

TEAM VILLENEUVE IS GO! '97 CHAMP TARGETS F1 IN 2011

JULY 22 2010 • £3.20 • WWW.AUTOSPORT.COM



AUTOSPORT

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

INSIDE RED BULL'S CIVIL WAR

VETTEL IS HE REALLY THE BAD GUY?

EXCLUSIVE INTERVIEW

"Nothing else matters except winning the championship"

GERMAN GP PREVIEW

DAVID COULTHARD'S OUTSPOKEN COLUMN

"If anyone needs a good result it's Schumacher"



**RUBENS BARRICHELLO'S
EXCLUSIVE TRACK GUIDE**

"It's tight and it's very hard on tyres"

**MARK HUGHES'S
INSIDE LINE**

"You'd expect Ferrari and McLaren to be right in the thick of the action"



PLUS



WTCC Priaulx's Brands Hatch glory
F2 Stoneman dominates at home
IRL Brit Wilson's loss, Power's gain
Brit F3 Controversial thriller at the Rock

haymarket



29>

C\$8.95



Stingray RV is Europe's leader in American motorhome Rental & Sales. We are dedicated to supplying luxurious American motorhomes to a varied range of clients for any event, anywhere in Europe.

FOR SALE **FINANCE AVAILABLE**



2003 39' Fleetwood Revolution
1 slide in lounge & 1 in bedroom, roll-out awning.
Sleeps 7 in 4 double beds. **£79,000**

FOR SALE **FINANCE AVAILABLE**



2008 36' Four Winds Magellan
Sleeps 4 in 2 double beds, electric roll out awnings,
onboard generator. **£85,000**

FOR SALE **FINANCE AVAILABLE**



2005 39' Four Winds Mandalay
Cream leather, triple slide, roll-out awning.
Sleeps 6 in 3 double beds. 9,000 miles. **£104,000**

FOR SALE **FINANCE AVAILABLE**



2005 39' Fleetwood Revolution
Four slides, roll-out awning, air conditioning.
Sleeps 7 in 4 beds. **£125,000**



Europe's leader in American
motorhome rental & sales



The largest dedicated
indoor RV showroom in Europe

We are currently taking bookings for all British
and European Motorsport events for 2010.

For more information or to hire a 'home from home':
visit **www.stingrayRV.com**, call **0870 241 5614**
or email **simon@stingrayRV.com**

www.stingrayRV.com

CONTENTS

July 22 2010 – vol 201 no 4



AUTOSPORT.COM

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

COVER IMAGE:
PAUL-HENRI CAHIER
/ F1-PHOTO.COM
INSET: Coates/LAT,
Dunbar/LAT &
Wood/LAT

NEWS

10 Villeneuve's own F1 team

No, not BAR, it's Jacques' new bid with Durango

12 Vettel: no team orders

German Red Bull star just wants to get on with racing

14 McLaren tries again

Blown diffuser to get back-to-back run at Hockenheim

17 David Coulthard column

18 German GP preview

24 Indy pulls them in?

Manufacturers get on the blower for engine supply

26 BMW 'diet' foiled

Brands weight-loss bid turned down by stewards

29 Hartley gets dropped

Kiwi out of Red Bull line-up

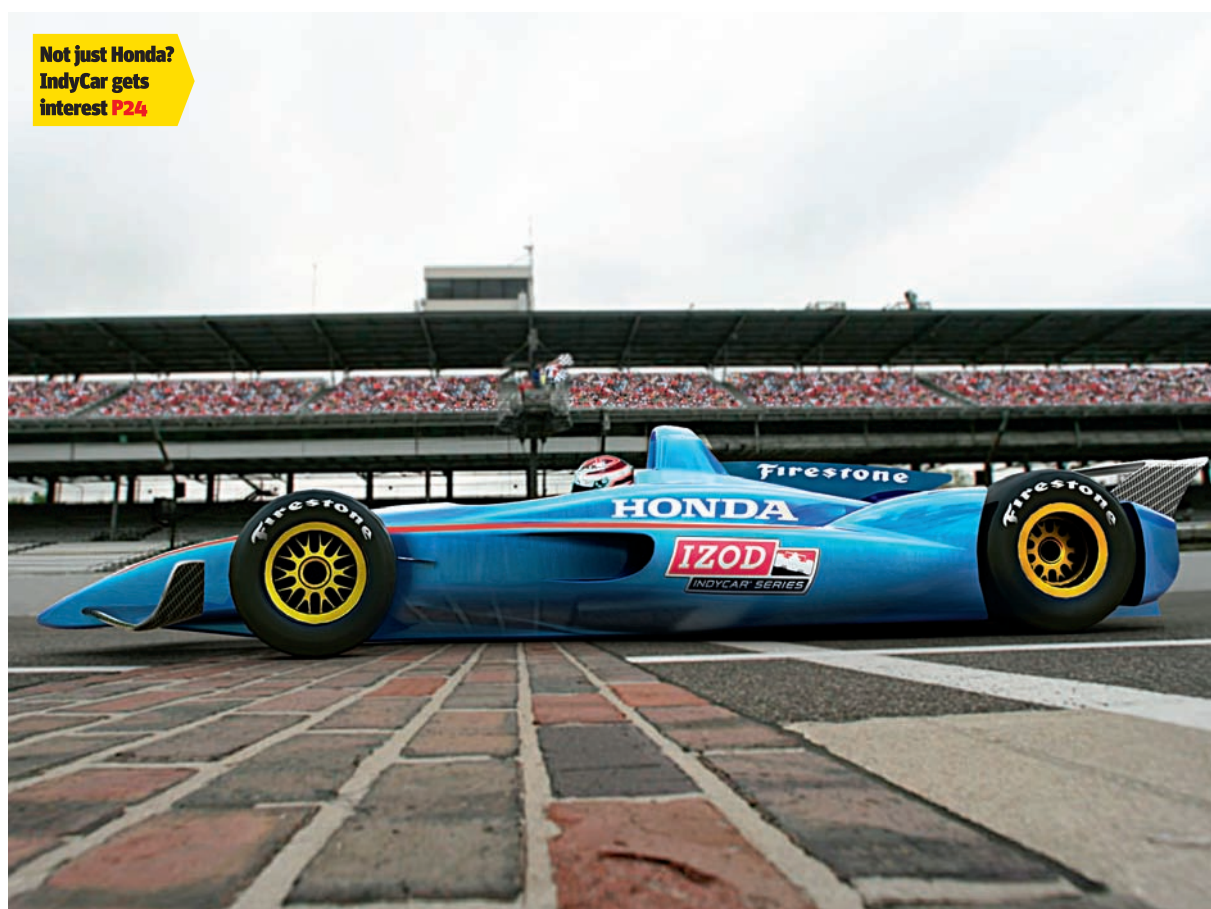
31 Works teams face ban

Le Mans Series looks to outlaw factory juggernauts

32 Kimi up for Finland

Raikkonen set for rare outing in front of his home fans

Not just Honda?
IndyCar gets
interest P24



REPORTS

40 WTCC Brands Hatch

Muller victorious back on his old stomping ground

44 F2 Brands Hatch

Dean Stoneman is glorious winner and disputed sinner

46 LMS Algarve

It's all too easy for the ORECA Peugeot *garçons*

50 IndyCar Toronto

Power snatches it as Wilson slips up late in the race

52 Superleague Zolder

Rigon strikes for Anderlecht on Belgians' home ground

54 British F3 Rockingham

Controversial Vergne stretches his series lead

56 Rockingham supports

Glynn Geddie and Tio Ellinas step into starring roles

58 World of Sport

Grand-Am; Indy Lights; IRC; TC2000; Formula Nippon

Crashfest on
the streets of
Toronto P50





"It was unnecessary but, on the other side, Mark has done nothing wrong"
RED BULL OWNER DIETRICH MATESCHITZ EXONERATES MARK WEBBER FOR HIS SILVERSTONE OUTBURST

252,000

The cost, in pounds, of a 2012 Dallara IndyCar. Start saving... Story P24



COVER STORY

FEATURES

34 Sebastian Vettel

Don't judge him on how Red Bull runs its team – Vettel is one of the good guys with his focus on the ultimate prize

61 Introducing...

Formula BMW's British sensation Jack Harvey

SUBSCRIBE...

to AUTOSPORT magazine and get a free Jarno Trulli Lotus F1 baseball cap. **P86**



Vettel: just let me get on with it **P34**

SPORTS EXTRA

75 Brands safety concern

SEAT Eurocup racer bounces his car into spectator area

76 Mustang sallies into BGT

Heavy-metal racer to join GT4 class for Silverstone

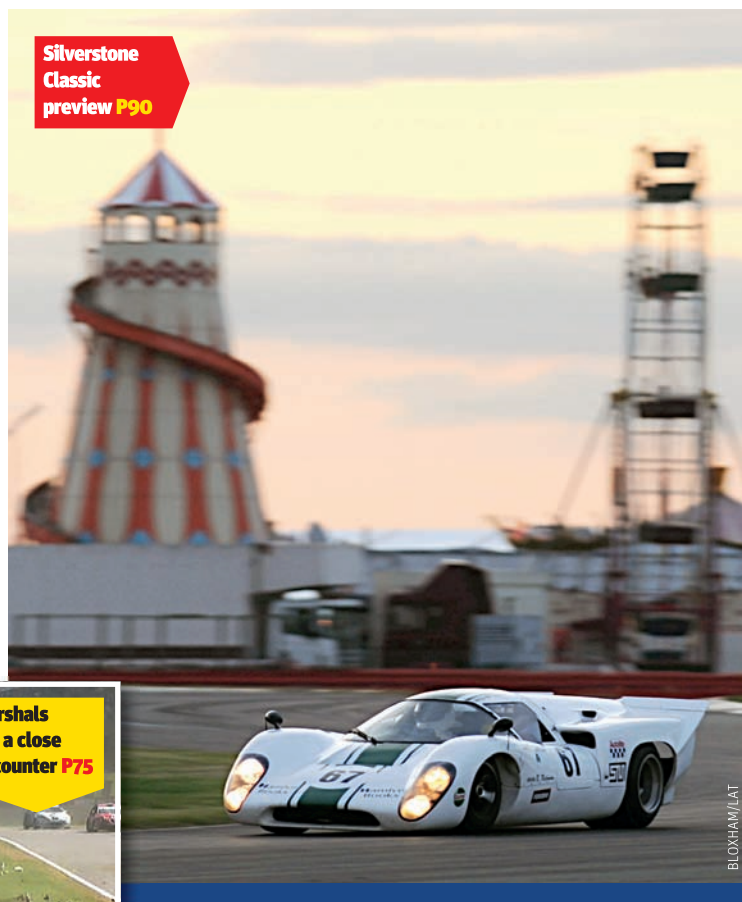
82 Reports

Brands Hatch WTCC supports; Bouley Bay/Val des Terres hillclimbs; Castle Combe Great & British; Lydden CTCRC; Mondello Park CCC; Mallory Park BRSCC

90 Preview

Looking ahead to this weekend's Silverstone Classic

Silverstone Classic preview P90



Marshals get a close encounter P75

REGULARS

7 From the editor

8 Snapshot

23 Mark Hughes

88 Subscribe

And get a free Jarno Trulli Lotus F1 baseball cap

92 Final drive

Letters and reviews

94 On track/on screen

The best motorsport action over the next seven days

97 Photo finish

Tom Coronel, European Le Mans Series, Estoril, 2001 (below)

98 Race of my life

John Fitch, Mille Miglia, 1955



NEVER LOOK BACK



**FROM ONLY £199 A MONTH*
WITH ELECT 4 PERSONAL LEASE**

CITROËN prefers TOTAL

ANTI RETRO

NEW CITROËN DS3

Anti Retro is a movement. A new movement that believes in looking forward, not backwards for inspiration. That believes in spacious high quality interiors and strikingly stylish exteriors to match. Choose between two new superbly equipped DS3 Black and DS3 White Collection models, with powerful 1.6 VTi petrol or HDi diesel engines. No grey areas here. Believe in Anti Retro and never look back.

For details on the new DS3 please visit www.citroen.co.uk/ds3-collection or call free on 0800 262 262.

CRÉATIVE TECHNOLOGIE



CITROËN

Official Government Fuel Consumption Figures (litres per 100km/mpg) and CO₂ Emissions (g/km). Highest: DS3 1.6 VTi 120hp Auto: Urban 9.6/29.4, Extra Urban 5.3/53.3, Combined 6.9/40.9 and 158 CO₂. Lowest: DS3 1.6HDi 90hp: Urban 4.7/60.1, Extra Urban 3.3/85.6, Combined 3.8/74.3 and 99 CO₂.

*Elect 4 Personal Finance Lease applies to qualifying new DS3 Black and White Collection vehicles ordered and registered between 12/07/10 and 30/09/10. Over 18s only. A guarantee may be required. Written quotations available on request from Citroën Financial Services, Quadrant House, Princess Way, Redhill RH1 1QA. Elect 4 example based on: DS3 1.6 VTi Black and White Collection Advance rental of £2,320. Followed by 46 monthly rentals of £199. Optional final rental of £4,739. Payment of the optional final rental extends the contract term (this does not transfer title of the vehicle). Requires annual rental equivalent to one of your monthly rentals. Annual mileage 10,000. You may incur excess mileage charges if you exceed your agreed annual mileage. All rentals inclusive of VAT. Offers correct at time of going to press, available from participating Citroën Dealers. Please contact your Citroën dealer or visit www.citroen.co.uk for full terms and conditions.

EDITOR

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

AUTOSPORT.COM EDITOR

Simon Strang
simon.strang@haymarket.com ext.5093

DEPUTY EDITOR

Charles Bradley
charles.bradley@haymarket.com ext.5889

GROUP F1 EDITOR

Jonathan Noble
jonathan.noble@haymarket.com ext.5810

F1 EDITOR

Edd Straw
edd.straw@haymarket.com ext.5887

DEPUTY F1 EDITOR

Mark Glendenning
mark.glendenning@haymarket.com ext.5801

NEWS EDITOR

Glenn Freeman
glenn.freeman@haymarket.com ext.5309

AUTOSPORT.COM FEATURES EDITOR

Steven English
steven.english@haymarket.com ext.5952

MANAGING EDITOR

Peter Hodges
peter.hodges@haymarket.com ext.8617

WEB MANAGING EDITOR

Pablo Elizalde

GRAND PRIX EDITOR

Mark Hughes
autosport.editorial@haynet.com

SECRETARY

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

PHOTOGRAPHS

LAT Photographic

SPECIAL CORRESPONDENT

Adam Cooper

TECHNICAL CONSULTANT

Gary Anderson

TECHNICAL EDITOR

Giorgio Piola

NEWS GRAPHICS

Alan Eldridge

CARTOONIST

Jim Bamber

CORRESPONDENTS

ARGENTINA

Tony Watson

AUSTRALIA

Phil Branagan

AUSTRIA

Gerhard Kuntzsch

BELGIUM

Gordon McKay

BRAZIL

Lito Cavalcanti

FINLAND

Esa Iiloinen

GERMANY

Rene de Boer

ITALY

Roberto Chinchero

JAPAN

Jeff Olson, Jeremy Shaw

NEW ZEALAND

David Addison, Joshua Barnett, Ben Bostock, Dud Candier, Jonathan Crawford, Kerry Dunlop, Lesanne Faby, Paul Jurd, Linda Keen, Paul Lawrence, Adam Leveridge, Marc Orme, Graham Read, Peter Scherer, Ian Sowman, Oliver Timson, Ian Titchmarsh, Matt Upton, Eddie Walder, Tim Whittington, Richard Young

RUSSIA

Gregory Golyshev

SOUTH AFRICA

Richard Asher

SPAIN

Raimon Duran

SWEDEN

Tege Tornvall

USA

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

UK & EIRE

David Addison, Joshua Barnett, Ben Bostock, Dud Candier, Jonathan Crawford, Kerry Dunlop, Lesanne Faby, Paul Jurd, Linda Keen, Paul Lawrence, Adam Leveridge, Marc Orme, Graham Read, Peter Scherer, Ian Sowman, Oliver Timson, Ian Titchmarsh, Matt Upton, Eddie Walder, Tim Whittington, Richard Young

ADVERTISING

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

SALES MANAGER

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

DISPLAY ADVERTISING

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

Adam Stimpson, ext: 5244
adam.stimpson@haymarket.com

Katie Gamble, ext: 5961
katie.gamble@haymarket.com

CLASSIFIED ADVERTISING

Adam Rutter,
ext: 5865
adam.rutter@haymarket.com

ONLINE SALES MANAGER

Luciano Candilio,
ext: 5179
luciano.candilio@haymarket.com

ONLINE ADVERTISING

Phillipa Mathers,
ext: 5115
phillipa.mathers@haymarket.com

ADVERTISING DIRECTOR

Matthew Witham

AD PRODUCTION

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

SPECIAL PROJECTS DIRECTOR

Derek Redfern
licensing.director@haymarket.com

PRODUCTION MANAGER

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

DISPLAY PRODUCTION

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

CLASSIFIED PRODUCTION

Roxy Agius, ext: 5349
roxy.agius@haymarket.com

SUBSCRIPTIONS

UK 08456 777 817
OVERSEAS +44 (0)1795 592 974
EMAIL autosport@servicehelpline.co.uk

US & CANADA 1-866-918-1446

US & CANADA EMAIL haymarket@imsnews.com

AUTOSPORT (USPS 454230) is published weekly by Haymarket Magazines Ltd, c/o Mercury International Ltd of 365 Blair Road, Avenel, New Jersey 07001. For subscription rates please contact:

Tel: 1-866-918-1446, Email: haymarket@imsnews.com
Periodicals paid at Rahway, NJ.
Postmaster please send address correction changes to AUTOSPORT, c/o Mercury International at above address.

BACK ISSUES

Tel: 08456 777817

DIRECT MARKETING EXECUTIVE

Karen McCarthy, ext: 5659
karen.mccarthy@haymarket.com

MANAGEMENT

PUBLISHING DIRECTOR

Peter Higham

PUBLISHER

Rob Aherne

PUBLISHING MANAGER

Samantha Jempson

HAYMARKET CONSUMER MEDIA

Publishing, trade and further subscription details on www.autosport.com While due care is taken to ensure the contents of AUTOSPORT are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in AUTOSPORT only upon Haymarket Consumer Media's Standard Terms of Acceptance of Advertising, copies of which are available from the Advertising Sales Department of AUTOSPORT.

EDITORIAL DIRECTOR

Mark Payton

DESIGN DIRECTOR

Paul Harpin

DIGITAL PRODUCT MANAGER

Jim Foster

SPECIAL EVENTS MANAGER

Laura Coppin

CIRCULATION TRADE ENQUIRIES

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

STRATEGY AND PLANNING DIRECTOR

Bob McDowell

MANAGING DIRECTOR

David Prasher

CHAIRMAN

Kevin Costello

You can change a wing, but not perception



IN WAR, truth is the first casualty, wrote the Greek poet Aeschylus. And in the intra-team battle that's raging at Red Bull, the lines between the right and the wronged are blurring with each passing skirmish.

Against this backdrop, Sebastian Vettel, the British-comedy-loving, youngest-ever winner of a Formula 1 grand prix, has been cast as the bad guy, the sulking, favoured son of a team and sponsor that are trying

to manipulate the championship in favour of their man.

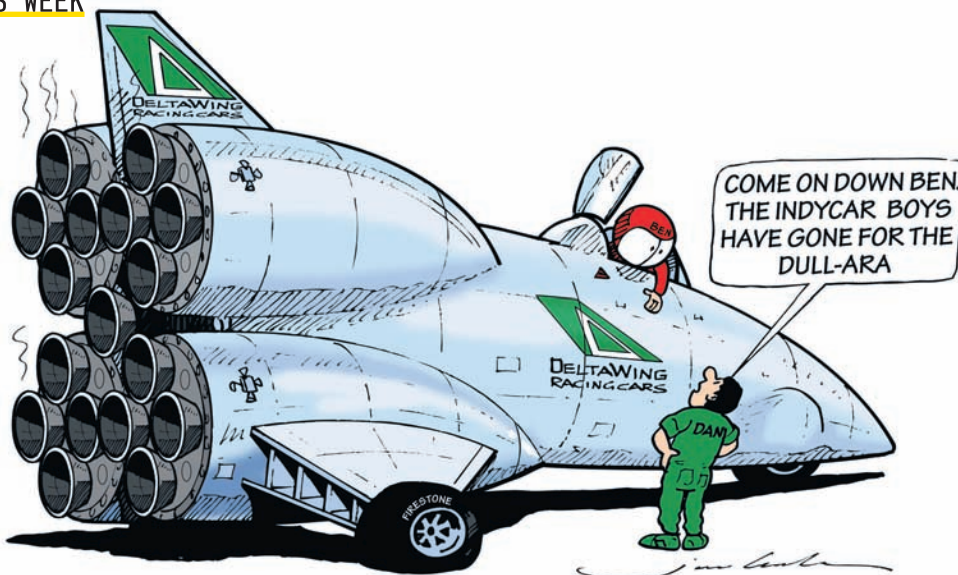
But is it all that it seems? How complicit is Vettel in a decision-making process that means he's the one who gets the new parts first? And even if he is, isn't this exactly what a driver should be demanding as he seeks to win the title in an extremely competitive season?

And would Mark Webber, a driver who has a track record of seeking to gain the psychological upper hand over his teammates in order to strengthen his own position, act any differently if the cards were stacked in his favour? Of course not.

But that's perception for you. As Vettel tells Edd Straw this week (p34), there's really not a lot he can do to change that.

Andrew van de Burgt, editor

BAMBER'S WEEK



FORMULA 1

From Heppenheim to Hockenheim

Those locals sitting outside Heppenheim's Goldener Engel hotel are surely trying to work out which front wing home-town hero Sebastian Vettel is running on his Red Bull. This PR stunt around a 1km track took place on Monday ahead of this weekend's German Grand Prix at Hockenheim.

Picture: Trem//Getty





Villeneuve's hopes rest on new team

Former world champion joins forces with Italian outfit Durango in bid to get back on the Formula 1 grid in 2011. By EDD STRAW

Jacques Villeneuve's hopes of returning to Formula 1 depend on the Italian Durango outfit's application to become the 13th team in 2011 being successful.

Ex-GP2 team Durango's application has been lodged under the name of "Villeneuve Racing" and has continued into the second phase of the FIA's team selection process.

Villeneuve, who will act as the team's figurehead as well as driving, remains tight-lipped on the situation. He was only willing to confirm that he is working on a plan to make an F1 comeback, as has been widely reported over the past 18 months.

"I have nothing more to say on the subject then what has already been said," he told AUTOSPORT. "I've been working on F1 plans for a while."

Durango has an existing relationship with Villeneuve after running the Canadian in three rounds of the Middle Eastern Speedcar Series in 2008. Team boss Ivone

Pinton has confirmed Villeneuve's involvement, but was unavailable for further comment on the project.

APPLICATION PROCESS

A decision on which team will be awarded the 13th grid slot will not be made until the second half of August. Durango has paid a further €20,000 fee to enter the final phase of the selection process. It must now complete a detailed dossier covering its financial and technical plans.

It is misleading to characterise this stage as a final FIA shortlist. Despite the sport's governing body giving feedback on the first stage of the application, there are no restrictions on teams pushing on with their entry, provided the extra payment is made.

Technical and financial details of the Durango bid remain vague, although the team is expected to run out of its current base in Pianiga in Italy. Durango does have experience of building cars, having run its own

sports-prototype in the 2003 Le Mans 24 Hours. That car grew out of a project originally started by former Lancia LC2 sportscar entrant Gianni Mussato, but the team is more likely to use a technical partner in F1.

TOYOTA UNLIKELY

The stillborn Toyota TF110 could be used as a basis for the project, as

Toyota Motorsport is still keen to offer the machine to a buyer.

But AUTOSPORT understands that no agreement exists for Durango to use the car, and that such a deal is currently unlikely. Dallara is a potential alternative.

With Villeneuve believed to be unable to fund the project, the bid will depend on outside investment.



Durango currently races in Auto GP

STRECK/LAT



Villeneuve drove for Durango in Speedcar

GIBSON/LAT

LIKE FATHER, LIKE SON

Gilles Villeneuve once worked on setting up his own team



Gilles considered team ownership

BY CREATING "Villeneuve Racing", Jacques Villeneuve is heading down a similar path to that trodden by his legendary father Gilles in the early 1980s.

Although little-reported at the time, the Ferrari driver was working on a project to create his own team. Out-of-contract at the end of the 1982 season, during which he lost his life in a qualifying accident at Zolder,

there was the possibility of the team running as early as 1983.

Having been approached by a backer, Villeneuve had engaged old team-mate Jody Scheckter as team manager and planned to set up shop close to Paul Ricard. Then the money fell through, just after the infamous 1982 San Marino Grand Prix.

Gerald Donaldson picks up the story in his outstanding

biography of Villeneuve: "The whole concept was undermined at a meeting in Milan where the truth came out. Jody had done some research into the person responsible for securing the sponsorship and found he had misrepresented himself. He didn't really have the international tobacco money behind him and the group were using the Villeneuve name."

VILLENEUVE IN F1

Debut race:	1996 Australian GP
Last race:	2006 German GP
Teams:	Williams, BAR, Renault, Sauber, BMW Sauber
Starts:	163
Wins:	11
Podiums:	23
Poles:	13
Fastest laps:	9
Champion:	1997



VILLENEUVE AFTER F1



2007
Contests Le Mans 24 Hours with Peugeot, failing to finish. Enters two races in NASCAR's top tier Nextel Cup and makes occasional appearances in NASCAR Craftsman Truck series



2008
Wins Spa 1000km for Peugeot and finishes second at Le Mans. Fails to qualify for the Daytona 500 and competes in the Middle East Speedcar series. One NASCAR Nationwide race



2009
Contests the Spa 24 Hours in a Mosler and has one outing in the NASCAR Nationwide Series in Montreal, finishing fourth



2010
Fights for victory in one-off NASCAR Nationwide Series outing at Road America, but suffers electrical failure. Enters this weekend's NASCAR Brickyard 400 at Indy

THE TOP SIX... Drivers at their own teams

It's been a while since a driver raced for his 'own' team. Here are some of the better-known efforts

1 JACK BRABHAM

Left declining Cooper to drive for his own Brabham operation, which he had set up with Ron Tauranac. Won the 1966 title and seven world championship grands prix in his own cars.



2 BRUCE McLAREN

Quit Cooper at the end of 1965 to create Bruce McLaren Motor Racing. Won the 1968 Belgian Grand Prix in a McLaren M7A and by the time he was killed in 1970 he'd laid foundations for a dynasty.



3 DAN GURNEY

After successful stints with Ferrari, Porsche and Brabham, drove for his own Anglo American Racers outfit from 1966-1968. Highlight was victory in the '67 Belgian GP in the Mk I Eagle-Weslake.



4 JOHN SURTEES

The 1964 world champion formed his own team in 1970. Despite limited success in the world championship, he did win the Oulton Park Gold Cup twice in 1970 and 1971. The team folded in 1978.



5 EMERSON FITTIPALDI

The Fittipaldi team that Emmo drove for from 1976-1981 was run by elder brother Wilson, but was very much a family initiative. In 77 races entered, Fittipaldi managed just two podium finishes.



6 GRAHAM HILL

Never fully recovered from breaking both legs in a crash in 1969, but formed his own Embassy Hill team in 1973. Retired to concentrate on running the team after failing to qualify at Monaco in '75. He was killed in a plane crash later that year.



Vettel says Red Bull drivers need to race



Vettel: no need for team orders

Red Bull Racing driver sees little point in team favouritism with nine grands prix still to run in this year's title battle

➔ P34 VETTEL INTERVIEW

Sebastian Vettel is adamant that it's too early in the season for Red Bull to play tactical games because the identity of the real title contenders won't become clear until the final races of the season.

Red Bull came under fire for favouring Vettel at last week's British Grand Prix, when it gave the German team-mate Mark Webber's latest-specification front wing just before qualifying. But Vettel believes that, with nine of the 19 races to go,

it is too early even to consider himself a title contender.

"In the last couple of races, you will see if you are a contender or not," Vettel told AUTOSPORT. "Three races down the road, everyone is still a title contender. The key is to take it on a race-by-race basis.

"My target is to win the world championship, and to do that you have to maximize every single race. The key is not to get too concerned and try to handle things that are out of your reach. At Silverstone, when I was last I knew that I had to catch up to get a point or two. What did it matter to me where Mark or Lewis Hamilton were?"

Team principal Christian Horner has admitted that Red Bull will countenance team orders late in the season if one of the two drivers has a marked advantage. But until one driver has slipped out of contention, the team maintains that equality will be the priority.

AUTOSPORT revealed last week (July 15) that Red Bull team owner Dietrich Mateschitz had warned the team not to allow intra-team rivalries to threaten the title push. Speaking to German newspaper *Kleine Zeitung* on Monday, he publicly set out his position.

"If you ask me today who will be champion, I say one of our two

drivers," said Mateschitz. "But the pits must not interfere, because then the problems begin in earnest. We do not have a number-one and a number-two driver."

Webber and Vettel currently lie third and fourth in the drivers' championship standings, 17 and 24 points respectively behind the leader, McLaren's Lewis Hamilton.



Red Bull relations have been strained

Webber rues Silverstone outburst

Mark Webber moved to diffuse tensions at Red Bull following the British Grand Prix front-wing controversy.

The Australian is believed to have been told by team principal Christian Horner that outbursts such as declaring over the radio that his win was "not bad for a number-two driver" could destabilise the team.

"I put too much out to the world," he told the *Daily Mail*. "I would have liked it not to have got out, but it did. I don't want any favouritism, just a fair deal."

The Australian also scotched suggestions that there was any discord between his side of the garage and team-mate Sebastian Vettel's crew.



THOMPSON/GETTY

F1 grid taking shape for 2011

McLAREN



JENSON
BUTTON LEWIS
HAMILTON

CONFIRMED

MERCEDES



MICHAEL
SCHUMACHER NICO
ROSBERG

CONFIRMED

RED BULL



SEBASTIAN
VETTEL MARK
WEBBER

CONFIRMED

FERRARI



FELIPE
MASSA FERNANDO
ALONSO

CONFIRMED

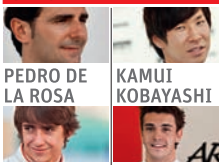
WILLIAMS



RUBENS
BARRICHELLO NICO
HULKENBERG

LIKELY

SAUBER

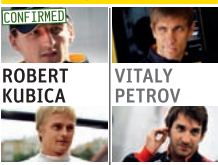


PEDRO DE
LA ROSA KAMUI
KOBAYASHI

ESTEBAN
GUTIERREZ JULES
BIANCHI

NICK HEIDFELD

RENAULT



ROBERT
KUBICA VITALY
PETROV

HEIKKI
KOVALAINEN TIMO
GLOCK

ADRIAN
SUTIL

CONFIRMED

FORCE INDIA



ADRIAN
SUTIL VITANTONIO
LIUZZI

PAUL
DI RESTA

TORO ROSSO



SEBASTIEN
BUEMI JAIME
ALGUERSUARI

CONFIRMED

LOTUS



JARNO
TRULLI HEIKKI
KOVALAINEN

KARUN
CHANDHOK

HRT



VIRGIN



LUCAS
DI GRASSI

LUIZ
RAZIA

ALL PICS FERRARI/LAT

SEBASTIEN BUEMI and Jaime Alguersuari will remain with Scuderia Toro Rosso in 2011.

Buemi, 21, and Alguersuari, 20, were confirmed in a low-key announcement last week. This means that five teams now have their line-ups locked

in for 2011, with McLaren, Red Bull, Mercedes and Ferrari also having retained their current line-up.

The highest-profile vacancy is at Renault alongside Robert Kubica. Kimi Raikkonen had been a contender for the spot, but is now

set to commit to a second season in World Rallying (see AUTOSPORT, July 15). Renault has called on incumbent Vitaly Petrov to up his game, with both Heikki Kovalainen and Timo Glock in contention to take the drive.

Adrian Sutil is also eyeing the Renault seat, although he is more likely to remain with Force India for a fifth season. Current team-mate Vitantonio Liuzzi has a contract for 2011 and is keen to stay on, but he has yet to be confirmed.

AUTOSPORT SAYS...

EDD STRAW
F1 EDITOR

edd.straw
@haymarket.com



It was inevitable that the Formula 1 driver market would be more stagnant than it was 12 months ago, but there's more to it than that. With testing now strictly limited, taking on a rookie is more of a gamble than ever.

Some numbers for your consideration: Vitaly Petrov had fewer than 2000kms under his belt in an F1 car before this season. That's under a fifth of the mileage that Lewis Hamilton had notched up before his scintillating race debut in the 2007 Australian Grand Prix. And the only reason that fellow newcomers Lucas di Grassi and Nico Hulkenberg had decent mileage to their names was their test work in the days before the restrictions came in.

No wonder the teams are playing it conservative. In Toro Rosso's case, it would make no sense to flick Jaime Alguersuari, whose huge potential has been shrouded by tyre troubles in qualifying. Likewise Sebastian Buemi, who has been unobtrusively upping his game in recent races after a timely nudge from Red Bull junior programme boss Helmut Marko.

With so little running on offer, the young pairing would still surely outscore Red Bull's next-in-line, Daniel Ricciardo, on experience alone.

With drivers unwilling to jump and teams unwilling to push away experience, we have a deadlock. These are tough times to be a rookie in Formula 1.



Alguersuari and Buemi stay in 2011

Chandhok still in the frame at HRT

KARUN CHANDHOK is expected to continue in the second HRT seat on an irregular basis for the rest of the year despite being ousted in favour of Sakon Yamamoto for this weekend's German Grand Prix at Hockenheim.

Bruno Senna, who sat out the British GP, will return to action this weekend and is set to see out the season. Chandhok is confident of returning to race action later this year, but the team's plans for the second seat

have yet to be confirmed.

Yamamoto is understood to have brought funding for at least one more race after Germany, but he could appear at further races too.

HRT would only be allowed to field one more driver in races this year, as the regulations permit only four to be used during a season. Free practice drivers, such as Christian Klien, do not count towards that allocation, and it is understood that Klien is not in contention for a race seat.



Chandhok is next to miss out at HRT

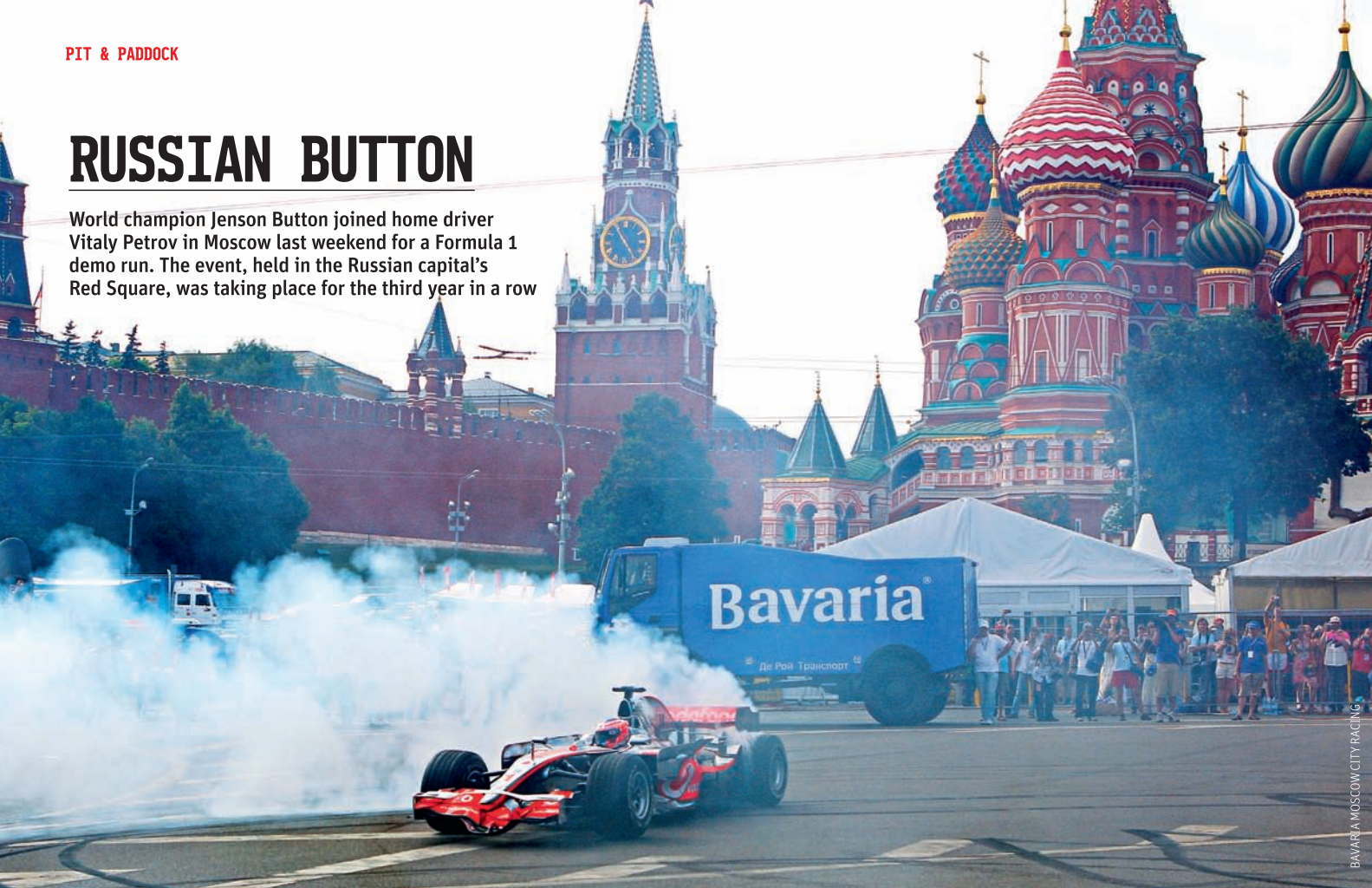
REMEMBER WHEN...



...a driver changed numbers? Sakon Yamamoto will swap numbers at HRT this weekend. Ricardo Zonta was the last driver to race with two different numbers for the same team, with Toyota in 2004

RUSSIAN BUTTON

World champion Jenson Button joined home driver Vitaly Petrov in Moscow last weekend for a Formula 1 demo run. The event, held in the Russian capital's Red Square, was taking place for the third year in a row



BAVARIA MOSCOW CITY RACING

Back-to-back test for McLaren diffuser

Team will compare blown system against old-spec floor in Hockenheim practice

McLaren will back-to-back test its old-specification floor against the new blown-diffuser system in Friday practice for this weekend's German Grand Prix before making a decision on whether to race the upgrade.

The team ran the new floor for the first time in Friday practice for the British Grand Prix two weeks ago before reverting to the previous specification for qualifying and race.

McLaren team boss Martin Whitmarsh said: "If these tests prove positive, then we'll look at the deployment of the new floor for the remainder of the race weekend. That's a decision we'll only make after a thorough analysis of the inherent risks and benefits."

McLaren struggled to achieve consistent performance with the new package at Silverstone, and had to make modifications to deal with the high temperatures of the exhaust gases. Williams technical director Sam Michael believes that the ease

of integrating the system depends on the existing design of the car. The Williams package was a success when it made its debut in Britain.

"Although we investigated it over the winter, we didn't design our car around it because we weren't sure whether we could get it working," Michael told AUTOSPORT. "Our difficulties with adapting are pretty similar to everyone else's. But what is probably different is the way that the exhaust integrates with the aero concept. It's different for each team."

"We definitely got some input in

seeing what Red Bull did and that steered our direction. Maybe some of the others couldn't do what we did [for design reasons], but for us it was simple."

Michael believes that Williams did the right thing when it back-to-back tested the new and old systems in Friday practice at Silverstone.

"Rubens [Barrichello] ran the old version on Friday morning," said Michael. "It was very important for Rubens to feel the change, not so much in deciding whether to run it but in terms of future direction."

Renault technical director James Allison explained to AUTOSPORT the challenges of the system.

"First thing is to get the geometry right, so it's blowing on the bit of the floor that you get the benefit from," he said.

"It's also difficult to control the temperature. Operationally, however, it has been totally seamless for us and we haven't found it hard to bring out the performance."



McLaren will trial new package again

FERRARO/LAT

Force India: no rush on blown rear end

Force India is hoping to introduce its version of the exhaust-blown-diffuser concept before the European season ends in September.

The Silverstone-based team is pleased with the performance step that it has shown during development of its blown diffuser, but it will not run the package on a race weekend until it is confident that it will be able to deliver on-track.

Force India will, meanwhile, introduce a modified rear wing and rear suspension for this weekend's German Grand Prix.

Sauber and Toro Rosso are also understood to be working on the blown-diffuser concept, with a view to introducing their versions in the next four races.

Force India won't rush its upgrades



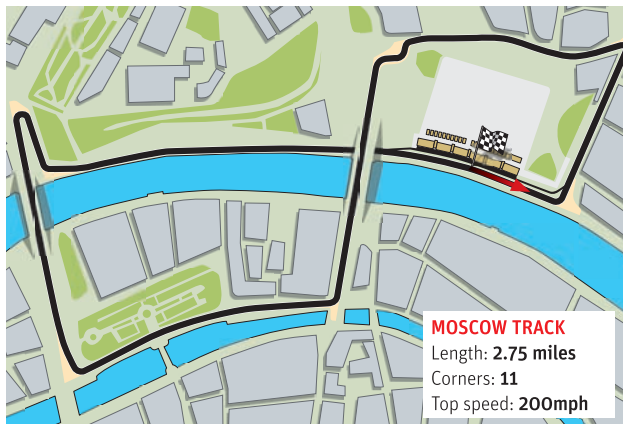
FERRARO/LAT

Moscow GP plan breaks cover

ORGANISERS OF the Moscow City Formula 1 demo have revealed plans to use the event as a foundation for a Russian Grand Prix to take place as early as 2012.

A proposal for a world championship race around a 2.75-mile street track around the Kremlin has been put forward with financial support from the city government. The demo attracted a crowd of 200,000 last weekend, with Jenson Button the star turn demonstrating a McLaren.

Vladimir Makarov, the head of the promotional committee of Moscow, said: "Since last year's show, we've put up a working group for this project and were pleased to invite Hermann Tilke [FIA-favoured circuit designer] to Moscow. We can now say that we have a proper track project. Mr Tilke has said that it would



MOSCOW TRACK
Length: 2.75 miles
Corners: 11
Top speed: 200mph

be the fastest of all street tracks, with a top speed of 200mph."

Renault F1 driver Vitaly Petrov drove a three-seater racer at the event, with Russian premier Vladimir Putin's press secretary, Dmitry Peskov, among the passengers.

"It's a great idea," said

Petrov. "I hope that in a few years' time I could come to Moscow to race as part of the Russian Grand Prix."

F1 commercial chief Bernie Ecclestone is keen on a Russian GP. The Moscow administration is close to putting further funds into the project.

Lotus bolsters technical team

LOTUS HAS further bolstered its technical department by bringing in Peter Elleray, designer of the 2003 Le Mans 24 Hours-winning Bentley Speed 8.

The 52-year-old, who has recently designed the Embassy Racing WF01 and Radical SR9 LMP1 machines, will take up the role of senior mechanical designer. Although best known for his sportscar design work, which also includes the Audi R8C, he has worked in Formula 1 for Tyrrell and Arrows.

Elleray's recruitment is the latest in a series of moves made by the team to build itself up to be in a position to score points in 2011.

Force India design director Mark Smith is the other high-profile name to join Lotus design chief Mike Gascoyne's technical line-up, although he will not switch teams until next April and continues in his present post.

Elleray is an old 'Bentley boy'



No clause in Kubica contract

Kubica is staying put at Renault



ROBERT KUBICA will remain at Renault to the end of the 2012 season regardless of the team's overall performance.

AUTOSPORT reported last week that Kubica's deal includes a clause allowing him to leave the team at the end of 2011 if it was outside the top four of the constructors' championship, after sources suggested this was the case. Now Renault has emphatically denied this, with a spokesman confirming that there are no such performance-

based release clauses that would allow Kubica to leave.

The Pole had been a candidate for a place at Ferrari for the 2011 season, but was already leaning towards remaining at Renault when the Scuderia re-signed Felipe Massa.

A decision on Kubica's team-mate is not expected to be taken for several months, with Vitaly Petrov under pressure to become a regular points scorer after claiming only one top-10 finish this year.

THIS WEEK IN F1



McLAREN Jenson Button has admitted that he must improve his qualifying performance at this weekend's German GP. The world champion has qualified seventh and 14th for the past two races, with team-mate Lewis Hamilton third and fourth.



MERCEDES Michael Schumacher is looking forward to his first home grand prix since 2006 this weekend. "I will try my best for my fans who give me such a lot of support," he said.



RED BULL Sebastian Vettel believes that his home crowd will enable him to perform to his maximum at the German Grand Prix. "It's extra motivation so maybe I can squeeze an extra tenth or two out of myself," he told AUTOSPORT.



FERRARI Team principal Stefano Domenicali believes that Ferrari can still fight for the world championship. "Anyone who does not believe that we can win the world championship would do better looking for another job," he said.



WILLIAMS Technical director Sam Michael believes that Bridgestone's tyre allocation for the German Grand Prix - super-soft and hard - has "got a lot of potential to throw things up in the air" this weekend.



RENAULT Despite initially ruling out running such a system, Renault is scheduled to field its version of the f-duct concept at the Belgian Grand Prix next month.



FORCE INDIA Reserve Paul di Resta will not drive during Friday practice at this weekend's German Grand Prix. This is to allow regular drivers Adrian Sutil and Tonio Liuzzi the maximum time to assess the super-soft and hard tyres allocated.



TORO ROSSO The Faenza-based team will run a new front wing at the German Grand Prix. There will be a larger update package, possibly including a blown diffuser, at the Hungaroring a week later.



LOTUS Reserve Fairuz Fauzy will return to action in Friday's first free practice at Hockenheim. He has been given the outing after engine problems restricted him to just 11 laps at Silverstone.



HRT Race returnee Bruno Senna believes that the nature of the Hockenheim circuit should suit the F110 chassis this weekend. "We will be slightly more competitive against the other new teams," he said.



SAUBER The Swiss team celebrates its 40th anniversary in motorsport at this weekend's German Grand Prix. The C29s of Pedro de la Rosa and Kamui Kobayashi will carry a message celebrating the landmark.



VIRGIN Technical director Nick Wirth is confident that the team will retain lead driver Timo Glock next year. The German is contracted to Virgin, but Wirth admitted that he would have to "want to carry on".

**We can't guarantee the
meeting will be enjoyable.
But the drive there
and back will be.**



**Renault Mégane Hatch Expression 1.6 VVT 100.
£189.99 per month.**



**Renault Grand Scénic Expression dCi 106.
£219.99 per month.**

**RENAULT
BUSINESS**

TRUST US TO KEEP YOU MOVING



Call 0800 731 7066, visit www.renaultukleasing.co.uk or tune in to Renault TV Sky Guide 883.

For Business Users only. The official fuel consumption figures in mpg (l/100km) for the Mégane Hatch Expression 1.6 VVT 100 are: Urban 31.4 (9.0), Extra Urban 51.4 (5.5), Combined 42.2 (6.7). The official CO₂ emission figure is 159g/km. And for the Grand Scénic Expression dCi 106: Urban 47.1 (6), Extra Urban 61.4 (4.6), Combined 55.4 (5.1). The official CO₂ emission figure is 135g/km. Finance is provided for Business Users only and subject to satisfactory credit assessment by Arval UK Limited, Windmill Hill, Swindon, SN5 6PE. Vehicles must be ordered by 30th September 2010. Typical example: Renault Mégane Hatch Expression 1.6 VVT 100 – initial rental £569.97 (equivalent to 3 months' rentals), followed by 35 monthly rentals of £189.99. Non-maintenance contract hire based on 10,000 miles per annum with free of charge metallic paint. All rentals exclude VAT. All figures correct at time of going to press. Renault Business Finance reserves the right to remove these offers any time without prior notice. With 3 year or 60,000 mile warranty, whichever comes first.

Renault recommend



Straight talk David Coulthard

Britain's all-time leading F1 points scorer

DC reckons the Red Bull brouhaha is just a storm in a teacup – the really interesting stuff will be taking place on the track at Hockenheim this weekend

All eyes were on Red Bull Racing two weeks ago with the decision to give the one remaining front wing to Sebastian Vettel over Mark Webber. This weekend it's back to the serious business of racing and the big question is, with half the season gone, who will emerge victorious in the battle for the 2010 Formula 1 World Championship?

RED BULL'S WING DILEMMA

Looking back on Silverstone there are a number of things to take into consideration: was it the right decision to favour the championship leader? What will the long-term effects be on the

I don't think you can doubt the credentials of the team; don't forget it's been around since its birth as Paul Stewart Racing and has huge strength in depth. But it is the first time that it's been in such a strong position in F1, so it's inevitable that things will happen in the white heat of an F1 development race, combined with two top race-winning drivers.

For me, it's not so much about whether the decision was wrong on Saturday morning, or if Mark's comments were acceptable on Sunday afternoon – I don't think there is a right and wrong in this situation. They're not

and you subsequently ask yourself in hindsight, 'Was that worth it?' However, if you feel your position is at risk, and that needs bringing to the world's attention, then of course you should do that.

Is there any concern going forward for Mark after what he said over the Silverstone weekend? Only time will tell. My belief is that this was a storm in a teacup. The team justified its position; Mark justified his words. Problems only arise when you do or say something that you later can't back up.

“Red Bull justified its position and Mark justified his words”

team? Was this merely one of the natural speed bumps a team is going to encounter on the front-line of a world title fight?

government ministers who need to curry favour with public opinion, they are simply doing what they think is necessary to win the world championship.

So while there was a media outcry about the situation, the fact remains it's the right of the team to make calls like this. The drivers are hired hands, but because their contracts are (usually) limited to a season or two, they tend to be more free-spirited, especially when it comes to the media and public.

WHEN TO SPEAK YOUR MIND

Regarding Mark's post-race comments, I've said things publicly in my career at McLaren that I ultimately regretted. Not because I didn't feel justified in the words that I'd said at the time, but when something goes public it can create tensions within the team,

GERMANY: A CURIOUS TRACK

Hockenheim has a very specific set of demands. You need good top speed for that long drag to the hairpin, but a lot of mechanical grip for its twisty stadium sections. I can see a slightly different mix of the grid this weekend, compared to Silverstone, but I can't tell you exactly what that will be! Will that throw a spanner in the works of the title fight? Maybe...

It's a massive weekend for Mercedes, its first home grand prix as a works team for decades. A big result would help its cause immensely.

Michael Schumacher certainly needs a good run, as we're at the halfway point and he's got just over one third of the points of his team-mate. How many people would have predicted that?

If anyone needs a result this weekend, Michael does. **X**



Red Bull needs to keep Webber and Vettel sweet

TRACK GUIDE



Barrichello's inside line

F1's most experienced driver shares his thoughts and memories of Hockenheim ahead of the German GP

Although the track has changed a lot, Hockenheim still has some of the character of the old configuration and if you set up the car for top-speed you just lose loads of time in the infield area. It's a very challenging circuit from a set-up

point of view and is a great event for the German fans, especially with so many home drivers. The motordrome section is amazing for atmosphere. It's also the track where I took my first grand prix win in 2000, so it has some very special memories for me.

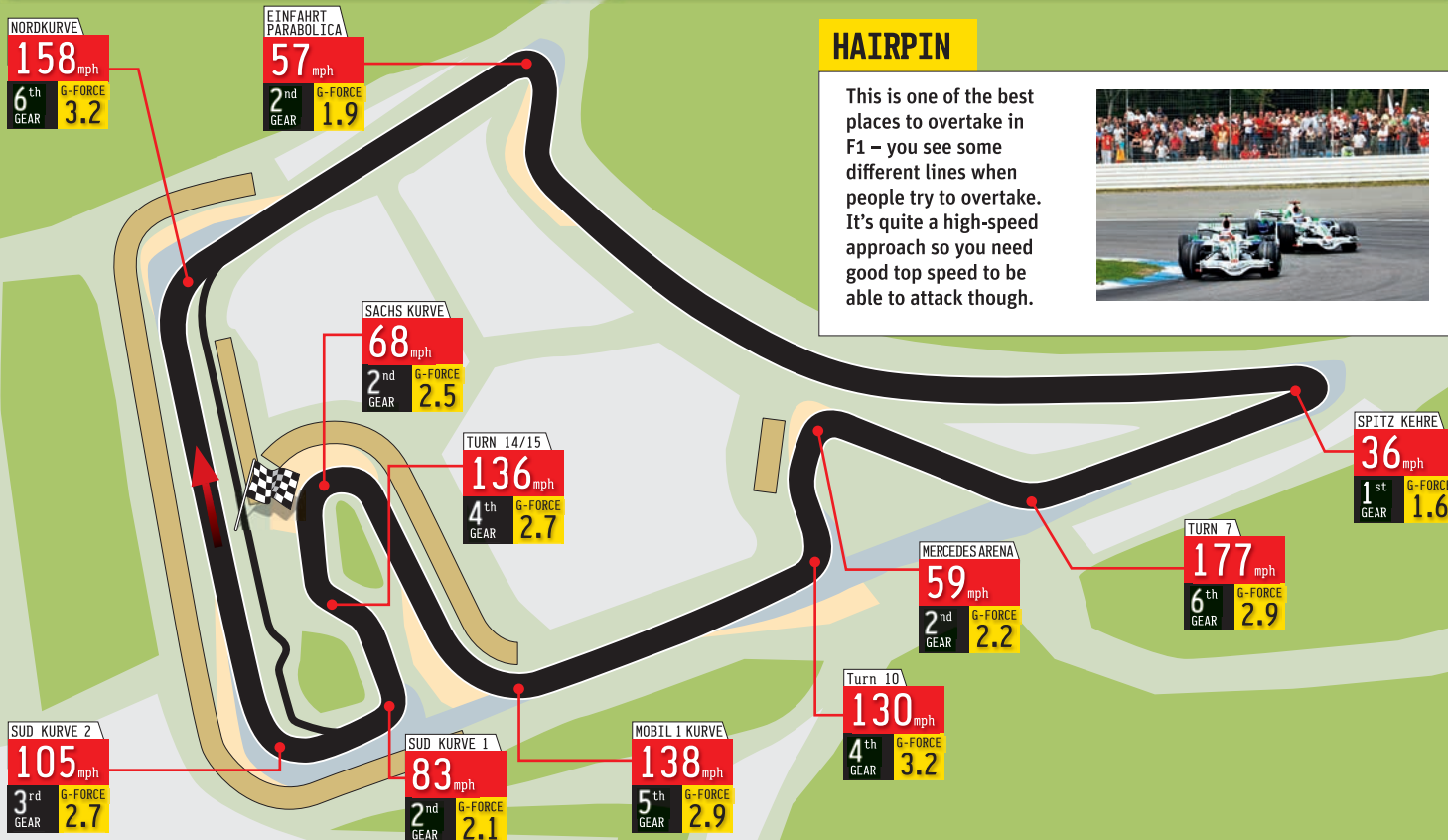
EXCLUSIVE



williamsf1.com



FERRARIO/AT



HAIRPIN

This is one of the best places to overtake in F1 – you see some different lines when people try to overtake. It's quite a high-speed approach so you need good top speed to be able to attack though.



www.simplytheticket.com

We cater for all budgets from General Admission to full Hospitality
 Please call our friendly Reservations team on **08432 896 578**
 or e mail us at **sales@simplytheticket.com** for more information.

* (All ticket and hospitality are subject to availability; see the website for terms and conditions)

MISSING THE OLD TRACK

The old track was great fun with the long straights and the chicanes. It was good to drive, but when it rained it was terrible because of how low the spray is. But it was amazing to drive at speeds of 220mph.



SET-UP

As well as the challenge of setting up the car with good top speed to be able to overtake and the need for downforce in the slower sections, Hockenheim is one of those tracks that changes so much. At the beginning of the race, the track is very different to how it is when you finish.



HOCKENHEIM WEATHER

	18C FRIDAY SHOWERS
	20C SATURDAY CLOUDY
	21C SUNDAY CLOUDY

TYRE CHOICE

Super-Soft	Soft	Medium	Hard
Option	Unused	Unused	Prime

STADIUM

It's tight and it's very hard on tyres. It's not a big driving challenge and you can't gain much time, but you can lose a lot. So you have to be brave and keep the pace up. These five corners are vital for laptime.



WINNING IN 2000

It's fair to say that if it wasn't for one of the safety-car periods, it would have been very difficult to win from 18th on the grid. That said, whenever it got wet everyone went to the pits, which wasn't always the right thing to do. The team kept telling me that I was crazy because everyone else is pitting. I remember thinking that maybe I was the sober one and everyone else is crazy! That first win earned me more respect from Ferrari at the time because, although it was reasonably wet, there were places where it was dry and I could keep the tyre temperature up and on the straights you risked destroying the wets.



TRACK GUIDE

NUMBER OF LAPS	67	CIRCUIT LENGTH	2.842m	RACE DISTANCE	190.433m
----------------	-----------	----------------	---------------	---------------	-----------------

2008 POLE POSITION

LEWIS HAMILTON
(1m15.666s)

2008 WINNER

LEWIS HAMILTON
*2009 German GP held at the Nurburgring

F1 TEAM HOSPITALITY AVAILABLE

Fridays and Saturdays
Available for the rest of
the Calendar

Prices from only
£369.00 Per Person

BELGIUM

27-30 August 2010

From £239.00 Per Person*

Return Ferry Crossing
(Dover-Calais)
3 nights Green Area
Camping (bring own tent)
3 day Bronze Ticket
Team on call 24 hours.

*Based on 4 sharing

ABU DHABI

11-16 November 2010

£1650.00 Per Person*
Tickets included

5 Nights 4 Star Yas Island Hotel
Private airport transfers Choice of
3 day grandstand ticket
(Main, North, West, South, Pit Support)
F1 Programme
Team on call 24 hours.
*Based on 2 sharing

GERMAN GP PREVIEW



MARK HUGHES



Formula 1 returns to Hockenheim after skipping a year, and it could be McLaren's chance to shine

There's probably going to be some genuine racing at Hockenheim. The track layout favours passing perhaps more than any other on the calendar and there are only a couple of fast corners where the Red Bull's downforce advantage can really show.

That long run down to the hairpin sounds like the RB6's Achilles heel, regardless of its f-duct. You'd expect Ferrari and the definitely blown-floor McLaren to be right in the thick of the action. It's also a track that traditionally gives the tyres a pretty hard working out and that should theoretically bring Felipe Massa in out of the cold.

The pattern there is that at tracks where the compound is slightly conservative for the track, he struggles to get the rubber up to temperature in time for one flying qualifying lap. At Silverstone this was the case, and Button was similarly afflicted. At Hockenheim it shouldn't be an issue, especially if we get the promised hot weather.

Alonso sounded bizarrely confident of Ferrari's title prospects as he crossed the line at Silverstone. With only two-thirds of the points of Hamilton at the half-way point, he



Red Bull's advantage may be less helpful

really needs to make the breakthrough. His luck has been so appalling in the last three events that it is about time it turned.



P23 TEAM TACTICS

Key questions

What the German GP will tell us

■ Will Hockenheim play to the strengths of McLaren and Ferrari?

■ Is this Felipe Massa's chance to return from the wilderness?

■ Can Alonso finally reverse his awful run of bad luck?



Will Massa's return to form come in Germany?

Hockenheim should favour the Ferraris and McLarens



GARY ANDERSON TECHNICAL CONSULTANT



SET-UP GUIDE

It will be the teams' first visit to Hockenheim with the new aero package, so it will be interesting to see who gets on terms with the circuit best. Since the circuit was changed from a fast, slipstreaming, Monza-style circuit to the shorter version it has become like many others on the calendar. It features a mixture of fast and slow corners, so achieving mechanical stability without running the suspension too stiff is extremely important. The corner leading into the stadium section, the last corner onto the pit straight and the first corner are all quite difficult because of the camber change.

TV AND RADIO LISTINGS

FRIDAY JULY 23

0855-1035 Free practice 1 LIVE (BBC red button and online)

1255-1435 Free practice 2 LIVE (BBC red button and online)

SATURDAY JULY 24

0955-1105 Free practice 3 LIVE (BBC red button and online)

1210-1420 Qualifying LIVE (BBC1 & Radio 5 Live Sports Extra)

SUNDAY JULY 25

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

AUTOSPORT TIPSTERS

Four AUTOSPORT journalists have been given an imaginary £50 and carte blanche to bet their way through the season. Three of our four 'experts' are hoping to win some money on the outcome of qualifying, with both Edd Straw and Mark Glendenning hoping for anyone but Red Bull to take pole, while Andrew van de Burgt is tipping Vettel for Saturday glory again.



Hamilton tipped for Germany win



JONATHAN NOBLE GROUP F1 EDITOR

£5 Hamilton to win 7/2

CURRENT TALLY
£63



EDD STRAW F1 EDITOR

£15 A non-Red Bull to take pole 15/8

CURRENT TALLY
-£31



ANDREW VAN DE BURGT EDITOR

£10 Vettel to take pole 7/5

CURRENT TALLY
-£25



MARK GLENDENNING DEPUTY F1 EDITOR

£5 A non-Red Bull to take pole 15/8

CURRENT TALLY
£71

RACE ODDS

POS	DRIVER	TEAM
1	Mark WEBBER	Red Bull-Renault
2	Sebastian VETTEL	Red Bull-Renault
3	Felipe MASSA	Ferrari
4	Nico ROSBERG	Williams-Toyota
5	Jenson BUTTON	Brawn-Mercedes
6	Rubens BARRICHELLO	Brawn-Mercedes
7	Fernando ALONSO	Renault
8	Heikki KOVALAINEN	McLaren-Mercedes

2009 RESULTS (NURBURGRING)

POS	DRIVER	TEAM
1	Mark WEBBER	Red Bull-Renault
2	Sebastian VETTEL	Red Bull-Renault
3	Felipe MASSA	Ferrari
4	Nico ROSBERG	Williams-Toyota
5	Jenson BUTTON	Brawn-Mercedes
6	Rubens BARRICHELLO	Brawn-Mercedes
7	Fernando ALONSO	Renault
8	Heikki KOVALAINEN	McLaren-Mercedes

POLE Mark WEBBER (Red Bull-Renault) 1m32.230s

Webber backs his first pole up with a first win, overcoming a drive-through penalty for hitting Barrichello at the start in the process.

2008 RESULTS

POS	DRIVER	TEAM
1	Lewis HAMILTON	McLaren-Mercedes
2	Nelson PIQUET JR	Renault
3	Felipe MASSA	Ferrari
4	Nick HEIDFELD	BMW Sauber
5	Heikki KOVALAINEN	McLaren-Mercedes
6	Kimi RAIKKONEN	Ferrari
7	Robert KUBICA	BMW Sauber
8	Sebastian VETTEL	Toro Rosso-Ferrari

POLE Lewis HAMILTON (McLaren) 1m15.666s

Stunning drive from Hamilton capped with a late charge through the field after opting for a two-stopper, while Piquet finishes second after qualifying 17th.

2006 RESULTS

POS	DRIVER	TEAM
1	Michael SCHUMACHER	Ferrari
2	Felipe MASSA	Ferrari
3	Kimi RAIKKONEN	McLaren-Mercedes
4	Jenson BUTTON	Honda
5	Fernando ALONSO	Renault
6	Giancarlo FISICHELLA	Renault
7	Jarno TRULLI	Toyota
8	Christian KLIE	Red Bull-Ferrari

POLE Kimi RAIKKONEN (McLaren) 1m14.070s

Schumacher leads Massa across the line in an easy 1-2 for Ferrari, while Jacques Villeneuve's final Formula 1 race ends with a crash on lap 30.

2005 RESULTS

POS	DRIVER	TEAM
1	Fernando ALONSO	Renault
2	Juan Pablo MONTOYA	McLaren-Mercedes
3	Jenson BUTTON	BAR-Honda
4	Giancarlo FISICHELLA	Renault
5	Michael SCHUMACHER	Ferrari
6	Ralf SCHUMACHER	Toyota
7	David COULTHARD	Red Bull-Cosworth
8	Felipe MASSA	Sauber-Petronas

POLE Kimi RAIKKONEN (McLaren) 1m14.320s

Raikkonen take pole and leads the early part of the race until his engine lets go, allowing Alonso through to claim the win.

2004 RESULTS

POS	DRIVER	TEAM
1	Michael SCHUMACHER	Ferrari
2	Jenson BUTTON	BAR-Honda
3	Fernando ALONSO	Renault
4	David COULTHARD	McLaren-Mercedes
5	Juan Pablo MONTOYA	Williams-BMW
6	Mark WEBBER	Jaguar-Cosworth
7	Antonio PIZZONIA	Williams-BMW
8	Takuma SATO	BAR-Honda

POLE Michael SCHUMACHER (Ferrari) 1m13.306s

Schumacher makes it 11 wins from 12 races for the season but Button is star of race, recovering from 13th on the grid to second.

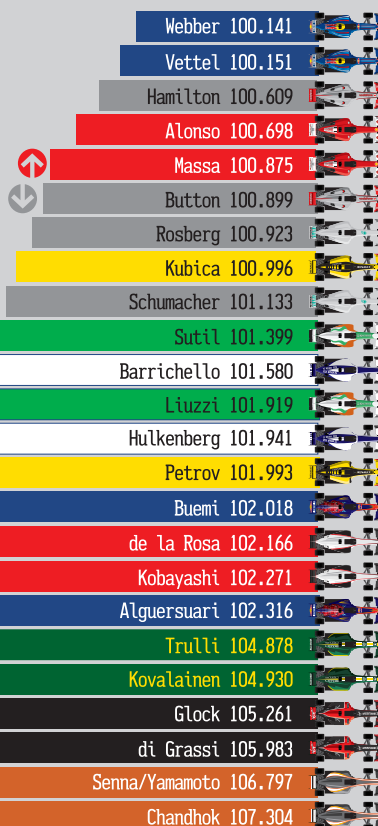
PACE COMPARISON

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

of the fastest lap of the weekend, which is always 100 per cent. The overall figure for each driver is the mean percentage from the 10 race weekends held so far, and will be updated through the year.

TEAM-MATES COMPARISON

Although Massa has gained a place, his gap to Alonso – since our pre-Valencia graph – has increased from 0.143% to 0.177%.



THE HEAT IS ON!



GERMAN GRAND PRIX

Hockenheim – 25 July

Tours by Coach or Air from £285*

Self-Drive Packages from £195*



HUNGARIAN GRAND PRIX

Budapest – 1 August

Weekend by Air £629*

Budapest & Vienna 2 Centre

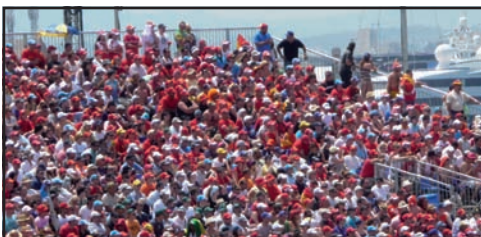
Holiday £865*

BELGIAN GRAND PRIX

Spa – 29 August

Selection of Tours by Coach, Air
or Eurostar from £325*

Self-Drive Packages from £84*



ITALIAN GRAND PRIX

Monza – 12 September

Weekends and Longer Tours

Based in Como from £465*



SINGAPORE GRAND PRIX

Singapore – 26 September

5 Nights in Singapore

with Direct Flights £1450*

ABU DHABI GRAND PRIX

Yas Marina – 14 November

5 Nights Luxury Hotel

with Direct Flights from £1175*



Whether you crave the purist thrill of the traditional European rounds, or the glitz and glamour of Singapore and Abu Dhabi, make sure you benefit from our unrivalled experience in this most specialist of fields.

We are the only travel company to be 100% devoted to the British motorsport enthusiast and, as a fully bonded tour operator, you can be sure your money is safe with us.

* Prices do not include race tickets, but we are proud to offer the best informed Race Ticket Service for every race in our portfolio.



www.motorracinginternational.uk.com

01304 612 424

info@motorracinginternational.uk.com



MPH Mark Hughes

AUTOSPORT grand prix editor

It's par for the course for a team to make mistakes in the pressure cooker that is F1, but for one of the frontrunners it seems to be habit-forming

For a team fighting for the world championship, there are invariably any number of high-pressure calls — and anticipation of likely problems — to be made over the course of a season. The law of averages usually ensures you are tripped over by one of these every so often. But of the three title-contending teams, one is being caught out far less frequently than the others. Let's be clear: these are, for the most part, errors only in hindsight. In the intensity of the moment it's different.

So we had Red Bull leaning out its engine in Bahrain to save fuel and triggering a spark plug failure that

the grid. Red Bull and Webber made the exact same error there but were quick enough to get away with it. In China, Alonso made his ill-judged jump start and a few laps later Ferrari and Red Bull brought their guys in for intermediates which turned out not to be needed, meaning they'd lost all the time of an extra pitstop. McLaren did this with Hamilton too, but crucially Button made his own call to stay out — a decision that won him the race, just as had his early call for dries in Australia.

In Monaco Alonso threw his car into the wall in FP3, damaging the tub so badly he couldn't take part in qualifying. Turkey was the venue for the infamous Red Bull collision, triggered by the team trying to manipulate the order between their drivers and a certain in-team friction that saw the chain of command not being followed.

Montreal was all about which tyres to qualify and do the first stint with, a tricky decision that McLaren got right and Red Bull and Ferrari got wrong. Silverstone became all about the Red Bull front wing choice, another incident that probably lost it a one-two. Ferrari failed to take the common sense course of action there by not telling Alonso to give Robert Kubica the place back, regardless of the moral ambiguity of the incident. McLaren, upon finding the advantages of its blown floor inconclusive, took a well-researched choice to revert to standard, this probably a key in gaining it a valuable two-four result.

These are all routine incidents for any team in a high-pressure sport.

But when analysing the patterns, it's clear that McLaren has made remarkably few wrong calls — and even when it has, it's covered them by splitting the strategy between drivers, so at least one of the calls is right. The easy dynamic between Hamilton and Button — and their very contrasting styles — is surely part of what has made this feasible. McLaren seems to have given itself greater bandwidth in its operation, so it's easier to get the calls right.

Ferrari has made a few more bad calls than McLaren, but actually more of its points shortfall is down to Alonso errors and the unlucky timing of the Valencia and Silverstone safety cars. There have been no more actual team errors than would reasonably be expected of anyone operating in such a pressure environment.

Red Bull, it's clear, has got it wrong more often than either of its rivals. But it's got it more spectacularly right with the design of its car. A few years ago it used to be Ferrari and Renault that made all the right calls and McLaren that was a bit more high-stress vulnerable. But that was when McLaren had a few key distractions: the technical aggression of Adrian Newey, the exceptional but sometimes problem-creating persona of Ron Dennis at the helm, and a poor relationship with the governing body. Now it's Red Bull that has Newey's push-the-boundaries speed and Ferrari the disharmonious relationship with the powers. Is McLaren about to serenely steer a path through the middle? ❧

McLaren under Martin Whitmarsh has made remarkably few bad calls



lost it the race. Then there was the same team leaving their drivers out a lap too long in the change from inters to dries in the early stages of Australia. In Malaysia, McLaren and Ferrari failed to do the common sense thing of a banker time in Q1 and ended up at the wrong end of

“Red Bull has got it wrong more often than either of its rivals”

INDYCAR

Manufacturers take Indy bait

Series boss claims the new-for-2012 IndyCar concept has attracted interest from five engine manufacturers

Five engine manufacturers have asked for more details on the 2012 IndyCar concept, according to series CEO Randy Bernard.

Dallara was confirmed as the sole chassis supplier to the series last week. Following the confirmation that manufacturers will be able to design their own bodywork for the cars, several potential engine suppliers have asked to see the full rules package for the concept.

"Since the press conference we have had five auto manufacturers call and ask for a copy of the rules," said Bernard. "We don't have those rules written yet, but the manufacturers that we have talked to are very interested. We have been very, very careful who we talk to because we want to keep things confidential."

Bernard believes it is more likely that new manufacturers will join Honda in 2013, but he is determined the series attracts new marques in as soon as possible.

"I want to make sure we reach out to the manufacturers and make sure they come in here and be partners," he added. "We want to help them

INDYCAR 2012


This is the bare chassis Dallara will supply

sell cars and that is our commitment to them. We are thinking long-term and thought 2013 would be when some came in. But there are some opportunities for 2012 as well."

Bernard also took an opportunity to poke fun at NASCAR's Car of Tomorrow concept, where all the

cars are identical shapes and are only identifiable by their stickers.

"The manufacturers told us to give them something that they can put their branding on," he said. "We don't just want them to put stickers on it and call it their own."

Several key figures in the IndyCar

paddock reserved judgment on the Dallara concept until a full rulebook is released. Bernard says that the ICONIC committee is working to finalise the rules as soon as possible.

Team boss Roger Penske believes that the new package will appeal to engine manufacturers. He also added that his team — which used to design its own chassis — could produce its own bodywork designs.

"I think it will make a big difference," said Penske. "We could build [aero] kits and call the car a 'Penske'. From a sponsorship standpoint that gives us differentiation, which will be good."

Meanwhile, rival team owner Chip Ganassi, who funded the radical Delta Wing project, declined to comment on the winning concept.

"I don't think we can say anything until the rules come out," he said. "As far as I know, it was a fair competition, so we'll see where it goes from here."



**P50 INDYCAR
TORONTO REPORT**

INDYCAR

Duno could be banned

INDYCAR SERIES officials will evaluate Milka Duno's suitability for a place on the grid at the end of this year.

The Venezuelan driver was prevented from taking part in qualifying at Toronto last weekend because she could not get within 107 per cent of the fastest times during practice. She was allowed to start the race, but was black flagged after eight laps for being too slow.

"At the end of the year we'll sit down with [series competition director] Brian Barnhart and determine what is best for the series," said IndyCar CEO Randy Bernard.

"I don't want to run any sponsor out of the paddock, but we must give our fans a credible series."

Duno was more than eight seconds off the pace during practice, while the 25 cars ahead of her were covered by slightly more than two seconds.

INDYCAR

IndyCar boss: 2009 was series' nadir



IndyCar attendances fell in last decade

INDYCAR CEO Randy Bernard has described 2009 as the lowest point in the history of the IndyCar Series.

The former professional bullriding boss only took charge at the IRL at the start of this year, but he believes that the series is finally starting to recover from the American open-wheel split that was initiated by his

predecessor Tony George.

"It's no secret that we lost 15 to 20 million fans in the mid 1990s, with the divorce," Bernard said at Toronto last weekend. "But I think that the sport reached its depth of lows last year, and now it's coming back."

Bernard is re-targeting the fans who have turned their backs on the

sport in recent years, rather than focusing on bringing in fans that are new to motorsport.

"There used to be a lot of fans," he said. "They didn't die. That's low-hanging fruit to me. So how do I attract them back, how do I get their passion level back to where it once was? It's going to take time."



IndyCar has released the first images of how the 2012-spec Dallara could be adapted to accommodate different aero kits, with examples branded for IZOD, Firestone and Honda

IN BRIEF

CONWAY RECOVERING

Mike Conway continues his recovery from the injuries he sustained in the Indianapolis 500. The 26-year-old last week drove a race simulator for the first time since the crash and has also had the cast taken off of his broken leg.

BRIT F3 EXPECTS BUMPER SPA GRID

British F3 is expecting a grid of over 30 cars for its Spa round at the end of the month, thanks to an influx of Euro Series squads. British F3 teams' association (FOTA) boss Peter Briggs said: "We want more than 30 cars because then we'll have got more than GP3 and have the biggest single-seater grid in Europe."

VILLENEUVE AT THE BRICKYARD

Jacques Villeneuve has entered this weekend's NASCAR Sprint Cup Brickyard 400 at Indianapolis. The Canadian will drive for Braun Racing, the team he raced for in the Nationwide Series at Road America last month.

SPEEDCAR ASSETS FOR SALE

The assets of the one-make Speedcar stockcar series are up for sale. Seventeen race cars and a further seven part-built cars are included in the lot. Joint administrator Tim Bramston has appointed GoIndustry DoveBid to handle the sale.

F3 PITSTOPS DECLARED A SUCCESS

British F3 successfully introduced mandatory pitstops into the championship for the first time at Rockingham last weekend. The initiative is likely to feature again at the Silverstone meeting on August 14-15.

GP2 FIRST PIRELLI TEST

The GP2 Series conducted its first test on new Pirelli tyres at Paul Ricard earlier this week. It marked the first track test for the 2011 F1 tyres, which will be used by both championships, as well as the first full test of the 2011-spec GP2 car following a shakedown earlier this month.

RAHAL RETURNS TO NEWMAN/HAAAS

Graham Rahal returned to Newman/Haas Racing at Toronto last weekend for the first time since the end of 2009. The race was the first of six events that Rahal is scheduled to enter with his former team during the rest of the season.

INDYCAR

Open competition not viable for IndyCar

THE EXPERT committee that decided on the future chassis for the IndyCar Series wanted a return to open competition but could not make it commercially viable.

The seven-man ICONIC panel pushed hard to allow open competition, before eventually opting for a spec chassis to which teams and manufacturers can apply their own bodywork.

"We would love to have everyone involved," said committee member Tony Purnell. "But the reasons [against] are commercial reality. We decided to take that adversity and come up with something with real innovation to try and get everybody involved that we could. Okay, we've chosen one safety-cell manufacturer. But we've given every opportunity for anybody with the expertise to get involved. And they're all welcome."

IndyCar CEO Randy Bernard pointed to the last chassis development race in the series – between Dallara and G-Force/Panoz



Panoz (l) lost out to Dallara in the past

– as a strong reason to not go down that route again.

"We went to all the manufacturers and asked them to give a price for the car for an exclusive contract versus a non-exclusive contract," said Bernard. "On exclusive it was \$385,000 and

non exclusive was \$680,000 – we were so disappointed. But we had competition between Dallara and G-Force years ago. All that money was spent and then we ended up with a single chassis anyway [as teams switched to [Dallaras]]."

REMEMBER WHEN...

AUGUST 10 2002



...Dreyer & Reinbold last started from pole? It has only happened once before, courtesy of Sarah Fisher at Kentucky in 2002. Justin Wilson took the team's second pole, eight years on, at Toronto last weekend



GARY HAWKINS

Works BMWs reverted to 2010-spec cars

WTCC

BMW fails in WTCC weight gamble bid

Marque's effort to dodge ballast penalty unsuccessful but highlights regulation flaw

World Touring Car race stewards stepped in to prevent BMW from exploiting a loophole in the technical regulations at Brands Hatch last weekend.

BMW intended to run Andy Priaux and Augusto Farfus in 2008-spec 320s in an attempt to shed 75kg of weight. It fielded the old-model cars in first practice, but officials blocked the move before second practice and BMW reverted to its 2010 machines for the rest of the weekend – the only significant difference between the two being the front bodywork.

BMW had been working on the idea since Zolder, when a petrol-powered SEAT Leon was entered in a race for the first time in 2010, by Pierre-Yves Corthals. The regulations state that any 'new'

car must adhere to a higher base weight for three races until data has been collected for its compensation weight to be calculated.

Although Zolder was the first time a petrol Leon had been entered this year, it was not classed as a new car because it had raced in previous seasons – Appendix 1 of the sporting regulations states that any car homologated more than 25 months before the current event is an 'old' car.

RBM team boss Bart Mampaey explained how he expected the

rules to be the same for his cars:

"I was very surprised that Corthals was granted a base weight below what we expected. The explanation that it was not a new car caught our attention and we started to look into the regulations more deeply."

But the stewards' denial of BMW's request cited Article 84a of the sporting regulations: "If a manufacturer homologates a new car, he cannot revert back for the rest of the season to the previous one."

Mampaey said BMW had been advised that the attempt could be blocked by the stewards, and accepted the decision.

"Before FP2 we found out it would not go our way," he said. "We had been informed up front that it needed the approval of the stewards, and we were prepared to

change back. Our cars were accepted as 'old'. The reason our request was denied is Article 84a. That was interpreted differently than our interpretation of it. But we accept what was decided."

Although the factory cars returned to their 2010-spec, four independent BMWs were allowed to contest the event as old cars. Kristian Poulsen has been campaigning an older-spec 320 all season, while Colin Turkington's WSR BMW has also remained in the same guise since his previous WTCC appearances.

But Franz Engstler and Mehdi Bennani were granted permission to convert their cars to an older specification. Despite racing newer cars up until Brands, their switch was determined not to be a breach of Article 84a – although the regulations make no differentiation between works and independent cars.

The FIA's technical working group was due to meet this week to resolve the situation ahead of the next race, at Brno on August 1.

"The regulation was interpreted differently to our interpretation of it"

RBM boss Bart Mampaey



P40 WTCC BRANDS HATCH

FIA GT1

Matech squad bolsters line-up

THE MATECH Ford team has bolstered its FIA GT1 World Championship assault with the addition of ex-A1GP racer Neel Jani and former Porsche factory driver Richard Westbrook to its driver line-up.

Matech boss Martin Bartek has split up his lead pairing of Romain Grosjean and Thomas Mutsch, who lie second in the points standings, to maximise his team's championship chances. He denied that he had any performance concerns about Mutsch, who has so far failed to match his team-mate's pace.

Prototype regular Jani will team up with Grosjean,

while former Porsche factory driver Westbrook is paired with Mutsch in the second car. This car was originally crewed by the all-female line-up of Cyndie Allemann and Natacha Gachnang.

Jani said: "Matech has already won two races [at Abu Dhabi and Brno] in what is an official world championship, so it would have been stupid to say no."

Bartek revealed that Audi had refused to grant permission for its R10 LMP1 prototype driver Marcel Fassler permission to race for the team for the remainder of the season.



GT1 WORLD

Jani and Westbrook will race the Ford GT

NASCAR

Edwards and Keselowski at war again

CARL EDWARDS was preparing to find out whether he would be punished by NASCAR for triggering the latest episode in the feud between himself and Brad Keselowski as AUTOSPORT closed for press this week.

Series officials were reviewing the last-lap incident from last weekend's Nationwide race at Gateway International Speedway, where Edwards forced

Keselowski into the wall while passing him for the lead. Edwards went on to take the win while Keselowski's car rebounded off the outside wall, spun across the line, and was then rammed by Shelby Howard.

Roush driver Edwards was placed on probation for three races in March for flipping Keselowski into the air late on in the Sprint Cup race at Atlanta. And while the series has largely tried to avoid

penalising drivers for hard racing after announcing a 'shackles off' approach in January, AUTOSPORT understands that the final moments of the Gateway race are being scrutinised. A decision was expected by yesterday (Wednesday).

Edwards claimed that he was retaliating for a hit earlier on the final lap.

"That's my job, to win that race and make sure I don't get walked on," said Edwards. "That's how I race, and he knows

that's how I race, and that's how he races too." Keselowski, however, wasn't impressed.

"I figured out a way to beat him, he wasn't happy with me, so he wrecked me," he said.

Edwards's actions have also drawn criticism from of his other rivals, with Kevin Harvick suggesting that had he been in Keselowski's shoes he would have "walked down there and punched [Edwards] in the mouth."



Edwards (l) spun Keselowski again

SPORTSCARS

Lola unveils LMP2 plans

BRITISH RACE car constructor Lola is developing a car for the 2011 cost-capped LMP2 division.

Lola had refused to commit to the new category, which demands that a rolling chassis cannot be sold for more than €325,000 (£277,000). It has now decided to produce an open-top car after what a spokesman described as a "study of the market".

"We have spoken to teams in lesser sportscar series, like SPEED and VdV," he said, "and we have found genuine interest in the category."

The new Lola B11/40 is based on the monocoque of the BO5/40 and the aerodynamic package that was introduced for 2007. It is understood Lola will also produce an LMP2 coupe.

CAD computer image of Lola's new B11/40



LOLA

NASCAR

Nationwide to level the field



Allgaier was the last non-Cup race winner in Nationwide

NASCAR IS considering moves to break the dominance of Sprint Cup drivers in the second-tier Nationwide series.

Justin Allgaier's victory at Bristol in March was the only one of 19 Nationwide races held so far this year to have been won by a non-Cup driver, and NASCAR CEO Brian France said that action needed to be taken to preserve the series' aim of showcasing new talent.

"We like Cup drivers racing in the Nationwide Series," said France.

"[But] we need to make sure that the stage is not crowded out so much that we can't give opportunities to young regulars who need that experience."

France claims to have the support of many of the Sprint Cup drivers, with Roush's Carl Edwards – who won the junior series in 2007 as a Cup driver – having advocated Cup drivers being forced to have limited practice time and starting from the rear of the field in Nationwide races.

AUTOSPORT SAYS...

STEVEN ENGLISH
AUTOSPORT.COM
FEATURES EDITOR

steven.english
@haymarket.com



You can't blame BMW for trying. In a series plagued by rows over technical regulations for years, he who either screams loudest or finds the loophole wins.

What a farce that turning up to a world championship-level event with a three-year-old car is now the fastest way to go racing. But put that aside and you can understand the theory.

Pierre-Yves Corthals turned up to Zolder with what is essentially an ex-works, 2007-spec SEAT Leon and was allowed to run 60kg lighter than the newer versions. So why then should BMW not be able to bring its old cars (below) too?

There doesn't seem to be an answer. The official line is that you can't revert back to an older-spec car once you've raced a newer one

BMW tried to run an older car at Brands



GARY HAWKINS

– which in itself seems sensible. So why, on the same weekend, allow two other examples of the same car to do the very same thing?

If you're a fan and you already found it hard enough to follow the WTCC through petrol/diesel, FWD/RWD, compensation weight/reversed grids, then good luck working out who is doing the best job when some cars can run lighter for reasons nobody can explain.

ROLL OF HONOUR

Andy Priaulx's win at Brands Hatch last weekend took him clear at the top of the WTCC all-time winners list with 16 victories. The three-time world champion has moved ahead of his BMW team-mate Augusto Farfus

Andy Priaulx (16 wins) • Augusto Farfus (15) • Gabriele Tarquini (14) • Yvan Muller (13) • Jorg Muller, Alain Menu (10) • Rob Huff (7)



AT POLE POSITION

HOSPITALITY

PRIVATE SUITE HIRE AT BRANDS HATCH

The only PRIVATE HIRE ground floor suite at Brands Hatch. Bar/Lounge and split level DECKING right ON THE START FINISH STRAIGHT



WE HAVE HOSPITALITY AVAILABLE IN OUR PRIVATE SUITE AT BRANDS HATCH FOR

WTCC
British Superbikes
DTM
British F3 & GT Championships
International GT Open

July 17th-18th
August 6th-8th
September 4th-5th
September 25th-26th
September 18th-19th

AND ALL OTHER EVENTS AT BRANDS HATCH

CONTACT US ON

07951 321 233 OR INFO@ATPOLEPOSITION.CO.UK
OR CHECK OUT OUR WEBSITE ON

WWW.ATPOLEPOSITION.CO.UK
FOR MORE INFORMATION

colin mcrae vision

THE OFFICIAL MERCHANDISE

CLOTHING • MODELS • GAMES • BOOKS • PRINTS • DVDS



All profits go to Colin McRae Vision Charity. Registered Charity SC039506

VISIT THE ON-LINE STORE

www.colinmcrae.com

MAJOR EUROPEAN FOOTBALL TEAMS COMPETE ON THE RACE TRACK!

THE BEAUTIFUL GAME AT 180 MPH



ST
SUPERLEAGUE FORMULA

By



Sonangol

SUN 1 AUGUST
BRANDS HATCH GP

Raceday Admission (online)* **£24**
Weekend Admission (online)* **£29**
Children 12 & Under **FREE**

* Advance tickets available until midday Wednesday 28 July. Postage fee applies.

Brands Hatch

www.brandshatch.co.uk



FORMULA RENAULT 3.5

Hartley dropped by Red Bull scheme

Hartley looking for new options

Kiwi weighs up his future plans after losing Renault 3.5 ride with Tech 1 Racing and F1 team reserve role

Up-and-coming New Zealand racer Brendon Hartley is evaluating his career options after being dropped by the Red Bull Junior programme.

The 20-year-old's 2010 season had encompassed a Red Bull F1 reserve-driver role in conjunction with a campaign in Formula Renault 3.5 with Tech 1 Racing.

A possible victory at Spa was ruled out by mechanical failure, leaving a second place and two fastest laps as the high points of Hartley's season.

"This was my fifth season with Red Bull, and I want to get across that they have given me a lot and I'm not bitter," said Hartley.

"Although I could say that there was bad luck this year at Spa, there were also races where the results should have been better. I hadn't given up on this year's championship, so it's disappointing."

Hartley came to prominence by winning the 2007 Formula Renault 2.0 Eurocup in assured style, and the following year was part of a

four-way British Formula 3 title decider that was won by current

"This is my fifth year with Red Bull and I'm not bitter"

Brendon Hartley

Toro Rosso Formula 1 driver Jaime Alguersuari.

"The F1 dream is still there and I'm going to fight for it," said Hartley. "Perhaps this is a wake-up.

The last year hasn't gone well, so a change of environment could be good for me.

"My priority is to get some seat time again, get out there and prove myself. I've got options already, but I've got to be sure they're going to be the right options. To be honest, at the moment we don't have a GP2 budget, so I'm looking at everything."

British Formula 3 points leader Jean-Eric Vergne, another Red Bull protege, is a leading contender to fill Hartley's Tech 1 seat.

BRITISH F3

Fury at Vergne let-off



Vergne escaped a penalty after clash

BRITISH FORMULA 3 points leader Jean-Eric Vergne should have been penalised for a clash with title rival Oli Webb at Rockingham last weekend, the Englishman's team boss has said.

Fortec Motorsport lodged a failed protest against Vergne following the first-lap incident that eliminated Carlos Huertas and delayed Webb.

Vergne appeared to squeeze Huertas on the run to the Deene hairpin, and then seemed to push

Webb out of the lead under braking for the same corner.

Fortec team boss Richard Dutton told AUTOSPORT: "How Vergne got away with it I've no idea. How they came to the opinion it was caused by Huertas – I just don't get that. I saw what was going on and Vergne just kept on squeezing and squeezing until Huertas had nowhere to go."

Vergne's team Carlin argued that the Frenchman's contact with Huertas damaged his left-rear wheel and caused pad 'knock-off' on his brakes, leading to a pressure loss that left the Frenchman unable to avoid hitting Webb. The stewards fined Huertas £500 for jinking into Vergne, and accepted Carlin's case that this led to Vergne's contact with Webb.

IN BRIEF

THIRD FORD UNLIKELY

Arena Motorsport is unlikely to field its third Ford Focus ST in the second half of the British Touring Car Championship (right). Team principal Mike Earle said: "We have to fully concentrate on what we do have, not on what we could have." Arena will test revised suspension and aerodynamic refinements at Snetterton today (Thursday). Britcar racer Henry Taylor was hopeful of the seat.

SALO RETURNS TO RISI

Ex-F1 driver Mika Salo will return to the Risi Ferrari line-up at this weekend's Lime Rock American Le Mans Series event. The Finn, GT2 champion with Risi in 2007, will share Risi's second 430 GT with Pierre Kaffer.

BRUNI/MELO SKIP LMS

AF Corse drivers Gianmaria Bruni and Jaime Melo will miss the next round of the Le Mans



Series at the Hungaroring because they will be on duty for Risi Competizione in the ALMS at Road America. AF boss Amato Ferrari insisted that he would still field three cars in the Budapest event.

PORSCHE HYBRID SORTED

The Porsche 911 GT3 R Hybrid will race under Le Mans rules in the Intercontinental Cup races at Road Atlanta (Petit Le Mans) and Zhuhai in China. The GT3-based car, which has an energy-storage flywheel developed by Williams, will not be eligible for points in either event.

ST QUATTRO

8860 GT/RALLY
8860 FORMULA1

From £1936

HANS Clips included


From £1955

HANS Clips included


COMPOSITE GT/RALLY
COMPOSITE FORMULA
From £564

New

 KARTING version
 Snell K2005
 homologated
 at £382

From £579

 Homologated
 earmuffs
 for competition use.

 Fitted microphone
 ready for radio and
 ear-plugs connection.


Visors range.


 Preparation for
 Drinking System
 connection.


UK exclusive distributor

NG
 nickygrist.com

 Nicky Grist Motorsports Limited
 Unit 5B Westwood Industrial Estate
 Pontrilas
 Herefordshire
 HR2 0EL

"Selling From Experience" Tel: 01981 241040

Any competition, one helmet
Stilo®

GABRIELE TARQUINI

ANDY SOUCEK

ANDY PRIAUX

Earmuffs and intercom plug included in the whole range.

All prices are plus VAT @ 17.5%.

LE MANS SERIES

Works cars facing axe

Manufacturer entries could be outlawed from the Le Mans Series from 2011

Manufacturer teams could be banned from the Le Mans Series next season.

Championship boss Patrick Peter has revealed that he is considering excluding factories from LMS rounds that do not count towards the new Intercontinental Le Mans Cup. That would mean that works entries would be permitted at Spa and Silverstone but all other rounds would be open only to private entrants.

"My thought is that we should forbid factory teams in the LMS. I do not believe they are part of our future," said Peter. "We need to give more value to privateers."

Peter explained that he believed that one-off appearances by manufacturers, such as Audi's one-car entry in this year's season opener at Paul Ricard, are to the detriment of the series.

"It is very confusing when a factory team comes for one race and then disappears," he said. "It is not good for teams doing the full season."

Peter's ideas appeared to have strong support in the LMS paddock at the Algarve circuit last weekend.

OAK Racing team manager Francois Sicard, whose team is planning to graduate from LMP2 to P1 next year, said: "It is a good

idea that is fair for everyone. We need something to be able to sell to our partners. This would give us a chance to be king of the castle."

ORECA boss Hugues de Chaunac also supported the idea.

No comment on the proposal was available from Audi or Peugeot. Peter said he hoped to finalise his ideas in the next two months.

Peter is also considering introducing rules to ensure that privateer teams entering the series take part in all rounds. He expressed disappointment in the number of withdrawals that resulted in only 31 cars racing at the Algarve event.

LMP1

Late break for petrol LMP1 racers

Petrol LMP1s got help in Portugal



PETROL-POWERED LMP1 machinery was given a performance break ahead of last weekend's Le Mans Series round at the Algarve circuit.

The four per cent increase in air-restrictor diameter was designed to close the gap between the petrol P1 cars and the turbodiesels. It followed analysis of the results of all races run under the sanction of the Le Mans organiser, the Automobile Club de l'Ouest, this year.

ACO sporting manager Vincent Beaumesnil said: "The performance of the different types of engine is evolving and after analysis of all races we decided that the time was right to make a change."

Beaumesnil defended the late communication of the decision to the teams and engine builders. Some complained that they could not take full advantage of a change only revealed to them last Monday.

"We have a very long and involved process to analyse performance in the races," he said. "That means this is the kind of decision that you cannot rush."

The ACO's rules bulletin applied only to the Algarve race, but Beaumesnil said it was likely to carry over to the remainder of the LMS races and the start of the new Intercontinental Le Mans Cup.



Audi and Aston could be banned

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

MIS MOTORSPORT
INSURANCE
SERVICES

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

www.raceinsurance.co.uk or call 01943 884555

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

WRC

Raikkonen ready for Finland

Formula 1 world champion has completed his final test for Rally Finland, one of the biggest events of his season

Kimi Raikkonen has completed his preparations for his first shot at Rally Finland at the highest level – and the former Formula 1 world champion says he's looking forward to competing in his home event.

Raikkonen drove his Citroen Junior Team C4 WRC for two days earlier this week, testing in his native Finland for the first time since the start of the season. A week from today (Thursday), Raikkonen will start Rally Finland for the second year in succession – but this time he will have a car capable of winning the rally.

"It is nice to go home and compete," said Raikkonen. "As a Formula 1 driver, I didn't get the chance to compete in front of my home fans, so Rally Finland will be good. There's not going to be any

more pressure or anything like that. I'm used to pressure and being surrounded by people all asking questions, so that's not going to bother me at all. From that perspective, it's no different

"As a Formula 1 driver, I didn't get the chance to compete in front of my home fans"

to competing in France or Germany or anywhere else."

Next week's Jyväskylä-based event will be the first World Rally Championship round that Raikkonen has experienced before, having competed there last season and run well in his private Abarth Grande Punto S2000 before

crashing out. Despite that previous experience, the 30-year-old says the step from Super 2000 car to World Rally Car turns it into a whole new rally.

"Everything is different in a World Rally Car," said Raikkonen. "The speeds are so much higher through the corners and the top speeds on the straights are bigger. We will have to write a completely new set of pacenotes for the rally. But this test has been good for that, we have used different roads – some wide and fast and some narrow, bumpy and technical, they're very good for helping to get the notes accurate. My aim next week is to get to the finish – that's most important for me."

Raikkonen's engineer Cedric Mazenq explained that, despite his driver's previous experience of the

event, Finland provided a difficult balancing act in terms of set-up.

"You need to make the rear of the car soft enough to grip in the high-speed corners, but at the same time you need it firm enough to ride the bumps and jumps. This can be a tricky balance to find. One of the good things with Kimi is that he's very good at driving at 95 per cent in a test. With that consistency, you know precisely what effect the changes you make are having."

Raikkonen drove a Punto S2000 in Finland last year



Raikkonen feels no extra pressure for home rally

WRC

Wilson admits to disappointment at missing out on Ogier deal



Quesnel (left) beat Wilson to Ogier deal

FORD TEAM principal Malcolm Wilson says Sebastien Ogier's decision to remain at Citroen rather than joining the British-based team is a blow, but not the end of the world.

Ogier was announced as a Citroen driver for the next three years on Monday, after the Frenchman reached

agreement with his current team. He then called Wilson to explain his decision.

Ogier will make the full-time switch from the Citroen Junior Team to the full factory squad, where he will drive alongside Sebastien Loeb – the man who advised him to leave Citroen and

to go to Ford. Loeb has extended his deal for at least another season.

Wilson said: "It's back to the drawing board in a sense. We will continue to look for ways to strengthen the team for the longer term. It's a disappointment, but it's not the end of the world. We will regroup

and look at other options."

Wilson said it was too early to say whether new drivers would join Ford's line-up of Mikko Hirvonen and Jari-Matti Latvala.

"We'll look at the options, including established names and younger drivers for us to invest in for the future," added Wilson.

WRC Gronholm interested in 2011 Mini drive

MARCUS GRONHOLM has been linked to a World Rally Championship return with the Prodrive-Mini team next season.

Gronholm contested last year's Rally of Portugal in a Subaru run by the Banbury-based team and has remained in contact since. The double world champion

admitted he has spoken to Prodrive about a future rally programme.

"There was some contact a while ago," said Gronholm, "but I didn't hear anything for a while. I might be interested, I would have to think. It's tough for the whole season again, but maybe it would be good to be

involved in testing and some rallies. Why not?"

The announcement of Mini's arrival in the WRC is expected any day now and Prodrive's Richard Taylor refused to be drawn on possible drivers.

"We haven't contracted any drivers," he admitted. "We would be mad not to look at a double world

champion and we are well aware of Marcus's ability in testing – we did some work with him in the past ourselves and we were very pleased."

The Countryman-based Mini WRC is expected to miss the first four 2011 WRC rounds while the team completes development work.



MARKKO REFOCUS ON WINNING AGAIN

Five-time world rally winner Markko Martin returned to the wheel of a Ford Focus RS WRC for last week's Rally Estonia. He dominated the event, winning every stage and taking victory by close to three minutes

IN BRIEF



MONTE STAYS IN IRC

The Monte Carlo Rally will remain a round of the IRC for the third successive season. This will come as a blow to the FIA after president Jean Todt admitted he wanted to see the iconic event return to the WRC calendar. Next year is the 100th anniversary of the first Monte Carlo Rally and the January 19-23 event will include a revised route.

BIG WIN FOR MAGALHAES

Peugeot driver Bruno Magalhaes not only celebrated his maiden IRC victory on Rally Azores last week, but he also became the first driver to be awarded the Colin McRae Flat Out Trophy. He said: "It's a big honour – Colin is my hero."

MEEKE TAKES TOUGH SECOND

Peugeot's Kris Meeke said second place on last week's Rally Azores was the best he could hope for on the latest IRC round. Final-day troubles for both factory Skodas elevated Meeke, who remains 25 points adrift of series leader Juho Hänninen. "This is my championship and I want to

defend it," Meeke said. "We were gifted second, but we're nowhere at the moment."

MIKKELSEN: COW ABOUT IT

Ford Fiesta S2000 driver Andreas Mikkelsen admitted he thought his Rally Azores was over when he came over a crest flat in top to find cows in the middle of the road. He went into a ditch to avoid them, clipped two, but carried on. "There were about 10 cows. I thought: 'My rally ends here'. We were lucky."

GARDEMEISTER BACK OUT

Toni Gardemeister finished third on last weekend's Rally Estonia. He was driving a Ford Fiesta S2000 for the first time, but lost the Group N battle by more than a minute to Ott Tänak, who was second overall to his mentor, WRC ace Markko Martin

L'ESTAGE BIG IN AMERICA

Antoine L'Estage won this year's Rally America title with victory on last weekend's Maine Rally (below).



WRC Sainz ready to help VW in the WRC

FOLLOWING FURTHER speculation that Volkswagen's World Rally Championship entry is coming back to life for 2012 – double title winner Carlos Sainz says he would be happy to help the German marque in its maiden WRC entry.

Sainz is part of VW's Dakar programme – the Spaniard won the epic event in a Race Touareg earlier this season – and although not interested in a return to WRC action, he would be on hand to help.

"I know that Volkswagen is looking into the WRC in quite a strong way," said Sainz. "And if they ask me to help them then I would be happy to advise them, there's no question. I wouldn't be interested in driving or in a lot of testing – I don't really have time for that with the Dakar programme and my son's racing."

Sainz's 15-year-old son Carlos Jr is racing in Formula BMW and won one of the British GP support races at Silverstone recently. He is also part of the Red Bull Junior Team.

"He is enjoying the racing," said Sainz Sr. "He is part of the Red Bull Juniors, so I think he will be racing instead of rallying."

Sainz Sr is due to return to the WRC stages when he drives a Scirocco as course car on day one of next month's Rally Deutschland.

AUTOSPORT SAYS...

**DAVID EVANS
RALLIES EDITOR**

david.evans
@haymarket.com



FAST FORWARD

to Friday morning, May 6 2011 in Sardinia. Olbia to be precise. Breakfast espresso done, the scanner crackles into life. "Gronholm minus two."

Imagine that. Those three small words would mean the world to the World Rally Championship. They would mean a) Marcus Gronholm had decided to come back and b) Mini had finally confirmed its WRC intentions.

Will Gronholm come back? Only the man himself knows. Not that we're trying to influence his decision in any way, but the WRC desperately needs him. We need a character, we need a bit of feistiness back in our sport.

That need was highlighted perfectly in Bulgaria recently, when Sebastien Loeb deviated from Citroen's script and spoke his mind about Sebastien Ogier's future. Good for you Sebastien Loeb. Whether he was right or wrong is neither here nor there, it was just good to hear one of the current drivers saying something out of the ordinary.

The furore caused by Loeb's comments about Ogier's future being possibly better served at Ford is a sad reflection on the universal union with which the current drivers stick to the script.

Once again, I applaud you Sebastien for speaking your mind and, once again, Marcus I implore you to get out from under your family's feet and make us smile again.



The WRC needs Gronholm to return

BIG NUMBER

The number of different drivers who have won the seven Intercontinental Rally Challenge rounds so far this season

6



**“I
DON’T
PLAY
GAMES.
IT’S NOT
WHO
I AM”**

Sebastian Vettel is perceived as Red Bull’s bad guy. The reality is that the young German just wants to get on with trying to win the title, as *EDD STRAW* discovers

In a tapestry created by broad brush strokes in black and white, Sebastian Vettel has been painted as the bad guy of Formula 1 in recent months. The scene is of a petulant, demanding young kid, an upstart who enjoys privileged status in the team for reasons that stretch far beyond the stopwatch. A driver who causes accidents with his team-mate without being held accountable, a punk who has no compunction about stealing a front wing from noble, dignified Mark Webber moments before qualifying for the British Grand Prix. Sport deals in caricature, and the perception that casts the 23-year-old German in that light creates a baseless grotesque.

When Vettel burst onto the F1 scene as a BMW Sauber third driver, an opportunity that led to him becoming the youngest driver ever to score a world championship point in the 2007 US GP, everybody liked him. He was a young kid having the time of his life; an anglophile with a love of British comedy institution Monty Python. Even after he started winning races, that youthful exuberance remained intact. Returning from last year’s Malaysian GP, Vettel was spotted playing football in the departures area of Kuala Lumpur Airport. Again, evidence of a relaxed, well-adjusted individual who just happened to be one of the world’s top drivers. ►

CASIO®

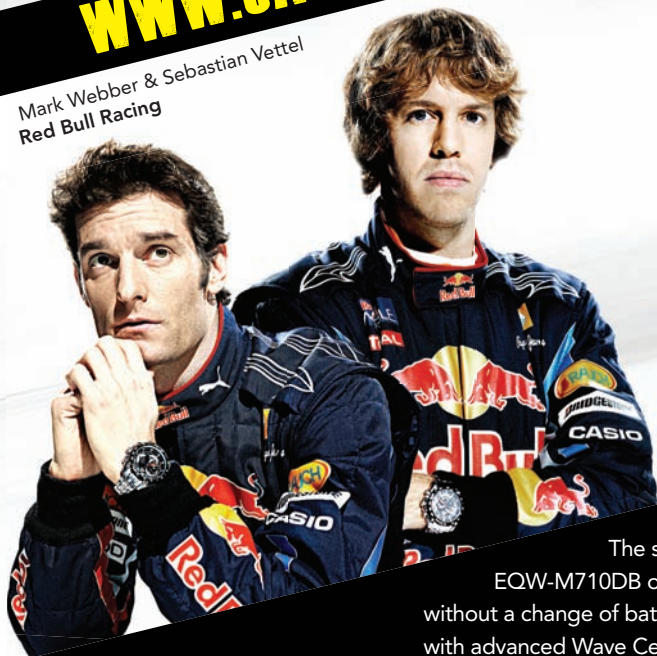
WIN A LUXURY TRIP TO THE 2010 FORMULA 1 JAPANESE GRAND PRIX*



*Terms and conditions apply. See website for details.

WWW.CASIORACING.CO.UK

Mark Webber & Sebastian Vettel
Red Bull Racing



CASIO is
a Team Partner of
Red Bull Racing.

The solar powered Edifice
EQW-M710DB offers a lifetime of use
without a change of battery, and is equipped
with advanced Wave Ceptor radio controlled
technology for perfect timing wherever you are.
Available at H. Samuel, F. Hinds and other quality jewellers.

TOUGH SOLAR
SOLAR POWERED

WAVE CEPTOR
RADIO CONTROLLED

www.casioracing.co.uk



EDIFICE
Speed & Intelligence
Advanced Technology, Dynamic Design

Webber beat Vettel from pole in Spanish GP



Relaxing at the British GP post-race party



Second 2010 win came on Valencia streets



Bond with Helmut Marko is very strong



Webber got the upper hand in Monte Carlo



Vettel pipped poleman Webber in Malaysia

◀ That attitude set him apart from the race and promised the creation of a new kind of superstar. So where did that Sebastian Vettel go?

Nowhere. He is still very much with us. The perception of him is distorted through the prism of Red Bull favouritism, fuelled by the absurdity of anodyne F1 desperately casting team-mates as best mates rather than rivals. So what if Vettel expressed a preference for running the sole remaining updated front wing at Silverstone last week? So what if he accepted the team's decision to put it on his car? If he hadn't done so, he would have no right ever to consider himself as world champion material.

But Vettel is world champion material, and despite not being entirely happy about his bad-guy status, he accepts that worrying about it is a waste of time.

"It's part of the game," says Vettel of the negative media image in some quarters. "There are some things that are unfair and wrong, things that you don't like, but Formula 1 is a big sport. I don't try to be fake or play games because it's not who I am.

Nothing else matters to me other than winning the world championship. With negative or unfair stories, you just have to ask yourself whether it helps you to become a champion or not. You must learn how to switch off and focus on what really matters – and the only thing that matters to me is to fight for and to win the title."

Few doubt that Vettel will one day be crowned. But to do so this year he not only has to overcome McLaren duo Lewis Hamilton and Jenson Button, who still lead the championship despite rarely having a Red Bull-beating car, and Webber. If he does so, he would become the youngest-ever F1 champion, a fact that underlines just how much he has had to mature in recent years. While his persona is still very much there, he is acutely aware that a misplaced word or a joke taken out of context can lead to a media storm – particularly given the rivalry between him and his team-mate. That's a tough learning curve, especially when you are pitted against someone with a decade more experience and with a reputation for breaking team-mates.

YOUNG BLOOD

Vettel has set new standards for success at a young age in F1. If he wins the world title this year, he will displace Lewis Hamilton as the youngest-ever champion. He is also the youngest to drive during a grand prix weekend, score a point, lead a race, win a race and stand on the podium

"These days, you get criticised as a sportsman if you don't show any character, but it has become a bit more sterile," says Vettel. "The freedom has shrunk. To some point, it looks like F1 is losing characters. But knowing the drivers as I do, and knowing some of them a bit more privately, there is still a lot of joking going on – and things that you certainly shouldn't even mention to the press. Things spread around the world more quickly – if I popped out of the car on the grid and drunk a can of Coke, it would be an inappropriate message for us."

Vettel has certainly stayed on message this year and perhaps that's the reason why, in the English-language press at least, Webber has been far more visible in recent months. His carefully- ▶

"When I was 13 or 14 I was training for my target in life. I missed the parties, but I don't regret that now"
Sebastian Vettel

◀ placed quips about being number two and his unmistakable pointing of the media to the circumstances behind the pair's Turkish Grand Prix collision is the work of a master working every competitive angle – which is as it should be. By comparison, Vettel has said that the team should not wash its dirty laundry in public, which is understandable given that, at Red Bull Austria level, he has always been the favoured son. Again, that's as it should be, even though he does find himself cast as a rising star born with a silver spoon is his mouth pitched against Webber, who, it follows, had to work so much harder to get to the top. Again, broad brush strokes. Again, grossly unfair.

"I wouldn't say I've had an easy run," says Vettel. "I don't believe in luck. Look at Lewis – at a very young age he got the chance with McLaren but he has always worked hard."

"If you have a clear target in front of you [becoming world champion] you will do anything for it. Some things you might not like doing, but that's the price that you pay. Looking back to when I was 13 or 14 doing karting, in the summer when everyone met in the afternoon at the swimming pool, I would have loved to have joined in but I was training for my target in life. I missed the parties and, yes, I regretted it the week after, but I don't now."

It is precisely that work ethic that made Vettel the star pupil of the Red Bull driver-development programme in the first place. Even in his Formula BMW days, there was amazement at his near-F1 levels of fitness. He was well liked too, and his name would often crop up when chatting with those working in the junior formulas as a potential "new Schumacher"

– a moniker that he rightly hates. The engaging personality was part of the magic Vettel formula, and it's that approach that will help him deal with the pressure of a world title fight.

"To perform at your maximum, you have to enjoy what you are doing," he says. "When I entered Formula 1, I was very proud to have made the step. But I had the target to fight for the championship. Being in the position I am now is much more comfortable than just being part of F1."

"When I was at Toro Rosso, the focus was on the race. That's how you approach weekends up to the race. Then you have to react. In the position I'm in now, you think twice. Do I need second compared with third but at a 50/50 risk of getting nothing?"

You could ask if that mantra applies to what happened in Turkey, although Vettel's refusal to accept the blame for the incident, not to mention a defensive reaction from Red Bull junior-driver boss Helmut Marko that one team insider described as "paternal", doesn't sit well with that. There's a suspicion that Vettel, like Webber after the race, believes that there was more to it than meets the eye in the incident. The physics of the crash say that it was caused by Vettel edging fractionally to the right – a small mistake at such high speeds – but there are still some question marks about just what the two drivers were being told (or not) from the pitwall.

Heading to this weekend's German Grand Prix, Vettel is on the back foot after salvaging a fighting seventh place from a Silverstone race that initially looked like handing Webber a 25-point swing. Over the coming half-dozen grands prix the battle will only get more intense.

And Vettel, like Webber, will use

Collision in Turkish GP sparked intra-team row



VETTEL'S F1 CAREER TO DATE

Debut: **2007**
US GP

Starts: **53**
Wins: **7**
Poles: **10**
Fastest laps: **4**
Points: **246**

every weapon in his armoury. He's not the bad guy, and neither is Webber.

Being world champion is about being fast, galvanising the team in your corner and winning the psychological war. That's exactly what we're seeing with the Red Bull drivers, and it's got the makings of one of the great championship face-offs.

Unless, of course, their intra-team battling allows Hamilton, Button and McLaren to prevail unopposed... ❏

Dominik Jackson – former rival

BITTER SWEET EXPERIENCE

There's a school of thought that says history repeats itself. Wind the clock back to 2004 and you find a telling story from Sebastian Vettel's Formula BMW days in Germany.

Vettel headed into his second year as title favourite. One of his teammates at Mücke Motorsport was Dominik Jackson, who had also impressed with race-winning performances in 2003.

"Our pre-season test was at Hockenheim and I was consistently faster than Seb," says Jackson. "I felt a lot of weight was being put behind Seb and the feeling in the team was

very negative even though I was fastest. At the first round two weeks later they had swapped our chassis!

"The second round supported the European GP and I got pole. Seb was so angry to miss pole that he ignored the chequered flag and tried again! When I got back to the paddock, the whole team stopped talking to me."

It's easy to find ex-rivals of superstars with grudges, but there is good reason to listen to what Jackson says. He is also quick to highlight Vettel's strengths while acknowledging that Red Bull, rather than BMW, which also supported Vettel at that time, was

the main driving force.

"Seb is a great guy with a fantastic sense of humour," says Jackson. "But from a professional point of view he was a tough challenge for three key reasons: 1) He is very talented and has the ability to find the pace very quickly; 2) He's analytical and gives 100 per cent; 3) He's always had the backing of important individuals."

As for Silverstone's wing controversy, he doesn't blame Vettel.



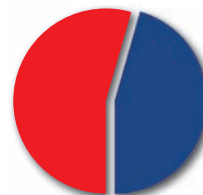
Jackson (centre) beat Sutil and Vettel in '03

"Christian Horner had to make a call and the one he made was logical," he says. "But it's a big indicator of where the loyalties lie. You can't blame Seb for the situation. If you're receiving a better level of support, you're never going to turn it down!"



WINS

Vettel 6



Webber 5

PODIUMS

VETTEL 3
WEBBER 5

VETTEL 6
WEBBER 5

1

VETTEL 3
WEBBER 3

2

3

POINTS

Vettel
205

Webber
197.5

POLES

VETTEL 9



WEBBER 5



QUALIFYING COMPARISON

VETTEL 21

6 WEBBER



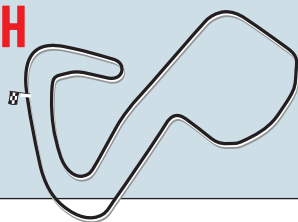
Vettel is second German world champ in waiting



Turkey: Vettel made his feelings perfectly clear

BRANDS HATCH

Great Britain
July 16-18
WTCC
Round 6/11



AT A GLANCE

- Pole Yvan Muller
- Wins Yvan Muller/Andy Priaulx
- Fastest laps Priaulx/Priaulx



Muller and Huff celebrate 1-2 finish

The Chevys charge up the hill to Druids

Odds and Yvans



GARY HAWKINS

Team tactics and an impressive return by Colin Turkington were the main talking points of the weekend, but the Brands Hatch loop provided more action than that

QUALIFYING

Muller grabs pole with one attempt

Yvan Muller recovered well from chucking his Cruze into the Paddock Hill gravel on his first Q2 attempt, to come back out and get pole with the one lap he had time for.

The pressure wasn't what it could have been, given Chevrolet's pace advantage, but it still had to be pretty special to see off team-mates Rob Huff and Alain Menu. Though beaten by Muller, they had no trouble making 1-2-3.

The anomaly of 11 cars making it through to the 10-car shootout allowed Tom Coronel to climb to a third row start.



Chevrolet dominated its RML team's home round, taking full advantage of an event where its Cruze was definitely the car to have.

Holding all the cards for the first race, the team organised itself an easy 1-2, which could have been a 1-2-3 if it had wanted, before Andy Priaulx won at home for the second time.

The Chevrolets choreographed the rolling start perfectly. Yvan Muller and Rob Huff remained door-to-door until mid-way

round Druids, while Alain Menu attached himself to Muller's rear bumper on the inside line in third. They were able to easily repel Colin Turkington's BMW at the start, and were left alone soon after when Gabriele Tarquini's SEAT went past Turkington on the inside at Druids.

It looked as though the trio up front would be granted an easy run when they eased clear of Tarquini over the next couple of laps, but it soon became clear that Turkington was the man with pace in hand. He took his third spot back

from Tarquini at the same place he lost it and immediately moved up to Menu's tail. The lead quartet left the trio of SEATs, Tarquini, Tom Coronel and Tiago Monteiro, but it soon became apparent that Turkington didn't have quite enough in hand to trouble Menu's defences — the former BTCC champion knows the Brands GP circuit as well as anyone.

A safety car period came and without incident or place changes at the restart. It was caused by a fire in Caca Bueno's Chevrolet that

RACE RATING

★★★★★

Challenge of Brands GP loop always provides action, but too much team strategy denied any real contest

“The strategy worked very well”

Huff, on not challenging Muller for race one win

REPORT
WTCC BRANDS HATCH

Tarquini led the SEAT charge



GARY HAWKINS

KEY MOMENTS

Race 1 Three Chevys organised the first two corners. It was easy going from there

Race 2 Menu clipping Farfus out of second place and setting Priaulx free



WOOD/LAT

Farfus spins but recovers, Menu's Chevy needs pit visit

ruined his series debut – not only putting an end to his first race, but also ruling him out of starting the second.

But it was a relief for Muller, who had been concerned about his Cruze: “We were a bit worried about the front left tyre

because there's a lot of stress on that corner. The safety car was good for us to cool down.”

Just when it looked as though RML was in for a 1-2-3 finish, Menu slowed on the approach to Clearways on the penultimate lap and

Turkington went around the outside. He spent the final lap slipping back towards the front of the reverse grid for race two, and by the line he was seventh.

Pole for race two was earned by Andy Priaulx, who had to come from the other end of the field to get

it. The engine in his BMW had to be replaced on Friday, meaning his sixth place in qualifying became 16th on the grid. He picked up four places on the opening lap, charging around the outside of the independents' class pack at Paddock. Priaulx made light work of Jordi

Gene and was soon up with team-mate Augusto Farfus for them to make their way forward together. Norbert Michelisz was first to fall, being run out wide at Surtees as the BMWs came up the inside, then they took it in turns to relieve Monteiro of seventh and eighth places, securing themselves a place at the front for race two – though Priaulx's pass of Monteiro at Graham Hill Bend, fair but with door-to-door contact, left the Portuguese feeling a little disgruntled. He made his feelings clear as the pair banged doors again on the approach to Surtees, before Priaulx eventually made it stick at Hawthorn.

Late on Sunday evening, Menu was penalised for slowing on the final lap in search of race two pole. Citing the offence as unsporting behaviour, the stewards added a 30-second penalty to his race time, dropping him from seventh to 22nd in the results. But as the decision wasn't taken until hours after the second race, all it achieved was handing a couple of extra points to Priaulx.

So Menu still lined up between Priaulx and Farfus for the second race. Farfus might have later felt there was an injustice in him losing a front row start, but that was immaterial by Turn 1 because he shot past both cars in front off the line and led up the hill to Druids. ▶

THE INSIDE LINE

Disappointing debut for Bueno

Rarely would so much be expected of a one-off entry by a series newcomer, but Caca Bueno's reputation from South America preceded his arrival in World Touring Cars.

The 33-year-old has won three of the last four Brazilian V8 titles, against many of his nation's well known drivers (Ricardo Zonta, Luciano Burti, Antonio Pizzonia, Enrique Bernoldi, Ricardo Mauricio),

so hopes were high for his Chevrolet outing at Brands.

Bueno was in at the deep end with no Friday test and he was 1-1.5sec off as he learned his way on Saturday. Sadly, his first race ended early with an engine fire, which also kept him from starting the second.

Still, Bueno is keen for more: “The car is very different, there was much to learn. But I enjoyed it and I would like to come back.”



Bueno high hopes turned to flames

“I’m really chuffed to win, admittedly reverse grid, but I came from 16th - I wasn’t dropping back or anything silly like that”
Priaux on his weekend’s achievements



Priaux takes Monteiro in a door-banging moment

GARY HAWKINS

A fantastically close finish to race two



GARY HAWKINS

◀ But, for the same reason that Huff offered no threat to championship leader and team-mate Muller in the first race, Farfus was not supposed to lead his team-mate and BMW’s only title hope – Priaux – in the second. Priaux made his move to the lead back into Druids on lap three, and Farfus let him have it. But Menu was just behind in third, all too aware of the strategies at play in the series, and saw his opportunity coming. He tried to follow Priaux through, but there was enough of a gap for Farfus to close the door. Menu had already committed and tagged the back of the BMW, pushing it into a spin. Farfus actually came off best, rejoining 13th, while Menu limped back and lost five laps having his broken steering arm repaired.

Turkington had already got his own back on SEAT – Tarquini passed him at the rolling start of race one, but he shot by the Italian and Coronel from the standing race two getaway. And now second place fell

into his lap at Druids. He’d already conceded that he wasn’t going to interfere with anyone fighting for the title, so a risky move on Priaux for a win was never on the cards. Instead, he just followed the leader home as they pulled well clear of the SEATs behind. Another eventless safety car period rolled by and Turkington completed a dream weekend – well deserved after he was punted out of results he’d earned in Portugal.

Behind the leading group, there’d been a squabble between SEATs on the

opening lap as Michelisz and Monteiro touched, with the latter swerving back across the road into the path of team-mate Gene, who had to take to the grass. Boardman hit Monteiro who then retired from the damage. Boardman too was out a few laps later, going off at Westfield being passed by the recovering Farfus.

Fredy Barth was another SEAT in trouble, out with a broken front upright after being hit by Kristian Poulsen’s BMW at the start. The Dane’s race was also ended by that incident, with

bent front suspension. He had been among the best of the rest in the independents’ class – albeit it way behind Turkington – the lighter BMWs significantly quicker than their heavier relations.

The excitement of it all was too much for some, though. Franz Engstler had already dispatched Tom Boardman’s SEAT for second in class when he was tipped into a spin at Surtees by Mehdi Bennani – another incident which cleared the road for Farfus’s recovery (the Brazilian made it back to eighth by the flag).

Bennani was in trouble again soon after, steaming up the inside of Darryl O’Young’s Chevrolet under braking at Druids and taking both into the gravel and out of the race. Despite retiring, he achieved the distinction of being investigated by the stewards for two different incidents in three laps.

Turkington’s sensational performance, granted with less weight than those at the front, but also in just his second outing of the year, has rocketed him to second in the independents – 12 points behind Hernandez despite missing four out of six events so far. If WSR makes it to two of the last five rounds as intended, he could well be a factor – from one third of the year.

In the main titles, Muller added fifth place to his win to open a cushion over Tarquini, while Priaux making the most of his race two opportunities this year is keeping him in touch. 🏆



Dahlgren in the thick of it on Volvo’s 2010 debut

NEXT ROUND
 Brno (CZ), August 1



“It’s great to be back like this after finding myself on the sidelines from the start of the year”
Colin Turkington on his return to racing

REPORT WTCC BRANDS HATCH



Steven English reports

DRIVER BY DRIVER

GABRIELE TARQUINI (4/3)



Not a great weekend. Unhappy with race one set-up, happier for two and rescued good points.

TOM CORONEL (5/4)



A brighter weekend after good fortune boosted his grid spot. Quiet races to solid points.

TIAGO MONTEIRO (8/R)



No luck. Not happy as pushed out of a front row race two start, then taken out on first lap.

JORDI GENE (10/10)



Qualified 13th, didn't race any better in first. Avoiding the opening lap crash ruined second race.

NORBERT MICHELISZ (9/7)



Quiet. Made Q2 and stayed close to the front runners, but didn't have enough to get among them.

YVAN MULLER (1/5)



Classy performance. Didn't break a sweat winning race one, and scored points in second.

ROB HUFF (2/6)



The perfect team-mate, following Muller home and then helping team to as many points as possible.

ALAIN MENU (22/NC)



Should have made Chevy 1-2-3 before dropping back, then spoiled it by taking out Farfus.

CACA BUENO (R/NS)



Tough job to learn with no time. Got even less when car caught fire, didn't start race two.

AUGUSTO FARFUS (6/8)



Was on for a good one after working his way to front for race two, but taken out early by Menu.

ANDY PRIAULX (7/1)



Great recovery from an engine change penalty to eighth to earn pole, then commanded race two easily.

FRANZ ENGSTLER (14/13)



Was looking bright for best of the rest in class in a lighter car, but taken out of race two.

MICHEL NYKJAER (15/9)



Uphill task all weekend after a sizeable crash in first practice and never really recovered.

FREDY BARTH (11/R)



In the thick of the pack up until race two when he was another taken out at the start.

HARRY VAULKHARD (17/14)



Quiet weekend for the Lacetis which struggled down at the back against the lighter BMWs.

DARRYL O'YOUNG (21/R)



Similar to his team-mate but was then unfairly punted out of race two by Bennani.

MEHDI BENNANI (19/R)



Didn't benefit much from a lighter BMW, then knocked two cars out as frustration set in.

KRISTIAN POULSEN (23/R)



Better showing now he has less weight, but didn't make it to the start line before a race two crash.

SERGIO HERNANDEZ (16/12)



Another struggle without weight break of other class BMWs, just picked up reasonable points.

STEFANO D'ASTE (18/11)



Same as Hernandez but came back better in race two to claim best of the rest after Turkington.

COLIN TURKINGTON (3/2)



Brilliant. Two outright podiums were a deserved reward for his obvious pace. Give him a deal.

TOM BOARDMAN (13/R)



A spirited return on familiar ground. Good showing in race one, but slipped up in race two.

ROBERT DAHLGREN (12/R)



A quick showing in the Volvo, unlucky to miss race two due to a water leak before the start.

TIM CORONEL (20/15)



Even less luck for one-off outing. Engine failure, so no qualifying and he never recovered.

RESULTS

FIA World Touring Car Championship, Brands Hatch (GB), July 16-18, round 6 of 11

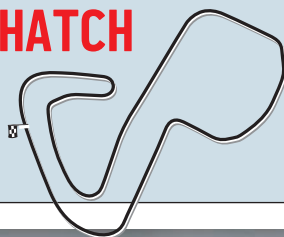
GRID	RACE 1 - 16 LAPS, 36.816 MILES						RACE 2 - 16 LAPS, 36.816 MILES						CHAMPIONSHIP TABLE	
	POS	DRIVER (NATIONALITY)	TEAM	CAR	WEIGHT	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	PTS
2 HUFF 1:32.678	1	Yvan Muller (F)	Chevrolet (RML)	Chevrolet Cruze LT	1190kg	28m05.204s	1	1	Priaulx	27m05.324s	1	1	Muller	199
1 MULLER 1:32.481	2	Rob Huff (GB)	Chevrolet (RML)	Chevrolet Cruze LT	1190kg	+0.296s	2	2	Turkington	+0.399s	6	2	Tarquini	176
4 TURKINGTON 1:32.842	3	Colin Turkington (GB)	eBay Motors/WSR	BMW 320si	1155kg	+0.848s	4	3	Tarquini	+1.394s	5	3	Priaulx	148
5 MENU 1:32.828	4	Gabriele Tarquini (I)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	+2.615s	5	4	To Coronel	+1.854s	4	4	Huff	130
6 TO CORONEL 1:33.176	5	Tom Coronel (NL)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	+3.158s	6	5	Muller	+3.037s	8	5	Monteiro	103
5 TARTQUINI 1:32.873	6	Augusto Farfus (BR)	BMW Team RBM	BMW 320si	1195kg	+4.357s	9	6	Huff	+3.418s	7	6	To Coronel	100
8 MICHELISZ 1:33.261	7	Andy Priaulx (GB)	BMW Team RBM	BMW 320si	1195kg	+5.170s	16	7	Michelisz	+4.901s	10	7	Farfus	87
7 MONTEIRO 1:33.257	8	Tiago Monteiro (P)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	+5.295s	7	8	Farfus	+5.529s	3	8	Menu	86
10 ENGSTLER 1:35.164	9	Norbert Michelisz (H)	Zengo-Dension Team	SEAT Leon TDI	1210kg	+5.505s	8	9	Nykjaer	+6.035s	17	9	Michelisz	42
9 FARFUS 1:33.337	10	Jordi Gene (E)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	+6.103s	12	10	Gene	+6.481s	11	10	Barth	41
12 GENE 1:33.588	11	Fredy Barth (CH)	SEAT Swiss Racing by SUNRED	SEAT Leon TDI	1210kg	+6.460s	13	11	d'Aste	+7.293s	20			
11 DAHLGREN 1:33.579	12	Robert Dahlgren (SWE)	Volvo Olsbergs Green Racing	Volvo C30	1190kg	+6.988s	11	12	Hernandez	+7.604s	18			
14 O'YOUNG 1:33.911	13	Tom Boardman (GB)	SUNRED Engineering	SEAT Leon	1170kg	+9.405s	17	13	Engstler	+9.561s	15			
13 BARTH 1:33.803	14	Franz Engstler (D)	Liqui Moly Team Engstler	BMW 320si	1155kg	+9.602s	10	14	Vaulkhard	+11.172s	19			
16 PRIAULX 1:32.973*	15	Michel Nykjaer (DK)	SUNRED Engineering	SEAT Leon TDI	1210kg	+10.661s	18	15	Ti Coronel	+13.151s	22			
17 BOARDMAN 1:34.419	16	Sergio Hernandez (E)	Scuderia Proteam Motorsport	BMW 320si	1155kg	+12.540s	20	NC	Menu	-5 laps	2			
20 HERNANDEZ 1:34.594	17	Harry Vaulkhard (GB)	Bamboo Engineering	Chevrolet Lacetti	1120kg	+12.979s	22	R	Boardman	10 laps-spun	14			
19 D'ASTE 1:34.437	18	Stefano d'Aste (I)	Scuderia Proteam Motorsport	BMW 320si	1155kg	+14.108s	19	R	O'Young	10 laps-accident	23			
22 VAULKHARD 1:34.736	19	Mehdi Bennani (MA)	Wiechers-Sport	BMW 320si	1135kg	+14.497s	21	R	Bennani	10 laps-accident	21			
21 BENNANI 1:34.722	20	Tim Coronel (NL)	Team Engstler	BMW 320si	1135kg	+15.220s	23	R	Monteiro	1 lap-acc dam	9			
24 POULSEN NO TIME	21	Darryl O'Young (PRC)	Bamboo Engineering	Chevrolet Lacetti	1120kg	+19.150s	14	R	Barth	0 laps-acc dam	12			
23 TI CORONEL 12:42.010	22	Alain Menu (CH)	Chevrolet (RML)	Chevrolet Cruze LT	1190kg	+35.041s	3	R	Dahlgren	0 laps-water pipe	13			
*10-place grid penalty	23	Kristian Poulsen (DK)	Poulsen Motorsport	BMW 320si	1135kg	+40.148s	24	R	Poulsen	0 laps-acc dam	16			
	R	Caca Bueno (BR)	Chevrolet (RML)	Chevrolet Cruze LT	1190kg	7 laps-engine fire	15	NS	Bueno		24			

KEY R=Retired; NC=Not classified. **Race 1** Winner's average: 78.61mph. Fastest lap: Priaulx, 1m34.078s, 88.05mph. **Race 2** Winner's average: 81.50mph. Fastest lap: Priaulx, 1m34.791s, 87.39mph.

BRANDS HATCH



GB
July 17-18
Formula 2
Round 6/9



AT A GLANCE

- Winners **Stoneman/Eng**
- Pole positions **Stoneman/Kazim Vasiliauskas**
- Fastest laps **Stoneman x2**



Eng took third win of 2010 in race two

Stoneman closes on Palmer

Five points separate the leading Britons after a mixed weekend



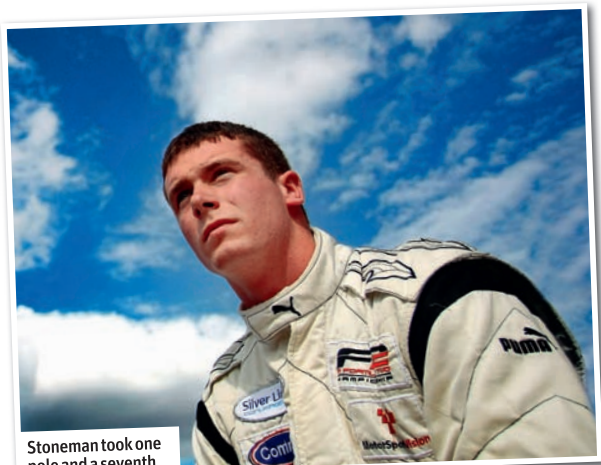
Stoneman won race one – his fourth of the year

QUALIFYING

Stoneman flies then falters

Friday's session was a pretty emphatic prelude for what was to follow, with Dean Stoneman four tenths of a second faster than anyone else. Before that, Jack Clarke had held the top spot from Sergei Afanasiev by just 0.001s, then the Russian improved again to join Stoneman on the front row.

It looked too easy for Stoneman, but his fortunes turned on Saturday when a red-flag halted the session and wiped out the lap he'd spent his boosts on, leaving him seventh. Kazim Vasiliauskas sprung a surprise by claiming pole at the end.



Stoneman took one pole and a seventh

It's not enough for a rivalry just to be restricted to competition between the two fastest drivers in a series. They can't just take it in turns to win and see who has the most points at the end of the season – they need to race wheel-to-wheel. And, much as they might hate it when they come off worst, they want nothing more than to get the better of the other on track.

Jolyon Palmer and Dean Stoneman are well clear in the F2 title race, and have been for some time, but it was at Brands Hatch last weekend that their rivalry stepped up a gear with a clash in the second race.

Unusually for them, they weren't contesting victory at the time. Palmer had been below par all weekend and Stoneman was down the order after being caught out

by red flags in qualifying.

Palmer was third going into the fourth lap with Stoneman coming up fast from behind. The gap between them over the line looked enough that nothing was likely to happen at Paddock Hill, but Stoneman had used one of his power boosts out of the last corner and was closing fast – faster than Palmer realised.

Stoneman threw it up the inside as they hit the brakes and turned in. Palmer came down towards the apex as usual, only Stoneman's car was now alongside him, perhaps even a fraction ahead. Things got tight and Stoneman ran a wheel onto the grass on the inside in an attempt to avoid contact, but the change of surface caused a snatched brake. Before he could gather it back into line, he'd hit Palmer. The initial contact only unsettled his car more and Stoneman slid sideways

into Palmer again, pushing him into the gravel where he got stuck and retired.

Palmer could have escaped the incident were it not for his reluctance to leave room once Stoneman was up the inside. Still, it was Stoneman who made the contact so the blame, and the subsequent penalty, was laid at his door.

Stoneman protested his innocence: "I was clearly down the inside but he kept driving round the corner as if it was his. He turned across on me. It was a bit silly on his part." But it made no difference and third became 13th once 20 seconds were added to his race time, undoing the switch at the head of the championship and turning his new 10-point advantage into a five-point deficit.

Even with the deduction it was still a good weekend for Stoneman, thanks to his dominant victory in the

RACE RATING

★★★★★

Action at the start of race two, but aside from that overtaking was too hard for real entertainment



The deal was if I was on pole, [F2 co-ordinator] James [Gornall] would wear a dress and be my grid girl”
Sergei Afanasiev's strange qualifying bet

REPORT F2 BRANDS HATCH



Steven English
reports

Paddock Hill: always a good spot to watch at



Palmer walks away after race-two shunt

KEY MOMENTS

Race 1 Bratt runs Afanasiev wide at Druids on lap one - aiding Stoneman's escape out front

Race 2 Stoneman and Palmer collide while disputing third at Paddock Hill

first race, while Palmer could only manage a curiously quiet eighth.

It was settled on the first lap when Stoneman got away – he eventually romped 13 seconds clear before backing off for the last two laps.

Jack Clarke went around the outside of front-row starter Sergei Afanasiev at the first corner and was comfortable in second throughout. Will Bratt passed Afanasiev at the next turn, but forced both wide in the process, gifting third place to Ivan Samarin as well as delaying Palmer,

who lost seventh to Nicola de Marco.

Tom Gladdis was enjoying his return to the series – having not raced since the season opener at Silverstone – but the only other move of the race was Bratt relegating him to fifth at half distance.

Kazim Vasiliasukas and Philipp Eng were already clear in race two before Palmer and Stoneman collided. Vasiliasukas had been having a pretty poor season up to this point, but came from nowhere to take pole and was determined to cash in.

He'd opened a good lead over Eng when he mysteriously went off at Surtees and dropped to fourth. He lost more places on the next lap and crawled back to the pits to retire with a gearbox problem that was apparently caused by his off-road excursion.

Thus Eng was left to win at Brands for the second year in a row. Gladdis, who remained close to Eng throughout, took second. He was revelling in the pressure-free state of a one-off appearance but couldn't quite do enough to unsettle the Austrian's lead.

“I've just been enjoying myself and haven't had anything to worry about. – I've really enjoyed it and it's come more easily than it did last season,” he said.

Stoneman had a go at Gladdis at the end but he too was unable to get past, complaining of a delaminating front-left tyre as a result of the contact with Palmer. He fell to 12th, allowing Bratt to complete the top three.

With the battling between the leading Brits heating up – and big gap to their nearest challengers – there's time for plenty more slugging in the remaining three rounds. ❏

NEXT ROUND Brno (CZ)
July 31-August 1

RESULTS

FIA Formula 2, Brands Hatch (GB), July 17-18, round 6 of 9

GRID	
1	STONEMAN 1:15.758
2	AFANASIEV 1:16.160
3	CLARKE 1:16.234
4	BRATT 1:16.267
5	GLADDIS 1:16.336
6	SAMARIN 1:16.357
7	PALMER 1:16.359
8	ENG 1:16.407
9	VASILYASUKAS 1:16.566
10	DE MARCO 1:16.613
11	TEIXEIRA 1:16.686
12	EBRAHIM 1:16.842
13	LARICHE 1:16.889
14	KOWALSKA 1:16.996
15	MARINESCU 1:17.077
16	BAILLY 1:17.262
17	THEOBALD 1:17.545
18	SURESH*EN 1:17.712
19	KRALEV 1:18.978

RACE 1 - 28 LAPS, 64.429 MILES			
POS	NAME	TIME	GRID
1	Dean Stoneman (GB)	36m38.208s	1
2	Jack Clarke (GB)	+8.181s	3
3	Ivan Samarin (RUS)	+11.136s	6
4	Will Bratt (GB)	+11.307s	4
5	Tom Gladdis (GB)	+11.887s	5
6	Sergei Afanasiev (RUS)	+13.407s	2
7	Nicola de Marco (I)	+14.888s	10
8	Jolyon Palmer (GB)	+15.810s	7
9	Armaan Ebrahim (IND)	+16.199s	12
10	Philipp Eng (A)	+17.652s	8
11	Kazim Vasiliauskas (LT)	+18.623s	9
12	Mihai Marinescu (RO)	+19.226s	15
13	Benjamin Bailly (B)	+20.192s	16
14	Benjamin Lariche (F)	+20.490s	13
15	Natalia Kowalska (PL)	+32.106s	14
16	Ricardo Teixeira (AO)	+36.663s	11
17	Julian Theobald (D)	+50.475s	17
18	Parthiva Sureshwaren (IND)	+54.558s	18
R	Plamen Kralev (BG)	1 lap-spun off	19

GRID	
1	VASILYASUKAS 1:16.061
2	ENG 1:16.137
3	GLADDIS 1:16.164
4	AFANASIEV 1:16.237
5	PALMER 1:16.317
6	BRATT 1:16.351
7	STONEMAN 1:16.385
8	DE MARCO 1:16.487
9	EBRAHIM 1:16.562
10	MARINESCU 1:16.608
11	SAMARIN 1:16.763
12	LARICHE 1:16.814
13	BAILLY 1:16.888
14	CLARKE 1:16.989
15	KOWALSKA 1:17.282
16	SURESH*EN 1:17.569
17	TEIXEIRA 1:17.734
18	THEOBALD 1:17.771
19	KRALEV 1:18.473

RACE 2 - 24 LAPS, 55.225 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Eng	31m32.628s	2
2	Gladdis	+0.545s	3
3	Bratt	+8.267s	6
4	de Marco	+12.041s	8
5	Afanasiev	+12.843s	4
6	Marinescu	+13.733s	10
7	Ebrahim	+14.728s	9
8	Clarke	+15.982s	14
9	Samarin	+21.154s	11
10	Lariche	+21.594s	12
11	Bailly	+21.765s	13
12	Stoneman	+23.150s	7
13	Kowalska	+33.426s	15
14	Sureshwaren	+45.566s	16
15	Kralev	+46.479s	19
16	Teixeira	+46.922s	17
17	Theobald	+1m03.707s	18
R	Vasiliasukas	9 laps-gearbox	1
R	Palmer	3 laps-accident	5

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Palmer	186
2	Stoneman	181
3	Eng	114
4	Bratt	107
5	Afanasiev	83
6	Bailly	82
7	Vasiliauskas	77
8	Clarke	61
9	Ebrahim	56
10	Marinescu	52

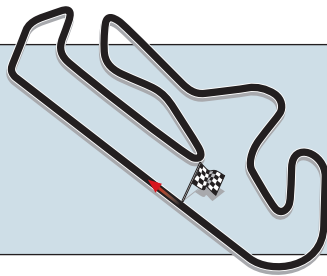
KEY R=Retired.

Race 1 Winner's average speed
105.54mph. Fastest lap:
Stoneman, 1m17.582s,
106.77mph.

Race 2 Winner's average speed
105.07mph. Fastest lap:
Stoneman, 1m17.937s,
106.28mph.

ALGARVE

Portugal
July 16-17
Le Mans Series
Round 4/6



AT A GLANCE

- Winner **Olivier Panis/Stephane Sarrazin/Nicolas Lapierre**
- Pole position **Lapierre**
- Fastest lap **Lapierre**



Panis took an early lead and the car stayed there



Race's only diesel LMP1 car won comfortably

Five-lap flier for ORECA Peugeot boys

Frenchmen Olivier Panis, Stephane Sarrazin and Nicolas Lapierre were untroubled on their way to a dominant victory in Portugal aboard the ORECA 908 HDi

The ORECA Peugeot squad did everything asked of it at the Autodromo Internacional do Algarve last weekend. There wasn't much opposition in round three of the Le Mans Series – no turbodiesel rivals and only three other cars in LMP1 – but ORECA drivers Olivier Panis, Stephane Sarrazin and Nicolas Lapierre claimed every honour going: pole position, race victory and a new lap record. And, just for good measure, they led every one of the 215 laps.

A margin of victory of five laps at the end of the day-night race made it look like little more than a demonstration run for the

works-assisted Peugeot 908 HDi, but ORECA and its drivers begged to differ.

"There's no such thing as an easy victory," offered Panis after the race.

Team boss Hugues de Chaunac pointed out that the victory should be viewed in the context of a troubled season so far for the ORECA Peugeot, most notably its late retirement from the Le Mans 24 Hours last month.

"We have had a difficult start to our relationship with Peugeot, especially all the emotion of Le Mans," he said. "All we could do here was win and the main competition was ourselves, so it would have been easy to have made a mistake on the track or in the pits."

De Chaunac correctly pointed out that the only pressure on the ORECA squad came from itself. The three other LMP1s present in Portugal weren't able to hassle the Peugeot.

For a brief moment after qualifying, it appeared that the petrol cars could take the fight to the 908 around the twists and turns and ups and downs of the 2.89-mile track. The best of the petrol cars, the fastest Rebellion Racing Lola-Judd driven by Neel Jani and the Signature Plus Lola-Aston Martin of Franck Mailleux, qualified only three tenths from Lapierre's pole.

A late rule change played a part in that narrow margin; all petrol-powered LMP1 cars were given larger-

diameter air-restrictors and thus more power for the race (see news). The nature of the track also played a part: Algarve isn't natural turbodiesel territory. Then, there was the suspicion that the Peugeot didn't show its hand in qualifying.

Rebellion Racing looked the best bet to keep the

Peugeot honest, but that hope disappeared in the hours after qualifying. The car Jani shared with Prost was sent to the back of the grid when its underfloor plank was found to be worn beyond the prescribed limits, while the team's second Lola coupe, driven by Andrea Belicchi and



Hugues de Chaunac and his drivers got the job done

RACE RATING

★★★★★

The ORECA Peugeot had too much in hand for this to be a decent race.



Finally we've finished a race without problems and claimed a podium!"

Rebellion driver Neel Jani rejoices in an end to his run of back luck

REPORT LMS ALGARVE



Gary Watkins reports

KEY MOMENTS

Hour 1 ORECA Peugeot forgoes new tyres, putting it a minute up on its nearest rival

Hour 2 The diesel 908 HDi goes a lap clear early in the hour

Hour 4 Belicchi/Boullion Rebellion Lola loses third with oil-union failure

Jean-Christophe Boullion, would also start from the back, the result of a tyre change precipitated by rubbing rear bodywork.

"That's our chance of putting them [the Peugeot] under any pressure gone," said Jani. "By the time we get through the pack we are going to be 40 seconds or more behind."

Jani's predictions proved almost spot on. He trailed Panis in the Peugeot by

44 seconds when he made it past the LMP2-leading Strakka HPD after 24 laps.

The 908 was only 13sec ahead of the Signature Lola-Aston when the cars pitted for the first time. However, the Peugeot didn't take on new tyres and the Lola (like the Rebellion cars) did, which increased the gap to over a minute.

Ragues was subsequently given a 30-second stop-go penalty for speeding in the

pitlane. That promoted Jani to second, but within a handful of laps, Panis was a lap up. The race was over and the event was barely an hour old.

"We weren't pushing too much after that because we knew we couldn't win," said Jani. "It was better to get a result."

Ragues had shadowed Panis for the first lap and even had the audacity to have a little look at the ►



Jani and Prost (12) came through to P2

RESULTS

Le Mans Series, Algarve (P), July 16-17, round 4 of 6

GRID	
1 LAPIERRE 1:30.681	2 MAILLEUX 1:30.973
3 MATTS 1:33.489	4 PLA 1:34.096
5 ERDOS 1:34.755	6 LAHAYE 1:35.108
7 MOREAU 1:35.242	8 EBBESVIK 1:35.514
9 BECHE 1:39.193	10 VERDONCK 1:39.323
11 ZACCHIA 1:39.967	12 KRATHAMER 1:40.517
13 BARLEST 1:41.043	14 HUGHES 1:41.279
15 SCHELL 1:42.638	16 BRUNT 1:43.310
17 VILANDER 1:43.512	18 VAN DAM 1:43.975
19 MULLEN 1:44.009	20 RAGGINGER 1:44.305
21 PILET 1:44.367	22 LIETZ 1:44.524
23 GARDEL 1:44.752	24 RUSSO 1:44.774
25 BELL 1:44.832	26 HOLZER 1:44.963
27 SIMONSEN 1:45.000	28 QUATFE 1:45.387
29 DUMBRECK 1:45.526	30 H'THORNE 1:47.863
31 JANI NO TIME	32 BELICCHI NO TIME

215 LAPS, 621.912 MILES

POS	DRIVERS	TEAM	CAR	CLASS	TIME	GRID
1	Olivier Panis (F)/Stephane Sarrazin (F)/Nicolas Lapierre (F)	Team ORECA Matmut	Peugeot 908 HDi	LMP1	5h48m30.830s	1
2	Neel Jani (CH)/Nicolas Prost (F)	Rebellion Racing (Sebah)	Lola-Judd B10/60	LMP1	-5 laps	31
3	Pierre Ragues (F)/Franck Mailleux (F)/Vanina Ickx (B)	Signature Plus	Lola-Aston Martin B09/60	LMP1	-6 laps	2
4	Tommy Erdos (BR)/Ben Collins (GB)/Mike Newton (GB)	RML	Lola-HPD B08/80	LMP2	-14 laps	5
5	Karim Ojje (SA)/Thor-Christian Ebbesvik (N)/Tim Greaves (GB)	Team Bruchladdich	Ginetta-Zytek GZ09S	LMP2	-22 laps	8
6	Warren Hughes (GB)/Jody Firth (GB)	DAMS	ORECA-Chevrolet FLM09	FLM	-22 laps	14
7	Gianmaria Bruni (I)/Jaime Melo (BR)	AF Corse	Ferrari 430 GT	GT2	-23 laps	16
8	Andrea Barlesi (B)/Alessandro Cicognani (I)/Gary Chalandon (F)	DAMS	ORECA-Chevrolet FLM09	FLM	-24 laps	13
9	Toni Vilander (FIN)/Jean Alesi (F)/Giancarlo Fisichella (I)	AF Corse	Ferrari 430 GT	GT2	-24 laps	17
10	Richard Lietz (A)/Marc Lieb (D)	Team Felbermayr Proton	Porsche 911 GT3-RSR	GT2	-24 laps	22
11	Rob Bell (GB)/Darren Turner (GB)	JMW Motorsport	Aston Martin Vantage GT2	GT2	-25 laps	25
12	Wolf Henzler (D)/Martin Ragginger (A)/Christian Ried (D)	Team Felbermayr Proton	Porsche 911 GT3-RSR	GT2	-25 laps	20
13	Luis Perez Companc (RA)/Matias Russo (RA)	AF Corse	Ferrari 430 GT	GT2	-25 laps	24
14	Phil Quaife (GB)/Pierre Kaffer (D)/Pierre Ehret (D)	Hankook Team Farnbacher	Ferrari 430 GT	GT2	-26 laps	27
15	Andrew Kirkaldy (GB)/Tim Mullen (GB)	CRS Racing	Ferrari 430 GT	GT2	-26 laps	19
16	Jeroen Bleekemolen (NL)/Peter Dumbreck (GB)	Spyker Squadron	Spyker C8 Laviolette GT2-R	GT2	-27 laps	29
17	Patrick Pilet (F)/Raymond Narac (F)	Imsa Performance Matmut	Porsche 911 GT3-RSR	GT2	-27 laps	21
18	Phil Quaife (GB)/Pierre Kaffer (D)/Pierre Ehret (D)	CRS Racing	Ferrari 430 GT	GT2	-28 laps	28
19	Nicolas de Crem (B)/Dominik Kraihamer (A)/Bernard Delhez (B)	Boutsen Energy Racing	ORECA-Chevrolet FLM09	FLM	-28 laps	12
20	Andrea Belicchi (I)/Jean-Christophe Boullion (F)	Rebellion Racing (Sebah)	Lola-Judd B08/60	LMP1	-29 laps	32
21	Patrice Goueslard (F)/Gabriele Gardel (CH)/Fernando Rees (BR)	Larbre Competition	Salen S7R	GT1	-31 laps	23
22	Julien Schell (F)/Frederic DaRocha (F)	Pegasus Racing	Courage-ORECA-AER LC75	LMP2	-36 laps	15
23	Peter Kutmenn (NL)/Maurice Basso (CH)/John Hartshorne (GB)	JMB Racing	ORECA-Chevrolet FLM10	FLM	-40 laps	30
24	Julien Schroven (B)/Carlo van Dam (NL)	Atlas FX-Team FS	Salen S7R	GT1	-44 laps	18
25	Mathieu Lahaye (F)/Jacques Nicolet (F)	OAK Racing	Pescarolo-Judd 01	LMP2	-62 laps	38
R	Danny Watts (GB)/Jonny Kane (GB)/Nick Leventis (GB)	Strakka Racing	HPD ARX-01c	LMP2	120 laps-transmission	3
R	Guillaume Moreau (F)/Richard Hein (F)	OAK Racing	Pescarolo-Judd 01	LMP2	91 laps-differential	7
R	Olivier Pla (F)/Miguel Amaral (P)	Quifel-ASM Team	Ginetta-Zytek GZ09S	LMP2	91 laps-chassis damage	4
R	Richard Westbrook (GB)/Marco Holzer (D)	ProSpeed Competition	Porsche 911 GT3-RSR	GT2	38 laps-broken wheel	26
R	Damien Toulemonde (F)/Mathias Beche (CH)	Applewood Seven	ORECA-Chevrolet FLM09	FLM	26 laps-fuel pump	9
R	Olivier Lombard (F)/Steve Zacchia (CH)/Luca Moro (I)	Hope Polevision Racing	ORECA-Chevrolet FLM09	FLM	3 laps-fuel tank	11
R	Nico Verdonck (B)/Christophe Pillon (CH)/Vincent Capillaire (F)	Hope Polevision Racing	ORECA-Chevrolet FLM09	FLM	1 lap-fuel tank	10

LMP1 POINTS

POS	DRIVER	PTS
1	Sarrazin	54
2	Capello/McNish	44
3	Belicchi/Boullion	40
4	Lapierre/Panis	39
5	Ickx/Mailleux/Ragues	35

LMP2 POINTS

POS	DRIVER	PTS
1	Erdos/Newton	55
2	Wallace	39
3	Hein/Moreau	37
4	Lahaye/Nicolet	37
5	Kane/Lavantis/Watts	35

GT1 POINTS

POS	DRIVER	PTS
1	Gardel/Goueslard	61
2	Canal	33
3	Rees	28
4	Schroyen/van Dam	25
5	Leinders/Palttala	18

GT2 POINTS

POS	DRIVER	PTS
1	Lieb/Lietz	62
2	Alesi/F'hella/V'der	52
3	Ragginger/Ried	44
4	Patrick Long	35
5	Bruni/Melo	35

R=Retired. Winners' average: 107.068mph. Fastest lap: Lapierre, 1m32.375s, 112.729mph. LMP2: Watts, 1m36.208s, 108.238mph. FLM: Warren Hughes, 1m42.085s, 102.007mph. GT1: Carlo van Dam, 1m45.850s, 98.378mph. GT2: Gianmaria Bruni, 1m44.849s, 108.255mph. Driver listed on grid set qualifying time. First-named driver in each car in table started the race.

BRITISH TOURING CARS 7/8 AUGUST – SNETTERTON



MSA British Touring Car Championship

CHILDREN
12 & UNDER
GO FREE



BOOK NOW FOR THE BEST GRANDSTAND SEATS

Raceday (online)	Sun 8 Aug*	£24
Raceday (gate)	Sun 8 Aug	£29
Qualifying (gate)	Sat 7 Aug	£12
Weekend (online)	7/8 Aug*	£29
Raceday grandstand seat		£15
Children 12 & under		FREE

0870 950 9000

snetterton.co.uk

* Advance tickets available up until midday
Wednesday 4 August. Postage fee applies.

Snetterton



Upon the instructions of the Joint Liquidators **Timothy J. Bramston of Griffins, Tavistock House South, Tavistock Square, London, UK WC1H 9LG, and Kenneth Kryss of Kryss & Associates (BVI) Limited, PO Box 4025, Road Town, Tortola, British Virgin Islands VG1110**



Speedcar Stockcar Racing Series

30 Racing Cars Support Equipment Spares

Available as
a Single Lot

Private Treaty Sale

Location: Dubai, United Arab Emirates

Assets include:

Stockcar Racing Cars

- Speedcar FIA Homologated Stockcar Racing Car with GM 'LS3' 620HP V8 Engines (Qty 17)
- Speedcar Promotional Twin Seat Racing Car with GM V8 620HP 'LS7' Engine (Qty 3)
- Speedcar Show Car Rolling Chassis (Qty 3)
- Speedcar Stockcar Racing Cars in various Build Stages (Qty 7)

Spare Engines

- General Motor LS3 620HP Spare Engine (Qty 8)
- General Motor LS7 620HP Spare Engine (Qty 3)
- General Motor LS2 600HP Spare Engine (Qty 2)
- Large Quantity Engine and Transmission Spares

Communications System

- Motorola Frequentis Tetra Extras FR400 Communication and Telemetry System

Support Equipment

- Intercomp Racing Car Weigh Scales (Qty 2)
- Pit Wall Garages (Qty 30)
- Ferraro Arredi Tecnici Double Sided Mobile Tool Cabinets (Qty 25)
- Ferraro Arredi Tecnici Spares Storage Flight Container with Fitted Interior (Qty 18)
- Large Quantity Mechanics Power Tools, Hand Tools and Garage Equipment
- Fabrication, Engineering & Finishing Machine Tools
- Shipping Containers, 40ft (Qty 7)
- Composite and Metal Body Panels
- Consumables
- Promotional Material



For further information, please visit
www.Go-Dove.com
or email: speedcar@go-dove.com

For more information, please contact:
WILL HANCOCK Tel: 0044 7836 688 457
Email: speedcar@go-dove.com

**GoIndustry
DoveBid**
Asset Sales and Valuations Worldwide

GT2 AT A GLANCE

- Winner **Gianmaria Bruni/Jaime Melo**
- Pole position **Bruni**
- Fastest lap **Bruni**



We had a fast car and a consistent car - you can't ask for any more than that"

Jaime Melo explains his GT2-class dominance

REPORT LMS ALGARVE

Ragues/Mailleux/Ickx took third in Lola-Aston



Peugeot into Turn 1 at the start of lap 2. Signature let Ragues have his moment in the sun and then reverted to its normal conservative approach to the race.

The car dropped to third with the stop-go and that's where it stayed in the hands of Ragues, Vanina Ickx and Mailleux. This trio ultimately didn't have the pace to keep up with Jani and Prost and lost time with a couple of minor niggles through the race.

The final LMP1 car finished in 20th position. Belicchi lost time during the opening stint after a clash with a GT car that damaged the rear bodywork, but a

long stop to repair an oil union resulted in the car finishing down the field.

The paucity of entries in LMP1 and a high rate

"The main thing is that this was good preparation for the fight at Silverstone"

ORECA's Hugues de Chaunac

of attrition in LMP2 (see sidebar) allowed the best of the Formula Le Mans cars to finish sixth. Brits Warren Hughes and Jody Firth claimed the best LMS finish yet for an ORECA FLMO9 with ease, leading all but a

handful of laps in their DAMS-run entry.

ORECA's victory at the Algarve circuit was an important one, reckoned de Chaunac, as it prepares for the next big sportscar battle, the AUTOSPORT 1000Km at Silverstone in September. The Peugeot, Audi and Aston Martin Racing factory squads rejoin the series in for Britain's penultimate round of the series.

"The main thing is that this was good preparation for the big fight at Silverstone," de Chaunac said. "We have to prove every time we race that we are a top team, at the same level as the factories." ❧

GT2

AF Corse Ferrari pair takes first series win in style

AF Corse Ferrari drivers Gianmaria Bruni and Jaime Melo didn't just notch up their first class victory together in the Le Mans Series in Portugal, they did it in style, leading every lap of the way and annihilating the opposition in the process.

Bruni and Melo only won by one lap aboard their Ferrari 430 GT, but in the realms of GT2 that's a country mile. Team-mate Toni Vilander kept Bruni in sniffing distance for the opening stint, but that's as much pressure as the winning pair came under during the race.

The only issue of any kind for the Ferrari drivers was a quick spin for Melo in the second hour. He was needlessly tagged by Pierre Ragues in the Signature Lola-Aston, but only lost a dozen or so seconds.

Vilander snatched second place for himself and superannuated Formula 1 drivers Giancarlo Fisichella and Jean Alesi in the dying laps, just pipping the Felbermayr-Proton Porsche driven by Richard Lietz and Marc Lieb. Fisichella and Alesi both lost time in the pits, yet neither was as quick as his team-mate, which explains why Vilander had to come from behind to take the car's rightful position.

The Porsche 911 GT3-RSR was nowhere at the Algarve.

Bruni/Melo took first LMS GT2 win together



None of the top Porsche teams cracked the set-up last weekend, but more significantly it seemed that a 2010-spec Ferrari had leapfrogged its German rival by a bigger margin around this kind of track than anywhere else.

The Porsche was slower, at least in race conditions, than the Aston Martin Vantage GT2 fielded by the British JMW Motorsport squad. Rob Bell could only qualify the car eighth, but in the race he made it up to fourth in the first hour and then Darren Turner was able to haul it up to second and to within eight seconds of Melo at one point.

The JMW Aston would almost certainly have finished second in class but for a power-steering problem that required its reservoir to be topped up on two occasions.

Honours in the two-car, all-Saleen GT1 class went the way of Larbre Competition. It had lost out to the Atlas/Full-Speed team in qualifying, but Patrice Goueslard swept into a lead he and team-mates Fernando Rees and Gabriele Gardel would never relinquish.

LMP2

RML crew comes out on top in the drive to survive

It sometimes looked like no one wanted to win the LMP2-class race at the Algarve circuit last weekend. The quickest four cars in class all ran into problems, which allowed the RML team to take a clear victory with its HPD-engined Lola coupe and, as a result, extend its points lead in the class.

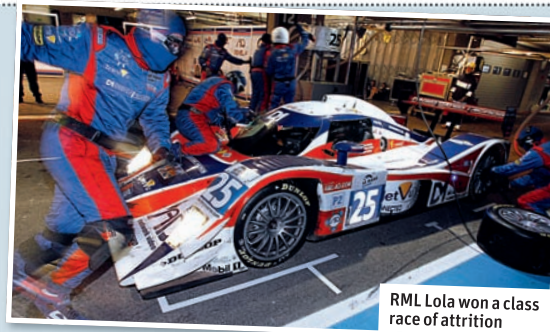
The British Strakka squad, whose HPD ARX-01c Danny Watts had qualified on pole,

was in control when Nick Leventis ground to a halt with transmission problems in the fourth hour. The ASM Ginetta-Zytek driven by Olivier Pla had kept Watts honest early on, only for car owner Miguel Amaral to damage the chassis when he spun across the kerbs.

The French OAK Racing squad also felt aggrieved that it didn't win on Saturday. The OAK Pescarolo-Judd, driven by

Matthieu Lahaye and Jacques Nicolet, was leading when its differential broke, the same problem that had put out the quicker sister car driven by Guillaume Moreau and Richard Hein.

The winning RML Lola driven by Tommy Erdos, Mike Newton and Ben Collins wasn't on the pace of the above cars, but the team was adamant that its decision to run the hardest Michelin



RML Lola won a class race of attrition

available and double-stint its tyres would have ensured it was in the mix for a podium.

Second went to the Team

Bruichladdich Zytek, which had a long stop to replace a brake caliper damaged by a giant lump of spent rubber.

TORONTO

CANADA

July 18

IndyCar Series
Round 10/17



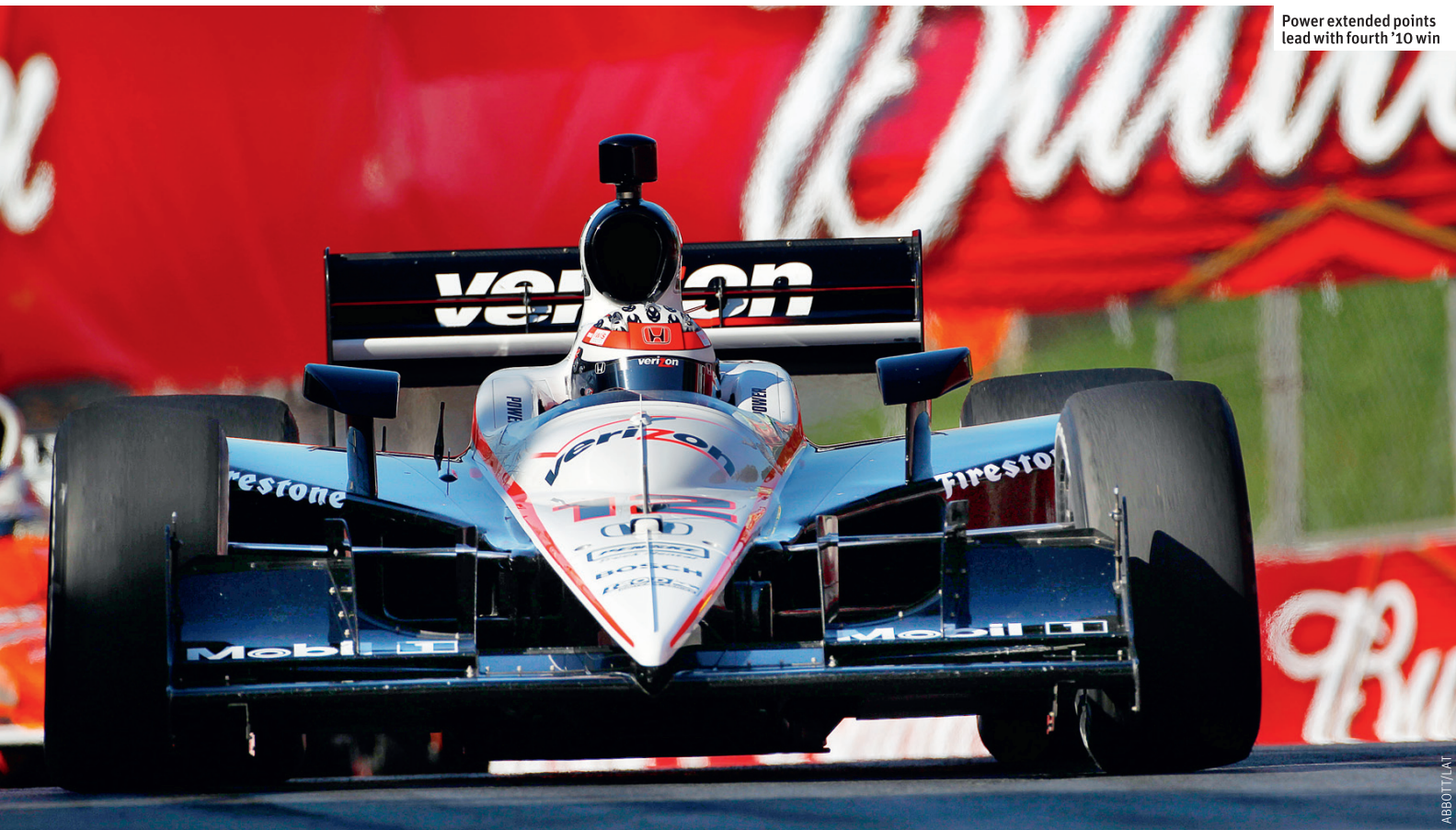
AT A GLANCE

- Winner Will Power
- Pole position Justin Wilson
- Most laps led Wilson
- Lead changes 6



Power is flanked by Franchitti and RH-R

Power extended points lead with fourth '10 win



Wilson's woes help Power pull away

Justin Wilson looked to have his first win of 2010 in the bag, before losing out to Will Power, the Australian stretching his points lead with another win

QUALIFYING

Briton bangs in a beauty for D&R

It was back in 2002 that a Dreyer and Reinbold car last started an IRL race from pole position. That day Sarah Fisher lined up her G-Force-Infiniti ahead of Billy Boat's similarly-powered Dallara at Kentucky.

Almost eight years on, Justin Wilson repeated the feat in commanding style. Quickest out of the box in Toronto, the lanky Yorkshireman cruised through the first two qualifying segments without using the supposedly quicker 'red' tyre.

In the final shootout, he laid down an unbeatable mark that Will Power could only get within 0.2sec of, ending Penske's run of eight straight poles on road/street courses.

Justin Wilson's lead was four seconds and growing. His Dreyer and Reinbold-run Dallara-Honda had the legs of the chasing Penske of Will Power and his first victory of 2010 appeared to be in the bag.

It had been a tough race for the Brit. He'd turned pole into an early lead, but lost three places in the pits during the first of many safety-car periods. But his crew redeemed itself in style to put him back out in front during the final green-flag pitstop.

However, all Wilson's advantage was taken away when Alex Tagliani punted Raphael Matos into a spin

and he was collected by EJ Viso. Wilson was mugged at the restart after he had a wobble through the final corner, which allowed Power to get around him into Turn 1. But, with the quickest car surely all was not lost. Then, under pressure from Dario Franchitti, Wilson locked his rear brakes and harmlessly spun.

He charged back to seventh with a series of great passes, but this was a race after which he should have been spraying the victory champagne, and he knew it.

"It's my fault," he said. "At first I thought it was a puncture, but I guess it was just pick-up. It's tough on everyone at the team,

we've had such a great weekend, we've made some great strides, so to be leading 15 laps before the end [and then spinning] is very disappointing and I can't apologise enough."

Wilson's loss was Power's gain and the Aussie was left with an unchallenged run to his fourth victory of the season. In an unfamiliar green livery, Franchitti was equally unthreatened in second. It was a great result for the lead pair's title challenge while their nearest challengers all fell by the wayside.

Penske's Helio Castroneves made a great start, forcing his way into second from third on the grid. He passed Wilson in the pits during that first



Wilson gave D&R its first pole since 2002

RACE RATING

★★★★★

Too many senseless accidents and heartbreak for Wilson



I don't know what he was thinking. He was five car lengths behind me - we even had Wheldon in between us"

Romancini is left baffled by Moraes's torpedo move

REPORT IRL TORONTO

Connell Sanders Jr
reports

KEY MOMENTS

Lap 17 Sato and Moraes collide, Wilson loses lead during subsequent yellow-flag pitstop
Lap 21 Franchitti makes his final stop a lap before Wilson and Power and loses lead

safety-car period, but restarted behind Paul Tracy and Vitor Meira, who'd stayed out while the rest of the field refuelled and fitted fresh tyres.

But it was Castroneves's haste to pass his fellow Brazilian that was his undoing, and he was sent crashing headfirst into the tyres at Turn 3 when he clipped the back of the

Foyt car under braking.

"I was on the push-to-pass and he covered the inside," said Castroneves. "But he braked so early. Honestly, I didn't expect that. I love this place but every year something happens to me."

His team-mate Ryan Briscoe was taken out at the same place in a reversal of the situation; he was punted

into the wall from behind by Newman/Haas returnee Graham Rahal.

"I was a lot quicker than Ryan and I had a really good run down the back straight," explained Rahal. "He was against the wall and I was waiting for him to move out. That's what happened and I hate hitting anybody - that's not my style. But seriously, if you've got a run on someone like that and they're blocking you, that's what's going to happen."

Scott Dixon was denied a podium finish when Ryan Hunter-Reay clipped his wheels as they disputed third. It was a light touch, but enough to send the Ganassi car into the tyres, which broke the left-front suspension. Hunter-Reay

came home third.

With so many of the usual suspects out of the running, it was a chance for some of the lesser lights to bag a good result. Tony Kanaan brought his Andretti car home fourth, ahead of Rahal, who'd been in hard-charging form as he worked his way up to an impressive fifth.

Danica Patrick stayed out of trouble to take sixth. Wilson was seventh, having worked his way through a squabbling group of half a dozen cars disputing eighth. Marco Andretti ultimately led home Simona de Silvestro, Dan Wheldon, Meira, and Hideki Mutoh.

Local hero Tracy received a massive ovation when KV's gamble to not pit him put him in the lead, but its strategy gamble was undone by a series of mid-race full-course cautions.

The Castroneves/Meira incident was the first of three separate collisions that occurred on the opening lap of the restart. The next came when Alex Lloyd lost control of his car and whacked the wall, while the third followed when Moraes came from miles back to send Mario Romancini into a spin.

All these yellow-flag periods ruined Tracy's chances of putting a gap on the midfield runners he was effectively dicing with, and he was ultimately forced to pit during the final caution. His chances were further dented when he stopped too far away from the pitwall, forcing his crew to stretch the refuelling hose to its limit. This left the Canadian a lap down in 13th.

The hapless Milka Duno was parked on lap 11 after failing to get her Dale Coyne-run car within 107 per cent of the pace.

Power's fourth win of the year means he's opened up a 42-point lead on Franchitti. With Dixon a further 36 points adrift, the title fight is starting to look like a two-horse race. Wilson certainly won't be the 2010 champion, but he'll be desperate to make up what should have been a comfortable victory when the series continues its Canadian tour in Edmonton next week. ☒



Franchitti consolidated P2 in the points with, er, P2

RESULTS

IndyCar Series, Toronto (CDN), July 17-18, round 10 of 17

GRID	
2 POWER 1:00.4563	1 WILSON 1:00.2710
4 H-REAY 1:00.8397	3 CASTRONEVES 1:00.8159
6 DIXON 1:00.9541	5 FRANCHITTI 1:00.9477
8 KANAAN 1:00.9212	7 BRISCOE 1:00.9141
10 ANDRETTI 1:01.2297	9 TAGLIANI 1:00.9996
12 PATRICK 1:01.4580	11 MATOS 1:01.2820
14 RAHAL 1:01.7024	13 VISO 1:01.4087
16 BAGUETTE 1:01.8072	15 WHELDON 1:01.6926
18 SATO 1:01.8130	17 ROMANCINI 1:01.9575
20 MORAES 1:02.0953	19 SCHECKTER 1:02.0426
22 MUTOH 1:02.1453	21 SILVESTRO 1:02.0547
24 TRACY 1:02.5387	23 LLOYD 1:02.6142
26 MEIRA 1:03.0741	25 DUNO no t time

85 LAPS, 149.60 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Will Power (AUS)	Team Penske	Dallara-Honda	+1h47m15.2554s	2
2	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	+1.2757s	5
3	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	+1.7605s	4
4	Tony Kanaan (BR)	Andretti Autosport	Dallara-Honda	+3.5382s	8
5	Graham Rahal (USA)	Newman/Haas Racing	Dallara-Honda	+9.7349s	14
6	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	+11.9439s	12
7	Justin Wilson (GB)	Dreyer & Reinbold Racing	Dallara-Honda	+12.3783s	1
8	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	+16.3360s	10
9	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	+21.5321s	21
10	Dan Wheldon (GB)	Panther Racing	Dallara-Honda	+23.1537s	15
11	Vitor Meira (BR)	AJ Foyt Racing	Dallara-Honda	+25.8960s	26
12	Hideki Mutoh (J)	Newman/Haas Racing	Dallara-Honda	+26.2878s	22
13	Paul Tracy (CDN)	KV Racing Technology	Dallara-Honda	-1 lap	24
14	Mario Moraes (BR)	KV Racing Technology	Dallara-Honda	-1 lap	20
15	Tomas Scheckter (ZA)	Dreyer & Reinbold Racing	Dallara-Honda	-1 lap	19
16	Bertrand Baguette (B)	Conquest Racing	Dallara-Honda	-1 lap	16
17	Alex Tagliani (CDN)	FAZZT Race Team	Dallara-Honda	-1 lap	9
18	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	-2 laps	7
19	EJ Viso (YV)	KV Racing Technology	Dallara-Honda	-3 laps	13
20	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	71 laps-accident	6
21	Raphael Matos (BR)	De Ferran Dragon Racing	Dallara-Honda	64 laps-accident	11
22	Mario Romancini (BR)	Conquest Racing	Dallara-Honda	31 laps-accident	17
23	Alex Lloyd (GB)	Dale Coyne Racing	Dallara-Honda	26 laps-accident	23
24	Helio Castroneves (BR)	Team Penske	Dallara-Honda	21 laps-accident	3
25	Takuma Sato (J)	KV Racing Technology	Dallara-Honda	15 laps-accident	18
26	Milka Duno (YV)	Dale Coyne Racing	Dallara-Honda	8 laps-too slow	25

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Power	377
2	Franchitti	335
3	Dixon	299
4	Briscoe	292
5	Hunter-Reay	286
6	Castroneves	285
7	Kanaan	273
8	Wilson	239
9	Wheldon	231
10	Andretti	225

Winner's average: 83.451mph.
Fastest lap: Power, 1m01.3934s, 102.947mph.
Qualifying: field divided into two groups for qualifying. The fastest six from each move into a 12-car second round. The fastest six from this move into the Firestone Fast Six pole shootout.

ZOLDER

Belgium

July 17-18

SUPERLEAGUE FORMULA
Round 6/12

AT A GLANCE

- Pole **Olympiacos (van der Drift)**
- Race 1 **Olympiacos (van der Drift)**
- Race 2 **Roma (Jousse)**
- Super Final **Anderlecht (Rigon)**

Jousse passes Dolby wreck
as he takes race two win

Rigon rakes it in

Three different winners, but it's Anderlecht's
Davide Rigon who cashes in on the Super Final



Anderlecht's Rigon
collects the big money

QUALIFYING

Maiden pole for van der Drift

The GU Racing and Azerti-run cars bossed the knock-out stages of qualifying, with all four of their cars in the top spots. Van der Drift scoring his first-ever series pole by defeating Rigon in the final by four-tenths of a second. Rigon only scraped through his semi-final, beating Doornbos by 0.02s. Van der Drift was more convincing, almost two-tenths faster than Wissel.

Buurman was unlucky to come up against van der Drift at the quarter-final stage, and was only beaten by 0.048s, but that relegated him to seventh. Dolby was sixth, defeated by Wissel by 0.077s, with Walker and Martinez knocked out by Rigon and Doornbos respectively.



Van der Drift took his first
series pole convincingly

Three different winners at Zolder last Sunday means there's now been 10 race victors in Superleague

Formula's 18 races this season. Roma's Julien Jousse was the latest to break his duck, thwarting returnee Duncan Tappy's efforts to add his name to the roster, but it was local club Anderlecht which took the €100,000 Super Final.

It was a big weekend in the chase for the championship too, as AC Milan's Yelmer Buurman grabbed the top spot from Tottenham's Craig Dolby, who has held it since the start of the season. Dolby was passed by Buurman in race one, as the Dutchman pulled off one of the best moves of the season, but it was the start of race

two — when Dolby was taken out by an out-of-control Marcos Martinez (Sevilla) — where the real damage was done.

To add injury to insult, Dolby got fibreglass shards in his finger as he pointed out the damage to his car in the garage later, requiring ADR greasemonkey 'Lofty' to fish it out with a scalpel. A painful end to a weekend, where at least his pace had returned since his Nurburgring woes.

FIRST HALF

Poleman Chris van der Drift rocketed away from a strung-out rolling start to lead race one from Davide Rigon (Anderlecht) and Robert Doornbos (Corinthians). Dolby was on the move immediately, outdragging James Walker (Liverpool) from row three

and swooping neatly around the outside of Max Wissel (FC Basel) at Turn 1.

Doornbos proved impossible to pass on the track, so Dolby headed pitward at the first opportunity — along with leaders van der Drift and Rigon — for his mandatory pitstop. The order remained unchanged at the front after the stops, but Buurman leaped ahead of Walker and Wissel up to fifth during the stops.

Buurman quickly caught Dolby, and pulled off a sublime outbraking move on his title rival at the Villeneuve chicane. "I had to take my moment when it came," he said.

Wissel then tried a move on Dolby a couple of corners later, but came closer to wiping both of them out rather than

RACE RATING

★★★★★

Three different winners and new points leader, but track too narrow for much overtaking



Without his wing, and the downforce that comes with it, he was never going to make it into the corner” Robert Doornbos wasn’t happy that Marcos Martinez punted him into a roll at Turn 1

REPORT

SUPERLEAGUE ZOLDER



Charles Bradley reports

Doornbos: podium in race one followed by this



passing him. The resultant slow exit from the final corner allowed Walker to pass Wissel on the start/finish straight.

At the front, it was only exciting in traffic. Twice, van der Drift had to deal with Maria de Villota (Atletico Madrid), and both times it allowed Rigon right onto his tail. But the order remained unchanged to the finish. “Chris was one- or two-tenths slower than me, but I just didn’t get the chance to pass him,” shrugged Rigon.

SECOND HALF

If the first start had been strung-out, this one was tightly bunched, leading to the startline shunt this series has promised all season. As the midfield runners checked up, those behind had already hit their push-to-pass buttons. Walker ploughed into the back of Martinez, sending

him sharp left into the path of Dolby, who had nowhere to go to avoid him.

Martinez, oblivious to the fact he was now missing a rear wing and sustained suspension damage, continued to Turn 1, where he predictably went straight on, punting poor Doornbos into a quick somersault. In the absence of an immediate apology, Doornbos went to find Martinez, and was incredulous to learn that the Spaniard had braked at the same point he usually does when his car’s wings are attached and the wheels are pointing in the correct direction...

After a brief safety car period, Tappy led the pack for Flamengo, ahead of Jousse, John Martin (Beijing Guoan) and Alvaro Parente (Porto). Tristan Gommendy (Galatasaray) worked his way into fourth, but not before de Villota had tried to put him in orbit by banging

wheels with him flat-out in top gear.

The pitstops proved crucial: Tappy stopped early but Jousse stayed out for a couple of laps before pitting. As Jousse rejoined, Tappy was right with him, but his bid to pass him at Kanaalbocht was rebuffed as Jousse slammed the door, sending Tappy into a huge, and well-held, slide.

Jousse had saved a spare set of new tyres for this race, after gearbox gremlins had ruined much of his weekend, and he used them to good effect by romping to a 10s victory. His one scare came when he almost dropped it at Turn 1 while leading, and he’d later quietly admit: “I never took the same line there twice.”

Tappy went unchallenged once Martin had dropped back down the order, not bad for his first start in the series since the Silverstone opener. Parente should have

KEY MOMENTS

Race 1 Buurman slices past Dolby at the Villeneuve chicane to grab fourth place from his rival
Race 2 Walker hits Martinez, who cannons into Dolby. Martinez carries on and takes out Doornbos
Super Final Rigon grabs win from distracted Van der Drift at Turn 1

finished third, but his gearbox decided otherwise, forcing him out with four laps to go. That promoted the battling Gommendy, Wissel and Buurman.

EXTRA TIME

More startline chaos in the Super Final: poleman van der Drift overshot his grid slot (he blamed the marshals for waving him forward too far) and although he led on the run to Turn 1, he left the door open for Rigon to outbrake him. “I was still thinking about the start when Davide lunged me,” he admitted.

Those mistakes cost him €50,000, and denied him a hat-trick of Super Final wins. Instead, Rigon grabbed the €100k on offer – like van der Drift, he’d saved a new set of tyres and this pair were in a class of their own.

Buurman privately fancied his chances on old rubber from the front row, but wheelspin in third gear(!) off the startline nixed his plan to get out front and drive a wide car.

He dropped to sixth, but passed Wissel for fifth, finishing behind Jousse and Gommendy. 🏆



Buurman took points lead for the first time

RESULTS

Superleague Formula, Zolder (B), July 17-18, round 6 of 12

GRID	
1	0°PIACOS 1:18.712
2	ANDERLECHT 1:19.132
3	BASEL 1:19.055
4	CORINTHIANS 1:19.075
5	L'POOL 1:20.137
6	SPURS 1:19.181
7	AC MILAN 1:19.104
8	SEVILLA 1:19.416
9	FLAMENGO 1:19.774
10	BEIJING 1:19.377
11	SPORTING 1:19.793
12	BORDEAUX 1:19.718
13	ROMA 1:19.852
14	PSV 1:19.931
15	GALATASY 1:20.028
16	PORTO 1:20.164
17	A MADRID 1:20.881

RACE 1 - 34 LAPS, 84.509 MILES					
POS	CLUB	DRIVER	TEAM	TIME	GRID
1	Olympiacos	Chris van der Drift (NZ)	GU Racing	46m07.239s	1
2	Anderlecht	Davide Rigon (I)	Azerti	+1.892s	2
3	Corinthians	Robert Doornbos (NL)	Azerti	+3.966s	4
4	AC Milan	Yelmer Buurman (NL)	Atech Reid	+4.519s	7
5	Tottenham Hotspur	Craig Dolby (GB)	ADR	+5.265s	6
6	Liverpool	James Walker (GB)	Atech Reid	+9.272s	5
7	FC Basel	Max Wissel (D)	GU Racing	+12.432s	3
8	Sevilla	Marcos Martinez (E)	De Villota	+24.315s	8
9	Sporting Lisbon	Andy Soucek (E)	Atech Reid	+26.570s	11
10	PSV Eindhoven	Narain Karthikeyan (IND)	Atech Reid	+59.767s	14
11	FC Porto	Alvaro Parente (P)	Atech Reid	+1m01.149s	16
12	Bordeaux	Jaap van Lagen (NL)	Epsilon	+1m02.617s	12
13	Beijing Guoan	John Martin (AUS)	ADR	+1m05.284s	10
14	Galatasaray	Tristan Gommendy (F)	Epsilon	+1m11.997s	15
15	AS Roma	Julien Jousse (F)	De Villota	-1 lap	13
16	Atletico Madrid	Maria de Villota (E)	ADR Alpha	-1 lap	17
17	Flamengo	Duncan Tappy (GB)	ADR Alpha	24 laps-clutch	9

RACE 2 - 32 LAPS, 79.538 MILES			
POS	CLUB	TIME/REASON	GRID
1	Roma	45m16.364s	3
2	Flamengo	+10.461s	1
3	Galatasaray	+12.809s	4
4	Basel	+13.377s	11
5	AC Milan	+13.614s	14
6	Sport'g Lisbon	+15.969s	9
7	Beijing	+22.939s	7
8	Olympiacos	+28.681s	17
9	Anderlecht	+32.221s	16
10	Bordeaux	+34.691s	6
11	Atl Madrid	-1 lap	2
12	Porto	28 laps-gearbox	7
13	Liverpool	20 laps-spun	12
14	PSV	3 laps-accident	8
15	Sevilla	1 laps-acc dam	10
16	Corinthians	0 laps-accident	15
17	Tottenham	0 laps-accident	13

SUPER FINAL - 5 LAPS, 12.4M		
POS	CLUB	TIME/REASON
1	Anderlecht	6m39.980s
2	Olympiacos	+1.029s
3	AC Milan	+7.391s
4	Galatasaray	+8.345s
5	AC Milan	+9.593s
6	Basel	+14.360s

CHAMPIONSHIP TABLES		
POS	CLUB	PTS
1	AC Milan	410
2	Tottenham	402
3	Anderlecht	365
4	Basel	360
5	Olympiacos	351
6	Roma	306
7	Flamengo	223
8	Porto	223
9	Sporting Lisbon	216
10	Bordeaux	216

CHAMPIONSHIP TABLES		
POS	CLUB	PTS
1	AC Milan	410
2	Tottenham	402
3	Anderlecht	365
4	Basel	360
5	Olympiacos	351
6	Roma	306
7	Flamengo	223
8	Porto	223
9	Sporting Lisbon	216
10	Bordeaux	216

KEYR=Retired. NS=Non-Starter.

Race1 Winner's average speed: 109.935mph. Fastest lap: Rigon, 1m18.806s, 113.54mph.

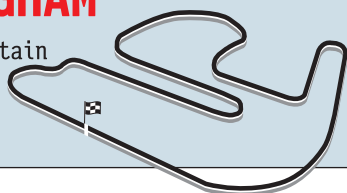
Race2 Winner's average speed: 105.406mph. Fastest lap: Buurman, 1m19.010s, 113.24mph.

Super Final Winner's average speed: 111.850mph. Fastest lap: van der Drift, 1m18.595s, 113.84mph.

ROCKINGHAM

Great Britain

July 17-18
BRITISH F3
Round 5/10



- Race 1 Jean-Eric Vergne
- Race 2 Daniel McKenzie
- Race 3 Felipe Nasr
- Pole positions Oli Webb x 2
- FLs Vergne, McKenzie, Nasr



Podium trio: not the best of friends

All the verve of a lucky man

Fortune favoured Jean-Eric Vergne at Rockingham and helped him extend his championship lead

You need a bit of good luck in order to win any championship, and Jean-Eric Vergne appeared to be living the charmed life as the season reached halfway at Rockingham.

Despite rarely being the fastest man on-track, and getting caught up in some controversial scrapes with his main challengers, the Red Bull-backed Frenchman left the oval venue a further 17 points better off than chief rival Oli Webb.

Vergne's clash with Webb at the start of the 'feature' race on Sunday afternoon, which was later subject to a failed protest by the Brit's Fortec team, threatened to overshadow a fine meeting.

Daventry squad Fortec brought an upgrade package to Corby that improved the

pace of all its cars and allowed Webb to exert fresh pressure on Vergne's status as British F3's fastest man.

Having lost out to Webb's improved Dallara-Mercedes in qualifying, Vergne knew he had to leapfrog his rival at the start of the full-points races or else spend the weekend consigned to losing a chunk of his healthy points advantage.

The plan worked in race one, as the Parisian took advantage of a sluggish getaway by poleman Webb to jump into second, then accepted an open invitation from Raikkonen Robertson racer Carlos Huertas to pinch the lead on the brakes at Deene.

Double R benefited from ditching a complicated mass-damper system that caused its cars to become seriously slow in the

QUALIFYING

Webb defeats angry Frenchman

➡ Oli Webb inflicted a rare defeat on qualifying specialist Jean-Eric Vergne to claim his maiden British F3 pole position at Rockingham.

Vergne led the way for most of the session, but two late efforts from archival Webb were enough for a much-improved Fortec to top the timesheet for the first time this season. Vergne tends not to take defeat very well, so spent most of the break between qualifying and race one embroiled in a foul French mood.

Raikkonen Robertson Racing's South American duo Carlos Huertas and Felipe Nasr underlined their team's own improved form by setting third and fourth fastest times,

while Hitech's impressive Brazilian rookie Pietro Fantin set fifth fastest time on his single-seater debut, as less than 1.5 seconds covered the 21-car field.

Fantin impressed on car racing debut



high-heat of Magny-Cours and Hockenheim. That, coupled with the fact team boss Anthony 'Boyoy' Hiatt has a great handle on how to set cars up on Rockingham's slippery 'Indy' asphalt, turned Huertas into a genuine contender for victory for the first time.

The impetus seesawed between the leading duo until Vergne fried his tyres and Huertas found his groove. The Colombian's Dallara-Mercedes made gains under braking and through the slower sections, but despite getting a couple of good runs coming into Deene in the closing stages, Vergne defended expertly.

Webb couldn't keep up.

He cursed his poor start and fell into the clutches of Carlin's James Calado. The Racing Steps man again went well in testing, before struggling in qualifying. He looked faster than his fellow Brit, but couldn't get close enough to challenge.

Northern Irishman Will Buller headed a train of five to claim fifth for Hitech Racing. Buller struggled badly with understeer at his 'home' track and eventually finished 15sec adrift of Calado, with team-mate Gabriel Dias, Double R's Felipe Nasr (understeered off at Pif Paf while lying fifth), Fortec's Daniel McKenzie (recovering from a poor qualifying), and

Carlin's Adriano Buzaid all right behind him.

A decent set of tyres and expert strategy allowed McKenzie to defeat Double R's Daisuke Nakajima for the biggest win of his career in Sunday morning's reversed grid sprint race, which featured mandatory pitstops for the first time.

McKenzie ran fourth early on after a poor start, but demoted Nasr by going round the outside at Deene and closed down front row starter Buzaid. The Brazilian managed to hold McKenzie at bay while Nakajima edged away, but eventually lost out just as the Japanese dived into the pits. McKenzie then pumped in some quick

Slick strategy secured McKenzie's maiden win



RACE RATING

★★★★★

Rockingham isn't the most exciting of circuits but all the races were full of drama



The car has improved a lot, from now on hopefully the team will have more confidence in me"

Double R racer Felipe Nasr feels he's finally starting to deliver on his latent potential

REPORT BRIT F3 ROCKINGHAM



Ben Anderson reports



Webb leads Vergne and Huertas before tangle

times, including the fastest of the race, and managed to leapfrog into the lead after making his own stop/go three laps from home.

"The team was telling me to pit, but when I got past Buzaid I was shouting down the radio so we changed the strategy," said a delighted McKenzie. "We had the joint quickest pitstop, the fastest out-lap and the quickest in-lap."

Nakajima's Double R team-mate Nasr fared rather better in the finale to claim an impressive win. He was the chief beneficiary as title protagonists Vergne and Webb clashed on-track.

Vergne made a good start and squeezed Huertas on the run to Deene, until a collision (for which Huertas was later fined) caused the Colombian to spin into retirement. Vergne (carrying a damaged left-rear wheel

and a long brake pedal) then hit leader Webb under-braking for the hairpin, which caused ripples of chaos down the order.

Officials deployed the safety car for two laps to clear an accident that accounted for Huertas, Nakajima, Dias, and single-seater debutant Pietro Fantin (Hitech).

Nasr assumed the lead, but lost out to Buzaid at Deene on the re-start. He trailed his countryman for six laps, before mugging him with a like-for-like switchback pass.

The reigning Formula BMW Europe champion then streaked away to record a dominant 15-second victory – the first of the season for his team, which has now won a race at Rockingham in each of the last three seasons.

Buzaid spent most of the

rest of the race doing a passable impression of a mobile roadblock. His increasingly desperate defence of second (at one stage he held the inside line from the exit of the final corner all the way to Chapman Curve!) eventually crumbled away, and the recovering Vergne, who later described his team-mate as "crazy", moved ahead.

Fellow Carlin pilot Jazeman Jaafar impatiently nudged Buzaid wide at Yentwood a lap later and

then lost his front wing on the run through Pif Paf. As the Malaysian tumbled down the order, Calado emerged third with Buzaid hanging on to fourth.

Fired up by the first-lap shenanigans at Deene, Webb mounted a mighty recovery charge and closed down this squabbling pack.

He reached as high as fifth when Buzaid and Jaafar came together, but lost the place back to Hitech's Will Buller at Deene on the penultimate lap. ❧



Nasr kept up Double R tradition in race three

RESULTS

British F3 International Series, Rockingham (GB), July 17-18, round 5 of 10

RACE 1 - 24 LAPS, 46.56 MILES						RACE 2 - 16 LAPS, 31.04 MILES						RACE 3 - 25 LAPS, 71.054 MILES						
GRID	POS	DRIVER	TEAM	CAR	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	TIME	GRID
1 WEBB 1:12.271	2 HUERTAS 1:12.378	1 Jean-Eric Vergne (F)	Carlin	DVW F308	29m38.641s	3	1 McKenzie	20m06.462s	3	1	1 WEBB 1:12.147	2 VERGNE 1:12.293	1	1 Nasr	40m15.189s	4	1	1
3 VERGNE 1:12.439	4 NASR 1:12.498	2 Carlos Huertas (CO)	Double R Racing	DMB F308	+0.282s	2	2 Nakajima	+1.113s	1	2	3 HUERTAS 1:12.294	4 NASR 1:12.359	2	3 Calado	+15.652s	2	2	2
5 CALADO 1:12.531	6 JAAFAR 1:12.593	3 Oli Webb (GB)	Fortec Motorsport	DMB F308	+4.600s	1	3 Buzaid	+8.788s	2	3	5 FANTIN 1:12.461	6 BUZAIID 1:12.463	3	4 Buzaid	+25.012s	6	3	3
7 DIAS 1:12.633	8 NAKAJIMA 1:12.750	4 James Calado (GB)	Carlin	DVW F308	+5.241s	5	4 Dias	+18.230s	5	4	7 JAAFAR 1:12.504	8 DIAS 1:12.520	4	5 Buller	+27.365s	11	4	4
9 BULLER 1:12.774	10 BUZAIID 1:12.788	5 William Buller (GB)	Hitech Racing	DVW F310	+20.595s	9	5 Buller	+19.685s	6	5	9 CALADO 1:12.522	10 NAKAJIMA 1:12.663	5	6 Webb	+28.888s	1	5	5
11 FANTIN 1:12.816	12 S-COOK 1:12.884	6 Gabriel Dias (BR)	Hitech Racing	DVW F310	+21.197s	7	6 Calado	+20.274s	7	6	11 BULLER 1:12.667	12 S-COOK 1:12.763	6	7 (N) Cole	+35.375s	19	6	6
13 FORESTI 1:12.907	14 MCKENZIE 1:13.241	7 Felipe Nasr (BR)	Double R Racing	DMB F308	+21.728s	4	7 Huertas	+20.665s	9	7	13 FORESTI 1:12.865	14 MCKENZIE 1:12.874	7	8 Idafar	+36.031s	16	7	7
15 COLE 1:13.379	16 IDAFAR 1:13.391	8 Daniel McKenzie (GB)	Fortec Motorsport	DMB F308	+22.380s	14	8 Webb	+21.396s	8	8	15 LLOYD 1:13.225	16 IDAFAR 1:13.266	8	9 Lloyd	+37.355s	15	8	8
17 BRUNDLE 1:13.425	18 LLOYD 1:13.485	9 Adriano Buzaid (BR)	Carlin	DVW F308	+23.116s	10	9 Vergne	+22.351s	10	9	17 FONG 1:13.287	18 BRUNDLE 1:13.312	9	10 Bridger	+42.335s	21	9	9
19 SNEGIREV 1:13.546	20 BRIDGER 1:13.607	10 Daisuke Nakajima (J)	Double R Racing	DMB F308	+24.966s	8	10 Foresti	+25.627s	12	10	19 COLE 1:13.369	20 SNEGIREV 1:13.466	10	11 Foresti	+53.737s	13	10	10
21 FONG 1:13.764		11 Rupert Svendsen-Cook (GB)	Carlin	DVW F308	+35.194s	12	11 Jaafar	+26.381s	21	11	21 BRIDGER 1:13.550		11	12 McKenzie	+53.973s	14	11	11
		12 Lucas Foresti (BR)	Carlin	DVW F308	+35.574s	13	12 Brundle	+27.311s	16	12			12	13 Fong	+56.290s	17	12	12
		13 (N) Menasheh Idafar (BRN)	T-Sport	DMH F307	+37.075s	16	13 Svendsen-Cook	+30.124s	11	13			13	14 Jaafar	+1m12.241s	7	13	13
		14 (N) James Cole (GB)	T-Sport	DMH F307	+39.524s	15	14 Lloyd	+31.198s	20	14			14	15 Brundle	-2 laps	18	14	14
		15 Max Snegirev (RUS)	Fortec Motorsport	DMB F308	+47.359s	19	15 Nasr	+31.436s	4	15			15	R Svendsen-Cook	20 laps-in gravel	12	15	15
		16 Alex Brundle (GB)	T-Sport	DVW F310	+49.806s	17	16 Fantin	+32.057s	17	16			16	R Snegirev	14 laps-damage	20	16	16
		17 Pietro Fantin (BR)	Hitech Racing	DVW F309	+53.487s	11	17 Bridger	+34.854s	19	17			17	R Nakajima	0 laps-accident	10	17	17
		18 Adderley Fong (PRC)	Sino Vision Racing	DMB F308	+55.308s	21	18 Snegirev	+39.288s	15	18			18	R Dias	0 laps-accident	8	18	18
		R Jay Bridger (GB)	Litespeed F3	DMB F308	19 laps-engine	20	19 (N) Idafar	-1 lap	13	19			19	R Huertas	0 laps-accident	3	19	19
		R Hywel Lloyd (GB)	CF Racing/Manor	DMB F308	16 laps-parked	18	20 Fong	-1 lap	18	20			20	R Fantin	0 laps-accident	5	20	20
		R Jazeman Jaafar (MAL)	Carlin	DVW F308	12 laps-damage	6	21 (N) Cole	-1 lap	14	21			21				21	21

Key: D=Dallara; VW=Volkswagen/Spies; MB=Mercedes Benz/HWA; MH=Mugen Honda/Brown; (N)=National Class

CHAMPIONSHIP

POS	DRIVER	PTS
1	Vergne	199
2	Webb	148
3	Calado	115
4	Buzaid	98

5	Dias	96
6	Buller	70
7	Nakajima	63
8	Jaafar	61
9	Huertas	60
10	Nasr	49

CHAMPIONSHIP (NATIONAL CLASS)

POS	DRIVER	PTS
1	Cole	208
2	Idafar	203
3	Razia	23

KEY R=Retired

Race1 Winner's average: 94.23mph. Fastest lap: Vergne, 1m12.991s, 95.68mph.
Race2 Winner's average: 92.62mph. Fastest lap: McKenzie, 1m13.269s, 95.31mph.
Race3 Winner's average: 89.64mph. Fastest lap: Nasr, 1m14.256s, 94.05mph.



Experienced GT racer Ashburn (left) won both British GT races at Rockingham and climbed to 9th position. However, cool Vergne scored highly and is still in the lead but Radical racer Kaiser gained 3.75 average points and is now only 8 points behind. It is still wide open!

Sunoco Rolex 24 At Daytona Challenge – latest average points update

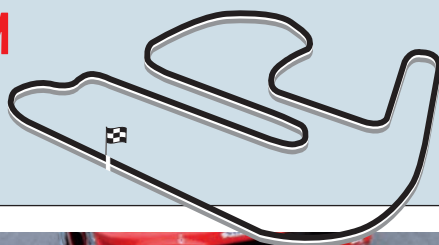
1	Jean-Eric Vergne	Carlin F3	98.00	6	Simon Dolan	JOTA Motorsport Speed	63.75
2	Ross Kaiser	360 Racing Radical	90.00	7	Sam Hancock	JOTA Motorsport Speed	60.00
3	Jody Firth	Team WFR Speed	72.75	8	Terrence Woodward	360 Racing Radical	60.00
4	Oliver Webb	Fortec Motorsport F3	69.50	9	David Ashburn	Trackspeed GT	59.29
5	Matt Griffin	Mtech GT	69.29	10	Duncan Cameron	Mtech GT	57.86



Anglo American Oil Company +44 (0)1929 551557 (tel) +44 (0)1929 551567 (fax) info@aaol.co.uk www.aaol.co.uk

ROCKINGHAM

Great Britain
July 17-18
BRITISH GT
Round 4/8



AT A GLANCE

- Race 1 **David Ashburn/Glynn Geddle**
- Race 2 **Geddle/Ashburn**
- Poles **Gregor Fisker/Geddle**
- Fastest laps **Fisker/Geddle**



Ashburn (7) took the title lead from MTECH duo (2)

BRITISH GT JULY 17-18, RD 4/8

Porsche pair takes charge

Earlier this month David Ashburn selected Porsche Carrera Cup star Glynn Geddle to aid his British GT Championship challenge. That decision looked good at Rockingham last weekend as the Trackspeed Porsche took a double and Ashburn moved into the lead of the title race.

British GT has been dogged by equalisation arguments in recent years, but things seemed better at Rockingham. It is hard to argue with the top seven cars being covered by less than 0.8 seconds in the second, faster, qualifying session. It meant victory would come down to the driver pairings and how cars used their tyres on the difficult track surface.

Ashburn chased poleman Gregor Fisker's Rollcentre Mosler in the early stages of the first encounter, once Paul Warren's jump-starting Chad Ferrari had dropped back and received a

penalty. The lead duo pulled clear and Fisker opened up an advantage of over four seconds before Ashburn halved that in traffic.

Ashburn handed over to Geddle as soon as the pit window opened, but Rollcentre's stop was faster and Martin Short returned to the track with a lead of almost 10 seconds. Geddle started slicing into the gap and was set to catch the Mosler when Short was handed a stop-go penalty, his stop having proved a tad faster than permitted.

Geddle comfortably reeled off the remaining laps, despite a brief scare with a faulty fuel warning, to score the first Porsche Brit GT win since April '07.

Short still took second, helped by the fact that the MTECH Ferrari of erstwhile points leaders Duncan Cameron and Matt Griffin, which had briefly taken the place, was called in for exactly the same

infringement. Griffin eventually salvaged fifth.

That meant Alex Mortimer's fine drive in RPM's Ford GT was rewarded with the final podium place. In his first British GT outing since the death of his father and team founder Robin, Alex was more than half a minute down in eighth after Philip Walker handed over to him.

Often matching the front-running pace, Mortimer charged through the pack. He caught Tom Ferrier's Chad Ferrari, and drove past on the run to Turn 1 with 10 minutes to go to secure third.

Mortimer also starred in the dramatic early stages of race two. Griffin grabbed the lead from poleman Geddle at the start, but the Ferrari's tyres quickly went off. "Our car was really good for the first three or four

laps, then the rears went," said Griffin. "It's a problem with the Ferraris here so I just made sure I braked late and parked on the apex."

Griffin soon had Geddle and Mortimer snapping at his heels as the three put on a fine display of hard but fair racing. The battle gave Rollcentre an opportunity.

Set-up changes had made the Mosler kinder to its tyres since race one and Short flew after being delayed by a spinning Chad Ferrari early on. He stormed back to fourth and then closed down the lead trio.

Then it went wrong, as Short tried to pass Mortimer at the Yentwood right-hander. "Martin caught us and was a little impatient," said Mortimer after the ensuing contact put the Ford out. "The damage is to the right of the bumper so he wasn't

close to being alongside."

A rueful Short said: "I got half-way alongside, but I should have known he didn't know I was there. I always say 'If you can't get fully alongside don't do it; but I did do it!'"

Short returned to the pits with a loose nose, and then lost several minutes when the car refused to fire.

Up at the front, Griffin kept Geddle back right up to the pitstops, with the Porsche coming in first. But such was the Ferrari's rubber trouble that Ashburn was able to leapfrog Cameron after the Ferrari came in. Ashburn then brought the car home to its second victory by 15sec.

After the Mosler/Ford clash and various issues that befell the Ferraris, the venerable Dodge Viper of Craig Wilkins and Aaron Scott took third, while Chad's new KTM X-Bow completed a fine G4 double in the hands of Anthanasios Ladas and Michael Mallock.

● Kevin Turner

RESULTS

Race 1 (1 hour - 42 laps) 1 David Ashburn/Glynn Geddle (Porsche 997 GT3 R); 2 Gregor Fisker/Martin Short (Mosler MT900); 3 Philip Walker/Alex Mortimer (Ford GT); 4 Paul Warren/Tom Ferrier (Ferrari 430 Scuderia); 5 Duncan Cameron/Matt Griffin (Ferrari 430 Scuderia); 6 Juan Garriz/José Balbani (Ferrari 430); 7 Craig Wilkins/Aaron Scott (Dodge Viper); 8 Phil Burton/Adam Wilcox (Ferrari 430 Scuderia); 9 Chris Hyman/Dan Brown (Ferrari 430 Scuderia); 10 Anthanasios Ladas/Michael Mallock (KTM X-Bow). **G4 Ladas/Mallock. **Fastest lap** Fisker 1m22.206s (84.95mph).**

Race 2 (1 hour - 42 laps) 1 Geddle/Ashburn; 2 Griffin/Cameron +15.113s; 3 Scott/Wilkins; 4 Brown/Hyman; 5 Wilcox/Burton; 6 Mallock/Ladas; 7 Simon Mason/Chris Bialan (Lotus 2-Eleven); 8 Nathan Freke/Vibe Smed (Ginetta G50); 9 Christian Dick/Jamie Stanley (Ginetta G50); 10 Short/Fisker. **G4 Ladas/Mallock. **FL** Geddle 1m21.901s (85.27mph) **GT3 Points** 1 Ashburn, 52; 2 Griffin/Cameron, 46; 4 Geddle, 26. **G4** 1 Dick/Stanley, 43; 3 Rory Butcher/Ben Harvey (KTM X-Bow), 30; 5 Mason/Bialan, 22.5.**



Mallock/Ladas took G4 double

BRITISH FORMULA FORD AT A GLANCE

- Race 1 Tio Ellinas
- Race 2 Ellinas
- Poles Ellinas x2
- Fastest laps Ellinas x2



I want the record for most wins in a season. We've still got 13 races to go and I've already won six"
Scott Pye is undaunted by two thirds

REPORTS FFORD ROCKINGHAM

» For more reports see p82
SportsExtra Page 75



Ellinas took his first Formula Ford wins

F3/GT SUPPORTS JULY 17-18

Tio is top of the Rock

When crack British Formula Ford squad JTR still hadn't signed a driver two weeks before the first race of the year, a repeat of the team's nine 2009 wins looked unlikely. Then Grand Prix Shootout driver Tio Ellinas joined and was straight on the pace.

The Cypriot was also a little raw, the odd mistake creeping in, but he obviously learns quickly. At Rockingham, the first track he had more experience of than just the pre-race test, he not only took two poles and two fastest laps, he proved capable of faultless race performances. The result was two victories.

Ellinas's job was made easier in race one by a fine opening lap from Scott Malvern. The championship leader qualified fifth and was never entirely happy with his CDR Ray, but made a great start to take third. He then lunged title rival Scott Pye's Jamun Mygale at Deene, the pair banging wheels as the Ray made it into second. Pye fell

to fourth, behind the impressive Enigma Mygale of Antti Buri, while Ellinas made his escape.

It quickly became apparent that Malvern lacked pace. Buri dived past into Turn 1 at the start of lap two and was five seconds clear by the time Pye slipped into third at Deene two tours later.

Buri briefly threatened to challenge Ellinas, but the leader's consistency kept him clear and the JTR Mygale edged further away as the race progressed. Buri nevertheless remained out of reach of Pye. All four Jamun cars lacked traction and Pye struggled to match Buri's times, never mind catch him.

If Ellinas's first win was

impressive, his second was even better. He showed he can absorb pressure by holding off a combative Pye. The Jamun driver prodded and probed early on, but there were no chinks in the leader's defences and Ellinas drew inexorably away after half-distance.

"The car didn't work so well in the early stages," said the winner, "but I concentrated on doing qualifying laps every lap. JTR has a great car here."

Buri also got stronger as the race went on. He got bigger and bigger in Pye's mirrors, and finally got by at the banked Turn 1 with four laps to go.

Dan Cammish was best of the rest. Ellinas's team-mate had been quick in testing, but he was less happy on his race-weekend tyres and took a distant fourth. That was one better than Malvern, who nevertheless still has a 37-point lead over Pye after a rare weekend on which both struggled.

Steve Chaplin now holds

an even bigger — 48-points — lead in the Volkswagen Racing Cup after a mixed weekend at Rockingham. Taking a fine win over Aaron Mason in race one, the Beetle RSi driver enhanced his position by playing his double points-scoring 'Joker' prior to the start of the opening encounter, but was forced to retire from the second.

All eyes in race two were on category newcomer Howard Fuller — the Formula Palmer Audi racer enjoying a superb saloon car debut with a memorable win. Backing up a solid seventh in race one, Fuller hit the front with a third of the second outing to go and eased to a 3.7-second win over Peter Felix.

Martyn Culley thankfully emerged unscathed from a heavy impact with the concrete wall at Turn 1 of the banked oval during the first event on Saturday, but the damage to his Beetle ruled him out of even taking the start of Sunday's outing.

Dominic Pettit — one of just two drivers piloting the new G40 in the Ginetta Challenge — took a narrow win during the first of the weekend's races, a contest that was interrupted twice by safety-car interventions.

Holding his nerve, Pettit managed to edge out G20

runners George Murrells and Andrew Richardson at the flag. Sean Huyton jumped Richardson at the start of race two and took a comfortable win in another safety-car interrupted affair.

In the BRSCC Alfa Romeo race, Neil Smith took an unsurprising victory in his dominant ex-WTCC 156.

● Kevin Turner & Marc Orme

RESULTS

British Formula Ford (14 laps)

1 Tio Ellinas (Mygale SJ09); 2 Antti Buri (Mygale SJ08) +3.751s; 3 Scott Pye (Mygale SJ10); 4 Scott Malvern (Ray GR10); 5 Jake Cook (Mygale SJ07); 6 Daniel Cammish (Mygale SJ09); 7 Dan de Zille (Mygale SJ10); 8 Josh Hill (Mygale SJ10); 9 Emil Bernstorff (Mygale SJ10); 10 Jeroen Slaghekke (Mygale SJ10). **Fastest lap** Ellinas 1m21.058s **record**.

Race 2 (14 laps) 1 Ellinas;

2 Buri +4.851s; 3 Pye; 4 Cammish; 5 Malvern; 6 Cook; 7 Hill; 8 James Tucker (Mygale SJ09); 9 Bernstorff; 10 Tristan Mingay (Ray GR09).

FL Ellinas 1m21.454s (85.74mph).

Points 1 Malvern, 290; 2 Pye, 253;

3 Buri, 228; 4 Cammish, 216;

5 Ellinas, 200; 6 Hill, 188.

VW Racing Cup (10 laps) 1 Steve

Chaplin (Beetle RSi); 2 Aaron Mason (Golf GTI Mk5) +0.473s; 3 Peter Felix (Golf GTI Mk5); 4 Paul Taylor (Golf R32 Mk5); 5 Michael Kurton (Scirocco 2.0R); 6 Daniel Walker (Golf GTI Mk5). **FL** Mason 1m32.405s (75.57mph) **record**.

Race two (13 laps) 1 Howard Fuller

(Golf GTI Mk5); 2 Felix +3.761s; 3 James Walker (Golf GTI Mk5); 4 Peter Wyhinny (SEAT 2.0 Cupra); 5 Taylor; 6 Martyn Walsh (Golf GTI Mk5). **FL** J Walker 1m32.969s (75.12mph).

Ginetta Challenge (11 laps)

1 Dominic Pettit (G40); 2 George Murrells (G20) +0.401s; 3 Andrew Richardson (G20); 4 David Jackson (G20); 5 Stuart Pearson (G20); 6 Stewart Linn (G40). **FL** Murrells 1m34.628s (73.80mph). **Race two (11 laps) 1 Sean Huyton (G20)**; 2 Pettit +5.323s; 3 Richardson; 4 Matt Harris (G20); 5 Pearson; 6 Jackson. **FL** Huyton 1m35.797s (72.90mph).

BRSCC Alfa Romeo (13 laps)

1 Neil Smith (Alfa Romeo 156); 2 Stephen Dymoke (Alfa Romeo 156) +1m21.957s; 3 Clive Hodgkin (Alfa Romeo 75); 4 Robin Eyre-Maunsell (Alfa Romeo 75); 5 Graham Seager (Alfa Romeo GTV); 6 Sarah Heels (Alfa Romeo 147 GTA). **FL** Smith 1m29.415s (78.10mph).

Fuller took VW win on his series debut



ROLEX GRAND-AM NEW JERSEY (USA), JULY 18, RD 9/12

Champs get back to front

Defending series champions Alex Gurney and Jon Fogarty finally began to turn around a thus-far dismal season for the Gainsco team at New Jersey Motorsports Park's Thunderbolt Raceway.

On Saturday, Fogarty claimed his record-extending 15th pole, and the following afternoon Gurney profited from a late miscue by Scott Pruett to claim the squad's first victory since switching from Pontiac to Chevrolet engines.

Fogarty led the first seven laps before losing his

advantage to Ricky Taylor's SunTrust Dallara-Ford. Mark Wilkins (AIM Autosport Riley-Ford), Memo Rojas (Telmex-Ganassi Riley-BMW) and Brian Frisselle (Michael Shank Dallara-Ford) all enjoyed spells in the lead before Pruett took control in the latter stages after taking over from Rojas.

The usual exemplary strategy from Ganassi's Tim Keen-led crew allied to veteran Pruett's nous seemed sure to produce a seventh victory from just nine races until Pruett

lightly brushed the lapped Michael Shank Riley-Ford with just two minutes remaining. The resulting slow puncture allowed Gurney to make the pass and score an secure overdue victory.

Flaring tempers matched the heat in a dramatic GT contest, which resulted in a variety of drive-through penalties for "avoidable

contact." Jonathan Bomarito made up for his transgression by taking advantage of a fresh set of tyres in the closing stages and storming from fourth to first in Sylvain Tremblay's SpeedSource Mazda RX-8.

● Jeremy Shaw

RESULTS

1 Jon Fogarty/Alex Gurney (Riley-Chevrolet MkXX), 116 laps

in 2h45m24.839s; 2 Memo Rojas/Scott Pruett (Riley-BMW), +3.674s; 3 Ricky Taylor/Max Angelelli (Dallara-Ford DP-01); 4 Mark Wilkins/Burt Frisselle (Riley-Ford); 5 Mike Forest/Ryan Dalziel (Riley-BMW); 6 Matt Bell/Dion von Moltke (Dallara-Ford).

Points 1 Rojas/Pruett, 267; 2 Dalziel, 248; 3 Frisselle/Wilkins, 241; 4 Taylor/Angelelli, 240; 5 Forest, 232; 6 Fogarty, John Pew/Oswaldo Negri, 231.



Fogarty took the lead at the start

FEISTMAN/LAT

INDY LIGHTS TORONTO (CDN), JULY 18, RD 7/13

It's Vernay all the way

Vernay to the four: JK won again



ABBOTT/LAT

Jean-Karl Vernay made all the right moves – including starting from the right side of the grid as the polesitter – to win Sunday's Firestone Indy Lights Toronto 100 at Exhibition Place.

It was the fourth career win for the rookie, who defeated Dan Clarke – making his first visit to the podium – by 1.7469sec.

By choosing the right-side lane to start the race, ex-F3 Euro Series race winner Vernay was able to hold off a charge for the lead by James Hinchcliffe heading into the tight Turn 1. Hinchcliffe went to the outside but couldn't

complete the pass as the two cars made brief contact.

"I didn't want to touch James but I had no choice," Vernay admitted.

"After that, my front-left suspension was broken. It was really difficult. I had to change my driving style to manage my tyres."

Hinchcliffe hung on to the leader for the entire race before things fell apart on the final lap. The Canadian outbraked himself at Turn 3 and allowed Clarke and Gustavo Yacamán to get past, and then went into the barrier at Turn 5 while scrapping with Charlie Kimball.

With Hinchcliffe out of the picture, Vernay was free to take the chequered flag ahead of Clarke.

"It is great to be on the podium after the year that

we've had" Clarke said. "I've never actually finished in any of my previous races in Toronto, so I'm happy with this."

Yacamán followed the Briton across the line for a career-best third place, followed by Charlie Kimball and Stefan Wilson.

Martin Plowman recovered from a broken front-wing assembly in the opening phase of the race to cross the line in seventh ahead of fellow Briton Pippa Mann.

● Bruce Martin

RESULTS

1 Jean-Karl Vernay, 50 laps in 58m52.0083s; 2 Dan Clarke, +1.7469s; 3 Gustavo Yacamán; 4 Charlie Kimball; 5 Stefan Wilson; 6 Tonis Kasemets. **Points** 1 Vernay, 295; 2 Hinchcliffe, 227; 3 Kimball, 220; 4 Plowman, 218; 5 Sebastian Saavedra, 211; 6 Wilson, 176.



CURRENT
STANDINGS

- 1 Sebastian Vettel <> 21,423
- 2 Lewis Hamilton <> 21,356
- 3 Sebastien Loeb <> 20,475
- 4 Mark Webber <> 20,174
- 5 Jimmie Johnson <> 18,276

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Victory at New Jersey gained Grand-Am drivers Jon Fogarty (113) and Alex Gurney (114) five and six places each. Jean-Karl Vernay's Toronto Indy Lights win moved him to 172nd while Britain's Dan Clarke (810) gained 175 spots following his podium finish there.

To see the full list, visit castroldriverrankings.com

INTERNATIONAL RACES & RESULTS

IRC
Azores 7/12

QUICK RESULTS

→ Winners **Magalhães/Magalhaes**
→ Most stage wins **Hanninen**
→ Points leader **Hanninen**

RACE RATING

★★★★★

Skoda pair fall as local hero
Magalhães wins on dramatic final stage

REPORTS WORLD OF SPORT

IN BRIEF



NASCAR NATIONWIDE

The feud between Carl Edwards and Brad Keselowski was ramped up another notch when Edwards flicked his rival into the wall on the final lap en route to winning at Gateway. The pair had been battling in a two-lap sprint to the finish after a late caution period.

NASCAR TRUCKS

Kevin Harvick took a dominant win at Gateway, leading all but 17 of 160 laps to finish 5.241s clear of nearest rival Brad Keselowski. The victory means that Harvick has taken three wins and a second place from his four Truck starts so far this season.

JAPANESE FORMULA 3

Yuji Kunimoto extended his winning streak to eight races after once again taking pole and both wins at Fuji last weekend. Rafael Suzuki ended the round with a third and second, with Yuhi Sekiguchi taking second in race one and Alex Imperatori claiming third in race two.

SUDAN FORMULA 3

Yann Cunha won the first and third races at Campo Grande, with Luiz Boesel taking his second career victory in the second encounter. Bruno Andrade has an 18-point lead over Cunha in the standings with two second places and a third.

VLN

Lance David Arnold and Christian Menzel gave the Team Manthey Porsche squad a 25sec victory over the Audi of Hans Stuck and Frank Stippler. Polesitter Romain Dumas led early on before crashing in the wet on lap three.

ARCA

Max Gresham took his first ARCA win at Mansfield, leading 110 of the 200 laps. The 17-year-old was the youngest driver in a field that also featured 76-year-old James Hylton.

INTERCONTINENTAL RALLY CHALLENGE AZORES (P), JULY 15-17, RD 7/12

Magalhães wins Azores thriller

As far as Bruno Magalhães was concerned his bid to land his maiden Intercontinental Rally Challenge victory was over.

He'd led the lion's share of the gravel event on the Atlantic archipelago only for his Peugeot's gearbox to shed its oil five stages from home. Frantic repairs got him through the subsequent superspecial stage and on to service where a new gearbox was installed within the 20 minutes available.

By now, however, Juho Hanninen – the IRC title leader – was more than 20 seconds in front and cruising to his third win of the campaign in his works Skoda. Then, barely a kilometre into the penultimate stage, the Finn was forced to change

a punctured front-right tyre and, in the process, lost almost two minutes.

That should have elevated Magalhães back into top spot but Hanninen's team-mate, Jan Kopecky, had other ideas and sped past both drivers into a 6.4sec lead with just one stage remaining.

With his 207 restored to full working order, Magalhães went on maximum attack for the final run and was ahead of his rival at the first timing split by more than two seconds. But with Kopecky holding on, it looked as though Magalhães would fall short. That was until Kopecky braked too late for a corner and rolled into retirement two miles from the finish.

Magalhães couldn't



Magalhães took first IRC victory

believe his luck when he encountered the stricken Fabia and was able to meander to the stop line for an emotional maiden win.

Britain's Kris Meeke took advantage of the chaos to snatch second following a torrid outing, which included three punctures and a high-speed spin – caused by suspension damage from the initial deflation – on the volcano stage on Friday.

A metre further into the bank and nothing would have stopped Meeke and co-driver Paul Nagle plunging into the lagoon

300 feet below.

Andreas Mikkelsen collided with two stray cows on stage 14 but finished fourth in his battered Fiesta.

RESULTS

1 Bruno Magalhães/Carlos Magalhães (Peugeot 207 S2000), 2h34m00.4s; 2 Kris Meeke/Paul Nagle (Peugeot), +1m00.1s; 3 Juho Hanninen/Mikko Markkula (Skoda Fabia S2000); 4 Andreas Mikkelsen/Ola Floene (Ford Fiesta S2000); 5 Ricardo Moura/Sancho Eiro (Mitsubishi Lancer E9); 6 Vitor Pascoal/Mario Castro (Peugeot).
Points 1 Hanninen 48; 2 Jan Kopecky 39; 3 Magalhães 30; 4 Guy Wilks 25; 5 Meeke 23; 6 Thierry Neuville 11.

ARGENTINIAN TC2000 RIO HONDO, JULY 18, RD 6/12

Honda at Hondo: as easy as 1-2-3 for Civic trio

The Honda Petrobras team secured a dominant 1-2-3 result at Rio Hondo in the first of this season's three long-distance rounds, with Leonel Pernia leading home team-mates Mariano Altuna and Jose Maria Lopez.

The requirement of two mandatory pitstops meant that a big part of the outcome was determined by strategy, as illustrated by the fact that eight cars came in for their first stop at the end of the first lap.

The frontrunning trio of Gabriel Ponce de Leon (Ford), Pernia and Emiliano Spataro (Fiat Linea) had other ideas though. Pernia and Spataro harried Ponce de Leon for the lead during the first stint, with Mariano Werner's Toyota Corolla also playing himself into the fight. Ponce de Leon covered his rivals until pitting just

after mid-distance, followed by Pernia. That left Spataro leading on his own – with Werner having exited with an engine problem – but contact with a backmarker resulted in the Toyota driver picking up a puncture.

Misfortune also struck Ponce de Leon in the form of a slow pitstop, which paved the way for Altuna to take the lead before he was passed by Pernia, who was rewarded with both the win and the series lead.
● Tony Watson

RESULTS

Race 1 Leonel Pernia (Honda Civic), 300km in 1h53m14.227s; 2 Mariano Altuna (Honda), +9.911s; 3 Jose Maria Lopez (Honda); 4 Juan Manuel Silva (Renault Megane); 5 Norberto Fontana (Ford Focus); 6 Gabriel Ponce de Leon (Ford).
Points 1 Pernia, 67; 2 Altuna, 62; 3 Lopez, 58; 4 Fontana, 57; 5 Ponce de Leon, 45; 6 Nestor Girolami, 42.

FORMULA NIPPON FUJI (J), JULY 17-18, RD 3/7

Hirate finds his feet at Fuji



Hirate kept his cool to win at Fuji

Kohei Hirate took a lights-to-flag win in Formula Nippon's third round at Fuji. Poleman and reigning champion Loic Duval stalled at the start, allowing fellow front-row starter Hirate to lead Andre Lotterer and Kazuya Oshima into Turn 1.

Hirate had enough pace to put any of his rivals' hopes to rest well before the finish, and he crossed the line with a winning margin of 2sec over Lotterer.

Third went to current series leader Joao Paulo de Oliveira, who made a good start from sixth. The

Brazilian's pace over the first half of the race was enough to get him past Oshima, but he paid for it later in the race when his tyres began to deteriorate.

Despite his fading pace, he was still able to finish 5sec clear of Oshima.
● Jiro Takahashi

RESULTS

Race 1 Kohei Hirate, 44 laps in 1h06m05.040s; 2 Andre Lotterer, +12.793; 3 Joao Paulo de Oliveira; 4 Kazuya Oshima; 5 Takashi Kogure; 6 Hiroaki Ishiura.
Points 1 de Oliveira, 25; 2 Lotterer, 20; 3 Kogure, 18; 4 Hirate, 17; 5 Kodai Tsukakoshi/Loic Duval, 9.

Personalised racesuit service by...

demon tweeks
MOTORSPORT *Direct*

Stand out from the crowd
and keep your sponsors happy!

- Suits made to measure
- Non standard colour options
- Name and bloodgroup embroidery
- Logo embroidery
- Fast turnaround times

MEDIA CODE
UZ244A

Contact us now with your suit requirements

CALL: **01978 663003**

EMAIL: **customsuits@demon-tweeks.co.uk**

sparco

OMP

Sabelt



The speedsport Gallery

Highest quality original paintings, posters, artwork, automobilia and autographed items for sale.

Autographs include Mike Hawthorn, Peter Collins, Jim Clark, Jochen Rindt and Piers Courage.

We will be opening this Friday July 23rd. and will be open all day Saturday and Sunday for the Silverstone Classic event.

We are located at Unit 43 Silverstone Circuit, approx 100metres from the main entrance.

SpeedSport Promotions
Unit 43 Silverstone Circuit
Nr Towcester
NORTHANTS
NN12 8TN

www.speedsport.co.uk

Telephone: 01327 858 167
Email: info@speedsport.co.uk



DAYTONA
MOTORSPORT

Daytona 24 hour

Milton Keynes
9 - 10 Oct 2010

DMAX £1750
ProKart £1250
Owner Pro £750

Daytona 10 hour

Manchester
10:10 AM
10 Oct 2010

£850 for a team
of up to ten drivers

Vodafone DMAX Cup

Milton Keynes
13 Jun - 11 Jul - 8 Aug
12 Sep - 17 Oct - 14 Nov

£95 for 5 mins practice
and 30 mins racing

DKRC - MSA Club

Lydd
11 Jul - 8 Aug - 12 Sep
10 Oct - 14 Nov - 12 Dec

Cadet Libre/Junior Libre
Senior/Tyro Classes

Vodafone Dmax 2010 Championship: 20 Jun - Hooton Park; 18 Jul - Milton Keynes

Daytona Manchester
Daytona Milton Keynes

0845 644 5505
0845 644 5503

Daytona Lydd International
Daytona Sandown Park

0845 644 5501
0845 644 5502



AUTOSPORT



ROTAX
NEW ACC RACING



demon tweeks

www.daytona.co.uk

INTRODUCING Jack Harvey

The 17-year-old is making the most of Racing Steps backing in Formula BMW Europe

"Without Racing Steps I wouldn't have been able to move from karts to cars. We weren't in a position to fund it ourselves"



BMW/AG

Harvey out front in the Fortec-run Formula BMW

Jack Harvey is not, contrary to the belief of those who like to leap to conclusions, the son of former British Touring Car Champion-turned-Porsche ace Tim Harvey. But that doesn't mean that he hasn't got any parental form when it comes to motor racing, as father Paul was a British champion in National Autograss. But since stepping up from karting 18 months ago into Formula BMW Europe, Jack has his own burgeoning car-racing CV. After a promising rookie campaign in 2009, he is now dominant championship leader. Driving for Fortec Motorsport, he has won five out of eight races, with the same hit rate for pole positions. Simply put, he has been the class of the field.

"It has gone as well as I could have hoped," says Harvey. "My goal was to fight for the championship. Now we want to win the championship."



Harvey has won five times already in '10

If his form continues, there's no doubt that he will join the likes of Sebastian Vettel and Nicos Rosberg and Hulkenberg as BMW title winners. And with backing from Racing Steps, Harvey has the support to step up to the next level in 2011.

SENSATIONAL SOPHOMORE

It would be easy to dismiss Harvey's success this year as a consequence of smaller grids in Formula BMW Europe. But it would also be wrong. Among the 16-car grid is fellow second-year driver Robin Frijns, who was good enough to finish third overall last year, while Harvey himself won a race on his way to seventh in the '09 standings. Take into account that the second half of '09 was blighted by a series of qualifying misfortunes that meant he only started in the top 10 twice in his final 10 races, and you have a driver who's evolved into the complete package.

"Over the winter, I worked on some techniques. I've also got a new engineer, Russell Dixon, who has come back to Fortec as team manager. Although the grid is smaller, it's still competitive at the front."

Next year, Harvey hopes to step up to British Formula 3. Racing Steps has already had plenty of success with its drivers in that category, and if Harvey

can emulate his BMW form at the next level, like Oliver Turvey has, he could be in GP2 within a few years.

HARD WORK

It's easy to characterise young drivers in junior single-seater categories as rich kids who aren't willing to work hard, but Harvey's not one of them. He's well aware that without Racing Steps he wouldn't have been able to graduate to car racing and is determined to justify its faith.

"Without Racing Steps, I wouldn't have been able to make the transition from karts to cars," he says. "I'd have stayed in karting because we weren't in the position to fund it ourselves."

Harvey is also dovetailing his racing career with studying for A-Levels in philosophy and psychology. Not easy when you're racing on the F1 support bill around Europe.

"I spend a lot of time at school when I'm not racing," says Harvey. "It's immensely difficult. When I came back from the race at Zandvoort I got home at 3am and then was in school at eight for two 1.5 hour exams back to back! It's not easy, but I've got to do it."

So here's a driver with speed, consistency, intelligence and a strong work ethic. You can see why Racing Steps has put its faith in him. **W**

HARVEY CV



Born 15/04/1993,
From Bassingham, Lincolnshire
2010 Leads FBMW Europe for Fortec Motorsport, 5 wins
2009 7th in FBMW Europe for Fortec, 1 win
2008 CIK FIA Asia-Pacific KF3 champion
2007 CIK FIA Euro KF3 champion; wins Italian Open Masters and Kartmasters GP
2006 JICA Junior British Super One champion, wins Kartmasters GP
2005 Rotax MiniMax, wins London Cup
2004 Race wins for Zip Young Guns
2003 First kart race

AUTOSPORT

CLASSIFIED

ROAD CARS FOR SALE **p 62**

WEB DIRECTORY **p 63**

TRAILERS & TRANSPORTERS **p 64**

RACE & RALLY CARS **p 67**

MARKETPLACE **p 68**

APPOINTMENTS **p 73**

PHONE 020 8267 5858 autosport.ads@haymarket.com

AC

A HAWK KIRKHAM 289 REPLICA/ The 289 and 427 SC are both available exact as original with the original spec. chassis and hand formed aluminium bodies. Body/chassis units fully wrapped with all internal panelling, foot boxes, doors, boot and bonnet, all fitted £18,950 + VAT. Agents for the UK and Europe. Hawk Cars Ltd, Oakdene, Riverhall Hill, Frant, E. Sussex TN3 9EP. Tel: (01892) 750341 germy@hawkcars.co.uk

BMW



BMW Z3 1.9 for sale.

11,248 miles on the clock, 1998 Boston green with black leather and cream leather door panel inserts. PAS, ABS, ASC Traction control, E/W, E/M, E/seats, Electric black hood. Alarm/Immobiliser. A very nice original car with probably the lowest miles you'll ever find with all documents/MOT's. £4999.00

Please call to find out more. Paul: 07967 827905

DAIMLER

DAIMLER DOUBLE SIX 27,000 MILES 1991 The last of this model. Cranberry Red metallic with parchment hide, lambs wool over rugs. FSH. Can email other photos. Totally immaculate condition. £10,995. Tel 07850 332770 or 07988 711440 (Essex).

FERRARI

TERRY KEYS INDEPENDENT FERRARI SPECIALIST Based at Silverstone Race Circuit for all your Ferrari needs, including servicing, parts and car sales and of course "friendly advice". 28 years experience working and fitting Ferraris. Cars also wanted to buy. Please contact 01327 857368 or 07834 773081

FERRARI

1973 FERRARI DINO 246GT - CHASSIS #5946 UK registered. RHD. Rosso Chiaro with black hide. 2 Owners. 56,000MLS. Comprehensive history, and in beautiful condition. Web: www.racecar.co.uk/250swb. TEL: Paul Baber. TEL: + 44 (0) 1732 864340 | FAX: + 44 (0) 1732 864250 | MOB: + 44 (0) 7831 875805 | E-MAIL: sales@250swb.com

FERRARI SERVICE - GTO ENGINEERING 20 years experience rebuilding engines, transmissions and the preparation of historic race cars. Extensive stock of early Ferrari parts available. Contact: GTO-Engineering, Scarlets Farm, Scarlets Lane, Hare Hatch, Berkshire RG10 9XE. Tel: 0118-9401101.

JAGUAR

1971 JAGUAR 'E' TYPE V12 COUPE 2+2 Not the most popular one, but this is immaculate, sociable, 27,000 miles, with a history to die-for. Total photographic record of chassis-up restoration at 23,000 miles as owner wanted perfection. Every MOT to prove, Heritage Cert., factory handbook, and precise hand written records of car from new. Signal Red, black leather, chrome wire wheels, & manual box. £26,950, ovno. Tel: 01789-400181 (Stratford-on-Avon).

LAMBORGHINI

LAMBORGHINI JALPA 1985 One of 25 RHD 71,000kms Lots of history, magazine featured, just back from Swiss Alps, sports exhaust, Sounds fantastic! £24,995. Tel: 07767 845926

LANCIA

1963 LANCIA FLAMINIA SPORT ZAGATO 3C - LHD Blue/beige, matching numbers, 2.5 litres, excellent condition. Concours d'Elegance participant. Full documentation. £POA. Call: +49 172 892 73 64 or e-mail: Nicola@Doenhoff.com

CATERHAM

WOODCOTE SPORTS CARS



Independent Caterham / Lotus 7 Specialist

1996 P 1700 5 Speed Super Sprint BRG Alloy 16,000 Miles.....£11,500
1990 H 1700 5 Speed Red 18,000 Miles Lovely Car.....£9,995
1996 N 2.0 Zetec 215 BHP 5 Speed White !0,000 Miles.....£13,750
1997 J3SVN 1.6 K Super Sport 138 BHP 28,000 Miles.....£11,995
1998 R 1.6 K Super Sport 138 BHP 23,000 Miles.....£12,500
2002 X 1.6 8V 6Speed Silver Blue Stripe 24,000 Miles.....£11,995
2002 52 1800 VWC 6 Speed Blue 5,600 Miles.....£16,995
1990 H 1700 BDR Cosworth 5 Speed Yellow.....£13,995

TOP PRICES PAID - SIMILAR CARS WANTED We also sell cars on consignment - call us for details.

+44 (0)7831 240733

www.woodcotesportscars.com stuartwylie@tiscali.co.uk

LANCIA

LET US BUILD YOU a beautifully crafted re-creation of one of the worlds most successful rally cars of all time, the Stratos. The HF 3000 by Hawk Cars is available as a starter kit or as a fully finished ready to go car. For more details contact Hawk Cars Ltd, Tel (01892) 750341 germy@hawkcars.co.uk or Talon Sports Cars Ltd who are now our official build agents for the HF 3000. Talon Sports Cars, Unit 23, Hatherware Industrial Estate, Station Works, Rempstone Road, Leicestershire LE12 5EW. Tel (01509) 842740.

MERCEDES

MERCEDES 350SE 1979 RHD, 78,000km, UK registered, good original condition suggests genuine kms. £2,250. Tel 00 33 493 774416 or 00 33 616 134974.

PORSCHE



1971 PORSCHE 911 S/T 2.3

"lightweight" RHD uprated "E" to correct full race period specification with CAMS (FIA) papers/log book. Lightweight panels, race suspension, full cage, 220 bhp / twin plug heads, C/R g'box, LSD etc.

Details & photo's www.ibcholdings.com.au/cars
AUD\$100,000 (approx GBP58,000).
Email: ibcholdings@bigpond.com AUSTRALIA.

AUTOSPORT

CLASSIFIED

Classified Sections Available:

→ Competition Racing Cars → Trailers & Transporters
→ Road Cars For Sale → Web Directory → Marketplace

SUB-HEADING



text text text text text text text text text text
text text text text text text text text text text
text text text text text text text text text text

Tel: 0202 0202 020 or
www.webaddress.com
email: emailaddress.com

TO ADVERTISE IN A
4CM X 1 COLUMN BOX:

£160 + VAT.

TEXT ONLY

£180 + VAT.

WITH PHOTO

To Place an Ad:

TEL: 0208 267 5858 FAX: 0208 267 5850

E-mail us your advert picture and/or text to:
autosport.ads@haymarket.com

One of our sales executives will then call you back to confirm receipt and arrange payment

Lineage:

AD LENGTH 25 WORDS, ONLY £50.00 exc VAT
£2.50 FOR EVERY EXTRA WORD

DEADLINE for all classified advertising is 10.00am on Monday preceding publication.
6 WEEK CANCELLATION ON ALL ADVERTISING. All ads to be pre-paid.

WEB DIRECTORY

ACCOUNTANTS

Get in pole position - 88% of our clients pay less than £200 in tax
 + 86% of our clients pay less than £200 for book keeping and accountancy fees.
 + 93% save more than £1000 by outsourcing their payroll to us.

0845 676 8890
www.intelligentbookkeeping.co.uk

AWNINGS

The Original and Best Selling Instant Shelter in the World!

E-Z UP Instant Shelter
www.e-zup.co.uk
 Tel: 01494 718800
 Email: ezupshelters@aol.com

THE AWNING CO
 The Awning Company (UK) Ltd
 01204 544900 **www.theawningcompany.co.uk**

EXHAUSTS

Inconel & Stainless Steel Specialists
SIMPSON
 Race Exhausts
 Tel: 01753 532222
www.simpsonraceexhausts.com

GEARBOXES

Competition Transmission Services
 Sales, Service, Gearbox Mart and Ratio Calculator. Visit us @
www.gearboxman.co.uk
 or E-mail us on: info@gearboxman.com
Telephone: 01582 840 008, Fax 01582 840 007

HELMET GRAPHICS

Mike Fairholme Designs
 Sole approved painter of Arai helmets.
 Silver Birches, Corby Birkholme, Nr Grantham, Lincs NG33 4LE.
 Tel: 01476 550630. Fax: 01476 550029.
 email: fairholmedesigns@btconnect.com
www.fairholmedesigns.co.uk

IN CAR CAMERA

CHASE
chasecam.co.uk
 Sales and Hire Please call - 03336660366

LEGAL

National/Regional Law Firm of the Year 2009 Legal Business Awards

S&B
 • **www.stevens-bolton.co.uk**
 • **tudor.alexander@stevens-bolton.co.uk**
 • tel: 01483 734210 / 07887 713512

We act for racing teams, drivers, sponsors and manufacturers. Contact Tudor Alexander.

MACHINERY

METAL WORKING MACHINERY

BAILEIGH
 INDUSTRIALS
www.bifabuk.co.uk

MEMORABILIA

JMJ AUTOMOBILA America's #1 supplier of CART and Formula One Racing memorabilia. Large selection of signed original collectables. See our ad under marketplace Memorabilia. Call or fax or a mail listing at (609) 575 1143 or visit our website @ **www.JMJAuto.com**

FINAL LAP
 For Everything Formula One
www.finallap.net WE BUY AND SELL
 +44 (0)1246 287588 / 07771 920345

MOTORHOMES

GB MOTORSPORTS LTD
 Ian Green
 01454 227191
 07766 108873
www.gbmotorsports.co.uk
 Fabrication and refurbishment of race transporters

MOTORHOMES

BRIAN JAMES TRAILERS
CLUBMAN
 Tel. 01327 308833
 Web. **www.brianjames.co.uk**

CARTEK.biz
 Motorsport Electronics
 Don't compromise on Safety or Reliability
 New products New website

ELITE
 Rally & Race Gearboxes, GearKits, LSD's and Driveshafts
 Tel: 01782 280136 Fax: 01782 269913
 Email: sales@eliteracingtransmissions.com
www.eliteracingtransmissions.com

ARE DRY SUMP SYSTEMS
 ARMSTRONG RACE ENGINEERING INC.
WWW.DRYSUMP.COM (916) 652-5282

RACE PRODUCTS

CHAMPIONS OF SAFETY
lifeline Motorsport Fire & Safety Systems
www.lifeline-fire.co.uk

demon tweeks
 MOTORSPORT Direct
www.demon-tweeks.co.uk

SCHROTH
 RACING
www.schroth.com

Pit to Car Radio
 0044(0)1508
 528837
www.raceradio.co.uk

RACEWEAR

race wear
 .co.uk
 From your desktop to your doorstep
 08452 604104

piloti
 driving shoes
www.piloti-europe.com

GPR Grand Prix Racewear
 THE RACEWEAR EMPORIUM
www.gprdirect.com

CNC Heads
 CNC PORTING FOR MOST MAKES. HEADS SCANNED & MACHINED FOR ENGINE BUILDERS
 0161 4834810
www.cncheads.co.uk

RACING OILS

OLD HALL PERFORMANCE LTD
RED LINE
 SYNTHETIC OIL
 Tel: +44 24 7671 7100
 Fax: +44 24 7671 7400
 sales@redlineoil-europe.com **www.redlineoil-europe.com**

RACING CARS FOR SALE
 ALAN CORNOCK FCS
 BUYING - SELLING - BROKERAGE
www.racingcarsforsale.co.uk
 TEL: 01480 891212

£25 POWER TEST
 Kit Car Carb Setups/ Mapping/ Gasflowed Heads
 Performance Engine Builders
 rollingroadtune.co.uk
 Clifford Cox Engineering-Reading Tel: 0118 9677799

Image Manufacturers of bespoke split rim alloy wheels
www.imagewheels.co.uk
IMAGE WHEELS INTERNATIONAL LTD

RACING

ROLLING ROAD

WHEELS

AUTOSPORT.COM

TO ADVERTISE IN THE WEB DIRECTORY PLEASE CALL
020 8267 5858 OR E-MAIL autosport.ads@haymarket.com

TRAILERS & TRANSPORTERS

looking for a great deal on your motorhome hire?....

winnebago DIRECT

Deal direct with Europe's premier motorhome rental specialists.

The best motorhomes, the best prices!



www.winnebago-direct.co.uk



FOR FULL STOCK LISTING VISIT OUR WEBSITE: WWW.DUDLEYS-RV.COM

DUDLEYS
OF OXFORDSHIRE
Your American Motorhome Specialist

Offers subject to availability and correct at time of print. Details available on request.
A415 Abingdon Road, Witney, Oxfordshire, OX28 7XA
Telephone 01993 703774
www.dudleys-rv.com



39' Winnebago Itasca Meridian
In Hazelnut full body paint £199,296



37' Winnebago Destination.
In Full body paint.
£168,747



37' Winnebago Journey.
In Cool beige.
£187,743



36' Monaco Knight.
In White and brown.
Was £119,995. NOW £109,995



Look Beyond



optional colour finishes shown

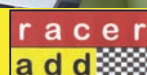
PRG Trailers | Cheshire | UK | Tel: +44 (0) 1270 812402
Web: www.prgtrailers.co.uk | Email: info@prgtrailers.co.uk



NEW TRAILERS - >>>PRICES FROM €85 000<<<
WWW.RACE-TRAILERS.NET



>>>>>> SELL YOUR STUFF <<<<<<<
WWW.RACERADD.COM



WOODFORD TRAILERS

Call Us Now! tel. 01327 263 384

www.woodfordtrailers.com sales@woodfordtrailers.com

RL 2000
£4,900 + vat



RL 3000
£5,950 + vat



Results of more dedication

Towing efficiency.

Highly developed aerodynamic forms, lightweight high strength steels, innovative designs, compact specifications and industry leading body manufacturing technology.

The result of dedication to improvement for over 30 years. All of this plus the best value for money. Quite a combination.

BRIAN JAMES TRAILERS

Today we proudly introduce the brand new **Race Shuttle RS2** offering anyone transporting compact race or rally cars a tailor made solution.

RS2 is a compact shuttle, with ample internal space, packaged into a lightweight and easy operation, including hydraulic tilt-beds.



Race Shuttle RS2

RS2 summary specification:

Body: RTM moulded GRP with internal bonded ribs

Chassis: Galvanised steel 4.25m long x 1.95m bed width

Max capacity: 1,850Kgs (load)



YouTube 'Race Shuttle RS2' - product launch video

Clubman range



A-sport range



A-max range



Regional area sales contacts:

Central, Wales and Ireland:
contact Main office, **Daventry**

Richard Craven
Michael White
Adam Smart on: 01327 308833

Scotland and N.I. contact
Paul Bowker on: 07854 839582

South West contact
David Appleby on 07768 814710

Southern contact
Paul Balley on 07712 629549



Stockists in Aberdeen, Aberystwyth, Brighton, Chester, Carlisle, Carnforth, Dundee, Dumfries, Edinburgh, Enniskillen, Elgin, Exeter, Inverness, Maidstone, Newcastle, Plymouth, Salisbury, Sheffield and more.....



TT Tilt-bed range



Race Shuttle RS5

BRIAN JAMES TRAILERS

www.brianjames.co.uk

Tel. 01327 308833

ref.10/4

TRAILERS & TRANSPORTERS



LEHEL



General spec of race truck

6 - 8 berth capacity if pull out beds are utilised
if using pull out beds.
First Reg 22/7/2004
300hp Scania
23000 kilometres
Reversing camera
Radio CD
Blue tooth hands free
Mot / Tax July 2011
Living Area
Slide out
Sat TV
Play station

DVD player
Micro wave
4 ring gas hob
1 fridge freezer full height Gas/24v/240v
1 fridge under Gas/24v/240v
1 large table
1 small table
Double bed in Luton
Double bed at rear bulkhead
Bed above bathroom
Both seating areas have pull out beds
Full length wall units
Granite worktop
Roof vent

Air conditioning
Webasto heating
Bathroom
Slide out
Vacuum flush toilet
Hand basin
Vanity cupboard
Shower
Extractor fan
Garage area
4900 long
Side personnel door
Under floor winch
Stainless steel lined
Stainless wall units along one side

Under floor storage
Roof vent to give access to viewing platform
Tyre rack
Loading lights
External equipment
Radio CD
4 walkie talkies
Electric canopy
Barbeque gas point
4 240v sockets
Various under floor lockers
Water and waist tanks
2 gas bottles
Onan diesel generator

**For further information: Web: www.lehelformotorsport.eu Email: sales@lehelformotorsport.eu
Sales: +44 (0) 1344 874885 Fax: +44 (0) 1344 620224**

F1RV.com
Motorhomes4Motorsport



***Luxury American Motorhome hire delivered
to any sporting event in Europe***

tel: 0845 5000 430

email: info@motorhomes4motorsport.com

RACE & RALLY CARS

DRIVERS WANTED

Join The Saker Sportscar Challenge UK 2011!
More adrenaline than you can handle!



Starting from only £42,900 plus VAT and delivery.



T: Paul on 01538 306921 W: www.sakercars.co.uk E: paul@sakercars.co.uk

DRIVES AVAILABLE

MOSLER

Contact : Sales@mosler.co.uk 01480 498640

www.mosler.co.uk



**RACE CARS FOR SALE
DRIVES AVAILABLE**

GT3

British GT

Silverstone 120,
Snetterton,
Brands Hatch, Donington

Int. Open GT

Brands Hatch, Monza,
Barcelona

Britcar

Silverstone 24 Hours

V de V

Paul Ricard 240
Dijon 180
Magny Cours 360
Estoril 360



NEW CARS, BUY NOW!

ARRIVE & DRIVE PACKAGE. TEST DAYS AVAILABLE.

Eligible, British GT, GT Cup, Britcar



image source: Derek John Binsted

Contact: Ray or Helen
Chevron Racing Cars Ltd
01565 777395
ray@chevronracing.com

FORD

1965 FORD MUSTANG FIA HTP. Race ready for Spa 6 hours with entry. £65,000
Email: dmjsmith@googlemail.com

FORMULA 3

Ralt RT1 F3, 1977, 2 litre Toyota Novamotor



Ex - Anders Olofsson, twice runner-up in Euro F3 Championship (1977/78), winner of Swedish championship in both seasons. In current ownership for the last 20 years, raced regularly in Classic F3, most recently at this year Monaco Historic (should be eligible in 2012). Current FIA HTP, FIA HVIF from 1992.

Offers please to mk7260@gmail.com

VW CUP

FOR SALE Fun Cup TDi



Engine upgrade • New paint job
Raced twice only, since full rebuild

Cost £35,000 **Bargain at £26,000**

07810 110 110 / 0771 00 66 589

RACE CAR TRANSPORTER

5 Berth, Roof terrace,
Mercedes ACTROS
TRACTOR UNIT 2000 (W REG)
121982 km
£59,995 + VAT



VW BEETLE FUNCUP RACE CAR

DIESEL ENGINE 2 Meetings since upgrade
Upgrade brakes, spare bonnet, 2 sets of wheels,
lighting bar, Lap timers, cameras, dump can.
NEW BODY TO FRONT AND REAR (2009)
£21,995 + VAT

VW BEETLE FUNCUP TWIN SEATER RACE CAR

PETROL ENGINE 4 RACES FROM NEW
SPARE SET OF WHEELS
£14,995 + VAT

CONTACT: Mark Egginton 07966 857800 / 01204 877204
Email: megginton@martindales.ltd.uk

TO ADVERTISE IN THIS SECTION OF

AUTOSPORT

PLEASE CALL

020 8267 5858

MARKETPLACE

AWNINGS



E-Z UP® Instant Shelters!
Main UK dealer for all E-Z UP® Shelters, Spares, Accessories and Custom Graphics.
#1 Best Selling® Instant Shelter in the World!™
www.grumpygrip.co.uk



SPEED SHELTER II
Black, Red or Blue
+ 19 Custom Colours



ECLIPSE II
Black, Red, Blue or White
+ 18 Custom Colours



EXPRESS II
Blue or White

Start Your Company's Promotional Campaign Today with an E-Z UP® Instant Shelter
ask us about a competitive quote now
Tel: 01483 730940 Mob: 07502 484802
Email: sales@grumpygrip.co.uk

CLOTHING

Get something ON your chest!





Check out the entire range at:
www.slickattire.com

Slick

FLOORING

Kiwi Tiles
Interlocking Plastic Floor Tiles, as used by leading race teams throughout Europe.

- ♦ Easy installation & removal
- ♦ Many colours
- ♦ Lightweight
- ♦ Strong & durable
- ♦ Self draining
- ♦ Compact & easy to store
- ♦ Top quality
- ♦ Value for money

Stock Colours:
Red, Blue, Green, Yellow,
Silver, Orange, Grey,
Black, White, Dayglo Red
Ralt Engineering

Tel: 01865 883354 Fax: 01865 883789
E-mail: enquiries@kiwitiles.com
Web: www.kiwitiles.com

ENGINES

Xtec ENGINEERING
Championship winning engine rebuilding and preparation
Modern and Historic
Contact Paul Knappton
01922 454 858
paul@xtecengineering.com

AUTOSPORT
MISSED AN ISSUE?
THEN CALL OUR BACK ISSUE HOTLINE
08456 777817

BUSINESS OPPORTUNITIES

ONLY £15,995
call today for a FREE info pack!

the fast track to freedom!

if you love cars, you'll love Car Medic International
be your own boss... start a smart repair business today! No experience needed as unlimited and continuous training is provided
repair bumpers, body work, dents, plastic, glass, alloys and more to 'as new'

call **FREE** 24 hours 08080 37 37 37
or visit www.carmedic.co.uk
alternatively, you can find us on **facebook**

FUELS & OILS

VP Racing FUELS

PROBABLY THE BEST RACING FUEL IN THE WORLD

Full Inventory of FIM and FIA Blends and Fuels for All Forms of Motorsports in the UK:
From Rallying to Motorcycles to Circuit.

FOR MORE INFORMATION PLEASE CONTACT: GEOFF PAGE RACING FUELS
geoff.page@btconnect.com | Office: 01621 859993 | Mobile: 07968 163602
WWW.VPRACINGFUELS.COM

MARKETPLACE

MEMORABILIA

POOKS MOTOR BOOKS

Six roomed shop covering 3500 sq feet. 5 miles north of Leicester. 10 minutes from junction 21A of the M1. Programmes, posters. Autosport and Motorsport Magazine, loose and bound, most issues available.

Car Sales brochures are our speciality. Good prices paid for all types of motoring literature.

Postal service worldwide. Open weekdays only.

e-mail - pooks.motorbooks@virgin.net

Fowke Street, Rothley, Leicestershire, LE7 7PJ
Tel - 0116 237 6222 Fax - 0116 237 6491

www.pooksmotorbooks.co.uk

F1 COLLECTORS.COM

#1 for F1 memorabilia

All F1 items
bought & sold

Chris Grint

01763 274448

www.f1collectors.com

sales@f1collectors.com

PUBLICATIONS

Car & Motorsport Books, Photos and collectibles. New, old and rare. Free lists available on request. See our website: www.simonlewis.com. Simon Lewis Transport Books, PO Box 9, Coleford, Gloucestershire, GL16 8YF Tel: (01594) 839369. simon@simonlewis.com Mastercard/Visa welcomed. Established 1985

RACE PRODUCTS



Speedsport are official motorsport distributors for the tesa range of tapes. Tape stock always available at our Silverstone base.

We also supply Helicopter Tapes, aluminium foil tapes etc.

Tel: 01327 858 167 Fax: 01327 858 518
info@speedsport.co.uk
www.speedsport.co.uk



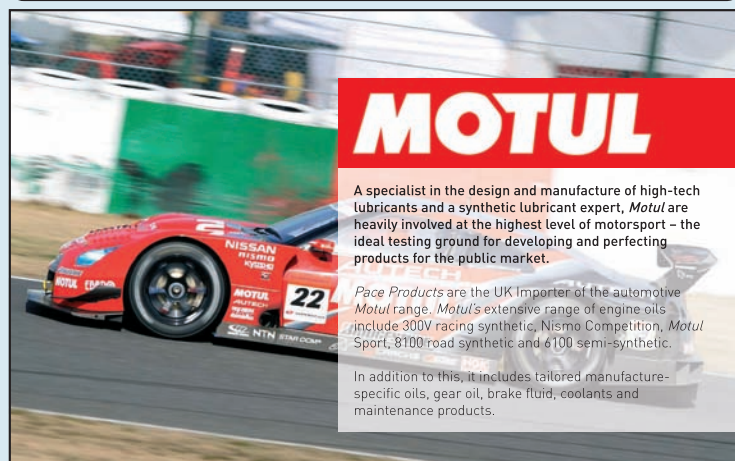
NUMBER PLATES

F1 GTB

Serious offers
welcomed

Tel - 07754006724

RACE PRODUCTS



A specialist in the design and manufacture of high-tech lubricants and a synthetic lubricant expert, Motul are heavily involved at the highest level of motorsport - the ideal testing ground for developing and perfecting products for the public market.

Pace Products are the UK Importer of the automotive Motul range. Motul's extensive range of engine oils include 300V racing synthetic, Nismo Competition, Motul Sport, 8100 road synthetic and 6100 semi-synthetic.

In addition to this, it includes tailored manufacture-specific oils, gear oil, brake fluid, coolants and maintenance products.

Pace Products are the U.K. importer for the full Motul Automotive range.

Motul Gear Oil, Final Drive Oil, ATFs & MTFs

Motul manufactures an extensive range of gearbox oils for automatic and manual cars. The range covers many viscosities and specifications for road cars to out and out track/race cars.



Motul Engine Oil

Motul's extensive range of engine oils includes 300V racing synthetic, Nismo Competition, Motul Sport, 8100 road synthetic, and 6100 semi-synthetic plus a large range of tailored manufacturer specific oils.

Motul Brake Fluid, Coolants & Workshop Products

Motul has an excellent range of brake fluids and workshop lubricants. Brake fluids span DOT 3 to DOT 5.1 including the legendary Motul Racing Brake Fluid 660 with its very high boiling point for serious competitors.



Follow in the
footsteps of Lewis
Hamilton and
Jenson Button

**BUCKMORE
PARK**
1200m INTERNATIONAL KART CIRCUIT



Summer Karting

for individuals and teams

Discounted practice
sessions available
on selected dates.
Contact us for
details



Bambino and Junior
Club karting available
for children aged 6-16

Forthcoming Events

note: all events include timed qualifying

Features

- Online booking
- Sprints and enduros
- Competitive racing
- Electronic scoreboards
- Helmet, gloves and suits provided
- Excellent facilities
- Superb trophies
- Up to 35 karts on circuit

Buckmore 30 'solo'
£59 per driver

- 7th August (Saturday)
Features a 5-minute qualifying followed by a 30 minute race. (70mph RX7 Pro kart)

Buckmore Park Kart Circuit
Maidstone Road
Chatham, Kent, ME5 9QG
(Just off J.3 of the M2)
Tel: 01634 661613
sales@buckmore.co.uk



A huge fleet of karts: RX7 70mph
Pros and RX7 80mph Sport models.

Pro 1200 Sprint
£79 per driver

- 12th July & 2nd August
Features a practice session followed by three heats for each driver and finals for the top point scorers. (70mph RX7 Pro kart)

3 hour team endurance
£299 per team

- 17th July (Saturday)
Features a 30 minute qualifying session, followed by a 3-hour team endurance. (70mph RX7 Pro kart)

Man of Steel Endurance
£125 per driver

- 18th July (Sunday evening)
Features a 10-minute qualifying followed by a 1-hour race. (80mph RX7 Sport kart)

Buckmore 45 'solo'
£75 per driver

- 26th July (Monday evening)
Features a 10 minute practice/qualifying session followed by a 45 minute race. (70mph RX7 Pro kart)

Visit our website for further
information and other events.

www.buckmore.co.uk

www.motul-oil.co.uk

Contact Jason:

Tel: 01440 760960 Fax: 01440 765049 E-mail: jason@paceproducts.co.uk



MARKETPLACE

RACE PRODUCTS



demon tweeks
MOTORSPORT *Direct*
www.demon-tweeks.co.uk

Arai
HELMET

**EXPERT ADVICE
MASSIVE STOCKS
RAPID DELIVERY**

MEDIA CODE:
UZ252A

**DON'T DELAY
CALL TODAY!** **0844 375 2196** **LOW RATE CALL**
CALLS MAY BE RECORDED
FOR TRAINING PURPOSES



Race alternators,
race electrical
isolation systems,
all race electrical
preparation i.e.
looms, gauges, lamps,
fans, pumps etc.

Race Car Electrics Unit 7, Littleworth Business Centre,
Stable Lane, Vicarage Road, BEXLEY, Kent. DA5 2AW.

Tel: 01322 553443 M: 07541 131900
E-mail: racecarelectrics@hotmail.co.uk
www.racecarelectrics.co.uk

**TO ADVERTISE IN THIS
SECTION OF AUTOSPORT**
please call 020 8267 5858

WHEELS & TYRES

FOR ALL YOUR

AVON
TYRES
MOTORSPORT

RACING TYRES
Inc. ACB 10 Formula Ford
Contact

BMTR LTD

Tel: 0121 331 1122
Fax: 0121 331 1144
email: sales@bmtr.co.uk
see our new web site at www.bmtr.co.uk

SEATS



CORBEAU
SEATS

PROFESSIONAL MOTORSPORT EQUIPMENT

LUKE
RACING SYSTEMS

SAFETY HARNESSSES

Wainwright Close, Churchfields Ind. Est,
St. Leonards-On-Sea,
East Sussex, TN38 9PP England

CONTACT US FOR
A COLOUR BROCHURE
& STOCKISTS

Tel: 01424 854499
Fax: 01424 854488
email: sales@corbeau-seats.co.uk
www.corbeau-seats.co.uk
email: sales@lukuracing.co.uk
www.lukuracing.co.uk

TYRES

BUDGET A BIT STRETCHED?
Rejuvenate your old tyres!

GRIP
TYRE
SOFTENER

01933 682500
www.griptyresoftener.com

FERRARI TYRES:- MICHELIN XWX, TRX, ETC Borrani wheels and all styles of classic tyres available from www.longstonetyres.co.uk 0044(0)1302711123

AUTOSPORT

50
1950 ★ 2010

ANNIVERSARY EDITION ON SALE 26TH AUGUST

ÖHLINS
ADVANCED SUSPENSION TECHNOLOGY
OHLINS HAVE WON OVER 200 WORLD CHAMPIONSHIPS

MICK GARDNER RACING
OFFICIAL DISTRIBUTION FOR ALL OHLINS PRODUCTS

- Official Sales and Service Centre • Large Stocks of Shocks, Springs and Parts
- Factory Trained Technicians • Fast Turnaround on Servicing, Revalving, etc.
- Bespoke Shock Absorbers Built to Customer Spec

CONTACT RUSS WALTON **TELEPHONE** 01226 240 099
@ MICK GARDNER **WEBSITE** www.mickgardnerracing.com
RACING NOW **E-MAIL** russwalton@mickgardnerracing.com

MARDI GRAS
MOTORSPORT
Saloon Car Preparation

Unit 45, Silverstone Circuit
Towcester
Northampton NN12 8TL

tel: 01327 858006 fax: 01327 858800
email: info@mardigras.co.uk
web: www.performanceclutch.co.uk

Distributors and agents for:

ATL
RACING FUEL CELLS

VDO
Performance Instruments

**STACK
STACK
STACK**

HELIX
AUTOSPORT

HYPERCOILS

VARLEY RED TOP™
THE ORIGINAL RACING BATTERIES

FERODO RACING

Setrab
Pro Line

AP
RACING

lifeline
Fire & Safety Systems Ltd.

MUGEN

**PERFORMANCE
FRICTION
BRAKES**

Eibach
SPRINGS

EARL'S
PERFORMANCE PRODUCTS

Castrol

HONDA

K&N
THE WORLD'S BEST AIR FILTER

SCHRICK

MARKETPLACE

Grand Prix Racewear



DRIVEN BY PASSION

THE RACEWEAR EMPORIUM

2010 CATALOGUE



ORDER YOUR FREE COPY

gprdirect.com

HUGE STOCKS NEXT DAY DELIVERY

**TW Steel Motorsport
Watch Distributors**



**FREE next day
delivery**
order on-line gprdirect.com



Tel: 01327 855 585

Opening times: 9am - 6pm Mon to Fri, 9am - 4pm on Saturday.

Friendly, Knowledgeable and Enthusiastic Staff

Grand Prix Racewear, No 1, Technology Park, Silverstone Circuit, Towcester, Northants, NN12 8TN

APPOINTMENTS

PUBLICATION DATE EVERY THURSDAY

CALL 020 8267 5865

FOR ALL AVAILABLE VACANCIES PLEASE GO TO THE JOBS SECTION OF AUTOSPORT.COM

BOOKING DEADLINE MIDDAY MONDAY PRIOR TO PUBLICATION
COPY DEADLINE MONDAY 5PM PRIOR TO PUBLICATION
 ALL ADVERTS PLACED FEATURE IN THE APPOINTMENTS SECTION OF AUTOSPORT.COM FOR ONE WEEK

ADAM.RUTTER@HAYMARKET.COM

ANGLO Member of the KREMPPEL GROUP

Composite Development Engineer July 2010

ANGLO-Krempel is a well-established manufacturer of Composite and Polymer products based in Bideford, Devon. Our major markets are Aerospace, Defence, Automotive, Medical and Industrial.

With 110 employees at its modern 100,000 sq ft manufacturing plant ANGLO is a member of the international technology group, August Krempel GmbH of Germany.

ANGLO is looking for a **Composite Development Engineer**, reporting to the Composite Business Unit Manager.

You will be experienced in all areas of composite manufacture from initial quotes (including material selection), development of work instructions, production processing and composite testing requirements.

As this role deals with new product introduction you should be able to demonstrate experience of dealing directly with customers and be fully conversant with ISO: AS9100.

Please apply in writing with CV to Jean Browning HR Administrator Anglo-Krempel
 Clovelly Road BIDEFORD Devon EX39 3EX j.browning@anglo-krempel.com

This is an immediate position, starting date and salary to be agreed.

TXMRecruit Ltd

www.txmrecruit.co.uk

Vehicle Simulation Engineer - Permanent - South Midlands - £Negotiable

TXM's key client is seeking an experienced simulation engineer to run simulator sessions for their internal/external client, along with participating in the Group's other activities. Extensive trackside experience and running cars within high level motorsport is required. Experience of working directly with drivers and other factory based engineers will be extremely valuable. Wide range experience in using simulation and trackside tools, along with excellent interpersonal and communication skills are a prerequisite.

If interested, please send your CV to either: lee.reynolds@txmrecruit.co.uk or nick.shirtcliffe@txmrecruit.co.uk Alternatively telephone: 08452263454 (AGY)

Head of CFD

We are seeking an experienced and highly capable individual to lead the Computation Fluid Dynamics group within our Aerodynamics department.

You will work closely with the Head of Aerodynamics, with primary responsibilities focusing on the day-to-day management of a team of engineers, with respect to the utilisation and integration of CFD techniques to advance the aerodynamic design and development of our F1 car.

You will be responsible for all resource management relating to the use of CFD, including determining software/hardware requirements, developing best working practices and methodology, and also developing software and analysis techniques. This role will involve the correlation of CFD to real world environments, and also have a key influence in shaping aerodynamic design direction.

You will possess a degree in Aerodynamics (or equivalent), a substantial level of experience and proven track record of a similar role in F1, an extensive knowledge of CFD pre and post processing software, and possess good management skills. You will be able to work under minimal supervision, and have a flexible approach to working hours.

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

Closing date: 19th August 2010.



COMPOSITE DESIGN ENGINEER - HR799

Working in our Composite Design Group the successful candidate will be responsible for design projects including patterns and tooling, detailed component design, assemblies and associated jigs and fixtures. You will also have involvement in structural sign off and responsibility for resolving operational issues.

The successful candidate will be involved in the composite design of the monocoque, impact structures, wings, bodywork and gearbox as well as potential involvement in a range of R&D projects.

Ideal candidates should have:

- An Engineering Degree or similar qualification.
- Relevant experience of Composite Design in Formula One, Motorsport, Aerospace or Marine industries.
- Relevant knowledge of current composite material technologies, their associated tooling, production techniques and processes.

- Experience of BS8888 geometric tolerancing techniques.
- Experience of Unigraphics NX6 would be desirable but not essential.

Candidates will be self-motivated and proactive with excellent communication skills and the ability to work to tight deadlines within a team environment often with minimum supervision.

To apply please send or email a covering letter and your C.V. quoting the reference and current salary to:
 Human Resources, Red Bull Technology Limited, Bradbourne Drive, Tilbrook, Milton Keynes, MK7 8BJ, England.
 Email: recruitment@redbullracing.com

Closing Date for applications -
 Thursday 5 August 2010
 NO AGENCIES PLEASE



Sometimes life is just a blurrrrrrrr



Just don't forget the detail...

If you are serious about competition then look at the detail...we do!

Sandwell UK Ltd works with F1 Teams, Sportscars, World Rally, Superbikes, Touring Cars, Historics, Concept, Prototype and Road Car projects to improve performance, reliability and component life.

www.sandwell-uk.com

Controlled Shot Peening

- Engine Internals
- Transmission
- Suspension
- Drive Train

Coatings & Finishes

- Kephos Coatings
- Xylan Coatings
- Low Friction Coatings
- Cosmetic Finishes

Sandwell



motorsport's specialist surface engineers

Sandwell UK Ltd. 2 Foundry Place, Towcester, Northamptonshire NN12 6FP

T +44 (0)1327 350205 F +44 (0)1327 350222 E sales@sandwell-uk.com

SportsExtra

NATIONAL RACING • HISTORICS • CLUB • RALLY • RALLYCROSS • HILLCLIMB



EBREY/LAT



Palmer vows to investigate horrifying SEAT shunt

Brands Hatch boss Jonathan Palmer pledges to re-examine Brands safety after Francisco Carvalho vaults the barrier in a WTCC support race

» BRANDS HATCH boss Jonathan Palmer will launch an investigation into track safety following the SEAT Leon Eurocup accident that resulted in a car vaulting the barriers last weekend.

The crash happened during Sunday's race, when the car of Francisco Carvalho was pitched into a high-speed spin through Sheene Curve after contact with the machine of fellow Portuguese racer Ricardo Bravo.

Bravo was on the grass entering the corner and twice collided with the right-hand side of Carvalho's car. Carvalho was pitched across the front of Bravo and speared off to his right.

After hitting the barriers, the car went into a series of cartwheels. As it did, it veered off to the right and cleared the steel barrier behind which marshals were standing on the bank, causing them to run for cover.

Carvalho's car then bounced off the bank and over a spectator fence, ending up in a public enclosure, near one of Brands's public paths through the woods. The race was halted immediately, but nobody was seriously hurt.

NO KNEEJERK REACTION

MotorSport Vision boss Palmer has vowed to look into the incident to see what can be learned. "It was a very dramatic incident and we're very relieved no-one was hurt," he said. "We're going to look at it carefully to see if anything needs to be done. It certainly was a freak accident, but I'm sure there'll be something we can learn."

Although Palmer confirmed it was too early to say how the circuit would respond, he ruled out putting debris fencing all around the Grand Prix loop. "We're not going to do that because it's not commercially viable," he said. "There are a number of things we could do: we could re-route the footpath, ban spectators from the GP loop or certain areas, or put some extra fences up, but we won't do a kneejerk reaction."

"I think people still like to go out to the GP track, even if there is a slightly higher risk. It's a question of how much risk we allow people to subject themselves to."

Palmer also criticised the driving standards in the Eurocup, which featured a separate crash at Paddock. "The

standard of driving, particularly in that race, was simply not high enough," he said. "Cars are a lot safer now and maybe some drivers feel they can get away with things and not be hurt."

"There needs to be attention put into improving driving standards otherwise there will be [more] big shunts."

SIMILAR LYDDEN SHUNT

During last weekend's CTCRC Classic Racing Festival at Lydden, one of the MASCARs (Miniature American Stock Car Auto Racers) left the track and crashed into a spectator area.

Cars competing on the short oval run in the reverse direction to Lydden's usual circuit. The errant car ran wide on the grass and went straight through the ambulance exit.

Lydden events manager Jamie Dennison said: "After the accident we put barriers up and created a prohibited area at the affected spot."

"We don't have any more oval races planned for this year, but we will be implementing changes for the future. We will consult with the MSA and do whatever is necessary."

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL
EDITOR

kevin.turner
@haymarket.com



TWO CARS in spectator areas in one weekend is pretty alarming and it's amazingly fortunate there were not serious injuries.

It's absolutely right that Brands Hatch and Lydden try to learn as much as they can from such accidents and make necessary changes, but it's worth remembering you can't plan for all eventualities.

It is not a time to over-react, as Jonathan Palmer knows. His options include banning spectators from the GP loop. Given how much people complain about debris fencing that would not be a popular move, and would be an over-reaction.

Brands GP is one of British racing's gems and it would be a real loss if only drivers got to see it. Palmer will surely try and avoid that move.

What does need to happen is a clampdown on bad driving. It seems almost every week we see drivers getting away with appalling moves, whether they be late jinks to defend or over-aggressive attempts to pass.

Last weekend demonstrated how safe cars have become, and that is clearly a good thing. But it can lead to complacency in the minds of drivers. It's time for officials and championships to penalise offenders and show that these moves are not only unsafe and unsporting, they are unacceptable too.

Extra contact details

Ben Anderson, Editorial Assistant
ben.anderson@haymarket.com

CONTENTS

p82 BRANDS HATCH
MSVR

p84 CASTLE COMBE
BARC G&B

p86 LYDDEN
CTCRC

p89 MALLORY PARK
BRSCC

p90 PREVIEW
THE CLASSIC

LMS GT2 champs to bring Mustang to British GT



Virgo Motorsport to bolster G4 Class with ex-Multimatic Ford Mustang GT4 racer

The Multimatic Mustang won at Silverstone in '07



VIRGO MOTORSPORT, two-time GT2 class champions in the Le Mans Series, is set to return to the British GT Championship for the first time in five years to run a Ford Mustang.

Essex-based Virgo has acquired the works development Mustang FR500C GT4 racer, built and run by automotive

engineering specialist Multimatic back in 2007. It plans to compete in the remaining four rounds of the British GT series in the G4 Class, starting with the Silverstone two-hour race on August 15.

Virgo boss Chris Warne said: "This is the first time the Multimatic Mustang has raced in British GTs and we are confident it will be competitive.

The circuits we are going to, especially Silverstone, Snetterton and the Brands Hatch Grand Prix circuit, and the race formats, should be good for the car."

Warne explained that he was talking to several drivers about racing the car over the remainder of the season.

"We have had contact with a lot of drivers and are hoping to talk to some

more," he said, "but there are no deals done as yet."

Virgo last competed in British GTs in 2005 with a Ferrari 360 GTC prior to graduating to the international arena in the Le Mans Series with a 430GT the following season. It went on to win both the teams' title and the drivers' crown with lead driver Rob Bell in 2007-08.

British Formula Ford

Van Diemen vows to return

VAN DIEMEN boss Lindsay Allen plans to be back in British Formula Ford for the next round, despite missing the Rockingham meeting last weekend.

Allen has recently run Jesse Anttila, Dennis Lind and James Tucker in the category this season, and took a victory at Zandvoort in June with Lind. But Tucker switched to rival Mygale squad JTR for Rockingham, while Anttila and Lind are still trying to find extra funding.

"Because they had accidents at [Castle] Combe they didn't have the budget ready and there are some good meetings coming up, such as the Brands Hatch DTM round, which we'd like to do," said Allen.

"I could have gone to Rockingham, but you have to draw the line somewhere. It was my decision not to go. We hope to be back at Silverstone [in August]."

Allen also confirmed he will test other drivers at the end of the month with a view to running them. "I have got

a lot of interest, but it's slow at the moment because it's difficult for drivers to find sponsors," he said.

"I'm not just going to put anyone in the car. If there are only two or three Van Diemens out there they need to have competitive drivers in them. I'm here to win."



Van Diemen plans to return to FFord

Lotus Elise Trophy

No points for Lotus series

THE LOTUS Elise Trophy will remain a non-championship series next year following a vote among competitors at Brands Hatch's WTCC meeting last Saturday.

Asked if they'd prefer to have championship status, they voted overwhelmingly against.

Series organiser Paul Golding said: "Their votes have clearly stated what they want. As a series rather than championship, it is more relaxed. If a driver is away on holiday or maybe on business, there isn't the pressure of trying to make up lost points."

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

MIS MOTORSPORT
INSURANCE
SERVICES

ON EVENT - PERSONAL ACCIDENT -
MOTORTRADE - COMMERCIAL - LIABILITY

www.rallyinsurance.co.uk or call 01943 884555

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

Mondello Park

Mondello Park urges Irish clubs to improve if they want to survive

MONDELLO PARK has challenged existing Irish racing clubs to raise their game if they want a future running race meetings at the circuit.

Mondello wants the clubs to provide more officials at their meetings in order to justify the percentage of race entry fees they claim from competitors.

The venue is pressing ahead with plans to form its own racing club to run events from 2011. The Mondello Park Sports Club is seeking support for its application to the Irish motorsport

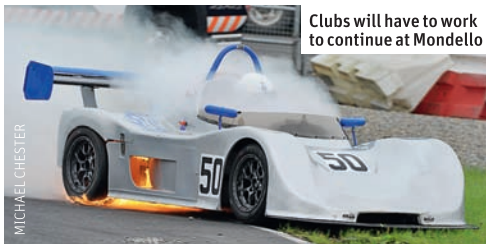
governing body.

Mondello managing director John Morris said: "Mondello has become more and more involved in running race meetings since 2008. The move is being taken as the organising clubs have provided fewer officials at events but still receive a percentage of entry fees. Next year each of the current five [Irish] clubs will still run one event and the MPSC will run the remainder.

"The current clubs may object to the application on the grounds that it will

spell the death knell for their organisation of racing events. However, we will guarantee clubs their annual race, so long as they produce the required number of officials. If they don't, they won't be offered a date the following year."

Clubs will have to work to continue at Mondello



MICHAEL CHESTER



EBREY/LAT

New squad gets landmark victory for latest Ginetta

Ginetta ace Dominic Pettit gave the Ginetta G40 its first race win outside of the Junior championship when he took HHC Motorsport's machine to victory in the first Ginetta Challenge race at Rockingham last weekend

British GT

Butcher and Harvey miss GT races

BRITISH G4 CLASS frontrunners Rory Butcher and Ben Harvey missed the British GT round at Rockingham last weekend and could switch to a different series.

The ABG Motorsport duo lay just eight points behind G4 class leaders Christian Dick and Jamie Stanley before the weekend, but have now fallen 13 behind after missing Rockingham to consider its options. The KTM X-Bow drivers have pointed to the low number of entries in the

class, which have struggled to reach half a dozen.

Scottish FF1600 champion Butcher said: "We're a bit disappointed at the size of the G4 grid. It's expensive and you don't have as much fun if there aren't many cars. Ben's sitting it out to see how it develops. We could look at other series."

Butcher did not rule out appearing for Dutch Formula Ford squad Geva Racing, or for other GT teams, later this season.

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Malone investigates crop circles at Combe

OLIVER READ

Castle Combe's Dunlop Great & British weekend lived up to the circuit's reputation for thrills and spills. Everywhere, it seemed, there was an incident, with cars colliding and flying as if it was the nearby Fairford Air Show. The safety-car driver and maintenance staff got almost the same level of workouts as all the marshals.

I'm sorry to have troubled those at Quarry, where 'my' pristine SR3 was accidentally despatched to the conveyor belting by Simon Tilling during Sunday's wet Radical UK Cup race. What the reigning Special GT champion (and Saturday's Radical winner) was doing behind yours truly defies logic, but I'm indebted to Press Centre sage Chris 'CJ' James for the inspired headline: "Simple Simon met the Pye Man". There were no hard feelings amid apologetic handshakes, but he got his dive plane back - from within my rear wheel.

More serious was the chain-reaction prang at Folly that resulted in two heavy impacts with the guardrail, at the start of Saturday's Mini Challenge race. They moved the barriers, but neither driver sustained more than minor injuries. That should have been the end of the affair, but there was no excuse for the paddock pugilism between one aggrieved party and another rival that evening.

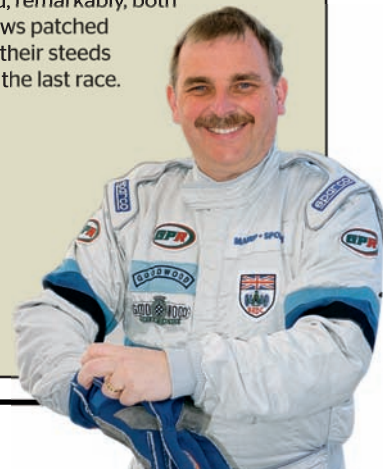
The subsequent Formula Ford shunt at Tower, which may have ended the title aspirations of

reigning champion Ben Norton and Felix Fisher - two of the best drivers in the championship's long and distinguished history - was handled much more rationally. Both were annoyed, yet showed respect and concern for the other having surveyed their damaged cars. Each put it down to what occasionally happens when two guys at the top of their tree race too close together. End of story...

Elsewhere we had Dan Malone's spectacular multiple roll into the field at Quarry during the Dunlop Sport Maxx Production Cup finale, several sizeable off at Camp and the inevitable array of scrapes at The Esses and Bobbies - no wonder the deviations installed for 1999 (when I previously raced a Clubsport in the infancy of the Radical Sportscars phenomenon) remain favourite viewing points for many spectators year after year.

One of the event's most dramatic incidents came in the second Sport Maxx race when fellow journalist Piers Ward (in an RJN Motorsport Nissan 370Z) careered into the bank at Camp, taking Kevin George's Vauxhall Corsa with him. The sportscar ended up on its side, belly into the tyres, while the lighter saloon was well savaged. George, mightily angry at first, 'kissed and made up' with Ward later and, remarkably, both crews patched up their steeds for the last race.

“There was no excuse for the paddock pugilism between aggrieved rivals in the evening”



AUTOSPORT

1000KM SILVERSTONE

10/11/12 SEPTEMBER 2010

Starring
Nigel Mansell,
Allan McNish,
Giancarlo Fisichella
and more...



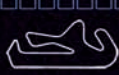
Book tickets now by visiting: <http://www.silverstone.co.uk/events/Le-Mans-Series/>
or calling 0844 3728 260



LE CASTELLET
10-11 APRIL



SPA-FRANCORCHAMPS
7-8-9 MAY



ALGARVE
16-17 JULY



HUNGARORING
21-22 AUGUST



SILVERSTONE
10-11-12 SEPTEMBER



www.lemans-series.com

IN BRIEF

EX-BRITISH Formula Ford champion Nathan Freke returned to the series at Rockingham last weekend, driving the works Juno (left). Freke qualified 12th in the 18-car field and took two 11th-place finishes.



REIGNING BRITISH GT champions David and Godfrey Jones failed to start either race at Rockingham last weekend after their Team Pyro/Preci-Spark-run Ascari KZIR blew its engine in practice.

BRITISH GT Ferrari racer Hector Lester missed the Rockingham rounds to go on holiday. He is now 34 points behind championship leader David Ashburn.

LAMBORGHINI SUPER TROFEO racer Giorgio Bartocci is out of intensive care and recovering in Italy after his fiery crash at Brno in May.

JIM EDWARDS JR made his Ma5da MX5 debut at Mallory Park last weekend, finishing sixth. The ex-Renault Clio champion, who shared the grid with his father Jim Sr, had his race entry bought for him by his daughters as a present.

NINE MASERATI Trofeo drivers were handed grid penalties during qualifying at Brands Hatch last Saturday. Five were hit with a one-place drop for not respecting yellow flags, the other four were put to the back for illegally changing tyres between sessions.

THRUXTON CHIEF instructor Pat Blakeney took third and fourth-place finishes on his Maserati Trofeo debut at Brands Hatch last weekend (left). Blakeney was there to do high-speed passenger rides for Maserati, but was invited to race one as well.



REIGNING FORD XR champion John-Ifan Jones was unable to compete in the Mallory Park round last weekend. The Caernarfon driver, who is leading the XR3i class this year, had the bonnet of his car fly open in qualifying, smashing his windscreen. He was not allowed to race the car minus front and rear screens.

TECHNICAL UNIVERSITY MUNICH scooped the top prize at this year's Formula Student competition at Silverstone last week. Over 2500 students, from 30 countries, designed and built single-seaters for the four-day assessment, attended by David Coulthard, Mercedes GP engineer Andrew Shovlin and Virgin Racing technical director Nick Wirth.



Fortec is ready for a big push in FR UK

Formula Renault UK

Fortec parts with team boss

F3 engineering chief steps in as team bids to return to title-winning form

LEADING FORMULA RENAULT UK team Fortec Motorsport is hoping that a change in its management structure will return it to race-winning form.

Fortec has parted company with team manager Dave Moore. The squad's British F3 engineering chief Mick Kourou will now split his time between F3 and FRenault duties in a bid to push the squad, which has won the last eight consecutive FRUK teams' titles, back to the front of the grid.

The outfit last won the drivers' title

with Duncan Tappy in 2007 and has yet to win a race with the new-for-2010 Barazi-Epsilon car, although lead driver Tom Blomqvist has scored podiums and currently lies fourth in the points.

Fortec boss Richard Dutton said:

"There's going to be a big push from everyone to get the Formula Renault team back to where we want it to be.

"We have a very strong [Renault] World Series team, very strong Formula BMW team, very strong F3 team, but in Renault, something we've always been

a market leader in, things have got stale and we feel we should be stronger."

Moore will head up a testing operation for Formula Renault BARC squad MTECH with one of the new Barazi-Epsilon chassis. The team will run a test-only programme to give new drivers the chance to gain valuable experience without being subject to the series' in-season testing ban.

Moore told AUTOSPORT: "I will miss Fortec but I'd been there 12 years and I think it's time I moved on."

Castle Combe FF1600

Norton and Felix clash as Combe battle heats up

AN ON-TRACK clash between Castle Combe FF1600 Championship rivals Ben Norton and Felix Fisher last weekend has made race winner Marcus Allen the favourite to claim this year's title with three rounds to go.

A failed pass by Fisher on Norton for the lead at Tower on lap eight of last Saturday's race ended with both cars in the barrier. Swift SC92F pilot Allen now holds a healthy lead over Fisher in the title race.

The retirement was Fisher's first of the season, and he must now decide whether to repair his Van

Diemen RFOO or borrow Josh's car for the next round in a fortnight's time.



Fisher mounts the Spectrum of Castle Combe FF1600 rival Norton

Silverstone Classic

Radisich hopes to make return in historic tin-tops



Radisich could return to racing

FORMER BTCC ace Paul Radisich could make his racing comeback in this weekend's Silverstone Classic.

Historic racer Roger Wills has asked Radisich, who is still recovering from his 2008 Bathurst crash, to form part of an all-Kiwi team for the big saloon races at this weekend's festival of motorsport.

The 47-year-old former World Touring Car Cup, BTCC and V8 Supercar race winner is down to race a Ford Lotus Cortina in the U2TC enduro and

Europe's only Mercury Comet Cyclone Caliente in the HSCC double-header.

"I met Roger for the first time at Goodwood [Festival of Speed] and he said, 'I'd love for you to have a little pedal round' [at Silverstone]," said Radisich. "I agreed to drive the touring cars, but said beyond that we would see.

"I'll see how I feel when I test the cars at Silverstone on Thursday. I love the social side of racing and it should be a nice thing to do."



13 - 16 January 2011 NEC Birmingham, UK

TRADE ONLY DAYS 13 & 14 JANUARY 2011

EUROPE'S LARGEST DEDICATED TRADE-ONLY MOTORSPORT EXHIBITION

- Over **28,600** motorsport trade buyers
- Over **4,000** overseas buyers from **50** countries
- Over **£750m** worth of business generated at the Show
 - Over **800** exhibitors
 - Great Networking!

For information about exhibiting:

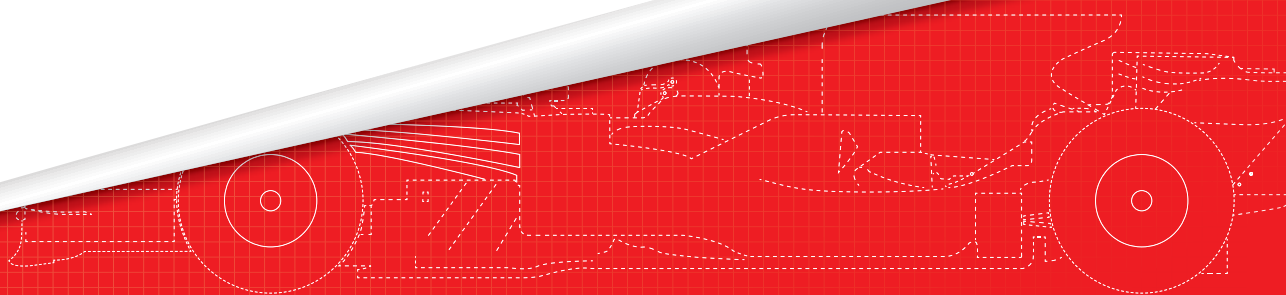
Email **autosport.international@haymarket.com**

Tel **+44 (0) 20 8267 8300**

Or visit **www.autosportinternational.com**

To register as a trade buyer and book your tickets
visit: **www.autosportinternational.com**

or call: **0845 218 6012**



IN BRIEF



RICHARD MASON had this off (above) at the Cholmondeley Pageant of Power in Jaguar Heritage Trust's ex-European Touring Car Championship Jaguar XJS in the damp last Saturday.

FORMER FIA GT3 racer Chris Dymond had his first race in the UK for 18 months when he partnered Ross Allen in the Radical UK Cup at Castle Combe last weekend. They finished third in class in the first race and sixth in the second.

AFTER WRECKING his BMW 120D last time out at Pembrey, Jordan Witt raced an adapted EJM Renault Megane in Class B of the Sport Maxx Cup at Castle Combe last weekend. "They added 36 kilos extra ballast and remapped it," explained Witt, who won his class in all three races.

TEENAGED KARTER Max Goff made his car-racing debut in the Sport Maxx Cup at Castle Combe. He tried his EJM-run Renault Clio on a trackday the day before his debut and plans to finish the season in the car. "I tested a Formula Renault but found I was too tall for them," he said. His best result was fourth in class.

RADICAL RACER Rachel Davies finished a career-best second in Saturday's second Club Cup race at Castle Combe last weekend. The SR4 class champion split regular winner Darren Luke and reigning champion Colin Millar in her SR3.

KARTER RUSSELL DANZEY made his car-racing debut with Falcon Motorsport's Young Guns squad at Castle Combe. He will run alongside Patryk Szczerbinski and James Nutbrown for the remainder of the season.

BRITISH HILLCLIMB championship leader Martin Groves could miss the Wiscombe Park round this weekend after

a crash at Val des Terres last Saturday. Groves, who leads the standings by one point, went off in his Gould

GR55 in the final run-off (above) after winning the first with a new hill record.

RADICAL SR3 racer Mark White is graduating to a new SR8 with immediate effect. His mentor, Le Mans competitor Gavin Pickering, will continue to co-drive.



Vanwall streamliner was part of Wheatcroft celebration

Pageant of Power

Star turns at third Pageant

Lambo supercar is quickest as GP cars and aero-engined machines thrill

THE LAMBORGHINI GALLARDO of Nick Faulkner was the fastest car at the third Cholmondeley Pageant of Power in Cheshire last weekend.

Various rain showers created a topsy-turvy affair around the grounds of the Cheshire castle. Faulkner topped the times from the Metro 6R4 of Ian Rowland and the ex-French Super Tourisme Audi 80 of Jan van Nierop.

Star billing went to a line-up of cars from the collection of the late Donington owner Tom Wheatcroft. His life was celebrated using Vanwalls, BRMs and Ferraris.

The unique rear-engined Vanwall ran in public for the first time since John Surtees raced it in the 1961 International Trophy at Silverstone. "It's always been a complete car," said Rick Hall, who has tended Wheatcroft cars for three decades. "But it has only ever run in private at Donington before today."

A BRM V16 was also part of the line-up, as was the Vanwall Streamliner. The Auto Union D-type owned by Abba Kogan also took to the course, driven by Hall's son Rob.

The Sinsheim museum in Germany also provided the UK debut for 'Brutus',

a relatively recent creation that mates a 46.5-litre First World War BMW aero engine to a chassis that has its heritage in a 1907 La France.



46.5-litre Brutus made UK debut

Pageant of Power

Packard monster breaks cover at Power festival



Packard 42-litre spits some flame at Pageant

THE 42-LITRE Packard-Bentley of Vintage Sports Car Club ace Chris Williams made its public debut at the Cholmondeley Pageant of Power.

Williams is a multiple race winner in his 24-litre Napier-Bentley, but has been developing a new car for several years.

The Packard aero engine that drives the Bentley-based special produces over 1000bhp. At present Williams has no plans to race 'Mavis'.

Irish Ginetta Juniors

Irish Ginetta Juniors kick off at Mondello

NINE CARS turned out for the inaugural races as the new Irish Ginetta Junior series kicked off at Mondello Park last weekend.

While Eoin Murray took two third places at Brands Hatch in the SEAT Eurocup, his 15-year old younger

brother Niall recorded a double victory in the G20 coupes at Mondello in challenging conditions.

Series PR manager Paul Grogan was pleased with the turn-out and the way the youngsters conducted themselves. "I thought it was

excellent racing although I'm disappointed that the conditions were so challenging for them," said Grogan.

The Ginetta Juniors will turn some demonstration laps at Phoenix Park next month, before returning

to Mondello on August 22 for the next round of their maiden series.



Nine Ginetta G20 coupes started at Mondello

Birthday boy Welch wins on UK return

DANIEL WELCH hadn't raced in his homeland for 15 months, but the Hampshire man was back in style at Brands Hatch last weekend, qualifying fastest and then winning Saturday's SEAT Leon Eurocup encounter. It also just happened to be his 27th birthday.

He couldn't quite emulate his last UK outing, when he scored first, second and third-places in the Ginetta G50s at Thruxton last year, but the smile he wore showed just how much this one meant. "Not a bad birthday present," he said.

For the first half-lap, Welch and fellow front-row man Duarte Felix Da Costa traded the lead back and forth before Welch asserted himself. Then for the first three laps, he was unable to shake off Da Costa. "I had a problem changing down the gears, but then it cleared itself,"

explained Welch.

As Welch edged clear, so Freddy Nordstrom's third came under increasing pressure from Eoin Murray. Hoping to put a quite wretched season (on his fourth new engine in four meetings!) behind him, Nordstrom clung on until Murray's forceful manoeuvre on lap eight spelt more misery.

Having failed to squeeze between Nordstrom and the pitwall, Murray attacked into Paddock. They touched, Nordstrom was forced out wide and got sideways as he went down the hill, where he was collected amidst ships by an unlucky Gabor Weber.

Both men were sidelined, Weber looking on as Michael Rossi's fifth place finish, just behind Stian Paulsen, allowed the Frenchman to leapfrog him at the top of the championship table.

Sunday's race was relegated to the status of



Da Costa (left) and Welch fight it out at front of SEAT pack

non-event, after just two racing laps were completed before a safety car intervention to allow the clear-up and tyrewall repair caused by Alexey Dudukalo, who was spat from a four-car wide pack into the barrier at the top of Paddock.

No sooner had racing resumed than the frightening accident that befell poor Francisco Carvalho (see Sports Extra News) brought out red flags and led to a result being declared. For the record, Pepe Oriola won it from Rossi, who thus extended his newly-acquired status as championship leader.

It didn't seem to matter where Steve Williams started, winning Lotus Elise Trophy races was his penchant again this

weekend. Saturday's was a lights-to-flag affair, his winning margin trimmed as it turned into a two-lap sprint following a safety car interlude.

Simon Phillips, Marcus Jewell, Ken Savage, James Knight, Andy Dolan and Luigi Mazza chased him home in this blink-and-miss it encounter.

Knight and Jewell were early casualties in Sunday's race in which you'd have thought that starting from row five would be enough of a handicap for Williams. But he gave himself a bit more to do by completing the first lap in 11th.

Fortunately for him, there were no safety car interventions this time and he swooped through to fourth by lap five. A lap later, Luigi Mazza ousted erstwhile race leader Simon

Deacon and then, having also just passed Deacon, new second man Greg Noble chucked his car off at Hailwood Hill.

Williams picked off Mazza on lap eight, victory being assured when the race was red-flagged slightly early due to a car in the gravel on the exit of Surtees. Deacon finished third, while Gary Broad completed the top four just ahead of Michael Edwards and Dolan.

"I'd like that for my ring tone," opined commentator David Addison as the Maserati Trofeo racers burst onto the scene in a musical wall of sound. Former FIA GT racer Alessandro Pierguidi won both races without breaking sweat, but just the sight and sound of the Italian supercars was

Maseratis provided stirring sight and sound



Grady took Champion of Brands victory

SEAT LEON EURO CUP (14 LAPS)

1 Daniel Welch; 2 Duarte Felix Da Costa +3.596s; 3 Eoin Murray; 4 Stian Paulsen; 5 Michael Rossi; 6 Lourenco Da Veiga.

Fastest lap Murray 1m35.401s (86.82mph).

RACE TWO (6 LAPS)

1 Pepe Oriola; 2 Rossi +0.927s; 3 Murray; 4 Francisco Carvalho; 5 Paulsen; 6 Diego Puyo. **FL** Carvalho 1m44.956s (79.56mph).

LOTUS ELISE TROPHY (11 LAPS)

1 Steve Williams; 2 Simon Phillips +0.368s; 3 Marcus Jewell; 4 Ken Savage; 5 James Knight; 6 Andy Dolan. **FL** Jewell 1m44.359s (79.37mph).

RACE TWO (9 LAPS)

1 Williams; 2 Luigi Mazza +0.729s; 3 Simon Deacon; 4 Gary Broad; 5 Michael Edwards; 6 Dolan. **FL** Williams 1m44.562s (79.22mph).

MASERATI TROFEO (25 LAPS)

1 Alessandro Pierguidi; 2 Richard Meaden +8.646s; 3 Peter Sundberg; 4 Pat Blakeney; 5 Gaetano Ardagna; 6 Marco Petrini. **FL** Pierguidi 1m33.621s (88.47mph).

RACE TWO (24 LAPS)

1 Pierguidi; 2 Meaden +4.668s; 3 Blakeney; 4 Nicolo Piancastelli; 5 Ardagna; 6 Steven Goldstein. **FL** Pierguidi 1m34.201s (87.93mph).

CHAMPION OF BRANDS FF1600

1 David Grady (Van Diemen RF02); 2 Jordan Skinner (Ray GRK2010) +3.941s; 3 Adam Quartermaine (Van Diemen RF99); 4 Josh Barnett (Van Diemen RF00); 5 Mathew Parr (Van Diemen RF01); 6 Carl Hemming (Ray GRS08). **FL** Parr 1m36.901s (85.48mph).

BOULEY BAY & VAL DES TERRES July 15 & 17 Willis, Groves and Moran all take wins



Willis wins as records fall

Willis responded to Bouley Bay challenge



TREVOR WILLIS

lost his outright Bouley Bay hill record and then snatched it back last weekend as the record fell three times in the first run-off at the seaside public road hill.

Scott Moran was first to nick Willis's three-year-old record and, within six runs, Martin Groves had moved the mark even further. Three runs later it was final qualifier Trevor Willis's turn to go and he knew only a broken record would suffice for a win. He shot to the top to recover his record as the local track commentators went wild over the Public Address.

"Never before have I taken so many risks and got away with them," said the thoughtful and quiet Willis. "Several times I thought that the run would fail but now the record is definitely back with me for another year."

The record breaking run-off had given an extra point for each of the top three as the second set of class qualifying runs began. This time it was Groves who was top qualifier and he was in no mood to concede anything and went under the old record for an extra point and the victory.

Earlier in the day Eynon Price had taken an even longer standing class record to qualify for the first run-off. He repeated

his success as he indulged in his usual series of Scandinavian flicks and lurid slides at the hairpins. He took a fabulous fifth place to consolidate ninth in the title race and repeated the feat ahead of more powerful opposition in the second run-off. He also took the Val des Terres class record two days later.

Bannockburn-based Wallace Menzies returned to the island in his second visit with the wall-of-sound high-revving DJ Firestorm to get two sixth places and is 10th overall after both Island rounds.

Jerseyman Jason Mourant in his supercharged OMS was the most successful of the island drivers at Bouley with his single 10th place but could not repeat the feat at Val des Terres.

Groves continued his record-breaking at Val des Terres by reducing his own mark yet further in the first run-off. But it all ended in disaster later on when he slid into the earth bank on the outside of the final bend. The car sustained a fair bit of damage that will demand a lot of work if Groves and co-driver Paul

Ranson are to make next weekend's Wiscombe Park event and the final offshore visit of the year to Belfast less than a week later.

The off also allowed title rival Scott Moran to win, after a relatively poor Bouley Bay points haul, and move back to within one point of Groves.

Starring at the Terres was local driver Tim Torode. Driving his elderly Mallock with Suzuki power he scored a maiden series point with a run that bettered his class record-breaking qualification run.

■ By Eddie Walder



Torode took a point in Mallock at Terres

BOULEY BAY ROUND 15 1 Trevor Willis (2.8 OMS-Powertec) 37.88s record & BTD; 2 Martin Groves (3.5 Gould-NME GR55) 37.89s; 3 Scott Moran (3.5 Gould-NME GR61) 38.15s; 4 Roger Moran (3.5 Gould-NME GR61X) 39.14s; 5 Eynon Price (1.6 Force-Suzuki PC) 39.22s; 6 Wallace Menzies (2.65 DJ-Cosworth Firestorm) 39.33s; 7 Will Hall (1.6 Force-Suzuki PC) 39.43s; 8 Chris Merrick (4.0 Gould-Judd EV GR55) 39.65s; 9 Tom New 4.0 Gould-Judd EV GR55) 39.88s; 10 Jason Mourant (1.3s OMS-Suzuki CF07) 41.35s; Rob Turnbull (3.5 Gould-Cosworth GR55) Fail; Geoff Guile (2.0 OMS-Vauxhall) Fail.
ROUND 16 1 Groves 37.94s; 2 Willis 38.48s; 3 R Moran 38.59s; 4 S Moran 38.79s; 5 Price 38.96s; 6 Menzies 39.01s; 7 Hall 39.22s; 8 Merrick 39.26s; 9 New 39.51s; 10 Turnbull 39.62s; Paul

Ranson (3.5 Gould-NME GR55) Fail; Chris Guile (2.0 OMS-Vauxhall) Fail.
Class winners Richard Buchan (1.8 Caterham) 53.83s; Dale Crowsley (1.3 Rotary Mazda RX-8) 49.38s; Nigel Ozanne (1.0 Mallock-Suzuki Mk18) 43.71s record; Len Amy (2.0 Mallock Mk32) 42.75s; Justin Smith (2.6 Pilbeam-Millington MP43C) 42.28s; Peter Herbert (1.4 Westfield-Cosworth BDH SE) 47.94s; Chris Pommier (1.7 Westfield SE) 49.51s; Tim Tuile (2.0 Westfield SE) 44.92s; Kevin Rault (4.5 Dutton) 47.13s; David Uren (1.1 Force-Suzuki HC) 41.82s; Price 38.96s record; Chris Guile 40.76s; Willis 38.78s.
VAL DES TERRES ROUND 17 1 Groves 27.61s record & BTD; 2 R Moran 27.99s; 3 S Moran 28.22s; 4 Willis 28.49s; 5 Ranson 28.81s;

6 Menzies 29.01s; 7 Hall 29.24s; 8 Price 29.63s; 9 New 30.08s; 10 Merrick 30.28s; 11 Guile 30.30s; 12 Nick Saunders (1.6 Reynick-Suzuki) 30.74s.
ROUND 18 1 S Moran 28.02s; 2 R Moran 28.36s; 3 Willis 28.56s; 4 Ranson 28.78s; 5 Hall 28.89s; 6 Merrick 29.49s; 7 New 29.57s; 8 Menzies 29.66s; 9 Price 29.95s; 10 Tim Torode (1.3 Mallock-Suzuki) 30.02s; 11 Guile 30.82s; Groves Fail.
Class winners Mark King (4.0 Rocksan Special) 32.31s; Torode 30.41s record; Uren 31.33s record; Price 29.41s record; Chris Guile 30.25s; Groves 28.19s.
POINTS 1 Groves, 143; 2 S Moran, 142; 3 Willis, 129; 4 R Moran, 126; 5 Ranson, 70; 6 Merrick, 67; 7 New, 66; 8 Deryk Young, 42; 9 Price, 36; 10 Menzies, 34.

entertainment in itself.

Journalist Richard Meaden overcame a troubled Peter Sundberg to finish runner-up in race one, sometime Formula 3 racer Sundberg keeping the guesting Pat Blakeney at bay, but not without the occasional kiss of paintwork.

The later race produced the same one-two, but Blakeney was a podium visitor after Paolo Necchi's bid to wrest away third spot ended in contact with the assailant spinning off at Clearways. Drive of the race was by Steven Goldstein, the Colombian charging from stone last to sixth in the car driven earlier by Sundberg.

David Grady took Friday's Champion of Brands FF1600 race, the Unitec Motorsport driver on hand to capitalise when his race-leading team-mate Matthew Parr was given a helping hand into the gravel trap at Paddock by forceful Ray racer Jordan Skinner.

Skinner resumed second and finished well clear of Adam Quartermaine, who did just enough to hold off Josh Barnett. Parr recovered for a detached fifth in his Van Diemen.

■ By Dud Candler



Combe hero Tilling tops Radical racers

V8-powered racers failed to beat Tilling's SR3

OLIVER READ

TERRENCE WOODWARD and Ross Kaiser had already scored five Radical UK Cup wins this season and were on course for two more as the Great & British circus visited Castle Combe. After dramas in both races, they were happy to leave with one.

Kaiser dominated Saturday's round early on, but Woodward stalled their SR8 in the pits and Combe Special GT champion Simon Tilling (SR3) emerged a surprised victor.

Kaiser had built a decisive lead within two laps, with Shaun Balfe going second when Derek Johnston pitted his overheating SR8. Rob Wheldon had the SR3 class lead, with Brazilian Manhal Allos (SR8) splitting him from Alex Kapadia.

The safety car was scrambled prior to the pitstop window, but it didn't prevent Kaiser relaying Woodward with a substantial lead. Then disaster struck. "It stalled, I kept it rolling hoping it would bump start, but it didn't for ages," he said.

With longer stops for teams with pro drivers, the order was turned upside

down, thus soloist Tilling found himself the new leader. Roger Bromiley replaced Balfe and hunted down Wheldon/David Thorburn, as did the recovering Woodward four laps later. But despite being pursued by the gruff V8 cars, Tilling finished 14 seconds clear.

Woodward shook off Johnston at the soggy start of Sunday's race, and was firmly ahead as he put Kaiser in. Just as well. "I knew there was a problem when the radio kept going off, then the hydraulic pump stopped for gear changes and I lost my instrument read out, so nursed it home in fifth gear," Ross explained coolly.

Johnston staved off Balfe for second, with Allos a

solitary fourth. Wheldon/Thorburn secured SR3 honours after reeling in Ian Flux/Craig Currie on the greasy track. Currie ceded sixth to Stuart Moseley/Mark Smithson (SR3) on the final lap.

Polesitter Currie fell to seventh on lap one of Saturday's Radical Club Cup opener, leaving the PR6s of Mark Abbott and Darren Luke to make the running. Luke went ahead for good on lap two and Steven Lindsay (PR6) demoted Abbott to third. Abbott was then "tipped off" by 2009 champion Colin Millar, who snatched third back from fellow SR3 man Darron Anley last time round.

The second race was essentially decided when

Luke rattled down the inside of Lindsay into Quarry, sending him spinning into the path of Anley. Abbott slowed for the yellow flags, but Rachel Davies (who had carved her SR3 through from seventh) and Millar ambushed him and kept the places after a safety car farce left them with a single-lap dash.

Ryan Bensley's breakthrough Dunlop Sport Maxx victory, on his 26th birthday, was well deserved. "I was holding it [his Vauxhall Astra VXR] in fourth gear and steering with one hand," said the 2008 Stock Hatch champion, who had Adrian Churchill (Astra) breathing down his neck throughout.

Churchill won both Sunday races, the first

having eroded a four-second deficit to Bensley. After a full course caution Bensley fell to fourth when the recalcitrant gear exploded. Craig Currie (Nissan 370Z) and Gary Duckman (SEAT Leon) chased Churchill home.

Jordan Witt had the legs of Class B in EJM's Renault Megane, but Kevin George (Vauxhall Corsa, who was hooked off when Piers Ward dropped his 370Z at Camp in race two) and Russian Andrew Magiy (Mini Cooper) were usually scrapping in his mirrors.

Turbo failure in the last of three fast and furious Mini Challenge races derailed Luke Caudle's weekend treble plot. He still managed fourth, behind Chrisses Knox, Oakman and Smith, but Cooper S standout Lee Allen bagged a triple whammy, twice beating Lee Sullivan and once Chris James who barged Sullivan out of the finale.

The Coopers ran in a seven-car train, but Kevin O'Connor (twice) and David Ogden prevailed, the latter having ousted Justina Williams a lap from home.

Paul Thompson won the frenetic National Mini



OLIVER READ

Miglia round brilliantly, drafting from fourth to beat Kane Astin and Dave Drew. Poleman Astin's spinning of erstwhile points leader Niven Burge into Quarry first time round was questioned, but the result stood after a retaliatory tap from the seventh-placed finisher on the slowing-down lap.

Max Hunter was leading the Mini Se7en contest when table-topper Paul Spark pulled off, and remained clear of Gareth Hunt and Graeme Davis who finished abreast. Fifth was sufficient for Ian Deviny to grab the series lead, but four points split him, Spark and Nathan Burge at the top.

Points leader Marcus Allen's Combe FF1600 title hopes strengthened

dramatically when rivals Felix Fisher and Ben Norton crashed in front of him at Tower while disputing the lead (see Sports Extra news). Allen was clear of Andrew Jones at the chequer, with an elated Adam Higgins third, having resisted intense pressure from six baying hounds throughout.

Radical Prosport ace Andrew Shanley won an unruly Special GT bout, escaping when Guy Parr (Nemesis) nailed Simon Tilling (SR3) into Gary Prebble's Mitsubishi at The Esses on lap one, ending all their races. Pursuer Josh Fisher's Mantis was squeezed off by Jeremy Irwin (Jertona), leaving Mike Roberts (SR3) a distant second.

The safety car came out

when David Smith's Mallock Mk34 clouded the bank at Camp, having tripped over a lapped Radical with Mark Funnell, who later parked his Lotus Exige with a broken steering arm. David Jones (Caterham) went top of the table by repassing Keith Dunn for Class C victory on the final tour.

Only six Young Guns were out, but the closely-matched top trio – Pole Patryk Szerbinski, Briton Max Cornelius and Finn Leopold Ringbom – amply demonstrated their skills and the 750cc single-seaters' potential.

Szerbinski won well on Saturday, but 16-year-old Cornelius took Sunday's races, lapping within an ace of a 100mph average.

■ By Marcus Pye



CASTLE COMBE COMBE SALOONS July 17-18



Kevin's bird in the hand, at last

CLUB RACING doesn't come much better than the Castle Combe Saloon Car Championship, and while numbers are down – to 30, of which other series can only dream, in its 15th year with full status – the quality of racing, variety of vehicles and standards of preparation are exceptional.

Having endured a season from hell with his highly-developed 500bhp SEAT Leon turbocar, Somers' Kevin Bird was relieved to record his first finish of 2010 on Sunday, at the mid-way point of the nine-round programme, but a first outright victory was beyond his wildest expectations.

"The boys at Interceptor Racing have worked incredibly hard for this," beamed Bird. "We've had all sorts of issues, but changing the fly-by-wire throttle system for a cable – old technology which works – and turning the engine [boost] down to make it more driveable has made a big difference. I'm delighted."

That the snorting Spanish bull was not ideally suited for damp and drizzly qualifying conditions is an understatement, but Bird boldly qualified it third, behind 2008 champion Will di Claudio's Turnpike Racing Peugeot 106 GTi (the only combo under 1m20s) and reigning champion Jason Cooper's

Ford Fiesta, both from the 1600cc division. Mark Wyatt's Vauxhall Astra, Daryl Radford's pretty VW Bora and double series winner Tony Hutchings (Audi TT) headed the chase, while Russell Akers started his vividly-hued Vauxhall Corsa 11th, best of the 1400s.

Di Claudio spun after a brush with Cooper as the field piled into the Esses on lap one of the dry race, thus Bird powered clear of Hutchings, Wyatt, Adam Prebble (Rover Tomcat) and Nick Charles (106 GTi), with the recovering Cooper ahead of Tony Dolley, who rocketed his Peugeot 206 GTi from 17th to seventh on the opening circuit.

Behind Bird, Hutchings resisted all that Wyatt and the recovering Cooper threw at him, although Wyatt planed the front bumper (exposing the oil coolers) from his Astra on the penultimate lap and fell to sixth. Cooper thus wound up a class-winning third, with Charles breathing down his neck.

Novice Will Burns came out atop Class D after a fine drive that kept his Fiesta on the lead lap for a maiden win.

CASTLE COMBE SALOONS (12 LAPS)

1 Kevin Bird (SEAT Leon); 2 Tony Hutchings (Audi TT) +11.41s; 3 Jason Cooper (Ford Fiesta); 4 Nick Charles (Peugeot 106 GTi); 5 Adam Prebble (Rover 220 Turbo); 6 Mark Wyatt (Vauxhall Astra). **Class winners** Cooper; Will Burns (Ford Fiesta). **Fastest lap** Bird 1m15.988s (87.64mph).

RADICAL UK CUP (3 LAPS)

1 Simon Tilling (SR3); 2 Shaun Balfe/Roger Bromiley (SR8) +14.25s; 3 Ross Kaiser/Terrence Woodward (SR8); 4 Rob Wheldon/David Thorburn (SR3); 5 Chris Dymond/Ross Allen (SR3); 6 Alex Kapadia/Pete Osborne (SR3). **Class winners** Balfe/Bromiley. **Fastest lap** Kaiser 1m02.393s (106.74mph).

RACE TWO (32 LAPS)

1 Woodward/Kaiser; 2 Johnstone +8.967s; 3 Bromiley/Balfe; 4 Manhal Allos (SR8); 5 Thorburn/Wheldon; 6 Mark Smithson/Stuart Moseley (SR3). CW Thorburn/Wheldon.

FL Balfe 1m10.362s (94.65mph).

RADICAL CLUB CUP (8 LAPS)

1 Darren Luke (PR6); 2 Steven Lindsay (PR6) +19.02s; 3 Colin Millar (SR3); 4 Darron Anley (SR3); 5 Nigel Place (PR6); 6 Mark Abbott (PR6). CW Lindsay; Millar; Andrew Harwood (Clubsport). FL Luke 1m05.321s (101.95mph).

RACE TWO (14 LAPS)

1 Luke; 2 Rachel Davies (SR3) +44.709s; 3 Millar; 4 Abbott; 5 Craig Currie (SR3); 6 Richard Stables (PR6). CW Davies; David Frankland (PR6); Harwood. FL Luke 1m05.241s (102.08mph).

SPORT MAXX CUP (6 LAPS)

1 Ryan Bensley (Vauxhall Astra

VXR); 2 Adrian Churchill (Vauxhall Astra VXR) +1.609s; 3 Gary Duckman (SEAT Leon Cupra); 4 Alex Ashby (Vauxhall Astra VXR); 5 Craig Currie (Nissan 370Z); 6 Dan Malone (SEAT Leon Cupra). CW Jordan Witt (Renault Megane). FL Bensley 1m16.217s (87.38mph) record.

RACE TWO (14 LAPS)

1 Churchill; 2 Currie +2.394s; 3 Duckman; 4 Bensley; 5 Ashby; 6 Witt. CW Witt. FL Churchill 1m16.507s (87.05mph).

RACE THREE (12 LAPS)

1 Churchill; 2 Duckman +1.598s; 3 Currie; 4 Ashby; 5 Witt; 6 Kevin George (Vauxhall Corsa). CW Witt. FL Currie 1m16.858s (86.65mph).

MINI CHALLENGE (12 LAPS)

1 Luke Caudle (Cooper R56); 2 Chris Oakman (Cooper R56); 3 Lee Allen (Cooper S); 4 Lee Sullivan (Cooper S); 5 Jason Richardson (Cooper R56); 6 Chris James (Cooper S). CW Allen; Kevin O'Connor (Cooper). FL Caudle 1m16.926s (86.57mph).

RACE TWO (15 LAPS)

1 Caudle; 2 Oakman +1.410s; 3 Chris Smith (Cooper R56); 4 Chris Knox (Cooper R56); 5 Allen; 6 Richardson. CW Allen; David Ogden. FL Smith 1m16.640s (86.90mph).

RACE THREE (12 LAPS)

1 Knox; 2 Oakman +0.289s; 3 Smith; 4 Caudle; 5 Richardson; 6 Allen. CW Allen; O'Connor. FL Oakman 1m17.215s (86.25mph).

MINI MIGLIA (10 LAPS)

1 Paul Thompson; 2 Kane Astin +0.214s; 3 Dave Drew; 4 Mark Sims; 5 Colin Peacock; 6 Tony LeMay. FL Astin 1m18.239s (85.12mph).

MINI SEVEN (10 LAPS)

1 Max Hunter; 2 Gareth Hunt +4.052s; 3 Graeme Davis; 4 James Bowers Coulson; 5 Ian Deviny; 6 Nathan Burge. FL Hunter 1m25.110s (78.25mph).

CASTLE COMBE FF1600 (12 LAPS)

1 Marcus Allen (Swift SC92F); 2 Andrew Jones (Ray GRS07) +4.812s; 3 Adam Higgins (Van Diemen RF90); 4 Steven Jensen (Spectrum 011C); 5 David Vivian (Swift SC92F); 6 Nathan Ward (Swift SC95). CW Jones; Kyle Tilley (Van Diemen RF87).

FL Felix Fisher (Van Diemen RF00) 1m11.209s (93.52mph).

CASTLE COMBE SPECIAL GT (6 LAPS)

1 Andrew Shanley (Radical-Suzuki Prosport); 2 Mike Roberts (Radical-Powertec SR3 RST) +23.772s; 3 Norman Lackford (Radical-Suzuki Prosport); 4 Guy Woodward (Radical-Suzuki SR3); 5 Scott Couper (Juno-Honda); 6 David

Jones (Caterham 7). CW Jones; Steve Putt (Mazda RX7). FL Josh Fisher (Mantis-Vauxhall) 1m04.675s (102.97mph).

YOUNG GUNS (18 LAPS)

1 Patryk Szerbinski; 2 Leopold Ringbom +5.588s; 3 Max Cornelius; 4 Jake Rattenbury; 5 Russell Danzey; no other finishers. FL Ringbom 1m06.729s (99.80mph).

RACE TWO (17 LAPS)

1 Cornelius; 2 Rattenbury +14.792s; 3 James Nutbrown; 4 Szerbinski; 5 Ringbom; no other finishers. FL Szerbinski 1m09.694s (95.56mph).

RACE THREE (18 LAPS)

1 Cornelius; 2 Szerbinski +3.299s; 3 Nutbrown; 4 Rattenbury; 5 Danzey; no other finishers. FL Cornelius 1m06.618s (99.97mph).

BMW CSL CUP (7 LAPS)

1 Dan Stringfellow; 2 Mark Steward +26.722s; 3 Richard Mallinson; 4 Ian Crisp; 5 Kevin Clarke; 6 Russell Foster. CW Crisp; Clarke. FL Stringfellow 1m11.251s (93.47mph).

RACE TWO (17 LAPS)

1 Clarke; 2 Stringfellow +7.657s; 3 Steward; 4 Mallinson; 5 Crisp; 6 Foster. CW Mallinson. FL Clarke 1m09.965s (95.19mph) record.



LYDDEN CTCRC July 17-18
Howard wins Group One; Birley and Hall duel

XJ12 (leading) saw off
Capris and Vitesse



KERRY DUNLOP

Leyland Jag shines at Autoglym fest



TWO RACES

stood out in a packed programme at last weekend's Autoglym Classic Festival and each one featured a thrilling battle for the lead. David Howard had to work hard to win the Classic Group One Saloons event and Rod Birley fought off a strong challenge from Steve Hall in the first of the Intermarque races.

Howard led from the start, chased by Mark Fowler and Tim Scott-Andrews, and his Jaguar XJ12 set such a pace that Fowler's Capri began to fishtail wildly as he struggled to keep up. Eventually the Ford got so far sideways on the grass that Scott-Andrews was able to jink past to claim

second. Fowler held on to finish third after a spectacular display.

Intermarque interloper Birley started alongside regular winner Hall on the front row. The Audi TT hit the front first, chased by Jon Morton's silhouette, but Birley was soon through to second – and gaining on the leader. As Hall struggled for grip, Birley made his move, but it took two more laps before he finally moved past. Morton's Audi retired with a gearbox problem, so Chris Brockhurst picked up third place. Hall fitted fresh tyres for the return match and this time he turned the tables with a comfortable win over Birley.

Roger Stanford opened his account in the Classic



KERRY DUNLOP

Birley fought Hall for
Intermarque honour

& Historics on Saturday when his Lotus-Cortina pulled away to win from Brian Stevens. Joe Allenby-Byrne closed up dramatically to finish just over a length behind. Andy Messham increased his championship lead with a class win after a cracking battle with Andy Johnson.

There was chaos soon after the start of race two when six cars spun in the middle of the pack at the first corner and then a Mini dumped all its oil around the track. Worst affected was the initial leader Brian Stevens who next time round spun on the oil; his Lotus Cortina

too badly damaged to continue racing.

Stanford won that one too, then switched to his M3 BMW to dominate the Pre '93 Saloon race. Lawrie Dunster held off a strong challenge from Malcolm Wise to finish second.

In the MR2 series Alex Gassman led the first race

CLASSIC GROUP ONE TOURING

CARS (08 LAPS) 1 David Howard (Jaguar XJ12); 2 Tim Scott-Andrews (Rover Vitesse); +2660s; 3 Mark Fowler (Ford Capri); 4 Steve Cripps (Ford Escort RS2000); 5 Tom Pochiol (Ford Capri); 6 Ian Sturt (Ford Cortina-Lotus).

CLASSIC & HISTORIC TOURING CARS (08 LAPS) 1 Roger Stanford (Lotus-Cortina); 2 Brian Stevens (Lotus-Cortina); +7564s; 3 Joe Allenby-Byrne (Ford Cortina GT); 4 Steven Sprigg (Lotus Cortina); 5 Richard Sprigg (Ford Anglia); 6 Paul Pochiol (Lotus-Cortina). **CW** Allenby-Byrne; Andy Johnson (Toyota Corona); Andy Messham (Austin Mini-Cosworth); Andy Johnson (Toyota Corona); Jeremy Knight (Austin A35); Stuart Radford (Triumph 2000). **FL** Stanford 50.796s (70.86mph). **RACE TWO (01 LAPS)** 1 Stanford; 2 Allenby-Byrne; +2077s; 3 Nick Jones (Ford Anglia); 4 R Sprigg; 5 Julian Crossley (Austin Mini); 6 Messham. **CW** Allenby-Byrne; Messham; Johnson; Knight; Radford. **FL** Stanford & Allenby-Byrne 51.725s (69.59mph).

Tigra); 4 Paul Callier (Caterham R400); 5 Parker; 6 Cookson. **CW** Birley; Callier. **FL** Hall 44.059s (81.70mph).

CLASSIC & HISTORIC TOURING

CARS (08 LAPS) 1 Roger Stanford (Lotus-Cortina); 2 Brian Stevens (Lotus-Cortina); +7564s; 3 Joe Allenby-Byrne (Ford Cortina GT); 4 Steven Sprigg (Lotus Cortina); 5 Richard Sprigg (Ford Anglia); 6 Paul Pochiol (Lotus-Cortina). **CW** Allenby-Byrne; Andy Johnson (Toyota Corona); Andy Messham (Austin Mini-Cosworth); Andy Johnson (Toyota Corona); Jeremy Knight (Austin A35); Stuart Radford (Triumph 2000). **FL** Stanford 50.796s (70.86mph). **RACE TWO (01 LAPS)** 1 Stanford; 2 Allenby-Byrne; +2077s; 3 Nick Jones (Ford Anglia); 4 R Sprigg; 5 Julian Crossley (Austin Mini); 6 Messham. **CW** Allenby-Byrne; Messham; Johnson; Knight; Radford. **FL** Stanford & Allenby-Byrne 51.725s (69.59mph).

PRE '93 TOURING CARS (05 LAPS) 1 Roger Stanford (BMW M3); 2 Lawrie Dunster (BMW E36 M3); +15489s; 3 Malcolm Wise (Ford Sapphire-Cosworth); 4 Steve Cripps (Ford Escort RS); 5 Graham Myers (Ford Sierra-Cosworth); 6 Tim Scott-Andrews (Rover Vitesse). **CW** Dunster; Cripps; Andy Johnson (Volkswagen Golf). **FL** Stanford 47.250s (76.18mph). **MR2 (08 LAPS)** 1 Alex Gassman; 2 Simon Lockey; +1297s; 3 Adam Lockwood; 4 Gareth Newton; 5 Jonny White; 6 Matt Garnham. **CW** Dave Morgan. **FL** Newton 51.128s (70.40mph). **RACE TWO (08 LAPS)** 1 Aaron Pullan; 2 Richard Avery; +17524s; 3 Mark Scott; 4 Dave Morgan; 5 Philip O'Halloran; 6 Neil Hurren. **CW** Morgan. **FL** Pullan 51.157s (70.36mph). **RACE THREE (04 LAPS)** 1 Gassman; 2 David Pittard; +0.621s; 3 Lockwood; 4 Lockey; 5 Newton; 6 John Winter. **CW** Pullan.

PRE '93 TOURING CARS (05 LAPS)

1 Roger Stanford (BMW M3); 2 Lawrie Dunster (BMW E36 M3); +15489s; 3 Malcolm Wise (Ford Sapphire-Cosworth); 4 Steve Cripps (Ford Escort RS); 5 Graham Myers (Ford Sierra-Cosworth); 6 Tim Scott-Andrews (Rover Vitesse). **CW** Dunster; Cripps; Andy Johnson (Volkswagen Golf). **FL** Stanford 47.250s (76.18mph). **MR2 (08 LAPS)** 1 Alex Gassman; 2 Simon Lockey; +1297s; 3 Adam Lockwood; 4 Gareth Newton; 5 Jonny White; 6 Matt Garnham. **CW** Dave Morgan. **FL** Newton 51.128s (70.40mph). **RACE TWO (08 LAPS)** 1 Aaron Pullan; 2 Richard Avery; +17524s; 3 Mark Scott; 4 Dave Morgan; 5 Philip O'Halloran; 6 Neil Hurren. **CW** Morgan. **FL** Pullan 51.157s (70.36mph). **RACE THREE (04 LAPS)** 1 Gassman; 2 David Pittard; +0.621s; 3 Lockwood; 4 Lockey; 5 Newton; 6 John Winter. **CW** Pullan.

FL Gassman 50.880s (70.75mph).

NIPPON CHALLENGE (09 LAPS)

1 Dale Gent (Subaru Impreza); 2 Paul Hughes (Honda Integra); +8420s; 3 Vaughan Fletcher (Subaru Impreza); 4 Kris Dunlop (Honda Civic); 5 Ian Froggatt (Subaru Impreza); 6 Andy McLennan (Suzuki Swift). **CW** Hughes; Dunlop; Stuart Hutchinson (Honda Integra); Richard Johnson (Honda Civic). **FL** Gent 46.812s (76.90mph). **RACE TWO (05 LAPS)** 1 Gent; 2 Dunlop; +14.443s; 3 Hughes; 4 Froggatt; 5 Steve Burke (Nissan 350Z); 6 Spencer Turner (Subaru Impreza). **CW** Dunlop; Hughes; Hutchinson; Johnson. **FL** Gent 46.548s (77.33mph). **BARCSE TIT TOPS (09 LAPS)** 1 Richard Brent (Peugeot 205 GTD); 2 Andrew Mitchell (Peugeot 205 GTD); +0.300s; 3 Russell Turner (Ford Escort Mk1); 4 Lawrie Dunster (BMW E36 M3); 5 Gary Chappell (Toyota Celica); 6 Terry Searles (MG ZR190). **CW**

Mitchell; Dunster; Angell; Terry Searles (MG ZR190); Dave Charlton (Volkswagen Beetle). **FL** Brent 47.102s (76.42mph). **RACE TWO (05 LAPS)** 1 Brent; 2 Dunster; +27.461s; 3 Turner; 4 Searles; 5 Chappell; 6 Nick Boon (Peugeot 106 GTD). **CW** Dunster; Searles; Angell; Charlton. **FL** Brent 47.090s (76.44mph). **BLUE OVAL SALOONS (05 LAPS)** 1 Graham Wait (Ford Sapphire-Cosworth); 2 Andy Pyke (Ford Escort Mk2); +7030s; 3 Craig Rainer (Ford Escort Mk2); 4 Simon Gent (Ford Ka); 5 Mike Webb (Ford Focus ST170); 6 Jeff Windsor (Ford Sierra-Cosworth). **CW** Pyke; Gent; Steve Horner (Ford Fiesta XR2); Brian Long (Ford Fiesta XR2). **FL** Wait 46.069s (78.14mph). **RACE TWO (09 LAPS)** 1 Rainer; 2 Ashley Bird (Ford Sierra); +5.950s; 3 Gent; 4 Webb; 5 Windsor; 6 Horner. **CW** Gent; Windsor; Horner; Long. **FL** Rainer 47.456s (75.85mph).

POST HISTORIC TOURING CARS

(05 LAPS) 1 David Howard (Jaguar XJ12); 2 Nigel Garrett (Triumph Dolomite Sprint); +3.751s; 3 Mark Osborne (Triumph Dolomite Sprint); 4 Neil Bray (Ford Capri); 5 Mark Lucock (Ford Escort RS2000); 6 Brian Stevens (Ford Lotus-Cortina). **CW** Garrett; Bray; Stephens; James Christie (Hillman Avenger GT); Keith Calver (Morris Mini Clubman 1275GT). **FL** Howard 49.806s (72.27mph). **CLASSIC THUNDER (05 LAPS)** 1 Peter Wilkinson (Peugeot 306); 2 Jeff Windsor (Ford Sierra-Cosworth); +7414s; 3 Tony Paxman (Ford Escort Mk2); 4 Lee McNair (Honda Integra Type R); 5 Steve Primett (Ford Escort Mk1); 6 Denis Bassom (Toyota Corolla). **CW** Windsor; Paxman. **FL** Joss Ronchetti (Talbot Sunbeam Lotus) 45.322s (79.42mph).

all the way, ahead of Simon Lockey, and he followed that up with another victory in race three, once he had overhauled David Pittard. Arron Pullan cleared off to win race two by 17 seconds.

Dale Gent was a double winner in the Nippon Challenge events. First time out his Subaru Impreza shadowed the similar car of Vaughan Fletcher until the fifth lap when he squeezed past and then pulled away. Paul Hughes seized second place from Fletcher in the closing stages. Gent led the sequel all the way to beat Kris Dunlop by a 14-second margin.

Richard Brent, former DMN champion, took a narrow victory over Andy Mitchell in the first BARC SE Tin Tops race, but his Peugeot rival retired from race two, leaving Lawrie Dunster as runner-up, ahead of Russell Turner.

Andy Pyke led the opening lap of the first Blue Oval race, but his Connaught-tuned Escort was no match for the Sapphire-Cosworth of Graham Wait, who went on to win by seven seconds. Craig Rainer was third, just inches behind. On Sunday it was Rainer who prevailed over Ashley Bird, while Simon Gent finally got the better of Mike Webb for third.

Mark Osborne's Dolomite Sprint-ed away at the start of the Post Historic race, but David Howard's mighty Jaguar XJ12 soon powered past and went on to win. Nigel Garrett followed Howard through to secure second, ahead of Osborne.

Joss Ronchetti dominated the Classic Thunder race until his pristine Sunbeam Lotus dropped a valve and he was forced to retire. Peter Wilkinson, having his first race for two years, was lucky to pick up the win as his Peugeot was spewing oil over a front tyre. Jeff Windsor picked up second place, although Tony Paxman was closing in at the end.

■ By Kerry Dunlop

MONDELLO PARK CCC July 18
Braden and Drennan share Global Lights spoils



Global Lights pair locked in combat

Drennan (88) and Braden (69) starred

➤ **MARK BRADEN** and Peter Drennan shared the Global Lights spoils at a 'surprise, surprise' wet Mondello Park last Sunday, but the first race made amends for that as the two were locked in combat for lap after lap.

The duo put on a spectacular performance, leaving the rest, headed by Connaire Finn and Johnny Flynn, trailing in their wake. They rounded Dunlop for the final time as one, Braden taking the flag by a mere 0.12sec. Race two was much more sedate, Drennan taking a more comfortable win from Finn. Braden spun out of second early on but drove hard, working his way back to finish third.

The rain tipped down as Damien Murphy scored a great win in the Formula Vee qualification race from Roy Halnon and Ger Byrne. The final was barely underway before the safety car was deployed to remove Dan Polley's stricken Sheane after a shunt at Honda. Robert Casey led the restart from Ray Moore, who then went backwards as Trevor Delaney, Robbie Allen and Halnon got by. Casey grabbed an easy win over Delaney, Brian Kelly, Halnon and Allen.

The first Irish Touring car race was disrupted by safety cars and red flags,

Barry Rabbitt's Honda Integra leading each restart from Martin Tracey. Chris O'Connor caused the first stoppage when his Peugeot 106 went off at the Esses, then debris at Honda caused by a collision between Fergal Bowes and James Hughes led to another. Finally, Rabbitt looked on course for victory until an oil pipe came off, the Integra stopping in a plume of smoke, leaving Tracey to win from Ciaran Timmons

and Tom Fahy.

Rabbitt started from the pitlane in race two, only to be punted by James Collen. Tracey won again in this one, having demoted Hughes, while the duelling Thomas O'Rourke and Donal Arundel were next.

Fifteen-year old Niall Murray took two splendid wins in the inaugural Irish Ginetta Junior races.

Joel Richardson headed the first damp race, but lost out to Murray on a restart following a safety car

deployed to retrieve several spinners. Richardson fought back from an off-track detour to take second from novice Andy O'Brien. The order was repeated in race two, O'Brien challenging Richardson for second for much of the 13-lapper.

John Cardoo's sensational Tiger-taming Mini finally succumbed to Jackie Cochrane's Sunbeam as the track dried in the historic race.

■ By Linda Keen



Cochrane's Sunbeam Tiger overcame Cardoo's Mini

GLOBAL GT LIGHTS (16 LAPS) 1 Mark Braden; 2 Peter Drennan +0.012s; 3 Connaire Finn; 4 Johnny Flynn; 5 Derek Behan; 6 Michael Conway. **Fastest lap** Drennan 59.141s (69.97mph). **RACE TWO (13 LAPS)** 1 Drennan; 2 Finn +4.255s; 3 Braden; 4 Conway; 5 Flynn; 6 Ivor Miller. **FL** Finn 1m05.488s (63.19mph). **FORMULA VEE FINAL (12 LAPS)** 1 Robert Casey (Sheane); 2 Trevor Delaney (Sheane) +3.545s; 3 Brian Kelly (Sheane); 4 Roy Halnon (Sheane); 5 Robbie Allen (Sheane); 6 Adam McAulay (Sheane FV01). **FL** Allen 1m05.981s (61.71mph). **QUALIFICATION RACE (10 LAPS)** 1 Damien Murphy (Sheane); 2 Halnon +2.814s; 3 Ger Byrne (Sheane); 4 David O'Brien (Sheane); 5 Mick

Sammon (Sheane); 6 Aidan Byrne (Sheane). **FL** O'Brien 1m09.958s (59.15mph). **IRISH TOURING CAR CHAMPIONSHIP (5 LAPS)** 1 Martin Tracey (Sierra RS500); 2 Ciaran Timmons (Peugeot 205) +2.516s; 3 Tom Fahy (Honda Integra); 4 Philip Lawless (Opel Corsa); 5 James Mannion (Honda Integra); 6 Jonathan Brady (Honda Integra R). **FL** Barry Rabbitt (Honda Integra DC2) 1m08.896s (60.06mph). **RACE TWO (13 LAPS)** 1 Tracey; 2 James Hughes (Honda Integra) +12.448s; 3 Thomas O'Rourke (Opel Astra); 4 Donal Arundel (Mazda MX6); 5 Brian Sexton (Honda Civic); 6 Rabbitt. **FL** Tracey 1m08.944s (60.02mph). **GINETTA JUNIOR IRELAND (11 LAPS)** 1 Niall Murray; 2 Joel Richardson +16.633s;

3 Andy O'Brien; 4 Jake Byrne; 5 Andrew Clarke; 6 Sean Doyle. **FL** Murray 1m18.357s (52.81mph). **RACE TWO (13 LAPS)** 1 Murray; 2 Richardson +13.483s; 3 O'Brien; 4 Clarke; 5 Doyle; 6 Byrne. **FL** Murray 1m09.684s (59.38mph). **HISTORICS (8 LAPS)** 1 Jackie Cochrane (Sunbeam Tiger); 2 John Cardoo (Austin Mini Cooper) +7.693s; 3 Bernard Foley (MGB GT V8); 4 Edmund Cassidy (Sunbeam Tiger); 5 Matt Dunne (MG Midget); 6 Wolfgang Schnitger (MG Midget). **FL** Cochrane 1m16.100s (54.37mph).

FREE LOTUS RACING F1 JARNO TRULLI CAP

when you subscribe to

AUTOSPORT

**WORTH
£24.99**



GREAT REASONS TO SUBSCRIBE:

- Free Lotus Racing F1 Jarno Trulli cap worth £24.99
- Great savings – save 20% on the cover price
- Spread the cost – pay just £33.28 every 13 issues with easy direct debit instalments
- Free P&P – every issue delivered direct to your door free of charge
- PLUS – all AUTOSPORT subscribers get a FREE AUTOSPORT Digital Edition subscription (worth £112.00) AND unlimited access to autosport.com (worth £46.00)



Plus SAVE 20% on the cover price

www.themagazineshop.com/ASPO/M0710P Call **08456 777 817** and quote **M0710P**

Offer ends August 5, 2010. Please have your bank details ready

YES

I would like to subscribe to AUTOSPORT and pay just £33.28 every 13 issues. Please send me my FREE Lotus Racing F1 Jarno Trulli cap

YOUR DETAILS – must be completed
(BLOCK CAPITALS PLEASE)

Title: _____ Name: _____
Surname: _____
Address: _____
Postcode: _____
Telephone: _____

To receive great offers, news and product and service information from Haymarket Media Group, publisher of AUTOSPORT, please include your email address and mobile number below.

Email: _____
Mobile: _____

DIRECT DEBIT PAYMENT (UK ONLY)



To the manager, bank name: _____

Address: _____

Postcode: _____

Name of account holder(s): _____

Bank sort code

Bank/building society account number

Reference no. (for office use only)

Please pay **Haymarket Media Group** Direct Debits from the account detailed on this instruction subject to the standards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Haymarket Media Group and, if so, details will be passed electronically to my bank/building society.

Signature(s): _____

Date: _____

Please return this form to:
AUTOSPORT,
FREEPOST SEA14717,
Haywards Heath
RH16 3BR

Terms and conditions: This is a Direct Debit offer and is open to readers in the UK only. Overseas rates are available by calling +44 (0) 1795 592974 or for US rates call +1 866 978 1446. Offer closes on August 5, 2010. Direct Debit prices are valid for one year, after which they are subject to change. Should prices change you will be informed in writing. Please allow 35 days for delivery of your first issue and gift. Gift will be sent under separate cover. If your gift is unavailable you will be offered an alternative. No cash alternative.

☐ Haymarket Media Group may contact you by post or phone from time to time with special offers and product information. Please tick this box if you would prefer not to receive this information.
☐ Occasionally we may pass your details to carefully selected partners whose products we think would be of interest to you. Please tick this box if you would prefer not to receive this information.

MALLORY PARK BRSCC July 18
Boston, Sheard and Herbert share MX5 wins

Ex-Clio racer closes in on Ma5da crown

EX-CLIO Cup man Rob Boston moved a step closer to the Ma5da MX5 Championship title with a win and a second place, while closest points rival Tom Roche suffered a non-finish. But the Mallory Park double-header really belonged to Paul Sheard, who followed up his Castle Combe win with two more victories.

With 58 cars qualifying, the pack was once again divided into four groups for two races each. Boston, with eight wins from 11 rounds so far, drew first blood with Roche tracking him in the early stages of race one, before a couple of missed gears stymied his chances. From the front row, Luke Herbert plunged to sixth on the opening lap before working back to third over the following four laps. Experienced campaigner Alyn Robson got back ahead of him in the final couple of laps to chase Roche home.

Sheard was in imperious form in the second contest, ending the first lap more than a second clear of the rest, headed by Ben Robinson. From there the Cheshire man – enjoying good form since a switch to the ex-Mahinder Vaswani car – did not look back. A fine scrap raged in his wake, with Robinson replaced by Richard Breland and ultimately Jonathan Greensmith, who started back on the fourth row after handling problems in qualifying.

Rookie racer Herbert had pole position for race three, and although he didn't make the best start – his ex-karting rival Roche did – he defended fairly to maintain his lead. Roche was soon joined by Robinson and both pushed Herbert hard, although Roche lost second position when he was delayed by his debutant team-mate Simon Bacon during lappery at Gerard's. Roche and



Boston heads bulging Ma5da MX5 collective

Robinson swapped positions twice more, but by then Roche's exhaust was parting company with the rest of the car and he was hauled into the pits by officials. Greensmith and Turbard completed the top four after both went grass-tracking at the Esses.

Boston led the first two laps of the final race, but Sheard overturned the advantage at Shaw's on lap three. There was little to choose between them for the remainder of the race,

which was flagged early with two cars stranded in the gravel at Gerard's. After an earlier DNF, Adam Gore passed Breland for third.

David Clark was the man on form in the BRSCC Porsche Championship, taking a double win in the top Boxster class. He qualified only third but immediately made up a position, and on lap six gained good traction off of the hairpin to pass Richard Sykes at Devil's Elbow for the lead. Clark built up a healthy advantage, but Sykes found himself pressured by Anglesey winner Gerry Taylor in the closing stages. In the 924 class, Andrew Hannington fended off Richard Styryn.

Clark was always in control of the second race, but on two occasions Sykes ran side by side with him – on the longer line – for around half a lap. Sean Cooper

grabbed third from an ailing Taylor on the final lap, while Styryn took divisional honours.

The double winner in the TVR Challenge was Dean Cook, who overcame a rain-affected qualifying – and consequent lowly grid position – to take both races comfortably. Intriguingly, Doug Ellwood's invitation class Marcos Mantis dominated qualifying and led the early stages, challenged by Graham Walden's Tuscan. Cook, meanwhile, made short work of the rest of the field before passing Walden and Ellwood in quick succession, grabbing the lead at the hairpin on lap six.

Cook made a bad start to the second race, so Ellwood led until lap three with Jamie Golby – third in the opener in his Tuscan – grabbing second at the hairpin soon afterwards.

Craig Readyhough upset the Ford XR formbook by beating dominant points leader Paul Bishop. It was the Preston driver's maiden XR2 win.

Another driver to taste hatchback success was David Coulthard, his ZR leading a slim MG Cockshoot Cup entry.

■ By Ian Sowman



Clark's Boxster took two more victories

MASDA MX5 (21 LAPS) 1 Rob Boston; 2 Tom Roche +4.422s; 3 Alyn Robson; 4 Luke Herbert; 5 Mark Pierpoint; 6 Ben Short. **Fastest lap** Herbert 56.589s (85.88mph). **RACE TWO (21 LAPS)** 1 Paul Sheard; 2 Jonathan Greensmith +4.494s; 3 Ben Robinson; 4 Richard Breland; 5 Daniel Turbard; 6 Jim Edwards Jr. **FL** Breland 57.120s (85.08mph). **RACE THREE (21 LAPS)** 1 Herbert; 2 Robinson +4.244s; 3 Greensmith; 4 Turbard; 5 Charles Plumley; 6 Scott Leach. **FL** Turbard 57.059s (85.17mph). **RACE FOUR (18 LAPS)** 1 Sheard; 2 Boston +0.346s; 3 Adam Gore; 4 Breland;

5 Andrew Clarkson; 6 Jonathan Blake. **FL** Sheard 56.923s (85.37mph). **PORSCHE (23 LAPS)** 1 David Clark (Boxster); 2 Richard Sykes (Boxster) +2.432s; 3 Gerry Taylor (Boxster); 4 Sean Cooper (Boxster); 5 Nick Hull (Boxster); 6 Dave Hughes (Boxster). **Class winner** Andrew Hannington (924). **FL** Clark 52.649s (92.30mph). **RACE TWO (23 LAPS)** 1 Clark; 2 Sykes +1.771s; 3 Cooper; 4 Taylor; 5 Hull; 6 Hughes. **CW** Richard Styryn (924). **FL** Clark 53.080s (91.55mph). **TVR (24 LAPS)** 1 Dean Cook (Tuscan); 2 Doug

Ellwood (Marcos Mantis) +4.295s; 3 Jamie Golby (Tuscan); 4 Keith Vaughan-Williams (Tuscan); 5 Kevan Gore (Tuscan); 6 Dave Chant (Tasmin). **CW** Ellwood; Vaughan-Williams; Chant. **FL** Cook 49.670s (97.84mph). **RACE TWO (21 LAPS)** 1 Cook; 2 Golby +6.547s; 3 Ellwood; 4 Vaughan-Williams; 5 Chant; 6 John Simpson (3000M). **CW** Ellwood; Vaughan-Williams; Chant. **FL** Cook 49.302s (98.57mph). **FORD XR (21 LAPS)** 1 Craig Readyhough (XR2); 2 Paul Bishop (XR2) +6.410s; 3 Steve Rowles (XR2); 4 Simon Sheridan (XR2);

5 Marcus Riley (XR3i); 6 George Dwane (XR2). **CW** Riley. **FL** Readyhough 57.008s (85.25mph). **MG COCKSHOOT CUP (15 LAPS)** 1 David Coulthard (ZR); 2 Dan Surridge (ZR) +4.533s; 3 Peter Bramble (B); 4 Helen Waddington (ZR); 5 Alan Bates (B); 6 Terry Burrows (B). **CW** Bramble; Ian Wright (Midget). **FL** Coulthard 55.236s (87.98mph).

Golden Silverstone

It's time for this year's Silverstone Classic. MARCUS PYE is your guide



Fairground and rumbling T70. What more could you want?

Ferrari, Maserati, Alfa Romeo, Abarth, Aston Martin, Jaguar, Lotus, AC, Porsche – the roster of great marques racing at this weekend's Silverstone Classic is stupendous. But the return of 80-year-old Sir Stirling Moss to competitive action is guaranteed to generate admiration anew. Add an extraordinary breadth of sideshows, encompassing music and aviation, and you need to be there from Friday...

Rooted in the BRDC's offerings of the early 1990s, the event is an infant in relation to ADAC's Oldtimer Grand Prix at the Nurburgring, yet it is infinitely classier. The Silverstone Bridge (nee GP) circuit incites sensational racing, while the campus swallows acres of working paddocks

and 5000 classic car owners on their social outing of the season.

The rebirth of the Classic – now with historic racer Nick Wigley in the driving seat – after several metamorphoses is still a 'work in progress', but this year's extravaganza should help underpin long-term aspirations. While one or two frills are missing (live Motors TV coverage will be sorely missed by those who can't attend), the cream of the racecard stacks up well against previous fare.

Saturday's Royal Automobile Club Tourist Trophy feature for homologated Pre-1963 GT cars has attracted a magnificent entry to justify the hallowed title at the centre of the 22-race programme. Ferraris start favourite with Carlo Vogele and Willie Green (330 GTO) taking on Lukas

Huni/Gary Pearson in the quickest of four 250 GT SWBs. Without the hottest Jaguar E-types – the lightweights don't make the date cut – swift Aston Martins (DP212, DB4 GTs and Zagato) head the chasing pack, which is graced by a Porsche Abarth GTL from the factory museum.

Moss's comeback – 20 weeks after his domestic lift fall – in his OSCA will delight in Saturday's RAC Woodcote Trophy race for Pre-'56 Sports Cars. The entry is festooned with Jaguar C- and D-types, and has a strong Aston Martin flavour.

Also from the Motor Racing Legends stable is the race bearing Moss's name on Sunday, in which Ferrari 246, Aston Martin DBR1 (with 1970 Le Mans winner Richard Attwood up) and Maserati Tipo 61 face Jamie McIntyre's



Grand Prix cars will star once again



Moss will make a return in his OSCA

fearsome Lister-Corvette and numerous Lister-Jaguars, two of which are driven by local ace Pearson!

Tin-top fanatics are in for a treat with hordes of Ford Lotus Cortinas, BMW 1800Tis and Alfa Romeo GTAs gunning for U2TC honours on Saturday, and a double dose of thunder from more than 30 American V8s in a field put together by the resident HSCC, which is in charge of circuit logistics once more.

Saturday evening's new-for-2010 Italian Historic Car Cup enduro may not provide the numbers or spectacle of last July's awesome World Sportscar Masters field at sundown, but the considerable cachet of a set of Ferrari prototypes from 250LM, 206S and 330 P3/4, to wailing 312PB, 512S and 512M is a credit to promoter Automobiles

Historiques. Whether Maranello's finest will have the legs of the two-litre Abarth-Osella PA1s of Grant Tromans/Michael Caine and Martin Stretton/Frank Sytner over an hour is debatable though. The menu for the earlier GT classes is equally delicious, starring four Alfa Romeo TZs.

Of course, single-seaters are not forgotten, with Grand Prix Masters (three-litre F1, 1966-85), the Historic Grand Prix Cars Association (Pre-'66 and Pre-'61) and a bumper Historic Formula Junior field also on track. Williams drivers Richard Eyre (FWo8) and Michael Fitzgerald (FWo7C) will have to beat Bill Coombs (Tyrrell 009) in GPM. The presence of two ex-Jim Clark Lotus 25s on the later HGPCA grid should stir the soul at the scene of his '63, '65 and '67 British GP wins. ❧

HEADY HIGHLIGHTS



Trofeo Abarths will bring modern flavour

Rounds of the inaugural Trofeo Abarth 500 GB run on Saturday and Sunday, adding to the Italian *passione*. Stefan Hodgetts, Gareth Howell, Ben Winrow and Charlie Butler-Henderson are the class of the field. Ex-Formula Renault racer Chris Holmes and Saxmax/Ginetta Junior graduate Cassey Watson are aiming to get among them.

The battle between AC Cobra aces Rob Hall and Simon Hadfield in last year's Masters Gentlemen Drivers GT & Sports Endurance race was one of the highlights of the Classic. Hadfield, sharing Leo Voyazides' car, squares up to fellow snake charmers Oliver Bryant and Frank Sytner, top Jaguar E-type pairings Jon Minshaw/Martin Stretton and Gary Pearson/Jackie Oliver, a pair of Bizzarrinis and the Ferrari 250 GT Drogo of Larry and Nathan Kinch.

Be sure to visit the Wellington Straight, where a 16-strong field of the UK's quickest road-registered Hot Rods will demonstrate the art of drag racing for the first time at the Classic. The wheelstanding antics of these machines has to be seen to be believed as they bolt from the Christmas-tree start lights in head-to-head competition.

Rocking and Racing continues to be a Classic theme, with popular beat combo of the 1960s The Yardbirds and '70s rhythm 'n' blues legends Dr Feelgood promising to turn the clocks back for many racers on Friday night. Saturday's gigs have a more modern feel with the Rick Parfitt Jr Band and bizarrely cockscombed Irish twins Jedward (as seen on ITV's *The X-Factor* last year).

A BSM Centenary Abarth 500 Celebrity Challenge - in aid of Cancer Research UK and the Bobby Moore Fund - opens the racecard on Friday. Ex-AUTOSPORT advertising salesman Rick Parfitt Jr always fancies his chances, but Gary Fletcher of The Blues Band fame, and ex-footballer Luther Blissett, have racing form. Chefs James Martin and Heston Blumenthal, veteran DJ/racing nut Johnnie Walker, and Olympic gold medallist runner Dame Kelly Holmes are among those driving the road cars.

Seventeen stunning Lola T70s, including the Aston Martin V8-engined Mk3 of James Freeman/Mark Hales, guarantee a groundshaking start to Sunday's unmissable World Sports Car Masters (Le Mans car) race. Red Bull design guru Adrian Newey - whose RB6 carried Mark Webber to victory in the British GP a fortnight ago - and Chris Buncombe saddle Ford GT40s. Less sophisticated is the ex-David Prophet Lotus 30, which Matthew Watts races for the first time.



Lotus 30 will take on Lola T70 hordes

YOUR SAY

What you think of the motorsport news of the past week



Time to spread the good news

I have for some years felt that circuits and clubs could do more to promote race meetings to attract wider and newer audiences.

Take this example: I decided to take in a race meeting at a well known circuit. I checked the website to find just the date listed but no details of the races or timetable, let alone any attempt to say what an exciting day's sport might be on offer. Dreadful!

Circuits and clubs seem to justify this lack of promotion on the premise that it's circuit hire and entry fees that pay for a meeting, not the gate fees. It may be true, but it's shortsighted. To prosper, clubs need good competitor numbers and marshals, many of whom will start out as spectators.

Ian Connell, by email

EDITORIAL CONTACT mail@autosport.com

The announcement

about the new Indycar regulations was very welcome, but without an influx of high-calibre drivers the changes will be mostly wasted.

The race at Toronto was excruciating to watch. At one point the full-course cautions were incessant.

The drivers were, on the whole, dire and it is expected to be this way at every street and road course. Oh and by the way, somebody please revoke Milka Duno's race licence.

David Herron

Washington, Tyne & Wear

Macmillan Cancer

Support is holding its annual Silverstone Bike Ride on August 30.

Entry costs £5, but additional donations to Macmillan are welcome.

It's a fun evening and you can ride around the revised GP circuit as many times as you want. All you need is a bike: road, race, BMX... anything goes! Nothing with engines, although a Sinclair C5 appears each year!

More information at www.macride-silverstone.org.uk.

Alex Ferrada

By email

Bernie is right – HD can wait. We could get a long way before shooting for HD by just ensuring that the broadcast is full standard definition (SD).

As it is today, this is not the case since the signal is compressed to a lower bandwidth sometime before it reaches our TVs.

Digital breakup can be seen all the time. So the problem is not lack of HD but rather inability to even provide us viewers with plain SD in every link. So give us SD now and let's talk about HD later!

Fredrik Almgren

Sweden

It is good to see that much money has been spent on the Silverstone revamp. However, the general admission ticket holder is getting a raw deal in terms of adequate track viewing.

Most of the atmosphere at the GP is provided by the spectators in these areas, who queue up at the crack of dawn to get to their favourite viewpoint (if it is still accessible).

If Silverstone ignores their expectations, they will spend their money elsewhere, and the event will be much the poorer.

Paul Fairbanks

By email

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. FERRARI ADVISED TO LET KUBICA THROUGH
2. FERRARI 'NOT ASKED' TO LET KUBICA PASS
3. VETTEL FRUSTRATED BY TEAM POLITICS
4. F1 TEAMS AGREE TO TWEAK TESTING RULES
5. RED BULL TOLD TO GET ACT TOGETHER QUICK

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

- Damon Hill did not compete in the British GP-supporting MG Cup race in 1987, as reported on p93 last week. He was a last-minute withdrawal, replaced by Andrew King, who finished 16th. Thanks to Norman Manser for that.
- Silverstone was not the first win in cars for Formula BMW Europe ace Carlos Sainz Jr, as suggested in our report last week (p51). It was actually his third; he also won two FBMW Pacific races at Sepang in May.

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

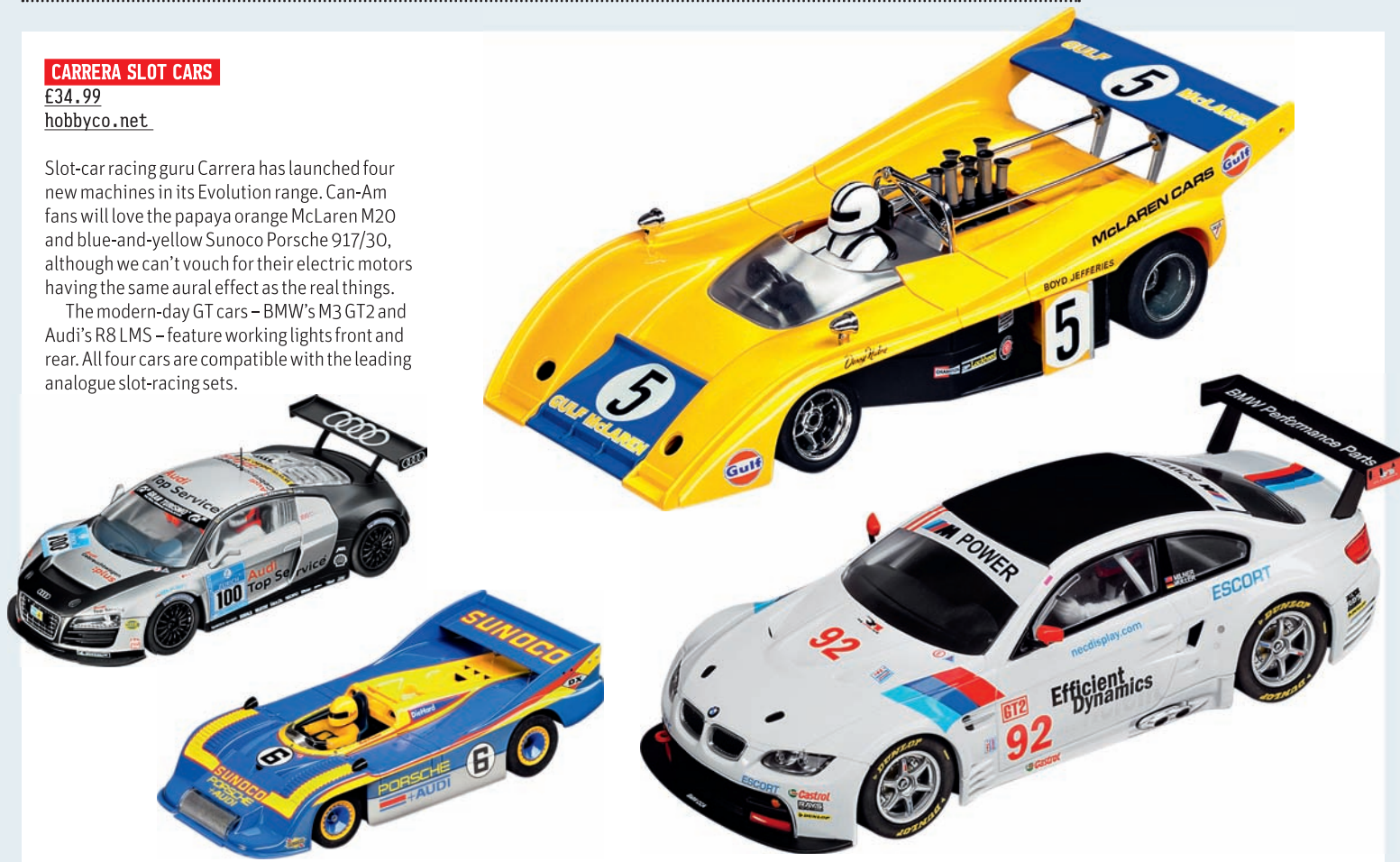
CARRERA SLOT CARS

£34.99

hobbyco.net

Slot-car racing guru Carrera has launched four new machines in its Evolution range. Can-Am fans will love the papaya orange McLaren M20 and blue-and-yellow Sunoco Porsche 917/30, although we can't vouch for their electric motors having the same aural effect as the real things.

The modern-day GT cars – BMW's M3 GT2 and Audi's R8 LMS – feature working lights front and rear. All four cars are compatible with the leading analogue slot-racing sets.

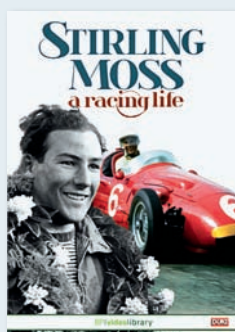


BRITISH GP BOOK

£19.99 (978 1844 259 748)
[A Henry \(haynes.co.uk\)](http://AHenry(haynes.co.uk))

Veteran F1 scribe Alan Henry unravels the tangled web of confusion that once typified the relationship between Silverstone's owners, the BRDC, and F1 supremo Bernie Ecclestone.

'AH' has left no stone unturned in his quest to paint a picture of what really happened. Thank God the feud appears to be over!



STIRLING MOSS DVD

£16.99 (100 minutes)
dukevideo.com

'Mr Motor Racing', now in his 80s, continues to enthral and inspire wherever he (regularly) appears. This four-films-in-one compilation from the BP Video Library contains candid interview material and race footage covering Moss's 14-year racing career – and his busy life after competition.



FORD ESCORT MK2 MODEL

£51.99 each
autosport.com/shop

SunStar's range of Ford Escort RS1800 Mk2 models in 1:18 scale features just about all the important rally-winning cars from 1975 to 1981. All the great driver/livery combos are available: Hannu Mikkola, Bjorn Waldegaard, Ari Vatanen, Roger Clark and Russell Brookes. Check the website for full details.

HOT ON THE WEB THIS WEEK

YOUTUBE: CAN-AM SEASON REVIEW 1972



SEARCH FOR: Can-Am 1972 Part 1 (7:12) or Can-Am 1972 Part 2 (5:44)
Continuing (unapologetically) the Can-Am theme to Latest Gear is this two-part review of the world's hairiest-ever series, 1972 edition. Watch George Follmer's Porsche 917/10 Turbo finally defeat the McLarens.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

SILVERSTONE

SILVERSTONE CLASSIC

July 23-25

Admission Friday: £30;

Saturday: £40; Sunday:

£45; Weekend: £80

Tel: 0844 3728 200

Quite possibly the biggest UK club-race meeting of the season, this year's Classic will celebrate 60 years of the Formula 1 World Championship. F1 racers from the 1950s, '60s, '70s and '80s should provide some gloriously evocative entertainment for the crowds. Myriad classic cars from the 1920s to the '90s – spanning single-seaters, saloons, sports racers and touring cars – will compete on the Historic Grand Prix circuit. There will also be a celebrity Fiat Abarth 500 race and numerous demo runs and concerts.



One of the slower races of the Classic weekend

SNETTERTON

BRSCC

July 24-25

Admission £12 each day

Tel: 01953 887303

A two-day programme from Britain's largest racing club is headlined by Britcar's GT and Production classes.

OULTON PARK

MSVR

July 24

Admission £12

Tel: 01829 760301

Formula Palmer Audi's annual trip to Cheshire usually produces plenty of thrills and spills for its 'Blast in the Park'.

MALLORY PARK

MSCC/CSCC

July 25

Admission £12

Tel: 01455 842931

The annual Peter Morgan Memorial race meeting.

CADWELL PARK

CSCC

July 24

Admission £12

Tel: 01507 343248

PEMBREY

VSCC

July 25

Admission £12

Tel: 01554 891042

KNOCKHILL

SMRC

July 25

Admission £12

Tel: 01383 723337

KIRKISTOWN

500MRCI

July 24

www.kirkistown.com

WISCOMBE PARK

Hillclimb

July 24-25

www.top12runoff.co.uk

FORMULA 1 WORLD CHAMPIONSHIP

Rd 11/19

German Grand Prix

Hockenheim, Germany

July 25

www.formula1.com



Schumacher, Mercedes, Hockenheim, chaos?

GP2

Rd 6/10

Hockenheim, Germany

July 25

gp2series.com

GP3

Rd 5/8

Hockenheim, Germany

July 25

www.gp3series.com

INDYCAR SERIES

Rd 11/17

Edmonton, Alberta, Canada

July 25

www.indycar.com

INDY LIGHTS

Rd 8/13

Edmonton, Alberta, Canada

July 25

www.indycar.com/fil

AMERICAN LE MANS SERIES

Rd 5/9

Lime Rock, Connecticut, USA

July 24

www.americanlemans.com

NASCAR SPRINT CUP

Rd 20/36

Indianapolis, USA

July 25

www.nascar.com

EUROPEAN TOURING CAR CUP

Rd 2/3

Salzburgring, Austria

July 25

www.fiaetcc.com

SUPERSTARS

Rd 6/10

Mugello, Italy

July 25

www.superstars.it

ITALIAN FORMULA 3

Rd 4/8

Mugello, Italy

July 24-25

www.f3italia.it

SUPER GT

Rd 5/8

Sugo, Japan

July 25

supergt.net

Television

FRIDAY JULY 23

0855-1035 **BBCi LIVE**

F1: German GP first practice

Press the red button for the first of three race-weekend practice sessions.

1255-1435 **BBCi LIVE**

F1: German GP second practice

1700-1800 **Motors TV**

Lotus Cup Europe: Snetterton

1800-1835 **Motors TV**

BRSCC: Brands Hatch

1835-1905 **Motors TV**

Legends: Lydden

SATURDAY JULY 24

0400-0430 **Five**

Motorsport Mundial

0730-0800 **Channel 4**

The Grid

0955-1105 **BBCi LIVE**

F1: German GP third practice

1200-1300 **ITV4**

Motorsport UK

1210-1420 **BBC1 LIVE**

F1: German GP qualifying

1300-1400 **Motors TV**

Ford Fiestas: Silverstone

1500-1700 **Motors TV**

V8 Supercars: Townsville

2010-2050 **Motors TV**

British Formula Ford: Rockingham

SUNDAY JULY 25

0800-0900 **Eurosport 2**

GP3: Hockenheim race one

0805-0830 **Channel 4**

British F3: Rockingham

0835-0935 **Eurosport**

GP2: Hockenheim race one

Feature race highlights; only a day late.

0935-1025 **Eurosport LIVE**

GP2: Hockenheim race two

1025-1045 **Eurosport LIVE**

ETC: Salzburgring race one

Britain's James Thompson leads the points heading into round two of three.

1045-1130 **Eurosport LIVE**

Porsche Supercup: Hockenheim

1210-1515 **BBC1 LIVE**

F1: German GP

Hockenheim's turn this year. You can also press the red button for on-board footage and extra commentary options.

1230-1300 **Eurosport 2 LIVE**

ETC: Salzburgring race two

1300-1905 **Motors TV**

Le Mans Classic

1515-1615 **BBC1 LIVE**

F1: German GP post-race forum

1600-1700 **Dave**

WRC: World Rally 2010

1700-2330 **Open Access 3 LIVE**

NASCAR Sprint Cup

The Allstate 400 from Indianapolis.

2230-0100 **Sky Sports 4 LIVE**

IndyCar: Edmonton

2320-2335 **Eurosport**

Motorsports Weekend

2345-0045 **BBC 3**

F1: German GP highlights

MONDAY JULY 26

0900-1100, 1400-1600 **Sky Sports 4**

IndyCar: Edmonton

2200-2300 **Sky Sports 2**

NASCAR: Indianapolis highlights

Online

AUTOSPORT.COM

Coming up on the web this week

GERMAN GRAND PRIX

With Red Bull's driver management dominating the headlines recently, our team will keep you up to date with the latest developments from Hockenheim. Also, F1 editor Edd Straw charts the rise of the team. It's another busy weekend in North America: the second of IndyCar's back-to-back Canadian races at Edmonton, MotoGP at Laguna Seca, NASCAR at Indianapolis and the ALMS at Lime Rock.



Read this week's AUTOSPORT magazine in full on the internet

DIGITAL EDITION OUT NOW

AUTOSPORT magazine is now available online. Print subscribers get free access, while PLUS subscribers will get a discount on the £112 annual fee for all 51 issues. To get on board the digital revolution, click on autosport.com/digital

REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

Not wired for sound: EJ had audio wires clipped



"HEL-LOOOOOO TONY," the Geordie commentator would exclaim. "I think we might use a video replay here. We could be in for a quintessential Tango taste sensation."

Across the playgrounds of Britain, the facecheeks of chubby kids throbbed for weeks as they were mercilessly 'Tango-ed' thanks to an early '90s TV ad campaign. What this did for sales of fizzy orange beverages among the chubby kids is unclear, but everyone else couldn't get enough of the baldy orange fella, who slapped the faces of anyone who drank its fizzy pop. Sales went through the roof.

I was reminded of this

when a little bird told me to rewind to the podium celebrations for the British GP, as Eddie Jordan had become the latest victim of another McLaren 'gate'. First there was 'spy-gate', then 'lie-gate', and now it's 'snip-gate'. Just like that Tango ad: "Ooooooh Tony, let's play that one back..."

Upon rewinding the Revved Up DVR, Ron Dennis (who looked like he'd been tango-ed in the tanning sense too) sneaks up behind Eddie Jordan on the pitwall with a mischievous glint in his eye. Sadly, the director cuts back to Mark Webber wiping his brow of champagne and, by the

time we're back on the pitwall a few moments later, EJ is seen shouting in Dennis's direction. Ron is clearly seen smirking in the pitlane, appearing very pleased with himself. The duo 'have history' – and another chapter has just been written.

Seconds later, a production assistant comes to Jordan's aid, as he can no longer hear instructions over his earphones. He soon discovers why – Dennis has snipped EJ's wires!

This subsequently

prompted a diplomatic-incident style discussion between the Beeb and McLaren, not least because the BBC equipment (thanks to the unique way it is funded) is paid for by the licence fee.

The follow-up Tango ad involved a strangely-dressed fellow sneaking up on the unsuspecting to give them a nasty surprise. McLaren beware: you'd better guard the pitlane airgun supply like the crown jewels in Germany this weekend.

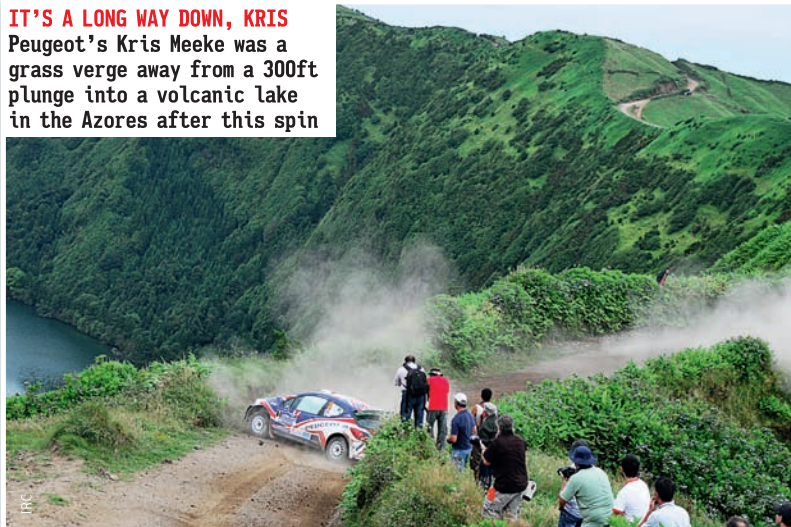
Revved Up

"First there was 'spy-gate', then there was 'lie-gate', and now the latest McLaren scandal is 'snip-gate'"

THE WEEK IN PICTURES

The lensmen pounding the beat, from the Azores to Zolder

IT'S A LONG WAY DOWN, KRIS
Peugeot's Kris Meeke was a grass verge away from a 300ft plunge into a volcanic lake in the Azores after this spin



NO, THEY ARE NOT MIDGET RACERS!

Oregon politician Chris Dudley was an NBA basketball player, hence he towers over these NASCAR Pro Series West drivers



AT LEAST WE CAN GET AWAY WITH PAYING HIM PEANUTS...
Superleague Formula race winner John Martin let his mascot Snoopy try his Panoz-Elan racer for size at Zolder



CAN WE GET THIS IN 1:64 SCALE PLEASE?
Alex Tagliani ran his Indycar in this snazzy Hot Wheels livery at Toronto last weekend. And, yes, it's on sale in miniature in 2011

Engineering debrief – F1 wheel rims



WHEEL MEET AGAIN

Shape of the wheel rim's spokes designed to aid brake cooling

LIKE ALL parts of a Formula 1 car, wheel rims have been highly refined, and their role extends far beyond the point of simply giving the tyres something to be mounted upon.

As the conduit between the tyre and the rest of the car they can have a significant effect on the car's overall handling, as the shape of the rim influences the spring rate of the tyre itself.

The rims need to be able to withstand huge forces without deforming, and must also provide good heat transfer and dispersion. That's complicated somewhat by the fact that they need to be as thin as possible to allow sufficient room for large brakes to be fitted.

Rims also provide airflow to help with brake cooling, and provide a mounting point for tyre pressure and other sensors.

Got an engineering question you'd like answered? Send it to mark.glendenning@haymarket.com

FROM THE ARCHIVE

Tom Coronel, Estoril European Le Mans Series, 2001



Coronel's Audi R8 was completely ruined

"He clipped his left front on my right rear, so I spun off and hit a marshal post. There's still bits of my blue bodywork in the grass at Estoril"

WITH 30-MINUTES to go in round three of the ill-fated 2001 European Le Mans Series at Estoril in Portugal, things were looking good for Dutchman Tom Coronel. The Johansson Racing Gulf Audi R8 he shared with team owner Stefan Johansson and Frenchman Patrick Lemarie had set the pace all weekend and looked set to take a comfortable victory.

Then, having just relapped the second-placed Pescarolo Courage-Peugeot C60 of Boris Derichebourg, disaster struck.

"I was behind Derichebourg for six, seven, eight laps," he remembers. "I was driving two or three seconds slower than my normal pace, but the team said no risks so I just stayed behind."

"He was making lots of mistakes and he made a big one coming onto the main straight, so I thought, 'Okay, why not pass him now?' I did, but he tried to make another move on me at the end of the straight. He clipped his left front on my right rear, so I spun off to the left. The car went in the air and landed in the marshals' post."

"I was left sledging in a bath tub without wheels. It seemed bad, but for me it really

wasn't. I was okay and I radioed back, but when I got back to the pits I was on the telephone because people thought it was so bad."

"I don't know what he was trying. He was a bit stupid because they were fighting for the championship. We weren't even racing him. We were in a different league."

A pair of marshals also received minor injuries in the incident and officials disqualified the Courage, which handed victory to the GTS-class Saleen S7R of Chris Goodwin, Ian McKellar and Bruno Lambert. But a successful appeal by Pescarolo got his car reinstated and allowed the Frenchman's eponymous team to reclaim its maiden sportscar success.

"The bodywork sprayed into the marshals' post and two of them went to hospital," adds Coronel. "I called the circuit the next day to find out if they were okay. They were alright in the end, just cuts and scrapes."

"I went back to Estoril four or five years later with WTCC and when I went to look at the first corner there were still pieces of Gulf blue bodywork in the grass. I left a mark on Estoril."

THIS WEEK IN...



JULY 25 1991

WE HAILED the beginnings of a revival at Ferrari with the introduction of the new (and more competitive) 643 and a fresh regime under recently-appointed sporting director (he liked 'general manager') Claudio Lombardini.

Joe Seward interviewed the former Fiat competitions head about the calming effect he'd had on a team that looked to be tearing itself apart in the early part of the F1 season.

AUTOSPORT also mourned the death of up-and-coming single-seater star Paul Warwick. The younger brother of F1 racer Derek died after crashing out of the lead of the Oulton Park F3000 Gold Cup race. A countback result declared him a posthumous winner.

Warwick crashed at the fearsomely fast Knickerbrook right-hander due to suspension failure. This led to the insertion of a right/left chicane for 1992.



NEXT WEEK



Can Vettel reassert himself on home soil?
GERMAN GP
F1's return to Hockenheim *On sale July 29*

PLUS
GP2 Hockenheim;
IndyCar Edmonton;
NASCAR Brickyard 400

JOHN FITCH

■ Mille Miglia ■ April 30-May 1, 1955 ■ Mercedes-Benz 300SL ■ Top-five finish in production car



Fitch took fifth in fairly standard Merc 300SL

I HAVE to be most proud of the 1955 Mille Miglia, which I did in a production car – the Gullwing Mercedes-Benz 300SL. I finished fifth overall from a starting line-up of over 500 cars. I was only beaten by four racing cars, and won the Grand Touring Class. To get that overall finish in a production car could not have been predicted beforehand, even by the most optimistic person – and that includes myself!

It was a fierce battle with Olivier Gendebien. He was, by my reckoning, possibly the best long-distance driver ever. He often entered races in private Ferraris against the factory and beat them, without the benefit of their preparation, but at the Mille Miglia he was in another Mercedes. Beating him is one of the reasons I think that this was the best drive of my career.

We were not well-prepared because Denis Jenkinson was originally going to drive with me in the Gullwing but in the end chose to race with Stirling Moss

“Olivier Gendebien and I traded the lead back and forth for hours, and we won by less than seven minutes”

for the overall win, which I couldn't do in the 300SL. They wanted an all-British team and I was a close friend of both of them, so I had to give it to them.

It had been arranged that Denis was going to do the notes for me before Stirling was invited to the team – I described to Denis the

roller map that let Stirling win. I didn't divulge that myself because people would be suspicious and maybe not believe me, so I made Denis say in one of his *Motor Sport* articles that I came up with the roller map.

I'd done the event before, but I had no preparation in 1955 because

I'd just lost the best navigator in the world. In the end I had Kurt Gesell as my co-driver. But Mercedes was the most efficient team – they made a record of everything – and that was tremendously helpful.

The car didn't run perfectly though. It had a high-speed misfire from about half-distance, but I didn't know whether Gendebien had a problem or not – I think he did [he had a puncture]. We traded the lead back and forth for hours, all through the 1000 miles, and we won by less than seven minutes after 11 and a half hours of driving. ☒

John Fitch was talking to Kevin Turner

IN PROFILE



NOW 92, John Fitch was one of the first post-war American drivers to break into European competition. He started two grands prix – in 1953 and '55. After winning the '53 Sebring 12 Hours in a home-built Cunningham with Phil Walters, Fitch got a works drive with Mercedes' sportscar team in 1955. As well as his success in the Mille Miglia, he won the Dundrod Tourist Trophy with Stirling Moss. He raced into the 1960s, being part of Chevrolet's first Le Mans assault, and went on to invent the Fitch barrier to improve road safety.

**NEXT
WEEK
Derek
BELL**



New columnist. Not shy.



The **NEW**
F1 Racing.
On sale
July 22nd.

Read **Jacques Villeneuve** every month – only
in the **all-new, bigger and better F1 Racing.**



Mazda3 MPS
zoom-zoom-zoom



ADRENALIN INJECTION AS STANDARD

The dramatic Mazda3 MPS has arrived with rapid acceleration and mind-blowing torque that truly pins you back in your seat. Fused with exceptional levels of grip and handling, it gives you a drive experience to relish. The sports bucket seats hold and support you, providing a strong backbone when you're experiencing that blistering pace and power. The Mazda3 MPS now from £22,595.

For a test drive visit www.mazda.co.uk/mps or call 0845 402 5523



The official fuel consumption figures in mpg (l/100km) for the all-new Mazda3 MPS: Urban 21.4 (13.2), Extra Urban 37.7 (7.5), Combined 29.4 (9.6). CO₂ emissions (g/km) 224.

Retail sales only. Subject to availability at participating dealers only on vehicles registered between 1 July 2010 and 30 September 2010. Model Shown: Mazda3 MPS. OTR price £22,595. On the road price includes 17.5% VAT, number plates, delivery, 12 months' road fund licence, 1st registration fee, 3 year or 60,000 mile warranty and 3 years' European Roadside Assistance. Details correct at time of going to print.