didn't quite...

"I thought I'd passed it before the line, though I realised it was pretty close," he said. "So I pressed on."

Alonso, right behind, seemed to interpret Hamilton's lift as a deliberate tactic to keep him behind the safety car while Lewis raced on ahead of it — and for the rest of ▶

7  **6/10**
Race rating

FELIPE MASSA
Ferrari F10-284
Start: 5th. Finish: 11th
UP TO fourth behind team-mate Alonso, Massa was double-penalised by the positioning of the safety car as he had to pit one lap late and then queue up behind Alonso. Rejoined in Virgin territory, from which there was no way back.

8  **8/10**
Race rating

FERNANDO ALONSO
Ferrari F10-285
Start: 4th. Finish: 8th
HID IT well, but was gutted that upgrade package left him 0.5s off Red Bull in qualifying. Passed Webber for third, but timing of the safety car cost him time and left him on edge of top 10. From there he was on a hiding to nothing.

9  **9/10**
Race rating

RUBENS BARRICHELLO
Williams-Cosworth FW32-04
Start: 9th. Finish: 4th
CAPITALISED ON aero rejig and f-duct upgrade to qualify ninth despite glazing front brake discs. Leaped to seventh on lap one, then moved up to fifth during the safety-car pitstops. Despite constant pressure from Kubica, he never buckled.

10  **7/10**
Race rating

NICO HULKENBERG
Williams-Cosworth FW32-03
Start: 8th. DNF
TURNED IN best dry qualifying performance to outdo Barrichello. Lost that position at start, and slipped behind Buemi and Sutil at the stops after having to queue behind Barrichello. A small fire at the back of his car ended his race.

11  **8/10**
Race rating

ROBERT KUBICA
Renault R30-03
Start: 6th. Finish: 5th
DIDN'T THINK he could have done much better than sixth on the grid. Repassed Button on lap one to run fifth early on. A slow stop under the safety car dropped him behind Button and Barrichello and left him sixth before Kobayashi pitted.

12  **6/10**
Race rating

VITALY PETROV
Renault R30-02
Start: 10th. Finish: 14th
WON TWICE on this circuit in GP2 and carried that form over by making Q3. Ragged lap left him 0.4s off Kubica. Chance of points took a blow when he wheelspun his way down to 15th at the start. Got stuck behind de la Rosa after safety-car period.

◀ the afternoon he'd be furious, instructing his team to take it up with race director Charlie Whiting. There's history there, irony tripping over itself if you think back to Monza 2006, when he visited Whiting's office to rant at the penalty he received in qualifying there, and kicked a bin so hard he injured his leg. Whiting, Hamilton, McLaren: under the intensity of the fight, these entities seemed to press all his paranoia buttons.

As Hamilton raced away to his pit, the two Ferraris were stuck behind the safety car until the scene of Webber's accident and only then set free. It cost them 21s to Hamilton. Why were the Ferraris not waved

safety car, his late decision had caught Renault on the hop because the team had been expecting Vitaly Petrov in on this lap for his tyre change, even before the safety car had been deployed. Swapping Petrov's tyres for Kubica's cost a couple of vital seconds and two positions to Button and Barrichello.

As racing got underway again into lap 15, Vettel locked up into the turn onto the pit straight, running out wide and coming oh-so-close to losing the lead to Hamilton, but just managing to hang on. "The tyres and brakes were colder than I realised," he explained. For the next few laps he was nursing a flat-spotted front-right.

But Hamilton wasn't putting Vettel under pressure and was under no threat from behind, because Sauber had chosen not to bring the medium-tyred Kamui

Kobayashi in, and this had elevated him to a temporary third. Button showed little interest in trying to pressure him and actually the Sauber's pace was very respectable, bizarrely so, given that it had failed to graduate from Q1 the day before.

It suggested that the medium tyre may have actually been better on the day than the super-soft, and that Mercedes had blown an opportunity to do something similar given that Michael Schumacher had started on the same spec of tyre and had been running ahead of Kobayashi before the safety car. As it was, Michael's race had now been ruined by an out-of-sequence stop on lap 11 and a subsequent queueing for a red light at the end of the pitlane as the safety car was coming past.

Meantime, there was the matter of Hamilton's penalty to be considered. In overtaking the safety car after the safety-car line, he had committed an offence. But before any penalty was applied the race director needed to be sure of his facts — that the McLaren

“AFTERWARDS ALONSO WAS TALKING ABOUT MANIPULATION, BUT IT WAS SURELY NOTHING OTHER THAN PLAIN BAD LUCK AND A FATEFUL HESITATION”

through? Why did the safety car not pick up the leader? There is no regulation requiring this. It is done only when convenient, and in this instance the priority was to escort the medical car to the accident scene.

Afterwards, Alonso was talking about manipulation, but it's almost impossible to see a conspiracy here. He may have been right at Monza in 2006, but this time it was surely nothing other than plain bad luck and a fateful moment of hesitation from Hamilton.

Vettel and Hamilton each came in a lap after the others, but didn't lose position. Because of the safety car there was even time to change Hamilton's damaged nose. As the Ferraris trailed in over 20s behind, so they were consigned to being passed by most of those that had been able to stop the lap before, Massa additionally disadvantaged by having to wait, stacked behind Alonso. They rejoined a disastrous 11th and 18th.

Although Kubica had been perfectly placed to benefit from the



DRIVER BY DRIVER by Edd Straw

14  **8/10**
Race rating

ADRIAN SUTIL

Force India-Merc VJM03-03
Start: 13th. Finish: 6th
THOUGHT IT would be no problem to make it to Q3, but rising temperatures tipped the tyres over the edge and cost the team grip. Capitalised on safety car to climb the order at pitstops, then pulled a wheelrubbing move on Buemi to take sixth.

15  **7/10**
Race rating

VITANTONIO LIUZZI

Force India-Merc VJM03-01
Start: 14th. Finish: 16th
LIKE SUTIL, struggled for grip in hotter temps of Q3. Qualified just 0.03s off the German. Chance of points was ruined by having to queue behind Sutil and then getting held up by Petrov in the pitlane, and then lost places due to penalty.

16  **9/10**
Race rating

SEBASTIEN BUEMI

Toro Rosso-Ferrari STR5-02
Start: 11th. Finish: 9th
SWISS'S SEASON continues to build momentum. Has often struggled to get the tyres warmed up correctly in qualifying but thrived on Sunday. Ran 10th early on, and was in a position to take sixth, but lost two places, then one more to penalty.

17  **5/10**
Race rating

JAIME ALGUERSUARI

Toro Rosso-Ferrari STR5-03
Start: 17th. Finish: 13th
STRUGGLED TO get tyres working in qualifying and also complained of dodgy brake feel, but still made it to Q2. Race scuppered by having to wait for Buemi to complete his pitstop, and cruised home while still struggling with the brakes.

18  **7/10**
Race rating

JARNO TRULLI

Lotus-Cosworth T127-04
Start: 19th. Finish: 21st
DELIGHTED WITH new chassis and took new-team 'pole', but complained of brake trouble in qualifying. Got thumped on first lap, then suffered front-wing damage clipping another car. Pitted for a new nose, then again to fix gearbox glitch.

19  **6/10**
Race rating

HEIKKI KOVALAINEN

Lotus-Cosworth T127-01
Start: 20th. DNF
DISAPPOINTED to be a couple of tenths off his team-mate in qualifying. With Trulli in the wars, retook the new-team 'class' lead from di Grassi on the opening lap and was doing a good job until Webber used him as a launch ramp.



Podium pretend trumpet playing went down well



Buemi lost potential sixth in closing laps



had indeed failed to pass before the line. There was no back-up from the timekeepers as that section of track has no timing loop. The angle of the in-car shot from Hamilton's car left room for doubt, so aerial footage had to be found. In addition, he needed to know exactly how far back from the front of the two cars the transponders were, because it would have been possible otherwise for a false picture to have been reached. All of this took time, and during that spell Vettel and Hamilton continued to pull away from the field. It wasn't until lap 21 that Hamilton's drive-through penalty was confirmed. With the regulations allowing a further three laps before serving it,

SUTIL MADE A BEAUTIFUL, BRAVE, WHEEL-RUBBING PASS ON BUEMI AT THE SAME 190MPH BRAKING ZONE IN WHICH WEBBER HAD COME TO GRIEF

Hamilton was able to stretch out enough of a gap to take the penalty without losing his second place.

This was yet further 'evidence' for the conspiracy theorists. Why not a stop/go or a time penalty, anything more meaningful? The answer is that the drive-through is established by precedent and is the standard penalty for that particular offence. Anything else and you get into the realms of one person making subjective judgments on a case-by-case basis – and a whole new can of worms. It wasn't a conspiracy, but perhaps highlights a need to have more-comprehensive timing equipment that would allow quicker confirmation of an offence.

Very little happened for the rest of the day. Sutil made a beautiful, brave, wheel-rubbing pass on Buemi on the 39th lap for sixth at the same 190mph braking zone in which Webber had come to grief.

Kobayashi held onto third until making his obligatory stop four laps from the end, rejoining just behind

Buemi/Alonso. On fresh super-softs he was way quicker than either and pressured Alonso into locking his rears into Turn 12 two laps from the end, the Ferrari running wide and allowing the Sauber past. Still Kobayashi wasn't finished, and into the final corner of the race he launched himself down the inside of the Toro Rosso to take seventh.

Hamilton had begun cutting into Vettel's comfortable lead with a few laps to go, but it did for his rear tyres. A Vettel response made it clear to Hamilton that second was as good as it was going to get.

Barrichello brought some cheer to the beleaguered Williams team with a great fourth, defending

immaculately from Kubica for most of the distance. Mercedes's Nico Rosberg took the final point after Hulkenberg suffered an engine fire that damaged the bodywork, which in

turn took a chunk out of a rear tyre.

There was some minor shuffling of the order once 5sec penalties had been applied to Button, Barrichello, Kubica, Sutil, Buemi, de la Rosa, Petrov and Tonio Liuzzi for exceeding the stipulated average speed on the in-lap under the safety car. In reality, so late in the lap were they when it was deployed, it would have been very difficult to have achieved the required lap time without slowing outrageously. Kubica was doing 180mph with just 150 metres to go before the line at which the lap was measured. Hence the soft penalties. It demoted Buemi from eighth to ninth, swapping with Alonso, who didn't seem to think this was adequate compensation for what he'd suffered earlier.

The reality was Alonso had simply been unlucky in where he was when Webber had that accident. No amount of conspiracy could change that – and the one thing the safety car probably didn't change was Vettel's terrific victory. 🏆

20 **7/10**
Race rating

KARUN CHANDHOK
HRT-Cosworth F110-03
Start: 23rd. Finish: 18th
CHANDHOK WON intra-team battle in qualifying and the race, although he was 1.5s off the next-slowest car, Glock's Virgin. Had a solid race and was promoted one place when Glock, who had passed him on their last lap, was penalised.

21 **6/10**
Race rating

BRUNO SENNA
HRT-Cosworth F110-02
Start: 24th. Finish: 20th
MESSY Q1 meant he was a couple of tenths off his Saturday morning time, putting him at back of grid. Ran behind Chandhok until Glock chopped across him and damaged the HRT's front wing, and was forced to pit for a new one.

22 **8/10**
Race rating

PEDRO DE LA ROSA
Sauber-Ferrari C29-04
Start: 16th. Finish: 12th
CLIMBED FROM 17th to 11th during safety-car pitstops as Sauber split its strategy. This became 10th when Hulkenberg retired, giving Pedro his first points since October 2006... until he was hit with 5sec penalty for speeding under safety car.

23 **9/10**
Race rating

KAMUI KOBAYASHI
Sauber-Ferrari C29-02
Start: 18th. Finish: 7th
RECAPTURED SPIRIT of his late-season outings for Toyota in 2009 with an immaculate drive. Stayed out on hard tyres at safety car and ran third. Pitted with four laps to go. Capitalised on new tyres to pass Alonso and Buemi for seventh.

24 **5/10**
Race rating

TIMO GLOCK
Virgin-Cosworth VR-01-03
Start: 22nd. Finish: 19th
RECKONED LAST-corner error cost as much as 0.5s and was outqualified by his team-mate for first time since the 2009 Italian GP. Troubled race: got puncture when he hit Senna and was then given a 20sec penalty for ignoring blue flags.

25 **8/10**
Race rating

LUCAS DI GRASSI
Virgin-Cosworth VR-01-04
Start: 21st. Finish: 17th
DECLARED HIS run to 17th place to be "a bit like a victory and it was definitely one of the best races of my career". F1 rookie outqualified Glock for the first time and put in an accomplished performance in the race.

Drawing board



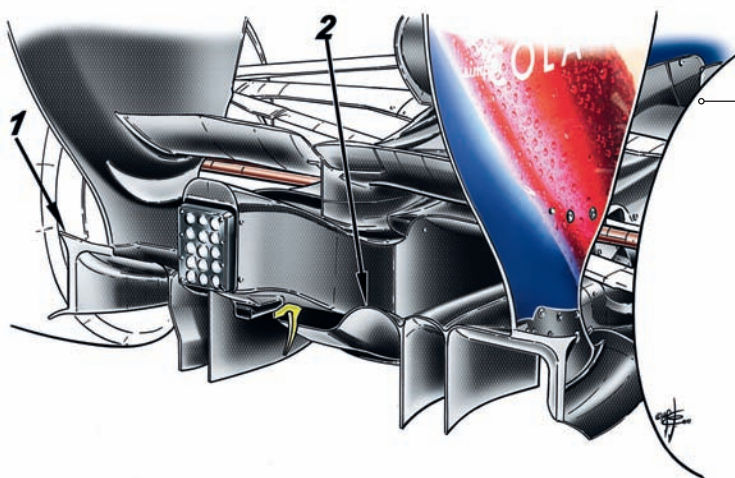
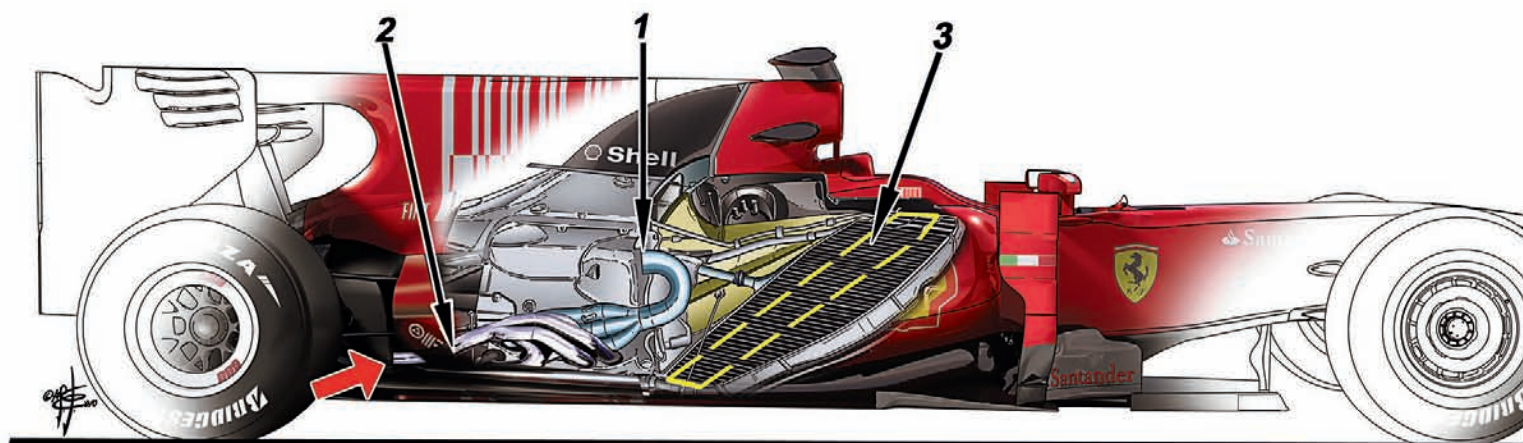
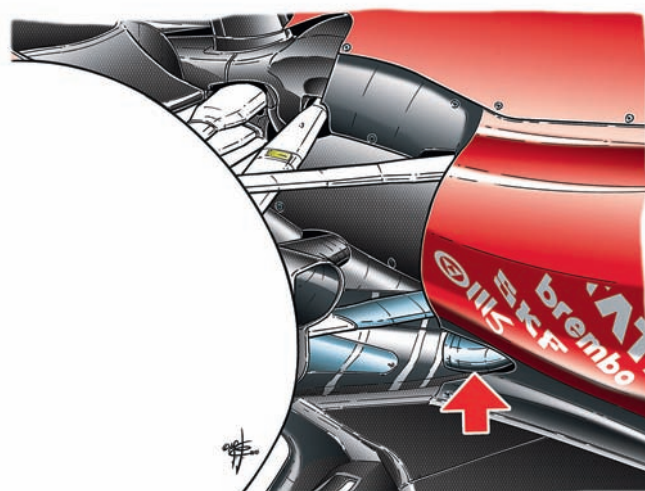
Gary Anderson, Mark Hughes and Giorgio Piola outline a few of the technical changes that appeared on the cars in Valencia

FERRARI EXHAUST-BLOWN FLOOR

→ Ferrari's move to an exhaust-blown diffuser was the most obvious change in what was a massive upgrade. As well as a new exhaust layout (1) and associated duct to the floor (2), there was a raised gearbox mounting and changes to the rear suspension layout. The all-new radiators (3) are no longer double-angled and are reclined further back, this bringing bodywork-shape changes around the sidepods and back.

GARY ANDERSON: When regulations change it is inevitable that some teams' technical staff will find different loop holes or grey areas to exploit. First of all it was double diffusers, then the f-duct appeared. Now it is the turn of exhaust-blown diffusers.

Red Bull led the way with this latest trend with Ferrari, Renault and Mercedes all joining the club for the European GP. Ferrari's example appears to blow into the outer channel of the diffuser. The outer vertical wall of this area of the diffuser turns very abruptly outwards to allow the low-pressure area behind the rear tyre to scavenge and increase the airspeed within the outer section of the diffuser. When the driver is on the throttle the exhaust gases being fed into this area via the diffuser will help increase this air speed and reduce the risk of airflow separation. Exiting the air into this low-pressure area in effect partially fills up the large void created by the rear tyre – and thereby reduce the overall drag of the car.



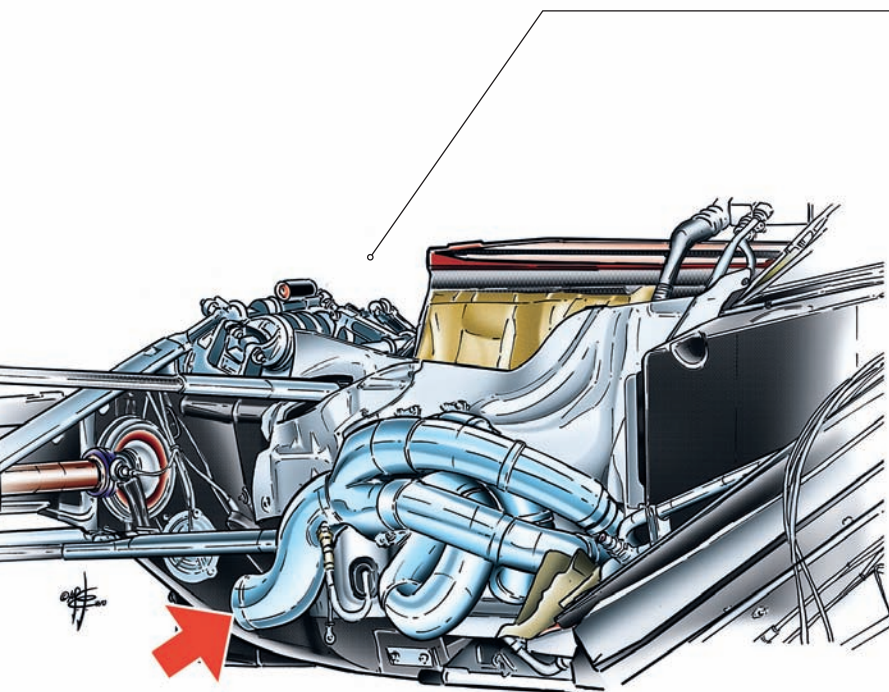
RED BULL DIFFUSER

→ The development of the Red Bull RB6 continues apace and in Valencia there was a new diffuser that was significantly different to the previous one, with sharply angled outer walls (1) and enhanced arches at the top of the channels (2). Working in unison with this were new shapes for the inlet duct and the exhaust that blows into it.

GARY ANDERSON: The trend-setting Red Bull's blown diffuser shows the area where it allows some of the exhaust gasses to enter. The outer vertical wall turns outwards very abruptly and these exhaust gasses will help keep this air

flow attached. Where the vertical splitters join the diffuser surfaces they have a very neat fillet radius. Because of the different air speed on the vertical splitter and the diffuser surface it is very easy to get airflow separation in the corner of any junction like this. This tends to affect a much larger area, but the fillet radius will help reduce or even eliminate the problem, making the diffuser more robust to changes in airflow created by different ride heights – for example in qualifying when the car is at its lightest to the race when the car is heavier and lower to the ground.

MERCEDES EXHAUST-BLOWN FLOOR



➔ Mercedes's blown floor made its first appearance, with Friday practice spent establishing whether all the heat-protection measures for the bodywork and rear suspension were functioning as intended. Excess heat around parts of the suspension and bodywork meant changes that slightly compromised the system's performance but it was still used on both cars throughout, leaving unused the back-up conventional system that had been brought.

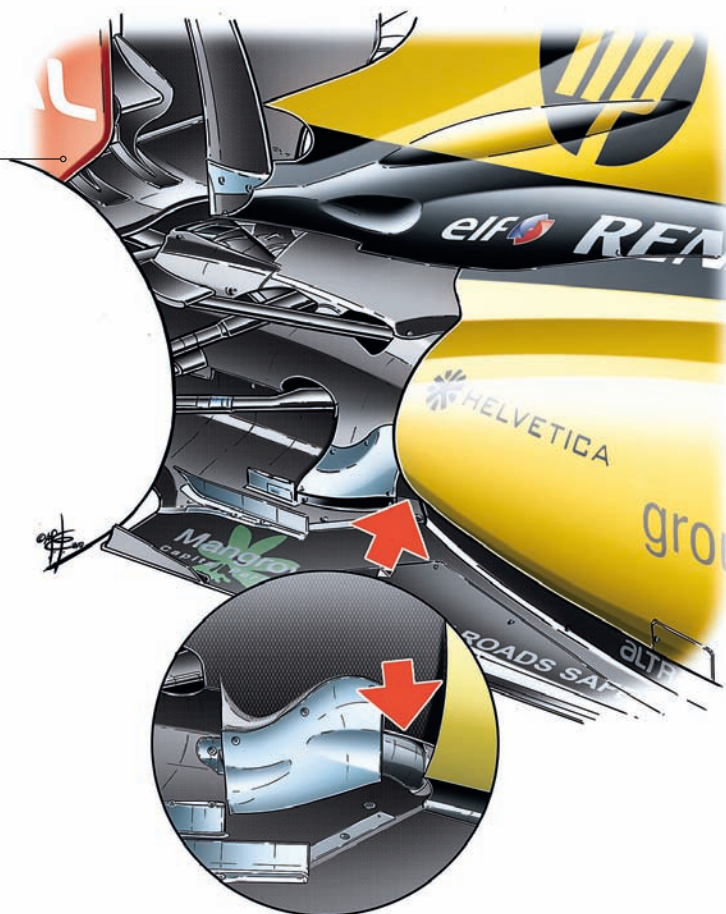
GARY ANDERSON: The Mercedes exhaust system shows how complicated it is to adapt a new idea into a package that was created to a different concept. It is no easy feat to get this jumble of pipes down low enough to blow the diffuser while still retaining the primary pipe length that maximises engine performance. These four primary pipes all need to be within a few per cent of equal lengths otherwise the loss in engine performance will outweigh any blown-diffuser benefit. Of interest is the two small steps increasing the diameter of the primary pipes. These help scavenge the exhaust gases away from the exhaust valves, making the exhaust system work more efficiently than just a larger bore pipe, in effect creating more torque by allowing the engine to breathe more efficiently.

RENAULT EXHAUST-BLOWN FLOOR



➔ Renault was one of three teams introducing an exhaust-blown floor in Valencia, Robert Kubica reporting that he could feel the improvement in rear grip immediately. Like Ferrari, there was also a newly raised mounting for the gearbox.

GARY ANDERSON: Renault has really taken large strides this year. It has really pushed the boat out with development and race by race they are moving forward to where a team of its standing should be. Its diffuser-blown exhaust is another example of a very neat piece of engineering and it appears to blow the high-speed gasses onto the outer surface of the floor and outer wall of the diffuser. On the vertical trailing edge of the diffuser there is a right-angle gurney flap. Having this helps increase the air speed on the outer surface. As the airflow trips over this gurney flap it will help scavenge the airflow out of the diffuser's outer channel, increasing downforce. It will also help fill up the hole in the airflow created by the rear tyre thereby reducing drag and increasing top speed.



EUROPEAN GP RESULTS



PRACTICE 1 - Friday

POS	DRIVER	TIME
1	ROSBERG	1m41.175s
2	HAMILTON	1m41.339s
3	BUTTON	1m41.383s
4	KUBICA	1m41.715s
5	MASSA	1m42.182s
6	VETTEL	1m42.216s
7	WEBBER	1m42.275s
8	SCHUMACHER	1m42.312s
9	ALONSO	1m42.421s
10	BARRICHELLO	1m42.463s
11	HULKENBERG	1m42.707s
12	PETROV	1m42.962s
13	BUEMI	1m43.310s
14	LIUZZI	1m43.380s
15	DE LA ROSA	1m43.397s
16	DI RESTA	1m43.437s
17	KOBAYASHI	1m43.729s
18	ALGUERSUARI	1m44.183s
19	KOVALAINEN	1m44.491s
20	GLOCK	1m45.653s
21	SENNA	1m47.123s
22	TRULLI	1m47.285s
23	KLIEN	1m47.343s
24	DI GRASSI	1m47.356s

Weather: sunny

PRACTICE 2 - Friday

POS	DRIVER	TIME
1	ALONSO	1m39.283s
2	VETTEL	1m39.339s
3	WEBBER	1m39.427s
4	ROSBERG	1m39.650s
5	HAMILTON	1m39.749s
6	KUBICA	1m39.880s
7	MASSA	1m39.947s
8	SUTIL	1m40.020s
9	BUTTON	1m40.029s
10	BARRICHELLO	1m40.174s
11	SCHUMACHER	1m40.287s
12	LIUZZI	1m40.387s
13	PETROV	1m40.618s
14	KOBAYASHI	1m40.906s
15	DE LA ROSA	1m40.945s
16	BUEMI	1m41.115s
17	HULKENBERG	1m41.371s
18	ALGUERSUARI	1m41.457s
19	KOVALAINEN	1m42.467s
20	TRULLI	1m42.993s
21	GLOCK	1m43.811s
22	DI GRASSI	1m43.854s
23	SENNA	1m44.095s
24	CHANDHOK	1m44.566s

Weather: sunny

PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	VETTEL	1m38.052s
2	KUBICA	1m38.154s
3	WEBBER	1m38.313s
4	SUTIL	1m38.500s
5	ALONSO	1m38.513s
6	BARRICHELLO	1m38.623s
7	LIUZZI	1m38.676s
8	MASSA	1m38.686s
9	BUTTON	1m38.769s
10	HAMILTON	1m38.816s
11	ROSBERG	1m38.822s
12	BUEMI	1m39.050s
13	HULKENBERG	1m39.105s
14	PETROV	1m39.113s
15	SCHUMACHER	1m39.222s
16	ALGUERSUARI	1m39.392s
17	KOBAYASHI	1m39.527s
18	DE LA ROSA	1m39.699s
19	KOVALAINEN	1m41.303s
20	TRULLI	1m41.428s
21	GLOCK	1m41.955s
22	DI GRASSI	1m42.354s
23	SENNA	1m42.611s
24	CHANDHOK	1m42.622s

Weather: overcast

QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m38.324s	1m38.015s	1m37.587s
2	WEBBER	1m38.549s	1m38.041s	1m37.662s
3	HAMILTON	1m38.697s	1m38.158s	1m37.969s
4	ALONSO	1m38.472s	1m38.179s	1m38.075s
5	MASSA	1m38.657s	1m38.046s	1m38.127s
6	KUBICA	1m38.132s	1m38.062s	1m38.137s
7	BUTTON	1m38.360s	1m38.399s	1m38.210s
8	HULKENBERG	1m38.843s	1m38.523s	1m38.428s
9	BARRICHELLO	1m38.449s	1m38.326s	1m38.428s
10	PETROV	1m39.004s	1m38.552s	1m38.523s
11	BUEMI	1m39.096s	1m38.586s	-
12	ROSBERG	1m38.752s	1m38.627s	-
13	SUTIL	1m39.021s	1m38.851s	-
14	LIUZZI	1m38.969s	1m38.884s	-
15	SCHUMACHER	1m38.994s	1m39.234s	-
16	DE LA ROSA	1m39.003s	1m39.264s	-
17	ALGUERSUARI	1m39.128s	1m39.458s	-
18	KOBAYASHI	1m39.343s	-	-
19	KOVALAINEN	1m40.658s	-	-
20	TRULLI	1m40.882s	-	-
21	DI GRASSI	1m42.086s	-	-
22	GLOCK	1m42.140s	-	-
23	CHANDHOK	1m42.600s	-	-
24	SENNA	1m42.851s	-	-

Weather: overcast

QUALIFYING

Head to head		
BUTTON	3	6
SCHUMACHER	2	7
VETTEL	4	5
MASSA	3	6
BARRICHELLO	6	3
KUBICA	9	0
SUTIL	7	2
BUEMI	8	1
TRULLI	5	4
CHANDHOK	3	6
DE LA ROSA	5	4
GLOCK	8	1

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

VISIT  TO FIND OUT

castroldriverankings.com

THE GRID

2 WEBBER RED BULL 1m37.662s super-soft	1 VETTEL RED BULL 1m37.587s super-soft
4 ALONSO FERRARI 1m38.075s super-soft	3 HAMILTON McLAREN 1m37.969s super-soft
6 KUBICA RENAULT 1m38.137s super-soft	5 MASSA FERRARI 1m38.127s super-soft
8 HULKENBERG WILLIAMS 1m38.428s super-soft	7 BUTTON McLAREN 1m38.210s super-soft
10 PETROV RENAULT 1m38.523s super-soft	9 BARRICHELLO WILLIAMS 1m38.428s super-soft
12 ROSBERG MERCEDES 1m38.627s super-soft	11 BUEMI TORO ROSSO 1m38.586s super-soft
14 LIUZZI FORCE INDIA 1m38.884s super-soft	13 SUTIL FORCE INDIA 1m38.851s super-soft
16 DE LA ROSA SAUBER 1m39.264s super-soft	15 SCHUMACHER MERCEDES 1m39.234s medium
18 KOBAYASHI SAUBER 1m39.343s medium	17 ALGUERSUARI TORO ROSSO 1m39.458s super-soft
20 KOVALAINEN LOTUS 1m40.882s medium	19 TRULLI LOTUS 1m40.658s medium
22 GLOCK VIRGIN 1m42.140s medium	21 DI GRASSI VIRGIN 1m42.086s medium
24 SENNA HRT 1m42.851s medium	23 CHANDHOK HRT 1m42.600s super-soft

THE RACE: 57 LAPS, 191.940 MILES

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PS/ST	FASTEST STOP
1	VETTEL	Red Bull-Renault	57	1h40m29.571s	1m39.141s	1	21.20s
2	HAMILTON	McLaren-Mercedes	57	+5.042s	1m39.156s	1	25.97s
3	BUTTON	McLaren-Mercedes	57	+12.658s*	1m38.766s	1	22.62s
4	BARRICHELLO	Williams-Cosworth	57	+25.627s*	1m39.489s	1	24.04s
5	KUBICA	Renault	57	+27.122s*	1m39.542s	1	33.45s
6	SUTIL	Force India-Mercedes	57	+30.168s*	1m39.803s	1	26.21s
7	KOBAYASHI	Sauber-Ferrari	57	+30.965s	1m39.517s	1	21.58s
8	ALONSO	Ferrari	57	+32.809s	1m39.889s	1	20.65s
9	BUEMI	Toro Rosso-Ferrari	57	+36.299s*	1m40.084s	1	23.26s
10	ROSBERG	Mercedes	57	+44.382s	1m39.878s	1	21.98s
11	MASSA	Ferrari	57	+46.621s	1m40.208s	1	22.57s
12	DE LA ROSA	Sauber-Ferrari	57	+47.414s*	1m40.430s	1	24.32s
13	ALGUERSUARI	Toro Rosso-Ferrari	57	+48.239s	1m40.327s	1	22.51s
14	PETROV	Renault	57	+48.287s*	1m40.100s	1	27.35s
15	SCHUMACHER	Mercedes	57	+48.826s	1m38.968s	3	20.74s
16	LIUZZI	Force India-Mercedes	57	+50.890s*	1m40.305s	1	33.53s
17	DI GRASSI	Virgin-Cosworth	56	-1 lap	1m42.414s	1	21.95s
18	CHANDHOK	HRT-Cosworth	55	-2 laps	1m43.820s	1	24.52s
19	GLOCK	Virgin-Cosworth	55	-2 laps**	1m42.319s	2	23.99s
20	SENNA	HRT-Cosworth	55	-2 laps	1m42.927s	2	22.95s
21	TRULLI	Lotus-Cosworth	53	-4 laps	1m41.770s	2	41.16s
R	HULKENBERG	Williams-Cosworth	49	exhaust*	1m40.790s	1	30.22s
R	KOVALAINEN	Lotus-Cosworth	8	accident	1m46.130s	0	-
R	WEBBER	Red Bull-Renault	8	accident	1m44.064s	1	24.78

Weather: dry. Fastest lap: Jenson BUTTON 1m38.766s (122.740mph) on lap 54.

Lap leaders: 1-57 Vettel *post-race 5-sec penalty; **post-race 20-sec penalty

SEASON SO FAR - Points and positions

POS	DRIVER	PTS	BRN	AUS	MAL	PRC	E	MC	TR	CDN	EU	GB	D	H	B	I	SGP	J	ROK	BR	UAE
1	HAMILTON	127	3rd	6th	6th	2nd	14th	5th	1st	1st	2nd										
2	BUTTON	121	7th	1st	8th	1st	5th	ret	2nd	2nd	3rd										
3	VETTEL	115	4th	ret	1st	6th	3rd	2nd	ret	4th	1st										
4	WEBBER	103	8th	9th	2nd	8th	1st	1st	3rd	5th	ret										
5	ALONSO	98	1st	4th	13th	4th	2nd	6th	8th	3rd	8th										
6	KUBICA	83	11th	2nd	4th	5th	8th	3rd	6th	7th	5th										
7	ROSBERG	75	5th	5th	3rd	3rd	13th	7th	5th	6th	10th										
8	MASSA	67	2nd	3rd	7th	9th	6th	4th	7th	15th	11th										
9	SCHUMACHER	34	6th	10th	ret	10th	4th	12th	4th	11th	15th										
10	SUTIL	31	12th	ret	5th	11th	7th	8th	9th	10th	6th										
11	BARRICHELLO	19	10th	8th	12th	12th	9th	ret	14th	14th	4th										
12	LIUZZI	12	9th	7th	ret	ret	15th	9th	13th	9th	16th										
13	KOBAYASHI	7	ret	ret	ret	ret	12th	ret	10th	ret	7th										
14	BUEMI	7	16th	ret	11th	ret	ret	10th	16th	8th	9th										
15	PETROV	6	ret	ret	ret	7th	11th	13th	15th	17th	14th										
16	ALGUERSUARI	3	13th	11th	9th	13th	10th	11th	12th	12th	13th										
17	HULKENBERG	1	14th	ret	10th	15th	16th	ret	17th	13th	ret										
18	DE LA ROSA	0	ret	12th	ns	ret	ret	ret	11th	ret	12th										
19	KOVALAINEN	0	15th	13th	nc	14th	ns	ret	ret	16th	ret										
20	CHANDHOK	0	ret	14th	15th	17th	ret	14th	20th	18th	18th										
21	DI GRASSI	0	ret	ret	14th	ret	19th	ret	19th	19th	17th										
22	TRULLI	0	17th	ns	17th	ret	17th	15th	ret	ret	21st										
23	SENNA	0	ret	ret	16th	16th	ret	ret	ret	ret	20th										
24	GLOCK	0	ret	ret	ret	ns	18th	ret	18th	ret	19th										



SEASON SO FAR - Points and positions

POS	TEAM	PTS	BRN	AUS	MAL	PRC	E	MC	TR	CAN	EU	GB	D	H	B	I	SGP	J	KOR	BR	UAE
1	McLAREN	248	21	33	12	43	10	10	43	43	33										
2	RED BULL	218	16	2	43	12	40	43	15	22	25										
3	FERRARI	165	43	27	6	14	26	20	10	15	4										
4	MERCEDES	109	18	11	15	16	12	6	22	8	1										
5	RENAULT	89	0	18	12	16	4	15	8	6	10										
6	FORCE INDIA	43	2	6	10	0	6	6	2	3	8										
7	WILLIAMS	20	1	4	1	0	2	0	0	0	12										
8	TORO ROSSO	10	0	0	2	0	1	1	0	4	2										
9	SAUBER	7	0	0	0	0	0	0	1	0	6										
10	LOTUS	0	0	0	0	0	0	0	0	0	0										
11	HRT	0	0	0	0	0	0	0	0	0	0										
12	VIRGIN	0	0	0	0	0	0	0	0	0	0										

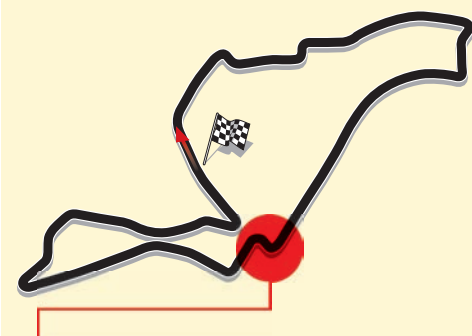
TYRE CHOICE

S1	S2	S3	S4
S/soft	Medium		
S/soft	Medium		
S/soft	Medium		
S/soft	Medium		
S/soft	Medium		
S/soft	Medium		
Medium	S/soft		
S/soft	Medium		
S/soft	Medium		
S/soft	Medium		
Medium	S/soft	Medium	S/soft
S/soft	Medium		
Medium	S/soft		
S/soft	Medium		
Medium	S/soft	S/soft	
Medium	S/soft	Medium	
S/soft	Medium		
Medium	DNF		
S/soft	Medium		

Option tyre in bold

TRACKSIDE VIEW

Mark Hughes
Grand prix editor



Lucas di Grassi is pounding out the laps amid the port cranes and warehouses, rubbering-in the dusty track, gun-shot up-changes echoing off the walls. The car's moving beneath him and into turns 12-13, the right-left chicane at the end of the back straight, the front end of the Virgin reluctant to hit the apex. In these early laps he's jabbing the throttle, trying to get a balancing point, but it's merely increasing the understeer. He adapts and next time through is waiting off the gas until finally those front tyres load up. Only once they've done so does he get back on the throttle, using the second-gear grunt of the engine to balance out the understeer. Lewis Hamilton is beginning his run just as di Grassi ends his, the McLaren like a scalpel to the Virgin's butter knife, precise and grippy. Lewis is able to beautifully blend grip with throttle, the smooth rising and falling of the engine note through the sequence a particularly precise aural representation of

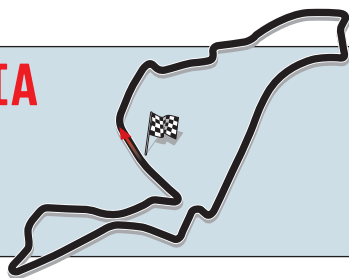
"Schuey's forced into fast-reaction saves as the rear steps out of line"

the grip. There's just a little characteristic tail wiggle on the exit in these early laps as he gets a feel, just so he knows he's leaving nothing unused in the car. Each lap it becomes yet smoother, the rhythm building all the time. Then there's Michael Schumacher, his first time at this track – and it's not the Michael we're used to seeing. Around this sequence his inputs look jagged, his use of the throttle not as bold or sure as Hamilton's. Move around to the fifth-gear sweep of turns 19-20 and a couple of times he's forced into fast-reaction saves as the rear steps out of line at high speed, like he's not anticipated it but merely reacting.



VALENCIA

Spain
June 25-27
GP2
Round 4/10



AT A GLANCE

- Race 1 **Pastor Maldonado**
- Race 2 **Marcus Ericsson**
- Pole position **Sergio Perez**
- Fastest laps **Maldonado/Perez**



Ericsson celebrates his maiden GP2 victory

Maldonado took his second win of the year

Pastor leads the flock

GP2 veteran Maldonado stretched points lead with a superb display



QUALIFYING

Mexico wins a knockout

Qualifying was very much a two-man show in Valencia, with Sergio Perez and Pastor Maldonado trading blows throughout the session. Maldonado laid down the early markers, but Perez was the first to really show his hand when he unloaded a 1m45.736s, putting him 0.8s clear of everyone else. But Maldonado responded by slicing a further 0.2s off the time, leaving Perez scrambling right down to the final seconds of the session to finally dislodge the Rapax man with a 1m45.337s, 0.125s quicker than his rival had managed.



That'll be a happy Mexican in P1 then

Racing drivers rarely go out of their way to big up someone who they're trying to beat. But, late on Saturday evening in the Valencia paddock, one of Pastor Maldonado's rivals let slip. "What can I say?" the driver shrugged. "Maldonado is the man at the moment."

It's a reputation that the Venezuelan asserted with a dominant performance last weekend, although there's a case for arguing that it's one that owes less to outright speed than it does a knack for avoiding disaster.

Maldonado wasn't the fastest driver in Valencia – that honour went to Sergio Perez. But the Addax driver's unhappy talent for finding creative ways to lose points was again in full flow, and he left Spain with nothing,

despite having been quickest across the weekend.

Things started well enough for Perez when he beat Maldonado's Rapax car in qualifying to secure pole, and by leading the field into the first corner he was safely clear of the chaos that unfolded behind him: a series of crashes and chain reactions eliminated nine cars in the first 15 seconds, bringing out a safety car.

That simply meant that fate caught up with Perez on lap three instead. There had been some shuffling at the restart when ART's Jules Bianchi took advantage of being the only guy to know where the safety-car line was and passed Maldonado at the final corner, surprising the Venezuelan so much that he lost another place to Davide Valsecchi.

But a hit to the exhaust

from Maldonado at the start had left Perez struggling for straight-line speed, which helped Bianchi to pass him for the lead on the first lap under greens. Valsecchi tried to follow him, but the iSport driver inadvertently tagged the rear of Perez's car, pitching the Mexican into a spin. Perez recovered, but not before most of the field had gone past, and Valsecchi was consequently dealt a drive-through penalty.

There was more drama in store for Perez shortly afterwards. Alberto Valerio had left the pits with his rear jack still attached following his stop, and Perez had the misfortune to leave the pitlane immediately behind the Brazilian, leaving him trying to second-guess when the jack might fall off Valerio's car, and which direction it would most

RACE RATING

★★★★★

Few dull moments, but hardly a ringing endorsement for driving standards



I saw a car fly over me and thought, 'Wow, I'm lucky that missed'. Then I learned I had no rear wing" Fabio Leimer in first-race chaos

REPORT GP2 VALENCIA



Mark Glendenning
reports

likely go when it did.

The Coloni team tried to alert Valerio to the problem, but he was unable to hear the radio messages properly. In fact, he had no idea that the jack had even been there until he returned to the paddock after the race and his father told him. The jack survived four corners at racing speed, with Perez following nervously, before it finally dislodged and wiped out an FOM camera on the catch fencing.

Up at the front, Bianchi's stint in the lead ended on lap 11 of the 30 with a mistake at the final corner, upon which Maldonado was quick to pounce. The Rapax driver retained his lead after the pitstops, and after seeing off a brief surge from Bianchi he pulled away to win by 8.2s.

Bianchi wasn't too

unhappy with second after enduring a frustrating start to his rookie season, while Britain's Sam Bird completed an ART two-three in third after a strong drive from 10th on the grid.

Elsewhere, Super Nova shook off its tag of being the only team not to have scored points this season courtesy of Marcus Ericsson's drive to seventh. There was more to come from the Swede the following morning. Starting from the front row for the reversed-grid sprint race, Ericsson made a perfect getaway to pass polesitter Michael Herck on the run to the first corner, and he remained in front to the finish. By his own admission Ericsson dozed off mid-race, which exposed him to late challenge from Addax's Giedo van der Garde, but he pulled himself together

Valsecchi (10) penalised for hitting Sergio Perez



again to secure the win.

Super Nova's joy was greatly tempered by a huge accident involving its other driver, Josef Kral. The Czech was chasing Rodolfo Gonzalez when he ran into the back of the Venezuelan at

Turn 17, triggering an almost identical crash to that suffered at the same spot by Mark Webber in the grand prix a couple of hours later. A lengthy period behind the safety car was needed while Kral was extracted from the wreckage, and he was immediately transported to hospital suffering pain to his arm and back.

While Ericsson had van der Garde to contend with over the closing laps, third-placed Herck had to deal with Maldonado. A ferocious lunge out of the final corner was met by an equally bruising banging of wheels from the Romanian on the run to the line, and

his efforts were rewarded with a podium for DPR.

Perez endured another disaster, making a lighting start to go from 11th to fifth only to be torpedoed by a wildly overambitious Valerio at Turn 2, and later being handed a drive-through penalty for ignoring blue flags.

Bird's race was also ruined early when a gearbox-sensor problem left him stranded on the dummy grid and forced him to start from the pitlane. He eventually finished 10th. ❧

THE INSIDE LINE

Razia not as sharp as he has been



Luiz Razia's streak of points from every race this year ended when he failed to score in Valencia. More galling for the Brazilian was that his run ended through no fault of his

own – on both occasions, he was on the receiving end of someone else's mistake. Nevertheless, he remains fourth in the standings behind Dani Clos and Giedo van der Garde, both of whom

also have healthy starts-to-points ratios. While Razia's Rapax team-mate Pastor Maldonado leads from the front, it's still not out of the question that the 2010 title could be won by stealth...

NEXT ROUND

Silverstone (GB), Jul 10-11

RESULTS

GP2 Series, Valencia (E), June 25-27, round 4 of 10

GRID					RACE 1 - 30 LAPS, 101.016 MILES					RACE 2 - 22 LAPS, 74.078 MILES					CHAMPIONSHIP TABLES		
POS	NAME	TEAM	TIME	GRID	POS	DRIVER	TIME/REASON	GRID	PTS	POS	DRIVER	TIME/REASON	GRID	PTS	POS	DRIVER	PTS
1	Perez	1:45.337	2	1	1	Pastor Maldonado (YV)	Rapax	56m55.681s	2	1	Ericsson	45m33.442s	2	42	1	Maldonado	42
2	Maldonado	1:45.462	2	2	2	Jules Bianchi (F)	ART Grand Prix	+8.296s	3	2	van der Garde	+0.883s	5	27	2	Clos	27
3	Bianchi	1:45.658	3	3	3	Sam Bird (GB)	ART Grand Prix	+16.094s	10	3	Herck	+5.120s	1	27	3	van der Garde	27
4	Valsecchi	1:45.898	4	4	4	Giedo van der Garde (NL)	Barwa Addax	+16.788s	5	4	Maldonado	+5.292s	8	20	4	Razia	20
5	V.D. Garde	1:45.995	5	5	5	Dani Clos (E)	Racing Engineering	+38.974s	11	5	Pic	+9.233s	3	19	5	Perez	19
6	Herck	1:46.117	6	6	6	Charles Pic (F)	Arden International	+42.415s	7	6	Valsecchi	+17.778s	10	19	6	Bianchi	19
7	Pic	1:46.171	7	7	7	Marcus Ericsson (S)	Super Nova Racing	+42.914s	24	7	Clos	+18.315s	4	17	7	Bird	17
8	Vietoris	1:46.263	8	8	8	Michael Herck (RO)	DPR	+43.772s	6	8	d'Ambrosio	+18.910s	19	15	8	Pic	15
9	Ricci	1:46.358	9	9	9	Alberto Valerio (BR)	Scuderia Coloni	+48.508s	13	9	Arabadzhev	+21.318s	23*	14	9	Valsecchi	14
10	Bird	1:46.362	10	10	10	Davide Valsecchi (I)	iSport International	+50.411s	4	10	Bird	+23.831s	6	10	10	Herck	10
11	Clos	1:46.478	11	11	11	Sergio Perez (MEX)	Barwa Addax	+51.308s	1	11	Chilton	+25.997s	22				
12	Cecotto	1:46.504	12	12	12	Christian Vietoris (D)	Racing Engineering	+55.388s	8	12	Turvey	+30.387s	18				
13	Valerio	1:46.508	13	13	13	Vladimir Arabadzhev (BG)	Scuderia Coloni	29 laps - engine	20	13	Tung	+32.713s	20				
14	Razia	1:46.518	14	14	14	Adrian Zaugg (ZA)	Trident Racing	-1 lap	15	14	Cecotto	+33.394s	16				
15	Zaugg	1:46.532	15	15	R	Fabio Leimer (CH)	Ocean Racing Technology	25 laps - battery	22	15	Zaugg	-1 lap	13				
16	Turvey	1:46.633	16	16	R	Giacomo Ricci (I)	DPR	0 laps - accident	9	16	Perez	-1 lap	11				
17	Kral	1:46.709	17	17	R	Johnny Cecotto Jr (YV)	Trident Racing	0 laps - accident	12	R	Razia	15 laps - accident	17				
18	d'Ambrosio	1:46.743	18	18	R	Luiz Razia (BR)	Rapax	0 laps - accident	14	R	Gonzalez	1 lap - accident	21				
19	Tung	1:46.780	19	19	R	Oliver Turvey (GB)	iSport International	0 laps - accident	16	R	Kral	1 lap - accident	24*				
20	Arabadzhev	1:46.868	20	20	R	Josef Kral (CZ)	Super Nova Racing	0 laps - accident	17	R	Bianchi	0 laps - accident	7				
21	Gonzalez	1:46.953	21	21	R	Jerome d'Ambrosio (BJ)	DAMS	0 laps - accident	18	R	Valerio	0 laps - accident	9				
22	Leimer	1:47.011	22	22	R	Ho-Pin Tung (NL)	DAMS	0 laps - accident	19	R	Vietoris	0 laps - accident	12				
23	Chilton	1:47.054	23	23	R	Rodolfo Gonzalez (YV)	Arden International	0 laps - accident	21	R	Leimer	0 laps - accident	14				
24	Ericsson	1:46.756*	24	24	R	Max Chilton (GB)	Ocean Racing Technology	0 laps - accident	23	R	Ricci	0 laps - accident	15				

KEYR=Retired. *Grid penalty.
Race 1 Winner's average speed: 97.562mph. Fastest lap: Maldonado, 1m47.528s, 112.733mph.
Race 2 Winner's average speed: 98.354mph. Fastest lap: Perez, 1m47.514s, 112.747mph.



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Glorious Esteban is a Latin star

Mexican ace Gutierrez was the man on form in Valencia

Logic dictates that Esteban Gutierrez is beatable in GP3. But, as the series' inaugural season continues to play itself in, it's clear that most of the grid is still yet to hit upon a way to do it. Or at least not without earning a penalty.

As has been the case from the beginning, the Mexican was a class apart in Valencia, and even his one big mistake inadvertently benefited him. It came late in qualifying, when he lost control of his ART Grand Prix Dallara at the exit of Turn 10 and tankslapped the wall three minutes before the end of the session. Robert Wickens had got away with a near-identical error moments earlier, but Gutierrez's damaged car ricocheted into the middle of the track, where it became stranded.

He was on provisional pole at that point and, when time constraints forced the session to be red-flagged, his rivals were denied a last opportunity to go quicker.

Damage to the car's rear-end was severe enough for Gutierrez to be nervous

about how it would handle in the race after it had been repaired. But, when the time came, he put those fears to rest by shooting off at the start and taking a straightforward win.

Status GP racer Wickens had an equally uneventful run to second, the Canadian's engine having seemingly been cured of the glitch that had been sapping his speed in recent races.

Completing the podium was F3 Euro Series regular Roberto Merhi, who was making his GP3 debut in a cameo appearance with the Atech CRS team. Despite having done just one day of testing, the Spaniard had set his sights on a win. While he fell just short of the mark, he was happy to take an easy third on merit as consolation.

The other standout in the opening race was James Jakes. The Manor Motorsport-run Yorkshireman started from the back after his engine got stuck in safety mode during qualifying, avoided the various midfield accidents at the first corner, and



Gutierrez took pole and the Saturday race win

worked his way up to secure the final point for eighth.

That gave him pole on the reversed grid for Sunday's race, but he was beaten off the line by Nico Muller and Rio Haryanto and dropped to third.

Muller was a lost cause, the reigning Swiss Formula Renault champion cruising off for an easy win in his Jenzer Motorsport machine.

But Jakes was at least able to reclaim second from Manor team-mate Haryanto, and the Indonesian dropped another place to Merhi shortly afterwards. A mistake

by Jakes on the sixth lap allowed Merhi into second, and with that the podium places were set.

But that was far from the case for the other points-paying positions...

Gutierrez's hopes came to an early end when he was hit by Wickens on the first lap and knocked into a spin. The move also ended Wickens's hopes of points when he was called in for a drive-through penalty. Later in the race he became involved in another incident, this time with Status team-mate Ivan Lukashevich. On this occasion Lukashevich moved across Wickens's braking line, leaving him nowhere to go, but Wickens was nevertheless deemed responsible and dealt a grid penalty for Silverstone.

All of this left Tobias Hegewald and Stefano Coletti fighting it out for fifth. That particular scrap ended badly when Coletti forced the Mücke car wide, and Hegewald responded by lunging at the next corner to reclaim the spot, then driving over the front of Coletti's car in an effort to

get back into the racing line.

The resultant damage meant that Hegewald's race was over, and his departure allowed Adrian Quaife-Hobbs to sneak up to fifth, the Briton finally picking up some points after a wretched streak of luck.

Coletti was able to gather himself up to hold on to sixth, but he was pushed all the way to the line by Gutierrez. A great drive through the field meant the series leader fell just 0.6sec short of the points.

Mark Glendenning

RESULTS

Race 1 1 Esteban Gutierrez, 14 laps in 28m00.338s; 2 Robert Wickens, +2.484s; 3 Roberto Merhi; 4 Jean-Eric Vergne; 5 Miki Monras; 6 Rio Haryanto; 7 Nico Muller; 8 James Jakes; 9 Tobias Hegewald; 10 Stefano Coletti. **Fastest lap** Gutierrez, 1m58.748s, 102.081mph.

Race 2 1 Muller, 14 laps in 28m01.567s; 2 Merhi, +3.208s; 3 Jakes; 4 Haryanto; 5 Adrian Quaife-Hobbs; 6 Coletti; 7 Gutierrez; 8 Pal Varhaug; 9 Pablo Sanchez Lopez; 10 Mirko Bortolotti. **FL** Merhi 1m58.845s, 101.997mph. **Points** 1 Gutierrez, 35; 2 Wickens, 19; 3 Alexander Rossi, 17; 4 Muller, 14; 5 Haryanto, 13; 6 Jakes, 13.

Muller took a reversed-grid win



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PORSCHE SUPERCUP VALENCIA (E), JUNE 27, RD 4/9

Rast hits all the big numbers on the Valencia streets

Rene Rast extended his Porsche Supercup series lead with a dominant victory in Valencia on Sunday.

Following a morning of wheelbanging and carnage in the Formula BMW, GP3 and GP2 events, the tin-top drivers provided a surprisingly tame show as most of the guys behaved themselves and the race passed without too much drama.

Rast put his Lechner Racing car on pole by the huge margin of 0.684s, which did not bode well for a close race at the front, while Barcelona winner Norbert Siedler lined up alongside on the front row in his MRS Racing entry.

Sean Edwards was best of the Britons in fourth, while Supercup rookie Tim Bridgman did a good job

to secure eighth. But title contender Nick Tandy was a frustrated 10th.

Rast's only concern was the start, but he got away well. Over the course of the 14-lap event he kept his tyres in good shape and extended his lead to 7.2s.

Behind Rast, Siedler and reigning champion Jeroen Bleekemolen also had relatively lonely races as they ran round to secure the other podium spots.

There was a bit more excitement behind, largely thanks to the efforts of Jaap van Lagen. From sixth, the Dutchman briefly lost a position to countryman Patrick Huisman, but soon got it back. He then claimed fifth from Stefan Rosina on the third lap.

He began pressuring Edwards, momentarily getting by at half-distance



Rast led Siedler all the way

before doing it properly in a neat move with three laps remaining.

Edwards just hung on to take fifth, ahead of Rosina and Huisman. Tandy worked his way up to this group in eighth, while Bridgman retired with brake failure.

Incidentally, at the behest of Porsche race director

Herbie Blash, the Lechner cars of Rast and Bleekemolen carried huge white numbers on their windscreens, in a test of an idea borrowed from the Brazilian series. The idea may be fully adopted as early as Silverstone, making identification of the cars somewhat easier.

● Adam Cooper

RESULTS

1 Rene Rast, 14 laps in 30m35.701s; 2 Norbert Siedler, +7.259s; 3 Jeroen Bleekemolen; 4 Jaap van Lagen; 5 Sean Edwards; 6 Stefan Rosina; 7 Patrick Huisman; 8 Nick Tandy; 9 Sascha Maassen; 10 Sebastiaan Bleekemolen. **Fastest lap** Rast, 2m10.070s, 93.195mph. **Points 1 Rast, 88**; 2 J Bleekemolen, 74; 3 Tandy, 68; 4 Rosina, 64; 5 Siedler, 54; 6 van Lagen, 44.

FORMULA BMW EUROPE VALENCIA (E), JUNE 26-27, RD 3/8

Jack of diamonds as young Brit dominates in Spain for Fortec

Even with Jenson Button and Lewis Hamilton among the Silverstone favourites, Jack Harvey might be Britain's best chance of a home winner at the upcoming British Grand Prix meeting.

The 17-year-old was imperious in Valencia as he notched up his fourth and fifth pole positions of the season, and then his third and fourth race wins of 2010 to extend his lead at the top of the points.

The Fortec Motorsport driver was untouchable in both races. After holding the lead at the start of race one, Harvey stretched his advantage to over two seconds before Malaysian Fahmi Ilyas closed on him mid-race.

With two laps to go, Ilyas

dropped back and Harvey re-established his two-second gap. Ilyas held second ahead of DAMS team-mate Javier Tarancon, who had lost the position at the start but was happy to claim his first podium in the series at the 21st attempt.

Harvey had it easier in race two after holding the lead at the start ahead of Ilyas, who was more concerned with holding back charging Dutchman Robin Frijns.

In race one, Frijns had made a flying start before running off the track while trying to pass Ilyas, eventually finishing fourth.

This time the Josef Kaufmann Racing man made it past Ilyas, who didn't put up too much of a fight for fear of getting

caught by fourth-placed Tarancon. Frijns then kept second place to the finish.

● Edd Straw

RESULTS

Race 1 1 Jack Harvey, 10 laps in 22m30.094s; 2 Fahmi Ilyas, +2.224s; 3 Javier Tarancon; 4 Robin Frijns; 5 George Katsinis; 6 Facu Regalia; 7 Carlos Sainz Jr; 8 Come Ledogar; 9 Michael Lewis; 10 Hannes van Asseldonk. **Fastest lap** Frijns, 2m13.789s, 90.605mph.

Race 2 1 Harvey, 10 laps in 22m30.306s; 2 Frijns, +4.306s; 3 Ilyas; 4 Tarancon; 5 Regalia; 6 Timmy Hansen; 7 Katsinis; 8 Daniil Kvyat; 9 Maciej Bernacik; 10 Sainz. **FL** Tarancon, 2m13.918s, 90.518mph. **Points 1 Harvey, 153**; 2 Frijns, 120; 3 Hansen, 101; 4 Regalia, 96; 5 Sainz, 92; 6 Tarancon, 88.



Harvey leads on his way to a double win

NURBURGRING

Germany

June 26-27

SUPERLEAGUE FORMULA
Round 5/10



AT A GLANCE

- Pole Roma (Jousse)
- Race 1 AC Milan (Buurman)
- Race 2 Porto (Parente)
- Super Final Olympiacos (vd Drift)



Parente held off Montagny to score race-two victory

Olympiacos Drifts to victory

Chris van der Drift won the big-money Super Final for the Greek club, for the second weekend in a row



Van der Drift was in the money for second week

QUALIFYING

Jousse storms to first pole position

Julien Jousse scored his first-ever Superleague Formula pole, beating Robert Doornbos in a somewhat anti-climactic final. Jousse won it by over half a second, although Doornbos complained that his opponent had the unfair advantage of more time to heat his tyres in electric blankets since the semis. Earlier rounds had been thrilling, with Jousse beating the weekend's fastest man, Yelmer Buurman, by 0.08sec in the first semi. Doornbos beat Davide Rigon by 0.09sec in the second.

The big story was Craig Dolby's struggle for traction. He was in the 'group of death' in the preliminary stages, and was stone last on the grid as a result.



Chris van der Drift appears to have acquired quite a taste for Superleague's €100,000 jackpot for winning its Super Final dash-for-cash. Just seven days after he won at Jarama, the Olympiacos driver did it again at the Nurburgring after saving a set of fresh tyres for the five-lapper.

It was a big weekend for the championship chase too, as points leader Craig Dolby of Tottenham Hotspur had a nightmare by his standards. Tenth and sixth-place finishes were good damage limitation after qualifying last due to a dire lack of traction, but he could do nothing to stop nearest rival Yelmer Buurman of AC Milan from recording a dominant race-one win.

Race two was won by

Alvaro Parente of Porto, reversing his so-far-underwhelming season.

FIRST HALF

The rolling start was spectacular. Front-row occupants Julien Jousse (Roma) and Robert Doornbos (Corinthians) were victims of daylight robbery on the run to Turn 1, as some cheeky use of push-to-pass from the rows behind allowed Buurman to rocket into the lead of some frantic three- and four-abreast action.

Anderlecht's Davide Rigon followed suit to grab second, as a livid Jousse salvaged third.

"I was flat-out when the green light came on, but everyone was next to me before the startline," railed Jousse. "They were to my left and Robert's right. I

went to see the stewards afterwards, and they said they saw nothing wrong. There must be no rules!"

Like Buurman cared. Having gained three places over his grid position, he got the hammer down. By the time of the opening of the pitstop window, he was over 3sec clear of Rigon, who was well ahead of Jousse. Playing it on the safe side, Buurman didn't pit at the first opportunity, to ensure himself of a clearer pit exit, but ironically had to be held in his box as Franck Perera, who had been running fourth for Flamengo, had done exactly the same thing!

His lead was further compromised when he caught the yet-to-pit Maria de Villota (Atletico Madrid). "She held me up for half a lap or so," said Buurman, who passed her at the

RACE RATING

★★★★★

Crazy first start set the bar high, but didn't quite live up to its early promise thereafter



It's simple to believe in a driver who is quick, but to believe in a woman who is getting there step by step isn't so easy"

Maria de Villota after her career-best result

REPORT

SUPERLEAGUE NURBURGRING



Charles Bradley reports

Buurman and Rigon took liberties at race-one start



Veetol chicane, which was enough for Rigon to be on his tail by the start of lap 11.

But close wasn't quite close enough. Buurman again got into a great rhythm and disappeared into the distance to the tune of 7.7sec. "Yelmer was too fast, so I decided to save the tyres and car for the second race," admitted Rigon.

A great pitstop elevated van der Drift from fifth to third, ahead of Perera.

A good dice for fifth went the way of Jousse, but he was hounded in the closing stages by Liverpool's James Walker, who had got ahead of Doornbos – angry that his front row had been converted to sixth at the start – just before the stops.

Max Wissel (Basel) came through to eighth from 12th following an overnight engine change, but there was no magic fix for Dolby's woes. From stone last on the grid, he moved his way up to

10th, but he was still struggling against a dire lack of traction, which mitigated against his usual fireworks. "The car just wasn't quick enough," he rued.

SECOND HALF

This time the start was more perfunctory, although second-on-the-grid Parente jumped ahead of poleman John Martin (Beijing Guoan) and was followed through by Franck Montagny (Bordeaux). Martin held third, but not for long as Lyon's Sebastien Bourdais – who'd had a fright by going off on lap one of the opener at the high-speed Schumacher-S – pulled off a sublime outbraking move at Turn 1 on lap six. Bourdais would be forced out with gearbox woes.

Parente left his pitstop relatively late after building up a 3sec lead. Montagny had stopped two laps earlier, and flew after he rejoined.

Parente came out just a second ahead, and they duelled to the flag, with the gap ebbing and flowing as they used their push-to-pass boost allocations.

Montagny got to within 0.6sec with four laps remaining, but that was as close as he would get, despite Parente struggling all weekend due to an annoying bout of tonsillitis. "I pushed and pushed, and hoped for a mistake, but it didn't come," said Montagny.

Tristan Gommendy was the fastest man on track in the latter stages for Galatasaray, and he took a solid third ahead of de Villota, who recorded her best-ever finish by just keeping out of reach of Wissel and Dolby thanks to saving a new set of tyres for her second stint.

Wissel pulled off the move of the race with a superb lunge past Dolby at the final corner with five

KEY MOMENTS

Race 1 Buurman rockets from fourth to first as front-row sitters are mugged at start
Race 2 Montagny uses his push-to-pass to get within 0.6sec of Parente, but he can't overtake
Super Final Brilliant start and new tyres work for van der Drift

laps remaining. "We played with everything this weekend, and still no traction," said Dolby.

Reigning champions Liverpool continue to be plagued with misfortune: this time a failed gearbox compressor forced Walker out on the warm-up lap.

EXTRA TIME

The start of the Super Final was haphazard, with Gommendy leaving the pitlane late (for which he'd get a 25-second time penalty, post-race) so the moment he arrived, the red lights went out! Gommendy

and poleman Buurman both spun their rear wheels furiously on the front row, while van der Drift got a blinder from row two and dived between them to lead.

His tactic of saving a set of fresh tyres paid off big time, as he romped away by over a second a lap. Rigon had the brief temerity to try to pass van der Drift at Turn 1, but didn't have a chance when the Dutch-Kiwi got into his stride.

Buurman finished third ahead of Gommendy, who then dropped behind Wissel when his penalty was applied. ☹



Dolby suffered worst weekend of his season

RESULTS

Superleague Formula, Nurburgring (D), June 26-27, round 5 of 10

GRID	CLUB	DRIVER	TEAM	TIME	GRID
1	ROMA	Yelmer Buurman (NL)	AtechReid	46m36.469s	4
2	CORINTH*	Davide Rigon (I)	Azerti	+7.724s	3
3	ANDERLECHT	Chris van der Drift (NZ)	GU Racing	+11.562s	5
4	AC MILAN	Franck Perera (F)	ADR Alpha	+13.958s	8
5	OLYMPIACOS	Julien Jousse (F)	De Villota	+33.766s	1
6	LIVERPOOL	James Walker (GB)	AtechReid	+34.291s	6
7	GALATASARAY	Robert Doornbos (NL)	Azerti	+34.961s	2
8	FLAMENGO	Max Wissel (D)	GU Racing	+35.410s	12
9	LYON	Tristan Gommendy (F)	Epsilon	+36.045s	7
10	BASEL	Craig Dolby (GB)	ADR	+47.015s	18
11	SPORTING LISBON	Marcos Martinez (E)	De Villota	+53.273s	15
12	BASEL	Borja Garcia (E)	AtechReid	+1m02.313s	11
13	BEIJING	Narain Karthikeyan (IND)	RfHolland	+1m19.568s	9
14	PORTO	Sebastien Bourdais (F)	LRS	-1 lap	10
15	BORDEAUX	Franck Montagny (F)	Epsilon	-1 lap	16
16	ATLETICO MADRID	Maria de Villota (E)	ADR Alpha	15 laps-accident	17
17	FC PORTO	Alvaro Parente (P)	AtechReid	12 laps-misfire	14
18	SPURS	John Martin (AUS)	ADR	loose wheel	13

RACE 1 - 26 LAPS, 83.172 MILES

POS	CLUB	DRIVER	TEAM	TIME	GRID
1	AC Milan	Yelmer Buurman (NL)	AtechReid	46m36.469s	4
2	Anderlecht	Davide Rigon (I)	Azerti	+7.724s	3
3	Olympiacos	Chris van der Drift (NZ)	GU Racing	+11.562s	5
4	Flamengo	Franck Perera (F)	ADR Alpha	+13.958s	8
5	AS Roma	Julien Jousse (F)	De Villota	+33.766s	1
6	Liverpool	James Walker (GB)	AtechReid	+34.291s	6
7	Corinthians	Robert Doornbos (NL)	Azerti	+34.961s	2
8	FC Basel	Max Wissel (D)	GU Racing	+35.410s	12
9	Galatasaray	Tristan Gommendy (F)	Epsilon	+36.045s	7
10	Tottenham Hotspur	Craig Dolby (GB)	ADR	+47.015s	18
11	Sevilla	Marcos Martinez (E)	De Villota	+53.273s	15
12	Sporting Lisbon	Borja Garcia (E)	AtechReid	+1m02.313s	11
13	PSV Eindhoven	Narain Karthikeyan (IND)	RfHolland	+1m19.568s	9
14	Olympique Lyonnais	Sebastien Bourdais (F)	LRS	-1 lap	10
15	Bordeaux	Franck Montagny (F)	Epsilon	-1 lap	16
16	Atletico Madrid	Maria de Villota (E)	ADR Alpha	15 laps-accident	17
17	FC Porto	Alvaro Parente (P)	AtechReid	12 laps-misfire	14
NS	Beijing Guoan	John Martin (AUS)	ADR	loose wheel	13

RACE 2 - 25 LAPS, 79.972 MILES

POS	CLUB	TIME/REASON	GRID
1	Porto	45m03.384s	2
2	Bordeaux	+0.826s	4
3	Galatasaray	+5.515s	10
4	At Madrid	+29.875s	3
5	Basel	+30.517s	11
6	Tottenham	+38.710s	9
7	Sport'g Lisbon	+42.656s	7
8	AC Milan	+43.195s	18
9	Flamengo	+43.887s	15
10	Corinthians	+44.486s	12
11	Olympiacos	+47.536s	16
12	Anderlecht	+51.259s	17
13	Sevilla	+1m03.426s	8
14	Roma	-1 lap	14
15	Beijing	-3 laps	1
16	PSV	-3 laps	6
17	Lyon	15 laps-gearbox	5
NS	Liverpool	gearbox compressor	13

SUPER FINAL - 5 LAPS, 15.9M

POS	CLUB	TIME/REASON	GRID
1	Olympiacos	8m57.984s	2
2	Anderlecht	+5.807s	4
3	AC Milan	+8.462s	10
4	Basel	+16.488s	3
5	Galatasaray	+34.273s*	11
NS	Flamengo	stalled	15

KEY R=Retired. NS=Non-Starter.
Race1 Winner's average speed: 107.065mph. Fastest lap: Wissel, 1m44.896s, 109.78mph.
Race2 Winner's average speed: 106.493mph. Fastest lap: Montagny, 1m45.414s, 109.24mph.
Super Final Winner's average speed: 107.028mph. Fastest lap: van der Drift, 1m45.522s, 109.13mph.
 * Includes 25-second penalty for ignoring red light in pitlane

CHAMPIONSHIP TABLE

POS	CLUB	PTS
1	Tottenham	370
2	AC Milan	340
3	Basel	297
4	Anderlecht	294
5	Olympiacos	273
6	Flamengo	248
7	Roma	244
8	Porto	207
9	Liverpool	187
10	Bordeaux	184

QUICK RESULTS

→ Winner Jimmie Johnson
→ Pole Juan Pablo Montoya
→ Most laps led Kasey Kahne

RACE RATING

★★★★★

Decent end enlivened what had been a terribly dull race



Johnson took his second win in a row

IN BRIEF



LAT SOUTH

NASCAR NATIONWIDE

Kyle Busch (above) dominated at New Hampshire Motor Speedway, becoming Nationwide's first two-time winner at the track and also breaking the all-time series record for laps led. Brad Keselowski was second ahead of Carl Edwards.

ARGENTINIAN TC2000

Nestor Girolami claimed his first TC2000 win at Resistencia aboard his works-supported Honda Civic. Girolami took advantage of his superior pace in the damp to pass polesitter Emiliano Spataro for the lead midway through the race.

STAR MAZDA

An incorrect penalty for a jumped start denied Conor Daly a fifth-straight Star Mazda win in New Jersey. Caio Lara took the victory instead, with Tristan Vautier winning race two.

INTERNATIONAL GT OPEN

Raffaele Giammaria and Enrico Toccacelo gave the Edil Cris Ferrari team its first win in the series since 2006 at Spa. Chris Niarchos and Tim Mullen won the second race in their CRS Racing Ferrari.

DUTCH SUPERCARS

Andrew Kirkaldy and Klaus Hummel gave CRS Racing further joy by taking their Ferrari to Dutch Supercar honours at Spa. The pair started from the back of the 36-car field and had just been passed for the lead by Martin Short when the race was red-flagged due to an accident.

NASCAR SPRINT CUP NEW HAMPSHIRE (USA), JUNE 27, RD 17/36

Johnson becomes title-fight spoiler

Anyone hoping that the Hendrick Chevrolet of Jimmie Johnson had lost its winning touch following the introduction of the rear spoiler was left dumbfounded as the reigning champ swept to victory at New Hampshire Motor Speedway.

Johnson pulled a classic 'bump-and-run' to take the lead from Kurt Busch and secure his first oval win since the revised rear aero parts were introduced in March. The move was payback for a similar pass pulled by the Penske Dodge driver a handful of laps earlier.

Busch lost out on second to a charging Tony Stewart on the run to the flag. Owner/driver Stewart spent most of the race running off sequence after failing to get a full tank of fuel into his Chevy during his first stop.

But a late caution — brought out after Jeff Burton got loose and tapped Kyle Busch into a spin — put Stewart back in the lead bunch.

Burton's Richard Childress Racing Chevy controlled the race in its final third, but he lucked out when the caution flags flew after Reed Sorenson (standing in for Brian Vickers at Red Bull) wrecked former team-mate Juan Pablo Montoya. RCR kept Burton out, as Hendrick brought second-placed Johnson in for two fresh Goodyears and the rest of the pack followed.

Burton was a sitting duck at the restart, and apologised to Kyle Busch for ruining his shot at the race win. "I screwed up," Burton said. "Kyle got real loose off [Turn] 2 and I drove underneath him and

I just underestimated the amount of grip that we had and I got into him. Kyle didn't do anything wrong."

Polesitter Montoya led the opening stages of the race in his Ganassi Chevy, but lost out during the first pitstops, which took place under yellow for debris. Kasey Kahne's Richard Petty Motorsports team put only two tyres on his Ford and he rejoined in front.

Kahne continued to lead, until his development Ford FR9 engine dropped a valve and he fell back. Finally the motor blew, bringing out the second caution 209 laps after the first — a record green-flag period at the one-mile oval. Jeff Gordon was fourth

following a strong run, while points leader Kevin Harvick produced another stealthy drive, rising from 24th on the grid to fifth.

● Connell Sanders Jr

RESULTS

1 Jimmie Johnson (Chevrolet Impala), 301 laps in 2h48m38s; 2 Tony Stewart (Chevy), +0.753s; 3 Kurt Busch (Dodge Charger); 4 Jeff Gordon (Chevy); 5 Kevin Harvick (Chevy); 6 Ryan Newman (Chevy); 7 Clint Bowyer (Chevy); 8 Dale Earnhardt Jr (Chevy); 9 Joey Logano (Toyota Camry); 10 AJ Allmendinger (Ford Fusion). **Points** 1 Harvick, 2489; 2 Johnson, 2384; 3 Kyle Busch, 2328; 4 Denny Hamlin, 2304; 5 J Gordon, 2302; 6 Kurt Busch, 2288; 7 Matt Kenseth, 2204; 8 Jeff Burton, 2159; 9 Stewart, 2158; 10 Greg Biffle, 2126; 11 Mark Martin, 2047; 12 Carl Edwards, 2020.

Montoya wrecked by Sorenson



GETTY IMAGES



CURRENT
STANDINGS

- | | | | |
|---|------------------|---|--------|
| 1 | Sebastian Vettel | ↔ | 21,396 |
| 2 | Lewis Hamilton | ▲ | 20,550 |
| 3 | Mark Webber | ▼ | 20,452 |
| 4 | Jimmie Johnson | ↔ | 18,909 |
| 5 | Sebastien Loeb | ↔ | 18,433 |

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Jimmie Johnson's New Hampshire win cemented his fourth place, while his Hendrick team-mate Jeff Gordon dropped two spots to 17th. IRC champion Kris Meeke (120th) was a big faller, losing 30 places as he crashed out of the Ypres Rally.

To see the full list, visit castroldriverrankings.com

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QUICK RESULTS

→ Winner **Freddy Loix**
→ Most stage wins **Loix**
→ Points leader **Juho Hanninen**

RACE RATING

★★★★★

Good result for Loix, but battle fizzled out after Meeke crash

IRC YPRES RALLY (B), JUNE 25-26, RD 6/12

Loix wins first time out with Skoda

Freddy Loix marked his first outing with Skoda Motorsport by claiming his sixth Ypres Rally victory last weekend.

The Belgian had started the second day with a 5.8s lead over defending champion Kris Meeke, but the Irishman's hopes of challenging for back-to-back Ypres wins ended with a spectacular high-speed roll on the second stage of the day. The accident was triggered when Meeke lost control on a fast right-hander just over a mile into the stage, clipping a bank and sending the Peugeot into a roll.

"It was a mistake with the pacenote," said Meeke. "We turned in a little too early and ran out of room on the exit of the corner. When you're pushing like

we were that kind of thing can happen."

Meeke's early exit meant that Loix could afford to relax slightly. Aside from a minor brake glitch, he had an untroubled run to the finish.

Jan Kopecky replaced Meeke in second, and the Czech moved to within three points of series-leading Skoda team-mate Juho Hanninen, who was another to crash. Kopecky closed the gap to Loix to as little as 25s on Saturday afternoon before he made a mistake on stage 15 and ended up in a field.

Thierry Neuville managed a career-best third place in his Kronos-run Peugeot 207, courtesy of a mature drive and a diligent observation of team orders, the 22-year-old having been



Loix claimed yet another Ypres win

instructed to back off to ensure the podium.

Kevin Abbring won the IRC 2WD Cup in his Clio R3, beating class leader Pierre Campana, while Stephane Lhonnay took Group N in his Mitsubishi

after Jasper van den Heuvel retired from the lead.

RESULTS

1 Freddy Loix/Frederic Miclotte (Skoda Fabia), 2h35m36.9s; 2 Jan Kopecky/Petr Stary (Skoda), +21.4s; 3 Thierry Neuville/Nicolas Klinger

(Peugeot 207); 4 Bernd Casier/Francis Caesemaeker (Skoda); 5 Andreas Mikkelsen/Ole Floene (Ford Fiesta); 6 Bruno Magalhaes/Carlos Magalhaes (Peugeot). **Points** 1 Juho Hanninen, 42; 2 Kopecky, 39; 3 Guy Wilks, 25; 4 Magalhaes, 20; 5 Kris Meeke, 15; 6 Neuville, 11.

AUTO GP SPA (B), JUNE 26-27, RD 3/6

Grosjean back with a bang

Ex-Renault Formula 1 driver Romain Grosjean celebrated his single-seater comeback with victory in the first of last weekend's two Auto GP races at Spa.

Grosjean, who had not raced a single-seater since losing his Renault drive at the end of 2009, had been the class of the field right through the weekend, and it was only a brilliant drive under pressure by Carlos Iaconelli in race two that prevented the Franco-Swiss from a clean sweep.

Driving for DAMS, Grosjean led from start to finish in the first race. He shrugged off the failure of his steering-wheel readout to win by 4.2s.

He was reunited with a pair of former GP2 rivals on the podium, with Luca Filippi taking second and Giorgio Pantano third.

Iaconelli, meanwhile, made it up to eighth from the back of the grid, which gave him pole for the reversed-grid race two. The Durango driver made a good start, but Grosjean was

making swift progress through the field from eighth and before long was chasing the Brazilian down.

The race was twice interrupted by the safety car, and Grosjean felt that this had cost him, with Iaconelli holding him off to win by just 0.5s.

"Without the safety car a second win would have been possible, I think," said Grosjean. "But it was a great comeback to single-seaters."

RESULTS

Race 1 1 Romain Grosjean, 13 laps in 27m43.609s; 2 Luca Filippi, +4.219s; 3 Giorgio Pantano; 4 Jonny Reid; 5 Jan Charouz; 6 Edoardo Piscopo; 7 Julian Leal; 8 Carlos Iaconelli; 9 Fabio Onidi; 10 Celso Miguez. **Race 2** 1 Iaconelli, 10 laps in 24m42.662s; 2 Grosjean, +0.592s; 3 Charouz; 4 Piscopo; 5 Filippi; 6 Pantano; 7 Reid; 8 Fabrizio Crestani; 9 Duncan Tappy; 10 Adrien Tambay. **Points** 1 Piscopo, 26; 2 Filippi, 23; 3 Grosjean, 18; 4 Iaconelli, 17; 5 Tambay, 16; 6 Charouz, 15.



Grosjean happier than at Renault

EUROPEAN F3 OPEN SPA (B), JUNE 26-27, RD 3/8

MacLeod closes on Barba

The European Formula 3 Open title battle stepped up a notch at Spa last weekend, with series leader Marco Barba winning the opening race, but main rival Callum MacLeod keeping him within sight with a pair of second places.

The pair passed polesitter David Fumanelli at the start of the opening race. Gloucestershire racer MacLeod initially took the lead, but Barba of Seville managed to pass him, triggering a heated scrap during which the lead changed several times.

MacLeod held the advantage in the closing laps until his engine cover came loose, allowing Barba to pass him for the final time at Les Combes on the last lap to secure the win. Aaron Filgueira was third.

In the second race, early leaders Jose Luis Abadin and Carlos Munoz removed

themselves in an accident, leaving Tono Fernandez in front ahead of Filgueira, MacLeod and Barba.

Filgueira passed Fernandez for the lead at Les Combes, while contact between MacLeod and Barba forced the Spaniard to back off.

That gave MacLeod a clear shot at Fernandez for second, which he took, but he was unable to catch Filgueira. Fernandez held on to third while Barba finished fourth, his championship lead having been reduced to just five points.

RESULTS

Race 1 1 Marco Barba, 12 laps in 28m05.340s; 2 Callum MacLeod, +2.931s; 3 Aaron Filgueira; 4 Carlos Munoz; 5 Jose Luis Abadin; 6 Tono Fernandez. **Race 2** 1 Filgueira, 12 laps in 28m18.266s; 2 MacLeod, +1.652s; 3 Fernandez; 4 Barba; 5 Abadin; 6 Victor Correa. **Points** 1 Barba, 69; 2 MacLeod, 64; 3 Abadin, 39; 4 Kevin Ceccon, 33; 5 Filgueira, 28; 6 Fernandez, 25.



British GP 1970: Rindt leads away from pole



“**T**he Brands Hatch Grand Prix track is a great driver’s circuit. Paddock Hill Bend is awesome, and Surtees, Hawthorn and Clearways are challenging. If a driver’s good he will be quick at Brands.”

So reckons Jonathan Palmer, a man intrinsically linked to the Kent venue, which will celebrate the 50th anniversary of the GP loop this weekend with the Historic Sports Car Club’s Superprix. Not only is Palmer the current custodian, through MotorSport Vision, he had his first drive on a race circuit at Brands as a teenager and made his Formula 1 debut there in 1983.

Palmer’s view is not unusual. The HSCC’s Grahame White, who first came to Brands in the mid-1960s, believes the GP loop is still a big draw for drivers, particularly as it is restricted to 24 racedays a year. This weekend’s Superprix has attracted more than 400 entries.

“It’s one of the favourite tracks for all drivers,” says White. “The GP track is challenging, it’s fast, it’s in a great setting, and Brands Hatch has a great history.”

The 2.3-mile circuit has changed a few times over the half century, but its essence hasn’t, and any modifications are minor compared with the transformation the layout underwent in its early days.

The Kent venue started life as a cycle track on Brands Hatch farm in the 1920s and was used for motorcycle events either side of the second world war. Cars didn’t appear until an asphalt track was laid down during the winter of 1949, a move partly funded by the Half Litre Motor Club, which would eventually become today’s British Racing & Sports Car Club.

The first car race, a 500cc Formula 3 event, took place on April 16 1950. Don Parker won on a layout that didn’t even have Druids and ran anti-clockwise.

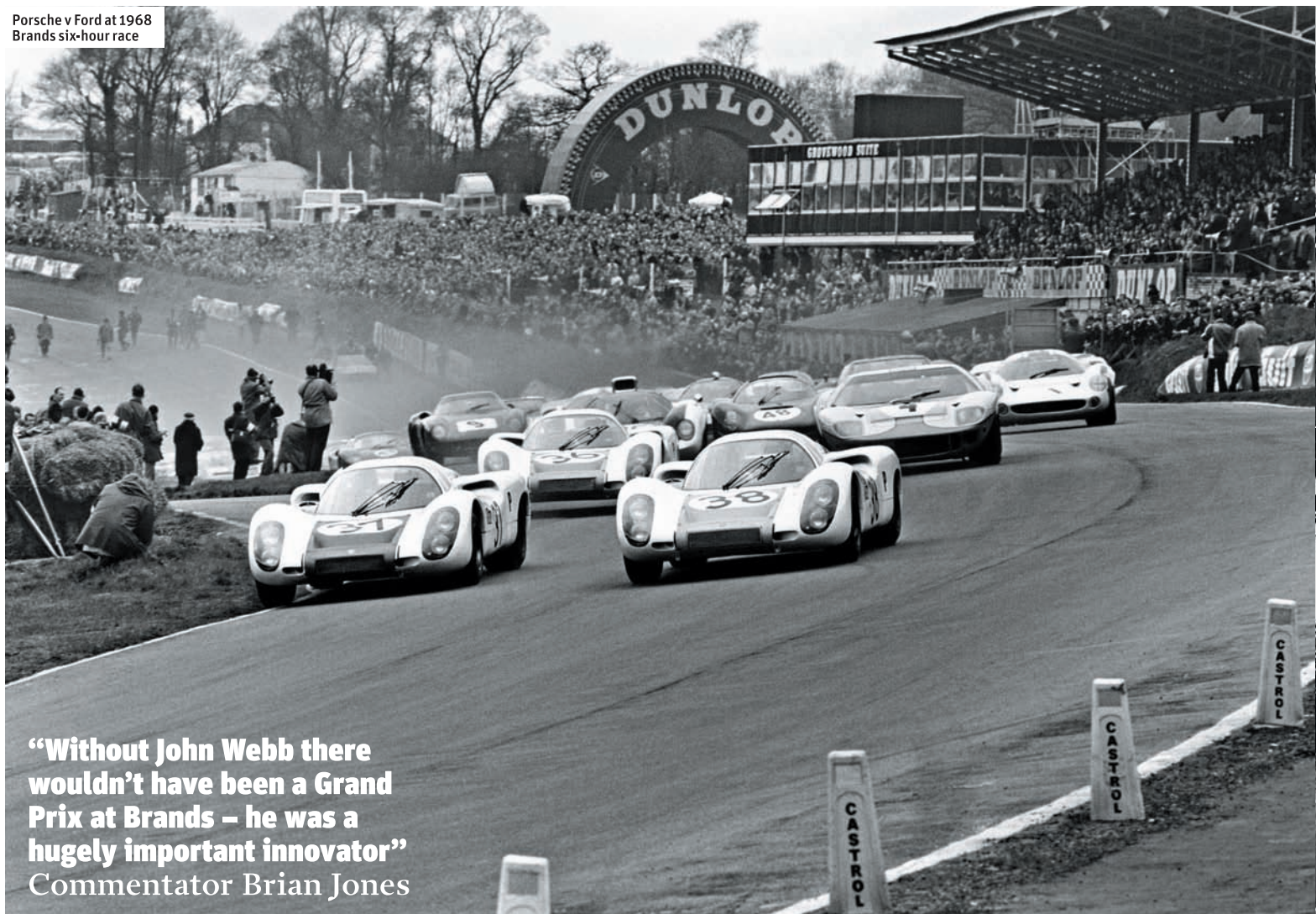
An experiment to run clockwise soon followed, but it was 1954 before Druids was added and the switch of ▶

Half-century HERO

It’s 50 years since the GP loop turned Brands Hatch into one of the world’s finest venues.

KEVIN TURNER pays tribute to a British icon

Porsche v Ford at 1968
Brands six-hour race



“Without John Webb there wouldn’t have been a Grand Prix at Brands – he was a hugely important innovator”
Commentator Brian Jones

◀ direction made permanent. Thus Paddock Hill bend, one of the world’s great corners, was born.

That year was crucial for another reason. John Webb was brought in as a press relations external consultant. A racer himself, Webb would become the driving force at Brands for more than 30 years.

Archie Scott Brown won the first Brands F1 race, a low-key affair in 1956, for Connaught, and the circuit hosted the shootout between Jack Sears and Tommy Sopwith to decide the inaugural British Saloon Car title in 1958. But bigger moves were to come.

In 1960 Kent County Council awarded planning permission for an extra loop. Despite complaints from some local residents (sound familiar?), Brands was able to prove (slightly imaginatively, perhaps) the use of a scramble track on the site, smoothing the application process.

The work, completed in time for a motorbike event in July, meant that Brands could now boast a 2.65-mile option, in addition to the 1.24-mile ‘kidney’ circuit.

At the same time, Webb was in the

process of teaming up with John Danny of Grovewood Securities to buy Brands. Running successful race meetings proved profitable and Danny gave the go ahead for more circuits to be bought. An Aintree bid failed, but Mallory Park, Snetterton and Oulton Park had been purchased by 1964. The foundations for MotorSport Vision’s current group of circuits had been laid.

By then, Webb had already achieved one ambition: to bring the F1 World Championship to Brands. From 1964 Brands alternated with Silverstone to host the British GP. The gap years would be filled by a Race of Champions – the inaugural 1965 edition being won by Mike Spence – but so popular did it prove that, for a time, it became an annual non-championship F1 event.

Webb’s ideas didn’t stop there, and initiatives ranging from Formula Ford to Sports 2000, via an Indycar visit, unfolded over the next 20 years.

Brands commentator Brian Jones first met Webb in 1967 and has no doubts about his impact on the sport, and Brands in particular.

“He’s one of the most under-recognised people in motorsport,”

says Jones. “Without his presence there wouldn’t have been a Grand Prix at Brands and he was hugely important as an innovator.”

Webb also had an informal way of generating ideas.

“One of the things I loved most about Brands was that there was a public forum that went on everyday in the bar,” recalls Jones. “A lot of ideas were born in the old clubhouse, not least of which was Formula Ford. I don’t think John would claim to be responsible for that because the idea stemmed from the race school, but he was influential in getting Ford on board. Unlike most, John wouldn’t forget about ideas in the pub!”

Although Brands hosted the inaugural FF1600 race, in 1967, Snetterton had the honour of running the first four Formula Ford Festivals before it moved to its present home on the short Brands Indy track. Nearly 140 entries turned up for the 1976 event and that would rise to over 200 during the next decade. It quickly became a club-racing highlight of the year.

The track itself wasn’t ignored either. F1 supremo Bernie Ecclestone

HSCC TIMETABLE

Saturday, July 3

0900 Qualifying

1030 Historic F1 qualifying

1255 Lunch

1350 Racing starts

Sunday, July 4

1000 Historic F1

Warm-up

1020 Qualifying

1205 Racing starts

1305 Lunch

1345 Racing restarts

1420 Historic F1





John Webb: Brands's most influential player



Jaguar XK 'opens' the run to Clearways in '60

demanding changes to the pitlane in 1976. A full pit and paddock revamp followed (before planning permission had been granted, such was the time limit!), and Webb took the opportunity to rename some of the corners after star drivers. Perhaps most notably, Kidney Corner became Surtees.

In 1982 Brands won a FOCA award for the best organised GP, as well as hosting a dramatic World Endurance Championship finale in which Jacky Ickx narrowly pipped Riccardo Patrese. A range of celebrity races helped entertain at big events, and the House of Commons versus House of Lords ►



'60 Silver City Trophy: first F1 race on new loop

GREAT BRANDS MOMENTS

Picking out the great races from Brands Hatch's long and illustrious history is not an easy task, but here are three of the most memorable

1. BOAC 1000Km

April 12 1970: Pedro walks on water

The world sportscar qualifier was the scene for one of the greatest wet-weather drives of all time.

Even the early 4.5-litre Porsche 917K produced well over 500bhp, not an ideal tool for the torrential rain that hit the 1000km race. Pedro Rodriguez lined up only seventh in his JWA works example, behind two factory Ferraris, two other 917s and a pair of nimble Matras.

The Mexican's race didn't start well either. He overtook under yellows, for Barrie Smith's spun Lola T70, and he then managed a gyration of his own. He was called in for a reprimand, losing the Gulf-liveried machine around a lap.

Now Rodriguez turned on the style, outpacing all those ahead, including his arch rival team-mate Jo



Siffert, Jacky Ickx, Vic Elford, Denny Hulme and Chris Amon. Co-driver Leo Kinnunen only drove in one, brief stint – during which he managed a quick spin – so Rodriguez drove for the best part of six hours, dancing around the Kent track on a different level to others. His final winning margin? Five laps.

2. 1973 Race of Champions

March 18 1973: F5000 beats F1

For the second half of the 1960s and during the '70s the Race of Champions was a highlight of the Brands Hatch season. And for four events between 1972 and 1975 it was opened up to the stock-block American V8-engined Formula 5000 cars, as well as F1.

The three-litre DFV F1 cars usually had the edge, but in 1973 Peter Gethin put one over the thoroughbred racers in his F5000 Chevron B24.

Gethin qualified eighth, nearly three seconds behind the BRM of polesitter Jean-Pierre Beltoise, but the race turned into one of attrition. Jody Scheckter's McLaren lost its clutch at the start and then crashed, both the frontrunning Lotus 72s of Emerson Fittipaldi and Ronnie Peterson wilted,

and all three BRMs hit tyre trouble.

In the final quarter of the race, Mike Hailwood crashed his leading Surtees and Denny Hulme's McLaren M23 developed clutch woes. Gethin swept past the Kiwi with two laps to go for a famous win.



3. 1985 European Grand Prix

October 6 1985: Mansell wins at last

There were plenty of great F1 moments at Brands Hatch, but 1985 marked the start of an era.

Not only did Nigel Mansell finally get off the mark with his maiden GP victory, but Alain Prost secured the first of his four world titles after narrowly missing out for the four previous seasons.



Mansell challenged polesitter Ayrton Senna at the start, but ran wide at Druids to allow team-mate Keke Rosberg and Nelson Piquet's Brabham through. Rosberg then challenged Senna at Surtees on lap seven, but the Lotus chopped across his nose and Rosberg spun. Piquet collected the Williams and retired, while Rosberg had to pit with a puncture.

The Finn returned to the track just in time to get in Senna's way at Druids, giving Mansell the chance to drive past on the run to Surtees.

As Prost, who had dropped back at the start, climbed back up to fourth to secure his crown, Mansell reeled off the remaining laps in front of a passionate home crowd. It was the first of five home victories for 'Our Nige'.

◀ events gave Webb the contacts he needed to attract some impressive air show items to races too.

“John and [wife] Angela had access to parliamentarians so we could get features for Brands that were probably only seen elsewhere at Farnborough and Biggin Hill,” recalls Jones.

Palmer believes it resulted in a great show. “It was an awesome time,” he says. “The atmosphere at the Grand Prix was amazing.”

But it wasn't to last. British American Tobacco bought the Eagle Star group, which had taken over Grovewood, and didn't want Brands. Webb went to historic racer and Atlantic Computers king John Foulston, who bought Brands, Oulton and Snetterton.

Then Brands lost the GP after 1986 and Foulston was killed in a testing accident at Silverstone, BHL's ownership passing to his widow Mary.

Enter Foulston's daughter, Nicola. She'd run John's historic racing team and now came in to work with Webb as commercial director. But her new-style approach to business clashed with Webb's old-school methods. Webb retired in 1990 and Foulston set about taking full control from her mother.

Foulston's era was mixed. She built certain facilities, such as the Foulston centre, with which more money could be made from corporate days, and there were track upgrades – Graham Hill Bend was re-profiled in 1998.

But she also increased the price of track time for series that attracted the fewest spectators, making life difficult for national and club-level championships. She also floated Brands Hatch Leisure, as the group of circuits was now known, on the stock market and tried to get the British GP.

In 1999 Foulston managed to do a deal with Ecclestone to run the GP from 2002. She had two plans: one was to buy Silverstone and keep the race there; the other was to revamp Brands and bring F1 back to Kent if



From any angle, Brands layout is fearsome

Silverstone's owners, the British Racing Drivers Club, refused to let it go.

Both failed. The BRDC wouldn't sell and delays in the planning permission for the Brands changes meant time ran out for 2002. But that did not come before Foulston had sold BHL for huge profit to the Octagon Motorsports arm of communications giant Interpublic.

With no GP – the Brands Group had to lease the race back to Silverstone – the circuit's shares plummeted and Octagon sold Brands Hatch Circuits' freeholds to the Palmer/John Britten/Sir Peter Ogden-led MSV group in

January 2004.

The GP deal didn't come with it, so MSV concentrated on everything else. All the tracks, which now include Oulton, Snetterton, Cadwell Park and Bedford, have been smartened up and MSV has brought A1GP, the World Touring Car Championship and the DTM to Brands in the past five years.

“It would take far too much work to get the GP,” Palmer admits. “We've been sensible and realised its limitations, but Brands still has a huge following from national and international racers.”

BRANDS FIRSTS

Apr 16 1950
Oct 5 1958

First car race
First British Saloon Car title decided in two-car shootout

Aug 1 1960

Grand Prix loop used for major race meeting for the first time

Jul 6 1963

First European Touring Car round held

Jul 11 1964

First British Grand Prix takes place

Mar 13 1965

First Race of Champions

Jul 2 1967

Inaugural Formula Ford race

Jul 30 1967

World sportscar championship makes first visit to the circuit

Oct 7 1978

Indycars grace Brands for first time

Sep 25 2005

A1GP 'World Cup of Motorsport' kicks off

May 21 2006

World Touring Cars make first visit

Jul 2 2006

Spectacular DTM series joins roster

Inaugural race: April 1950



Clark won first Brit GP in '64



BTCC shootout ran in 1958



A1GP arrived in style in '05





Jonathan Palmer won at Brands, then bought it



World Touring Cars now a regular Brands fixture

With the basics set – BTCC, WTCC, DTM, historic festivals and British Superbikes are all on the bill – Palmer's focus is on building what he has rather than going after anything radical: "There isn't a magical new event to chase, we just want to make it appealing for the events we do have – and the experience better for fans and competitors. Brands has the heritage and always will do."

The days of Brands hosting the British GP might be over, but it'll be providing a stern test for drivers – and a great spectacle for fans – for many more years to come. ☒



Chaparral won '67 6 hours

THE DARK SIDE

One of Brands Hatch's appeals is its driver challenge, but the downside is that some have paid the ultimate price. Despite its ability to provide good racing, the track has also not always been able to deliver on its promise

Jo Siffert dies October 24 1971

In 1971 Jo Siffert had a top sportscar drive with the JWA works Porsche team, and a top F1 drive with BRM. He formed a strong line-up at both with Pedro Rodriguez (until the Mexican was killed at the Norisring in July) and won the Austrian GP.

The Rothmans victory race at Brands in October was put on to celebrate Jackie Stewart's second world title. The BRMs set the pace, with Siffert starting his P160 from pole.

The Swiss got away poorly, but was closing in on Stewart for third when his car veered hard left approaching Hawthorn, with suspected suspension failure from an earlier knock, and hit the barriers.



The car burst into flames and, despite not being badly injured, Siffert could not free himself from the BRM. He died of asphyxia.

A tragic postscript to the crash came last year. John Surtees was following Siffert when the accident happened and his son, Henry, died a few hundred yards later, on the exit of Westfield, when an errant wheel struck him on the head in last July's F2 event.

Hunt wins the British GP, then doesn't July 18 1976



Local hero James Hunt put his McLaren alongside Niki Lauda's polesitting Ferrari for the '76 British GP, but didn't make the best getaway.

Instead, Clay Regazzoni's Ferrari came steaming past and managed to trip over team-mate Lauda at Paddock Hill. Hunt hit the spinning Regazzoni and was flicked into the air, damaging the steering.

Red flags flew and Hunt got going again, bringing his car into the pits using the back entrance. He claimed the red flags were already out, but the "absurdly unclear" regulations, as AUTOSPORT called them at the time, stated he needed to complete the red flag lap.

Initially the organisers tried to stop Hunt taking the restart, but roars of disapproval from the huge crowd gave the McLaren crew enough time to fix the M23 and get it back on the grid.

The RAC relented and allowed Hunt to start. He duly defeated Lauda to take victory, but Ferrari, Tyrrell and Fittipaldi appealed. Months later the appeal was upheld and Hunt lost his British GP win. Thankfully, he got revenge at Silverstone a year later.

Indycars fail to woo at Brands October 7 1978 and May 5 2003

It might seem a bit harsh to put Brands Hatch's Indycar forays into this list – they did provide a rare view of some spectacular machines. But in their own ways both the 1978 event and the 2003 visit failed to hit the mark, partly because neither event used the Grand Prix loop.

John Webb's plan to bring the American open-wheelers to Britain (there was a Silverstone round too) was well promoted, but few came. The Penske of Rick Mears won after the exciting Danny Ongais retired, but knowledge of American racing in Europe was a lot poorer then than today.

Veteran Brands commentator Brian Jones recalls: "It was a popular myth that people were interested in Indycar racing, so when the stars came over the British public said, 'Who?' and stayed at home.

"It was a spectacular loss – I think it lost about as much money as the Grand Prix had made."

The crowds did turn up in 2003, but this time the show let Brands down. A late change to two mandatory pitstops instead of three left drivers in fuel conservation mode and that didn't show the category in its best light.

After Sebastien Bourdais' victory, drivers called for the GP track to be used in future, while demanding safety improvements, and the Brands pits were criticised. The series has yet to return...



WHY F3 CAN'T DIE

The oldest and most important junior single-seater category is struggling in the face of newer and cheaper competition, but simply has to survive. *BEN ANDERSON* explains why

The F3 Euro Series has been hit by F2 and GP3

Motorsport is a cut-throat world at the best of times, and often no respecter of heritage. Take Team Lotus – once a trendsetting Formula 1 world-beater. The sport stood by and watched as this great outfit was reduced to oblivion, until its recent rebirth under the 'Lotus Racing' banner.

Formula 3, a category with an unmatched junior motorsport heritage, and once regarded as the place to cut your teeth en route to F1, has come under increasing pressure during the past two seasons.

First, along came Jonathan Palmer's FIA Formula 2 championship: reborn in 2009 as a budget-capped, centrally run, single-make route to F1 that is sanctioned by the FIA and blessed with superlicences and Williams F1 test prizes for the winners.

This year we have GP3 – Bruno Michel's GP2 feeder formula, which features 16 races on the support package for eight of this year's grands prix, and guarantees a 30-car grid at

every round (or the teams get fined), all for about the same price of a season in the F3 Euro Series.

Worldwide economic meltdown aside, the return of F2 has decimated British F3's National Class over the past two seasons – meaning total grids that used to push towards 30 cars now struggle to reach 20. The championship has done well to resist the challenge of GP3, but it's having to work hard to stand still on numbers. The value for money on offer from 30 races, reversed grids, and plenty of testing, is still attracting drivers and their sponsors, but how long will it last? The recent introduction of pitstops for the next round at Rockingham shows the series is looking over its shoulder...

Having killed Mauro Sipsz's Formula Master series stone dead with its mere arrival, GP3 set its sights on the next target: the F3 Euro Series – throwing it into what many regard as a potentially terminal decline. A championship that once attracted nigh-on 30 cars (and

Europe's best teams and drivers) without batting an eyelid, is now struggling to make it into double figures, despite the attractive marketing opportunities it offers through supporting the DTM. Panicked by the loss of several top outfits and junior pedallers to GP3's new promised land (not helped by a similar lack of 'mileage for your money'), Euro Series promoters are now scrabbling around for a solution to save their bacon: major cost-cutting measures, a class for older cars, even a merger with the British series, have all been discussed as the Euro Series fights for survival.

A category that for so long has taken its place on the higher rungs of the junior single-seater ladder for granted has never faced such a seemingly grave threat to its existence. But it's a threat that must be stayed. Just as the junior categories rely on the continued health of F1, so F1 remains only as good as the fresh talent fed to it. In this regard, F3 has an unrivalled record...

SUITABLE STEPPING STONE: 2010 F1 racers who came through F3

Mark Webber
British F3: 1997
(4th)



Sebastian Vettel
F3 Euro Series: 2005
(5th) & 2006 (2nd)



Jenson Button
British F3: 1999 (3rd)



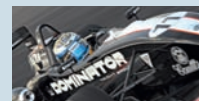
Lewis Hamilton
F3 Euro Series: 2004
(5th) & 2005 (1st)



Robert Kubica
F3 Euro Series: 2003
(12th) & 2004 (7th)
(2nd at Macau)



Nico Rosberg
F3 Euro Series 2003:
(8th) & 2004 (4th)



Michael Schumacher
German F3: 1989 (3rd)
& 1990 (1st)





British F3 grids are a bit thin this season

WHY F1 NEEDS F3

All but three of the current F1 grid have appeared in F3 on their way through the junior ranks. Only Ferrari duo Fernando Alonso (who skipped straight from karting to Formula Nissan – now called Formula Renault 3.5) and Felipe Massa (who jumped straight into Euro F3000 after winning the 2000 Formula Renault Eurocup title), plus Renault rookie Vitaly Petrov (who arrived in GP2 via a winning sojourn in Russian F1600 and Lada racing) have no F3 experience on their racing CVs.

Ex-F1 racer and current BBC commentator Martin Brundle remarked earlier this year that his son Alex learned more in one weekend of British F3 than he had during his entire career up to that point! Virgin Racing F1 rookie Lucas di Grassi, who raced in F3 in 2004 and 2005 and holds a strong reputation for technical aptitude within the sport, feels it is the range of technical lessons on offer in F3 that makes it such a vital rung on the junior motorsport ladder.

“I don’t think it is much different from any other category in racing itself,” he says. “But because you don’t have a single maker, because you are free to do many more things in F3, the driver understands much more how a damper works, or a spring, or how a new component on the car will work. It’s a better school for the technical side and the set-up side of the driver.”

“It’s much broader, even than GP2. You can play with weight distributions, engines, mapping – a lot of things. It’s a very good category and I don’t think it should die. On the technical side, it’s the strongest [junior] formula there is.”

Lotus F1 veteran Jarno Trulli won the German F3 championship in 1996 and graduated to F1 with Minardi the following season. For him, it is the breadth of competition within F3 (and the way this mirrors F1) that makes the category so important.

“Formula 3 is the most professional category before F1 because it’s the only one where you have competition between engine manufacturers and

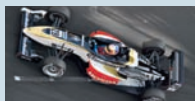


Sam Michael says F3 is vital training for F1

Adrian Sutil
F3 Euro Series: 2004 (17th) & 2005 (2nd)



Vitantonio Liuzzi
German F3: 2002 (9th)
Italian F3: 2002 (8th)



Rubens Barrichello
British F3: 1991 (1st)



Nico Hulkenberg
German F3: 2006 (5th)
F3 Euro Series: 2007 (3rd) & 2008 (1st)



Jaime Alguersuari
British F3: 2008 (1st)



Sebastien Buemi
F3 Euro Series: 2006 (12th) & 2007 (2nd)



Pedro de la Rosa
British F3: 1993 (6th) & 1994 (19th)
Japan F3: 1995 (1st)



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BrandsHatch



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Competition closes on midnight July 8, 2010

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◀ chassis manufacturers,” says the Italian. “And, if you look deeply in the cars – the way they are made – they are much better than GP3.

“The maker, Dallara, is the same, but the competition pushes Dallara to do things in a better way. It would be a shame if we lost F3 because I remember my time in it as the best category before getting to F1. Even F3000 [in which Trulli did not race] was not as good as Formula 3!”

It's not only the drivers that derive benefit from time spent in F3. Such is the nature of the category that team bosses, engineers, designers and mechanics can all benefit from a stint at 'the University of Motorsport'.

“Seeing Formula 3 on someone's CV makes a difference – it's not exclusive, but it makes a difference,” says Williams F1 technical director Sam Michael. “All of our race drivers have come through F3 and it's one of the few remaining categories that allows you to do some development on a car and learn as an engineer.

“It's got many series all over the world, so it's wide-ranging, and to lose it would be very damaging. It gives engineers the ability to develop, make mistakes and learn things without the pressures of F1. When you get to F1 you can't really make mistakes.

“It's also really important for the driver to be a part of that,” Michael adds. F1 is a prototype series – it always has been and always will be – the cars have 10-30 changes on them for each race, so they're constantly evolving, and it takes skill for a driver to get his head around that.

“Having series below F1 where drivers can learn that type of development is important. It's absolutely fundamental to motorsport and something I feel quite strongly about. It would be a massive penalty to F1 and all the other categories if F3 wasn't around.”

THE FUTURE

So how do the mainstream F3 series adapt in order to survive, then thrive? Perhaps lessons can be learned from the domestic Italian championship, which offers prize money and a Ferrari F1 test drive for the top three drivers at the end of the season (something that is lacking in both British F3 and the Euro Series).



Interest in domestic Italian series is high

Since Italian F3 inaugurated this tantalising reward in 2008, grids have swelled to the point where it has become the most popular championship of its kind in the world. Only 11 cars turned out for the Varano round of Italian F3 in August 2008, while 30 appeared for the 2010 season-opener at Misano in April. Now that word has spread, it seems the series is thriving...

ART GP boss Frederic Vasseur, whose aspiring F1 squad runs cars in the F3 Euro Series, GP3 and GP2, said earlier this year that merging the European and British series and reducing costs is the only way for both to survive. But British F3 remains bullish about its own future.

Boss of F3 teams' association (FOTA) Peter Briggs argues the popularity of F2 and GP3 is a fad that will come and go while F3 remains. He says the Euro Series is only suffering because it is

WORLD SERIES

F3 series run in four continents. British F3 is the oldest (born in 1951) and the F3 Euro Series is the newest (born in '03, although a European series ran between '75 and '84), while SudAm F3 (South America) has existed since '87. 'Domestic' series also exist in Italy, Japan, Spain (now known as European F3 Open), Germany, Australia, Finland, and Austria

tied to the DTM's inflexible race formats and choice of circuits.

“We haven't got a problem [with our category]. The problem is too many series for not enough drivers. Some of them need to be culled,” says Briggs.

“Ask the people who matter in motorsport what series they value – I think 'yours truly' is sitting pretty.

“Red Bull were involved in the first year of F2, but are they there now? No. They're in British F3 because of the mileage and tuition we offer and the circuits we go to.

“GP3 is the same: people have got involved in the first year because it's new, but they'll realise it's not a good formula for drivers and that will weaken as well, I'm sure. These new things come up, people get all 'shouty' about them, then they realise it's not as good as they thought and come back to what's good. And what's good is Formula 3.”

Kamui Kobayashi
F3 Euro Series: 2006 (8th) & 2007 (4th)



Heikki Kovalainen
British F3: 2002 (3rd)



Jarno Trulli
German F3: 1995 (4th) & 1996 (1st)



Timo Glock
German F3: 2002 (3rd)
F3 Euro Series: 2003 (5th)



Lucas di Grassi
British F3: 2004 (8th)
F3 Euro Series: 2005 (3rd)



Bruno Senna
British F3: 2005 (10th) & 2006 (3rd)



Karun Chandhok
British F3 National Class: 2002 (6th) & 2003 (3rd)
British F3: 2004 (14th)



PETROLHEADS' PARADISE

The Goodwood Festival of Speed will once again thrill fans of all eras. *HENRY HOPE-FROST* outlines what's in store in Sussex this weekend

Any motorsport devotees for whom the adage 'if it moves and makes a noise I love it' rings true will doubtless be making the annual pilgrimage to Goodwood's extraordinary Festival of Speed this weekend. For those not yet infected by Festival Fever, read on.

The unique West Sussex motorsport garden party spreads itself further and faster across the picturesque estate of event prime-mover Lord March for the 18th time in 2010, giving racing, rallying and bike lovers a treat absolutely without compare.

And for the superstar drivers and riders who commit a rare weekend off from their season-long endeavours on the world's race tracks and rally stages to be there, it's smiles all round. With no headline-hungry hacks, finger-wagging team bosses or cash-counting sponsors in tow, it's pressure-off showboating all weekend.

Much of that exuberance will likely come once again from a healthy crop of this year's Formula 1 stars. Britain's most recent world champions, Jenson Button (Saturday) and Lewis Hamilton (Sunday), will demonstrate various McLarens, including Alain Prost's 1986 title-winning, TAG Porsche turbo-wooshing MP4/2C.

And it's not just McLaren that will show its 2010 wares. Ferrari, Mercedes GP, Red Bull, Lotus and Williams will park their space-age trucks in the no-limits paddock, with a number of their cars available for ogling. Nico Rosberg, Nick Heidfeld, Mark Webber, Heikki Kovalainen and Jarno Trulli are confirmed as hill participants.

As the pinnacle of world motorsport, F1 always attracts plenty of attention, and it's no different at Goodwood. In this historic 60th season of the world championship, a fitting array of grand prix winners and world champions will

rub shoulders with fans. John Surtees, Jackie Stewart and Damon Hill take the number of home-grown world-beaters to five. Add to that Sir Stirling Moss (a worthy champion, if not officially), Emerson Fittipaldi and Mika Hakkinen and all bases are covered.

Significant F1 cars from the past six decades will help bring memories flooding back for fans of all ages. Front-engined beauties from Alfa Romeo, Mercedes-Benz, Vanwall and BRM showcase the 1950s. Monocoque ground-breakers from Brabham, Cooper and Matra wave the '60s flag, while be-winged racers from Lotus and Tyrrell hark back to the '70s. Highlights from the ground-effect and turbo eras will include '80s McLaren, Toleman and Williams machinery. Bringing the story almost up to date will be '90s and noughties rockets from Benetton, Jordan, Lotus, McLaren and Williams.

As is the Festival's wont, important milestones and anniversaries fit seamlessly into the action. This year's main theme, 'Viva Veloce! – The Passion for Speed', brings an Italian flavour to the party. How appropriate, then, that Alfa Romeo's centenary will spearhead the celebrations.

Binding the theme tightly together will be two- and four-wheeled machines that have contributed to that Italian magic. Whether it's Alfa's sublime supercharged 159 Alfetta grand prix winner, Lancia's Martini-striped, WRC-dominating Delta Integrale or the Alitalia-branded Aprilia V-twin world superbike, the 'tifosi' among you will be well catered for.

Look out, too, for celebrations and demonstrations marking the 60th anniversary of the gruelling South American Carrera Panamericana and 50 years since Britain's world rally championship showpiece, the RAC Rally, first ventured into the forests.

Away from the main hill, on which cars and bikes run in batches twice each day (interrupted only by stunt



Lewis Hamilton will again thrill visitors

TEAM TALK



AUTOSPORT's Henry Hope-Frost will again lead the commentary team, ably backed up by Marcus Pye (on the startline), Bruce Jones (in the top paddock) and Rally Stage gurus Tony Mason and Graham Robson

demos and air displays), there's masses to take in. Get into the paddocks to mingle with your heroes – all of whom use the weekend to acknowledge fans' support with autographs, photos and, among the more mischievous, off-the-record story-telling.

Make sure you take in the Forest Rally Stage at the top of the hill, where marvelling at the antics of top rally drivers, including former double world champion Miki Biasion and British IRC hero Kris Meeke, in historic machinery such as the Ford Escort, Lancia Stratos, Audi Quattro and the dominant Citroen C4, is essential. ☒

Ticket hotline: 01243 755055 or log on to www.goodwood.co.uk. Advance booking only, no tickets on the gate.



STAGE AGAINST THE MACHINE

Designed by 1983 world champion Hannu Mikkola, the forest rally stage pits great cars and drivers from the past 50 years of the WRC against the clock on a slippery, chalk-covered test in the woods at the top of the hill. From diminutive Mini Cooper S giant-killers, through iconic Saab 96s, Sunbeam Lotus, Metro 6R4s and Subaru Imprezas, right up to modern-day weaponry, every important car is here. The best bit? The open paddock, littered with top names throughout the weekend.



TWO-WHEELED TERROR

The Festival's leather-clad lunatics and their famous bikes are a popular part of the Festival, with top names and machines from Grand Prix racing, World Superbikes and the Isle of Man TT booked to appear again this year. Look out for historic MV Agusta and Ducati GP bikes, with 15-time world champion Giacomo Agostini in the saddle, as well as 2010 World Superbike heroes Max Biaggi (Aprilia), Leon Haslam (Suzuki) and James Toseland (Yamaha).

“With no finger-wagging team bosses in tow, it's pressure-off showboating all weekend”

LAT



EXTREME MACHINES

Among the most eagerly awaited thrills at the 18th Festival of Speed is the first appearance of US stunt king Ken Block (check him out on YouTube). Ken, who pedals a Ford Focus in the WRC, will wreak havoc on the Festival grounds – and that's all we're giving away... BMW stunt rider Mattie Griffin and multiple trials champ Dougie Lampkin (above) will leave fans amused – and bemused – by their two-wheeled tricks, as will the Red Bull X-Fighter motocross team.



INDY-SCRIBABLY RARE

A special treat for fans of Jim Clark, Lotus and the Indy 500 comes in the shape of the great Scot's 1965-winning 38. The car, which broke the front-engined roadster stranglehold at the Brickyard, hasn't turned a wheel for 45 years, so its debut appearance at Goodwood is sure to cause a sensation. Triple F1 world champion Sir Jackie Stewart and event host Lord March will give the car an airing on the hill during the weekend.



CARS, STARS AND GUITARS

Don't miss guitar legends Jeff Beck, Billy Gibbons and Jimmie Vaughn strumming their way through 20 car-related rock anthems on the cricket pitch opposite Goodwood House during the weekend. These car-loving rockers, who have brought several of their own customised machines, including CadZilla (above), will try to drown-out the hill-climbing cars and bikes, with a dance troupe for company. Legendary DJ Johnnie Walker will be officiating.



ALFA ROMEO CENTENARY

Headlining the main Festival theme, Viva Velocel! – The Passion for Speed, will be evocative Italian brand Alfa Romeo's centenary celebrations. Many of the firm's finest road and race cars will be on display, with the best of them earmarked for Gerry Judah's latest sculptural creation outside Goodwood House. Gerry's extraordinary work for the likes of Audi, Ford, Land Rover, Porsche and Renault in the past mean that Alfa's 2010 offering is sure to take your breath away.

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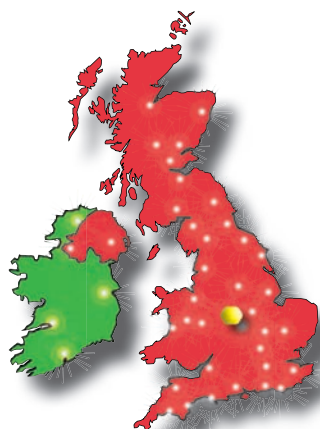
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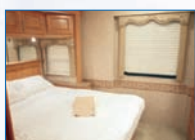
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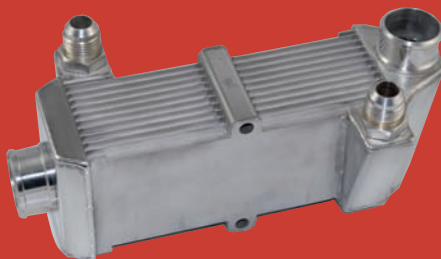
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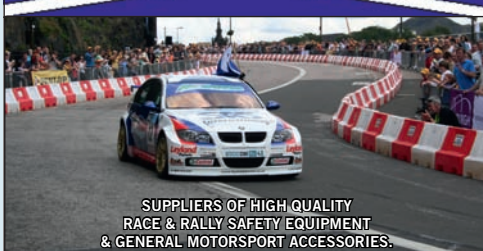


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- Some project management skills

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New works Mosler targets Britcar 24 p82



Mortimer scored 2007 Brit GT title with son Alex (right) and Ellis

Obituary

Robin Mortimer 1952-2010

Tributes flow in for GT team boss and former racer who died last week

» **LEADING GT** figures have paid tribute to team boss Robin Mortimer, who died last week aged 58.

The Team RPM founder was on his way to the International GT Open round at Spa when he died late on Tuesday night (June 22) in suspicious circumstances that are now the subject of a police investigation.

Son Alex, who won the 2007 British GT title with Bradley Ellis in an RPM-prepared Dodge Viper, led the tributes. "I owe everything in motorsport to dad," said the 25-year-old. "He always pushed me to do my best, but at no point did he make it unpleasant – he was always positive."

Mortimer Sr, who is survived by Alex and wife Biddy, was from a family steeped in motorsport. His father Charles raced cars and motorbikes either side of WW2, while his brother Chas became a leading motorcycle rider for Yamaha, winning the Isle of Man TT and taking Grand Prix wins at 125cc, 250cc, 350cc and 500cc levels.

Robin had a long motorcycle career, which included GP appearances in the 1970s, and set up his own bike squad. He then raced sportscars successfully

and, after becoming sales manager for Ferrari dealership Graypaul in the 1990s, ran the UK team in the Ferrari F355 Challenge.

In 1999 he set up RPM, which ran Ferraris before moving onto Radicals and Porsches in 2002-03.

In 2004, Tim Harvey narrowly missed out on the Porsche Carrera Cup crown with RPM. He believes Mortimer was a key part in helping him become the category's most successful driver.

"He was always a great friend as well as a team owner and a rival – even when I moved teams he was still a supporter," said the 1992 British Touring Car champion. "I wouldn't be where I am now without Rob."

"He was the Lord Hesketh of the Carrera Cup. He wanted to win, but he also wanted to have fun. He was a larger-than-life character and was so enthusiastic about the sport."



Mortimer had bike career as rider and team boss

RPM moved to British GT in 2005, and the following season the team's lead Porsche was a frontrunner in the GT Cup class with Mortimer Jr and Ellis.

RPM's big success came in '07, when Mortimer Jr and Ellis led the three-car team and claimed the drivers' title.

Chris Needell of Barwell Motorsport, which fought RPM all year and took the teams' crown, said: "Our rivalry got pretty intense – as it does when you fight for a prestigious title – but there was mutual respect between us. Robin was a great character and a great rival. It's a sad loss for British motorsport."

RPM remained a British GT force in 2008, but Mortimer was already looking to move up. He often tried to help young drivers and a deal with Matech meant his son and Ellis fought for the FIA GT3 crown in a Ford GT. The economic downturn hit RPM, but it maintained a British GT presence with the Ford GT, scoring its most recent win at Donington Park last July.

Mortimer Jr now plans to continue his father's work with RPM. "The team's got great customers and staff," he said. "Dad groomed me really well and we're already talking to people for next year. "I'm going to give it everything."

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner@haymarket.com



IRRESPECTIVE OF the circumstances, Robin Mortimer's death is a loss for British motorsport and sportscar racing in particular.

Sometimes controversial, often political, Robin was always interesting. In over four years of covering British GT, I occasionally had to write a story he wasn't happy about, but he knew how the game worked and there'd still be the offer of a coffee at the end of the day.

After seeing his son Alex struggle for funding, Robin became acutely aware of the difficulty facing young drivers and tried to help others where he could. He came to me on more than one occasion with an idea for a piece in the magazine to highlight a young talent, even if that driver wasn't in his team!

As with any successful racer, Mortimer was intensely competitive, but he also took an old-school approach to helping rivals when in need. Unofficial aid to fellow Dodge Viper team Brookspeed during 2008 was a factor behind Jon Barnes and James Gornall's title.

I can't end without talking about Alex, for the son and father made RPM. I'm sure I speak for everyone when I wish him and the team well.

Alex has already shown great strength over the last week. Rob would have been proud.

Extra contact details

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ben.anderson@haymarket.com

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Britcar

New Mosler in 24-hour attack

Rollcentre plans Britcar enduro return with cheaper and more-efficient GT car



FORMER BRITCAR 24 Hours winner Rollcentre Racing will return to the event this year, and the team hopes to launch a new Mosler for the race.

Rollcentre won the inaugural event in 2005 but has not competed in the Silverstone enduro since finishing second to the crack Duller Motorsport squad's BMW Z4M in 2007.

It now plans to run a new Cup-spec Mosler, which should have more aero and be cheaper to run than the successful MT900 model. It is based on the same tubeframe chassis used for the car built for Super GT300 in Japan.

Rollcentre and Mosler Europe boss Martin Short, who has yet to confirm a driver line-up, said: "I would like to support [Britcar boss] James Tucker

and it's my home track.

"I'm hoping the Cup car will be a bit quicker, more fuel efficient, and cheaper to run than the older car."

Short believes the move to allow refuelling in the pits, as opposed to Silverstone's separate refuelling station, will help the car against the more-economical machines.

"One of the problems we had against

Duller was that they could go much longer on fuel and the old system took forever," said the sportscar veteran. "It'll be a lot quicker in the pits now and we should have a good chance."

Britcar has already received nearly 60 entries for the October 1-3 event, including the Mosler MT900s of Topcat Racing, Eclipse and Strata 21, and the Xero Competition Chevrolet Corvette.

British GT/GT Cup

GT bosses meet to solidify future

ORGANISERS OF British GT and the GT Cup are hoping to work together to maximise grids for next season.

GT Cup boss Marc Haynes ran his first endurance event, named the GT Trophy, at Brands Hatch in May (see AUTOSPORT, May 27). AUTOSPORT understands he has now spoken with British GT organisers to prevent the two series from taking competitors away from each other in 2011.

British GT coordinator Benjamin

Franassovici said: "I feel confident that both our series complement each other and we are working to see that we avoid any clashes in the calendar, helping teams to run in both series."

"It is nice to see that both are doing well and offering a place to race with GT cars that suits everybody."



British GT wants peace with GT Cup

BRSCC Ford Fiestas

Geddie shows well on Fiesta debut

PORSCHE CARRERA CUP

frontrunner Glynn Geddie made a one-off appearance in the Ford Fiesta ST championship at Silverstone last weekend.

With a seven-week gap between the last Carrera Cup round at Croft and the next at Snetterton, Geddie drove for the Kempster Ford squad, founded by friend Nick Sanderson.

The 20-year-old qualified third, 0.550 seconds behind poleman David Grady. He then scored a fourth



Geddie enjoyed Fiesta fights

and a second in the two races.

"It was good to race something different and have a relaxed weekend," said Geddie. "It's up to him [Nick] if I do more."

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Goodwood Festival of Speed

Bird to drive ex-Emmo McLaren

FRONTRUNNING GP2 Brit Sam Bird will drive historic racer Richard Meins's McLaren M23 at this weekend's Goodwood Festival of Speed.

The former British Formula 3 race winner, who lies seventh in the GP2 rankings, will take the wheel of the car in which Brazilian Emerson Fittipaldi won the 1974 F1 World Championship, as well as driving this year's Williams-Cosworth FW32 on the fabled hillclimb course at Lord March's estate.

Bird drove the Williams FW31 at

last year's Festival of Speed.

"I'm quite passionate about the history of Formula 1, so to drive the '74 title-winning McLaren will be a real honour", said Bird. "I am grateful to Richard Meins for the opportunity.

"I would like to thank Sir Frank, Patrick Head and everyone at Williams for calling upon me again this year.

"I am not under contract with Williams, or with any other F1 team at this stage, so for them [Williams] to ask me to drive one of their cars at Goodwood for the second year is a real compliment."

Hispania F1 driver Bruno Senna will also return to the Festival of Speed this year to drive a similar Williams FW16 to the one in which his three-time world champion uncle Ayrton Senna was killed during the 1994 San Marino Grand Prix at Imola.



Meins has scored success in M23

European Rallycross

British horde joins ERC for Sweden

AN INFLUX of British drivers will contest this weekend's Swedish round of the European Rallycross Championship.

Reigning British Rallycross champion Pat Doran, multiple BRC class winner Tony Bardy and SuperModified class leader Julian Godfrey will join ERC regulars Liam Doran and Kevin Procter at Holjes, the fifth round of the 10-event series.

While Doran Sr will drive his Ford Fiesta ST, top engineer Bardy will campaign the Opel Astra he prepares for ex-British champion Christopher Evans.

"I may never have this opportunity again so I'm going to take it and race

in Sweden," said Bardy. "If the car's okay after that, I'll go on to Finland the following week."

Belgian rally star Francois Duval had been expected to continue his short campaign of ERC events in Sweden, but the Pauwels Motorsport team that runs him in a Focus has changed plans

and will now field the car in the Belgian and German ERC events in August instead.

The Swedish round of the championship is on course to attract the biggest entry of the year. There are already 42 Division One Supercars among a provisional entry of 94 machines.

Bardy will drive Evans's yellow Opel Astra

AUTOSPORT
GOLDEN HELMET

RADICAL RACER Darren Luke is striding away at the top of our winners' table, and would be even further in front had his class wins at Pembrey last weekend counted (they didn't, as they did not have our regulation minimum six starters). Tim Harvey's brilliant Carrera Cup form has boosted him to second, while Clio Cup king Dave Newsham is another rep from the TOCA package.

POS	DRIVER (CAR/CARS)	O/ALL	CL	TOT
1	Darren Luke (Radical PR6)	12	1	13
2	Tim Harvey (Porsche 997 GT3 Cup)	9	0	9
3	Paul Sheard (Mazda MX-5 Mk1/MX-5 Mk3)	9	0	9
4	Rod Birley (Ford Escort WRC)	9	0	9
5	Christopher Scragg (Aston Martin V8/N24)	9	0	9
6	Martin Wills (MGF)	7	2	9
7	Jon Milicevic (Cooper T59)	8	0	8
8	Dave Newsham (Renault Clio)	8	0	8
9	Adrian Churchill (Vauxhall Astra VXR)	8	0	8
10	Colin Millar (Radical SR3)	4	4	8
11	Rob Boston (Mazda MX-5 Mk1)	7	0	7
12	Paul Sibley (MG Midget/MGB Roadster)	7	0	7

Repechage, consolation, 'overflow entry' and handicap races not included. Races must be minimum 10 miles when result is declared. Classes must have minimum six starters. Overall wins take precedence in the event of a tie, followed by average grid size. For any queries, email us at autosporteditorial@haynet.com

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



AMOC is struggling for numbers in these tough times

Seventy-five years is a milestone for any marque-centred motor club, but current issues affecting the Aston Martin Owners Club's competition division, among others, are vexing its strong membership.

As one of the world's most iconic car manufacturers, with a sporting pedigree stretching back to Brooklands in the 1920s, Aston Martin has much to celebrate. Its post-war racing and rally successes, culminating in '59 Le Mans and World Sports Car championship victories, inspire today's racers.

Its versatile little sportscars of the '30s and their Grand Touring cousins of the '50s and '60s command a large following. But insufficient numbers play - at the same time, anyway - in today's diverse racing marketplace to justify the vast expense of running exclusive race meetings.

Staunch AMOC committee members have been debating this for years, yet the pragmatic solution appears to elude them. This year's Snetterton season opener, where venue-hire fees could never have been amortised across fewer than 50 entries, should have tolled the bell. Hang going it alone! Buying race slots from other promoters, or joining forces, are the only answers.

A glorious history brings attendant baggage, but organisations can't haemorrhage funds for long before the majority tire of subsidising a dwindling

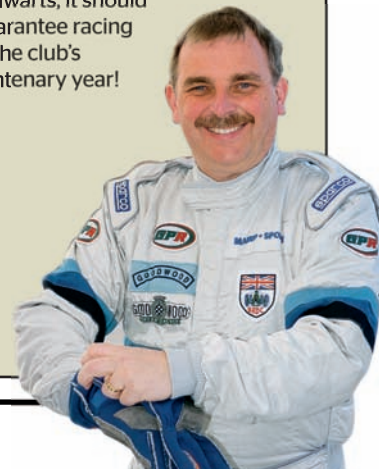
minority. The exclusivity of Aston Martin is a double-edged sword here - if it boasted the numbers of the MG Car Club, which promotes hugely successful race meetings, there might not be a problem.

Where the MGCC points the way forward, though, is in its massive annual weekend jamboree, the 'must-attend' social and sporting event for car owners, aspirants and enthusiasts. AMOC has this in its historic homage to 'Jock' St John Horsfall at Silverstone. But for the nitty-gritty of championship and fun races it could go elsewhere.

Times are changing in club racing, and the bills are not getting smaller. When Eight Clubs, SUNBAC and the Peterborough MC reluctantly stood back from taking race meetings to Silverstone, ending long traditions (like others elsewhere), danger signals were clearly telegraphed. Marque clubs for Bentley, Ferrari and Porsche may all react differently, but the messages are the same.

There can never be a universal answer, but the relatively painless panacea for AMOC is to nail its flag to the mast of a growing body such as the Classic Sports Car Club or the HSCC for racing, ease the thin GT4 Challenge towards British GT, GT Cup or Britcar and pare back the programme to fill grids. While this may be unpalatable to some stalwarts, it should guarantee racing in the club's centenary year!

The painless panacea for AMOC is to nail its flag to the mast of a growing body such as the CCCC





Williams vaulted the Snetterton barrier

Formula Palmer Audi

Williams may quit after big shunt

Frontrunner may have to skip the rest of 2010 after somersaulting over rival on Revett Straight



FORMER PALMER AUDI race winner Jordan Williams may be forced to give up on his campaign after a serious crash at Snetterton last weekend.

The accident happened in the second race of the weekend, after ex-Formula 3, Renault and BMW racer Williams had taken his first single-seater victory in the earlier event.

A slow getaway dropped him behind championship leader Maxime Jousse. As Williams tried to make amends along Revett Straight, he and the Frenchman

touched and Williams went end-over-end a number of times, hitting the barrier before coming to rest on the sloping bank supporting the Esses bridge.

He said: "I boosted and came up on Maxime, who hadn't boosted, and closed on him at a rapid pace. He jinked left and I went over his rear wheel, up in the air.

"The car dug in, went over the barrier and ended up right up the bank. It seemed over before it started. It was scary at the time and I was very lucky too, with the barrier and the wall."

The 20-year-old engineering student from Devon

escaped with bruising and drove a replacement car to ninth and 10th in the two remaining races. But the rest of his season is now in doubt.

"I was hoping to do the rest of the year, but this is a hefty cost so we'll see," said Williams, who is now sixth in the standings, 67 points behind leader Jousse. "We want to carry on, but the championship is out of reach so I'm not sure what I'll do."

Jousse, who won the restarted race after his car had been repaired during the interval, was handed a £500 fine for his part in the crash.

Niven demos Beetle Supersaloon at Scottish Speedfair

Veteran Scottish farmer, racer and broadcaster Doug Niven (cousin of the late double F1 world champion Jim Clark) drove his restored 1978 VW Beetle Supersaloon at last weekend's annual Knockhill Speedfair



JIM MOIR

Classic Thunder

Saloon aces target thunder strike

TWO OF British club racing's top saloon car racing exponents are planning to move into the BARC's Classic Thunder series next season.

Three-time Classic Group 1 champion Stacey Vickers shook down a new 400bhp turbocharged engine in his Mazda RX7 at Thruxton last weekend. Vickers is looking to adapt the car to Classic Thunder specification for next year.

AUTOSPORT understands that

Vickers is planning to widen the wheel arches and fit bigger wheels, while also incorporating a Hewland gearbox and four-link Atlas rear axle.

Meanwhile, longtime Jaguar XJ12 racer David Howard is fettling what he hopes will be the ultimate Thunder machine next year. Howard's second car, an ex-Allen Lloyd/Brian Stevens XJ12, will be powered by a Rob Beere-built 7.3-litre engine, developing 650bhp and 700lb ft torque.



Howard is already a winner in Jaguar XJ12

IN BRIEF

TEAM FIRSTSTAIR is the latest Formula Renault UK squad to enter this weekend's Eurocup round at the Hungaroring. The team, which will have support from GT team Barwell Motorsport, will run GP3 racers Rio Haryanto and Ivan Lukashovich, who are learning the circuit ahead of a GP3 round there next month.

PORSCHE CARRERA

Cup GB Scholarship drivers Euan Hankey and Michael Meadows tested the latest 911 GT3 Cup car at Pembrey last week (left), ahead of their Porsche Supercup debut at the British Grand Prix next week. "It is so responsive, it's faster and it sounds wonderful," said Hankey.



THE MINI CHALLENGE will host its 2010 finale at Thruxton on August 28-29. If the planned Donington Park meeting on September 25-26 goes ahead, the races will be non-championship.

PETER RICHINGS was forced to miss the Clubmans Cup round at Thruxton last Sunday after failing to complete his replacement car in time. The Thruxton meet was due to be his comeback race following a horrendous accident at Oulton Park earlier this season (see AUTOSPORT, June 17).

MINI CHALLENGE racer Jason Richardson spent part of last Friday in traction at the local hospital after a heavy crash during testing at Pembrey, but returned to score three podiums (left). "That was my best weekend ever. When I rang my mum she suggested I crash more often!" he said.



EX-PORSCHE 924 and Caterham Superlight racer Gerry Taylor returned to the BRSCC Porsche Championship at Anglesey last weekend. He entered a new Boxster under the Taylor Foundry banner, swelling the numbers in the class to seven. Taylor qualified on the front row and finished second in race one, before claiming victory in race two.

MINIACE Endaf Owens missed race one of his Sport Maxx Cup debut at Pembrey last weekend, after his Nissan 370Z (below) broke a front strut in qualifying. The RJN team returned to their Oxford base, but progress was hampered in race two when the car went into limp mode. He retired from race three after losing fifth and sixth gears.



Legends

Multiple champ Mickel escapes Legends inferno

MULTIPLE LEGENDS

champion John Mickel and rival Ross Marshall were lucky to escape unhurt from a dramatic crash during last Saturday's first Legends race at Lydden.

Marshall nudged the tail of Mickel's car on the approach to the Devil's Elbow and the two cars careered across the grass into the tyrewall.

The impact ruptured Mickel's fuel tank and his car

burst into flames. The Horsham driver remained conscious and he was able to release his own belts and dive onto the ground. He then rolled over the gravel to put out his flaming overalls.

Mickel grabbed Marshall by the shoulders and began to shout at him, but soon realised the futility of his actions and walked away.

Neither driver was seriously hurt, although Mickel burnt his tongue when he inhaled the flames. Marshall said: "I caught the back of his car and then our bumpers became interlocked. From then on there was nothing I could do about it."

The Scot later appeared before the stewards, but he was allowed to continue racing in the event.

Eight drivers had to be turned down because of oversubscription for last weekend's races.



Mickel's car ruptured its fuel tank after hitting wall

KERRY DUNLOP

Aston Martin GT4 Challenge

Appleby critical of black-flag decision

ASTON MARTIN GT4 Challenge racer David Appleby has slammed officials for "ruining our season" after his son James was black-flagged for failing to respect the track limits at Brands Hatch last weekend.

Appleby Jr, who was co-driving the family's GT4 Vantage with his father, led the 90-minute enduro by a lap before being called into the pits for repeatedly putting four wheels off the track exiting Paddock Hill Bend.

The stop/go penalty cost the Applebys their lead and they eventually finished third, after Swiss

driver Jonathan Hartop out-braked Appleby Sr into Druids late on.

"It's destroyed our championship. We're just a family team and it seems very unfair," said Appleby Sr. "They put the black-and-white [warning] board out for him, but wouldn't give us a reason why."

"It was a long race, and we had radio contact, so why couldn't they send a message to the marshals in the pitlane to tell the driver to stop doing what he's doing wrong?"

The organising Aston Martin Owners Club was unavailable for comment.

Clubmans Cup

Hair scores pole in Beagle

CLUBMANS CUP frontrunner Jonathan Hair gave the unique Mallock Mk36 Beagle its first pole position in the series' race at Thruxton last Sunday.

The latest 'special' built by Jim Yardley, it is a development of a Mallock Mk35 with a Yardley-designed rear end. The car also uses a De Dion suspension set-up around a custom-made differential from transmission firm Elite.

Owned by Richard Fry, the entire car from the cockpit

rearwards has been specially fabricated. So heavily modified is it that Mallock has allowed it to be called a Mk36 Beagle.

Yardley, 71, built and raced a number of innovative specials. From F750s (he won the title in 1965 in a Complexity) to a one-litre F3 car, his designs have embraced beam axles (front and rear), while his Mk4 Clubmans had its Ford engine laid horizontally in the chassis.

Alternator failure sidelined the Beagle last Sunday.



Hair was rapid in Yardley 'special'

STEVE JONES

Le Mans Classic

Cunningham to race D-type at Le Mans Classic



Cunningham will race D-type at Le Mans

JAMES BECKETT

FORMER LE MANS racer Neil Cunningham will return to the Circuit de la Sarthe to race Nigel Webb's Jaguar D-type at the Le Mans Classic.

Cunningham has already tested the car, which is based around the 1955 Le Mans-winning XKD 505 machine, and will race it for the first time at the Classic on July 9-11.

The experienced sportscar racer

qualified on pole for the Le Mans 24 Hours-supporting historic race last year, driving Webb's E-type, but retired with engine problems.

He said: "It will be a privilege to race such a famous car at Le Mans. Many see the D-type as one of the iconic Le Mans cars, and I must thank Nigel for granting me the opportunity to race his car in France."



RICHARD STYLES

Williams takes first win as Jousse scores treble



AFTER A seven-week break, the Formula Palmer Audi Championship regrouped for a four-race epic at Snetterton. Brands pacesetters Maxime Jousse and Nigel Moore were the men to beat, but Formula Renault refugee Jordan Williams did just that to secure his maiden single-seater win in race one.

Having got the jump on polesitter Moore, Jordan made judicious use of his boost to resist his rival's attentions. Close behind, Jousse clung onto his narrow points lead in third.

Williams came down to earth with a crash in race

two. A tardy start dropped him to third behind Jousse, and, as he charged onto the Frenchman's rear wing up Revett Straight, Jousse moved across in defence, causing the pair to collide. Williams was pitched into an end-over-end roll, coming to rest backwards up the banking. Thankfully he emerged unscathed, but a lengthy delay ensued before racing resumed.

At the restart, Jousse's repaired machine outpaced Moore at the lights and stayed ahead thereafter.

Jousse was untouchable in races three and four, earning him a healthy lead in the points race.

Melroy Heemsker capitalised on an improved qualifying performance to take a brace of seconds, ahead of Jose Alonso Liste. By contrast, Moore had a miserable time, fading from second to fourth in race three, before being forced into retirement from the finale when his malfunctioning fire extinguisher doused him.

There was drama at the front of the SPEED endurance when electrical gremlins ended Jody Firth's unbeaten run. Having led from the start, Firth's Ligier dropped to second after handing over to the redoubtable Warren



Firth leads the
SPEED field away

Hughes. Hughes remorselessly hauled in new leader Sam Hancock only for the car to lose power just as he surged ahead at the Esses. Despite limping to the pits, where he was refuelled and sent back out, Hughes soon ground to a halt, leaving Hancock and team-mate Simon Dolan to claim victory in their Ligier.

An early spin cost Alex Martin top spot in a frenetic GT Cup opener, allowing Andy Ruhan (Porsche 997) to control the race. Danny Winstanley closed on the leader when Ruhan got caught up in lappery, before fading and

taking the flag just clear of the recovering Martin's Porsche. Some great scraps lit up Class Two, with Keith Webster's BMW edging Francis Galashan.

Martin took a richly deserved win in race two after soaking up constant pressure from Winstanley. Ruhan was third, ahead of a quartet of Ferraris.

Adam Kimpton's Jade charged from a pitlane start to lead the first Sports and Sports Racing encounter by lap 14, only to spin into retirement at the Esses. That left the Radical of Paul Steele to pick up the pieces to win. With Kimpton absent from the sequel, Steele led from start to finish, while Steve Cave held off Bill Henderson for second.

Long-time leader Stefan Hodgetts' charge was halted in the Trofeo Abarth opener when officials handed him a drivethrough penalty for running off-track. A grateful Ben Winrow took over at the front and claimed victory. Later, Winrow survived a first-corner clash with Hodgetts to win again.

■ By Oliver Timson

FORMULA PALMER AUDI

(18 LAPS) 1 Jordan Williams; 2 Nigel Moore +0781s; 3 Maxime Jousse; 4 Vincent Beltoise; 5 Ramon Pineiro; 6 Jose Alonso Liste; 7 Melroy Heemsker; 8 Kieran Vernon; 9 Callum Holland; 10 James Thorp. **Fastest lap** Heemsker 1m05.807s (106.78mph). **RACE TWO (14 LAPS)** 1 Jousse; 2 Moore +0728s; 3 Pineiro; 4 Beltoise; 5 Heemsker; 6 Howard Fuller; 7 Vernon; 8 Alonso Liste; 9 Giuseppe Cipriani; 10 Tom Ashton. **FL** Jousse 1m05.063s (108.00mph). **RACE THREE (18 LAPS)** 1 Jousse; 2 Heemsker +6.986s; 3 Alonso Liste; 4 Moore; 5 Beltoise; 6 Cipriani; 7 Fuller; 8 Holland; 9 Williams; 10 Thorp. **FL** Jousse 1m05.854s

(106.70mph) RACE FOUR

(18 LAPS) 1 Jousse; 2 Heemsker +2.260s; 3 Alonso Liste; 4 Pineiro; 5 Vernon; 6 Holland; 7 Beltoise; 8 Thorp; 9 Ashton; 10 Williams. **FL** Jousse 1m06.239s (106.08mph). **POINTS** 1 Jousse, 153; 2 Moore, 114; 3 Pineiro, 108; 4 Melroy Heemsker, 107; 5 Alonso Liste, 103; 6 Williams, 86. **SPEED (135 LAPS)** 1 Simon Dolan/Sam Hancock (Ligier JS49); 2 Barry Gates/Rob Garofall (Ligier JS49) -1lap; 3 Gary Woodstock/Michael Woodstock (Ligier JS49); 4 Tom Bradshaw/Christophe Burrick (Ligier JS49); 5 Ian Simmonds/Phil Hall (Ligier JS49); 6 Gaius Ghinn/Julian Ide (Norma M20F). **Class winners**

Ghinn/Ide; Paul Steele (Radical SR3). **FL** Warren Hughes (Ligier JS49) 1m05.170s (107.82mph). **GT CUP (21 LAPS)** 1 Andy Ruhan (Porsche 997); 2 Danny Winstanley (TVR Tuscan) +7435s; 3 Alex Martin (Porsche 997); 4 Leon Price (Ferrari 430); 5 Gary Eastwood (Ferrari 430); 6 Keith Webster (BMW E36). **CW** Webster; Sarah Bennett-Baggs (BMW E46); Adrian Watt (BMW E36). **FL** Martin 1m11.840s (97.81mph). **RACE TWO (21 LAPS)** 1 Martin; 2 Winstanley +5627s; 3 Ruhan; 4 Eastwood; 5 Steve Quick (Ferrari F430); 6 Price. **CW** Marco Pullen (Ferrari 360); Bennett-Baggs; Tom Andrew (KTM X-Bow). **FL** Winstanley 1m11.743s (97.94mph).

SPORTS & SPORTS RACING

(17 LAPS) 1 Paul Steele (Radical Clubsport); 2 Steve Cave (JKS SRC10) +23.054s; 3 Bill Henderson (Radical SR3); 4 Andrew Harwood (Radical Clubsport); 5 Didier Denat (Caterham Superlight); 6 Peter Brown (Radical Clubsport). **CW** Cave; Denat. **FL** Andrew Kimpton (Jade 3) 1m08.793s (102.14mph). **RACE TWO (17 LAPS)** 1 Steele; 2 Cave +34.895s; 3 Henderson; 4 John Harrison (Mallock Mk21); 5 Brown; 6 David Carr (Lotus Elise). **CW** Cave; Carr. **FL** Steele 1m09.305s (101.39mph). **TROFEO ABARTH (22 LAPS)** 1 Ben Winrow; 2 Stefan Hodgetts +4.792s; 3 Josh Wakefield; 4 Cassey

Watson; 5 Charlie Butler-Henderson; 6 Matt Shead. **FL** Winrow 1m20.719s (87.05mph). **RACE TWO (22 LAPS)** 1 Winrow; 2 Watson +8.558s; 3 Wakefield; 4 Butler-Henderson; 5 Sarah Franklin; 6 Alistair Barclay. **FL** Winrow 1m21.579s (86.13mph). **TRACKDAY TROPHY (30 LAPS)** 1 Tom McHugh/Jamie McHugh (Porsche 944); 2 Jim Cameron/Nick Oak (BMW M3) +8.874s; 3 Gary Littlewood/Ben Littlewood (Renault Clio); 4 Johnny Smith (Porsche 944); 5 Richard Hardie/Gary Paterson (Ginetta G20); 6 Ben Barry (BMW M3). **CW** Littlewood/Littlewood; Hardie/Paterson; Barry. **FL** McHugh/McHugh 1m24.697s (82.96mph).

BRANDS HATCH AMOC June 26
 Scraggs continue GT4 run; joy for Crompton



GARY HAWKINS

Scraggs bag three in local jamboree

Scragg's V8 (right) took two more wins



SNETTERTON, SILVERSTONE,
 Spa and now

Brands Hatch – the Scragg family's Aston Martin GT4 Challenge rout goes on. Having relayed son Ant to victory in the enduro, Tunbridge Wells hotelier Chris saddled his faithful V8 and calmly added two sprint race wins as the AMOC visited his home circuit in this its 75th Anniversary year.

James Appleby drove the rival dynasty's GT4 first and, while Scragg Sr put his lad in after 15 minutes, opened more than a lap's advantage over Swiss soloist Jonathan Hartop before being black-flagged for repeatedly putting four wheels off the track while exiting Paddock.

Appleby Jr compounded his error while serving his stop and go penalty. "He started to argue, so we held him a bit longer," said clerk of the course Brian Pearson. Appleby made his stop 25 seconds before the window closed at 75 minutes, installing dad David.

Ant Scragg, meanwhile, was pounding round metronomically, despite the heat, and took the chequered flag a lap clear of Hartop, who hounded down Appleby Sr and outraked him into Druids with five laps to spare. Tom Black/Alan Bonner were best of the rest in the nine-car field.

Scragg Sr's subsequent successes came in Aston Martin Championship and Intermarque races, both

with Jeremy Bailey's N24 in hot pursuit. Darren McWhirter's droolsome DB4 Zagato starred in the former, indeed the Scottish giant seized the lead at Graham Hill Bend before its steering tightened and he faded to third. "It was like driving a truck without power steering," he grinned.

Bailey led the Intermarque finale as far as Paddock, where he slithered wide, ceding the initiative to Scragg whom he chased relentlessly, but fruitlessly, thereafter. Rikki Cann made his V8 Vantage fly, picking off the Ferrari F355s of Graham Reeder and spinner Wayne Marrs, then Simon Crompton's AC Cobra to land third from 10th on the grid.

The day's closest finish

came in the opening Pre-War Team Challenge, in which Andrew Hadfield overcame fellow Wolseley Hornet Special pilot Tony Seber and Brian Maile's hot Alvis. Hadfield's supercharged methanol burner prevailed by 0.170 seconds following a stylish pass on Maile into Druids. "I should look in the mirrors more," rued Maile.

Austrian Peter Dubsy shot his Aston Martin 15/98 from the back to fourth, heading off Richard Reay-Smith's Lagonda LG45 and the gorgeous Aston Martin Le Mans Special of Chris Scott MacKirdy. Team honours fell to Austin 7 trio Christian Pedersen, Gegan Thruston and John Gasking.

Drive of the day was by Roy McCarthy, who forged his innocuous-looking MGB GTV8 past Crompton's Cobra to lead the MGCC Thoroughbred Sports counter, but the car broke and was forlornly retired. Philip Goddard

(Morgan +8) thus chased Crompton home.

David Smithies had the better of quintuple British hillclimb champion David Grace in the Austin Healey round before the latter spun at Paddock, easing his passage to a hat-trick. Patrick Harris, who had shadowed the 3000s gallantly, thus split them in his Briggs Cunningham-liveried 'Frogeye' Sprite.

Matthew Wurr spent a lap behind novice Dan Lee in the Morgan Challenge before thumping past to record his 55th outright win in 99OK, albeit his first for several seasons. Philip Goddard was again bridesmaid, after a tussle with Andrew Thompson's Ford V6-powered Roadster.

Having cheered wife Anne home ahead of Historic section rivals in the Aston Martin marque race, David Reed just kept their DB2 ahead of Xavier Sanz de Acedo's Sprite Mk1 in the '50s Team event.

■ **By Marcus Pye**

ASTON MARTIN GT4 CHALLENGE (101 LAPS)

1 Chris & Ant Scragg; 2 Jonathan Hartop - 1 lap; 3 James & David Appleby; 4 Tom Black/Alan Bonner; 5 Steven Byrne/Peter Snowdon; 6 George Miller/Les Goble. **Fastest lap** James Appleby 51.144s (84.37mph).

ASTON MARTIN CHAMPIONSHIP (18 LAPS)

1 C Scragg (V8); 2 Jeremy Bailey (N24) +5.425s; 3 Darren McWhirter (DB4 Zagato); 4 Gareth Williams (N24); 5 Jean-Pierre Frottier (DB4 Lightweight); 6 Peter Thornton (DB4 GT). **Class winners** Bailey; McWhirter; Julian Bailey-Watts (V8). **FL** Scragg 54.910s (78.58mph).

INTERMARQUE (22 LAPS)

1 C Scragg (V8); 2 Jeremy Bailey

(Aston Martin N24) +1.441s; 3 Rikki Cann (Aston Martin V8 Vantage); 4 Simon Crompton (AC Cobra); 5 Wayne Marrs (Ferrari 355 Challenge); 6 Graham Reeder (Ferrari 355 Challenge). **CW** Bailey; Crompton. **FL** Cann 54.184s (79.63mph).

PRE-WAR TEAM CHALLENGE (14 LAPS)

1 Andrew Hadfield (Wolseley Hornet Special); 2 Brian Maile (Alvis Speed 25) +0.170s; 3 Tony Seber (Wolseley Hornet Special); 4 Peter Dubsy (Aston Martin 15/98); 5 Richard Reay-Smith (Lagonda LG45); 6 Christopher Scott MacKirdy (Aston Martin Le Mans Special). **CW** Dubsy; Reay-Smith; Christian Pedersen (Austin 7 Special). **FL** Hadfield 1m05.298s

(66.08mph).

MGCC THOROUGHbred SPORTS (22 LAPS)

1 Simon Crompton (AC Cobra); 2 Philip Goddard (Morgan +8) +4.603s; 3 Simon Garrad (Jaguar D-type replica); 4 Chris Acklam (Morgan +8); 5 Tony Lees (Morgan +8); 6 Daniel Lee (Morgan +8). **CW** Russell McCarthy (MGB); Tim Falce (Jaguar D-type replica). **FL** Roy McCarthy (MGB GTV8) 54.474s (79.21mph).

AUSTIN HEALEYS (32 LAPS)

1 David Smithies (3000); 2 Patrick Harris (Sprite Mk1) +13.860s; 3 David Grace (3000); 4 Peter Grant (3000); 5 Xavier Sanz de Acedo (Sprite Mk1); 6 Mark Potter (3000). **CW** Harris; Sanz de Acedo; Potter. **FL** Grace 56.247s (76.71mph).

MORGAN CHALLENGE (22 LAPS)

1 Matthew Wurr (+8); 2 Philip Goddard (+8) +2.093s; 3 Andrew Thompson (Roadster Lightweight); 4 Daniel Lee (+8); 5 Tony Lees (+8); 6 Andy Green (+8). **CW** Simon Orebi-Gann (Roadster); Jonathan Edwards (+8); Mark Gilbert-Smith (+4). **FL** Wurr 54.369s (79.36mph).

AMOC 50s SPORTS CAR TEAM CHALLENGE (20 LAPS)

1 David Reed (Aston Martin DB2); 2 Xavier Sanz de Acedo (Austin-Healey Sprite Mk1) +0.428s; 3 Mark Pangborn (Austin-Healey 100M); 4 John Roberts (Jaguar XK140); 5 Glynn Allen (Aston Martin DB2/4 MkII); 6 Andrew Mitchell (Bristol 401 Special). **FL** Reed 1m00.832s (70.93mph).

Grace (left) and Smithies fight it out



GARY HAWKINS



KNOCKHILL SPEEDFAIR June 26-27
Fraser takes Jackie Stewart Trophy for FF1600

Fraser leads Thirlwall
and Brunton's '09 Ray



JIM MOIR

Fraser shines brightest at Scottish Speedfair

IT WAS fitting that the Blue Riband event of the Scottish racing season was won by one of its rising stars last weekend.

Scott Fraser won the Jackie Stewart Trophy at the Scottish Formula Ford Festival and in doing so earned himself a free entry for the Brands Hatch Festival in October.

Fraser joined the series last year and came of age in the second half of the season. He's had a disappointing start to this year, but was right back on the pace as he challenged for Saturday's championship race.

Points leader Craig Brunton triumphed in that one, to move further ahead in the standings, but only

secured the win with what he described as "a do-or-die move" at the last corner. Fraser was gracious in defeat, but 24 hours later it was the newcomer who took the spoils.

Fraser's JYS Trophy win was sealed in part by confusion over the second-placed runner Kenneth Thirlwall, whose loose exhaust caused him to be called into the pits. Thirlwall only heeded the black-and-orange flag after frantic discussions between officials and team personnel. Third-placed runner Brunton held station behind Thirlwall until his enforced pitstop, but by this time Fraser had enough of a cushion.

The Classics Sports and Saloons entry

Marshall's Escort topped bumper classic saloon grid



JIM MOIR

continues to swell and a 38-car line-up prompted the first split-class races. John Marshall took two easy Class A and B wins. Andrew Smith's Morgan took two wins in the Class C & D races, but the fight was much closer for the final podium positions. In Sunday's race Barry

Riddell rose from the back of the grid in his Triumph TR8 to snatch third, but spun at the hairpin. He was promoted back to third when Willie Robertson's Datsun 240Z retired with a problem.

Oly Mortimer scorched into the lead of the two-driver Mini endurance

race with a determined move on Vic Covey Jr at the hairpin. A safety-car period was one of the first setbacks to beset Mortimer's team. There was some initial confusion over the safety car's appearance as the field slowed dramatically behind Mortimer, who dictated

SCOTTISH FF1600 (15 LAPS)

1 Craig Brunton (Ray GR09); 2 Scott Fraser (Van Diemen) +0.065s; 3 Willie Hourie (Van Diemen); 4 Stuart Thorburn (Van Diemen); 5 Andrew Brennan (Swift); 6 Alistair Dow (Van Diemen). **Class winners** Fraser; Graham Leggate (Crosbie 25F). **Fastest lap** Brunton 56.169s (82.04mph).

JACKIE STEWART TROPHY (15 LAPS)

1 Fraser; 2 Brunton +2.095s; 3 Thorburn; 4 Ian Munro (Van Diemen); 5 Dow; 6 Hourie. **CW** Brunton; Leggate. **FL** Fraser 55.891s (82.45mph).

SCOTTISH CLASSIC SPORTS AND SALOONS GROUPS A & B

(12 LAPS) 1 John Marshall (Ford Escort RS)

2 Olly Ross (Lotus Europa) +5.596s; 3 Jimmy Crow (Ford Escort); 4 Donald Laird (Lotus Elan); 5 Ian Longford (Ford Escort); 6 Richard Merrell (Alfa Giulia GT). **CW** Harry Simpson (Davrian). **FL** Marshall 1m01.712s (74.70mph) **record**.

RACE TWO (15 LAPS) 1 Marshall

2 Ross +12.808s; 3 Crow; 4 Laird; 5 Simpson; 6 Merrell. **CW** Simpson. **FL** Marshall 1m01.243s (75.24mph).

SCOTTISH CLASSIC SPORTS AND SALOONS GROUPS C & D

(12 LAPS) 1 Andrew Smith (Morgan +8)

2 Stan Bernard (Porsche 911) +20.459s; 3 Gordon Naismith (Triumph TR8); 4 Willie Robertson (Datsun

240Z); 5 Tommy Gilmartin (Ford Capri); 6 Shonny Paterson (Triumph TR8). **CW** Bernard. **FL** Smith 59.345s (77.65mph) **record**.

RACE TWO (15 LAPS) 1 Smith

2 Bernard +9.619s; 3 Barry Riddell (Triumph TR8); 4 Willy Toye (Triumph TR8); 5 Mario Ferrari (G08GTB); 6 Raymond Boyd (Porsche 911). **CW** Bernard. **FL** Smith 1m00.034s (76.76mph).

MINI COOPER CUP ENDURO (30 LAPS)

1 Vic Covey Jr/Mark Dryden; 2 Oly Mortimer/Michael Rowan +1.800s; 3 David Sleight/Finlay Crocker; 4 Adam Leitch/Alex Jeffrey; 5 Alan Waugh/Craig Noble; 6 John Swift/George Orr. **FL** Mortimer

1m03.366s (72.72mph).

FORMULA JUNIOR (25 LAPS)

1 John Milicevic (Cooper T59); 2 John Chisholm (Gemini MK3) +57.809s; 3 George Cooper (Cooper T59); 4 Frank Lyons (Ausper T3); 5 Andrew Tart (Bond); 6 Bill Grimshaw (Moorland). **FL** Milicevic 1m00.367s (76.33mph). **RACE TWO (25 LAPS)** 1 Milicevic; 2 Chisholm -1 lap; 3 Cooper; 4 Bob Birrell (Brabham BT6); 5 Brian Mitcham (U2 MK2); 6 Frank Lyons (Ausper T3). **FL** Milicevic 59.774s (77.09mph).

FERRARI CLASSIC (15 LAPS)

1 Chris Butler (328GTB); 2 Ben Cartwright (328GTB) +0.591s; 3 David Tomlin (328GTB); 4 Nick Cartwright

(328GTB); 5 Fred Honnor (308GTB); 6 Martin Hart (Mondial).

CW N Cartwright; Honnor; Nick Whittaker (308GT4). **FL** Tomlin 1m01.666s (74.73mph).

RACE TWO (25 LAPS) 1 Jim Cartwright

2 Gary Culver (Ferrari 328GTB) +0.408s; 3 B Cartwright; 4 Tomlin; 5 Butler; 6 N Cartwright. **CW** B Cartwright; Honnor; Whittaker. **FL** Culver 1m00.408s (76.28mph).

FERRARI OPEN (15 LAPS) 1 Mark McAllister

(430/CH); 2 Paul Bailey (430/CH) +0.320s; 3 David Tomlin (F355/CH); 4 Mark T'Anson (355/CH); 5 Vance Kearney (F355/CH); 6 Mario Ferrari (308GTB). **CW** Tomlin; Ferrari. **FL** Bailey 56.382s (81.73mph).

RACE TWO (25 LAPS) 1 McAllister

2 Bailey +21.679s; 3 Darren Laverty (F355/CH); 4 Ferrari; 5 Gavin Shirley (F355); no other finishers. **CW** Ferrari. **FL** McAllister 55.565s (82.93mph).

MG TROPHY (20 LAPS) 1 Paul Luti

(LE500); 2 Graham Ross (ZR 190) +1.569s; 3 Chris Bray (ZR 190); 4 Doug Cole (ZR 190); 5 Colin Robertson (ZR 190); 6 Simon Byrne (ZR 190). **CW** Ross; Paul Streater (ZR 160). **FL** Robertson 1m00.108s (76.66mph).

STEWART ROBERTSON MEMORIAL TROPHY (18 LAPS)

1 Luti; 2 Robertson +2.387s; 3 Cole; 4 Bray; 5 Byrne; 6 Ben Jacques (ZR 190). **CW** Robertson; Streater. **FL** Robertson 59.808s (77.05mph).

the pace until the safety car could pick him up. Mortimer pulled out a gap prior to his driver-change stop but when the leading car rejoined with Michael Rowan aboard it was stopped at the end of the pitlane by a red light. Despite this delay the team retained the lead, clear of Covey's team-mate Mark Dryden. On lap 22 Rowan ran wide and thus allowed Dryden through to win.

A wealth of exotic Formula Junior machinery took to the track for two races, but sadly local veterans John Fyda and Chris Chilcott did not appear to challenge the dominance of John Milicevic, who won both races. Such was his advantage, Milicevic lapped all bar second-placed John Chisholm in race one. In the second race, Chisholm suffered transmission problems in the latter stages – meaning Milicevic lapped everyone.

The Ferrari Formula Classic races were lively, though sadly Chris Rea failed to appear having had problems with his 308 in the run up to the weekend.

Chris Butler took an unexpected win in the first race, having started fourth. He benefited from the spins and blow-ups of others to head an excitable leading trio. David Tomlin spun away his shot at the win. After a second rotation, he redeemed himself somewhat by winning a drag race out of the last corner to snatch third. Mark McAllister won both the Ferrari Open races with ease.

The MG races proved very closely fought with Paul Luti winning both. Luti's gearbox problems before Sunday's race prompted some nerves ahead of the start, but he found first gear with the aid of a hammer! Luti was clearly less aggressive out of slow corners and this set up a great battle with Colin Robertson, who chased him home.

A summer storm ended the Classics handicap after four laps with no result.

■ By Jonathan Crawford

THRUXTON BARC June 27
Busby/Stanford share Pre '93 Touring Car spoils

BMW boys entertain us



E30 pairing lead Wise's Ford Sapphire Cosworth

BMW M3-MOUNTED pairing Andrew Busby and Roger Stanford starred in a low key but entertaining meeting at Thruxton last Sunday. Busby's last-gasp manoeuvre to deny points leader Stanford in the first Pre-1993 Touring Car race was opportunistic stuff, but Stanford redressed the score in the curtain-closer.

On pole by a whopping 3.2 seconds, Craig Jamieson found it counted for nothing after his Sierra Cosworth lost power and coasted into retirement. With that, erstwhile leader Stanford seemed to have the legs on Busby.

Backmarkers up Woodham Hill on the final lap decided the outcome. As Stanford briefly hesitated, so Busby dived past to snatch victory. Local man Ray West, in a rare Opel Ascona, waited to pounce in case the front

pair tripped up.

Stanford kept Busby at bay to win the later race, while car owner David Hickton (in the ex-West Opel) filled third spot. Despite being cautious at this dauntingly fast track, Graham Myers defied a 20-year absence from the venue to take fourth.

David Howard was a surprised but delighted winner of the Group One Touring Car race. Headed by Tim Scott Andrews at two-thirds distance, Howard was booked for second spot until the Rover left a Jaguar-sized gap up the inside into the chicane on the final lap.

AUTOSPORT contributor Josh Barnett showed the rest the way in the FF1600 Thruxton Cup race. The Wiltshire youngster took his maiden pole position before winning comfortably.

Barnett forged clear

as Scott Blakeney, Adam Quartermaine, Ed Moore and Chris Acton battled over second.

Seeking a sixth Post Historic Touring Car title, Nigel Garrett moved to the head of the points table in the absence of erstwhile leader Brian Stevens. David Howard headed a fruitless chase of the Kermit-green Dolomite Sprint.

Daniel Gibson extended his Clubmans Cup points lead, but was nursing a wounded car as Russell Munns closed in fast. Jonathan Hair had split them, but alternator failure

forced his retirement at mid-distance.

There was a sting in the tail of the Classic FF2000 race as Richard Wallington spun, having just caught leader Ian Pearson. Moments later Pearson's engine cut out. The reigning champion got it going, but with little power, and crawled home sixth as Wallington savoured an unlikely victory.

Joss Ronchetti's heavily developed Sunbeam Lotus simply blew away a well-supported and classy Classic Thunder field.

■ By Dud Candler



Howard's XJ12 hunts Scott Andrews' Rover

PRE-'93 TOURING CARS (10 LAPS)

1 Andrew Busby (BMW M3 E30); 2 Roger Stanford (BMW M3 E30) +0.524s; 3 Ray West (Opel Ascona); 4 Malcolm Wise (Ford Sapphire Cosworth); 5 Graham Myers (Ford Sapphire Cosworth); 6 Tim Scott Andrews (Rover Vitesse). **Class winners** West, Wise, David Scriven (Toyota Supra Turbo), Cliff Ryan (Jaguar XJS), Jon Morton (Peugeot 205GT). **Fastest lap** West 1m30.489s (93.73mph). **RACE TWO (10 LAPS)**

1 Stanford; 2 Busby +0.761s; 3 David Hickton (Opel Ascona); 4 Myers; 5 Scott Andrews; 6 Wise. **CW** Hickton; Myers; Scriven; Ryan; Morton. **FL** Wise 1m29.912s (94.33mph).

GROUP ONE TOURING CARS (13 LAPS)

1 David Howard (Jaguar XJ12); 2 Tim Scott Andrews (Rover Vitesse) +0.450s; 3 Alan

Roper (Rover Vitesse); 4 Matthew Irons (BMW 323i); 5 Steve Cripps (Ford Escort RS2000); 6 Neil Bray (Ford Fiesta). **CW** Scott Andrews; Irons; Cripps; Bray; Andy Johnson (VW Golf). **FL** Scott Andrews 1m33.531s (90.68mph).

FF1600 THRUXTON CUP (10 LAPS)

1 Josh Barnett (Van Diemen RF00); 2 Scott Blakeney (Vector MG95) +6.639s; 3 Adam Quartermaine (Van Diemen RF99); 4 Ed Moore (Van Diemen RF00); 5 Chris Acton (Ray GRS08); 6 Dan Wells (Van Diemen RF91). **CW** Wells; Jonathan Greenwood (Dulon MP15). **FL** Barnett 1m23.525s (101.54mph).

POST HISTORIC TOURING CARS

(13 LAPS) 1 Nigel Garrett (Triumph Dolomite Sprint); 2 Howard +5.956s; 3 Mark Osbourne

(Triumph Dolomite Sprint); 4 Mark Luccock (Ford Escort RS2000); 5 Bray (Ford Capri); 6 David Hall (Vauxhall Firenza). **CW** Howard; Bray; Steven Young (Mini Clubman 1275GT); Phillip Waller (Hillman Avenger GT). **FL** Garrett 1m34.826s (89.44mph).

CLUBMANS CUP (15 LAPS)

1 Daniel Gibson (Nemesis K9); 2 Russell Munns (Mallock Mk 28/30) +0.761s; 3 Alex Champkin (Vision V85/9); 4 Barry Webb (Mallock Mk23B); 5 Marcus Bicknell (Mallock Mk26SG); 6 Tom Brown (Mallock Mk 29). **FL** Gibson 1m21.304s (104.31mph).

CLASSIC FF2000 (12 LAPS)

1 Richard Wallington (Van Diemen RF83); 2 Tony Hancock (Van Diemen RF82) +9.216s; 3 Jon Finch (Van Diemen RF82); 4 Tom Pope (Van Diemen RF82); 5 Nigel Corry (Van

Diemen RF82); 6 Ian Pearson (Van Diemen RF83). **CW** Colin Wright (Reynard SF79).

FL Wallington 1m20.045s (105.95mph).

CLASSIC THUNDER TOURING CARS

(15 LAPS) 1 Joss Ronchetti (Sunbeam Lotus);

2 Garrie Whittaker (BMW M3 E36) +17.208s;

3 Gareth Porter (Peugeot 205GT); 4 Keith

Butcher (Nissan Primera ST); 5 Graham Wait

(Ford Sapphire Cosworth); 6 Piers Grange

(Ford Sierra XR8). **CW** Whittaker; Butcher;

Wait; Ashley Bird (Ford Sierra V6); Stuart

MacMaster (Honda Integra Type R); Simon

Beament (Ford Escort RS2000); Steven

Horne (Ford Fiesta XR2); Robert Taylor

(Ford Fiesta). **FL** Neil Philpotts (Mitsubishi

Starion) 1m22.990s (102.19mph).

Classy Caudle sets up another Mini title run



Caudle's two wins kept him top of the Mini pile

IN HIS first year of car racing in 2009, Luke Caudle's domination of the Club Class made him outright champion in the Mini Challenge. Having moved up to the new R56 class for this season, his title defence was already on target with four wins out of the nine rounds before arriving at Pembrey. With two more wins during his visit to Wales, he's looking like the man to beat.

The battle for second between Chris Knox and Gavin Bristow in race one

allowed Caudle to consolidate his pole position and pull out a useful early lead. Bristow had already gained the upper hand when Knox pitted with overheating, bringing Matt Pike into the frame for the podium.

Caudle was left in the clear for his fifth win of the year, but after Bristow had issues with lappery and his brakes, Pike took over in second from Jason Richardson, Lee Allen and the recovering Bristow.

Although Knox headed the chase throughout the

second race, Caudle's victory never looked seriously in doubt. Richardson snatched third from the fast-starting Pike on lap two, while Allen claimed a lonely fifth.

It was a chaotic start to the third and final race of the weekend, with Pike trying to go round the outside at Hatchets and coming together with poleman Ben Anderson.

AUTOSPORT's star driver had his moment of glory, but almost collected Knox after holding a huge slide at the Senna Esses.

Contact with team-mate Caudle as he gathered it up dropped him to sixth. Knox emerged with the lead over Caudle and Richardson and all three held station for the remaining distance. When a recovering Anderson retired after breaking his wheel rim on lap six he left Chris Smith in fourth, but Bristow, who did well to patch up his car after a monster shunt at the start of race two, then demoted Smith two tours later.

Defending Radical Club champion Colin Millar staked his claim for another title too, with three wins from his four races. In his SR3 RS it was lights-to-flag for the Irishman in race one, with Steven Lindsay heading fellow PR6 pilot Darren Luke for second from Hatchets on lap two. As Luke struggled and lost out to the SR3's of Craig Currie and Rachel Davies, Millar was able to consolidate his advantage. Lindsay retained second and, after Currie crashed out, Luke reclaimed third from Davies into Hatchets with

four laps to go.

Millar read the same script for race two, with Lindsay easing clear in second again until an injector failed and sent him pitwards after seven laps. Luke was left in a solitary second, with Richard Stables' PR6 retaining third, despite being closed on at the end by Richard Carver's SR3.

"Stunned – I don't really know how that happened," said Luke after he led race three from start to finish. Millar made slight inroads before settling back in second, well clear of Stables and Carver who progressed after Mark Boot spun his PR6 twice.

"Normal service is resumed," said Millar after easing past Luke on the second lap of the finale for his third win of the weekend. Luke did just enough to hold on to second, leaving Boot and Lindsay to trail him home.

With Andrew Deviny pitting with a broken crankshaft after nine laps, Paul Spark was left in the clear to win the first Mini Se7en race, after an



Owens (leading) was denied a Miglia double



entertaining early duel.

A six-way battle for second went in Graeme Davis's favour, with Gareth Hunt in his wheeltracks at the flag. With Deviny absent from race two, it was a clear win for Spark, from Davis and James Bowers-Coulson.

It was difficult to separate Endaf Owens, Kane Astin and Paul Thompson in the first Mini Miglia race, with Owens holding sway by a whisker for the first eight laps. There was the inevitable contact and Astin squeezed into the lead against the pitwall at the start of lap seven. He took the flag first but was excluded for being underweight, having lost his front bumper and exhaust tail pipe. Owens therefore picked up the laurels from Thompson and Niven Burge.

Although Sarah Munns made the best getaway in race two, she couldn't shake off Owens. He led from Hatchets on lap five but ended his race five laps

later with a broken gearbox. Astin had already made it past Munns, when she made an abortive earlier move on Owens, so he took the win when Owens retired, inches clear of Munns and Thompson.

Sport Maxx Cup champion leader Adrian Churchill made it three out of three in his Vauxhall Astra VXR. He was never headed in race one, as Ryan Bensley's Astra embroiled itself in an entertaining duel with Gary Duckman's SEAT for second. Bensley finally secured the place, with Stuart Clarke's Astra ousting former Porsche 924 champion Duckman for third at Hatchets with five laps left.

The second race had to be restarted after Jordan Witt's BMW crashed into the pitwall. Churchill led Duckman throughout and, after Craig Currie's Nissan 370Z went into limp mode, Bensley claimed third from Dan Malone's SEAT.

Once Currie had ousted

his fast starting team-mate Endaf Owens he was in the clear in race three, but Churchill battled his way through to second by lap nine, reeled in Currie and nosed ahead into Hatchets on lap 12. However, Currie made contact, for which he was later penalised, handing Churchill the win.

Max Cornelius was totally dominant in the three Young Guns races, while Leopold Ringbom had a catalogue of disasters and failed to finish a race.

■ By Peter Scherer

MEETING INSIGHT BEN ANDERSON

It's difficult to know exactly what to make of the BARC's Dunlop Great and British package. Is it an over-hyped, overly-expensive clubman collective, or an effective and competitively priced bridge to the elite motorsport offered by the likes of Alan Gow and his TOCA brigade?

Certainly the aim since the Mini Challenge, Mick Hyde's Radicals, and Ginetta Junior (under Martin Phaff) decided to strike out on their own in 2006 (after British GT switched from Dunlop to Avon rubber) has been to become the latter.

In the intervening four years, Ginetta has been and gone (though Phaff remains, for now, courtesy of his new Young Guns single-seater initiative), the BMW CSL Cup has come in, and Dunlop's flagship mini-touring car series – the Sport Maxx Cup – has joined and enjoyed top billing. But how close has the Great and British package come to achieving its goals?

Certainly the paddock looks professional –

containing several aspiring drivers and teams that wouldn't look out of place in a TOCA support series. The organisation is slicker than your average 'clubbie' and Dunlop's omnipresence adds gravitas (though not much else by all accounts). Motors TV covers every series at every round and the track time on offer is slightly above average too (bar Mini Se7ens and Miglias, about 20 minutes per category instead of 15). So long as they produce a tidy car, there is also still a place for your typical 'man-and-his-van' racer.

But I'm not sure this extra "bling" (as Mini Challenge organiser Paul Harvey puts it) is worth double the price of club racing elsewhere in the UK. I know times are tough and Pembrey is a long way to go (and doesn't exactly boast top-line facilities), but judging by entries for the South Wales double-header last weekend (only 112 cars practised across 8 categories), it would seem plenty of other people still remain unconvinced.

MINI CHALLENGE (19 LAPS)

1 Luke Caudle; 2 Matthew Pike +8.568s; 3 Jason Richardson; 4 Lee Allen; 5 Gavin Bristow; 6 Ben Anderson. **Class winners** Allen; David Ogden. **Fastest lap** Caudle 1m05.543s (79.97mph).

RACE TWO (13 LAPS)

1 Caudle; 2 Chris Knox +5.182s; 3 Richardson; 4 Pike; 5 Allen; 6 Lee Sullivan. **CW** Allen; Ogden. **FL** Caudle 1m05.244s (80.33mph). **RACE THREE (19 LAPS)** 1 Knox; 2 Caudle +7.782s; 3 Richardson; 4 Bristow; 5 Chris Smith; 6 Pike. **CW** Allen; Ogden. **FL** Knox 1m05.713s (79.76mph).

RADICAL CLUB CUP (22 LAPS)

1 Colin Millar (SR3 RS); 2 Steven Lindsay (PR6) +12.232s; 3 Darren Luke (PR6); 4 Rachel Davies (SR3); 5 Richard Stables (PR6); 6 Richard Carver (SR3). **CW** Luke; Lindsay; Simon Garmston (Clubsport). **FL** Millar 55.281s (94.81mph).

RACE TWO (22 LAPS) 1 Millar; 2 Luke +11.212s; 3 Stables; 4 Carver; 5 Mark Boot (PR6); 6 Gary Baxter (SR3). **CW** Luke; Paul Frankland (PR6); Graham Ridgeway (Clubsport). **RACE THREE (16 LAPS)** 1 Luke; 2 Millar +21.72s; 3 Stables; 4 Carver; 5 Boot; 6 Davies. **CW** Millar; Lindsay; Garmston. **FL** Millar

55.113s (95.10mph) RACE FOUR (22 LAPS)

1 Millar; 2 Luke +10.973s; 3 Boot; 4 Lindsay; 5 Stables; 6 Gary Baxter (SR3). **CW** Luke; Lindsay; Ridgeway. **FL** Millar 55.484s (94.47mph).

MINI SEVEN (12 LAPS)

1 Paul Spark; 2 Graeme Davis +14.479s; 3 Gareth Hunt; 4 Ian Deviny; 5 Nath Burge; 6 James Bowers-Coulson. **FL** Spark 1m11.716s (73.08mph).

RACE TWO (12 LAPS)

1 Spark; 2 Davis +5.320s; 3 Bowers-Coulson; 4 Darren Thomas; 5 I Deviny; 6 Hunt. **FL** Spark 1m12.363s (72.43mph).

MINI MIGLIA (12 LAPS)

1 Endaf Owens; 2 Paul Thompson +0.932s; 3 Niven Burge; 4 Mark Sims; 5 Colin Peacock; 6 Michael Green. **FL** Thompson 1m06.337s (79.01mph).

RACE TWO (12 LAPS)

1 Kane Astin; 2 Sarah Munns +0.177s; 3 Thompson; 4 Peacock; 5 Sims; 6 Dave Drew. **FL** Owens 1m05.855s (79.59mph).

SPORT MAXX CUP (18 LAPS)

1 Adrian Churchill (Vauxhall Astra VXR); 2 Ryan Bensley (Vauxhall Astra VXR) +3.865s; 3 Stuart Clarke (Vauxhall Astra VXR); 4 Gary Duckman (SEAT Leon Cupra); 5 Dan Malone (SEAT Leon Cupra); 6 Craig Currie (Nissan 370Z). **CW** Kevin

George (Vauxhall Corsa).

FL Churchill 1m05.990s (79.43mph).

RACE TWO (11 LAPS)

1 Churchill; 2 Duckman +3.312s; 3 Bensley; 4 Malone; 5 Currie; 6 Clarke.

CW George. **FL** Owens 1m05.650s (79.84mph).

RACE THREE (8 LAPS)

1 Churchill; 2 Currie +0.034s; 3 Clarke; 4 Bensley; 5 Malone; 6 George. **CW** George. **FL** Churchill 1m06.194s (79.18mph).

YOUNG GUNS (21 LAPS)

1 Max Cornelius; 2 Patryk Szczerbinski +2.592s; 3 James Nutbrown; 4 Jake Rattenbury; 5 Anton Spire; no other finishers. **FL** Cornelius 56.199s (93.26mph).

RACE TWO (21 LAPS)

1 Cornelius; 2 Szczerbinski +3.793s; 3 Rattenbury; 4 Spire; 5 Nutbrown; no other finishers. **FL** Cornelius 56.482s (92.80mph).

RACE THREE (21 LAPS)

1 Cornelius; 2 Szczerbinski +4.598s; 3 Rattenbury; 4 Nutbrown; 5 Spire; no other finishers. **FL** Cornelius 56.301s (93.09mph).

BMW CSL CUP (20 LAPS)

1 Wayne Gibson (E46 M3); 2 Dan Stringfellow (E46 M3) +2.697s; 3 Nick Jones (E46 M3); 4 Richard Mallinson (E36 M3); 5 Russell Foster (E46 M3); 6 Adam Hayes (E46 M3). **CW** Stringfellow. **FL** Stringfellow

59.960s (87.41mph) RACE TWO (19 LAPS)

1 Stringfellow; 2 Kevin Clarke (E92 M3) +10.513s; 3 Mark Steward (E46 M3); 4 N Foster; 5 Mallinson; 6 R Foster. **CW** Clarke. **FL** Steward 1m00.705s (86.34mph).

RACE THREE (17 LAPS)

1 Clarke; 2 Stringfellow +1.319s; 3 Steward; 4 N Foster; 5 Mark Radcliffe; 6 R Foster. **CW** Stringfellow. **FL** Steward 1m01.203s (85.64mph).

WELSH SPORTS & SALOONS (16 LAPS)

1 Alvin Powell (Ford Mondeo); 2 Dom Evans (Caterham CSR) +1.023s; 3 Rhys Lloyd (SEAT Leon Cupra R); 4 Russell Haggerty (Raw Striker); 5 Neil Watts (Westfield SEIW); 6 David Krayem (Ginetta G50).

CW Chris Morris (Peugeot 205); Haggerty; Lloyd. **FL** Evans 1m01.494s (85.23mph).

RACE TWO (16 LAPS)

1 Powell; 2 Evans +0.437s; 3 Lloyd; 4 Krayem; 5 Haggerty; 6 Watts. **CW** Kareem Elsarafy (Rover 216 GTi); Haggerty; Lloyd. **FL** Powell 1m01.820s (84.78mph).

RACE THREE (8 LAPS)

1 Evans; 2 Geraint Rees (Westfield Sei) +11.361s; 3 Haggerty; 4 Watts; 5 Andrew Williams (Nissan Primera); 6 Nick Jones (Renault Clio). **CW** Elsarafy; Haggerty; Rees; Ben Scrivens (Ginetta G20). **FL** Evans 1m02.740s (83.54mph).



Churchill chases Currie's 370Z

Legends and Tin Tops star in Lydden feast

>> THE LEGENDS competitors delivered enormous entertainment, for the right and the wrong reasons, at Lydden last weekend, during a packed BARC programme of 20 races fought out under bright skies.

Saturday's finale was a real stunner. Daren Gaulton led from the start, chased by Steve Whitelegg and Nathan Anthony. Soon there were 12 cars battling for third place and on each lap the pack was reshuffled.

At half-distance Anthony still led the group, just ahead of Ross Marshall, Stephen Treherne and Simon Belcher. Then Peter Morton began to move up, setting fastest lap along the way, until he tangled with Anthony and they both went off at the Elbow.

In the closing stages

Gaulton had a quick 360 degree spin and dropped to sixth, leaving Whitelegg to stroke it home, just ahead of Treherne and Lee Fitzpatrick. Championship leader John Higgins was right behind, in fourth.

Now the bad news: during the earlier heats there was a major incident when Marshall ran into the back of John Mickel, whose car promptly burst into flames as they ploughed into the tyre wall at the Devil's Elbow. The drivers were very lucky to escape unhurt.

Sunday's final started with a series of incidents, which delayed eight cars and left Fitzpatrick with a comparatively easy win over Higgins. Lawrence Davey completed the podium.

It was disappointing to see a depleted field for the Dunlop Motorsport News

Saloon Championship, so there was little opposition to Rod Birley, who added two more wins to his tally despite an intermittent engine problem on his Escort WRC. Stratton McKay surprised with front-row starts on his first visit to Lydden, and the

Subaru driver was rewarded with second in the first heat. Bill Richards bounced back with a new Mini Clubman after his Brands crash and promptly squeezed past Richard Brent to claim third spot.

Next time out Richards went even better and hounded McKay mercilessly until he slipped past for second.

The Tin Tops provided a better entertainment. Polesitter Andy Mitchell slid off at the first corner, so Luke Bennett was able to take his first win in his Honda Integra. Escort driver Russell Turner chased him all the way, just ahead of the Fiesta XR2 of Michael Cox. Mitchell recovered well to finish

fourth after leapfrogging a super scrap involving Terry Searles, Tris Barden and Gary Chappell.

It all boiled over in the next round when Bennett lost the lead with a gravelly moment at Paddock and then fought back by way of nerfing Turner, which earned him exclusion. Consequently Mitchell's Peugeot 205 picked up the win, just ahead of a fast-closing Chappell, with Cox, Barden and Searles close behind.

Tom Griffiths really grabbed his Tiger by the tail and he romped home to win both races with ease. Each time Stewart Fenton, Paul Clarke and Michael Pearce completed the top four, in that order, but the bare facts concealed a frantic fight for fourth in the first race between Paul Dudley, Mick Grant and Pearce. Dudley was just ahead until he slid wide and fell back; then, during his recovery, he spun at the Elbow and took out Grant.

Ian Conibear sprang a surprise in Intermarque when he caught the clear favourite, Steve Hall, and then pulled away in the lead. But on the last lap his Caterham coasted to a halt and so Hall's Audi TT was gifted the win. Chris Brockhurst entertained



Mitchell (95) and Chappell lead close Tin Top fight



Vasseur (left) and Hassell both took ELMs victories

LEGENDS (10 LAPS) 1 John Higgins; 2 Lawrence Davey +0.673s; 3 Stephen Treherne; 4 Simon Belcher; 5 Dean Brace; 6 Ben Power. **Fastest lap** Higgins 48.705s (73.91mph). **RACE TWO (10 LAPS)** 1 Lee Fitzpatrick; 2 Peter Morton +0.302s; 3 Treherne; 4 Davey; 5 Brace; 6 Ross Marshall. **FL** Treherne 48.119s (74.81mph). **RACE THREE (12 LAPS)** 1 Steve Whitelegg; 2 Treherne +1.626s; 3 Fitzpatrick; 4 Higgins; 5 Davey; 6 Daren Gaulton. **FL** Morton 48.109s (74.82mph). **RACE FOUR (10 LAPS)** 1 Marshall; 2 Treherne +0.209s; 3 John Mickel; 4 Higgins; 5 Morton; 6 Dave Ward. **FL** Marshall 48.265s (74.58mph). **RACE FIVE (10 LAPS)** 1 Morton; 2 Treherne +0.218s; 3 Power; 4 Dean Brace; 5 Belcher; 6 Davey. **FL** Treherne 48.038s (74.93mph). **RACE SIX (8 LAPS)** 1 Fitzpatrick; 2 Higgins +4.010s; 3 Davey; 4 Brace; 5 Treherne; 6 Gaulton. **FL** Higgins 48.280s (74.56mph). **DUNLOP/MYSALOONS (15 LAPS)** 1 Rod Birley (Ford Escort WRC); 2 Stratton McKay

(Subaru Impreza) +14.668s; 3 Bill Richards (Rover Mini Clubman); 4 Richard Brent (Peugeot 205GTi); 5 Andy Wickens (Ford Sapphire Cosworth); 6 Stephen Dann (Volkswagen Golf GTi). **Class winners** Richards; Brent; Wickens. **FL** Birley 43.689s (82.39mph). **RACE TWO (15 LAPS)** 1 Birley; 2 Richards +3.046s; 3 McKay; 4 Brent; 5 Andy Woods-Dean (Renault Megane); 6 Wickens. **CW** Richards; Brent; Wickens. **FL** Birley 44.054s (81.71mph). **TIN TOPS & INTERMARQUE CLASS D (15 LAPS)** 1 Luke Bennett (Honda Integra); 2 Russell Turner (Ford Escort) +6.840s; 3 Michael Cox (Ford Fiesta XR2); 4 Andrew Mitchell (Peugeot 205 GTi); 5 Vic Hope (Volkswagen Corrado); 6 Terry Searles (MG ZR190). **CW** Turner; Cox; Hope; Tristram Barden (Rover Mini); Ken Angell (Jaguar X300); Paul Oldfield (Volkswagen Beetle). **FL** Bennett 48.666s (73.97mph). **RACE TWO (15 LAPS)** 1 Mitchell; 2 Gary

Chappell (Toyota Celica) +15.03s; 3 Cox; 4 Barden; 5 Searles; 6 Hope. **CW** Cox; Barden; Hope; Nick Boon (Peugeot 106GTi); Angell; Oldfield. **FL** Mitchell 49.036s (73.41mph). **TIGER SPORTS CARS (20 LAPS)** 1 Tom Griffiths; 2 Stewart Fenton +13.458s; 3 Paul Clarke; 4 Michael Pearce; 5 Wayne Rothwell; 6 Garry Lapinskas. **CW** Clarke; Lapinskas. **FL** Griffiths 44.834s (80.29mph). **RACE TWO (20 LAPS)** 1 Griffiths; 2 Fenton +8.440s; 3 Clarke; 4 Pearce; 5 Mick Grant; 6 Rothwell. **CW** Clarke; Lapinskas. **FL** Griffiths 45.048s (79.91mph). **INTERMARQUE LEAGUE (14 LAPS)** 1 Steve Hall (Audi TT); 2 Chris Brockhurst (Peugeot 206Vauxhall) +4.684s; 3 Stratton McKay (Subaru Impreza); 4 Tom Griffiths (Tiger R6); 5 Chris Ayling (Volkswagen Corrado-Vauxhall); 6 Michael Pearce (Tiger R6). **CW** McKay; Griffiths; Pearce; John Chaisey (Caterham Roadsport); Edward Spurrier (Tiger R6). **FL** Ian Conibear (Caterham SLR) 43.040s

(83.64mph). **RACE TWO (21 LAPS)** 1 Conibear; 2 Hall +1.999s; 3 Brockhurst; 4 McKay; 5 Richard Smith (Vauxhall Tigra); 6 Chaisey. **CW** Hall; McKay; Chaisey; Spurrier. **FL** Conibear 43.521s (82.71mph). **EUROPEAN LATE MODEL V8s (20 LAPS)** 1 Kelvin Hassell (Pontiac Grand Prix); 2 Jean Vasseur (Ford Taurus); 3 Vincent Lehouck (Ford Fusion); 4 Gary Ellis (Dodge Intrepid); 5 Tony Roots (Pontiac Grand Prix); 6 Wim Verloot (Toyota Camry). **RACE TWO (25 LAPS)** 1 Hassell; 2 Lehouck; 3 Wim Moonen; 4 Ellis; 5 Jos Jansen (Dodge Charger); 6 Roots. **RACE THREE (28 LAPS)** 1 Vasseur; 2 Roots; 3 Lehouck; 4 Verloot; 5 Jansen; 6 Hassell. **RACE FOUR (20 LAPS)** 1 Lehouck; 2 Roots; 3 Ellis; 4 Vasseur; 5 Hassell; 6 Jansen. **RACE FIVE (25 LAPS)** 1 Vasseur; 2 Jansen; 3 Lehouck; 4 Hassell; 5 Verloot; 6 Ellis. **RACE SIX (28 LAPS)** 1 Ellis; 2 Lehouck; 3 Vasseur; 4 Jansen; 5 Hassell; 6 Moonen.



KERRY DUNLOP

with some impressive powerslides on his way to second in his Peugeot 206.

Conibear got revenge next time out, beating Hall to the chequered flag by almost 12secs to record his maiden win. Brockhurst duly followed his silhouette sibling home, ahead of the impressive McKay, who was driving his much heavier Subaru Impreza.

The European Late Model Series cars, survivors from the Belgian CAMSO V8s and the ASCAR series, provided pure unadulterated fun as they screeched, bellowed and belched flame around the tight, undulating oval. Kelvin Hassell overhauled Vincent Lehouck to win each of the first two heats, but in Saturday's Final he was boxed in at the back and had to give best to Jean Vasseur, who dominated last year at Lydden.

On the last lap Gary Ellis punted championship leader Wim Moonen out of second and then they spun out in formation, leaving Tony Roots and Lehouck to complete the podium.

After starting near the back, Vasseur made up a lot of ground in Sunday's final, but at the finish he was nose to tail behind winner Ellis and Lehouck.

■ By Kerry Dunlop

SILVERSTONE BRSCC June 26-27
Porsche victories to McAleer and Carniel



FASTLANEFOTOS

Carniel (99) fights McAleer (right) and Harrison

McAleer recovery charge nets win before Carniel gets his revenge



TWO EXCITING

Porsche Club Championship races were among the highlights of a BRSCC sportscar and tin-top extravaganza at Silverstone, with points leader Mark McAleer winning the first from 10th on the grid.

Down the grid for no mechanical reason the team could find, McAleer's 968 CS was on a charge from the early laps, while Kevin Harrison led Marcus Carniel and Jez Clark at the front. Into second on lap

nine, McAleer tracked Harrison, with Clark in close attendance, looking for a way past the 964 C2 of the leader, which was quicker out of Luffield and down the pit straight.

Harrison finally left the door open exiting Becketts with three laps left, so McAleer took his fifth win of 2010, Clark also profiting to take second.

Carniel moved ahead of early leader Peter Morris in the second race, then held off Harrison and Clark for lap after lap, McAleer again

working his way through to be third. The group ran together for the second half of the race, but Carniel never gave his pursuers a hint of an opportunity. He led home Harrison and McAleer, while Clark retired with a clutch issue.

David Nye won the opening Ford Fiesta Class C race, opening a gap early on, and then staying clear as Jeremy Gumbley led the pursuers up to the leader in the final laps. David Grady took race two, clear of guesting Porsche Carrera Cup racer Glynn Geddie, with Gumbley third.

In the first of the Fiesta Classes A and B race, Ruari Fairbairns chased leader Torsten Skeen all the way, but could never mount a challenge on the winner. In a close finish, Fairbairns just headed Skeen over the line in race two.

Neil Burroughs claimed

another Sports 2000 Duratec victory in the new Gunn, comfortably clear of Miles Griffiths.

Jim Geddie claimed both the Porsche GT3 Club races, well clear in the first of Bertie Carruthers and Stephen Ritchie. In race two, Geddie was beaten off the line by Josh Sadler, but the Scot took the lead into Brooklands on lap one and then went clear.

The Porsche Club Championship Class Two runners shared the grid, Chris Dyer taking the first win but losing out to Cieran Brewer in race two after a suspension problem.

The Van Diemen of David Houghton headed home the Sports 2000 Pinto field, with Paul Streat and Andy Mathew completing the podium finishers in the first of Saturday's two races. In contrast to the short sportscar race was the four-hour Fun Cup event, Massimo Vignali and Tim Hartland coming out ahead.

■ By Paul Jurd



FASTLANEFOTOS

Fairbairns and Skeen each took a Fiesta win

PORSCHE CLUB CLASS ONE (22 LAPS)

1 Mark McAleer (968 CS); 2 Jeremy Clark (968 CS) +1603s; 3 Kevin Harrison (964 C2); 4 Miles Masarati (968 CS); 5 Mark Sumpter (911 SC); 6 Marcus Carniel (964 C2). **Fastest lap** Harrison 1m07.150s (87.86mph). **RACE TWO (22 LAPS)** 1 Carniel; 2 Harrison +0.155s; 3 McAleer; 4 Peter Morris (968 CS); 5 Masarati; 6 Richard Ellis (993 C2). **Fastest lap** McAleer 1m07.021s (88.03mph).

FORD FIESTAS CLASS C (17 LAPS)

1 David Nye; 2 Jeremy Gumbley +0.419s; 3 David Grady; 4 Glynn Geddie; 5 Rory Bryant; 6 David Abbott. **FL** Grady 1m10.241s (84.00mph). **RACE TWO (17 LAPS)** 1 Grady; 2 Geddie +5.503s; 3 Gumbley; 4 Nye; 5 Bryant;

6 Mark Tilbury. **FL** Grady 1m10.249s (83.99mph).

CLASSES A & B (17 LAPS) 1 Torsten Skeen (S); 2 Ruari Fairbairns (S) +0.520s; 3 Tim Bennett (S); 4 Richard Durham (S); 5 Chris Toumazos (S); 6 Rex Nye (S). **Class winner** Harry Cockill (Zetec). **FL** Skeen 1m12.142s (81.78mph).

RACE TWO (17 LAPS) 1 Fairbairns; 2 Skeen +0.133s; 3 Andrew Wilmot (S); 4 Bennett; 5 Nye; 6 Durham. **CW** Scott Baines (Zetec). **FL** Skeen 1m12.409s (81.48mph).

SPORTS 2000 DURATEC (31 LAPS)

1 Neil Burroughs (Gunn TS11); 2 Miles Griffiths (Lola Wright) +20.468s; 3 Rupert Russell (Van Diemen RF98); 4 Patrick Sherrington (MCR

Sportscar); 5 Nick Bates (Lola B07/90); 6 Robert Oldershaw (Juno S2000). **CW** Graham Stoten (Gunn TS8B). **FL** Burroughs 57.594s (102.44mph).

PORSCHE GT3 CUP CHALLENGE & CLUB

CLASS TWO (25 LAPS) 1 Jim Geddie (997 GT3 Cup); 2 Bertie Carruthers (997 GT3 Cup) -1 lap; 3 Stephen Ritchie (997 GT3 Cup); 4 Laurie Smyth (997 GT3 Cup); 5 Mike Johnson (911 SC); 6 Marcus Carniel (964 C2). **CW** Johnson; Chris Dyer (994 S2). **FL** Geddie 59.769s (98.71mph). **RACE TWO (25 LAPS)** 1 Geddie; 2 Josh Sadler (997 GT3 Cup) +36.619s; 3 Ritchie; 4 Carruthers; 5 Johnson; 6 Carniel. **CW** Johnson; Cieran Brewer (944 S2). **FL** Geddie 59.619s

(98.96mph).

SPORTS 2000 PINTO (24 LAPS) 1 David Houghton (Van Diemen RFSC02); 2 Paul Streat (Swift DB2) +9.584s; 3 Andy Mathew (Shrike P16); 4 Richard Cooke (Lola T87/90); 5 Mike Fry (Lola T86/90); 6 Simon Aldworth (Lola T492). **CW** Streat; Aldworth. **FL** Houghton 1m02.035s (95.11mph).

FUNCUP (191 LAPS)

1 Tim Hartland/Massimo Vignali (Track Torque Racing); 2 Richard Ince/Austin Kinsella/Nick Padmore/Austin Reynolds (RAM) +39.326s; 3 Tim Wheeldon/Eddy Cole/Dominic Jackson (UPR/Credit Crunchers). **CW** Wheeldon/Cole/Jackson. **FL** JPR/Indigo Racing 1m11.738s (82.24mph).

Caig tops the Legends after Scottish battle

ON A WEEKEND when so much focus was on the fortunes of the English football team, the best racing at the North Wales circuit was provided by competitors from the other Celtic nations.

The Scottish Legends championship headed south for a double-header. Four different drivers took victory over the weekend, but ex-Super Road Saloon racer Tony Caig sealed the final each day.

Former double champion Ben Mason took the lead of the first contest by passing David Hunter between the Banking and Church Corner on the second lap. Ross Mickel briefly nosed in front at Rocket on lap three, having overcome

Hunter there a lap earlier, but for the remainder was preoccupied with keeping Hunter at bay.

Mason had a lowly start position for the second race, but worked his way up to third by the beginning of the final lap. Glenn Burtenshaw challenged Alasdair Gauld for the lead at Rocket but went wide, allowing the wily Mason to snaffle the lead.

Having non-finished race one, Caig was placed at the front of Saturday's curtain closer and he converted that into a sizeable lead over Colin Atkinson. Mason took two laps to go from the back of the grid to third, and one more to get ahead of Atkinson at School. But Caig, once Mason had



Scottish Legends put on fine show at Anglesey



Smith dominated Alfàs with ex-Tarquini 156

caught him, proved an altogether more difficult opponent and Mason lost out by 0.2 seconds.

Elliott Mason took over the family car on Sunday, netting a best finish of fifth. After Gauld and reigning champion Carol Brown won the heats, the final race of the weekend had four different leaders. John Denning led for the first two laps from pole, before losing out to Scott Hynds at Turn 1. Mickel took up the cudgels on lap six, but soon after Caig

picked up the pieces when Hynds attempted to regain the position at Rocket.

What the Irish Global GT Lights lacked in numbers, they made up for in showmanship with four entertaining races being manufactured by the eight drivers who appeared.

Keith Dawson led the opening encounter but retired to the pits after five laps, handing the reins to Peter Drennan, who dived with Alan Byrne. In each of the next two races Dawson fought his way to the front – passing Drennan in race two and Mark Braden in race three – only to immediately head to the pitlane. Braden won both of those races, but Drennan took the fourth encounter. He swept ahead of Dawson on the Banking with three

laps left, and Dawson completed a weekend of woe with an off on the exit of the first turn moments later.

Neil Smith's ex-Gabriele Tarquini 156 dominated the Alfa Romeo double-header, winning both races by well over a minute. In the first, Chris Healey (GTV) accidentally tapped second place man Robin Eyre-Maunsell (75) into a spin at Peel. Ian Brookfield's 164 couldn't avoid the two stationary cars, so for a short while the Class E battle was promoted to second overall before Class B competitor Eyre-Maunsell restored a more natural order.

Healey extended his championship lead on Sunday, but only because of misfortune for his daughter, Mel. She retired

SCOTTISH LEGENDS (6 LAPS) 1 Ben Mason: 2 Ross Mickel +1.855s; 3 David Hunter; 4 Colin Atkinson; 5 Glenn Burtenshaw; 6 Carol Brown. **Fastest lap** B Mason 1m24.107s (66.34mph). **RACE TWO (6 LAPS)** 1 B Mason: 2 Alasdair Gauld +0.253s; 3 Burtenshaw; 4 Gerard McCosh; 5 Tony Caig; 6 Hunter. **FL** B Mason 1m22.226s (67.86mph). **RACE THREE (8 LAPS)** 1 Caig: 2 B Mason +0.182s; 3 McCosh; 4 Atkinson; 5 Brown; 6 Burtenshaw. **FL** Gauld 1m22.354s (67.75mph). **RACE FOUR (6 LAPS)** 1 Gauld; 2 Hunter +0.398s; 3 Craig Mitchell; 4 Caig; 5 McCosh; 6 Atkinson. **FL** Gauld 1m22.381s (67.73mph). **RACE FIVE (6 LAPS)** 1 Brown; 2 Caig +0.116s; 3 Mickel; 4 Burtenshaw; 5 Elliott Mason; 6 Atkinson. **FL** Brown 1m21.705s (68.29mph). **RACE SIX (8 LAPS)** 1 Caig: 2 Mickel +0.810s; 3 Gauld; 4 McCosh; 5 Scott Hynds; 6 Kieran Murray. **FL** Gauld 1m22.411s (67.70mph). **IRISH GLOBAL LIGHTS (12 LAPS)** 1 Peter Drennan; 2 Alan Byrne +0.580s; 3 Mark Twomey; 4 Mark Braden; 5 Ivor Miller; 6 John Conway. **FL** Drennan 1m12.565s (76.89mph). **RACE TWO (12 LAPS)** 1 Braden: 2 Byrne +0.194s; 3 Drennan; 4 Conway; 5 Twomey; 6 Paddy Melia. **FL** Byrne 1m12.604s (76.85mph).

RACE THREE (12 LAPS) 1 Braden; 2 Drennan +0.170s; 3 Byrne; 4 Miller; 5 Conway; 6 Melia. **FL** Braden 1m12.251s (77.23mph). **RACE FOUR (12 LAPS)** 1 Drennan; 2 Braden +5.620s; 3 Byrne; 4 Miller; 5 Twomey; 6 Melia. **FL** Drennan 1m12.227s (77.25mph). **ALFA ROMEOS (15 LAPS)** 1 Neil Smith (156): 2 Robin Eyre-Maunsell (75) +1m14.050s; 3 Ian Brookfield (164); 4 Chris Healey (GTV); 5 Raymond Foley (156); 6 Andy Inman (156). **CW** Eyre-Maunsell; Healey; Foley; Matt Abell (33). **FL** Smith 1m15.793s (73.62mph). **RACE TWO (6 LAPS)** 1 Smith: 2 Brookfield +1m21.863s; 3 Eyre-Maunsell; 4 Healey; 5 Inman; 6 Sarah Heels (147). **CW** Eyre-Maunsell; Healey; Inman; Abell. **FL** Smith 1m15.321s (74.08mph). **BRSCC PORSCHEs (15 LAPS)** 1 David Clark (Boxster): 2 Gerry Taylor (Boxster) +1.786s; 3 Sean Cooper (Boxster); 4 Dave Hughes (Boxster); 5 Richard Sykes (Boxster); 6 Nick Hull (Boxster). **CW** Steven Brown (924). **FL** Taylor 1m18.659s (70.93mph). **RACE TWO (15 LAPS)** 1 Taylor: 2 Sykes +14.448s; 3 Hughes; 4 Cooper; 5 Hull; 6 Brown. **CW** Brown. **FL** Clark 1m18.471s (71.10mph). **FORD XR (14 LAPS)** 1 Paul Bishop (XR2): 2 Greg Speight (XR2) +5.317s; 3 John-Ian Jones (XR3); 4 Mark Robinson (XR3); 5 Andrew

Lennie (XR3); 6 Craig Readyhough (XR2). **CW** Jones. **FL** Bishop 1m22.919s (67.29mph). **RACE TWO (15 LAPS)** 1 Bishop: 2 Robinson +8.385s; 3 Jones; 4 Steve Poole (XR2); 5 Readyhough; 6 Lennie. **CW** Robinson. **FL** Bishop 1m23.073s (67.17mph). **NORTHERN FF1600 (17 LAPS)** 1 Jordan Skinner (Ray GRK10): 2 Neil Patten (Van Diemen RF00); 4 John Murphy (Van Diemen RF99); 5 Lee Hannam (Reynard 88FF); 6 Doug Crosbie (Van Diemen RF00). **CW** Hannam; Nigel Dolan (Van Diemen RF86); Pete Booker (Swift SC95P). **FL** Skinner 1m12.714s (76.73mph). **RACE TWO (17 LAPS)** 1 Skinner; 2 Crosbie +17.176s; 3 Martin Short (Van Diemen RF00); 4 Murphy; 5 McArthur; 6 Hannam. **CW** Hannam; Dolan; Booker. **FL** Skinner 1m12.846s (76.60mph). **COCKSHOOT CUP (15 LAPS)** 1 David Coulthard (MG ZR): 2 Sean Peters (MG Midget) +11.905s; 3 Peter Bramble (MGB); 4 Alan Bates (MGB); 5 Paul Newton (Austin Healey Sprite); 6 Danny Cusworth (MG Midget). **CW** Peters; Ian Wright (MG Midget). **FL** Coulthard 1m20.723s (69.12mph).



Clark was top Boxster before race-two crash

KIRKISTOWN 500MRCI June 26-27
Wins for Robinson and Dempsey



Rare appearance for Robinson netted win

Robinson comes off the bench to score Kirkistown FF1600 goal



NOEL ROBINSON

hasn't made too many Kirkistown appearances since his impressive Martin Donnelly Trophy victory last year. The Portadown driver has spent the past few years trying to fit race appearances into gaps in a hectic professional football schedule.

It hasn't been easy, but in the first of Saturday's two FF1600 races he made it all look pretty simple. His Van Diemen blasted away from pole to lead all the way while the opposition, led by Morgan Dempsey, squabbled among themselves.

The fight was highly entertaining, with Dempsey's Van Diemen locked in combat with Mike Edgar's older model, John Ferguson's Ray and championship leader

Jonathan McMullan (in another Van Diemen) for most of the distance.

Most, but not all... Ferguson didn't quite make it, instead paying a visit to the Hairpin barriers two laps from the end after a territorial dispute with McMullan, who eventually took sixth behind Adrian Pollock and the returning Jonathan McGall. Dempsey it was who took the runner-up spot.

After his success, Robinson was sidelined at the start of race two with a distributor problem, allowing Dempsey and Edgar to continue their battle at the front, attended by Ferguson, McMullan and Pollock. The fight was just as fierce as before and at one stage Edgar found himself racing alongside the back straight rather than actually on it, and

Dempsey emerged victorious in the end. Robinson eventually got going in time to claim fastest lap. Results for both races remain provisional pending the outcome of technical inspections.

Stephen Donnelly has built up a near-perfect record of Roadsports victories over the past few seasons and he added two more, his Locost Honda leading Arnie Black's Crossle 42S across the line. However, the real excitement centred on the

antics of the one-litre bike-engined brigade who ran concurrently. Ryan Magennis won both from Colin Reid and Mark Crawford, but the reversed grid used for the second encounter meant that this time the trio had to work much harder. They did, and managed to finish in the same order at the front.

Robin Titterton made no mistakes as he won the GT race from pole in his Porsche. The concurrent saloon affair fell to the rapid Mazda RX7 turbo of Craig Davidson, pressured all the way by the well-driven Honda Integra of Stephen Traub.

■ By Richard Young

with damage after Andy Inman (156) collided with her similar car when rejoining after an excursion at Rocket.

Former Porsche 924 runner-up Gerry Taylor returned to the championship in the new Boxster class, taking a second place and a win. In the opener he shadowed this season's pacesetter David Clark throughout, but in Sunday's race he inherited victory after a hitherto dominant Clark went straight on into the tyres at Rocket.

With Simon Robinson giving the Ford XR rounds a miss, Paul Bishop (XR2) took control of the championship with two wins. He had to battle past circuit instructor John-Ifan Jones in the first race, but, despite a reversed grid, headed the second from halfway around the opening lap.

Jordan Skinner (Ray) was a comfortable winner of both Northern FF1600 rounds, with the highlight of the weekend being Doug Crosbie's feisty charge to second place on Sunday.

David Coulthard (ZR) was the class of the Cockshoot Cup field.

■ By Ian Sowman

FF1600 (15 LAPS) 1 Noel Robinson (Van Diemen RF92); 2 Morgan Dempsey (Van Diemen 2010) +2645s; 3 Michael Edgar (Van Diemen RF90); 4 Adrian Pollock (Van Diemen RF92); 5 Jonathan McGall (Mondiale M88S); 6 Jonathan McMullan (Van Diemen RF92). **Class winners** Dempsey; McGall; Nigel Smyth (Reynard FF83); Ryan Templeton (Crossle 32F). **Fastest lap** Robinson 1m01.946s (87.87mph). **RACE TWO (16 LAPS)** 1 Dempsey; 2 Edgar +1.253s; 3 John Ferguson (Ray GR09); 4 McMullan; 5 Pollock; 6 McGall. **CW** Edgar; McGall; Gary Thompson (Van Diemen RF86); Templeton. **FL** Robinson 1m02.168s

(87.55mph). **ROADSPORTS A & D (16 LAPS)** 1 Stephen Donnelly (2.0 Locost Honda); 2 Arnie Black (2.0 Crossle 42S) +1.894s; 3 Graham Moore (1.3 Radical Clubsport); 4 Ian Trevor (2.0 Westfield SE); 5 Mark Campbell (1.3 Radical Clubsport); 6 John Benson (2.0 Sylva Fury). **CW** Black. **FL** Donnelly 59.340s (91.72mph). **RACE TWO (16 LAPS)** 1 Donnelly; 2 Black +1.155s; 3 Moore; 4 Campbell; 5 Benson; no other finishers. **CW** Black. **FL** Donnelly 59.893s (90.88mph). **ROADSPORTS C (15 LAPS)** 1 Ryan Magennis (1.0 Locost Honda); 2 Colin Reid (Stryker

Honda) +0.182s; 3 Mark Crawford (1.0 Stryker Honda); 4 Brian McGoldrick (1.0 Locost Honda); 5 Jimmy Dougan (1.0 Locost Honda); 6 Johnny Armstrong (1.0 Westfield Honda). **FL** Magennis 1m04.627s (84.22mph). **RACE TWO (15 LAPS)** 1 Magennis; 2 Reid +1.041s; 3 Crawford; 4 McGoldrick; 5 Iain Leinster (1.0 Westfield Honda); 6 PJ McGoldrick (1.0 Locost Honda). **FL** Reid 1m05.506s (83.09mph). **GT CARS (15 LAPS)** 1 Robin Titterton (3.4 Porsche 996); 2 Philip Shields (3.6 Ferrari F360) +23.50s; 3 Godfrey McCartney (1.8 Lotus Elise); no other finishers. **FL** Titterton

1m03.439s (85.80mph). **LIBRE SALOON (15 LAPS)** 1 Craig Davidson (1.3t Mazda RX7); 2 Stephen Traub (1.8 Honda Integra) +6.149s; 3 Tony Traub (1.8 Honda Integra); 4 Wesley Lyle (2.0t Escort Cosworth); 5 Donal O'Neill (1.8t SEAT Cupra); 6 Greer Wray (3.2 Vauxhall Vectra). **FL** Davidson 1m05.303s (83.35mph). **FORMULE LIBRE (16 LAPS)** 1 Ivor Greenwood (1.4 Radical Prosport); 2 Jack Frost (1.3 Dallara Suzuki) +2.822s; 3 Jim Larkham (1.5 Radical PRO6); no other finishers. **FL** Greenwood 57.655s (94.41mph).



Donnelly took another two Roadsports successes

YOUR SAY

What you think of the motorsport news of the past week



Switch on to what the fans want

I am astounded to read Bernie Ecclestone stating there is insufficient demand for High-Definition TV coverage of Formula 1, and it will not be introduced before 2012.

Wasn't it one of the top requests in the recent fan survey? Sport has been the big driver for HDTV and viewer levels continue to increase dramatically. And yet the sport which probably has the highest level of technology languishes way behind, while 3D football and cricket is already being rolled out.

Chris Goodwin Peacehaven, East Sussex

EDITORIAL CONTACT mail@autosport.com

I hadn't realised that Mark Webber was competing in the Red Bull Air Race series.

But how good that he wouldn't blame Heikki. A lot of other whingeing F1 drivers could learn from that. Makes you proud to be an Aussie.

Ian McDonald
Sydney, Australia

The radio transmission from Alonso after the Hamilton drive-through indicated a personal rather than professional concern. Double world champion he might be, but it did sound like a spoilt child not getting his own way.

However, I can't help but feel that there is a positive side to this affair. When Jean Todt became president of the FIA, I was concerned Ferrari's alleged preferred status in F1 would continue. Perhaps a wind of change has been blowing down the pitlane.

Nick Cave
Gers, France

Will the prima donna F1 drivers ever stop moaning? I've lost all respect for Alonso after his petulant behaviour at McLaren and now his cry of foul in Valencia. Is he that fragile that he has to blame somebody else for his and his team's shortcomings?

We now also hear that the 107 per cent rule is coming back as drivers are complaining that the new teams are too slow. Some of them, Alonso included, should remember their years of tooling around at the back in a Minardi...

Niall Dodds
By email

I can understand Alonso's anger at what happened in Valencia. It seems crazy the safety car is able to impact the outcome of a race by so much.

The simplest solution would be to close the pits when the safety car is deployed. If it misses the leader then other cars should be waved through until the leader is behind the safety car. Once racing resumes, reopen the pits.

No one is penalised nor can anyone gain any advantage from a timely crash either.

Gordon J Barnes
Colchester, Essex

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. NINE DRIVERS GIVEN FIVE-SECOND PENALTIES
2. ANGRY ALONSO SAYS RACE 'MANIPULATED'
3. TEAMS RUBBISH 'MANIPULATED' RACE TALK
4. FERRARI CALLS FOR SC RULES RETHINK
5. DRIVERS UNIMPRESSED BY REAR WING PLAN

WIN!



ROAD ANGEL PROFESSIONAL CONNECTED

This week's star letter will receive a Road Angel Professional Connected – the world's only safety camera alert device to use GPRS/GSM update technology while you drive.

For more details on Road Angel please visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

- Due to a captioning error, we used a picture of Paddy Lowe instead of Pat Fry in last week's cover story (p11).
- The race summary panel in the Le Mans report (June 17, p40) incorrectly listed the winning car as a Peugeot 908 HDi.
- EJ Viso deserved a photo in last week's IndyCar report (p51) for his podium finish in Iowa, so it was a shame we mistakenly ran one of team-mate Mario Moraes instead. Lo sentimos!

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

PETROL THREADS T SHIRTS

£20

petrolthreads.co.uk

The guys at Petrol Threads are new to the mail-order clothing game, but have already become a bit of a hit with their designer T-shirts, all of which have either a road or a racing theme. Designs are printed on to top-quality cotton Ts and come with a 30-day, money-back guarantee.

Road-car favourites include the Mini Cooper S, Ford Escort RS1800, Lotus Cortina, Fiat 131 Abarth and Lancia Delta Integrale, but the ones we most lust after are the race-flavoured Lancia Stratos, Porsche 917LH and BMW M1 (all pictured right).

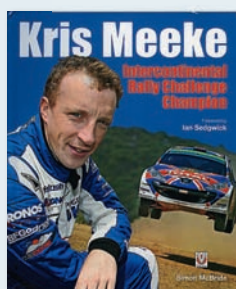


MERCEDES F1 DVD

£19.99

dukevideo.com

Reconfigured from the original BP video library film *Pioneers of Progress*, this archive footage recalls the explosive impact of the German marque's return to F1 in 1954. Race action of the awesome W196, as well as behind-the-scenes factory snippets, make this a vital addition to any F1 history fanatic's collection.



KRIS MEEKE IRC BOOK

£19.99 (978 0 845840 71 6)

veloce.co.uk

The best thing to happen to British rallying for a long time, Kris Meeke took the 2009 IRC title for Peugeot UK in his debut year.

This glossy, 160-page hardback tells the story of how this protégé of the late Colin McRae came good at the wheel of the Kronos-run Peugeot 207 S2000 after four wins.



SCALEXTRIC BRAWN BGP001

£44.99 (ltd. edition)

scalextric.com

Limited to a run of just 4500, the Brawn BGP001 F1 world championship winner is sure to cause a stir among slot racers.

The 1:32 scale car, in Jenson Button title-winning livery, weighs just 67 grammes and has a motor that revs to 20,000rpm. It's almost too good to race...

HOT ON THE WEB THIS WEEK

YOUTUBE: BUTTON AND HAMILTON BUILD A McLAREN



SEARCH FOR: Lewis & Jenson, one car, no team (2:40)

McLaren's superstars are left to their own devices on the factory floor, with an MP4-25 to assemble. This sort of thing ought to be written into the technical regulations – although reliability may suffer as a result.

WHAT'S ON...

Your guide to the best events in the UK and around the world – see p66 for Goodwood Festival of Speed

BRANDS HATCH

HSCC

July 3-4

**Admission £21 each day,
£27 weekend ticket (online purchase)**

Tel: 01474 872331

The Historic Sports Car Club's annual 'Historic Superprix' celebrates the 50th anniversary of racing on the Grand Prix loop. Two races for the FIA Historic Formula 1 Championship (for grand prix

cars raced between 1966 and 1985) will headline the event, ably backed up by double-headers for the HGPCA (for pre-'66 and pre-'61 GP cars), the Lurani Trophy (for Historic Formula Junior), and the Historic F2 championship. The HSCC's own Derek Bell Trophy (for F5000 and F2 cars), Classic F3, Historic Formula Ford, Guards Trophy, Historic Road Sports, Classic Racing Cars, Historic Touring Cars and '70s Road Sports categories complete a bumper line-up of classic action.



Imps and Anglias: fun, if not the fastest cars

ROCKINGHAM

BRSCC

July 3-4

**Admission £10 Sat,
£15 Sun, £20 weekend
Tel: 01536 500500**

The 'Caterham Race Weekend' includes races for its Academy, Roadsports, R300 Superlights, Supersports and Graduate Trophy classes.

CROFT

BARC

July 3-4

**Admission £12 each day
Tel: 01325 721815**

ANGLESEY

LMC

July 3-4

**Admission £12 each day,
£15 weekend ticket
Tel: 01407 811400**

HAREWOOD

British Hillclimb

July 3-4

**Admission £5 Sat, £10 Sun
Tel: 01132 886391**

Scott Dixon is always a good bet at 'The Glen'



INDYCAR SERIES

Rd 9/17

**Watkins Glen, New York State, USA
July 4
www.indycar.com**

DTM

Rd 4/10

Norisring, Germany

July 4

www.dtm.de

F3 EURO SERIES

Rd 4/9

Norisring, Germany

July 3-4

www.f3euroseries.com

WORLD GT1 CHAMPIONSHIP

Rd 4/10

Paul Ricard, France

July 3-4

www.gt1world.com

EUROPEAN GT3 CHAMPIONSHIP

Rd 4/6

Paul Ricard, France

July 3-4

www.gt3europe.com

INDY LIGHTS

Rd 6/13

Watkins Glen, New York, USA

July 4

www.indycar.com

WORLD TOURING CAR CHAMPIONSHIP

Rd 5/11

Algarve, Portugal

July 4

www.fiawtcc.com

FIA FORMULA 2

Rd 5/9

Algarve, Portugal

July 3-4

www.formulatwo.com

FORMULA RENAULT 3.5 SERIES

Rd 6/9

Hungaroring, Hungary

July 3-4

www.renault-sport.com

NASCAR SPRINT CUP

Rd 18/36

Daytona, Florida, USA

July 3

www.nascar.com

GRAND-AM

Rd 8/12

Daytona, Florida, USA

July 3

www.nascar.com

Television

SATURDAY JULY 3

0405-0430 **Five**

Motorsport Mundial

0730-0800 **Channel 4**

British Rallycross

Action from Lydden and Knockhill

1145-1300 **Eurosport LIVE**

Formula Renault 3.5: Hungaroring race 1

1300-1400 **Eurosport LIVE**

Formula 2: Portimao race 1

1300-1400 **ITV4**

Motorsport UK

1330-1500 **Motors TV**

FIA GT3: Paul Ricard

1445-1615 **ESPN UK**

FIA GT1: Paul Ricard qualifying

1615-1745 **ESPN UK LIVE**

FIA GT1: race 1

1730-1815 **Eurosport 2 LIVE**

WTCC: Portimao qualifying

1815-1900 **Eurosport 2**

Formula 2: Portimao race 1

2010-2045 **Motors TV**

British Formula Ford: Castle Combe

SUNDAY JULY 4

0830-0900 **Eurosport LIVE**

WTCC: Portimao warm-up

1145-1245 **Eurosport LIVE**

WTCC: Portimao race 1

1245-1445 **ESPN UK**

DTM: Norisring

1445-1615 **ESPN UK**

FIA GT1: Paul Ricard race 2

1500-1700 **Sky Sports 2 LIVE**

Goodwood Festival of Speed

For the first time ever, live TV coverage of Lord March's driveway of noise.

1500-1700 **Dave**

World Rally 2010

1600-1700 **Motors TV**

FIA GT3: Paul Ricard

1630-1730 **Eurosport LIVE**

WTCC: Portimao race 2

1730-1800 **Eurosport**

Formula Renault 3.5: Hungaroring race 2

1800-1845 **Eurosport**

Formula 2: Portimao race 2

1845-1900, 2345-0000 **Eurosport**

Motorsports Weekend

1900-2030 **ESPN UK**

DTM: Norisring

2030-2200 **ESPN UK**

FIA GT1: Paul Ricard

2030-2300 **Sky Sports 4 LIVE**

IndyCar: Watkins Glen

Road course action from the Camping World GP at 'The Glen'. Can Justin Wilson win like he did last year?

2115-2215 **Eurosport 2**

WTCC: Portimao

2220-0030 **Motors TV**

FIA GT3: Paul Ricard highlights

2300-0500 **Open Access 3 LIVE**

NASCAR: Daytona

2300-0100 **Sky Sports 4**

Goodwood Festival of Speed highlights

MONDAY JULY 5

0700-0900, 1200-1400 **Sky Sports 4**

Goodwood Festival of Speed highlights

0900-1100, 1400-1600 **Sky Sports 4**

IndyCar: Watkins Glen

1830-1930 **Sky Sports 2**

NASCAR: Daytona highlights

The Coke Zero 400 from Daytona.

Online

AUTOSPORT.COM

Coming up on the web this week

BARCELONA MOTO GP

Back-to-back grand prix weekends in Spain conclude with this weekend's Catalunya round of MotoGP, with home favourites Jorge Lorenzo and Dani Pedrosa going head-to-head for victory in Valentino Rossi's continued absence. Elsewhere, there's IndyCar at Watkins Glen and NASCAR at Daytona, while the DTM and the F3 Euro Series make their annual trip to the Norisring, plus WTCC and F2 from the Algarve.



Read this week's AUTOSPORT magazine in full on the internet

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REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage



EXASPERATE: to irritate or annoy very much; make angry; vex; aggravate.

Or, in motor racing terms, what the GP2 field did to Martin Haven last weekend. Poor old Martin (yes, sympathy from *Revved Up* – a very rare commodity), as he toiled away with timing screens that failed and a group of drivers who thought they were in bumper cars, not high-powered single-seaters capable of speeds of almost 200mph.

It reached breaking point in race two, when driving that made rush-hour in Istanbul look calm and organised eventually resulted in an inevitable safety car.

"Now is the time to throw the red flag. Get all the cars back into the pits and give everyone a good talking to," he surmised.

He was right, too. Banger racing is fun to watch at Wimbledon, it's just frustrating when the same (rubbish) drivers make the same (rubbish) errors to ruin the racing.

Over in F1 land there was no escaping the fact that it was very much second on the bill to the footie. No opportunity was missed to remind us that England v Germany was up next on the BBC, but it was pushing it too far when Vettel's pole for Red Bull was claimed as a result for both nations. DC rightly

pointed out that Red Bull is Austrian. That made it 2-0, which in hindsight we'd all have taken!

The European GP will always be remembered for Mark Webber's enormous crash, but anyone who missed the Forum (before a power cut killed it!) and sought some further analysis was out of luck.

Even before the day was out, links to footage of the Webber accident were greeted with a message that it had been taken down due to a breach of FOM copyright.

How can 30 seconds of footage of such a spectacular accident – regrettably the sort of thing that might turn a passer-by into a fan – be damaging to F1 or its future revenue streams?

The big TV stations have already paid tens of millions for their live coverage; a short highlight clip that drags in potentially millions more viewers must be a good thing.

Now that's what I call exasperating. *Revved Up*

"There was no escaping the fact that Formula 1 was very much second on the bill to the BBC's World Cup footie"

THE WEEK IN PICTURES

The lensmen pounding the beat, from the 'Ring to Valencia

MARIA SHARAP-OVER(STEER)

Tenuous Wimbledon reference as Superleague Formula's Maria de Villota spins at the Nurburgring



500 NOT OUT FOR A CLASSIC BRAND

After a hiatus that lasted 15 years, the Lotus name racked up its 500th world championship grand prix start in Spain



PEDRO STUFFS HIS PABELLA WITH FACE

Valencia is famous for its paella. Pedro de la Rosa is famous for driving F1 cars. If the two met up, it'd look like this



AUF WIEDERSEHEN, EN-GER-LAND

First he saw off 'Our Lewis and Jense' in the European Grand Prix, then Sebastian Vettel waved farewell to England in the World Cup



Engineering debrief – hydraulic reliability

HOME AND HOSED

Hydraulic control systems are a key part of modern-day racing machinery



THE USE of hydraulic and fluid controls has been around in F1 for many years, controlling everything from KERS to the opening of the fuel filler cap as the car enters the pits. The precise control, flexibility and 'power density' (compared to electrical alternatives) derived from hydraulics led to widespread adoption.

"Because of weight and package restrictions and a low oil mass, cooling is minimal, meaning the fluid can be at 100-135C," says FHS Motor Racing's Peter Hughes. "This affects viscosity, meaning tolerances are crucial to prevent leaks that cause car failures." FHS's solution to increase performance in F1 and the WRC is Swagelok. This is a single joint (as opposed to the multiple joints associated with welding or brazing) that connects flexible and rigid titanium pipes with the advantage of retaining the internal smooth bore.

Mark Glendenning

Got an engineering question you'd like answered? Send it to mark.glendenning@haymarket.com

FROM THE ARCHIVE

1964 British Grand Prix, Brands Hatch



"Clark appeared to have performance in hand when he needed it, finally setting a new record"

WHEN THE Historic Sports Car Club hosts its annual Historic Superprix meeting at Brands Hatch this weekend, it will celebrate 50 years of racing on the Kent venue's Grand Prix loop. In particular, the HGPCA's early-'60s GP cars should evoke memories of the circuit's first world championship Formula 1 race, in 1964.

The July 11 event was greatly anticipated, and qualifying was spectacular. Jim Clark (above) and Graham Hill arrived at the circuit separated by just one point, and were again locked in combat. Clark planted his Lotus on pole by 0.2 seconds, with the BRM of Hill and Brabham of Dan Gurney lining up alongside him.

The race did not disappoint the 100,000-strong crowd either. Clark and Hill, the 1963 and '62 champions respectively, were embroiled in an 80-lap duel. They were in a class of one and the rest of the pack never got close. Third-placed John Surtees finished 80 seconds behind the flying Scotsman, and the Ferrari man was the only driver not to be lapped by the duo.

During the course of 212 miles of fierce competition, Clark and Hill were never more

than seven seconds apart, and for much of the race the gap stood at a second or lower. Although Hill got close to Clark on several occasions, he did not manage to pull off the vital move and, in any case, Clark appeared to have performance in hand when he needed it, finally setting a new lap record with seven laps remaining.

Despite a late charge from the Englishman, Clark took the chequered flag 2.8s ahead of Hill and established a four-point lead in the title hunt thanks to his third win in the five rounds held to date.

Surtees trailed Clark by 20 points at this halfway stage of the season, but over the remaining five races he would catch up and snatch the crown at the final round.

Since 1976, when the track was reprofiled, Clark, Hill and Surtees have all had corners at Brands named after them. Clark's name was given to the curve exiting Clearways, Hill's to what was formerly Bottom Bend, and Surtees's to South Bank Corner. Jack Brabham, who finished fourth in this race, had his name given to the start-finish straight. 🏁

THIS WEEK IN...



JULY 5 1984

OUR COVER hails a one-two result for British constructor Lola in the inaugural Meadowlands Indycar Grand Prix on the streets of New Jersey. Danny Sullivan's Sherson Racing Lola T800 (above) finished second to Mario Andretti's Newman Haas example and was the only other car to finish on the lead lap.

Also pictured on the cover was Andy Rouse's ICS Rover Vitesse Group A car, which beat Frank Sytner's BMW to take victory in the British Saloon Car Championship at Snetterton.

Manfred Winkelhock landed a lucrative DM37,350 for winning the annual Norisring Trophy for sportscars (Group C at this stage). A capacity 80,000 crowd witnessed Winkelhock hustle his Kremer Porsche 956B to victory by a lap from Jonathan Palmer.



NEXT WEEK



Get set for Silverstone...

BRITISH GP

Full preview to our home race *On sale July 8*

PLUS

Uphill all the way – report and action from Goodwood Festival of Speed; Norisring – DTM's highlight of the year

MANUEL REUTER

■ Hockenheim ITC ■ October 13, 1996 ■ Opel Calibra ■ Tin-top title victory on home soil



Reuter took win after flat-out run to the flag

THE LAST International Touring Car meeting at Hockenheim was a very good weekend. We'd had two bad weekends before this one – at Mugello my car caught fire and it was completely burned out. So I went to Mugello with a brand new car, and we didn't get it working well there. I'd lost the championship lead to [Mercedes rival] Bernd Schneider, so I knew I had to score very well at Hockenheim, which was the third to last weekend of the season.

Klaus Ludwig was still very strong at this time, and I don't think he was too happy about another Opel Calibra driver potentially winning the championship. It was a tricky situation, because I was racing with the Joest team, and he was with Zakspeed. There was also Keke Rosberg's team, and up to that point in the season there had been open racing between all of us. It had been really tough, not like it is in the DTM at the moment.

I ran second behind Klaus for the whole of the first race, and I was clearly quicker than him so

"I had to make a gap in the stadium section so that Ludwig couldn't get a slipstream on the straights"

I kept asking on the radio if there would be team orders like we had discussed before the race. The team said, 'Don't worry, you will change positions, this is clear.'

And what happened? Klaus won the race! So in the second race, I was third on the grid again with him on pole, and I knew I had to go for everything at the start. I got on

the outside of Klaus going into the first corner and I decided that whatever happened I was going to brake later than he did. It was very tight, there were just millimetres between us. This was on the old Hockenheim with the long straights, and we were running top speeds of nearly 300km/h, so there was a big chance of a slipstream.

I knew I had to always make a gap in the stadium section so that he couldn't get a slipstream on the straights. We had a big gap back to the rest, but we still ran flat-out the whole race. It was a big risk from a reliability point of view.

After I crossed the finish line to win, it was very emotional because we knew it was the last DTM/ITC race in Germany, as the championship was dying. So this was us saying goodbye with these cars. Hockenheim was full, and I stopped just after the line and jumped out of my car to thank all the fans. I was fined \$10,000, but it was worth it. **✖**
Manuel Reuter was talking to Glenn Freeman

IN PROFILE



THE MAJORITY of Manuel Reuter's career centred on racing in sportscars and the DTM. He is a two-time winner of the Le Mans 24 hours – in 1989 for Sauber Mercedes and 1996 for Joest Porsche – and the high-point of his tin-top career came when he won the ITC for Opel in 1996. The German won races for the marque again when the DTM was reborn in 2000, but he retired when Opel withdrew from the series in 2005. He is now a co-commentator on the DTM for German TV.

**NEXT
WEEK**
**Oliver
GAVIN**





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Image courtesy of LAT Photographic

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THAT'S WHAT I CALL DURABILITY
AND LONGEVITY. THANKS MICHELIN!



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ALL THE OBSTACLES! WHAT A PERFORMANCE!



MICHELIN has won the Le Mans 24 Hours for the 13th year running!

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