

HUNGARIAN GP PREVIEW WILL FERRARI DO IT AGAIN?

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FERRARI FARCE

GERMAN GP 'Magnanimous' Massa hands Alonso glory



F1 INSIDER GERMANY

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VERDICT**



TEAM ORDERS

Why they will always be in F1
How the FIA can limit the damage
What will happen if rules remain



PLUS

MINI JOINS 2011 WRC
Gronholm linked to works-backed Prodrive entry



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“Okay... so... Fernando is faster than you... can you confirm you understood that message?”

IT DOESN'T TAKE A GENIUS TO WORK OUT EXACTLY WHAT ROB SMEDLEY WANTS FELIPE MASSA TO DO

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INDYCAR SERIES

Penske reckoned it had written the script...

...with its IndyCar Series stars Will Power and Helio Castroneves locking out the front row at Edmonton. The team looked a dead cert for a routine one-two finish – until the stewards decided otherwise. Read the full race report on page 54.

Picture: Laberge/Getty Images



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Ferrari faces the music

The Scuderia may get a World Motor Sport Council summons

Maximum fine handed down for team orders farce in Germany, but further sanctions could follow. By EDD STRAW

Ferrari could face further punishment for infringing Formula 1's team orders ban and bringing the sport into disrepute after Felipe Massa handed victory in the German Grand Prix to team-mate Fernando Alonso.

Stewards found the team guilty on both counts and fined it \$100,000. But as this is the maximum permissible fine on a race weekend, there is a strong

possibility that the FIA World Motor Sport Council could increase the punishment should it summon Ferrari to explain its actions. If it does, Ferrari could face a further fine, exclusion from the German Grand Prix or a ban.

It is the first time that anyone has been found guilty of infringing the team orders regulation, with Massa's race engineer, Rob Smedley, understood to have convinced the

stewards to issue the punishment by saying "sorry" to his charge over the radio.

Team orders are banned in Formula 1 according to a rule brought into the Sporting Regulations as a result of Ferrari's actions in the 2002 Austrian Grand Prix, when Rubens Barrichello handed victory to team-mate Michael Schumacher. Although Ferrari did not appeal against the stewards' decision to fine the team in Germany, it denied any such team orders were issued.

Team principal Stefano Domenicali said: "We gave information to Felipe about the situation [in the race]. We have seen in the past that certain situations did not give the best result to the team.

"That was the information we

wanted to give and we leave the drivers to understand and take notice of it in order to make sure the team gets the best [results]."

The FIA has turned a blind eye to team orders in certain situations. In the 2007 Brazilian Grand Prix, race leader Massa backed off to let Kimi Raikkonen take the lead, and the championship.

However, the blatant manner by which Ferrari swapped the race order, combined with the radio transmissions that were broadcast during the race, triggered a public outcry that cannot be ignored.

Several rival teams also questioned Ferrari's actions, with Red Bull team principal Christian Horner saying that the race had been "manipulated".



Massa gifted Alonso the win

HONE/GETTY



P34 GERMAN GP REPORT

WHAT THE RULES SAY

INTERNATIONAL SPORTING CODE

151. BREACH OF RULES

Any of the following offences in addition to any offences specifically referred to previously, shall be deemed to be a breach of these rules:

c) Any fraudulent conduct or any act prejudicial to the interests of any competition or to the interests of motor sport generally.

FORMULA 1 SPORTING REGULATIONS

39.1 Team orders which interfere with a race result are prohibited.

LEGALITY

AUTOSPORT consulted leading European business law firm Miller Rosenfalck to look at the issues. Motorsport specialist John Kenneally responded

HOW STRONG IS THE EVIDENCE?

Apparently engineer Rob Smedley saying sorry to Felipe Massa over the radio swayed the stewards. Smedley later indicated that it was merely an expression of disappointment that Massa's chances of winning had suffered a setback when he was overtaken by Fernando Alonso. The immediate evidence available to the stewards consisted of what was said on the radio between not only Smedley and Massa but also that of Alonso.

While one interpretation of these radio messages undoubtedly suggests that a coded team order had been given, it would also be

possible to argue that Smedley's post-race interpretation of the messages could also be correct and that Massa decided to allow Alonso to pass having been advised that he was faster.

THE WORDING OF THE RULE

The text of regulation 39.1 states that "team orders which interfere with race results are prohibited".

But it does not define what constitutes team orders or specify that these should emanate from either the team principal or the team manager. It also does not define the meaning of "race results".

On the face of it, the regulation applies to any team orders that would affect any position in the race, but the reality is that the regulation was introduced as a reaction to the Austrian Grand Prix in 2002. It is unfortunate that the regulation was not more specific.

WHAT IS THE POTENTIAL PUNISHMENT?

The WMSC has a variety of sanctions that it can choose to impose which can extend to the disqualification of cars and the deduction of world championship points.

It will also be the case that there may have been provisions within Massa's contract that he was required to defer to Alonso.

HOW WILL FERRARI DEFEND IT?

Messages are open to interpretation, while Ferrari could also argue that the outcome of the race was not interfered with because Alonso was faster than Massa and would have overtaken him in any event. Ferrari could also argue that it was the driver's decision, rather than a team order.



Smedley's radio message was key

CASE STUDY

Ferrari famously found itself under fire over team orders at the Austrian GP in 2002, when Rubens Barrichello slowed at the exit of the final corner to allow Michael Schumacher to win.

The team was called before the FIA World Motor Sport Council which said that it "deplored" the squad's actions, but recognised that the drivers were acting in accordance with the terms of their contracts, and also acknowledged the right of



teams to decide the finishing order of their drivers. However, the pair were also found to have breached Article 170 of the Sporting Regulations by swapping places on the

podium and they were jointly fined \$1,000,000, half of which was suspended for six months. The incident triggered the FIA's team order ban.

Mark Glendenning

Fans' views

Ferrari's actions in Germany struck a sour note with a lot of AUTOSPORT's readers

Marc Donaldson, by email

"Does Mr Domenicali take us for being that gullible? The answer must be yes. If this is not bringing the sport into disrepute, then I do not know what is"

Carl AH Martin, Liphook, Hants

"If Ferrari cannot win without cheating then they should go! What about people who bet on this sport, can they sue for fraud? I am disgusted!"

Jake Sanson, Ellesmere Port

"I feel sicker than Austria '02. Ferrari are a bunch of cheats that the FIA bends over backwards to appease in case they threaten to quit. I say let Ferrari go"

Clive Bariana, Walsall

"I wonder if Alonso will put his Germany 2010 trophy next to his Singapore 2008 trophy..."

Ari Jakobson, Espoo, Finland

"Once again Ferrari makes a mockery of the sport. Does F1 really need Ferrari this bad?"

Colin Watt, by email

"What a spoilt brat Alonso is. He made a poor start, Massa made a great start therefore if Alonso wanted the win then he should have earned it the proper way by racing for it"

Renault money woes exposed

As teams deny Renault an advance, concerns for team's finances heighten but are strongly denied

Renault's plans to ramp up development of its 2011 car suffered a setback last week when a request for an advance on its television rights money was turned down.

An advance could only be granted with unanimous approval from all the teams in Formula 1,

and it is understood that in last week's FOTA meeting the request was declined without requiring a formal vote.

This setback has given rise to suggestions that the team's majority owner, Genii Capital, is struggling to raise the sponsorship needed to cover the €20 million

loan it received from Renault when it bought the team.

Renault claims to have asked for the money to escalate development work on its 2011 challenger while waiting for agreed sponsorship revenues to arrive in September.

Team principal Eric Boullier told AUTOSPORT: "There is absolutely no financial issue. It's just the usual cashflow issue that any team or any company in the world can face.

"We took over this team six months ago and we have signed sponsors. We could be a little too ambitious maybe and we would like to keep developing the current car and our next car. We couldn't do it with the TV money and we have decided to do it differently."

Genii, headed by Gerard Lopez, bought two-thirds of the Enstone-based team in a deal completed last December. It is understood that raising sponsorship for this season was part of the financial plan when

the deal was struck. Although Renault has been arguably the most effective in the paddock at forming new commercial partnerships in 2010 off the back of its impressive on-track form, there are suggestions that money might now have been diverted away from the team's R&D projects.

If Genii were to fail to repay the Renault loan, it could result in the Enstone-based team reverting to Renault ownership. However, this is a worst-case scenario and there is no suggestion from sources close to Renault that any such move is on the cards.

Should Renault reclaim ownership of the team in the future, it could choose to seek another partner, or sell the team outright and focus its official involvement with F1 on its engine programme, possibly with Red Bull Racing.

Lopez declined to comment on the situation.

Lopez, left, bought into Renault in '09



LAT



Renault wanted the money for development

FERRARI'S FRONT WING BOOST

Ferrari is expected to carry its Hockenheim form into this weekend's Hungarian Grand Prix after a front wing introduced at Silverstone provided a major performance boost.

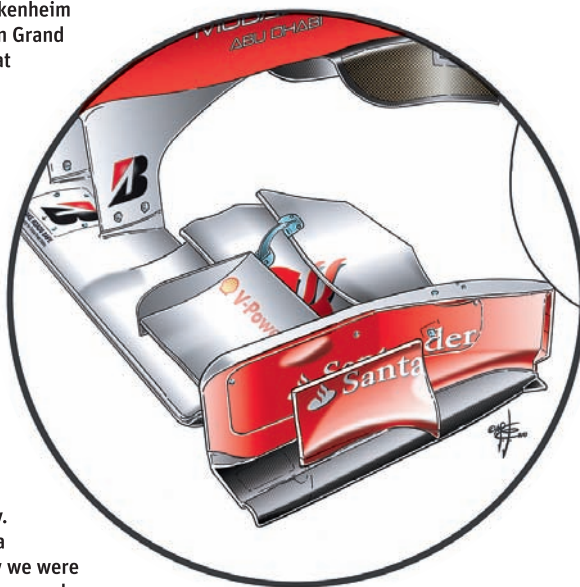
The triple element front wing gives a small reduction in overall downforce, but creates a more stable airflow to the sidepods and the floor. With the front wing being the main component influencing the aero map of the car, this also allows the exhaust blown diffuser to work more consistently.

Silverstone's high-speed corners prevented the full potential of the F10 from being shown there, but Alonso is hoping to be competitive again in Hungary.

"We knew that Silverstone was a tough race for us and when we saw we were [relatively] competitive at Silverstone we knew that we had a good chance in Hockenheim and Hungary as these are types of circuits with a little bit less high-speed corners," he said.

Ferrari is expected to introduce more complex evolutions of its front wing now it has proved to be effective and classified legal, which could allow it to close further on Red Bull.

A modified endplate package is expected to be



introduced before the end of the European season.

Ferrari's Hockenheim win was its first since the Bahrain Grand Prix. It brings Alonso to within 34 points of championship leader Lewis Hamilton.

➔ **P18 HUNGARIAN GP PREVIEW**

McLaren keeps faith in upgrade



McLaren confident in new upgrade

McLAREN IS confident that its blown diffuser upgrade package, which it raced for the first time in the German Grand Prix, will allow it to challenge Red Bull despite an uncompetitive showing at Hockenheim.

Jenson Button was 0.6s off pole in Germany, and he and Lewis Hamilton finished over 25 seconds behind race winner Fernando Alonso. Despite this,

team principal Martin Whitmarsh is confident in the upgrade's potential.

"We have probably got less than half of what is possible [out of the diffuser] and I'm sure will get more from it," he said.

McLaren plans to introduce tweaked versions of the exhaust and floor in the coming races to increase both the overall downforce and its consistency.

Gutierrez to retain Sauber link

GP3 CHAMPIONSHIP leader Esteban Gutierrez will remain on Sauber's books next season, AUTOSPORT can reveal.

The 18-year-old Mexican is likely to test for the team in November's rookie sessions in Abu Dhabi, although this has yet to be confirmed, and Sauber will continue to nurture him in whatever category he races in 2011.

Team principal Peter Sauber told AUTOSPORT: "We don't know yet who will test in November, but it is certain that Esteban will remain an affiliated driver."

"He will keep his connection with our team beyond the end of this year in a capacity that has yet to be decided."

"I'm not only impressed by his driving skills, but also by his character."

Sauber has a reputation for nurturing young talents, having run both Kimi Raikkonen and Felipe Massa in their debut F1 seasons.

AUTOSPORT SAYS...

JONATHAN NOBLE
F1 EDITOR

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When word leaked out in Hockenheim that Renault had asked for an advance on its television rights money, the paddock vultures began circling quickly.

Was Renault simply after the cash injection to help fund a ramped up development programme, or was this a sign of much bigger financial problems? Whichever version you believed, what is vital to understand here is that this is a story not of Renault itself but of the very future of F1.

You have to step back and think about why news got out in the first place. Why too did Bernie Ecclestone opt to go through the proper channels, so rival teams all had to approve the money advance, rather than simply helping Renault out privately. It is because he knew rivals would say no. Divide and conquer and all that.

F1 currently faces an increasingly tense battle over future earnings amid discussions for a new Concorde Agreement. It is why there is a fight over sponsor logos in the pits; it is why teams have been stopped having their tractor unit trucks in the paddock; it's why Ecclestone suggested he could drop Monaco from the calendar.

This is all about taking the teams, and the unity of FOTA, to the brink. And sadly for F1, at a time when the sport appeared to have calmed its troubled political waters, we are seeing the aperitif for even stormier times ahead.



Bernie is upping the ante with FOTA

F1 RADAR



The Mexican teenager is dominating the new GP3 Series this year, and his existing links with Sauber are likely to result in a rookie test at the end of this year.

RED BULL



McLAREN



FERRARI



RENAULT



Flexi-wings are cleared

Despite photographic 'evidence' that Red Bull's and Ferrari's front wings flex down, the FIA has declared them legal

Red Bull and Ferrari's controversial front wings were given the all-clear following an investigation by the FIA at the German Grand Prix.

Photographic evidence suggested that the team's front wings were running as much as 25mm lower than those of its rivals when under load. This led to suspicions that a system that flexed at the nose and allowed the entire wing assembly to tilt forward and down had been fitted. Rivals not running the system suggested that it could easily be worth a third-of-a-second a lap around a track like Hockenheim.

Both the Red Bull RB6 and the Ferrari F10 were thoroughly investigated post-race, and scrutineers gave the cars the all-clear after not discovering any such system.

"We've had fingers pointed at our car all year," Red Bull team principal Christian Horner told AUTOSPORT. "It's inevitable when a car is running quickly that people will try and pick at various things whether it's suspension, floors,

wings. This year, we've had it all."

WHAT THE PHOTOS SHOW

It should be noted that, although the photographic evidence (above) suggests that Ferrari and Red Bull are indeed running their front wings significantly lower, the imagery might not be creating an accurate impression.

Even if the photographs are taken from identical angles, factors such as fuel load and whether the car is under braking could create an optical illusion. Also, both Ferrari and Red Bull were running with a higher rear ride height, which could also explain some of the differences.

But several rival teams are convinced that they must now understand and implement whatever – legal – tricks are being used to achieve this effect.

McLaren team principal Martin Whitmarsh said: "If you can get your endplates down by the ground they can get more efficiency.

"And if they are doing that in a clever and legitimate way then we need to do it in that clever and legitimate way."

EXPERT VIEW

GARY ANDERSON TECHNICAL CONSULTANT



There are two ways you can look at this. One is that the front wing will be built to flex as much as the regulations allow. The other is that there is outright cheating by having some kind of preloaded spring that will allow the wing to pass the FIA load tests but once it gets put under the higher loads on track it will move. But the latter would be a blatant cheat and Charlie Whiting is clever enough to pick that up. So I don't think that Red Bull or Ferrari are doing anything that could be construed as illegal.

For a long time, the regulations stated that bodywork must be rigid, but it's clear that bodywork is not and cannot be completely rigid. So the theory is that anything that could influence the aero performance of the car has a load test. As long as it complies, the car is ok.

The ground effect that having the wing closer to the ground could achieve is a powerful tool. But you have to understand the aerodynamics of your car very well to make use of any kind of moveable device. The Red Bull wing does appear to move around a bit more than some of the others, and has done since Monaco, but all bodywork flexes to some extent.

The cars comply with the load tests and the FIA can't just say that they don't like it and take it off the car, so it is legal. In my opinion, it's a sour grapes thing. If other teams haven't maximised the flexibility allowances as effectively, that's not Red Bull or Ferrari's fault.

"A preloaded spring is outright cheating, but Charlie Whiting is clever enough to pick that up."

2013 engine regs on way

THE FIA is close to finalising the 2013 Formula 1 engine regulations, with a final rules package expected to be agreed before the end of September.

As well as the switch to smaller capacity turbo engines, which will include energy efficient technologies including KERS-style systems and turbo compounding, there is a drive to lower the cost of engines. The FIA working group met this week to discuss the draft regulations, with debate over which engine parts to standardise still ongoing.

Williams technical director Sam Michael said: "There has to be a significant cost reduction, otherwise why change it? They are trying to freeze as many parts as they can that don't make much difference to performance or the transfer of technology to road cars."

AUTOSPORT understands that as part of the regulations, standardised engine mounts are on the table too in order that teams could easily switch between engine supplier.

Korea track set for August completion



Charlie Whiting recently visited

THE LAYING of the track surface for the Korea International Circuit, which is scheduled to host the country's first grand prix on October 24, is set to be completed by the end of next month.

Amid fears that the track might not be ready in time, race organisers released a statement last week expressing its confidence following a visit by the FIA's Charlie Whiting.

Bridgestone is waiting on track surface data to make its tyre allocation, and expects the circuit to be ready as promised.

Head of motorsport tyre development Hirohide Hamashima told AUTOSPORT: "Hermann Tilke [the track designer] said at Silverstone that the circuit surface will be finished at the end of August and we will immediately analyse it to make our tyre allocation."

Merc: 2009 situation has hurt us

THE MERCEDES team's struggles are a consequence of not having the resources to develop its 2010 car early enough last year, the team has admitted.

The Mercedes takeover of the Brawn team was not completed until last November, far later than the team started work on the car. Michael Schumacher, who finished ninth behind team-mate Nico Rosberg at Hockenheim, said in Germany that he was certain next year's car would be stronger having seen progress to date. Team CEO Nick Fry puts that confidence down to the team being able to put more resources into its 2011 earlier in the season than it was able to last year.

"It's not a different philosophy," Fry told AUTOSPORT. "It's more that this year we're not as distracted as we were last year. We spent a lot of time last year on our survival and winning the championship. This year, we've started work earlier on the car."

"If you look at where we are now compared to where we were



The 2010 Merc is not consistent

12 months ago with the following year's car, we're in a better position."

Mercedes introduced a package at Hockenheim featuring a new floor and rear wing, but still struggled for consistency.

"There are a number of

dynamics," said team principal Ross Brawn about the reasons for the inconsistency. "There's the ride heights, throttle position and the way we manage the exhaust gas [for the blown diffuser]. We need to learn quickly from our performance."

THIS WEEK IN F1



McLAREN Lewis Hamilton has been awarded the Lorenzo Bandini Trophy for his performances during the 2009 season. The trophy is awarded in honour of Lorenzo Bandini who died of the injuries sustained in the 1967 Monaco GP.



MERCEDES Marque motorsport boss Norbert Haug is adamant that the team still has the full support of the Mercedes board. "Our management believes in us," said Haug.



RED BULL Announced a long-term sponsorship deal with electronics company LG last Friday. LG logos are to feature prominently on the RB6 in three places as part of the deal.



FERRARI Fernando Alonso's victory in the German Grand Prix moved him into the top 10 of the world championship races winners list. He now has 23 victories to rank ninth alongside Nelson Piquet.



WILLIAMS Dickie Stanford has been re-appointed as Williams team manager, a position he held from 1994-2005. He will replace Tim Newton, who will become the company's production general manager from the Belgian Grand Prix.



RENAULT Team principal Eric Boullier believes that Vitaly Petrov's drive to 10th in the German Grand Prix met the performance expectations he was given. "We asked him to raise his game and he did that," Boullier told AUTOSPORT.



FORCE INDIA Stewards reprimanded the Silverstone-based team for accidentally putting both of its drivers on tyres allocated to their team-mate in the German Grand Prix.



TORO ROSSO Jaime Alguersuari is understood to have been warned not to repeat his Hockenheim mistake of taking team-mate Sebastien Buemi out of the race on lap one.



LOTUS Heikki Kovalainen was reprimanded after turning in on Sauber's Pedro de la Rosa while being lapped at Hockenheim. The Finn accepted the rap, saying that "it was my mistake, but I didn't see him".



HRT The team had yet to decide whether it would field Sakon Yamamoto or Karun Chandhok in the Hungarian Grand Prix as AUTOSPORT closed for press.



SAUBER Celebrated its 40th birthday last weekend. Team founder Peter Sauber revealed its aims. "One is to improve the performance and the other is to put the team on a solid long-term financial basis."



VIRGIN Unlike rivals Lotus, the team is still pushing on with development of its current car alongside working on its 2011 challenger. Technical director Nick Wirth told AUTOSPORT: "We're not stopping, we've got some really exciting upgrades for the rest of the year."

200



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and Eurosport 2



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2000



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Straight talk David Coulthard

Britain's all-time leading F1 points scorer

Ferrari might have broken the rules, but team orders will always be a part of F1, says DC. And the positive spin to the affair is that we've now got a thrilling three-horse race for the title

Looking back on my experiences of team orders at Jerez 1997 and Melbourne '98, when McLaren told me to let Mika Hakkinen past, I know how tough it was for Felipe Massa to give up his German Grand Prix win. But to his credit, the way he handled the whole situation as an employee of Ferrari was impeccable. I can understand completely why he made the switch obvious, just as I did in Melbourne, because you've got your own reputation to protect. Since the start of Felipe's career,

2008 was his defining race, and at Hockenheim it was the first time that we've seen a genuinely big performance from him since last year's accident. He was brave and willing to push – and exceed – the limit in practice, his start was incredible and, although he wasn't quite as quick as Fernando Alonso, he did everything that he needed to do to win.

Unfortunately, there are team decisions to be made in F1 and to pretend that there are no such orders is absurd.

Montoya going into that race. It was only the sixth race of the season after all!

NO COVER UP

You could argue that Ferrari should have been more subtle in the way that it swapped its drivers around. But there's no way I wouldn't have worked it out, or that the readers of AUTOSPORT wouldn't have spotted it straight away. Let's not forget, making it less obvious doesn't make it right.

“There are team decisions, to pretend otherwise is absurd”

when he was a bit wild, it wasn't obvious that he would ever win a grand prix. But he has grown as a driver. That great win under pressure in difficult conditions when he was fighting for the world championship in Brazil

NONSENSE RULE

The FIA originally brought in the team orders ban in response to the public outcry after Austria 2002 – when Rubens Barrichello handed victory to Michael Schumacher at the last corner. Partly – that was down to a lack of understanding of the nature of grand prix racing.

I have sympathy with people reacting in this way to what they are seeing, because I want to see great racing like everybody else, but Ferrari's job is to win the world championship and therefore sell its cars. Decisions must be made for the good of the company and to make out that it doesn't happen is ridiculous.

This is not an individual sport and it's time to have this out in the open. This was not the same situation as Austria 2002, as that was far too early for team orders and Schumacher already had a 21-point lead over Juan Pablo

The stewards obviously feel that Ferrari's actions are in breach of the rules so it will go before the FIA World Motor Sport Council. It'll be a great story in the media, and all of the journalists and TV crews will be standing in the Place de la Concorde in Paris for hours, waiting to find out what happens.

It's also a story to keep up the coverage over the August break – funny how that kind of thing happens so often!

HUNGARY IS KEY RACE

The best news is that this was becoming a two-horse race, but now Ferrari is right back in it.

We'll get a good idea in Hungary of just how fast the Prancing Horse can really gallop. There has been some bad luck in recent races with safety cars and stewards' decisions, but now Fernando is right back in it.

That's another great talking point heading into the final stretch of the season. ❧



Massa did a superb job despite the team orders

TRACK GUIDE



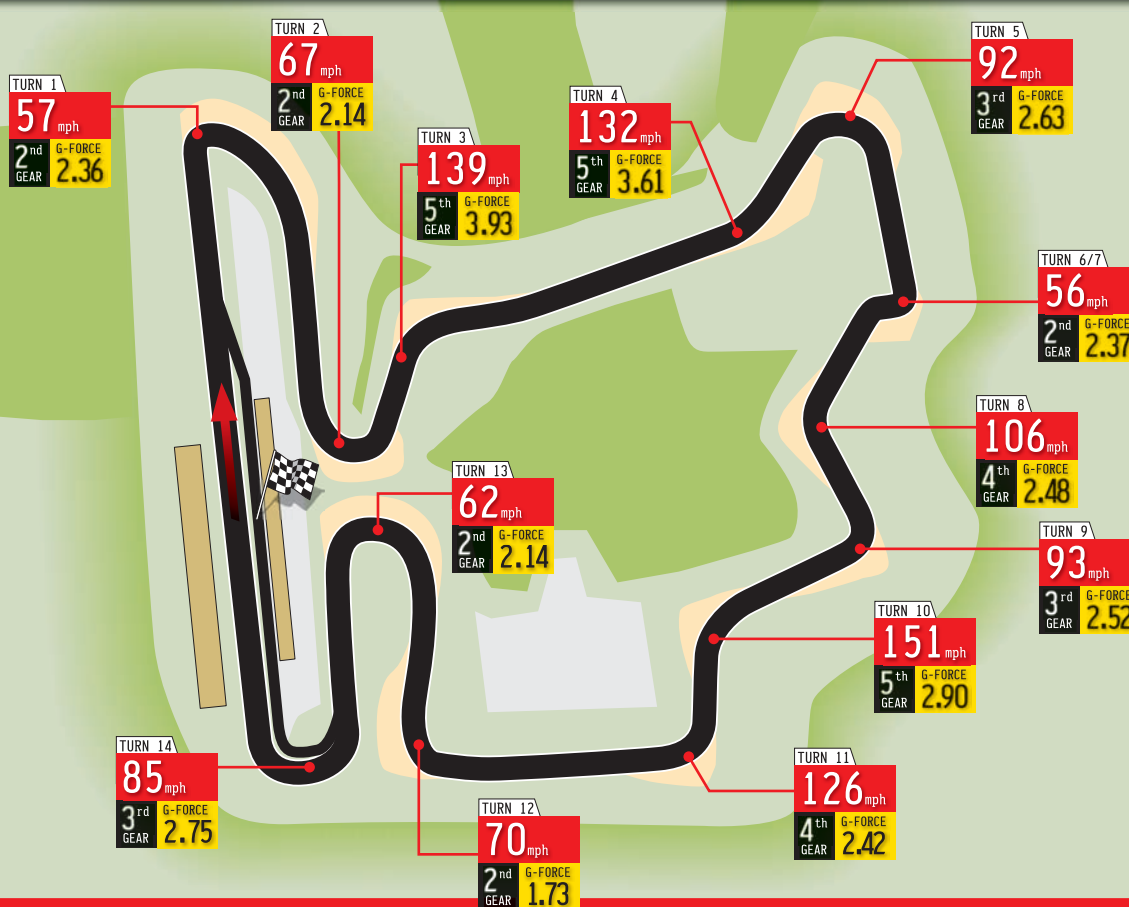
Kovalainen's inside line

The 2008 Hungarian Grand Prix winner shares his thoughts and memories of the Hungaroring circuit



The Hungarian Grand Prix is a great event and is almost a home grand prix for me because of all of the Finnish fans. Although it's mostly a slow-to-medium speed track, there are some higher speed corners like Turn 4,

where Felipe Massa had his accident, and the chicane. For me personally it has great memories of my first grand prix win in 2008 so it's good to be going back. It's going to be hard to win again, but let's try to be the best of the new teams!



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TRACK EVOLUTION

Hungaroring is one of the most extreme tracks in terms of how much it changes from the start of Friday practice to the end of the race. It's like some of the street circuits in that it's dirty with low grip at the start of the weekend. You have to adapt the set-up accordingly and not get too worried if something isn't working in first practice. You need a good mechanical balance and soft suspension because of the medium/low-speed corners.



BEST CORNER - TURN 4

This fast left-hander is good to drive. It's quite difficult to hit the apex kerb and the kerb at the exit without destabilising the car. And it gets a little light at the rear over the brow, so it's probably the best and the most challenging corner at the Hungaroring.



BUDAPEST WEATHER	
	24C FRIDAY CLOUDY
	27C SATURDAY SUNNY
	28C SUNDAY SUNNY

TYRE CHOICE			
Super-Soft	Soft	Medium	Hard
Option	Unused	Prime	Unused

OVERTAKING

It is possible to pass into Turn 1, but it is very tricky. The last turn is medium speed, so it's hard to follow the car ahead of you too closely. But if you can, you might be able to outbrake from a long way back.

PHYSICAL CHALLENGE

It's quite a demanding track physically because, although the track is very slow, there isn't much time to relax. You have to make some kind of steering input almost all of the time because you're always going left or right! You have to prepare well, but although we don't have much time to recover from Hockenheim, that's not a particularly physical track so it won't be a problem.



WINNING IN 2008

My win here was the best day of my career so far. I was about seven seconds behind Felipe Massa, so I'd settled for second and turned down the engine as there was a big gap behind me and I was very comfortable. Then, a few laps from the end, I saw what I thought was a Toro Rosso blowing up in front of me, and it was Massa. It was an amazing feeling to get my first win, especially as it was the same weekend that McLaren confirmed me as a driver for 2009.



TRACK GUIDE

NUMBER OF LAPS	70	CIRCUIT LENGTH	2.722m	RACE DISTANCE	190.540m
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2009 POLE POSITION

FERNANDO ALONSO
(1m21.569s)

2009 WINNER

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HUNGARIAN GP PREVIEW



MARK HUGHES



The twists and turns of the Hungaroring should suit Ferrari and circuit specialist Felipe Massa

The demands of the Hungaroring suggest more of the same from Ferrari – at least in the sense of performance rather than controversy. The F10 has always been terrific in slow corners and the latest upgrades have enhanced high speed performance too. But let's imagine a Felipe Massa that's as on-form as he was at Hockenheim. The tyre choice should suit him well and with the rediscovery that he can still drive quickly, his confidence might just be back where it was in '07 and '08 when he surprised the world.

This was the Massa that went around the outside of Lewis Hamilton at the first turn and dominated the race until engine failure near the end. It will be fascinating to see what effect the team orders incident will have on his motivation – shattered or reinvigorated. It's natural that Ferrari would prefer Alonso to win, to keep up the team's slim title hopes, but there'd be an almost predictable F1 fairy tale element to it if he was somehow compromised and Felipe came through to win at the very place it all went horribly wrong for him last year – and on the back of the Hockenheim controversy. Stranger things have happened.

But it would be asking a lot for not only

does he have his favoured team mate to beat but also two Red Bulls that are super-fast on any type of track and are still logical favourites. Around the similar slow demands of Monaco the McLaren was not fast, and though it's been developed since, there's still work to do in getting more from the blown floor concept. It comes to Hungary as the third fastest car.

Both of these teams have Ferrari to beat here



Key questions

What the Hungarian GP will tell us

- Will Ferrari continue its revival with another victory?
- Could Massa star at the track where he nearly lost his life?
- Has McLaren raised its game on twisty tracks since Monaco?

Massa pulled a stunning first-corner move in 2008



GARY ANDERSON TECHNICAL CONSULTANT



SET-UP GUIDE

The circuit changes dramatically as it cleans up and the teams with the best simulation programs usually prevail. Qualifying is everything, as overtaking is close to impossible. This is the second-highest downforce track after Monaco, but the car also needs a very good mechanical/aerodynamic balance for the long radius 180 degree corners. If it's not well-balanced, you get graining on the front tyres, which can lead to understeer and can add two seconds a lap. If it's too compliant though, it will be detrimental to the aerodynamics, so a compromise set-up is what's needed here.

TV AND RADIO LISTINGS

FRIDAY JULY 30

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

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

SATURDAY JULY 31

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

1210-1430 Qualifying LIVE (BBC1 & Radio 5 Live Sport Extra)

SUNDAY AUGUST 1

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. Opinion is divided, with both Jonathan Noble and Andrew van de Burgt looking for an Alonso win, while Mark Glendenning fancies McLaren to repeat its 2009 win. F1 Editor Edd Straw has gone for Vettel based on his speed in the Hungaroring-esque final sector at Hockenheim.



JONATHAN NOBLE
GROUP F1 EDITOR
£5 Alonso to win 2/1

CURRENT TALLY
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EDD STRAW
F1 EDITOR
£5 Vettel to win 2/1

CURRENT TALLY
-£46



ANDREW VAN DE BURGT
EDITOR
£10 Alonso to win 2/1

CURRENT TALLY
-£5



MARK GLENDENNING
DEPUTY F1 EDITOR
£5 A McLaren to win 7/2

CURRENT TALLY
£65



Will Alonso lead the way again?

RACE ODDS

POS	DRIVER	TEAM
1	Lewis HAMILTON	McLaren-Mercedes
2	Kimi RAIKKONEN	Ferrari
3	Mark WEBBER	Red Bull-Renault
4	Nico ROSBERG	Williams-Toyota
5	Heikki KOVALAINEN	McLaren-Mercedes
6	Timo GLOCK	Toyota
7	Jenson BUTTON	Brawn-Mercedes
8	Jarno TRULLI	Toyota

Odds supplied by William Hill

2009 RESULTS

POS	DRIVER	TEAM
1	Lewis HAMILTON	McLaren-Mercedes
2	Kimi RAIKKONEN	Ferrari
3	Mark WEBBER	Red Bull-Renault
4	Nico ROSBERG	Williams-Toyota
5	Heikki KOVALAINEN	McLaren-Mercedes
6	Timo GLOCK	Toyota
7	Jenson BUTTON	Brawn-Mercedes
8	Jarno TRULLI	Toyota

POLE Fernando ALONSO (Renault) 1m21.569s

Hamilton grabs his first win of the season – and first for a KERS car – while Webber closes the gap on points leader Button with third on a poor Red Bull track.

2008 RESULTS

POS	DRIVER	TEAM
1	Heikki KOVALAINEN	McLaren-Mercedes
2	Timo GLOCK	Toyota
3	Kimi RAIKKONEN	Ferrari
4	Fernando ALONSO	Renault
5	Lewis HAMILTON	McLaren-Mercedes
6	Nelson PIQUET	Renault
7	Jarno TRULLI	Toyota
8	Robert KUBICA	BMW Sauber

POLE Lewis HAMILTON (McLaren) 1m20.899s

Kovalainen claims his first F1 win after Massa suffers an engine failure with three laps to go, becoming the 100th driver to win a championship race.

2007 RESULTS

POS	DRIVER	TEAM
1	Lewis HAMILTON	McLaren-Mercedes
2	Kimi RAIKKONEN	Ferrari
3	Nick HEIDFELD	BMW Sauber
4	Fernando ALONSO	McLaren-Mercedes
5	Robert KUBICA	BMW Sauber
6	Ralf SCHUMACHER	Toyota
7	Nico ROSBERG	Williams-Toyota
8	Heikki KOVALAINEN	Renault

POLE Fernando ALONSO (McLaren) 1m19.674s

Alonso takes pole but is penalised five places for 'blocking' Hamilton in the pits in qualifying. Hamilton leads from start to finish under pressure from Kimi.

2006 RESULTS

POS	DRIVER	TEAM
1	Jenson BUTTON	Honda
2	Pedro DE LA ROSA	McLaren-Mercedes
3	Nick HEIDFELD	BMW Sauber
4	Rubens BARRICHELLO	Honda
5	David COULTHARD	Red Bull-Ferrari
6	Ralf SCHUMACHER	Toyota
7	Felipe MASSA	Ferrari
8	Michael SCHUMACHER	Ferrari

POLE Kimi RAIKKONEN (McLaren) 1m19.599s

Button claims a famous maiden grand prix win from 14th on the grid in a rain-hit race. Alonso had been on course to win before his Renault shed a wheel.

2005 RESULTS

POS	DRIVER	TEAM
1	Kimi RAIKKONEN	McLaren-Mercedes
2	Michael SCHUMACHER	Ferrari
3	Ralf SCHUMACHER	Toyota
4	Jarno TRULLI	Toyota
5	Jenson BUTTON	BAR-Honda
6	Nick HEIDFELD	Williams-BMW
7	Mark WEBBER	Williams-BMW
8	Takuma SATO	BAR-Honda

POLE Michael SCHUMACHER (Ferrari) 1m19.882s

Raikkonen wins, finishing 35 seconds ahead of the Schumacher brothers after taking advantage of running a lap longer before his second stop.

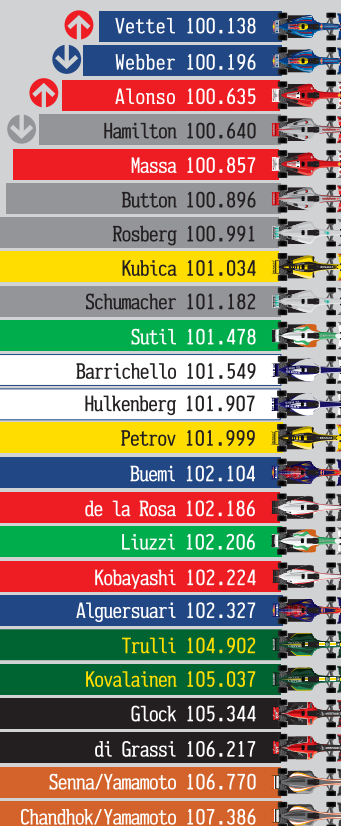
PACE COMPARISON

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 11 race weekends held so far, and will be updated through the year.

TEAM-MATES COMPARISON

Vettel reclaimed the lead in the Red Bull battle to displace Webber at the top. Liuzzi's Q1 crash means that he is now six slots behind Sutil.





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*When compared to the Alfa 147 range.



MPH Mark Hughes

AUTOSPORT grand prix editor

Formula 1's seven-time world champion looks a shadow of his former self, but both he and his Mercedes team insist it's all going to come good

A ghost is stalking F1. It hangs around, in limbo, unable to move on to the next place, but no longer fully in this one. There are reminders of its former life everywhere and in Hockenheim everyone had turned up to see if he would magically materialise here.

They sat in the grandstands in their Mercedes caps, with their air horns and fire crackers and they cheered whenever the ghost came past. But there was always something less definite about his progress, less startling, than had been the case all those years ago when he was real. This time, those not specifically looking for him would not have noticed him, for

at most parts of the track he blurred like a phantom into the background. But not at Turn 1, the fast right at the end of the pit straight where his commitment was total, his car control tested and very visibly still in place. But you wondered if it was not a bit too visible, if those slides wouldn't have been felt and caught a tiny fraction earlier, wondered if time, so angry at being cheated and confused by him on so many occasions, is now wreaking its revenge.

When the cars stopped there he was back in the paddock in ghostly white, retreading the familiar ground, garage to motorhome to garage and back again, like a poor tormented soul. But whereas he used to be preceded by an excited, rowdy scrum of photographers and autograph hunters, now most don't seem to see him and his passage is unencumbered.

But is it better than the alternative, that three-year void? The cold turkey that had him climbing the walls but with no cure at the end of it? So he stays, is content to stay, be part of it, thinking about it, phoning the engineers at 10 in the night, loving it. It's his natural place. But you can't do it only on that basis, not indefinitely, not even if you're Michael Schumacher. The demands of F1 are brutal and ceaseless and any driver outqualified nine times out of 11 by his team-mate and with only 40 per cent of his points half-way

through the season would be under very close scrutiny. Michael isn't – yet. Mercedes is totally supportive, Norbert Haug saying: "He does what he loves to do and I hope that sooner rather than later I'm sitting here in a press conference explaining how it could happen that he has had such a good result. It will come, it's up to us to improve the car. We are completely composed in the team, working together. Just give us some time."

The ghost seemingly shares that confidence: "I am not a magician... It just needs time. I take that time. I enjoy most of all this process. There were some setbacks and moments where you would, obviously, be a little bit angry. But, in general, that is what it is about. There are ups and downs and that is the excitement of motorsport. I know the final target where I want to go and I am very confident I can achieve this. That is what I am working for and what I am focussing on."

But it's hard from the outside to share that optimism, difficult to see any pattern and for it to work long-term, both sides have to be satisfied. So when does it become time? He was asked how after a brilliant display in China 2006 he could bring himself to stop. "Better you ask me that," he said, "than when do you stop?" But even once that is answered, a yet bigger question hangs over him still: "What comes next?" It wasn't meant to be like this. ☒



Michael's a long way from his grand prix glory days

“Is time now wreaking its revenge on Schumacher?”



Castroneves grabs Burns as Cindric (left) intervenes

INDYCAR

Helio hits the limiter

Castroneves apologises for post-race conduct in Edmonton after penalty costs him win

The IndyCar Series has come under fire for implementing its blocking rules after race officials stripped Helio Castroneves of victory in Sunday's race at Edmonton, Canada.

Castroneves won the race on the road, but had earlier ignored a black-flag instruction to take a drive-through penalty — he had been judged to have blocked Team Penske team-mate Will Power at the final restart with three laps remaining. So officials hit him with a 20sec penalty, which dropped him from first to 10th place.

Following the race, Castroneves got out of his car and embarked on a rampage during which he confronted IndyCar officials — including its head of security, Charles Burns — both physically and verbally.

Once he had been calmed down by Burns, Penske president Tim Cindric

and Dreyer & Reinbold's Owen Snyder, Castroneves said: "Two laps to go, it's ridiculous, I never moved my line. I actually gave him room [on the] outside. When you go side by side like that with your team-mate, and the guys literally take it away from you, it's absurd."

Castroneves was given the penalty as he had taken a defensive line on the right-hand side of the track for the Turn 1 right-hander, which is against the IndyCar Series' rules. Fifteen laps earlier, when he had passed Power for the lead at the same corner, the Australian had left the right-hand side of the track open for Castroneves, as per pre-race instructions.

Chief steward Brian Barnhart, who gave Castroneves the penalty, said: "The rule is clear, and in every drivers' meeting we talk about it. On road courses we divide the track

physically in half. From the braking point to the entry, you can only be on the inside half if you're attempting to overtake someone. If you're on the inside half while someone is trying to overtake you, it's blocking.

"I know they're competitive guys and it was late in the race, but it really wasn't a difficult call. It's a shame it comes down to that, but as officials we responded according to the rules."

Castroneves subsequently issued an apology for his post-race tantrum, but maintained he disagreed with the application of the penalty against him. Penske has no right of appeal over the sanction.

All his closest rivals castigated his tactics. Dario Franchitti said: "Helio was clearly blocking. If you're on the right-side, you have to be passing. He wasn't passing anyone, that was clear."

INDYCAR RULEBOOK

Rule 9.3 (B)

A driver must not alter his/her racing line based on the actions of pursuing drivers or use an abnormal racing line to inhibit or prevent passing. Blocking will result in a minimum of a black flag 'drive-through' penalty.

Rule 7.1 (B) (4) (C) (4)

The senior official shall determine the type and length of any black flag. The penalized car shall proceed to pit lane as directed by Officials and may return to the Race only upon the declaration of Officials. The penalty may not be protested and/or appealed.

Rule 9.2 (A)

If the imposition of a penalty is near or at the end of on Track activity and Driver/Car does not fulfill it, the Senior Official may reposition the Driver/Car in the posting of results or apply the penalty to subsequent on Track activity to reflect the fulfillment of the penalty. The penalty including without limitation any repositioning in a posting is non-protestable and/or appealable.

INDYCAR

Duno under observation

MILKA DUNO has been placed on probation by the IndyCar Series for the rest of the season following mounting concerns that she is dangerously slow.

The ruling means that the Venezuelan will now be under special scrutiny, and according to a statement issued by the series, faces further sanctions unless she can demonstrate "immediate and

substantial improvement to her driving." The Dale Coyne driver will be required to lap within 107 per cent of the leader on road courses and 10mph of the lead car on ovals.

Duno was parked in Toronto two weeks ago for being too far off the pace, and was lapping up to eight seconds off the pace in Edmonton last weekend.



GP3 SERIES

Injury sidelines Jakes from Hungary GP3

JAMES JAKES is likely to miss this weekend's GP3 Series round in Hungary after straining the ligaments in his arm in a crash during the sprint race at Hockenheim last weekend.

The Manor driver, currently lying sixth in the points, suffered the injury in a lap-14 crash

with Carlin's Josef Newgarden. He underwent a medical assessment on Tuesday, and as AUTOSPORT closed for press the Briton was not optimistic about his chances of being fit for the Hungaroring. "It's not looking too good for Hungary, to be honest," he told

AUTOSPORT. "It was such a slow-speed crash too, but the steering wheel wrenched my arm."

There was better news for Jenzer's Simon Trummer, who is understood to be almost certain to race this weekend despite fracturing his third vertebrae in the same

race. It was initially feared that the Swiss driver could be out for at least a month, recovering from the injury he sustained when his car landed heavily after being launched over the back of team-mate Pal Varhaug.

Trummer will undergo a final medical check before being cleared.



Jakes is out after straining ligaments

GIBSON/EP3

INDYCAR

Indycars are now back on Hornish radar



Hornish struggles, but still prefers NASCAR

SAM HORNISH could return to open-wheelers if he fails to find a competitive NASCAR drive next season.

The three-time IndyCar Series champion, who has struggled since switching to Sprint Cup full-time at the start of 2008, will find himself out of contract at Penske at the end of this year.

Penske team president Tim Cindric claims he'd like to keep Hornish beyond 2010 if a sponsor can be found for his car, but the 2006 Indy 500 winner admitted last week that his future remains unclear.

"I'd like to stay here in a stock car, that's for sure," said Hornish. "If that doesn't work, we're going to take a look around for something else. I think that we have some great opportunities to make that happen."

IN BRIEF



STALEY/LAT

MAKI BACK IN F3

Mika Maki (above) will return to Formula 3 after being dropped from Red Bull's young driver programme last year. The Finn will contest the remaining rounds of the F3 Euroseries with the Motopark team.

MASS PENALTIES IN GP3

GP3 issued 22 grid penalties in one session at Hockenheim last weekend. All but one were for setting a fastest lap under yellows after Pablo Sanchez Lopez spun and became beached at the final corner late in qualifying. Oliver Oakes picked up an extra penalty for ignoring a red flag earlier in the session.

GP3 SOLVES GLITCH

GP3 claims that it has solved the power-cut problems that affected some cars in the first part of the season. The glitch was traced to an engine management software bug.

F3 GRID BOOST FOR SPA

Six invitational entries from the Formula 3 Euro Series will swell the

British F3 grid to 26 cars for this weekend's races at Spa. Leading squad ART will field Alexander Sims, Jim Pla and Draco Formula Renault 3.5 racer Nathanael Berthon, Prema Powerteam will run Daniel Juncadella and Nicolas Marroc, while German squad Mücke will field a single car for Spaniard Carlos Munoz.

PERERA SUBS FOR LYON

Olympique Lyonnais will return to Superleague Formula at Brands Hatch this weekend with Franck Perera driving the LRS-run car. Franck Montagny returns for Bordeaux, while Andy Soucek continues with Sporting Lisbon.

FILIPPI TO HOLD SEAT

Luca Filippi is likely to remain at Super Nova in GP2 for the rest of the season, although nothing has yet been confirmed beyond this weekend's round in Hungary. Filippi (below) was called up to replace Josef Kral, who was injured in a crash at Valencia last month.



STALEY/LAT

AUTOSPORT SAYS...

CHARLES BRADLEY
DEPUTY EDITOR

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If the outcry over Ferrari's decision to switch Felipe Massa with Fernando Alonso wasn't enough during Sunday afternoon's German Grand Prix, in the early hours of Monday morning it became the IndyCar Series chief race steward's turn to decide who had actually won Edmonton's Indy event.

Both instances highlighted rules that aren't fit for purpose. In F1, team orders will occur whether they're banned or not – it's part of the sport. In Indycars, the 'no blocking' rule is an ass when it comes to a late-race restart. It effectively forces the leader to leave the door wide open at Turn 1, which fixes the outcome just as surely as a coded Rob Smedley radio message. In both instances, fans felt robbed.

I like to see overtaking as much as the next man, but what's the point if it's artificial? 'Blocking' and 'defending your line' are two different things. Blocking is putting someone onto the grass, towards a wall or below the yellow line on an oval. I don't like that, and think it should be acted upon.

Defending his line is all that Helio Castroneves was guilty of, but until the rules draw a distinction, then the law enforcers have no option but to penalise him.

Castroneves defends despite 'blocking' rules



XXX

MILESTONES

GANASSI'S TRIPLE



Chip Ganassi wrote himself into the US motorsport history books last weekend by becoming the first team owner ever to win the Daytona 500, the Indianapolis 500 and the Brickyard 400 in the same year.



Evora GT4 opens new front for Lotus Racing

SPORTSCARS

Lotus plans 2012 GT2 assault

The Evora GT4 is being sized up for entry in an ambitious Le Mans GT2 campaign

Lotus is evaluating whether or not to take on Porsche and Ferrari in the new Le Mans GT Endurance class in 2012.

The British sportscar manufacturer believes that its new Toyota-engined Evora GT4, unveiled at AUTOSPORT International in January, will make a suitable platform for the class



Mowlem is helping develop the Evora

presently known as GT2. New Lotus Cars motorsport director, Claudio Berro, said that a graduation to the higher category was "totally possible for 2012".

"It is important that Lotus fights against top manufacturers at the highest level," said Berro, who formerly ran Ferrari's and Maserati's GT programmes, "and at the moment that means GT2."

Berro believes the Evora will fit the GT2 class better than GT3.

"In GT3 you need more than 500bhp, even 550bhp, which isn't possible with our engine [a four-litre

normally aspirated V6]," he said.

"But to increase our power from the 360bhp we have now, to the 450bhp we would need for GT2, is attainable.

"After the last test of our GT4 car I believe that a move to GT2 is possible. We need to start planning the evolution of the car and I hope we can say more in September."

Berro explained that Lotus's sportscar ambitions still encompassed prototype categories (see AUTOSPORT, March 18).

"Going straight into LMP1 would be impossible," he said. "That is clear because we would have to fight against Peugeot and Audi. LMP2 is a bit different and could be a good first step."

The first stage of development of the Lotus Evora Cup GT4 contender was wrapped up with a test at Snetterton last week. Encouragingly, the car matched the times set by Aston Martin's GT4 Vantage around the British track, according to Berro.

The specification of the car has been fixed and the homologation process can now begin. The car will make its race debut in the GT4 European Cup at the Nurburgring next month and deliveries of the prepped car, expected to cost £120,000 in race-ready form, should begin at the end of the year.

Lotus has been using GT stalwart

Johnny Mowlem as its test driver.

The former Porsche and Ferrari specialist has driven the Evora development car at Lotus's Hethel test track more than half-a-dozen times since June and also conducted the Snetterton test last Friday.

Berro said: "Johnny has been very involved as a test driver. We needed someone with a big experience of GT racing and I know Johnny very well from my time at Ferrari."

Mowlem, 41, said: "I'm delighted to be involved with a brand like Lotus. I'm looking forward to helping Lotus break back into top-line sportscar racing."

He is scheduled to race the car at the Nurburgring in August. It is likely to be fielded in conjunction with GT4 regular Gianni Giudici's team, which has so far fielded a Lotus 2-Eleven in the series.

Lotus will now start developing the Evora for endurance racing. Berro said: "We've had a lot of requests from people wanting to use the car in long-distance events. So we're looking to see what events we can do to develop the car for this purpose."

"We're looking at the 24-hour races at Silverstone, Dubai and Daytona, and we definitely plan to be at the Nurburgring 24 Hours next year."

Lotus IndyCar package confirmed

Lotus will develop an aerodynamic package for the next-generation Dallara Indycar in 2012.

The historic British brand, which won the Indianapolis 500 in 1965-66, is already giving the KV Racing Technology team financial backing and technical assistance for this year's IndyCar Series. It now plans to take advantage of the rule that allows teams to develop their own aerodynamics for the new Dallara one-make Indycar that will come on stream in 2012.

Lotus Cars motorsport director Claudio Berro said: "We plan to do our own bodykit. It is a natural evolution of our involvement in the IndyCar Series."

Lotus has assisted KV this season



IN BRIEF



LAMY BACK WITH BMW

Peugeot factory driver Pedro Lamy is returning to the Schnitzer BMW line-up for the Spa 24 Hours. The Portuguese, who raced one of the Schnitzer M3 GT2 cars in the Nurburgring 24 Hours (above), will share with Jorg Muller and Uwe Alzen.

ZONTA, KECHLE TEAM UP

Ricardo Zonta and Frank Kechle will team up in the second Reiter Engineering Lamborghini Murcielago R-SV at the Spa FIA GT1 World Championship round this weekend.

TRACKSPEED LINE-UP SORTED

The British Trackspeed Porsche squad has announced its line-up for this weekend's Spa 24 Hours. Team owner David Ashburn will share its Porsche 911 GT3-RSR – which will run on Avon tyres – with Tim Bergmeister, Carl Rosenblad and Sebastian Asch.

PHOENIX LANDS PICCINI

Andrea Piccini will return to the Phoenix Carsport FIA GT1 World Championship line-up for the Spa round this week. The Italian – who will share the team's Chevrolet Corvette C6.R with Marc Hennerici – is also due to drive one of the Phoenix Audi R8 LMS GT3 cars in the Spa 24 Hours over the weekend.

OAK TARGETS INTERCONTINENTAL

OAK Racing plans to contest the inaugural Intercontinental Le Mans Cup this autumn. Team manager Francois Sicard said he was “quite confident that we can have two cars” running in the three-event series.

HUGHES TO RACE RLR LOLA

British sportscar stalwart Warren Hughes is joining up with the British RLR team for next month's round of the Le Mans Series at the Hungaroring. The 41-year-old (below) will share RLR's Lola-MG LMP2 contender with Barry Gates and Rob Gorafall on a one-off basis.



SPORTSCARS

Ford team will build Le Mans GT challenger

THE MATECH Ford team has made a U-turn over its decision not to develop a car for the Le Mans GT Endurance category next year.

Matech boss Martin Bartek had vowed not to “spend one penny” adapting his existing FIA GT1 World Championship contender for the renamed GT2 class following the announcement by the Le Mans organiser that it was scrapping its GT1 class for 2011. Now he has revealed that he has reached an agreement with the Automobile Club de l'Ouest that will allow his Ford GT to run in modified form next year.

“My plan was to sell GT1 cars across the series running to Le Mans rules,” said Bartek. “That is now not possible, so I had to reach a compromise that



Matech is now expanding into GT2

would allow me to sell cars and amortise our development costs.

“Building a new car [to the GT2 regulations] was not possible, but fortunately the ACO has accepted a compromise solution.”

Bartek stressed that the ACO had “not accepted the GT1 car as it is”. So changes

now include revisions to the rollcage, the aerodynamics, engine management and transmission.

Matech already has four orders for the new-spec Ford GT. Deliveries of the car, which will cost approximately £420,000, are expected to begin in December this year.

LMP2

ORECA developing LMP2 car

THE FRENCH ORECA organisation is developing an LMP2 contender to next year's new cost-cap regulations.

ORECA, which took over prototype constructor Courage Competition in September 2008, is basing the car on its existing LMP1 monocoque. Team boss Hugues de Chaunac explained that his organisation's



De Chaunac: requests

experience in building the Formula Le Mans one-make prototype would help it meet the £272,000 maximum price for a rolling chassis.

De Chaunac said: “We already have some requests and believe we can sell several cars.”

OAK Racing, which owns the rights to the Pescarolo O1 LMP design, is also evaluating the production of LMP2s for customers.

Team manager Francois Sicard said: “We believe the regulations are good and if we could sell three or four cars we could meet the cost-cap.”

FIRST GLIMPSE OF A FINNED FUTURE

The race to test a Le Mans prototype with the shark fin that will be mandatory from 2011, has been won by the British Libra Racing team. Libra tested the Radical-Nissan SR9 it will field in three end-of-season ALMS races at Snetterton earlier this month



BTCC

Honda opts out of testing



Honda: Snetterton testing is overrated

HONDA WILL not be affected by skipping the final British Touring Car Championship test of the season at Snetterton last week, team principal Steve Neal has claimed.

The Team Dynamics-run outfit, which fields series leader Matt Neal and Gordon Shedden, missed the test because: “There was no need to be there,” said Neal Sr. “You have to balance the cost of doing it against the perceived benefit, and it didn't match up. I don't think it will cost us.

“Snetterton is such a peculiar circuit – we've seen gains there in testing before that haven't translated into races at all.”

Tom Chilton topped the test, the Arena Ford driver lapping more than 0.5s quicker than the Chevrolets of Alex MacDowall and Jason Plato.

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Grosjean quick on GP2 return

He ditched GP2 for F1 chance

But Germany one-off GP2 return for Grosjean won't become more if d'Ambrosio keeps DAMS happy

Romain Grosjean could return for more GP2 races this season following his cameo appearance with DAMS at Hockenheim last week, AUTOSPORT has learned.

The former Renault F1 driver was called up by DAMS to replace Jerome d'Ambrosio for the weekend in an effort to help the team explain its disappointing performances this season. Accidents in both races prevented Grosjean from scoring any points, but the 24-year-old was among the fastest drivers on the track all

weekend despite not having raced in GP2 since taking Nelson Piquet's F1 seat 12 months ago.

Wet conditions limited Grosjean's opportunities to provide feedback on the car, but according to DAMS general manager Loic David, Grosjean's performances were strong enough to put d'Ambrosio on notice.

"Jerome has been given two races to raise his game by Gravity Sport Management," David told AUTOSPORT. "He has all the tools in his hands, and we think that he'll take this opportunity to shine.

Should he have to step aside, it would not be a DAMS decision."

In the event that the Belgian does not do enough at the Hungaroring and Spa to retain his seat, David said that Grosjean could be called up again.

"Romain is involved in other championships and our agreement was for one race only," he said. "If he wished to come back and if we have a free seat in the future, why not? However, we're still very much supporting Jerome and we're focusing on providing him the best car possible for Budapest."

Grosjean was a long-time member of the Renault driver development program, although the relationship ended when he was dropped by its F1 team at the end of last season. He currently races with DAMS in AutoGP as well as the Ford Matech squad in the FIA GT1 Championship.

D'Ambrosio, meanwhile, is in his third season of GP2 and scored his first win in the reversed-grid race at Monaco in May. He has only managed one other points-scoring finish so far this season, currently lying 15th in the standings.

GP2

Ocean floats GP3 plan



Monteiro insists Ocean's here to stay

OCEAN RACING Technology co-owner Tiago Monteiro has denied that the GP2 Series squad is for sale, and says that it is looking to expand into other categories, starting with GP3.

Paddock rumours had suggested that financial problems, caused in part by the lack of television coverage in the team's home country of Portugal, would force Ocean to close its doors at the end of this season. However,

Monteiro has insisted that this is not the case.

"People know that we don't have the TV in Portugal and they know that we've been pushing hard to have it, and then they start speculating that we're quitting because of that," he told AUTOSPORT.

"All our sponsors are very happy with what we're doing and the way things are going. We're not for sale, and we want to improve, we want to evolve, and maybe not just in GP2. We've been looking at GP3 – it's the same weekends, same people and so it would make sense for us to look at doing that in the future."

P52 GP2 REPORT

IN BRIEF

VILLENEUVE STRUGGLES AT INDY

Jacques Villeneuve finished three laps down in 29th on his NASCAR Sprint Cup return at Indianapolis last weekend. The Braun Toyota driver, who qualified on speed, is not confirmed for any future races in the series.

SAID BACK FOR THE GLEN

Road course specialist Boris Said will drive a Red Bull Toyota at the Watkins Glen NASCAR Sprint Cup event next month. Reed Sorenson will continue to race the car until then.

NYKJAER JOINS ETCC FIELD

WTCC racer Michel Nykjaer was a late addition to the European Touring Car Cup event at the Salzburgring last weekend and won both races in his SUNRED SEAT Leon TDI.



LATE SWITCH FOR ENGSTROM

Tomas Engstrom switched from Hartmann Honda to his own Engstrom Motorsport squad for last weekend's Salzburgring ETCC event. Hartmann replaced him with Wolfgang Termel.

CARUSO IN HRT FRAME

GRM driver Michael Caruso has been linked to V8 Supercars' factory Holden team HRT for next season. Caruso could fill the seat left vacant by Will Davison, who is rumoured to be leaving the team at the end of the year.

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FORMULA TRUCK

ONE FOR THE JUNK-YARD

Former Champ Car driver Bruno Junqueira walked away unharmed from this huge Formula Truck accident at Interlagos last weekend. Junqueira was launched over the back of Diemar Bueno, who also escaped injury.

ORLEI SILVA

NASCAR

Chase set for revamp

NASCAR may well introduce a few 'winning' changes to spice up the title run-in

NASCAR is considering an overhaul of the Chase in an effort to spark up the title run-in following Jimmie Johnson's four-year championship streak.

Speaking to journalists in Indianapolis last week, NASCAR CEO Brian France said that while it was entirely possible that the current system could remain unchanged, he was attracted to

the idea of placing a greater value on race wins. One option under consideration is eliminating cars that fall too far behind.

"Not changing the Chase is definitely a viable option," France said. "But regarding the options that we have on the table, the only ones we would consider are those that make winning more important than they are today. There's

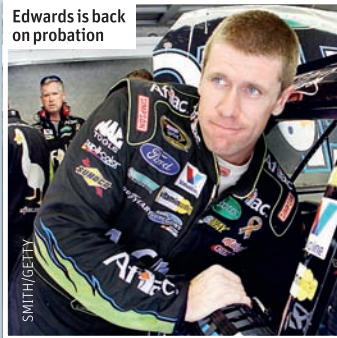
obviously a number of ways to do that — as you go along, [there could be] certain races in the Chase you have to win or do very, very well in to move on."

France also confirmed that there would be likely changes to the calendar, with a race at Kentucky's 1.5 mile oval and a second race at Las Vegas both thought to be high on the agenda.

NASCAR

Edwards, Keselowski penalised

Edwards is back on probation



CARL EDWARDS and Brad Keselowski have both been punished by NASCAR following their latest on-track clash in the Nationwide Series race at Gateway two weeks ago.

The pair had already been warned following their earlier exchange at Atlanta. A post-race review of the Gateway incident, in which Edwards put Keselowski hard into the wall on the final lap, resulted in Edwards and team owner Jack Roush both being docked 60 points in the Nationwide drivers' and team owners' standings respectively, and Edwards also being fined \$25,000 and placed on probation for the rest of the season.

Keselowski was also put on probation for the rest of the year for nudging Edwards earlier in the race.

NASCAR

NASCAR imposes cone of silence

THE DAYS of NASCAR drivers speaking their minds could be numbered, as series officials have reportedly instigated a crackdown on comments felt to be detrimental to the sport.

According to AP, teams were warned during the pre-season that there would be zero tolerance of public criticism of the series, and two high-profile drivers are thought to have already been issued with \$50,000 fines for making comments deemed harmful to the sport's image.

Up until now, NASCAR has been renowned for letting its drivers to speak their minds — indeed, Tony Stewart has frequently been critical of the judicial system, and Kyle Busch proclaimed that the Car of Tomorrow "sucks" after winning in its debut race at Bristol in 2007.

The change in philosophy is believed to be part of a wider drive by NASCAR to protect its brand image as it fights falling crowd numbers and diminishing sponsorship interest.



Stewart will have to watch his words

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Mini in long-term WRC plan

Mini's World Rally Championship programme confirmed with the Countryman WRC arriving next season

Twelve months after AUTOSPORT revealed Prodrive's intentions to build a Mini World Rally Car, the deal was finally confirmed earlier this week.

Mini issued a statement on Tuesday confirming Prodrive is building the Countryman WRC. The statement also confirmed a selected World Rally Championship programme in 2011 and a full programme of events in 2012. The best news for the sport was the line which added: "This involvement is planned for several years."

Ian Robertson, Mini's sales and

marketing chief, said: "I am delighted Mini will be represented on one of the most popular stages in international motorsport. The success enjoyed on the rally circuit has made a vital contribution to the image of the brand. I am convinced we will add a few more chapters to our success story in rallying. In Prodrive, we have a strong and experienced partner. We will work hard together over the coming months to ensure we get the project on track right from the word go."

Prodrive chairman David Richards added: "This is a very

exciting new motorsport programme. During the 1960s Mini captured the imagination of the world. I believe our new Mini will become a firm favourite of the latest generation of rally fans, just as it is adored by its millions of owners across the world."

World Rally Championship promoter, North One Sport's CEO Simon Long described the news as another "vital building block for the sport."

"This is fantastic news that an iconic brand like Mini is coming back to the World Rally

Championship," said Long.

"This gives major confidence to the other manufacturers – of which there are two or three – that we are actively talking to about the future of the WRC."



Richards: Mini will be a fan favourite

MINI RALLYING ADVENTURE STARTS IN EARNEST...

The Mini Countryman WRC car has been put through its paces in testing by Prodrive as the hard work ramps up ahead of its series entry in 2011



WRC

Burns fans hit the road

FANS OF Richard Burns are organising another gathering of Subaru Imprezas, similar to the record-breaking McRae Gathering which included 1086 Subarus in 2008.

Precise details of the event have yet to be confirmed, but 'Remembering Richard' as the day will be known is set for September 25 and will raise money for the Richard Burns Foundation.

Banbury-based Prodrive, the team which prepared Burns's 2001 world title-winning Subaru Impreza WRC, will be the destination for the collection of Impreza road and rally cars. The organisers of the event have emphasised that they are not seeking to beat the McRae Gathering world record, but still estimate 400-plus Imprezas attending.

WRC

Teams want single tyre supplier

SOURCES IN the WRC Rallyes Commission have admitted there is growing unease at the FIA's decision to return the series to open competition for tyres.

There is speculation from inside the Rallyes Commission that an attempt will be made

to get the next world Motor Sport Council meeting to reverse the decision.

The source said: "This decision doesn't make sense. There's a degree of exasperation from all involved and, from what we can understand, people are

exploring ways to avoid the undoubted increase in costs this move would bring. Right now, the control tyre makes perfect sense for everybody, there is money for the promoter, the FIA and a young driver scheme."

The FIA was unavailable for comment.

WRC Home win does not ease Mikko pressure

MIKKO HIRVONEN has admitted his first Rally Finland win last season has not eased the pressure on his return to his home round of the world championship this season.

The Ford Focus RS WRC driver beat Sebastien Loeb in a thrilling fight in Jyvaskyla 12 months ago, but Hirvonen said the local expectation remains high.

"The pressure is more or less the same as last time," he said. "I'm a Finnish driver and the expectation is that I'm here to win. It's kind of like the nation expects me to. I'm just doing my own thing, not looking



Will Hirvonen taste champagne again?

at the TV or the papers."

Hirvonen identified Citroen driver Loeb as his chief threat in Jyvaskyla again, with the Finn refusing to buy into Loeb's comments about not taking risks in Finland.

"If he's not going to push or take risks, he

can stay at home!" said Hirvonen. "He's not going to start SS1 with second place in mind."

Hirvonen added that Petter Solberg's private Citroen C4 WRC would also be a threat, starting fifth on the road.

"If the weather stays dry, for sure Petter is

going to be in a good place on the road."

Hirvonen starts Rally Finland 65 points adrift of Loeb.

"The championship is tough this season," he added. "If we can't do this, for me personally, the next thing is to win in Finland."

IN BRIEF

KANKKUNEN GOES HOME

Four-time world champion Juha Kankkunen will start his first WRC round in eight years, when he tackles Rally Finland for the 22nd time this week. The

three-time winner of the event will drive a Stobart Ford Focus RS WRC.

RANTANEN CLOSE TO C4

Finnish privateer Matti Rantanen has admitted he came within days of closing a deal to drive a Citroen C4 WRC on Rally Finland this week. The Finn finished fifth on last year's event, but was unable to clinch another World Rally Car for this week's event, instead he drives a Skoda Fabia S2000.

ATKO CHASES HOME WIN

Queenslander Chris Atkinson is returning home for this week's International Rally of Queensland, the fourth round of this year's Asia-Pacific Rally Championship. The Proton driver is hoping for an upturn in fortunes on an event which he won in 2004. "We know this car can win and that's what I want to do this week. It's been a while since I won anything, it'd be good for everybody."

BASSO NO MADEIRA

Giandomenico Basso will not contest next month's Madeira Rally after he was unable to secure the required budget to run an Abarth Grande Punto on an IRC round he has won three times previously. The official Skoda team has now confirmed it will compete in Madeira, ensuring Peugeot UK's Kris Meeke of plenty of competition on the asphalt island event.

RALIO RETURNS

Popular Welsh motorsport television show Ralio returns tonight (Thursday) at 2130. With its usual mix of rallying at all levels, the programme is available on S4C and Sky 134.

TANAK: I'M GOING SLOW

After dominating but then crashing out of the last two Pirelli Star Driver events, Markko Martin's protege Ott Tanak has vowed to take things a bit more steady in Finland this week. "I need to finish, that's for sure," said the Estonian. "I will drive slowly and try to control things." PSD co-ordinator Phil Short said: "Ott's retirements on day three have not impressed. Maybe it will help that there's no third day in Finland!"



WRC Toyota to pick WRC for return?



Toyota flew in WRC before. Will it again?

A DECISION on whether Toyota will return to the World Rally Championship is expected some time next month – with the firm's senior managing director Tadashi Yamashina reckoned to favour rally over other motorsport disciplines the firm has been looking at.

Toyota's motorsport department in Cologne has spent the first half of the year preparing feasibility studies to all forms of motorsport, but Yamashina's comments are the strongest indication yet of a return to WRC for the first time since 1999.

Yamashina said: "Toyota wants to be engaged in motor sports in Europe. Rallyes have the highest media exposure."

A spokesman from Toyota Motorsport said: "We're expecting some news from Japan around the end of the summer. Japan is in possession of all our research. All the championships we looked at have merit and from our point of view, there wasn't one which stood out head and shoulders above all of the others."

AUTOSPORT SAYS...

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Just under a year ago, I sat in the bar of the Alexandra Hotel over the road from service at Rally Finland and listened to David Richards.

I was chancing my arm a little, and, no doubt, trying DR's patience.

"Mazda? Toyota?" No. Nothing. "I'm not discussing individual manufacturers," he said.

Here goes, the big shot, the hottest rumour in town that week.

"Mini?"

"Tried, but it's too small," was the concise reply.

And so the story was born. Mini was returning to the World Rally Championship.

I have to say, I had a pretty serious wobble around January, when I actually began to doubt it myself. But my source was adamant. It was happening.

And now it has. Finally! And, if we think the confirmation is good news for us, it's exceptional news for Richards, Prodrive technical guru David Lapworth, commercial chief Richard Taylor and the rest of the people who have worked tirelessly to make this happen. Good for you and thanks from all of us for making it happen.

Undoubtedly, the hardest of the hard work is about to start at Prodrive, but the Banbury boys don't have a bad track record in WRC...

Mini, back in the WRC. How cool is that? Let's just hope they're red with white roofs...

Makinen won '65 Monte Carlo rally in a Cooper S



WRC PREVIEW

Event	Rally Finland
Round	8/13
Based	Jyvaskyla
Date	July 29-31
Stages	19
Surface	Gravel
Competitive miles	192
Last winner	Mikko Hirvonen
Championship leader	Sebastien Loeb



**GERMAN GP**

Hockenheim

ROUND 11/19**LAPS** 67**WINNER**Fernando Alonso
1h27m38.864s**POLE POSITION**Sebastian Vettel
1m13.791s**FASTEST LAP**Sebastian Vettel
1m15.824s**RACE RATING**

★★★★★

On track action
overshadowed by
strategic calls
from the pits**DRIVERS STANDINGS**

Hamilton	157pts
Button	143pts
Webber	136pts

MILESTONE

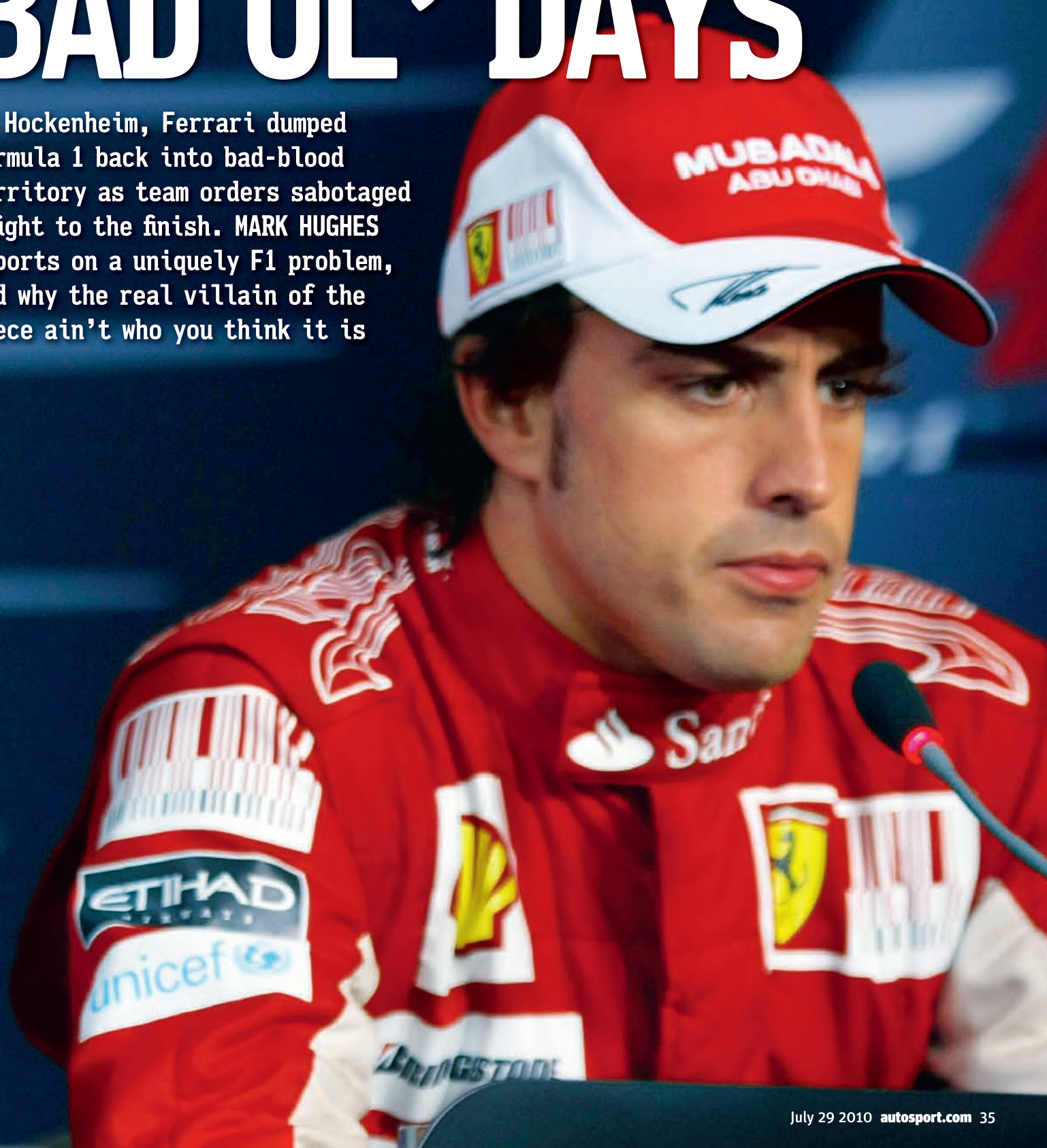
- Williams has now gone 100 races since its last win
- Schumacher's worst-ever German GP showing

FERRARI REVIVES THE GOOD OL'



BAD OL' DAYS

At Hockenheim, Ferrari dumped Formula 1 back into bad-blood territory as team orders sabotaged a fight to the finish. MARK HUGHES reports on a uniquely F1 problem, and why the real villain of the piece ain't who you think it is



QUALIFYING

Alonso puts the frighteners on Vettel who nevertheless scrapes pole. And Massa elbows Webber aside

It was pole – but not as Red Bull has come to know it. Sebastian Vettel was squeezed to within two thousandths of a second by the resurgent Ferrari of Fernando Alonso. “I crossed the line and saw it was P1 but I knew there were still a few cars after me,” said Vettel, “and all the way down the back straight I was thinking ‘please, please.’” You can bet the car he was worried about was Alonso’s, quickest in both Q1 and Q2 and consistently super-fast all weekend. It did without the sheer grip of the Red Bull in the high-speed Turns 1 and 12, but played to its strengths of great braking and traction, allied to a now beautifully driveable balance, a mix that kept Alonso quick in the slow turns and committed – though busy – in the fast ones.

The RB6 still looked the quickest thing out there, but the Ferrari was pushing it hard enough to make small details like the timing and traffic on the out-lap of paramount importance. With an unprecedented 0.7s gap between the tyre compounds, the super-soft needed to be looked after – and Red Bull reckoned the out-lap preparation was going to be more important than any tiny amount of rubbering-in of the track. So Vettel got underway early on his final Q3 run. It enabled him to warm the tyres to perfection but the whole lap that followed felt like a trade-off between full attack and keeping the tyres in shape. “You can push a bit too much and you lose the edge, and then you feel you’re starting to lose time. My last run wasn’t 100 per cent perfect, a bit here and there above the limit.”

Hence his agonising wait. Alonso was bullishly upbeat: “For the first time this year we got 100 percent of our potential in qualifying. When we saw we were quicker at Silverstone we knew we’d be really good on lower speed circuits.” The three-piece front wing introduced at Silverstone seems to give the F10 the front end it previously lacked, and it has always been super-strong under braking and in traction – both qualities strongly rewarded here. Only a couple of high-speed aero corners reveal its lack of ultimate downforce.

The respective team-mates, Mark Webber and Felipe Massa, were somewhat overshadowed. Webber, running with more downforce than Vettel, always seemed that vital tenth adrift but beginning his final run he took a big commitment into Turn 1 – and immediately ran wide. His first run would stand for fourth quickest. Turn 1 was also Massa’s bugbear. He spent much of the practices running wide there, and his was a scrappy lap 0.5s off Alonso, but still good for third.

McLaren, running its blown floor throughout the weekend for the first time,



Vettel's pole only just survived an alarmingly quick Ferrari run



Both Williams in top 10 (Rubens 8th)

could have done without the rain-interrupted practice as they tried to get the data needed to exploit it fully. A crash by Lewis Hamilton on Friday morning also cost valuable running time. Progress was made but there was a recognition quite early in the weekend that they probably wouldn’t be fighting for the first two rows. But still with a useful gap back to the Renault/Williams/Mercedes group, they opted for a low downforce set-up that would compromise their qualifying times but probably not their positions, and give them an advantage on race day. Jenson Button out-qualified Hamilton for the first time since China, reckoning he took all there was in the car to go fifth, Lewis one place behind with a lap that had a couple of errors and wasn’t as quick as his Q2 effort.

Hockenheim is prime f-duct territory with its combination of slow corners but

long back straight, and the Renault R30, still without the feature, was struggling. Robert Kubica was seventh quickest – 1.2s off pole – and not entirely happy with the car’s slightly twitchy balance. Had Rubens Barrichello repeated his Q2 time in Q3, he would have put his Williams sixth rather than eighth. “The Q2 lap was brilliant,” he enthused, “but the balance became a little more understeery in Q3.” Nico Hulkenberg also made the final session, confirming the team’s recent solid progress. He did a single two-lap run that left him 10th.

Nestling between the Williams pair was Nico Rosberg in the only Mercedes to make it into Q3, Michael Schumacher just eight-thousandths slower in Q2 and back in 11th. The car’s new rear wing and floor hadn’t been cured of its basic inconsistency, both drivers finding a lot of oversteer that necessitated them taking front wing out to

restore balance but at the expense of significant grip. “Blown exhaust gas is a complex area to model and replicate in the wind tunnel,” said Ross Brawn, “and we’ve had quite big inconsistencies in performance this weekend. Sometimes we’d see quite big drop-offs but at other times quite strong performance, and we have to get on top of how we use it.”

Either one of the Sauber drivers might have edged Rosberg out of Q3 had they got their laps together, Kamui Kobayashi going 12th after traffic stopped him getting his tyres properly up to temperature on his out-lap, with Pedro de la Rosa 15th after a couple of wild moments. Vitaly Petrov struggled to put all the tricks of tyre usage together and was 13th, 0.5s off his team-mate. Adrian Sutil’s Force India was a disappointing 14th and took a five-place grid hit after a broken driveshaft damaged his gearbox, necessitating a change. Sutil was complaining of dire rear-end grip. The Toro Rossos of Jaime Alguersuari and Sebastian Buemi completed the Q2 part of the grid, as Tonio Liuzzi had crashed the Force India out of Q1.



P44 RESULTS
ALL THE STATS FROM
HOCKENHEIMRING





Massa leads, Vettel drops to third to follow Alonso



RACE CONDITIONS

Weather - The race was held in sunny conditions with intermittent cloud. The track temperature fluctuated between 27C and 30C.

You've no doubt got your own view of 'the radio message', but nothing is black-and-white in this sport — the good guys aren't always saints, the bad not always devils. There are, as they say, at least two sides to every story, including this one in which Fernando Alonso played the pantomime villain by accepting the victory surrendered to him by team-mate Felipe Massa.

So, choose your own...

FERRARI THE BAD GUYS

Massa had won the start fair and square. He's habitually faster off the line than Alonso and here he was aided further by being on the cleaner side of the grid and by Alonso being slowed as Sebastian Vettel's Red Bull squeezed him against the pit wall. Vettel had bogged down badly off pole: "On the first clutch, for the first five or 10 metres, I nearly stalled the engine and only then, on the second clutch,

did I get going properly." From that moment on it became his mission to stop Alonso and he veered hard right towards the pit wall. It was as close as close ever gets without provoking an accident, and a brilliant demonstration of judgement, nerve and sheer balls by both drivers. Alonso won that battle but already Massa was screaming around the outside approach to Turn 1 and clean into the lead, raggedly magnificent as he put everything into that first lap, sliding to the edges of exit kerbs, raw adrenalin-fuelled desire clearly visible.

Jenson Button got away well but had to back out of it to avoid the Alonso/Vettel knot and then take to the run-off area, following the path of Mark Webber. This lost Button a crucial place to Lewis Hamilton who then used the vastly superior low-drag straightline speed of the McLaren to slipstream past Webber for fourth on the way down to the hairpin. Mark was caught napping a little and failed to make Hamilton go the long way round. Caught in the concertina at the hairpin, Button was then under attack from Robert Kubica, the Renault on the inside and slightly ahead but then getting crossed up as it put the power down, so releasing Button into sixth.

Two red Ferraris across the finish

line, blam-blam, yellow helmet ahead of white/blue/orange. The wrong order — so far as Ferrari's championship aspirations went. Only Alonso had and has the slightest hope of overhauling the deficit to the front of the points table in the remaining races. Massa's uncertain form since his comeback has ensured he's almost as far from Alonso as Alonso is from the lead.

Fernando is entirely predictable in these circumstances. Indy 2006 (with Fisichella), China '06 (Fisi again) Indy 2007 (with Hamilton), Australia this year (with Massa): on

each occasion he railed against the injustice of having to fight his own team-mate when he knew he, Alonso, represented the team's best chance. In the aftermath of the opening races this season, he called a summit meeting with the team, voicing how ridiculous it was that he lost a chance of winning the Australian race just because the team didn't want to risk upsetting Massa by moving him out the way.

Almost from that moment on Ferrari has been run as Alonso's team. It made it easier that he was consistently faster, that Massa was ▶



Weekend chaos for Force India

DUBAR/LAT



Button's pit exit beats Webber's



McLaren team played a blinder in the pits



Schuey explains the team orders rule

A speed cloud hangs over Lewis/McLaren



DRIVER BY DRIVER by Edd Straw



6/10
Rating

JENSON BUTTON

McLaren-Mercedes MP4-25-O3
Start: 5th Finish: 5th
OUTQUALIFIED HAMILTON for the first time in seven attempts, but was disappointed to be seven-tenths off pole. Hoped a low downforce set-up would pay dividends, but slipped behind Hamilton for sixth after emerging from a three-second pit-stop to bag fifth.



7/10
Rating

LEWIS HAMILTON

McLaren-Mercedes MP4-25-O3
Start: 6th Finish: 4th
FP1 CRASH restricted him to 18 laps on Friday, costing the team track time for its exhaust-blown diffuser package. Reckoned he was a couple of tenths off the full potential in qualifying, but after jumping Button and Webber at the start, made no impression on the top three.



6/10
Rating

MICHAEL SCHUMACHER

Mercedes MGP W01/02
Start: 11th Finish: 9th
FAILING TO make Q3 grabbed the headlines, but it's worth noting that Schuey was only eight-thousandths off team-mate Rosberg in Q2. Passed Rosberg and Barrichello at the start to run eighth, but slipped back to ninth. Focus now seems to be shifting to 2011.



7/10
Rating

NICO ROSBERG

Mercedes MGP W01/04
Start: 9th Finish: 8th
COMPLAINED ABOUT poor rear-end grip after qualifying ninth. Slipped behind Schuey at the start, but held ninth by passing Barrichello, and made the options last long to lap 24. Although this didn't allow him to jump Kubica, it did put him ahead of his team-mate.



6/10
Rating

SEBASTIAN VETTEL

Red Bull RB6-2
Start: 1st Finish: 3rd
PULLED OUT all the stops to snatch pole position from Alonso by just two-thousandths, courtesy of a stunning final sector. Bugged down at the start and moved right to defend against Alonso, opening the door for Massa. Stayed third, but couldn't worry Ferrari.



5/10
Rating

MARK WEBBER

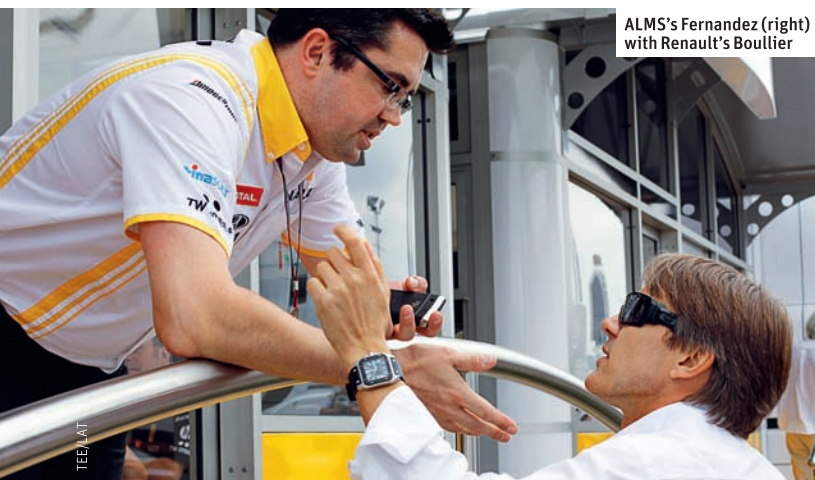
Red Bull RB6-3
Start: 4th Finish: 6th
SEEMED TO lack a fraction of a second to Vettel, and an error in Turn 1 on what should have been his best lap left him on row two. Lost a place to Hamilton at the start and dropped behind Button in the pits. Went into conservation mode with an oil consumption problem.



Kubica heads Merc to grab solid points



Petrov chases down Hulkenberg



ALMS's Fernandez (right) with Renault's Boullier

◀ struggling to adapt his style to the tyres. So Ferrari began to revert to being centred on one driver — a focused, selfish, winner. The other guy would have to fend for himself, other than being nursed along by his simpatico engineer, Rob Smedley, the pair as close as brothers.

The pit stops came and went, triggered by Vettel at the end of lap 12. The super-softs were standing up fine, but there was a nice little gap in the traffic he could be dropped into. As he was only 1.7s adrift of the second-place Ferrari at the time, Alonso had to be brought in on the next lap in defence. A lap after that Massa was brought in too. No need to do anything obvious,

FERRARI BEGAN TO REVERT TO BEING CENTRED ON ONE DRIVER — A FOCUSED, SELFISH, WINNER. THE OTHER GUY WOULD HAVE TO FEND FOR HIMSELF

like a deliberately slow stop (in fact their stops were identical at 4.7s) because now they would be switching to the hard tyre — and Massa was certain to struggle on that. This has been central to his problems all season; if the tyre is too conservative for the conditions, he struggles to get the fronts up to temperature. Sure enough, once they were back out there, Felipe was all locked wheels — and Fernando was upon him, scenting his prey.

Button stayed out long and was therefore leading the race, having nursed his option tyres into lasting much longer than forecast. He was going slightly quicker on his used super-softs at 20 laps than the Ferraris on their fresh hards. Alonso would argue that was because Massa was slow at this point. More critically, Button was going faster than Hamilton and Webber, who'd pitted on laps 14 and 13 respectively, and therefore looking to leapfrog both for fourth. He'd done enough to clear Webber, who was struggling

with an understeer balance once he'd switched to the hards, and now came the potentially tricky McLaren conflict of whether he could do enough to rejoin in front of Lewis. Doubtless to the team's relief, that conflict was averted as Button was about to encounter the first of the backmarkers. So he was brought in on lap 22, not quite late enough to leapfrog his team-mate. He rejoined just behind, though on tyres that were eight laps newer and, with more fuel to play with, he could run a more aggressive fuel map. Their in-team fight would continue for the rest of the race, though they were by then far adrift of the Ferrari/Vettel trio.

The leaders were now among the traffic that Button had pitted to avoid, and on the 21st lap the Ferraris were closing down fast on Bruno Senna's HRT. Massa was again locking brakes into the hairpin, oversteering coming out — and Alonso sensed his opportunity. Getting out of there far cleaner he was catching Massa hand-over-fist as they raced up the following straight and he flicked to the left to pass. Massa could have boxed him in against Senna at this point and it would have been entirely legitimate, if a little risky. Instead, with typical honour, he moved far enough right to allow Alonso to clear the HRT and still race him to the approach of Turn 7, the fast kink. By dint of staying on the inside, the corner was Massa's — but it had been mighty close. That's when Alonso began to rant on the radio: "This is ridiculous." The message was clear: "Get him out of my way."

But now Massa's tyres were finally getting up to temperature, he stopped locking the brakes — and began setting fastest laps. From laps 23 to 27 he stretched the lead to 3.5s, faster every lap, while Alonso appeared to back off. Smedley ▶

7  **9/10**
Rating

FELIPE MASSA
Ferrari F10-284

Start: 3rd Finish: 2nd
NEVER SHOWED Alonso-troubling pace in practice or qualifying, but took the lead with a stunning start from third on the grid. Survived a fraught first lap after changing to primes with Alonso breathing down his neck, before obeying orders to let the Spaniard past.

8  **8/10**
Rating

FERNANDO ALONSO
Ferrari F10-285

Start: 2nd Finish: 1st
SAID AFTER practice that he needed a "perfect" weekend to capitalise on the improving Ferrari F10, and came close to delivering the perfect lap in qualifying. Passed Vettel at the start to run second behind Massa and stayed there until Massa handed him the lead.

9  **6/10**
Rating

RUBENS BARRICHELLO
Williams FW32-04

Start: 8th Finish: 12th
CONTINUED TO revel in the progress being made by Williams and needed only a few thousandths less to have taken seventh on the grid. A poor first lap, caught up in traffic left him mired in 11th. Petrov jumped him in the pits by staying out nine laps longer on the options.

10  **6/10**
Rating

NICO HULKENBERG
Williams FW32-01

Start: 10th Finish: 13th
ANOTHER Q3 appearance as the reigning GP2 champ builds a strong mid-season run. A poor start dropped him to 13th, and the team decided to leave him out for as long as possible on the primes. Staying out too long was a mistake, but not one that cost any points.

11  **10/10**
Rating

ROBERT KUBICA
Renault R32-03

Start: 7th Finish: 7th
GIVEN THAT Kubica usually gets close to the maximum from his machinery, it's fair to say that the half-second deficit to P6 in qualifying was insurmountable. Drove an immaculate race, repulsing the Mercedes drivers to finish seventh. Could have done no more.

12  **8/10**
Rating

VITALY PETROV
Renault R32-02

Start: 13th Finish: 10th
UNDER PRESSURE to deliver points finishes if he is to keep his drive next year, he drove an impressive race. Ran 12th early on, but ran to lap 23 on options to emerge ahead of Barrichello. Battled past Kobayashi and showed good race pace to take a valuable point.

◀ informed Massa of the gap, as though this was highly significant, and encouraged him to keep reeling them off. Is there, within the team, an agreed gap which, once reached, fixes the order when running 1-2? Was Massa trying to get the gap out to that? It didn't happen: after a five-lap breather Alonso came back at him in a big hurry, apparently demonstrating conclusively that he was faster. Once within 1s, though, aerodynamic turbulence takes over – and the cars had been set up with identical wing levels and therefore the same straightline performance.

By the 40th lap they were around 6s clear of Vettel, but then Sebastian stepped up his pace. For the next

“IT'S EMBARRASSING TO WATCH ALONSO AND DOMENICALI CONTRIVE EXPLANATIONS OF WHY WHAT WE KNOW TO BE THE TRUTH - IS NOT THE TRUTH”

few laps he chipped away the Ferraris' advantage, at which point there came Smedley's clearly reluctant words: “OK, Felipe. Fernando is faster than you,” recited in a very deliberate way, so there could be no misunderstanding. It's accepted code when one driver is being asked to move aside for a team-mate: “Can you confirm you have received that information?”

Two laps later, Felipe – on the anniversary of his Hungary accident – softened his acceleration out of the hairpin. Very obviously. Alonso overtook, Massa tucked back in behind. “Good lad, well done,” said Smedley, followed by the single word he couldn't help but say: “Sorry.” It was that word which led to the team being fined \$100,000 and finding itself before the World Motorsport Council, because it was a tacit admission of culpability. The call came from above but was delivered by the man who has been with Massa through thick and thin, each an intrinsic part of the other's

success. It should never have been left to Smedley to deliver it – from both humane and pragmatic viewpoints – for without that emotion, the apology wouldn't have gone out over the radio.

The emotional significance of the moment had been completely overruled by the hard-edged chase of success and the demands of a ruthlessly insistent No1 driver. Fans were robbed of a wheel-to-wheel contest, just like in Austria 2002.

FERRARI THE VICTIMS

But was it really like that? Austria '02 was cynical beyond precedence, in that their two drivers were then running 1-2 in the championship with a totally dominant car and the decision to switch them around just so the leader could increase his already massive points lead was hugely disrespectful to the

sport and its fans and completely unnecessary. This time it is a team with just an outside chance, if they can maximise every opportunity and get a following wind, that *might*, just might, be able to pull it off with the driver that started the race 47 points behind with nine races to go. Why should it not be able to switch the order of its drivers in order to try to beat the opposition?

There is nothing intrinsically biased about this team in its post-Jean Todt era, in that it does not have a designated No1 and subservient team-mate. In 2007, it insisted that Massa support Kimi Raikkonen's title bid towards the end of the year when Raikkonen had established a points lead over him. In 2008, it had Raikkonen supply the exact same service for Massa's title bid. This year, Alonso has the advantage, so he takes precedence. But it isn't systematic.

It's embarrassing to watch intelligent individuals like Alonso and Stefano Domenicali having to



...but the team faithful are as happy as ever



DRIVER BY DRIVER by Edd Straw

14  **6/10**
Rating

ADRIAN SUTIL

Force India VJM03/03

Start: 14th Finish: 17th

SUTIL'S WEEKEND

unravelling after a gearbox failure at the start of FP3. Short of dry-track time, he couldn't find Q3 pace but was bullish for the race until his plan to pit for primes was scuppered when Liuzzi pitted for a new nose and was given his tyres.

15  **3/10**
Rating

VITANTONIO LIUZZI

Force India VJM03/01

Start: 22nd Finish: 16th

DESCRIBED IT

as a “disappointing” weekend. Try catastrophic. After stuffing it into the pit-wall in qualifying, contact with Sutil on the first lap forced him in for a new front wing. Pitted again when the team realised it had put the wrong tyres on. But made the finish.

16  **5/10**
Rating

SEBASTIEN BUEMI

Toro Rosso STR5-02

Start: 17th Finish: DNF

PUZZLED BY

his lack of pace in qualifying, but made up for it with a flying start. Unfortunately for the Swiss, this meant he was now just far enough ahead of team-mate Alguersuari for the Spaniard to get out of shape under braking and slam into his back at the hairpin.

17  **4/10**
Rating

JAIME ALGUERSUARI

Toro Rosso STR-03

Start: 16th Finish: 15th

SAVED THE

ignominy of falling in Q1 by Liuzzi's crash, but he bounced back by beating Buemi for the first time since April. Pitted for a new nose on lap one after rear-ending his team-mate on lap one, putting it out of the race. Not a popular figure in the team post-race.

18  **7/10**
Rating

JARNO TRULLI

Lotus T127-04

Start: 18th Finish: DNF

AFTER QUALIFYING,

Trulli described the weekend as his first straightforward one of the season following few problems in practice. After taking new-team pole under pressure from Virgin, he stayed ahead of team-mate Kovalainen at the start, only for his gearbox to fail in race.

19  **5/10**
Rating

HEIKKI KOVALAINEN

Lotus T127-01

Start: 18th Finish: DNF

UNHAPPY WITH

the balance of the car on Friday afternoon. Struggled for straightline speed in qualifying and after starting behind Trulli took the lead of the new-team battle after Trulli dropped out. Hit de la Rosa late in the race, costing Lotus a new-team victory.



REPORT GERMAN GP

contrive explanations of why what we all know to be the truth is not the truth. The rule that makes this necessary has no place in this sport. But how do you write a rule that forbids Austria 2002 but permits Hockenheim 2010? Better to keep it but not rigidly enforce it – and that's what generally happens. It was that word "sorry" that forced a reaction from the authorities. But that word was uttered from a sincere emotional standpoint from a man who should never have been asked to deliver the message. If Ferrari made one mistake at Hockenheim, it was simply that.

So Alonso pulled away, Massa closed back up, all-but-equalled Alonso's fastest lap with two to go. Alonso then hit back with a yet faster one, perhaps to prove a point, maybe building evidence that he was indeed faster. Vettel trumped them both on his final lap, getting to within 1s of Massa at the flag.

Hamilton was only allowed onto the full power map for the last four laps, having been conserving fuel, while Button, never more than a couple of seconds back, was on full map for the last dozen or so. He launched a concerted effort in the closing laps but running off track at the hairpin finally put paid to that, leaving him fifth. Webber was a distant sixth, having nursed excessive oil consumption, with Kubica and the two Mercs of Nico Rosberg and Michael Schumacher rounding out the points.

If it was unfair that Ferrari got quite as much flak as it did, there's a certain irony that the trouble was born of an inappropriate rule that was put in place only because of this team's outrageous manipulation that day in 2002. Ferrari has Jean Todt to thank for that. There would be a further irony if the team were to be further penalised by the FIA now headed by that same Todt. For this is a much fairer, more open, team than ever it was in his day. ☹

Media are poised as Fernando prepares



20  **2/10**
Rating

SAKON YAMAMOTO
HRT F110-01

Start: 23rd **Finish:** DNF
PROMOTED TO the penultimate row by Virgin's problems, Yamamoto didn't get within a second of his team-mate's pace. The race target was simply to finish on his second outing, but a gearbox problem cost him a certain last place and forced him to retire after 19 laps.

21  **8/10**
Rating

BRUNO SENNA
HRT F110-02

Start: 21st **Finish:** 19th
BACK IN the saddle after being "rested", the Brazilian did a good job in qualifying to start a career-best 20th. On HRT's most "competitive" outing, he did well to keep vaguely in touch with the back of the Lotus/Virgin battle until a slow puncture forced a second pit-stop.

22  **6/10**
Rating

PEDRO DE LA ROSA
Sauber C29.04

Start: 15th **Finish:** 14th
DIDN'T HAVE the raw pace of Kobayashi, and a ragged lap left him on row seven when he'd hoped for Q3. The best-placed car starting on primes, survived to lap 51 before pitting. Passed Hulkenberg, but pitted again when hit by an unsighted Kovalainen.

23  **6/10**
Rating

KAMUI KOBAYASHI
Sauber C29.02

Start: 12th **Finish:** 11th
ONCE AGAIN on impressive form throughout practice but traffic and dirty tyres as he moved off line cost him a likely Q3 slot. Ran as high as 10th early on, but Petrov took advantage of a longer first stint on the option tyres to pass him for the final point.

24  **7/10**
Rating

TIMO GLOCK
Virgin VR-01/03

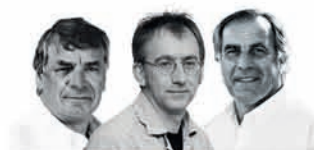
Start: 20th **Finish:** 18th
WAS BULLISH about his chances of winning the new-team battle in qualifying, only for brake problems to leave him eight-tenths behind Trulli. He then fought well despite a bad start. Was pressuring Kovalainen when the Lotus retired, giving Glock the new-team win.

25  **8/10**
Rating

LUCAS DI GRASSI
Virgin VR-01/04

Start: 24th **Finish:** DNF
GEARBOX PROBLEMS left him on the back row. Charged to 17th on lap one right behind Kovalainen. After starting on primes, led the new-team class when the option-shod Finn pitted. Retired before his stop when he hit the kerb and spun, damaging his suspension.

Drawing board

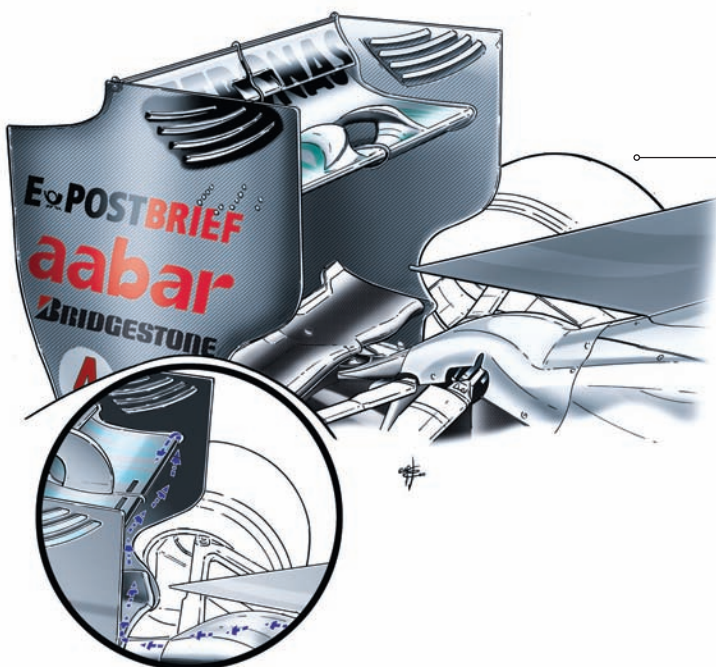
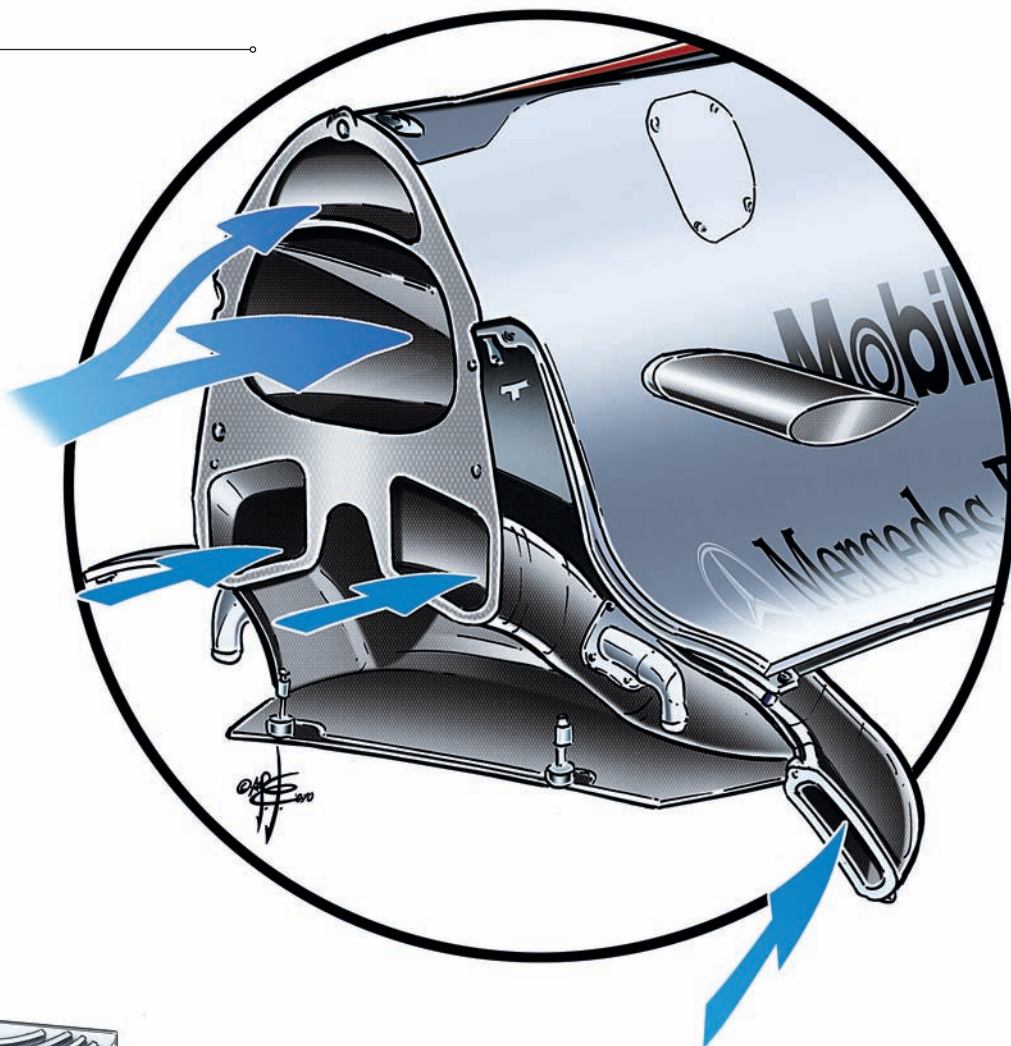


Gary Anderson, Mark Hughes and Giorgio Piola examine some of the technical upgrades that appeared on cars at Hockenheim

McLAREN ENGINE COVER

➔ Removal of the McLaren engine cover revealed extensive details of how all the various ducting has been incorporated.

GARY ANDERSON: Not only are the external body surfaces very complicated on an F1 car, but a glance under the McLaren engine cover and airbox shows that the complexity runs even deeper still. The lower two holes will be for cooling the hydraulics and/or gearbox. There is also a small aluminium pipe outlet each side which cools something else. The large hole is the engine intake; this duct connects the airbox intake above the driver's head to the engine trumpet plenum area. The filter will be set in the optimum position to ensure the maximum filter area, so reducing any problems of pressure drop across it. The top hole will be for the f-duct. It's a complicated system that responds to all the different air pressures on the rear wing, the main intake above the driver's head and the small duct at the front of the chassis.

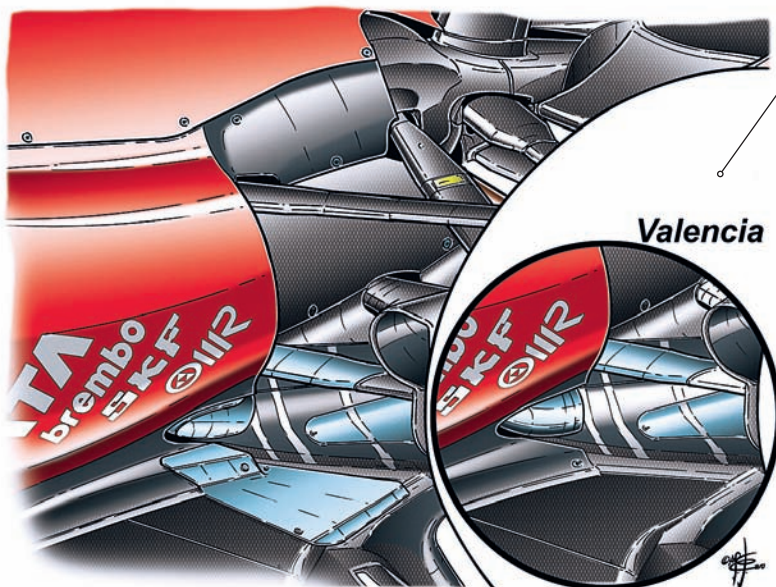


MERCEDES WING

➔ Mercedes introduced a radical-looking rear wing, complementing its similarly unconventional f-duct system. This came with a new floor.

GARY ANDERSON: The regulations require that – apart from an area 75mm from the car's centre line – the rear wing must consist of no more than two closed sections. Mercedes, along with most teams, has a high-downforce wing assembly for use in Monaco and Hungary – or in the wet. And it inserts an extra slot in this centre section that basically turns the wing into a three piece unit in this area. On the Mercedes this duct is, to say the least, fairly brutal. The team has

gone about designing its f-duct rear wing package in a strange way, in that it feeds the air along the under floor, up to the end plates and into the rear wing main-plane chamber. And I wouldn't be surprised if they were using this inlet to work with this other ducting to the 'f' wing. Or they could be using this duct to feed a slot along the underside of the rear wing main plane, so turning the complete wing into a three-piece unit. With a bit of clever surface modelling this assembly could still have only two closed sections where required, but also a slot along the complete wing width – as with the f-duct assembly.



FERRARI REAR END

➔ Ferrari continues to fine-tune its blown-diffuser floor arrangement.

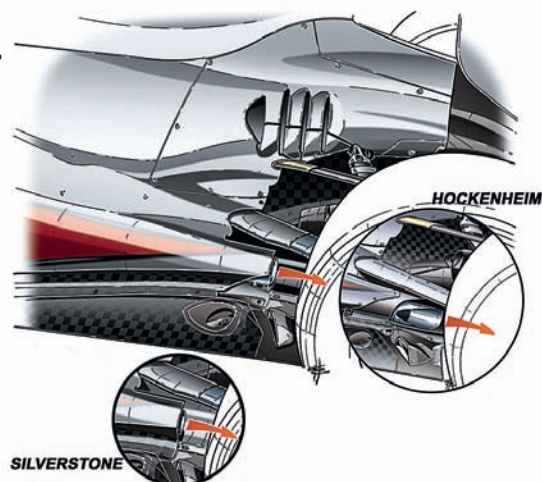
GARY ANDERSON: In its efforts to close the performance gap to Red Bull, Ferrari has worked hard to optimise its exhaust-blown diffuser. Getting the exhaust outlet as low and as far forward as possible in the tunnel between the inside of the tyre and the inner wall of the diffuser allows the high-speed exhaust gases to work on a larger volume of the airflow that runs between these two components. The tail pipe has now been cut off at an angle, and heat shielding added to reduce the risk of overheating the under floor. Speeding up this airflow helps to scavenge the flow coming out of the outlet of the diffuser itself which, in turn, increases the speed of the air passing under the car. And this creates more overall downforce and possibly reduces drag as well.

McLAREN MODIFIED BLOWN-FLOOR

➔ McLaren ran the blown-floor that had been discarded on the Friday evening at Silverstone, but with many detailed modifications to improve its heat durability and sensitivity.

GARY ANDERSON: The version McLaren ran at Silverstone suffered from excessive heat and, in turn, the underfloor was deforming under load, so creating inconsistent aerodynamics. However, even with its standard non-blown diffuser, the car appears to be far too sensitive to changing ride heights and is very pitch sensitive. If affected by a bump, it lurches into this aerodynamic

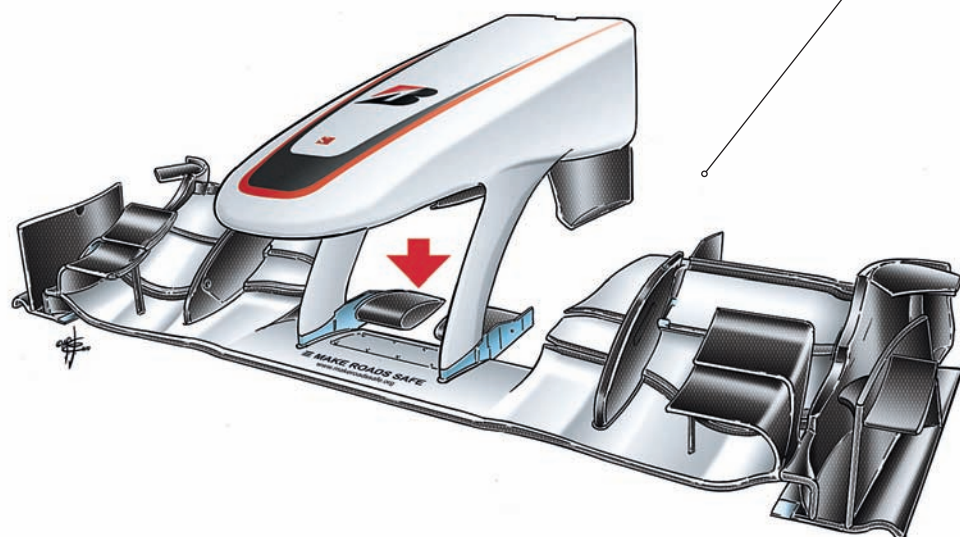
pitching mode caused by an overworked front wing and/or diffuser. It's something Hamilton can live with because he drives the car from reactive instinct whereas Button is more of a "planning" driver, who needs a car with a more consistent balance than the McLaren offers him. They have moved the exhausts outward and the now cut-off pipe has a longer inner section as opposed to just being straight cut. The carbon materials used in this area will also have been changed and I'm sure other small modifications have been made to optimise its performance.



SAUBER FRONT WING

➔ Sauber introduced a raft of small aerodynamic improvements including this Force-India-inspired front wing. The package also included detail changes to the diffuser.

GARY ANDERSON: Sauber has adopted trend-setting Force India's front-camera mounting position. Soon everyone will have it and be developing their cars around it – and then, as with double diffusers and f-ducts, they can all agree that in reality it isn't within the spirit of the rules and ban it. With the regulations as tightly controlled as they are, finding little bits of downforce for no drag cost or negative aerodynamic characteristics is far from easy these days, yet these camera mounts offer exactly that. They turn an FIA-defined symmetrical profile front-wing centre section into a slotted-flap front wing, generating downforce from this area which, in turn, allows the team to optimise the other parts of the wing section. Get this all working correctly and the end result is more overall downforce without any negative effects.



GERMAN GP RESULTS



HONE/GETTY

PRACTICE 1 - Friday

POS	DRIVER	TIME
1	SUTIL	1m25.701s
2	MASSA	1m26.850s
3	BUTTON	1m26.936s
4	BARRICHELLO	1m26.947s
5	PETROV	1m26.948s
6	ROSBERG	1m27.448s
7	BUEMI	1m28.114s
8	HULKENBERG	1m28.193s
9	LIUZZI	1m28.300s
10	DE LA ROSA	1m28.486s
11	VETTEL	1m28.735s
12	GLOCK	1m28.735s
13	KUBICA	1m28.903s
14	WEBBER	1m29.048s
15	TRULLI	1m29.280s
16	ALGUERSUARI	1m29.366s
17	HAMILTON	1m29.429s
18	DI GRASSI	1m29.500s
19	ALONSO	1m29.684s
20	KOBAYASHI	1m29.690s
21	FAUZY	1m30.938s
22	SENNA	1m31.720s
23	SCHUMACHER	1m32.450s
24	YAMAMOTO	1m32.791s

Weather: wet, but drying

PRACTICE 2 - Friday

POS	DRIVER	TIME
1	ALONSO	1m16.265s
2	VETTEL	1m16.294s
3	MASSA	1m16.438s
4	WEBBER	1m16.585s
5	ROSBERG	1m16.827s
6	SCHUMACHER	1m16.971s
7	HAMILTON	1m17.004s
8	KUBICA	1m17.009s
9	BARRICHELLO	1m17.056s
10	HULKENBERG	1m17.204s
11	KOBAYASHI	1m17.336s
12	PETROV	1m17.547s
13	DE LA ROSA	1m17.573s
14	SUTIL	1m17.701s
15	BUTTON	1m17.739s
16	LIUZZI	1m17.871s
17	BUEMI	1m18.147s
18	ALGUERSUARI	1m19.327s
19	GLOCK	1m19.533s
20	TRULLI	1m20.008s
21	DI GRASSI	1m20.106s
22	KOVALAINEN	1m20.377s
23	SENNA	1m21.988s
24	YAMAMOTO	1m23.066s

Weather: damp in places

PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	VETTEL	1m15.103s
2	ALONSO	1m15.387s
3	WEBBER	1m15.708s
4	MASSA	1m15.854s
5	ROSBERG	1m16.046s
6	HAMILTON	1m16.207s
7	SCHUMACHER	1m16.473s
8	BARRICHELLO	1m16.481s
9	KUBICA	1m16.646s
10	HULKENBERG	1m16.743s
11	KOBAYASHI	1m16.882s
12	BUEMI	1m16.990s
13	BUTTON	1m17.037s
14	PETROV	1m17.148s
15	DE LA ROSA	1m17.220s
16	ALGUERSUARI	1m17.341s
17	LIUZZI	1m17.538s
18	KOVALAINEN	1m19.193s
19	TRULLI	1m19.607s
20	SENNA	1m20.533s
21	YAMAMOTO	1m21.538s
22	DI GRASSI	1m23.444s
23	GLOCK	1m23.873s
24	SUTIL	no time

Weather: overcast



FERRARI/LAT



FERRARI/LAT

QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m15.152s	1m14.249s	1m13.791s
2	ALONSO	1m14.808s	1m14.081s	1m13.793s
3	MASSA	1m15.216s	1m14.478s	1m14.290s
4	WEBBER	1m15.334s	1m14.340s	1m14.347s
5	BUTTON	1m15.823s	1m14.716s	1m14.427s
6	HAMILTON	1m15.505s	1m14.488s	1m14.566s
7	KUBICA	1m15.736s	1m14.835s	1m15.079s
8	BARRICHELLO	1m16.398s	1m14.698s	1m15.109s
9	ROSBERG	1m16.178s	1m15.018s	1m15.179s
10	HULKENBERG	1m16.387s	1m14.943s	1m15.339s
11	SCHUMACHER	1m16.084s	1m15.026s	-
12	KOBAYASHI	1m15.951s	1m15.084s	-
13	PETROV	1m16.521s	1m15.307s	-
14	SUTIL	1m16.220s	1m15.467s	-
15	DE LA ROSA	1m16.450s	1m15.550s	-
16	ALGUERSUARI	1m16.664s	1m15.588s	-
17	BUEMI	1m16.029s	1m15.974s	-
18	TRULLI	1m17.583s	-	-
19	KOVALAINEN	1m18.300s	-	-
20	GLOCK	1m18.343s	-	-
21	SENNA	1m18.592s	-	-
22	LIUZZI	1m18.952s	-	-
23	YAMAMOTO	1m19.844s	-	-
24	DI GRASSI	no time	-	-

Weather: overcast

QUALIFYING

Head to head		
BUTTON	4	7
SCHUMACHER	2	9
VETTEL	6	5
MASSA	3	8
BARRICHELLO	8	3
KUBICA	11	0
SUTIL	9	2
BUEMI	9	2
TRULLI	6	5
CHANDHOK/YAMAMOTO	4	7
DE LA ROSA	6	5
GLOCK	10	1
HAMILTON		
ROSBERG		
WEBBER		
ALONSO		
HULKENBERG		
PETROV		
LIUZZI		
ALGUERSUARI		
KOVALAINEN		
SENNA/YAMAMOTO		
KOBAYASHI		
DI GRASSI		

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

VISIT  TO FIND OUT

castrol driverrankings.com

THE GRID

1 VETTEL RED BULL 1m13.791s super-soft	2 ALONSO FERRARI 1m13.793s super-soft
3 MASSA FERRARI 1m14.290s super-soft	4 WEBBER RED BULL 1m14.347s super-soft
5 BUTTON McLAREN 1m14.427s super-soft	6 HAMILTON McLAREN 1m14.566s super-soft
7 KUBICA RENAULT 1m15.079s super-soft	8 BARRICHELLO WILLIAMS 1m15.109s super-soft
9 ROSBERG MERCEDES 1m15.179s super-soft	10 HULKENBERG WILLIAMS 1m15.339s super-soft
11 SCHUMACHER MERCEDES 1m15.026s super-soft	12 KOBAYASHI SAUBER 1m15.084s super-soft
13 PETROV RENAULT 1m15.307s super-soft	14 DE LA ROSA SAUBER 1m15.550s soft
15 ALGUERSUARI TORO ROSSO 1m15.588s hard	16 BUEMI TORO ROSSO 1m15.974s hard
17 TRULLI LOTUS 1m17.583s hard	18 KOVALAINEN LOTUS 1m18.300s super-soft
19 SUTIL FORCE INDIA 1m15.467s* super-soft	20 SENNA HRT 1m18.592s super-soft
21 LIUZZI FORCE INDIA 1m18.952s hard	22 YAMAMOTO HRT 1m19.844s super-soft
23 GLOCK VIRGIN 1m18.343* hard	24 DI GRASSI VIRGIN no time* hard

* 5-place grid penalty

THE RACE: 67 | APS. 190.424 MTI FS

RACE OF GREAT BRITAIN 1974							TYRE CHOICE				
POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PSTOP	FASTEST STOP	S1	S2	S3	S4
1	ALONSO	Ferrari	67	1h27m38.864s	1m15.880s	1	19.02s	Super-soft	Hard		
2	MASSA	Ferrari	67	+4.196s	1m16.097s	1	19.13s	Super-soft	Hard		
3	VETTEL	Red Bull-Renault	67	+5.121s	1m15.824s	1	18.35s	Super-soft	Hard		
4	HAMILTON	McLaren-Mercedes	67	+26.896s	1m16.503s	1	19.20s	Super-soft	Hard		
5	BUTTON	McLaren-Mercedes	67	+29.482s	1m16.451s	1	18.46s	Super-soft	Hard		
6	WEBBER	Red Bull-Renault	66	+43.606s	1m16.678s	1	18.06s	Super-soft	Hard		
7	KUBICA	Renault	66	-1 lap	1m17.166s	1	18.17s	Super-soft	Hard		
8	ROSBERG	Mercedes	66	-1 lap	1m16.609s	1	17.99s	Super-soft	Hard		
9	SCHUMACHER	Mercedes	66	-1 lap	1m17.088s	1	18.05s	Super-soft	Hard		
10	PETROV	Renault	66	-1 lap	1m17.198s	1	18.15s	Super-soft	Hard		
11	KOBAYASHI	Sauber-Ferrari	66	-1 lap	1m17.100s	1	18.70s	Super-soft	Hard		
12	BARRICHELLO	Williams-Cosworth	66	-1 lap	1m17.029s	1	19.23s	Super-soft	Hard		
13	HULKENBERG	Williams-Cosworth	66	-1 lap	1m16.386s	2	19.18s	Super-soft	Hard	Hard	
14	DE LA ROSA	Sauber-Ferrari	66	-1 lap	1m16.527s	2	18.96s	Hard	S-soft	Hard	
15	ALGUERSUARI	Toro Rosso-Ferrari	66	-1 lap	1m16.971s	2	26.84s	Hard	S-soft	S-soft	
16	LIUZZI	Force India-Mercedes	65	-2 laps	1m16.596s	3	18.69s	Hard	S-soft	Hard	S-soft
17	SUTIL	Force India-Mercedes	65	-2 laps	1m16.687s	3	20.27s	Super-soft	Hard	Hard	S-soft
18	GLOCK	Virgin-Cosworth	64	-3 laps	1m18.211s	1	21.47s	Hard	S-soft		
19	SENNA	HRT-Cosworth	63	-4 laps	1m20.861s	2	19.88s	Super-soft	Hard	Hard	
R	KOVALAINEN	Lotus-Cosworth	56	accident	1m20.664s	1	20.01s	Super-soft	Hard		
R	DI GRASSI	Virgin-Cosworth	50	spin	1m20.703s	1	20.99s	Hard	DNF		
R	YAMAMOTO	HRT-Cosworth	19	gearbox	1m23.541s	1	19.52s	Super-soft	Hard		
R	TRULLI	Lotus-Cosworth	3	gearbox	2m14.452s	1	3m03s	Hard	S-soft		
R	BUENI	Toro Rosso-Ferrari	1	acc damage	-	0	-	Hard	DNF		




















Weather: dry. Fastest lap: Sebastian Vettel 1m15.824s (134.947mph) on lap 67.
Lap leaders: 1-14 Massa: 15-22 Button: 23-48 Massa: 49-67 Alonso

SEASON SO FAR - Points and positions

POS	DRIVER	PTS	BRN	AUS	MAL	PRC	E	MC	TR	CDN	EU	GB	D	H	B	I	SGP	J	ROK	BR	UAE
1	HAMILTON	157	3 rd	6 th	6 th	2 nd	14 th	5 th	1 st	1 st	2 nd	2 nd	4 th								
2	BUTTON	143	7 th	1 st	8 th	1 st	5 th	ret	2 nd	2 nd	3 rd	4 th	5 th								
3	WEBBER	136	8 th	9 th	2 nd	8 th	1 st	1 st	3 rd	5 th	ret	1 st	6 th								
4	VETTEL	136	4 th	ret	1 st	6 th	3 rd	2 nd	ret	4 th	1 st	7 th	3 rd								
5	ALONSO	123	1 st	4 th	13 th	4 th	2 nd	6 th	8 th	3 rd	8 th	14 th	1 st								
6	KOSBERG	94	5 th	5 th	3 rd	3 rd	13 th	7 th	5 th	6 th	10 th	3 rd	8 th								
7	KUBICA	89	11 th	2 nd	4 th	5 th	8 th	3 rd	6 th	7 th	5 th	ret	7 th								
8	MASSA	85	2 nd	3 rd	7 th	9 th	6 th	4 th	7 th	15 th	11 th	15 th	2 nd								
9	SCHUMACHER	38	6 th	10 th	ret	10 th	4 th	12 th	4 th	11 th	15 th	9 th	9 th								
10	SUTIL	35	12 th	ret	5 th	11 th	7 th	8 th	9 th	10 th	6 th	8 th	17 th								
11	BARRICHELLO	29	10 th	8 th	12 th	12 th	9 th	ret	14 th	14 th	4 th	5 th	12 th								
12	KOBAYASHI	15	ret	ret	ret	ret	12 th	ret	10 th	ret	7 th	6 th	11 th								
13	LIUZZI	12	9 th	7 th	ret	ret	15 th	9 th	13 th	9 th	16 th	11 th	16 th								
15	BUEMI	7	16 th	ret	11 th	ret	ret	10 th	16 th	8 th	9 th	12 th	ret								
16	PETROV	7	ret	ret	ret	7 th	11 th	13 th	15 th	17 th	14 th	13 th	10 th								
14	ALGUERSUARI	3	13 th	11 th	9 th	13 th	10 th	11 th	12 th	12 th	13 th	ret	15 th								
17	HULKENBERG	2	14 th	ret	10 th	15 th	16 th	ret	17 th	13 th	ret	10 th	13 th								
18	DE LA ROSA	0	ret	12 th	ns	ret	ret	ret	11 th	ret	12 th	ret	14 th								
19	KOVALAINEN	0	15 th	13 th	nc	14 th	ns	ret	ret	16 th	ret	17 th	ret								
20	CHANDHOK	0	ret	14 th	15 th	17 th	ret	14 th	20 th	18 th	18 th	19 th	-								
21	DI GRASSI	0	ret	ret	14 th	ret	19 th	ret	19 th	19 th	17 th	ret	ret								
22	TRULLI	0	17 th	ns	17 th	ret	17 th	15 th	ret	ret	21 st	16 th	ret								
23	SENNA	0	ret	ret	16 th	16 th	ret	ret	ret	ret	20 th	-	19 th								
24	GLOCK	0	ret	ret	ret	ns	18 th	ret	18 th	ret	19 th	18 th	18 th								
25	YAMAMOTO	0	-	-	-	-	-	-	-	-	-	-	20 th	ret							

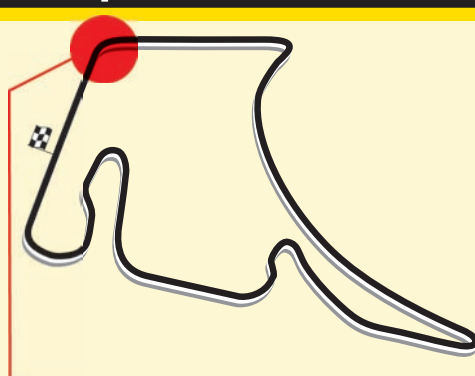


SEASON SO FAR - Points and positions

																					
POS	TEAM	PTS	BRN	AUS	MAL	PRC	E	MC	TR	CAN	EU	GB	D	H	B	I	SGP	J	KOR	BR	UAE
1	McLAREN	300	21	33	12	43	10	10	43	43	33	30	22								
2	RED BULL	272	16	2	43	12	40	43	15	22	25	31	23								
3	FERRARI	208	43	27	6	14	26	20	10	15	4	0	43								
4	MERCEDES	132	18	11	15	16	12	6	22	8	1	17	6								
5	RENAULT	96	0	18	12	16	4	15	8	6	10	0	7								
6	FORCE INDIA	47	2	6	10	0	6	6	2	3	8	4	0								
7	WILLIAMS	31	1	4	1	0	2	0	0	0	12	11	0								
8	SAUBER	15	0	0	0	0	0	0	1	0	6	8	0								
9	TORO ROSSO	10	0	0	2	0	1	1	0	4	2	0	0								
10	LOTUS	0	0	0	0	0	0	0	0	0	0	0	0								
11	HRT	0	0	0	0	0	0	0	0	0	0	0	0								
12	VIRGIN	0	0	0	0	0	0	0	0	0	0	0	0								

TRACKSIDE VIEW

Mark Hughes
Grand prix editor



 Stand alongside the 100-metre board on Friday afternoon, with turn one just ahead curving out of view. F1 cars stretch out the revs as they punch a hole in the air at 180mph, choppy air in their wake. You can feel the displacement of the air up this close, just adding to the drama of their passage, some engines hitting the hacking rev limiters in fifth, others already in sixth. Then there's a hit of brakes for less than half a second, and for the faster cars – the Red Bulls, Ferraris, Mercedes and others – a single downchange to fifth, where the slower cars are in fourth. During that brief deceleration, the initial turn is made, the off-throttle instability helping make the direction change, then it's hard on the gas to re-stabilise, long before the apex and the tricky exit kerb beyond. Timo Glock arrives at the pit exit just in time to see Fernando Alonso to his left on the very outer edges of car control – and then the Spaniard's

“Michael wrestles it through in a series of flick-and-correct moves”

gone. But it's Michael Schumacher that's the most spectacular here, the Mercedes reluctant to go through in one smooth arc, Michael instead wrestling it through in a series of jagged little flick-and-correct moves that only sometimes have the underside of the car not clattering that exit kerb, a haze of its white paint hanging in his wake. For the Red Bulls it's all a lot easier and in that moment of off-throttle turn they turn fantastically aggressively without any visible penalty to pay in the aftermath, the car just smothered in high-speed grip.



Turning up the Wickens

Convincing wins for the Canadian and Esteban Gutierrez

The combination of damp conditions and 30 drivers of varying abilities proved to be a volatile cocktail in last weekend's GP3 Series round at Hockenheim, but Robert Wickens survived the shunts around him to take an overdue first victory in Saturday's feature race.

Signs that the weekend would be one for the books were first apparent in qualifying, when 21 drivers managed to amass a total of 22 separate penalties. This meant that the final starting order wasn't fully calculated until the cars were preparing to be wheeled out of the paddock and onto the grid.

Carlin's Josef Newgarden started from pole after both James Jakes and Wickens were dealt penalties, but Wickens made a great start from third to pick off both cars. From there, the Status driver had a relatively easy time of things, cruising ahead to take a comfortable win ahead of Jakes.

Chaos reigned behind, with the safety car being called out twice in the opening three laps. The massive run-off area at Turn 1 had helped the field to navigate the first corner more or less intact, but that simply meant it had its massive pile-up at the hairpin instead. Four cars were eliminated, prompting a spell under yellows.

The lap three restart lasted exactly one corner, when ART's Alexander Rossi took to the grass in an effort to pass Daniel Morad on the inside of Turn 1, understandably taking the Lebanese driver by surprise. Morad's car survived the initial impact but was sufficiently damaged to retire shortly afterwards; Rossi was spat into the wall and had both wings and a wheel ripped off. The wreckage spun to a halt in the middle of the track, and he was fortunate not to be hit by any other cars.

Renger van der Zande of RSC Mücke Motorsport

finally showed signs of putting his nightmare start to the season behind him by earning his first points, courtesy of a good drive to third. He'd been pushed hard, with runaway series leader Esteban Gutierrez shadowing him for the second half of the race.

The afternoon was less kind to Newgarden. Buoyed by his first front row start, the Tennessee driver had been bullish about his chances of a solid result, but when the race came he

found himself down on power and sank through the field. He was still better off than Manor's Adrian Quaife-Hobbs, who again qualified well only to see it come to nothing. On this occasion, his unlucky streak was extended by an overheating problem.

The safety car was again a major feature in Sunday's sprint race, which was won at a canter by Gutierrez. The Mexican took second from Mirko Bortolotti at the start, but his efforts to catch Daniel Juncadella for the lead were delayed when Jenzer's Simon Trummer launched himself off the back of another car at Turn 6. The Swiss driver was later found to have suffered a fractured vertebrae.

When the restart finally came Juncadella tried to break away but Gutierrez stayed with him, the pair opening an immediate gap over the rest of the field. Juncadella's first lap after the restart was the fastest of the race so far as he tried to shake off the ART car, but on the next lap he went wide, giving Gutierrez an easy route through.

A late crash between Newgarden and Jakes brought the safety car back out and forced the race to finish under yellows, although Tech 1's Doru Sechelariu still managed to run into the back of Oliver Oakes while weaving down the front straight on the penultimate lap and leave the start/finish line littered with debris.

Gutierrez's victory was his fourth of the season, while Juncadella and Stefano Coletti both earned their first podiums, the latter having capitalised on a mistake by Felipe Guimaraes to move into third a few laps before the finish.

Mark Glendenning

RESULTS

RACE 1 1 Robert Wickens, 17 laps in 29m40.963s; 2 James Jakes, +2.395s; 3 Renger van der Zande; 4 Esteban Gutierrez; 5 Stefano Coletti; 6 Mirko Bortolotti.

RACE 2 1 Gutierrez, 17 laps in 32m14.652s; 2 Daniel Juncadella, +0.357s; 3 Coletti; 4 Bortolotti; 5 Wickens; 6 Pedro Nunes.

POINTS 1 Gutierrez, 64; 2 Wickens, 34; 3 Alexander Rossi, 26; 4 Nico Muller, 23; 5 Rio Haryanto, 21; 6 James Jakes, 21.



Both races continued where qualifying left off

Wickens won despite penalties



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**AUTO
GLYM**

Porsche Supercup Hockenheim (D), July 25, Rd 7/10

Outsider delivers surprise slap to Supercup regulars

Nicolas Armindo surprised the Porsche Supercup regulars when he took time out from the German series to score a dominant win at Hockenheim. Meanwhile, main title contenders Rene Rast and Nick Tandy failed to score after a controversial coming together.

Frenchman Armindo put his Lechner car on pole, ahead of Tandy, Christian Engelhart and points leader Rast. Guest driver Martin Ragginger was fastest at one point in qualifying, but dropped to 10th after his best time was cancelled as the stewards continued their clampdown on drivers who leave the track.

Although his get away wasn't great, Armindo still got to the first corner in front. But it all got a bit tight behind at Turn 2 when

Engelhart came down the inside of Tandy as Rast cut across from the outside of the Englishman. There was heavy contact and Tandy found himself the meat in a German sandwich.

"Rast came down the outside and turned hard right into the side of both of us," said Tandy. "That broke the steering rack, two wheels and did several thousand pounds worth of bodywork damage. That was the end of that."

Tandy pitted and retired at the end of the lap, while Rast dropped initially to 11th. He made up a few places before stopping with wheel damage after another incident.

Meanwhile, the race proved to be something of a demonstration run for Armindo. Saving his tyres, he won by 2.2sec from Jan

Armindo cleans up in demo run



Seyffarth, who had relieved Engelhart of second on lap 2. From seventh on the grid Stefan Rosina moved up to fourth, and since his rivals didn't score he put himself back in the title hunt. Jaap van Lagen made good progress from 12th on the grid to fifth, while Norbert Siedler, Ragginger and Sebastiaan Bleekemolen completed the top eight.

Tim Bridgman was 13th

while Sean Edwards had a frustrating weekend after being held up by guest driver Mathias Lauda in qualifying (He cried: "And my dad saved his dad's life!") Starting 14th he had to pit for a new wheel, and eventually finished 19th.

● Adam Cooper

RESULTS

1 Nicolas Armindo, 14 laps in 24m22.602s; 2 Jan Seyffarth,

+2.226s; 3 Christian Engelhart; 4 Stefan Rosina; 5 Jaap van Lagen; 6 Norbert Siedler; 7 Martin Ragginger; 8 Sebastiaan Bleekemolen; 9 Matthew Halliday; 10 Patrick Huisman. **Fastest lap** van Lagen, 1m43.425s (98.929mph).

Points 1 Rene Rast, 106; 2 Nick Tandy, 90; 3 Rosina, 89; 4 Siedler, 80; 5 Bleekemolen, 74; 6 Van Lagen, 68; 7 Huisman, 64; 8 Seyffarth, 63; 9 Engelhart, 44; 10 Halliday, 39.

Formula BMW Europe Hockenheim (D), July 24-25, Rd 5/8

Frijns denied perfect weekend double, but beats rival Harvey

A first pole since June 2009, a victory and a second place sound like a good weekend's work for Robin Frijns – and it was – but the Dutchman had reason to kick himself after two mistakes cost him a potential double win at Hockenheim.

After taking pole by just two-thousandths of a second in a drying qualifying session, Frijns held the lead at the start of a damp race one and was delighted to see title rival Jack Harvey slip back to third after starting on the more slippery side of the grid. But a lap-four moment under braking into the hairpin, allowed Timmy Hansen, son of 14-times European Rallycross champion Kenneth, to take

the lead. Frijns shadowed Hansen – yet to win a race in the category – but made a rash move into Turn 2 late in the race and clattered into his side.

Hansen, who had driven impeccably under extreme pressure, survived to take an impressive win. Frijns recovered from his spin in time to hold second from Harvey, who came into his own as the track dried.

There were no such mistakes in race two as Frijns took his Josef Kaufmann Racing-prepared machine to a lights-to-flag victory. Harvey again finished right behind him after battling past Daniil Kvyat but, despite having the pace to win, couldn't pull a telling move on Frijns.

● Edd Straw

RESULTS

Race 1 1 Timmy Hansen, 13 laps in 23m26.821s (90.680mph); 2 Robin Frijns, +5.576s; 3 Jack Harvey; 4 Christian Ledogar; 5 Daniil Kvyat; 6 Hannes van Asseldonk; 7 George Katsinis; 8 Jeff Tarancon; 9 Maciej Bernacik; 10 Fahmi Ilyas. **Fastest lap** Harvey 1m49.207s (93.690mph).

Race 2 1 Frijns, 13 laps in 23m04.530s (96.073mph); 2 Harvey, +0.354s; 3 Van Asseldonk; 4 Kvyat; 5 Ledogar; 6 Carlos Sainz Jr; 7 Hansen; 8 Tarancon; 9 Facundo Regalia; 10 Katsinis. **Fastest lap** Harvey 1m45.128s (97.331mph).

Points 1 Harvey, 247; 2 Frijns, 224; 3 Sainz, 163; 4 Hansen, 162; 5 Regalia, 138; 6 Tarancon, 121; 7 Ledogar, 95; 8 Katsinis, 95; 9 Van Asseldonk, 86; 10 Ilyas, 76.



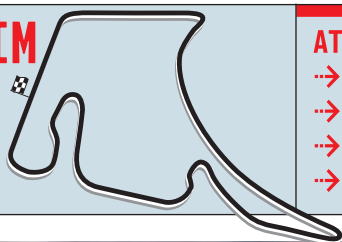
HOCKENHEIM

Germany

July 23-25

GP2

Round 6/10



AT A GLANCE

- Race 1 **Pastor Maldonado**
- Race 2 **Sergio Perez**
- Pole position **Charles Pic**
- Fastest laps **Bianchi/Perez**



Perez won race 2 by over six seconds

Pastoral flair



Maldonado did it again in Germany, although Perez's convincing drive means he's leapt into second in the drivers' championship

Maldonado's win was his fourth this season

QUALIFYING

Pic 'n' mix tastes sweet

⌚ A drying track meant that pole was always going to be about who did the best job on their final lap. On this occasion it was Arden rookie Charles Pic. Romain Grosjean appeared to be on target for a front row start in his comeback race, but the DAMS driver was shuffled backwards in the final minutes of the session and ended up 13th.

Worse off was ART's Sam Bird, who lost control at the exit of the hairpin and ripped his rear wing off on the barriers, consigning himself to 22nd.



Pic qualified 0.3s ahead of Maldonado

As exercises in damage limitation go, Sergio Perez didn't do too badly at Hockenheim last weekend, taking a win and a second place to remain just within striking range of Pastor Maldonado's points lead. But the Mexican could have done without Maldonado winning the feature race.

Maldonado's fourth victory of the season was arguably his best. The Rapax driver was beaten to pole position by Arden's Charles Pic, but the Frenchman was slow off the line and allowed Maldonado to lead the field into the first corner.

While Pic ceased to be a problem, Maldonado still had to contend with Perez, who had also made a good

start and was clamped to the rear of the Venezuelan's car. Perez had Maldonado more than covered in terms of speed, but all of his efforts to get past were rebuffed. With little hope of passing Maldonado on the track, Perez tried to make his stop one lap later than his rival with the aim of finding the 0.5s he needed to leapfrog him in the pits. That plan fell apart when his pitlane speed limiter failed, losing him around 3.0s as he tiptoed down the pitlane trying to avoid incurring a penalty.

Consequently, not only had Maldonado kept his lead when Perez rejoined, he'd extended it. Perez's problems were compounded by the fact that he wasn't finding the same sort of pace on his second set of tyres.

The result could have been very different had series returnee Romain Grosjean not been flushed down the grid in the final minute of qualifying. The former Renault F1 driver had been called up to replace Jerome d'Ambrosio at DAMS for the weekend in an effort to help the team trace the cause of its poor performances this year, and despite not having sat in a GP2 car for 12 months, he was right on the pace from the start. Even from a starting slot of 13th there seemed to be potential for fireworks, but he was forced into the pits for a new rear wing when he was rear-ended by Christian Vietoris on the first lap.

Just to complete DAMS' misery, Grosjean was joined there by team-mate Ho-Pin Tung, who broke his front

RACE RATING

★★★★★

Dramatic sprint race made up for a relatively sedate outing on Saturday



I led the first half of the race and thought we could win it. Then I looked in my mirrors and saw Perez” Oliver Turvey

REPORT GP2 HOCKENHEIM



Mark Glendenning reports

wing when he ran into Alberto Valerio's Coloni and needed a new nose. Grosjean eventually rejoined three laps down and set a string of fast laps (as well as picking up a drive-through penalty for repeatedly taking liberties with the run-off area at Turn 1), but his race was shot. He still made it further than Tung, who rejoined only to retire later with damage to his brake ducts.

Pic, meanwhile, didn't have the speed to run with Maldonado and Perez, but he still managed to see off Racing Engineering's Dani Clos to secure the final podium spot. ART's Jules Bianchi was fifth, largely thanks to a great start, and Super Nova's Marcus Ericsson did a good job to hold on to sixth, given that his gearbox had taken to

sporadically shifting down instead of up. Adrian Zaugg took seventh for Trident, with the final point and pole for the sprint going to iSport's Oliver Turvey.

Of the rest, Rapax's Luiz Razia's hopes of reversing his recent run of bad luck were dashed when he found himself on the wrong end of a wildly optimistic move from iSport's Davide Valsecchi at the hairpin. Valsecchi was later issued with a 10-place penalty for the sprint race.

Sam Bird, meanwhile, could perhaps feel a bit hard done by after being dealt a drive-through penalty for his part in a clash with Addax's Giedo van der Garde while the pair were fighting for 10th.

Pole position again proved to be cursed on Sunday morning when

Grosjean's return to GP2 is only temporary. Shame



Turvey was swamped by Zaugg and Ericsson at the start. He re-passed Ericsson for second on the same lap and took the lead from Zaugg a lap later, but the pace of Perez a bit further down the road suggested that he wouldn't be alone

at the front for long. By lap 10 the Addax driver had climbed from seventh to second, and he made short work of the 0.9s gap that Turvey had managed to build. The Briton managed to defend his position for four laps before Perez took him at the hairpin, and that was the battle for the lead settled. Perez scored a comfortable win, with Turvey second and Zaugg third, the latter giving Trident its first podium since Mike Conway won in Monaco in 2008.

Bianchi, Sam Bird and Clos took the remaining points. Bird had done an outstanding job to climb from the midfield to sixth,

and his efforts had been matched by Grosjean.

The final laps found Clos, Bird, Maldonado and Grosjean running fifth to eighth, with Bird diving up the inside of Clos at the hairpin on the final lap. Grosjean followed him in and the pair went wide, opening a gap on the inside that Maldonado went to fill.

Bird escaped a tap from Grosjean unharmed and held his position, but Grosjean and Maldonado then came together at the exit of the corner, putting both out of the race. ❌

THE INSIDE LINE

Grosjean proves there's life in the old DAMS yet



Romain Grosjean's return to the GP2 paddock was always going to be a major subplot of the Hockenheim weekend, and the 2009 title contender didn't disappoint.

Brought in by DAMS as a replacement for Jerome d'Ambrosio for the weekend in an effort to crack the secret of the team's underperformance, Grosjean was quick from

the outset. It was a wake-up call for both the team and d'Ambrosio, and there will be nowhere for the Belgian to hide when he returns to the cockpit in Hungary this weekend.

NEXT ROUND

Budapest (H), July 31-Aug 1

RESULTS

GP2 Series, Hockenheim (D), July 23-25, round 6 of 10

GRID	
1 PTC	2 MALDONADO
1:41.638	1:41.906
3 TURVEY	4 PEREZ
1:42.023	1:42.363
5 ZAUGG	6 CLOS
1:42.470	1:42.617
7 RAZIA	8 ERICSSON
1:42.922	1:42.945
9 BIANCHI	10 V.D. GARDE
1:43.008	1:43.234
11 FILIPPI	12 CECOTTO
1:43.335	1:43.337
13 GROSJEAN	14 VIETORIS
1:43.402	1:43.504
15 HERCK	16 VALERIO
1:43.607	1:43.694
17 VALSECCHI	18 CHILTON
1:44.162	1:44.507*
19 TUNG	20 RICCI
1:44.173	1:44.279
21 ARABADZHIYEV	22 BIRD
1:44.289	1:44.487
23 GONZALEZ	24 LEIMER
1:44.700	1:46.373

RACE 1 - 38 LAPS, 108.005 MILES

POS	NAME	TEAM	TIME	GRID
1	Pastor Maldonado (VY)	Rapax	54m07.807s	2
2	Sergio Perez (MEX)	Barwa Addax	+3.866s	4
3	Charles Pic (F)	Arden International	+12.423s	1
4	Dani Clos (E)	Racing Engineering	+12.900s	6
5	Jules Bianchi (F)	ART Grand Prix	+23.175s	9
6	Marcus Ericsson (SV)	Super Nova Racing	+26.399s	8
7	Adrian Zaugg (ZA)	Trident Racing	+38.594s	5
8	Oliver Turvey (GB)	iSport International	+42.832s	8
9	Michael Herck (RO)	DPR	+45.293s	15
10	Luca Filippi (I)	Super Nova Racing	+45.387s	11
11	Alberto Valerio (BR)	Scuderia Coloni	+47.278s	16
12	Giedo van der Garde (NL)	Barwa Addax	+48.783s	10
13	Johnny Cecotto (VY)	Trident Racing	+52.108s	12
14	Sam Bird (GB)	ART Grand Prix	+52.985s	22
15	Vladimir Arabadzhiev (BUL)	Scuderia Coloni	+1m02.845s	21
16	Giacomo Ricci (I)	DPR	37 laps - spin	20
17	Davide Valsecchi (I)	iSport International	-1 lap	17
18	Rodolfo Gonzalez (VY)	Arden International	-1 lap	23
19	Max Chilton (GB)	Ocean Racing Technology	-2 laps	18
20	Romain Grosjean (F)	DAMS	-3 laps	13
21	Fabio Leimer (CH)	Ocean Racing Technology	34 laps - accident	24
R	Ho-Pin Tung (CN)	DAMS	9 laps - accident	19
R	Luiz Razia (BR)	Rapax	4 laps - accident	7
R	Christian Vietoris (D)	Super Nova Racing	0 laps - accident	14

RACE 2 - 27 LAPS, 76.740 MILES

POS	DRIVER	TIME/REASON	GRID
1	Perez	38m02.071s	7
2	Turvey	+6.338s	1
3	Zaugg	+8.111s	2
4	Bianchi	+13.575s	4
5	Bird	+14.498s	14
6	Clos	+17.096s	5
7	Filippi	+17.386s	10
8	Herck	+21.287s	9
9	van der Garde	+22.492s	12
10	Vietoris	+23.706s	23
11	Ricci	+24.535s	16
12	Valerio	+27.981s	11
13	Razia	+28.234s	22
14	Tung	+29.197s	21
15	Arabadzhiev	+32.532s	15
16	Chilton	+37.398s	18
17	Pic	+40.261s	6
18	Valsecchi	+41.474s	24
R	Grosjean	24 laps - accident	19
R	Maldonado	24 laps - accident	8
R	Gonzalez	23 laps - accident	17
R	Cecotto	14 laps - accident	13
R	Ericsson	2 laps - accident	3
R	Leimer	1 lap - accident	20

CHAMPIONSHIP TABLES

POS	DRIVER	PTS
1	Maldonado	66
2	Perez	45
3	Clos	43
4	Bianchi	39
5	van der Garde	27
6	Bird	24
7	Pic	23
8	Razia	20
9	Turvey	18
10	Valsecchi	17

POS	TEAM	PTS
1	Rapax	86
2	Barwa Addax	72
3	ART Grand Prix	63
4	Racing Engineering	48
5	iSport	35
6	Arden International	23

KEY R=Retired. *Grid penalty.
Race1 Winner's average speed: 119.713mph. Fastest lap: Bianchi, 1m23.527s, 112.496mph.
Race2 Winner's average speed: 121.055mph. Fastest lap: Perez, 1m23.110s, 123.11mph.

EDMONTON

CANADA

July 25

IndyCar Series
Round 11/17

AT A GLANCE

- Winner **Scott Dixon**
- Pole position **Will Power**
- Most laps led **Power**
- Lead changes **4**

Dixon celebrates
win with Franchitti

Castroneves holds Power
at bay – until *that* restart



Plug pulled on Penske, Helio and Power

Helio Castroneves looked set to lead home a Penske one-two, but a controversial decision by the race stewards gifted the win to Ganassi's Scott Dixon

QUALIFYING

Power plays it cool for sixth pole

There was just 0.0764 seconds between him and Penske team-mate Helio Castroneves this time, but once again – for the sixth time this season – Will Power took pole position.

"I had to give it everything I had in the final round," he said. "It was a good battle [with Castroneves] – we've been pushing each other all weekend long."

Castroneves said: "I'm getting close to him every weekend, but unfortunately the car was really loose."

Ganassi duo Scott Dixon and Dario Franchitti formed row two, ahead of the third Penske of Ryan Briscoe and EJ Viso, who did well to get his KV-run car into the top-six shootout.

Power was quickest,
but only by a fraction

Team Penske is American open-wheel racing's closest equivalent to Ferrari – it is racing royalty. Like Ferrari in the German Grand Prix, it should have celebrated a joyous one-two finish at Edmonton on Sunday, but somehow it managed to throw it – or have it taken – away. Just like at Hockenheim, the wrong man won, only it was Ganassi's Scott Dixon and not Fernando Alonso this time, as stewards stripped Helio Castroneves of his on-the-road victory.

Will Power had dominated the day from pole position until the final round of pitstops, when he

elected to take the harder Firestone 'black' tyres. It was a strange call, as it left him prone to attack from pursuer Castroneves, who took the softer 'reds'.

Three laps later, Castroneves dived inside Power at Turn 1 with a lunging but decisive move. Power attempted to cling on around the outside, but came close to losing it on the marbles on the exit.

His softer rubber working well, Castroneves held Power at bay – seemingly on his way to victory – until a late caution for Simona de Silvestro (who had been running in the top eight until EJ Viso punted her into the tyres for the race's second caution on lap 50) running out of fuel.

With team head honchos Roger Penske and Chip Ganassi at Indy for the Brickyard 400, just before the three-lap shootout to the finish Penske's right-hand man Tim Cindric said: "You never know what might happen on restarts."

What transpired was Power pressed his push-to-pass button very early, giving him a great run on Castroneves, who took a defensive line into Turn 1. This proved his undoing, as race steward Brian Barnhart controversially declared this move as 'blocking'.

Although the decision might have appeared harsh to onlookers, Barnhart's pre-race instruction to drivers was clear: "We will be visually dividing



RACE RATING

★★★★★

Nobody likes to see a race decided by anyone but the drivers battling on track



Helio was clearly blocking, and we're trying to cut it out of the series. It was a big call, but it was clear"

Dario Franchitti sides with Brian Barnhart's decision

REPORT IRL EDMONTON

Chuck Bradbury Jr
reports

KEY MOMENTS

Lap 93 Castroneves defends his lead from Power at final restart;
Dixon passes Power for second
Lap 94 Helio ignores drive-through penalty instruction
Lap 95 Dixon is declared winner

the braking point through the entry into the corner in half. You can only be on the inside half if you are attempting to pass someone.

"If you are on the inside half because you are under attack from someone else, it is blocking. Don't move your car in reaction to a following car, and don't impede the progress of a car with a run on you."

Power, who was unable to find a gap to the inside of Castroneves, tried driving around the outside, but again he slid on the marbles on the exit of the bend, this time losing second to Dixon through Turn 2. The second Ganassi car of Dario Franchitti just failed to make it past too into Turn 3 while, just behind, Paul Tracy and Ryan

Briscoe rubbed wheels, sending Tracy onto the grass and losing his sixth spot to Ryan Hunter-Reay.

Barnhart gave Castroneves a drive-through penalty, which he totally ignored, so demoted him to 10th instead giving Dixon the win.

The race aftermath was predictably chaotic. Castroneves stomped away from his car across the grass towards the flag stand, where he attempted to confront Barnhart.

Instead, he took his frustrations out on head of security Charles Burns, grabbing his shirt during his remonstrations, before eventually seeing the futility of his actions (for which he'd later apologise).

"I never moved my line," claimed Castroneves. "I actually did move him [towards the] outside. When you go side-by-side like that with your team-mate, and they just take it away from you, it's absurd."

Power argued: "I got a run on him and he blocked me. I would say a black flag is a pretty harsh penalty, but it is what it is."

Cindric, who is also Castroneves's strategist, was also livid to lose victory and vented his frustration at the stewards too. "To take the race away from someone like this, I don't know how that works," he said. "There's been inconsistency all day long. I hope they enjoy it."

Dixon, whose only lap in the lead was the last one — and even then not on-the-road — couldn't believe his luck.

"It was all on between the two Penskes, I didn't think they'd get so extreme — I thought they might go into the wall," he said. "This is definitely not what we expected, I can't believe we won. We get told all the time that we can't block. I kept it on a typical line, and pulled a tidy move on Will."

Briscoe had made it a

Penske 1-2-3 earlier, having passed Franchitti and Dixon, but fell behind both just after the race's third yellow, when Tony Kanaan clipped Alex Tagliani into a spin at Turn 3, and he speared into Mario Romancini. Briscoe (who struggled all race after brushing a wall early on) would finish fourth, ahead of Hunter-Reay, but the true star of the race was Tracy.

The Canadian veteran, competing on a part-time basis with KV Racing, rolled back the years with a storming drive featuring some great passing moves.

"Coming from 15th to finish sixth feels very good," said Tracy. "I just wish we could've got the car figured out earlier in the weekend and got a better starting spot. I think we can race with the leaders if we can do that. I just wish I could race again this year."

Castroneves no doubt wishes he could take that final restart again. But what else could he have done differently? ❌



Tracy drove like this all day on his way to sixth

NEXT ROUND

Mid-Ohio
August 8

RESULTS

IndyCar Series, Edmonton (CDN), July 24-25, round 11 of 17

GRID	
2 CASTRONEVES	1 POWER
1:00.7891	1:00.7126
4 FRANCHITTI	3 DIXON
1:01.2481	1:01.2395
6 VISO	5 BRISCOE
1:01.4087	1:01.3799
8 H-REAY	7 SILVESTRO
1:01.5596	1:01.6122
10 MATOS	9 WILSON
1:01.7015	1:01.5887
12 SCHECKTER	11 MUTOH
1:02.8751	1:02.1935
14 NORAES	13 SATO
1:02.1324	1:01.9181
16 ANDRETTI	15 TRACY
1:02.1465	1:02.3264
18 LLOYD	17 ROMANCINI
1:02.2203	1:02.4191
20 BAGUETTE	19 TAGLIANI
1:02.5193	1:02.5240
22 WHELDON	21 PATRICK
1:02.7379	1:02.5795
24 KANAAN	23 MEIRA
no time	1:02.7511
	25 DUNO
	no time

95 LAPS, 187.435 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	1h50m37.0551s	3
2	Will Power (AUS)	Team Penske	Dallara-Honda	+2.6688s	1
3	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	+3.2831s	4
4	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	+8.8652s	5
5	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	+11.1482s	8
6	Paul Tracy (CDN)	KV Racing Technology	Dallara-Honda	+11.9091s	15
7	Mario Moraes (BR)	KV Racing Technology	Dallara-Honda	+16.9091s	14
8	EJ Viso (YV)	KV Racing Technology	Dallara-Honda	+18.2206s	6
9	Takuma Sato (J)	KV Racing Technology	Dallara-Honda	+21.5880s	13
10	Helio Castroneves (BR)	Team Penske	Dallara-Honda	+1m02.6011s	2
11	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	-1 lap	16
12	Tony Kanaan (BR)	Andretti Autosport	Dallara-Honda	-1 lap	24
13	Raphael Matos (BR)	De Ferran Dragon Racing	Dallara-Honda	-1 lap	10
14	Bertrand Baguette (B)	Conquest Racing	Dallara-Honda	-1 lap	20
15	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	-1 lap	21
16	Vitor Meira (BR)	AJ Foyt Racing	Dallara-Honda	-2 laps	23
17	Hideki Mutoh (J)	Newman/Haas Racing	Dallara-Honda	-2 laps	11
18	Alex Lloyd (GB)	Dale Coyne Racing	Dallara-Honda	-3 laps	18
19	Tomas Scheckter (ZA)	Dreyer & Reinbold Racing	Dallara-Honda	-5 laps	12
20	Dan Wheldon (GB)	Panther Racing	Dallara-Honda	-5 laps	22
21	Justin Wilson (GB)	Dreyer & Reinbold Racing	Dallara-Honda	-7 laps	9
22	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	87 laps-out of fuel	7
23	Alex Tagliani (CDN)	FAZZT Race Team	Dallara-Honda	52 laps-accident	19
24	Mario Romancini (BR)	Conquest Racing	Dallara-Honda	52 laps-accident	17
25	Milka Duno (YV)	Dale Coyne Racing	Dallara-Honda	4 laps-handling	25

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Power	420
2	Franchitti	370
3	Dixon	349
4	Briscoe	324
5	Hunter-Reay	316
6	Castroneves	305
7	Kanaan	291
8	Wilson	252
9	Andretti	244
10	Wheldon	243

Winner's average: 101.666mph.
Fastest lap: Power, 1m02.1277s, 114.328mph.
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.

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→ Winner **Jamie McMurray**
→ Pole **Juan Pablo Montoya**
→ Most laps led **Montoya**

★★★★★

Classic Montoya fightback denied after brush with Indy's unforgiving walls

NASCAR SPRINT CUP INDIANAPOLIS (USA), JULY 25, RD 20/36

Chip's shop stays on top

Chip Ganassi became the first man to enter winning cars in the Daytona 500, Indianapolis 500 and the Brickyard 400, but it wasn't the pacesetter Chevy of Juan Pablo Montoya which delivered this unique hat-trick, but team-mate Jamie McMurray.

Poleman Montoya had the quickest car at Indy for the second year in a row. In 2009 he was denied by a pitlane speeding penalty; this time it was a wrong call from crew chief Brian Pattie that was his undoing.

Having pretty much dominated the race from the off, a late full-course

caution for debris left Pattie in a quandary. Four fresh tyres seemed the obvious choice, given the performance boost the new Goodyears offered. And with Roush's Greg Biffle — the only man to match Montoya's race pace — also taking four, it appeared to be the right call.

But half a dozen other crews, including McMurray's, gambled on taking two, which left Montoya mired in traffic. Suddenly his Impala didn't handle so well, and rather than moving forward, the Colombian started to slip back in the pack.

As he desperately sought

to regain places he ran too hot into Turn 4, whacked the wall, and collected Dale Earnhardt Jr (Hendrick Chevy) as he dived for pit road. Montoya then drove straight into the garage, his race run.

As this was happening, Kevin Harvick (Childress Chevy) was slicing his way by McMurray to lead. But the points leader couldn't keep Ganassi's man at bay at the restart.

The Daytona 500 winner simply drove away from the

field for an amazing big-money victory double, while Harvick spent the closing stages fending off Biffle's charge.

"Winning the Daytona 500 and the Brickyard 400 means more to me this year than making the Chase," said McMurray.

Ex-F1 champion Jacques Villeneuve had a quiet run on his return to Cup action. He finished three laps down in 29th driving a Braun Racing Toyota Camry.

● Connell Sanders Jr

RESULTS

1 Jamie McMurray (Chevrolet Impala), 160 laps in 2h56m24s; 2 Kevin Harvick (Chevy), +1.391s; 3 Greg Biffle (Ford Fusion); 4 Clint Bowyer (Chevy); 5 Tony Stewart (Chevy); 6 Jeff Burton (Chevy); 7 Carl Edwards (Ford); 8 Kyle Busch (Toyota Camry); 9 Joey Logano (Toyota); 10 Kurt Busch (Dodge Charger). **Points** 1 Harvick, 2920; 2 Jeff Gordon, 2736; 3 Denny Hamlin, 2660; 4 Jimmie Johnson, 2659; 5 Kurt Busch, 2658; 6 Kyle Busch, 2630; 7 Burton, 2615; 8 Matt Kenseth, 2573; 9 Stewart, 2544; 10 Edwards, 2496; 11 Biffle, 2462; 12 Bowyer, 2462.



EUROPEAN TOURING CAR CUP SALZBURGRING (A), JULY 25, RD 2/3

Better late than never for Nykjaer

World Touring Car regular Michel Nykjaer only completed his deal to take part in last weekend's ETCC event at the Salzburgring on the Wednesday before the event, but he won both races with his SEAT Leon TDI.

In wet qualifying conditions, James Thompson put his Hartmann-run Honda Accord on pole position. Conditions were fine on race day, and he predicted: "In the dry, it will be difficult to keep Nykjaer at bay."

The Dane took the lead

at the rolling start of the first race and drove victory home, followed by the three Honda drivers, Thompson, Tomas Engstrom and Wolfgang Tremel. In the reversed-grid second race, Ukrainian Leonid Protasov (BMW) started from pole, but his joy only lasted a few hundred metres. Coming out of the first hairpin on the opening lap, Nykjaer was already in front and never looked back, again followed home by Thompson, Engstrom and Tremel.

Thompson said: "Our car was extremely heavy with

handicap weight, so this was a fine result."

● Rene de Boer

RESULTS

Race 1 1 Michel Nykjaer (SEAT Leon), 12 laps in 18m03.258s; 2 James Thompson (Honda Accord), +1.598s; 3 Tomas Engstrom (Honda Accord); 4 Wolfgang Tremel (Honda Accord); 5 Aytec Biter (BMW 320si); 6 Andriy Kruglik (BMW 320si). **Race 2 1 Nykjaer**, 12 laps in 18m05.668s; 2 Thompson, +1.355s; 3 Engstrom; 4 Tremel; 5 Michael Rossi (SEAT Leon); 6 Ibrahim Okyay (BMW 320si). **Points** 1 Thompson, 32; 2 Engstrom, 22; 3 Nykjaer, 20; 4 Cesar Campanico, 15; 5 Kristian Poulsen, 14; 6 Okyay, 14.



1	Sebastian Vettel	↔	22,507
2	Lewis Hamilton	↔	20,744
3	Sebastien Loeb	↔	20,475
4	Mark Webber	↔	19,730
5	Jimmie Johnson	↔	17,901

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Denny Hamlin was the highest-ranked mover as he overtook Ryan Briscoe for 11th. Brickyard winner Jamie McMurray (40) climbed six while Mark Martin (19) dropped three. German GP runner-up Felipe Massa (41) was the biggest mover in the top 100, jumping 21 spots.

To see the full list, visit castrol driverrankings.com

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INTERNATIONAL RACES & RESULTS

ALMS
Lime Rock 5/9

QUICK RESULTS

→ **Winners** Pickett/Graf
→ **Pole** David Brabham
→ **Fastest lap** Brabham

RACE RATING

★★★★★

Fraught action clouded by Graf's decidedly iffy move on Brabham

REPORTS WORLD OF SPORT

IN BRIEF



SUPER GT

Toshihiro Kaneishi and Kodai Tsukakoshi scored their maiden win for Real Racing Honda in round five of the Super GT series at Sugo, despite starting only 10th on the grid. In a grandstand finish, they beat the Takashi Kogure/Loic Duval Honda by 0.025s (above). The pole-sitting Nissan of Satoshi Motoyama/Benoit Treluyer lost out on victory when a chunk of rubber struck its kill switch.

NASCAR NATIONWIDE

Kyle Busch held off Carl Edwards to win the Kroger 200 at Indianapolis's O'Reilly Raceway Park short track to record his eighth victory of the season. Edwards, who wrecked nemesis Brad Keselowski in a similar situation the previous week, said: "I wasn't going to move Kyle out of the way."

NASCAR TRUCKS

Ron Hornaday broke a 22-race winless streak in the NASCAR Truck division at O'Reilly Park on Friday night, defeating Kyle Busch by over 2s. Matt Crafton finished third, with points leader Todd Bodine coming in seventh.

GERMAN FORMULA 3

HS Technik's Tom Dillmann extended his points lead in the German F3 Cup by winning both rounds at the Nurburgring. In the first, Dillmann benefited from a multiple-car accident at the first corner, in which rivals Daniel Abt, Stef Dusseldorp (both van Amersfoort) and Kevin Magnussen (Motopark) were involved. Swedish driver Felix Rosenqvist (Performance Racing) scored two runner-up finishes.

ITALIAN FORMULA 3

Prema's Andrea Caladarelli and Stephane Richelmi (Lucidi Motors) won the Italian F3 races at Mugello, but Daniel Mancinelli (Arco Motorsport) retained his points lead thanks to second and sixth places, while Cesar Ramos (BVM Racing) remains in second.

AMERICAN LE MANS SERIES LIME ROCK (USA), JULY 23-24, RD 5/9

Hard Graf biffs Brabs to seal deal

Klaus Graf survived a furious charge from David Brabham to bring the CytoSport team its first overall ALMS victory after a controversial finish.

Graf, co-driving the team's Porsche RS Spyder with Greg Pickett, also had to survive a stop-and-go penalty from IMSA officials for pushing the Aussie's HPD ARX-01c off the track at 160mph on the front straight in a battle for the lead. The off-course excursion left Brabham with a blown right-rear tyre, although the team's monitoring system showed it was already leaking air.

With 12 minutes remaining in the 2h45min event, Graf was balked in traffic, which set up the harrowing contact and Brabham's trip through

the grass. "I understand the penalty," said Graf, who retained the lead because Brabham was forced to pit to replace the shredded tyre. "I had to move over because of the GT cars. David tried to sneak through. I didn't know David was there."

It was a "bush league" move, said Paton Highcroft Racing team owner Duncan Dayton. "The reason we got a puncture was because Klaus pushed us into the grass. Once you have a puncture, a stop-and-go is not going to make a difference."

CytoSport, LMP2 winners at the Sebring 12 Hours, has been racing with a 25kg weight break for its RS Spyder since the post-Le Mans swing began. After a spate of three full-course cautions at the start, Graf



Graf blamed GT traffic for clash

replaced Pickett following the minimum of 45 minutes behind the wheel.

Highcroft's Simon Pagenaud used the yellow periods to save fuel and the team decided to finish the race on one stop. But Graf, who shadowed Pagenaud by less than a second, pitted five minutes later for fuel and tyres, then emerged in the lead from the pits due to taking less fuel on board.

In GT, Patrick Long and Jorg Bergmeister of Flying Lizard Motorsports, which took a fourth straight win at Lime Rock, used pit strategy to beat the BMW

M3s of Rahal Letterman Racing, running with a new aero package.

● Jonathan Ingram

RESULTS

1 Greg Pickett/Klaus Graf (Porsche RS Spyder) 171 laps in 2h45m04.386s; 2 David Brabham/Simon Pagenaud (HPD ARX-01c), +27.81s; 3 Gunnar Jeanette/Elton Julian (Oreca FLM); 4 Alex Figge/Tom Papadopoulos (Oreca FLM); 5 Jorg Bergmeister/Patrick Long (Porsche 911); 6 Bill Auberlen/Tom Milner (BMW M3). **Points** 1 Brabham/Pagenaud, 91; 2 Graf, 80; 3 Chris Dyson, 60; 4 Pickett, 59; 5 Jonathan Cocker, 54; 6 Marino Franchitti and Sascha Maassen, 51.

SUPERSTARS MUGELLO (I), JULY 25, RD 6/10

Giovanardi's new Porsche victorious at first attempt

Touring Car veteran Fabrizio Giovanardi scored a sensational victory on the debut of the new Porsche Panamera S in the Italian-based Superstars series at Mugello on Sunday.

Starting from pole position for the round — which counted for Italian series points only — ex-BTCC champ Giovanardi overcame Luigi Ferrara's Mercedes C63 to win race one, with Gianni Morbidelli's BMW also getting past Ferrara to finish second, but was two seconds shy of Giovanardi.

Series leader Thomas Biagi finished fourth in his BMW, ahead of the Mercedes of Max Pigoli.

Pigoli won the reversed-grid race two, holding off strenuous efforts from Stefano Gabellini's BMW. Gabellini's final lunge

forced him to run wide, dropping him to fourth behind second-placed Ferrara, over 5s adrift at the flag. The following train of five cars, led by Morbidelli, was covered by just over a second.

Biagi finished seventh, but retained his points lead by one point over Ferrara. ● Carlo Bradlinelli

RESULTS

Race 1 1 Fabrizio Giovanardi (Porsche Panamera S), 14 laps in 28m55.886s; 2 Gianni Morbidelli (BMW M3), +2.083s; 3 Luigi Ferrara (Mercedes C63); 4 Thomas Biagi (BMW M3); 5 Max Pigoli (Mercedes C63); 6 Stefano Gabellini (BMW M3).

Race 2 1 Pigoli, 14 laps in 29m04.679s; 2 Ferrara, +5.487s; 3 Morbidelli; 4 Gabellini; 5 Kristian Ghedina (BMW M3); 6 Luca Cappellari (BMW M3). **Points** 1 Biagi, 116; 2 Ferrara, 115; 3 Pigoli, 111; 4 Morbidelli, 91; 5 Gabellini, 59; 6 Alberto Cola, 39.

INDY LIGHTS EDMONTON (CDN), JULY 25, RD 8/13

No hitch for Hinch this time



Hinchcliffe heads Vernay to the flag

James Hinchcliffe can finally celebrate an Indy Lights Series victory in his homeland of Canada after starting on the pole and leading every lap in Sunday's Edmonton 100.

He defeated JK Vernay by 1.2273 seconds for his second Indy Lights win, making up for last week's disappointment in Toronto, where he crashed challenging for the lead. He had won earlier this year at Long Beach, and both victories have been flag-to-flag.

Vernay's second place was his seventh podium finish in eight starts this season.

Martin Plowman finished third for his best road/street course finish in 2010. Charlie Kimball finished fourth and ex-Champ Car racer Dan Clarke was fifth.

The only caution period of the race was on lap 13 when Carmen Jorda's car had to be towed in.

● Bruce Martin

RESULTS

Race 1 1 James Hinchcliffe, 50 laps in 58m33.2721s; 2 JK Vernay, +1.2273s; 3 Martin Plowman; 4 Charlie Kimball; 5 Dan Clarke; 6 Sebastian Saavedra. **Points** 1 Vernay, 335; 2 Hinchcliffe, 280; 3 Plowman, 253; 4 Kimball, 252; 5 Saavedra, 239; 6 Stefan Wilson, 202.

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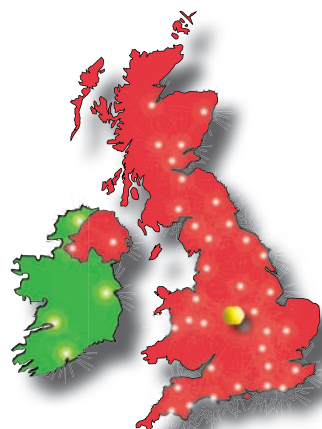
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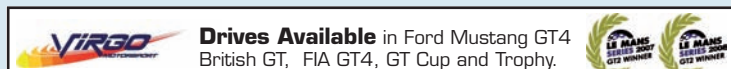
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Britcar update

Snetterton 24th July report

Who can stop Gamski / Robinson in their MJC Ferrari 430GTC? The Britcar GT 4 hour race at Snetterton provided plenty of action throughout.

The 2 hour Britcar Production race was very exciting until a massive oil spill ended the race under the safety car leaving BMW racer Ussi as the winner ahead of Mercer / Smith in their IN2 Racing Ginetta G4.



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Britcar GT

Class 1 Gamski/Robinson – Ferrari 430 GTC

Class 2 Jones/Jones/Jones – Porsche 997

Class 3 O'Neill/Harrison – Marcos Mantis GT3

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Class 1 Ussi – BMW E46 M3

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Turner will race
Beechdean Aston

Aston ace Turner to make Brit GT bow at Silverstone

Darren Turner will partner Andrew Howard at Silverstone next month and could appear in more British GT races in GT3 Aston Martin DBRS9

INTERNATIONAL SPORTSCAR ace Darren Turner will make his British GT debut at Silverstone's two-hour round next month.

Turner, who drives works-supported Aston Martins in the GT1 World Championship and GT2 in the Le Mans Series, will share Beechdean/Barwell Motorsport's Aston DBRS9 with Andrew Howard. The pair will join Barwell's other DBRS9, driven by Michael Bentwood and Paul Whight, which will return after missing the last round at Rockingham.

"I've never raced GT3, but I did a fair few miles developing the DBRS9 early on," said Turner. "It's been developed a lot more in recent years so it'll be quite interesting to see how much the car has moved on."

Turner will test the car, which will be upgraded to 2010 specification with extra power, before the event, but is unsure of how competitive it will be. "From what I've heard it should be at home on the [old] Grand Prix circuit, but I'm not sure how strong the opposition will be," said the 36-year-old. "I don't

have any preconceived ideas.

"It'll be great. The cars aren't slow – they're close to GT2 pace – and there won't be the same sort of pressure as in the GT1 World Championship or LMS."

Beechdean boss and former British GT racer Howard was able to arrange the deal through Aston Martin's Pete Webster, who helps both drivers with personal training. Howard confirmed the duo could contest the Brands Hatch round in September if Silverstone goes well.

"The opportunity to work with Aston Martin Racing, Barwell and Darren was a chance too good to miss," said the 46-year-old, who qualified on pole for the Brands British GT finale last year. "Having done so well at Brands last season the target is to get a podium. We'll do Silverstone and hopefully Brands."

Howard also plans to contest British GT in 2011. "If this all goes well my intention is to do a full season in British GT in 2011, and maybe FIA GT3," he said.

AUTOSPORT understands the deal will have no impact on Beechdean's LMP project with the Mansell family.



Darren Turner CV

1996 Formula Renault UK (second)
1998 Formula Palmer Audi (second)
1999-2001 McLaren F1 testing
2000-01 DTM with Team Rosberg
2002 ASCAR race winner
2006 BTCC with SEAT, **GT1** race winner in **ALMS**
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2008 Two **BTCC** wins (SEAT), **GT1** victory at **Le Mans** (Aston Martin)

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner@haymarket.com



RENAULT SPORT Technologies' decision to modify the rollhoops on the latest Formula Renault chassis is a brave one, but surely a wise one (see page 72).

The move clearly indicates that, after two failures in the early months of the new car's life, there is a problem. But much better to admit that and do everything possible to avoid future breakages – and possible driver injuries – than try to deny there is an issue.

Quite how a new racing car in the 21st century, which has passed the required safety tests, can suffer such a serious failure will hopefully become apparent in the coming weeks. Is there a weakness in the crash test itself?

On a brighter note, the news that Darren Turner will make his British GT debut next month is a big boost for the series. Nobody is pretending he will become a regular, but the list of drivers to have appeared this year – which already includes Richard Westbrook and Peter Kox, as well as regular Allan Simonsen – looks pretty impressive.

Even more important for British GT is the prospect of Andrew Howard returning full-time in 2011. It's racers like him that the championship needs to provide strong grids week in, week out.

Extra contact details

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ben.anderson@haymarket.com

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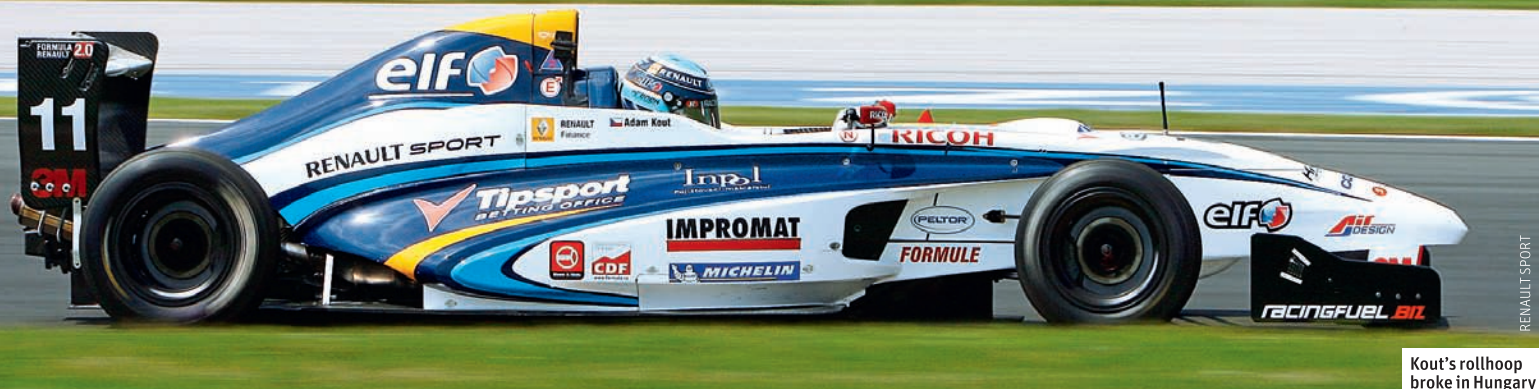
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Renault rollhoops to be reinforced

All 2010 Formula Renault 2.0 cars to be modified after safety feature fails for the second time



➤ **ALL OF** the new-for-2010 Formula Renault 2.0 cars will have their rollhoops modified in response to the safety feature failing during recent races in the Eurocup and UK championships.

Renault Sport Technologies launched an investigation into the integrity of the rollhoop on the Barazi-Epsilon designed car, following a huge accident that befell

Fortec driver Alex Lynn during the Oulton Park rounds of the UK series in June, where the rollhoop became detached after the car landed upside down on the track (see AUTOSPORT, June 10).

The company spent €34,000 looking into the incident and engineering firm Caparo, which builds and supplies parts for the car, conducted safety tests. RST then presented the findings to governing

bodies the FIA and MSA before declaring its car safe (see AUTOSPORT, July 8).

But AUTOSPORT understands another rollhoop detached during a separate incident that befell Eurocup racer Adam Kout at the Hungaroring in early July.

The Czech rolled after colliding with rival Miki Weckstrom at the Turn 5 right-hander. Weckstrom received a time penalty for his part in the incident, while

an uninjured Kout grazed his helmet as the Krenak Motorsport-run car skidded upside down along the asphalt runoff.

In response to this second incident, RST has asked Caparo to reinforce the rollhoops on all of the chassis and AUTOSPORT understands all UK teams will have their cars modified ahead of the resumption of the championship at Snetterton next weekend (August 7-8).

Renault Clio Cup

Stock Hatch ace heads to Clio Cup

750 MOTOR CLUB Stock Hatch championship leader Josh Cook will join the Renault Clio Cup grid when the series returns from its summer break at Snetterton next weekend.

Cook, 19, will race alongside former rival and 2008 Saxmax champion James Colburn for Richard Colburn's Westbourne Motorsport squad, using a modified ex-Alex Dew car.

Cook said: "I've known James [Colburn] from my Saxmax days and Westbourne Motorsport were able to put together a good package for me.

"I've only driven the car a handful of times, so my experience is very limited,

and given how competitive the field is this year I know it's going to be tough.

"I'm realistic about my chances, but a top 10 finish would be great."

Series promoter Simon North also expects ex-Formula Renault BARC racer David Sutton, Ray MacDowall – father of 2009 runner-up Alex – and double champ Paul Rivett to join the Clio grid for September's Renault World Series meeting at Silverstone.



Cook will make the move from Saxo to Clio

Britcar 24 Hours

Mazda in Britcar 24 Hours return

MAZDA UK is to enter two cars in the Britcar 24 Hours later this year after a successful outing at Snetterton last weekend.

Owen Mildenhall and Mark Ticehurst finished eighth in the four-hour Britcar enduro in one Team Jota/Mazda UK MX5, while the second example of David Hooper/Jade Pavely took fourth in class in the Production event.

Graeme Fudge, PR director of Mazda UK, said: "The point of this is really a test in preparation for the 24 Hours – Mazda UK is financing everything as part of celebrating 20 years of the MX5 this year. We tested



Mazdas ran well at Snett

at Croft and found a lot of time, but I'm confident there's more to come."

Tice and Mildenhall are expected to be part of the 24-hour team, while other drivers are yet to be finalised.

AUTOSPORT understands Mazda could enter Britcar events in 2011 with another model from its range.

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Britcar GT

Tucker targets LMP2 machines to make Britcar GT a “mini” Le Mans

MODIFIED LMP2 cars are now permitted in Britcar GT, thanks to a revived initiative by boss James Tucker.

Tucker wants to add sports-prototypes to the GT cars in Britcar, and is aiming at LMP2 cars built between 1998 and 2006. All cars will be fitted with a production-based engine, producing 260-300bhp, the exact specification of which has yet to be decided.

They will be eligible in Britcar events as soon as competitors are ready, but they will not be allowed into the Blue Riband Silverstone 24 Hours until 2011.

Tucker last floated the idea of including Le Mans Prototypes in Britcar in 2008, when he planned to rival the European VdeV series by introducing old LMP675 and LMP2 chassis, fitted with stock engines, to Britsports (see AUTOSPORT, March 20, 2008).

“It’ll look like a mini Le Mans,” said Tucker, who intends to call the new class LMPX. “[Ex-LMP2 constructor] Mike Pilbeam, myself and Robin Brundle at Lola are discussing the appropriate production engine to put in the cars – I’m trying to get to the pace of the Mosler but no faster.

“I expect five or six cars to come out. There are more, but people won’t necessarily run them.”

Tucker also confirmed his planned Ford Mustang-based GT series has been cancelled, but said he was “working on something even better.”

LMP2-style cars could race in Britcar GT



Britcar 24 Hours

Ginetta plots G40 enduro assault

GINETTA WILL enter a works G40 in the Britcar 24 Hours at Silverstone this October.

The car, which was launched this year and races in the Ginetta Junior and Challenge series, will be driven by marque boss Lawrence Tomlinson, former Ginetta champions Nigel Moore and Stewart Linn, and Michael Simpson.

It will feature endurance modifications, such as bigger brakes, and the plan is for the

G40 to be driven to and from the event.

Tomlinson, who won the GT2 class at the Le Mans 24 Hours in 2006, said: “The production class offers us the perfect opportunity to show off the versatility of

the Ginetta G40. The Britcar 24 is a real test and I’m excited about putting the G40 through its paces”.

Ginetta’s works outing in the 2008 event, with the G50 model, ended in a startline accident.



G40 will race in 24 Hours

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Great cars, but there is room for improvement

So, following a late change of management structure – this one in for the long haul the historic motorsport fraternity is told – another ‘interim’ Silverstone Classic has passed. But what, beyond the widely held contention that old cars sliding about on a demanding circuit are more compelling to watch than almost all modern ones, has been learned from the latest experience?

For a start, everybody missed the live Motors TV coverage of the past two years. Not just because those of us entrenched in the event were able to dip in to it for several weeks afterwards, but also because the big screens at the circuit helped commentators – and journalists – to weave their narratives.

If a six-figure sum is required to bring the ‘telly’ back, an innovative marketing strategy needs to start now. The lead commentator, currently garreted in a sauna on the race control building’s roof, can see precious little, while his colleague at Stowe isn’t much better off with the framework for the new Formula 1 pits and nerve centre obscuring Club to Abbey corners this time round. Wherever new boxes may be sited, an overview must be a priority, not an afterthought!

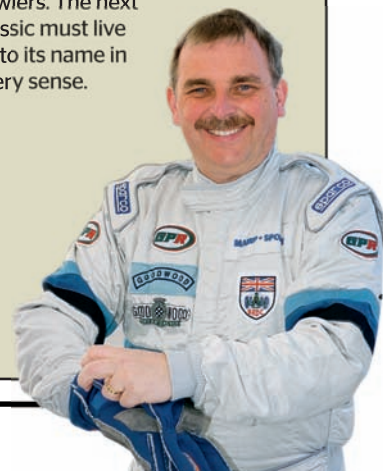
Having lost the wonderful old Abbey sweeper – taken at almost 160mph in a Formula 5000 Lola T330 as I recall – for the now redundant F1 chicane, there are disturbing rumblings that the

current Bridge section of the ‘traditional’ track, curving round to Priory, may be pensioned off. While the new Arena GP layout works for modern cars and bikes, it would not lend itself to the characteristics of old ones. Or good spectating.

It would also render the Wellington Straight unavailable for sideshows. I passed an entertaining half hour watching the new-for-2010 drag racing shootout, for road-registered machines, on Sunday. Watching a groundshaking Chevrolet Camaro (with outrageous inlet stacks protruding roof-high from its bonnet) launching hard reminded me to make time to visit Santa Pod Raceway again – everybody should go once – but the madman in the V8-engined Fiat 126 had spectators cheering loudest.

Going back to the Classic’s core product, I heard suggestions that several of the regular race classes are too similar, therefore need rotating. And while I sympathise with Italian Historic Car Cup promoters, who lost a dozen entries through engine failures and shunts at the Le Mans Classic (run in alternate years, remember) and two to competitors injured off-track, there are too many alternatives for weak grids to be an option. The programme was also inaccurate and contained embarrassing howlers. The next Classic must live up to its name in every sense.

“There are too many strong alternatives for weak grids to be an option at the Silverstone Classic”



National Motorsport Week

Renault F1 opens factory doors

THE RENAULT F1 team will open its factory doors to the public as part of National Motorsport Week.

Ticket holders will be able to tour Renault’s F1 technical centre in Enstone from August 11-13 as part of NMW’s attempts to develop new interest in UK motorsport.

Historic Renaults will be on display, including the RE30 from 1981 and Fernando Alonso’s 2005 R25. Guests

will also be able to participate in an interactive pitstop challenge, and try an F1 computer simulator.

The Motorsport Industry Association’s Chris Aylett said: “This generous gesture from Renault F1 encourages family and friends to look behind the scenes and raise funds for the Motorsport Foundation”.

The fifth annual NMW takes place between August 7-15.



MICHAEL CHESTER

Don't expect any races at Phoenix Park in 2010

Irish Racing

Phoenix Park meeting cancelled

Motorsport Ireland pulls the plug on the annual Irish event following weak competitor interest



ORGANISERS OF this year's Phoenix Park Motor Races have blamed Ireland's poor economic situation for forcing them to cancel.

It's the second time in three years that the event has been axed. Irish motorsport's governing body, Motorsport Ireland, said in a statement that a poor entry list and lack of sponsorship had made this year's non-championship races a non-starter.

The statement read: "The funds required to build the circuit and run the event are a fine balance between sponsorship and competitor entry fees and, unfortunately, in the current economic environment, both elements have failed to generate sufficient income

for the event to be viable." Clerk of the course and race committee chairman Ann Stevens said they'd received only 28 entries by the July 23 closing date, which was hopelessly short of the conservatively estimated 130 needed to justify staging the August 14-15 event.

"The real hard work is the track construction and without total commitment three weeks ahead, it isn't feasible," she said. "It's not like a permanent circuit and we were about to spend a massive amount of money.

"Also, one of our biggest sponsors went into receivership this year and vital equipment would have cost us another €15,000. People complain that the entry fee was high (€500) but it was the same as last year, and

actually cheaper than in 2006-'07.

"There seem to be more competitors and volunteers out of work this year and even the pick-up trucks, which were due at Mondello Park on July 18, pulled out for financial reasons.

"Last year the situation was different. By closing date I had 90 entries and we knew we'd pick up the remainder, but it's very different when you're looking at 28 confirmed entries and you're waiting for another 102 to come in."

There is still hope that Dublin's historic event will return in 2011, and a provisional August 13-14 date is already on the calendar.

VSCC

Pembrey honours speed hero



Babs couldn't appear at Parry-Thomas ceremony

THE LEGENDARY Land Speed Record car 'Babs', which John Parry-Thomas used to break the record on Pendine Sands in 1926 - hitting 171.02mph - failed to appear at the Vintage Sports Car Club's race meeting at Pembrey last weekend.

The resurrected Aero-engined Higham Special was due to be driven in a demonstration run by club regular Geraint Owen, as part of an opening ceremony for the newly named

'John Parry-Thomas Media Centre' at the South Wales circuit.

But permission could not be obtained to release the car from the Pendine Museum of Speed, so the event went ahead without the demo.

The dedication ceremony formed part of the celebrations for the 20th anniversary of the British Automobile Racing Club taking control of Pembrey. The VSCC meeting marked the club's first visit in more than a decade.

Stock Hatch

Silverstone race for older hatches

A PILOT race for the 750 Motor Club's new 'Classic Stock Hatch' initiative will take place at Silverstone next month. The club is to introduce stand-alone races for Class B (pre-1992) cars in 2011.

The class has dwindled in recent years as the older cars have been ousted by newer machines such as the Citroen Saxo. After consulting former Stock Hatch drivers, series organisers are confident that the new initiative will boost numbers. Competition secretary Robin Knight said: "This is something

we've been thinking about for a while. It's an opportunity for those who never get to see the chequered flag [first]."

Knight believes 20-25 cars should make the grid for the Silverstone event on August 28-29. Cars that comply with current or former Stock Hatch Class B regulations will be eligible to race, while 750MC-registered drivers will qualify for points-scoring positions.

Although the club has not filed for a championship licence for 2011, the possibility remains open for 2012.



Older Stock Hatch cars will get a boost

STEVE JONES

IN BRIEF



TIN-TOP ACE Stefan Hodgetts got to drive father and former BTCC champion Chris's Ford Sierra Cosworth RS500 at Silverstone earlier this week (above). Chris and his old Ford Escort racer were also on hand.

THE CLASSIC Sports Car Club's August Bank Holiday meeting at Mallory Park will feature an extra race for motorcycle-engined monoposto cars. The single-seaters (1000/1400cc) have traditionally shared with 1600cc and 1800cc class cars, but following larger than expected numbers this year, they will get a third, stand-alone grid.

AFTER HAVING his Mini Challenge Cooper S wrecked at Castle Combe recently, Class B leader Steve Liquorish failed to make the AAA Saloons races grid at Oulton Park last weekend when his Mitsubishi Evo X blew its engine.

CTCRC REGULAR David Howard won on his return to the Jaguar Saloon Championship at Mallory Park last weekend. "This is the first time I have been out with the Jaguar Enthusiasts Club for seven years - it's my car's spiritual home," said the XJ12 racer, who now plans further outings in the series.

HISTORIC RACER Matthew Watts raced his Lotus 30 for the first time at the Silverstone Classic. Watts finished 25th overall and third in class in the World Sportscar Masters race (left).



FORMER BTCC ace Paul Radisch returned to racing at Silverstone last weekend, racing Roger Wills' McLaren M1B in the WSM event, as well as his Ford Lotus Cortina and Mercury Comet Cyclone tin-tops. He relayed Wills to 17th in Sunday's enduro, the combo finishing ninth in the U2TC race. But Paul retired the Mercury early in the first V8 event.

WREN CLASSICS proprietor Steve Farthing escaped injury at Silverstone last Friday when the Cooper-Chevrolet T61 V8 he was in flipped while being towed by a flat-bed rescue truck. "We'd only done a few yards when the rear end locked and started to go sideways," he said. "Despite me waving frantically the car flipped. Fortunately I had fastened both the harness and my helmet."

Silverstone Classic

Historic aces hit the new wall at Club corner

TWO LEADING historic racers suffered with heavy impacts with Silverstone's new Formula 1 pitwall - on the inside of Club corner - during last weekend's Classic meeting.

During Friday's World Sportscar Masters qualifying session, the Lola T70 Mk3B of Leo Voyazides was extensively damaged when driver Simon Hadfield was hooked into the wall by

David Coplowe's spinning T70, its driver avoiding a gyrating Chevron B16. Hadfield, uninjured, went on to race Nick Linney's T70.

More seriously, on Saturday, Carlos Monteverde

crashed his lightweight Jaguar E-type as he negotiated the sweeping turn while lying third in the Masters Gentleman Drivers enduro. The race was stopped while rescuers cut the car's roll cage to free the Brazilian, who was knocked unconscious by the impact and suffered suspected concussion.

Monteverde, who underwent surgery for head injuries sustained in an accident at Imola a decade ago, was detained in hospital overnight, then released.

"Providing Carlos is fit we can fix the Jag for Goodwood [in September]," said Gary Pearson, whose team prepares many of his cars.



Monteverde's E-type struck new Club pit wall

JEFF BLOXHAM

BRSCC FF1600

Southern FF1600 series faces the axe

THE SOUTHERN division of the British Racing and Sports Car Club's Formula Ford Championship is unlikely to continue next season.

While the Northern element of BRSCC FF1600 has continued to thrive, the Southern split has suffered poor grids and two cancelled races.

Events at Rockingham and Brands Hatch have already been axed this year, and last weekend's Mallory Park round attracted only eight cars to a grid shared by Ken Bowes's new Formula Academy initiative.

Regional co-ordinator

Paul Smith said: "The Northern division will continue as that has a core of drivers, but I think that in the south it will go the way of a series of one-off races."

Smith's comments back up the feelings of fellow BRSCC FF1600 chief and category guru James Beckett, who told AUTOSPORT earlier this year that FF1600 "should have a championship based in the North West, maybe taking in Silverstone and Donington, and a few stand-alone races to allow members to race for a trophy in the south".

Silverstone Classic

Green wins on race return

ALMOST FIVE years after the Maserati accident at Goodwood that badly injured his knees, Willie Green made a victorious return to racing at Silverstone last Sunday.

Veteran Green, who has raced sportscars and single-seaters for more than four decades, co-piloted Carlo Vogele's Ferrari 330 GT to win the Royal Automobile Club

Tourist Trophy race for pre-1963 GT cars.

"I was entered at the Le Mans Classic [a fortnight ago] but chickened out while driving down," said the Derbyshire driver, who raced sports-prototypes internationally in the 1960s. "I was much more comfortable with this [Silverstone], and the car is fabulous. So I wasn't going to strain myself."



Great comeback win for Green

MICK WALKER

Castle Combe Saloons

Combe saloon ace Lewis prepares for comeback



Lewis's 106 is being rebuilt

STEVE JONES

CASTLE COMBE Saloon Class D front-runner Olly Lewis hopes to return to action for the final round of the 2010 championship after completing the rebuild of his Peugeot 106 following an accident last season.

The Bristolian was taken to hospital in August last year after smashing his 106 in a crash at Folly during the Castle Combe Racing Club's

Summer Racing Carnival.

"As the money comes in, it gets spent on another part, which goes onto the car, but it's a slow process," said Lewis, 22. "I will hopefully get out for the last meeting, but I want to come back out and improve on the times I did last year when I was racing with Jason Cooper, so I'd like to do an extensive testing programme."

Coombs the master in GP car thriller



NICK WALKER

AUDACIOUS PASSES of John Wilson, Rob Austin and Saturday winner Steve Hartley at Priory were key to the stunning Grand Prix Masters victory that earned Bill Coombs the coveted BRM 'Driver of the Meeting' chronometer at an action-crammed Silverstone Classic.

Struggling with the gearbox of Peter Orlando's ex-Didier Pironi Tyrrell 009, Coombs had to fight off former FIA Historic Formula 1 champion Hartley for his fourth win in six starts. "I was flat through Bridge, which gave me the entry speed for Priory, but holding the lever in third was tricky," he said.

For lap after lap Coombs and Hartley (Arrows A4) were locked together, laying rubber out of corners in furious combat. Side-by-side into Stowe on the penultimate lap, Coombs refused to concede but Brooklands was the final arbiter.

Having sliced inside Frank Lyons' Osella at

Priory, Bill ran wide and Steve made a lunge for the apex of the left-hander. Coombs, on a better line, closed the door firmly and a rear tyre deranged the Arrows' nose fin. "My own fault, I shouldn't have been there," admitted Hartley sportingly.

Austin, who had driven his early Surtees TS19 impeccably to second as Coombs faded amid graunching gears on day one, lost third to Wilson (Tyrrell 011) in a carbon copy of Coombs's Priory manoeuvre as the DFV-fest stirred spectators.

The World Sports Car Masters enduro harboured

some surprise results, not least for Steve Tandy who chased the establishment relentlessly in his Lola T70 Mk3B continuation car and deservedly profited when they hit trouble.

As Simon Hadfield and Oliver Bryant (T70s) made the early running, Martin Stretton fell back as the handling of Jon Minshaw's car worsened. Hadfield lost the lead when he caught a gaggle of cars at Copse and spun, then his fuel pressure started to wilt. Bryant was stroking home when a screw came out of his throttle linkage five laps from the end. "We changed the cable overnight," rued

father Grahame.

Tandy's car remained metronomic though, and while Minshaw kept him in sight, he landed a famous victory. Michael Caine screamed Grant Tromans' two-litre Abarth Osella to third, while Richard Evans bagged fastest lap in John Crowson's PA1 before its tailpipe fell off. The Chevrons were beaten in class for once, by the rare Daren of Swede Georg Kjallgren and James Littlejohn.

Two HSCC big-bore Touring Car races attracted an enormous V8 entry, and the Americana was sensational to behold,

particularly on Saturday when newcomer Dean Forward's controversial Mustang – developed way beyond the FIA homologated spec of its rivals – was being attacked by Patrick Watts (Mustang), Jason Minshaw and Nick Whale (Falcon Sprints), and Ollie Bryant (Plymouth Barracuda).

Forward tripped Watts into a spin at Becketts, but Whale and angry poleman Leo Voyazides (Falcon) – who had been turned round by Minshaw at Copse on lap one – came back at him. When Forward's rampant engine blew an oil seal on the last lap, they were fortunate to stay on the track, but Whale still finished on his bumper in Westley Harding's car. Watts vented his spleen afterwards, but Forward's car was trailed.

Voyazides dominated Sunday's race, but Harding's stunning drive to second, between Young and Cunningham, had the Falcon Hell team whooping with delight.

Gary Pearson won both

Watts (at back) and Forward chase Minshaw



GRIFFITHS/LAT



Coombs and Hartley scored F1 win apiece



Thundering World Sportscars head into Copse

MICK WALKER



Chisholm's Lotus 18 took Pre-'66 GP double

MICK WALKER

HGPCA Pre-'61 races from pole in the ex-Jo Bonnier 1959 Dutch GP-winning BRM P25, which would have delighted its late custodians the Hon Amschel Rothschild and Spencer Flack. Behind pre-war ace Mark Gillies (ERA R3A) and Tony Smith (Ferrari 246 Dino), Ian Nuthall charged his bulbous Alta past the Cooper-Bristols of Eddie McGuire and Paul Grant in the F2 class.

Pearson had stronger opposition on Sunday, for after a family day at the Ascot races, second qualifier Philip Walker (Lotus 16) went from the

back. Smith staved Walker off until Abbey on the last lap, before the Lotus got within three seconds of Pearson at the flag.

John Chisholm doubled-up in the Pre-'66 set, having worked his Lotus 18 into the thick of a lead group comprising Mark Piercy's 1500cc Lola Mk4 V8 and the Coopers of Enrico Spaggiari (T53), John Harper and Nick Wigley (T51s), as Ian Ashley (LDS-Alfa Romeo) clashed with Rod Jolley (T45/51) at Abbey on lap one, putting both out.

After Harps' engine died and Spaggiari slowed with electrical problems, Piercy

repeatedly outfoxed Chisholm until the last lap when a broken throttle cable denied him a victory shot. Event promoter Wigley and John Clark (T51) thus joined Chisholm on the podium.

Chisholm led throughout on Sunday, with Clark and Wigley disputing second until Spaggiari surged through, reducing a four-second deficit to a car's length. Harper and Jolley hurtled from the back to third and fourth after Wigley pitted and Clark pulled off. Andy Middlehurst (ex-Jim Clark Lotus 25) screamed past the scrapping Sid Hoole (Cooper T66) and Roy Walzer (Brabham BT11) to claim V8 honours again.

A spate of engine failures and incidents at the Le Mans Classic hit the new Italian Historic Car Cup, which had bumped the awesome Le Mans cars from Saturday's 'race to dusk' feature slot. Given clean runs, nobody was going to catch the twin PromotSport Abarth Osella PA1s of Grant

Tromans/Michael Caine and Frank Sytner/Martin Stretton — with Abarth engines remade by ex-hillclimber Alan Newton. But Sytner spun and a harness issue at Tromans' stop delayed Caine. When Stretton pitted with a split radiator, Caine wailed to the flag, completing Tromans' birthday joy.

Michael O'Shea and Roberto Giordanelli hustled the ex-Roy Salvadori Cooper-Maserati to second, ahead of Anthony Reid, making Marc Devis' Maserati 250S dance, and the glorious-sounding Ferrari Daytona of Steve Tandy/Pete Chambers.

The Masters FIA Mini opener was a corker. Demon engine builder Nick Swift couldn't repel Andy Hack, but the triple Miglia champion straight-lined the Abbey chicane on the final lap and went ahead, as Mark Hunt completed a lonely run to the podium. Best of the Oldies But Goldies 'padding' was the

impressive 1650cc Turner of newcomer Ben Adams. Team Pyro chief Hunt went two better in Sunday's sequel as Adams defied belief to place the Turner second overall, just 2.5s in arrears.

The finest entry in HMRN's U2TC series history — 15 Lotus Cortinas, 11 BMW 1800Ti/TiSAs and nine Alfa Romeo GTAs — sadly did not spawn the anticipated race. Just 0.034s split the Cortinas of Rob Hall and Simon Hadfield in qualifying, and their phenomenal 2m14s pace left the rest gasping.

"I knew I had to get a lot done early, but onto the Hangar Straight I checked my gauges, then looked in the mirror and there was nobody in sight," said Andy Wolfe, who built the car he shares with Hall.

Cortina duo Martin Stretton and Howard Redhouse led the chase, with Jackie Oliver's BMW next up as Leo Voyazides spun out of the top 20 at Abbey on the first lap. Redhouse, meanwhile, ►

Pearson's BRM P25 was unstoppable in Pre-'61 GP split



MICK WALKER

◀ was tapped into the gravel at Bridge and pitted for a checkover, while Oliver's BMW met an oily demise, leaving Wolfe further clear of Alex Furiani's Alfa.

Wolfe's big lead was eroded by a safety car, but he rebuilt it and handed Hall a comfortable advantage over Furiani. Hadfield's charge was blunted by a broken exhaust, but he rallied to second behind Hall. BTCC team boss Mike Jordan salvaged a fine third for Redhouse in a Cortina 'white and greenwash.'

Fitzsimons, in for Furiani, finished behind Richard Postins (BMW), whose fourth on the road became sixth, adrift of the Roger Cope/Dan Cox TiSA with a penalty. Paul Radisich, out for two years, relayed Roger Wills to ninth behind John Young in an Alan Mann Racing Cortina formation finish.

Once the gearbox in Callum MacLeod's Caravelle gave up the ghost again, Cooper magician Jon Milicevic romped to Saturday's Formula Junior victory. Mike Hibberd and Urs Eberhardt (Lotus 27s) chased, with Martin Walford, Steve Smith, Alex Morton – driving the Lightning superbly – Simon Armer and James Claridge in a jostling train behind the Swiss driver.

MacLeod's team fixed the car overnight and the F3 racer somehow threaded it around three lapped cars and Milicevic at Club on the penultimate lap. Milicevic tried everything to redress the balance, even a bold outside lunge at Priory, but it was his Luffield exit speed, and Stuart Rolt power, which shaded it on the line.

Saturday's MRL-organised RAC Woodcote Trophy showpiece proved easy pickings for 2009

victors Gavin Pickering and Spencer Marsh (Jaguar D-type). Wil Arif relayed Alex Buncombe, who hauled the bronze JD Classics C-type back to second, clear of Gary Pearson, really shifting in Lukas Huni's Maserati A6 GCS. Behind them, Stephen Bond piloted his flat-iron Lister-Bristol past Tony and Barry Wood's equally curiously styled RGS Atalanta-Jaguar and Patrick Watts' newly-acquired Allard-Cadillac J2

to win a spirited fight for fourth place.

All eyes were on comeback king Sir Stirling Moss, who was on course for a class win in his OSCA when its gearbox jammed in fourth, promoting Chris Rea/Barry Hodson in the crooner's Lotus 6.

Fifties' sports racers were back on Sunday for MRL's Sir Stirling Moss Trophy, but quickly became strung out as the McIntyre brothers, Jamie and Ewan in savage Lister-Chevvy

and Lotus 15 respectively, cut a swathe through lapped cars. Behind them, unreliability wreaked havoc. Philip Walker had split the Scots when his Lotus 15 slowed suddenly on lap two, and no sooner had Gareth Burnett ducked Adrian van der Kroft's Cooper Monaco past Alan Minshaw's sick-sounding Maserati 'birdcage' for third when its gearbox grenaded. Chris Buncombe's Lister grabbed the place before falling, but Minshaw sent



Milicevic leads massive Formula Junior pack

MICK WALKER

● RAC TOURIST TROPHY PRE-1963 GT CARS July 25

Green's GTO glory on racing comeback

▶ **THE PRE-1963 GT** race, masterminded by Ben Cussons, attracted the prestigious Royal Automobile Club Tourist Trophy, and a capacity 48-car grid of superlative quality, in year two. Gone was the 2009-winning Ferrari 250 GT 'Breadvan' – for being too hot some said – but Carlo Vogele's 330 GTO starred this time.

The indomitable Willie Green – returning to racing almost five years after his Goodwood shunt – duly

pipped Stuart Graham (Aston Martin DB4GT) to pole in the Ferrari. "Because it's a four-litre engine, every corner is a gear higher than in a standard [three-litre]

GTO. I don't want to strain myself," he grinned.

Graham led Vogele throughout his opening stint, but a longer stop to install Richard Attwood threw Green an advantage he was never going to squander. Richard chased hard, clear of the Draper

brothers' DB4GT Zagato, but finished half a minute shy of Green.

When Matthew Draper made an unscheduled late stop, Jarrah Venables (of Goodwood competition department fame) howled Marc Devis' Ferrari 250GT SWB up to third, ahead of David Clark, flying in Wolfgang Friedrichs' Aston Martin DP212, which had earlier been delayed by a loose wheel.

Having humbled Jaguars, Morgans, Alfa Romeos and MGs, best of the tiddlers were the ex-Bob Challman Ecurie Shirlee Lotus Elite of Roger Wills/Joe Twyman, which had shaken off the

similar cars of James Littlejohn and Michael Gans in the early stages, and the even more diminutive one-litre Ford-engined Ginetta G4 of Nigel Winchester/Chas Mallard, in sixth and 10th places respectively.



Green hustled GTO to victory on race return

JEFF BLOXHAM

ROYAL AUTOMOBILE CLUB TOURIST TROPHY: PRE-1963 GT CARS (26 LAPS) 1 Carlo Vogele/Willie Green (Ferrari 330 GTO); 2 Stuart Graham/Richard Attwood (Aston Martin DB4GT) +33.252s; 3 Marc Devis/Jarrah Venables (Ferrari 250GT Berlinetta); 4 Wolfgang Friedrichs/David Clark (Aston Martin DP212); 5 Lukas Huni/Gary Pearson (Ferrari 250 GT Berlinetta); 6 Roger Wills/Joe Twyman (Lotus Elite). **CW** Wills/Twyman; Alex Ames/Lee Maxted-Page (Porsche Speedster). **FL** Graham 2m17.794s (82.84mph).

son Jason out ASAP.

Dion Kremer (ex-Peter Horsman Lotus 17) also held third, ahead of the Listers of Tony Wood and Andrew Garner, but Roger Wills was moving up rapidly in his Lotus 15 and Bobby Verdon-Roe was powersliding the '59 Le Mans-winning Aston Martin DBR1 (which Richard Attwood had eagerly vacated) with spectacular abandon.

All looked rosy for Jamie McIntyre until the closing

stages when the Lister slowed. Its fuel pump was playing up, and as Ewan pounced, the safety car went out with Wills' Lotus and Alan Baillie's Cooper Bobtail beached separately. That bunched everybody, with Minshaw and Gary Pearson (in Garner's Lister), Alasdair McCaig in Wood's version and Verdon-Roe in the crocodile.

Unleashed for a single-lap dash, McIntyre E scarpered to victory, with

Pearson monsterring Minshaw over the line and BV-R fourth in the howling Aston. McIntyre J limped home sixth, ahead of the gallant tiddlers of families Gammons (Lotus 11) and Phillips (Lola Mk1).

Forty-eight Road Sports cars unified the HSCC Historic and '70s groups busily. Following an overdue spruce-up, James Paterson's Morgan +8 went even quicker and was uncatchable. Australian Justin Murphy set fastest

lap as he flung his Ford pushrod-powered Ginetta G4 through the TVRs and past Alan Harper's Lotus Elan to finish third, nestled in the considerable slipstream of Paul Anderson's Porsche 928.

Stefan Hodgetts' defeats of Ben Winrow in two soporific Trofeo Abarth

500 GB races put him back atop the table. Friday's celebrity shootout, using road versions of the chic Italian turbocar, was more fun. Top qualifier Rick Parfitt Jr restored the status quo by scraping past Travis drummer Neil Primrose at Stowe to win the day.

■ By Marcus Pye



Swift and Hack put on great Mini show



Pickering/Marsh Jag retained Woodcote crown



The two Abarth-Osellas dominated Italian Car Cup

MASTERS GENTLEMAN DRIVERS GT & SPORTS ENDURANCE July 24

Cobra clean-sweep in GT enduro

ANDY WOLFE and Rob Hall's second victory in three hours, in Saturday's Masters Pre-'66 GT event, was more dramatic than the U2TC run.

When Carlos Monteverde's accident forced a stoppage within the pitstop window, it became a two-parter, with partners starting afresh.

Wolfe, who completed only one qualifying lap in

their AC Cobra, was behind the E-types of the Minshaw brothers, Jon and Jason, at the red. When Martin Stretton was unable to restart the former's with flagging fuel pressure, and hub failure precluded '09 victor Simon Hadfield from joining in with Leo Voyazides' Cobra, things became easier.

Hall beat Paul Ingram and the hard-charging Ollie

Bryant for a Cobra clean-sweep, as Jason Minshaw's co-driver Martin Melling fell back among the heavyweights. Neil Cunningham, in Nigel Webb's E-type finished fifth and fourth, netting third on combined times.

MASTERS GENTLEMAN DRIVERS GT & SPORTS ENDURANCE (10+9 LAPS)

1 Andy Wolfe/Rob Hall (AC Cobra). 2 Chris Chiles/Paul Ingram (AC Cobra) +13:826s. 3 Neil Cunningham (Jaguar E-type). 4 Jean-Paul Batenburg/Alexander Weavers (Chevrolet Corvette). 5 Malcolm Johnson/Nigel Reuben (TVR Griffith). 6 Nick Whale/Howard Redhouse (Jaguar E-type). FL Oliver Bryant (AC Cobra) 2m10.208s (87.72mph).

Wolfe/Hall Cobra leads the Gentleman drivers



JEFF BLOXHAM

Cooper S) +0.154s. 3 Mark Hunt (Austin Cooper S). 4 Ron Maydon (Austin Cooper S). 5 Roger Wills (Austin Cooper S). 6 Ben Adams (Turner). FL Hack 2m18.909s (82.23mph). **RACE TWO (9 LAPS) 1 Hunt.** 2 Adams +2:522s. 3 Dan Wheeler (Austin Cooper S). 4 Maydon. 5 Glyn Swift (Morris Cooper S). 6 Philip Burgess (Austin Cooper S). FL Adams 2m20.020s (81.58mph).

JACK SEARS TROPHY: U2TC (25 LAPS) 1 Andy Wolfe/Rob Hall (Ford Lotus Cortina). 2 Leo Voyazides/Simon Hadfield (Ford Lotus Cortina) +18.912s. 3 Howard Redhouse/Mike Jordan (Ford Lotus Cortina). 4 Alexander Furiani/David Fitzsimons (Alfa Romeo GTA). 5 Roger Cope/Dan Cox (BMW 1800 T18A). 6 Richard Postins (BMW 1800). CW Cope/Cox, Peter Baldwin/Graham Churchill (Austin Cooper S). Henk & Jasper Izaks (Fiat Abarth 1000TC). FL Wolfe 2m16.700s (83.56mph).

RAC WOODCOTE TROPHY: PRE-1956 SPORTS CARS (24 LAPS) 1 Gavin

Pickering/Spencer Marsh (Jaguar D-type). 2 Wil Arit/Alex Buncombe (Jaguar C-type) +16.949s. 3 Lukas Hini/Gary Pearson (Maserati A6 GCS). 4 Tony & Barry Wood (RGS Atalanta-Jaguar). 5 Stephen Bond (Lister-Bristol BHL9). 6 Patrick Watts (Allard J2). FL Pickering 2m16.919s (83.42mph).

SIR STIRLING MOSS TROPHY: 1950S SPORTSCARS (26 LAPS) 1 Ewan McIntyre (Lotus 15). 2 Alan & Jason Minshaw (Maserati T61 Birdcage) +10.086s. 3 Andrew Garner/Gary Pearson (Lister-Jaguar Costin). 4 Richard Attwood/Bobby Verdon-Roe (Aston Martin DBR1). 5 Tony Wood/Alasdair McCaig (Lister-Jaguar Knobbly). 6 Jamie McIntyre (Lister-Chevrolet Knobbly). FL J McIntyre 2m09.326s (88.32mph).

COLIN CHAPMAN TROPHY: FORMULA JUNIOR (10 LAPS) 1 Jon Milicevic (Cooper T59). 2 Michael Hibberd (Lotus 27) +16.852s. 3 Urs Eberhardt (Lotus 27). 4 Martin Walford (Lotus 22). 5 Steve Smith (Cooper T59). 6 Pete Morton (Lightning Envoyette). CW Benn Simms (Elva 200). Stephen Gibson (Lynx Mk3). Stuart Roach (Alexis Mk2). Michael Ashley-Brown (Volpini). FL Milicevic 2m05.675s (90.89mph).

JIM CLARK TROPHY (10 LAPS) 1 Milicevic. 2 Callum MacLeod (Caravelle Mk2) +0.031s. 3 Hibberd. 4 Eberhardt. 5 Walford. 6 James Claridge (Lola Mk5A).

CW MacLeod. Crispian Besley (Cooper T56). Roach. Ashley-Brown. FL MacLeod 2m05.244s (91.20mph).

BETTY HAIG TROPHY: HSCC ROAD SPORTS (11 LAPS) 1 James Paterson (Morgan +8). 2 Paul Anderson (Porsche 928S) +11.955s. 3 Justin Murphy (Ginetta G4). 4 Julian Barter (TVR 3000M). 5 Alan Harper (Lotus Elan). 6 Oliver Phillips (Morgan +8). FL Murphy 2m14.649s (84.83mph).

TROFEO ABARTH 500 GB (12 LAPS) 1 Stefan Hodgetts. 2 Ben Winrow +74.99s.

3 Charlie Butler-Henderson. 4 Josh Wakefield. 5 Cassey Watson. 6 Chris Smith. FL Hodgetts 2m08.234s (89.07mph).

RACE TWO (12 LAPS) 1 Hodgetts. 2 Winrow +18.356s. 3 Butler-Henderson. 4 Wakefield. 5 Carl Bradley. 6 Benny Simonsen.

FL Hodgetts 2m07.283s (89.74mph).

BSM CENTENARY ABARTH 500 CELEBRITY CHALLENGE (8 LAPS) 1 Rick Parfitt Jr. 2 Neil Primrose +3.221s.

3 Paul O'Duffy. 4 James Martin. 5 Luther Blissett. 6 Tom Chambers. FL Primrose 2m24.784s (78.89mph).



OULTON PARK MSVR July 24
First single-seater win for former Ginetta champ

Moore makes his mark before crashing out



GINETTA SPORTSCAR

ace Nigel Moore has been making decent progress in this year's Formula Palmer Audi season. The 18-year-old has been a frontrunner and finally scored his first single-seater success at Oulton Park last weekend.

Moore had the pace to make it a double, but a mistake in the second encounter resulted in a broken front upright in the closing stages. That left championship leader Maxime Jousse, who had taken second in race one, to score his sixth victory of the year and extend his points lead over Moore.

Moore pushed hard as soon as the lights went out for race one, while Jousse had to fend off the attentions of Ramon Pineiro before settling into second. Pineiro was delayed at Clay Hill, which allowed Vincent Beltoise to move into third.

Jousse started to edge closer to Moore for a few laps, but the former Ginetta G20 and G50 champion soon responded and maintained a comfortable lead right to the flag. Pineiro mounted a comeback and ousted Beltoise from third on lap six, only to clip the tyres as he turned into

Knickerbrook just three laps from home. That broke a front upright and handed the place back to the Frenchman.

Kieran Vernon grabbed a late fourth from Jose Alonso Liste at Shell, while Melroy Heemskerk and Howard Fuller took the flag in close formation behind. Ash Davies, Giuseppe Cipriani and James Thorp completed the top 10.

Fuller was the only driver to risk slicks for a wet second race, which proved to be the wrong decision. Moore once again headed Jousse into Old Hall, with Pineiro behind after losing out with a wheel-spinning start. Alonso Liste settled into fourth, while Vernon made it through into Island and fifth at the expense of Heemskerk.

Jousse piled on the pressure and stayed much closer to Moore on this occasion. "I was closing some laps but he was quicker in some places and I have to think about the championship. Then he went off on his own," said Jousse after Moore's race ended with a broken front upright when he clipped the tyre wall at Knickerbrook.

Pineiro had a trip across the grass at Knickerbrook but still recovered in time to keep fellow Spaniard Alonso Liste at bay as they



Moore led for much of the two FPA encounters

completed the podium. Vernon was a solitary fourth and Heemskerk made it past Beltoise to clinch fifth on the last lap. Cipriani, Davies, Callum Holland and Thorp rounded off a fairly stretched top 10.

The Golf GTI race provided some of the best action. Although Simon Hill led throughout, James Bark remained in his shadow. Both cars took to the grass on the last lap, as Bark tried every possible place to challenge, which only brought third-placed Nick Porter back into the frame. "I spent as much time looking out of my side windows as the front," said the victorious Hill.

Colin Tester's Ford Sierra cruised to an easy lights-to-flag win in the Last Chance Saloons, with Stephen Primett's Ford Escort even more secure in second. James Colbourne's VW Golf held a racelong third, while Tim Wilson's BMW 320i, in fourth, managed to escape from

an early duel with Charles Godfrey's Golf. Godfrey was also under pressure from a late challenge by Guy Stevens' Golf.

Two poorly supported AAA Saloons races gave Simon Norris' brutish Mitsubishi Evo a double win, but reliability seemed to be the main problem for most. In the first race Norris won by nearly 30 seconds from Laurence Kilby's struggling Evo IX, which had a clear run in second after Garry Prebble's Evo VII RS cut out on him. Despite two

spins at Shell, Richard Jones recovered to clinch third with his Evo VIII.

Prebble pushed Norris hard at the start of race two, but his car failed again on the second lap. Martin Thomas' Class B Evo VIII stole a late second from Ian Froggatt's Subaru Impreza.

Only seven cars lined up for the three-hour SPEED enduro. The Jody Firth/Warren Hughes Ligier JS49 led throughout, despite making three stops to the one of second-placed Barry Gates/Rob Garofall's JS49.

■ By Peter Scherer



Norris beat AAA pack twice in his special Evo

Firth/Hughes sped to SPEED victory



FORMULA PALMER AUDI (14 LAPS)

1 Nigel Moore; 2 Maxime Jousse +1.728s; 3 Vincent Beltoise; 4 Kieran Vernon; 5 Jose Alonso Liste; 6 Melroy Heemskerk; 7 Howard Fuller; 8 Ash Davies; 9 Giuseppe Cipriani; 10 James Thorp. Fastest lap Jousse 1m35.854s (101.10mph).

RACE TWO (14 LAPS) 1 Jousse; 2 Ramon Pineiro +16.898s; 3 Alonso Liste; 4 Vernon; 5 Heemskerk; 6 Beltoise; 7 Cipriani; 8 Davies; 9 Callum Holland; 10 Thorp. FL Jousse 1m44.148s (93.05mph).

POINTS 1 Jousse, 197; 2 Moore, 138; 3 Heemskerk, 136; 4 Alonso Liste, 136; 5 Pineiro, 128; 6 Beltoise, 114.

GOLF GTI (7 LAPS) 1 Simon Hill; 2 James Bark +0.223s; 3 Nick Porter; 4 Mike Thurston;

5 William Hornsey; 6 James Colbourne.

Class winner Craig Roberts. FL Hill 2m06.366s (76.69mph).

LAST CHANCE SALOONS (8 LAPS)

1 Colin Tester (Ford Sierra Cosworth); 2 Stephen Primett (Ford Escort) +19.515s; 3 Colbourne (VW Golf GTI); 4 Tim Wilson (BMW 320i); 5 Charles Godfrey (VW Golf GTI); 6 Guy Stevens (VW Golf GTI). CW Primett; Wilson; Dawn Boyd (VW Golf GTI). FL Tester 1m58.137s (82.03mph).

AAA SALOONS (11 LAPS) 1 Simon Norris (Mitsubishi Evo); 2 Laurie Kilby (Mitsubishi Evo IX) +29.127s; 3 Richard Jones (Mitsubishi Evo VIII); 4 Dominic Barnes (Mitsubishi Evo VIII); 5 Ian Froggatt (Subaru Impreza); 6 Angus Gorrington (Audi S2). CW Barnes. FL Kilby

1m48.869s (89.01mph).

RACE TWO (11 LAPS) 1 Norris; 2 Martin Thomas (Mitsubishi Evo VIII) +1.659s; 3 Froggatt; 4 Barnes; 5 Vaughan Fletcher (Subaru Impreza); no other finishers.

CW Barnes FL Norris 1m50.722s (87.52mph). **SPEED (99 LAPS)** 1 Warren Hughes/Jody Firth (Ligier JS49); 2 Barry Gates/Rob Garofall (Ligier JS49) +1m03.137s; 3 James Rigby/Christophe Burriack (Ligier JS49); 4 Jean Lou Rihon/Nick Padmore (Norma); 5 Gary Ramsdale/Sean Mellors (Radical SR3); 6 Graham Hill (Radical Prosport).

CW Ramsdale/Mellors FL Hughes 1m35.507s (101.47mph).

CADWELL PARK CSCC July 24
Muirhead denied; Coleing scores double



Muirhead leads, but Boland/Lee (fourth) would win

Boland and Lee beat Muirhead to claim Swinging Sixties spoils

DAVE BOLAND and Roger Lee scored an unexpected Swinging Sixties victory, defeating John Muirhead as the Lotus racers provided a highlight in the Classic Sports Car Club's visit to Cadwell Park last weekend.

Polesitter Muirhead got the jump from the off, while first-stint pilot Boland slotted into second. Muirhead's challenge was hampered by a pitstop penalty, accrued due to earlier 2010 successes, and he rejoined third. The Lotus Seven pilot was then greeted by chaos, with an incident at the bottom of the Mountain bringing out the safety car.

After being made to take up position towards the back of the train, Muirhead

had three minutes and two laps to make his impression after the restart. Despite setting the fastest lap of the race on the final tour, Muirhead finished three seconds shy of Lee, who took the chequer and gave Boland his first taste of victory.

Mark Coleing speared his Caterham CSR from pole position to the top step of the podium in the Magnificent Sevens outing, but made life difficult for himself. After dropping to fifth from the off, Coleing was forced to scramble back to the front, to wrestle the advantage from Chris Porritt's grasp.

After swapping places for much of the opening half of the race, Coleing was able to edge away, using backmarkers to keep

a charging Porritt at bay. Coleing crossed the line to take his first victory of the season, with Porritt in sight of him in second. Kevin Williams whizzed to a lonely third place in his Caterham C400.

Alan Board took an unopposed victory in the Tin Tops pursuit, with the Honda Integra expert enjoying a sole effort in the absence of regular co-driver Nigel Ainge. Suffering from a stomach bug, Ainge was forced to sit on the sidelines, while capable colleague Broad stormed to yet another Tin Tops conquest.

Mark Livens and Robert Dyball shared a strong second in their Civic, fighting off a sterling charge from the similar car of Simon Taylor and John

Hammersley. The latter held second early on, but narrowly lost out during the driver changes.

Alex Eacock and Peter Morris stormed to victory in the Future Classics chase, after a fast-starting Martyn Adams held the early advantage. Having rocketed away at the start, Adams lost control during the mandatory pitstops, handing the power to the Porsche duo.

Tony Maryon also made his way through the traffic when he latched onto

Eacock and Morris after the stops. Following closely enabled the Porsche pilot to steer his way to second, just inches from success.

Despite a slim field, a busy end to the Classic K event resulted in Ian Cox's Marcos taking the chequered flag after a safety car period created a one-lap dash to the finish. After fending off advances from Charles Allison, Cox was able to keep his advantage, while a sheared rear axle bracket scuppered Phillip Nelson's chances from pole.

Charles Holroyd crashed at the entrance to the Mountain, which resulted in medical crews being called to the scene to tend to an injured arm. With a slightly more injured Lotus Elan, Charles and father David suffered an abrupt end to their weekend, their Gulf-liveried machine being stretched off seven laps from the end.

Coleing took his second win of the day in the Sports V Saloons event. Mark Conroy followed him across the line in the Caterham-dominated race, with Jamie Constable in sight of him in third.

■ **By Leanne Fahy**



Coleing's Caterham took a Cadwell double



Eacock and Morris led Porsche one-two

SWINGING SIXTIES (21 LAPS)

1 Dave Boland/Roger Lee (Lotus Seven S2); 2 John Muirhead (Lotus Seven) +31.04s; 3 Ben Gough/Iain Daniels (Marcos GT); 4 Frank Grimley (Lotus Elan); 5 John Pringle (Lotus Seven); 6 Tim Cairns/Richard McKeen (Austin Healey Frogeye Sprite). **Class winners** Gough/Daniels; Cairns/McKeen; Gray/Gray; Ian Percival (Triumph Herald). **Fastest lap** Muirhead 1m40.324s (78.47mph).

MAGNIFICENT SEVENS (25 LAPS)

1 Mark Coleing (Caterham CSR); 2 Chris Porritt (Caterham 7) +37.11s; 3 Kevin Williams (Caterham C400); 4 Jamie Constable (Caterham R400); 5 Paul Fleury (Caterham R300); 6 Mark Conroy (Caterham Superlight R). **CW** Constable; Conroy; Hugh Coulter (Caterham Roadsport A). **FL** Porritt 1m33.985s (83.76mph).

TIN TOPS (23 LAPS)

1 Alan Broad (Honda Integra); 2 Mark Livens/Robert Dyball (Honda Civic Type R) +33.514s; 3 Simon Taylor/John Hammersley (Honda Civic Type R); 4 Matthew Howarth (Vauxhall Astra); 5 Ian Collins/Ashley Collins (Renault Clio); 6 Matthew Hammond (Ford Focus). **CW** Simon Smith (Peugeot 106); Colin Stubbs (Rover 216 GTD). **FL** Broad 1m42.367s (76.91mph).

FUTURE CLASSICS (23 LAPS)

1 Alex Eacock/Peter Morris (Porsche 944); 2 Tony Maryon (Porsche 911) +0.273s; 3 Martyn Adams (Triumph TR7); 4 Robert Hollyman (Porsche 944); 5 George Mutteer (Porsche 944); 6 Mark Koeberle (Porsche 944 Turbo). **CW** Adams; Koeberle; Robert Alman (Toyota MR2); Jon Jeffery (Davrian Mk8). **FL** Eacock/Morris 1m44.755s (75.15mph).

CLASSICK (21 LAPS) 1 Ian Cox (Marcos GT); 2 Charles Allison (Marcos GT) +0.801s; 3 Peter Thompson (Marcos GT); 4 Peter Colborne-Baber/Steven Colborne-Baber (Jaguar E-type); 5 Brian Arculus (Lotus Elite); 6 Bill Watt (Lotus Elan). **CW** Colborne-Baber/Colborne-Baber; Arculus; Simon Skentelbery/Mike Entwistle (MGB); McKeen/Cairns (MG Midget). **FL** Thompson 1m44.435s (75.38mph).

SPORTS V SALOONS (10 LAPS) 1 Mark Coleing (Caterham CSR); 2 Mark Conroy (Caterham Superlight R) +11.791s; 3 Jamie Constable (Caterham R400); 4 Carl Woodwiss (Caterham CSR); 5 Peter Lawrence (Caterham Superlight R); 6 Kevin Howell (Caterham R500). **CW** Conroy; Hugh Coulter (Caterham Roadsport A); Mike Hampton (Stuart Taylor Locost). **FL** Coleing 1m34.606s (83.22mph).

Different race same result for Ferrari pair

AFTER SURVIVING a flurry of action in the first half of the Britcar GT enduro at Snetterton, the towering figure of Witt Gamski and team-mate Keith Robinson secured a comfortable victory – their fifth in five races.

Pole-sitter Gamski had a fight on his hands early on – not least when Aaron Scott launched his similar Ferrari 430 up the inside at Sear to deprive him of the lead on the opening lap. Sadly, Scott's short-lived charge faded when oil pressure problems forced him to rein back.

No sooner was one threat extinguished, though, than another ignited, as Glynn Geddie let fly in his Porsche 996. By lap 7 he had the leader squarely in his sights, and next time round he was through. A frustrated Gamski's woes deepened when he spun

down to fourth as he sought to retaliate. To add insult to injury, he then incurred a drive-through penalty for running off-track at Sear. Although Witt soon worked his way back up to third, he was almost a minute adrift of the rampant Geddie.

The outcome of the race took a decisive turn after the leaders used a brief safety car period to make their first round of driver changes. With Robinson replacing Gamski, the Ferrari was soon being propelled at a blistering pace, tearing chunks out of the sizeable lead held by Geddie's father, Jim. In a curious reversal of fortunes it was now Geddie Sr who incurred a drive-through, this time for running a red light at the pit exit. A lap after Geddie served his penalty, the remorseless Robinson breezed past to claim a lead the team

Scott (right) led MJC Ferrari before fuel pressure problems

maintained to the finish.

Disaster followed delay for the Porsche when, shortly after Glynn started his second stint, their race ended in a collision with the spinning 996 of Manuel Cintrano. The luckless Cintrano had hit oil dropped by Scott's ailing Ferrari (now with Arwyn Williams at the wheel), which finally let go at the Bomb Hole before bursting into flames.

While suspension damage forced a frustrated Geddie out, Robinson counted himself lucky to have missed the mayhem. "Had it not been for a car spinning in front of me, I wouldn't have known the oil was there," he said. Having made the most of the ensuing safety car period with two fuel stops in quick succession, the leaders pulled out an unassailable advantage.

They took the flag two laps clear of the Jones family Porsche, with Raphael Fiorentino and Neil Huggins' Marcos a further lap behind in third. It had looked a close race for fourth between the Mantis of Owen O'Neill/Jon Harrison and Paul White's BMW M3, before the latter dropped back after a late splash and dash.

The Production classes enjoyed a two-hour race within the race for the GT machines. Gino Ussi's M3 narrowly beat the Ginetta of Mick Mercer and Gary Smith to take the win.

Porsche Carrera Cup regular Mark Hazell warmed up for the championship's forthcoming Norfolk visit with a convincing win in the combined GT3/Club Class 2 opener. Bertie Carruthers was a distant second, while Peter Smallwood inherited third after Stephen Ritchie suffered a late clutch failure. George Richardson, another Carrera Cup runner, fought back to fourth after an over-sensitive water pressure warning light caused him to delay his start.

With holiday-bound Hazell missing the sequel to get an early ferry, Richardson scored a dominant win.

Neil Smith's evocative ex-WTCC Alfa 156 claimed



Last lap excursion cost Pass victory

RICHARD STYLES

BRITCAR GT (177 LAPS)

1 Witt Gamski/Keith Robinson (Ferrari F430 GT3). 2 Morgan Jones/Philip Jones/Gareth Jones (Porsche 997). 2 laps. 3 Neil Huggins/Raphael Fiorentino (Marcos Mantis GT3). 4 Owen O'Neill/Jon Harrison (Marcos Mantis GT3). 5 Paul Bailey/Andy Schulz (Ferrari F430 Challenge). 6 Paul White/Calum Lockie (BMW M3). **Class winners** Jones/Jones/Jones; Huggins/Florentino; O'Neill/Harrison; Bailey/Schulz; Owen Mildenhall/Mark Ticehurst (Mazda MX5); Owen Thomas/Ashley Woodman/Greg

Noble (SEAT SuperCopa); Martin Parsons/Dominic Malone/Nick Gooch (BMW 130i). **Fastest lap** Robinson 1m09.472s (101.15mph).

BRITCAR PRODUCTION

(78 LAPS) 1 Gino Ussi (BMW E46 M3). 2 Mick Mercer/Gary Smith (Ginetta G4). 3+757s. 3 Stuart Scott/Mike Jordan/Steven Wood (Ford Mustang FR500 GT). 4 Mark Cunningham/Peter Cunningham (SEAT Leon Supercopa). 5 Nathan Sanders/Barclay Dougall (BMW CSL). 6 Dave Cox/Jason Cox (Ford Escort). **CW** Sanders/Dougall; Cox/Cox; Peter Smith/Matt Smith (Ginetta

G50). **FL** Jordan 1m13.651s (95.41mph).

PORSCHE GT3 & CLUB CLASS 2

(21 LAPS) 1 Mark Hazell (997 GT3 Cup). 2 Bertie Carruthers (997) +26.629s. 3 Peter Smallwood (996 GT3). 4 George Richardson (997 GT3 Cup). 5 Adrian Clark (928 GTS). 6 Peter Erceg (968 CS). **CW** Smallwood; Clark; Chris Dyer (944 S2). **FL** Hazell 1m11.242s (98.63mph). **RACE TWO (21 LAPS)** 1 Richardson. 2 Smallwood +1m14.952s. 3 Clark. 4 Erceg. 5 Dyer. 6 Richard Bennett (944). **CW** Smallwood; Clark; Dyer. **FL** Richardson 1m11.979s (97.62mph).

ALFA ROMEO (16 LAPS) 1 Neil Smith (156 WTC). 2 Chris Snowdon (33) +37.003s. 3 Alastair Iles (147 GTA). 4 Stephen Dymoke (156). 5 Chris Oxborough (75). 6 John Griffiths (156). **CW** Snowdon; Griffiths; Chris Healey (GTV). Paul Plant (156). **FL** Smith 1m16.713s (91.60mph). **PORSCHE CLUB CLASS 1 (17 LAPS)** 1 Marcus Carniel (911 Carrera 2). 2 David Botterill (964 C2) +0.949s. 3 Miles Masarati (968 CS). 4 Paul Follett (968 CS). 5 Richard Lambert (964). 6 Richard Ellis (993 C2). **FL** Mark McAleer (968) 1m20.570s (87.21mph).

RACE TWO (19 LAPS) 1 Peter Morris. 2 Lambert +0.136s. 3 Maserati. 4 Botterill. 5 Ellis. 6 Follett. **FL** Morris 1m20.490s (87.30mph). **CATERHAM ACADEMY GROUP ONE (11 LAPS)** 1 Wesley Fox. 2 Merlin Edwards +4.849s. 3 James Bishop. 4 Jon Mortimer. 5 Blaize Rhodes. 6 Mike Hart. **FL** Hart 1m25.412s (82.27mph). **CATERHAM ACADEMY GROUP TWO (11 LAPS)** 1 Chris Bingham. 2 Martin Pass +2.715s. 3 Kurt Brady. 4 Tim Abbott. 5 Matthew Rigby. 6 Ross MacIndoe. **FL** Brady 1m25.537s (82.15mph).



RICHARD STYLES

a similarly emphatic win to eclipse the Alfa field, while Chris Snowdon's 33 took second ahead of Alastair Iles' 147 GTA. The highlight came in the scrap for third in Class E, as Chris Finch edged out Mel Healey's similar 156.

It was tight at the top in the first Porsche Club Class 1 outing, the lead train stretching to seven cars at times. Having led briefly on lap one, Mark McAleer's chances faded when he lost second gear and fell to ninth. Undeterred, he worked back up the order to fight for third late-on, only to tangle with Kevin Harrison, forcing both of them into retirement.

Meanwhile, as drive-through penalties for off-track excursions stymied the rapid Peter Morris and Richard Lambert, long-time leader Marcus Carniel beat David Botterill to the flag by less than a second.

Morris and Lambert bounced back to enjoy a terrific late dice in race two, Morris sweeping ahead at

Coram on the final lap to snatch a dramatic win.

While Wesley Fox pulled away with consummate ease to win the Group One Caterham Academy race, and Merlin Edwards took a lonely second as a five-car fight boiled up for third. Blaize Rhodes had leapt from 10th on the grid to challenge early on, before Joel Wymer took the initiative. His retirement on the penultimate lap left James Bishop to edge Jon Mortimer off the podium.

The battle for honours in the Group Two event distilled into a late duel between Martin Pass and Chris Bingham. With brakes locking and tyres squealing, they sped side-by-side into the braking zone at the Esses for the final time. Pass was forced into an off-line excursion, but recovered to cross the line first, only to be deprived of a deserved win for gaining himself an unfair advantage. A grateful Bingham duly scooped the winner's trophy.

■ By Oliver Timson

Nothing can stop Smith's Alfa 156



RICHARD STYLES

WISCOMBE BRITISH HILL CLIMB July 25
Willis wins as Groves extends title lead



EDDIE WALDER

Wonderful weekend for winner Willis

Willis beat Groves and Moran for double win



TREVOR WILLIS demonstrated his prowess on the

tight hills once again by taking both rounds at Wiscombe Park.

"Martin [Groves] going that one second quicker than anyone else in the last run-off spurred me on to take the second win," said the OMS driver. "I think I was on the track for some of that last run!"

Groves will have to wait just a little longer for his 100th win but took satisfaction from pulling two more points away from title rival Scott Moran. Both know that just one slip-up can change a close situation with 12 rounds remaining.

Groves had his work cut out as his co-driver, Paul Ranson, endured a nightmare day, damaging their front wing in the first run-off. Groves ran with the spare nose from the Tom New/Chris Merrick car and went wide at Sawbench bend – enough to drop him to fourth. It was fortunate, then, that

Scott Moran could do no better than fifth.

Later on Ranson failed to qualify, but with the original nose back, Groves pulled out one special effort in run-off two, only to be trumped by Willis.

Merrick forged ahead of Paul Ranson, and his co-driver Tom New drew level with Ranson in the points, while Wallace Menzies scored well to equal the total of the still absent Deryk Young.

With a career best second in the first run-off, Oliver Tomlin was the surprise of the weekend but could not repeat the performance later. It was the best Pilbeam showing since Willem Toet's heyday and put three

different marques in a run-off top three for the first time in decades. Even the old hands were unable to say how long it had been.

The smaller engined cars were, as ever, worked very hard, with Will Hall scoring a great fifth before going off during his second qualifying shot. Eynon Price fought valiantly with only one set of tyres all weekend, but was unable to keep the car on track in the second run-off and failed to reach the top of the hill.

There was a run-off debut from David Uren in an even smaller 1100cc Force, but he could not score against his more powerful opposition.

■ By Eddie Walder



EDDIE WALDER

Tomlin brought Pilbeam into the top three

ROUND 19 1 Trevor Willis (2.8 OMS-Powertec) 34.80s; 2 Chris Merrick (3.5 Gould-Judd GR55) 35.29s; 3 Oliver Tomlin (4.0 Pilbeam-Judd MP97) 35.48s; 4 Martin Groves (3.5 Gould-NME GR55) 35.63s; 5 Will Hall (1.6 Force-Suzuki PC) 36.33s; 6 Scott Moran (3.5 Gould-NME GR61X) and Roger Moran (3.5 Gould-NME GR61X) all 35.83s; 8 Wallace Menzies (2.65 DJ-Cosworth Firestorm) 35.90s; 9 Paul Haines (2.0 Dallara-Opel F301) 36.33s; 10 Eynon Price (1.6 Force-Suzuki PC) 36.51s; 11 Chris Guile (2.0 OMS-Vauxhall CPO4) 37.42s;

Paul Ranson (3.5 Gould-NME GR55) Fail. **ROUND 20** 1 Willis 34.57s BTD; 2 Groves 34.77s; 3 S Moran 35.13s; 4 Merrick 35.65s; 5 R Moran 35.72s; 6 Menzies 36.02s; 7 Tom New (3.5 Gould-Judd GR55) 36.08s; 8 Haines 36.23s; 9 Tomlin 36.38s; 10 Guile 36.45s; 11 David Uren (1.1 Force-Suzuki HC) 37.13s; Price Fail. **Class winners** Alan Foster (1.8 Toyota MR2) 50.19s; Andy Fraser (3.6i Porsche 997) 47.56s; Andrew Russell (1.1 Ginetta G15) 45.62s; Geoff Twemlow (2.1t Subaru Impreza) 43.73s; Mark Mortimer (3.5 Porsche 911) 42.43s;

Phillip Montgomery-Smith (1.3 Fisher Fury) 39.78s; Michael Wilgoss (2.0t Ford Escort Cosworth) 51.02s; Richard Churchley (1.7Mallcock Mk24b) 41.30s; Graham Wynn (1.4 Force-Suzuki LM001) 43.19s; Rodney Thorne (5.0 Pilbeam-Rover MP43) 39.39s; Adam Steel (1.1 Martlet-Suzuki ASI) 36.88s (record); Price 36.03s (record); Haines 36.31s; Willis 35.20s. **POINTS** 1 Groves, 159; 2 S Moran, 156; 3 Willis, 149; 4 R Moran, 138; 5 Merrick, 83; 6 Ranson & New, 70; 7 Deryk Young & Menzies, 42; 10 Price, 37.



MALLORY PARK MSCC July 25
Wins for Wurr and Wheeler; Skinner's double tops



STEVE JONES

Wurr recovered to take
Peter Morgan Memorial win

Poor getaways fail to stop Morganeer Wurr



MARQUE VETERAN

Matthew Wurr bounced back from two poor starts to win the Peter Morgan Memorial Trophy race at the MSCC's annual Mallory Park jamboree.

The first attempt lasted just two laps before Kathleen Sherry spun at Devil's Elbow, collecting the hapless Mary Lindsay. Both cars were beached so a halt was called, giving Wurr the opportunity to atone for his tardy getaway the first time out, when he dropped from pole to third, behind Andrew Thompson and Andy Green.

But Wurr's bad luck continued. This time Tony Lees also got through,

dumping the Morganeer to fourth, but as the laps wound on the familiar number 99 of Wurr climbed up the lap charts. He slashed Thompson's 1.7-second advantage before slicing through at Gerards on lap six. Although he led for the remainder of the race, the +8 never had much in hand over the Roadster.

Green finished third, while Lees recalled the origins of the Morgan marque by finishing the race on three wheels. His car's front right parted company as he crossed the line, the wheel rolling (without incident, fortunately) into the spectator area.

Lees was, therefore, unable to take up his pole position for the Thoroughbred Sportscar race, so Green was able to open up an immediate advantage as the rest of the pack squabbled. Green's luck then deserted him until the last three laps. First he caught up with some particularly cautious backmarkers in a yellow-flag zone, giving Simon Garrad (Jaguar D-type Replica) the opportunity to challenge for the lead – which he took two laps later after a side-by-side thriller through Gerards. Then more backmarkers slowed him, backing Green into the TR6 of Josh Files.



STEVE JONES

Rowan pipped Digby
in Monoposto duel

His good fortune returned as the race drew to a close, with Garrad developing an engine issue that caused him to tumble down to fifth by the end. Green seized his chance and picked up fastest lap. He led Files and Roy McCarthy's MGB home.

Alan Brooke forged his Metro to the head of the MGCC field around the outside at Gerards for the first time, but he spun and tangled with Blaine Neaves' MGB, allowing James Wheeler's B into the lead. Given the chance of a win, he grasped it with both hands. He defeated Ollie Neaves (who got the better of his father in a six-car battle) by half a minute.

A slim field for a non-championship Monoposto race didn't promise much, but Ray Rowan's Dallara and Stuart Digby's Jedi put on quite a fight. Rowan sprinted clear before Digby used the traffic to his advantage to grab the lead mid-race, although he couldn't maintain the position.

Aussie Jordan Skinner eased to two Southern FF1600 wins from Joe Walton and Tom Barrow respectively, while Jack Drinkall was a double Formula Academy winner as Cavan Corcoran hit mechanical bother.

Classic Touring Car ace David Howard (XJ12) blitzed the Jaguar Saloon field, while Richard Dorlin emerged in second. In the XJS contest, Chris Palmer spun the lead away at the Esses on lap one, leaving Alex Harrison a clear run. Paul Martin-Jones (Radical) won the RAFMSA Challenge, passing the V8-motivated Westfield of Darren Berris to do so. Berris gained revenge in the Sports v Saloon 10-lapper.

■ By Ian Sowman

MORGAN CHALLENGE FOR THE PETER MORGAN MEMORIAL TROPHY (17 LAPS)

1 Matthew Wurr (+8); 2 Andrew Thompson (Roadster) +0.674s; 3 Andy Green (+8); 4 Tony Lees (+8); 5 Simon Orebi-Gann (Roadster); 6 Tim Pearce (+8). **Class winners** Thompson; Orebi-Gann; Sharlie Goddard (+8); Mark Gilbert-Smith (+4). **Fastest lap** Wurr 51.785s (93.84mph).

THOROUGHbred SPORTS CARS (17 LAPS)

1 Green; 2 Josh Files (Triumph TR6) +1.083s; 3 Roy McCarthy (MGB); 4 John Wilkes (Jaguar D-type Replica); 5 Simon Garrad (Jaguar D-type Replica); 6 Jeremy Knight (Jaguar D-type Replica). **CW Files;** Joe Parrington (MGB); Michal Pavlik (Morgan 4/4). **FL Green** 53.459s (90.91mph).

MGCC (16 LAPS)

1 James Wheeler (B); 2 Ollie Neaves (B) +29.633s; 3 Blaine Neaves (B); 4 David Brooke (B); 5 Peter Andrews (B); 6 Mark Ellis (A). **CW O Neaves;** Lew Bergonzi (B); John Binczyk (F). **FL Wheeler** 55.320s (87.85mph).

MONOPOSTO (26 LAPS)

1 Ray Rowan (Dallara); 2 Stuart Digby (Jedi) +0.224s; 3 Jeremy Goodman (Ralt); 4 Terry Clarke (Vauxhall Lotus); 5 Anthony Bishop (Tatuus); 6 Nick Catanzaro (Reynard). **CW Digby;** Edward Guest (Lola). **FL Rowan** 45.062s (107.87mph).

SOUTHERN/STAR OF MALLORY FORMULA FORD/FORMULA ACADEMY (8 LAPS)

1 Jordan Skinner (Ray GRK10); 2 Joe Walton (Ray GR505) +11.489s; 3 Jack

Drinkall (Van Diemen RF97); 4 Thomas Barrow (Mygale SJ00); 5 Simon Davey (Swift SC92); 6 Cavan Corcoran (Van Diemen RF97). **CW Drinkall.** **FL Skinner** 49.342s (98.49mph).

RACE TWO (14 LAPS)

1 Skinner; 2 Barrow +4.972s; 3 Drinkall; 4 Rafael Hidalgo (Van Diemen RF97); 5 Rob Smith (Van Diemen RF99); 6 Davey. **CW Drinkall.** **FL Skinner** 49.248s (98.68mph).

JAGUAR SALOONS (16 LAPS)

1 David Howard (XJ12); 2 Richard Dorlin (XJ6) +4.178s; 3 Peter Dorlin (XJ6); 4 David Bye (XJ6); 5 Simon Lewis (XJ6); 6 Gail Hill (XJ40). **CW R Dorlin;** Robert Drewery (XJ40); Derek Pearce (MKII). **FL Howard** 55.875s (86.97mph).

XJS (17 LAPS)

1 Alex Harrison; 2 James

Ramm +8.995s; 3 Roger Webster; 4 Stewart Lyddall; 5 Chris Palmer; 6 Ray Ingman. **CW Ingman;** Andrew Harrison.

FL Alex Harrison

55.905s (86.93mph).

RAFMSA (18 LAPS)

1 Paul Martin-Jones (Radical); 2 Darren Berris (Westfield) +3.041s; 3 Ian Fletcher (Fletcher Hornet); 4 Ian Smythe (Fletcher Hornet); 5 Simon Wing (Peugeot 205); 6 Ken Culverwell (Lotus 23).

FL Martin-Jones

51.115s (95.07mph).

SPORTS CARS V SALOONS AND POWERED BY JAGUAR (10 LAPS)

1 Berris; 2 Martin-Jones +1.449s; 3 Kevin Doyle (Jaguar XJ12); 4 Wurr; 5 Fletcher; 6 Wilkes. **CW Martin-Jones;** Doyle; Culverwell; Tim Harrison (Morgan 4/4). **FL Martin-Jones** 50.473s (96.28mph).

PEMBREY VSCC July 25
Ashworth defeats MGs before TVR fails him



Ashworth's TVR beat the MG hordes

Ashworth stars at VSCC jamboree

BEING IN the right place at the right time is an all-too-common mantra. But for Mike Ashworth it's certainly paid dividends in the first Equipe GTS race.

With a sixth place qualifying position, Ashworth had a battle on his hands. Fortune was soon to swing his way, though, when Keith Page in his ex-Jim Lowry MGB seemed to miss a gear coming out of Hatchets for the first time and so blocked the chasing pack that had been looming behind Ashworth, giving him space to make his break. Meanwhile, Mike Harris and Brian Lambert – both MGB-mounted – were fighting it out at the front. But Ashworth's TVR 1800 S was soon on a charge, and scythed past both MGs to grab a lead he was not to lose.

Less than a second behind Ashworth, Harris eventually put over two seconds between himself and third man Lambert.

Luck didn't shine on Ashworth in the second race though, with brake failure leaving the car stranded in the paddock.

Aggregate scores meant that Lambert went home with the spoils, adding a win to his third place finish earlier in the day. Pete Foster, in the sole Triumph TR4, took fourth and second respectively, in Lambert's wake.

Sexagenarian John Seber had a fortunate escape in practice for the Pre-War cars when he lost his brakes going down the Park straight and hit the tyres broadside at Hatchets, flinging him out of the car. Both car and driver were bruised but thankfully okay. "I think something may be telling me to retire from racing. I'm 69 now and that's old enough," said Seber.

Struggling to get traction off the line in the first race, Duncan Wood (Morgan Super Aero) relinquished second to Pete Candy (Riley SPL). Polesitter Robert Carr retired from the race with a broken clutch plate. That left Robin Tuluie (Riley) to fight his way to the front and hold off Candy to take the win.

John Polson (Talbot AV 105) bolted to fourth from seventh off the line in the Pre-War Scratch race to enjoy a battle with the Delage of Toby Heelis. The Delage beat Polson to third, behind Tim Kneeler and an unstoppable Tim Greenhill, who was over 15 seconds clear in his Wolseley.

David Pryke (Riley 12/4 TT Replica) led almost from lights to flag in the opening Special Pre-War Sports Cars race. Kneeler

(Riley Special) was dicing with the frontrunner and got ahead initially, but proceeded to spin in a first corner melee that ultimately allowed Richard Iliffe to claim the runner-up spot, ahead of Kneller.

John Guyatt (Talbot Lago) seemed to have the Standard and Modified Pre-War Sports Cars race under control until Geoff Smith used the agility of his Fraser Nash to get the

better of Guyatt around the Esses.

Hamish McNinch (MG Type C) cruised to a comfortable win over his closest opponent, Cyril Hancock, in the Pre-War Sports Car Handicap race, while Graham Paddick (McDowell Ford) and the TRS of Irishman Kieran White came from the back to take sixth and seventh respectively.

■ **By Ben Bostock**

Riley of Pryke took Special Pre-War honours



EQUIPE GTS (25 LAPS) 1 Mike Ashworth (TVR 1800 S); 2 Mike Harris (MGB) +0.89s; 3 Brian Lambert (MGB); 4 Pete Foster (Triumph TR4); 5 Graham Shrigley-Jones (MGB); 6 John Yea (MGB). **Fastest lap** Lambert 1m10.76s (74.08mph).

RACE TWO (25 LAPS) 1 Lambert; 2 Foster +10.03s; 3 Yea; 4 Shrigley-Jones; 5 Graham Bates (MGB); 6 Steven Bolderson (MGB). **FL** Lambert 1m11.40s (73.89mph).

PRE-WAR CARS (5 LAPS) 1 Robin Tuluie (Riley Menasco Pirate); 2 Pete Candy (Riley SPL Super RAT) +0.77s; 3 Duncan Wood (Morgan Super Aero); 4 Mike Painter (MG J2); 5 David Pryke (Riley 12/4 TT Sprite Replica); 6 Richard Iliffe (Riley Kestrel 12/4 Special). **Class winners** Candy; Painter. **FL** Tuluie 1m15.89s (69.07mph).

PRE-WAR SCRATCH (5 LAPS)

1 Tim Greenhill (Wolseley Hornet Special); 2 Tim Kneeler (Riley 12/4 Special) +15.57s; 3 Toby Heelis; 4 John Polson (Talbot AV 105); 5 Gareth Graham (Bentley 3/4S); 6 Eddie Gibbs (Fraser Nash Exeter). **CW** Kneeler; Graham; Graham Thruston (Austin 7 SPL). **FL** Greenhill 1m18.57s (66.71mph).

SPECIAL PRE-WAR SPORTS CARS (8 LAPS) 1 David Pryke (Riley 12/4 TT Sprite Replica); 2 Richard Iliffe (Riley Kestrel 12/4 Special) +18.46s; 3 Kneeler; 4 Jo Blakeney-Edwards (Fraser-Nash Shelsley); 5 Peter Fenichel; 6 Jeffrey Edwards (Alvis Sports Spl). **FL** Pryke 1m20.14s (65.41mph).

STANDARD AND MODIFIED PRE-WAR CARS (8 LAPS) 1 Geoff Smith (Fraser Nash Super Sports); 2 John Guyatt (Talbot Lago

T150C) +1.65s; 3 Jeremy Brewster (Lea-Francis Hyper); 4 Toby Heelis (Delage D6-70 TT Replica); 5 Tim Kneeler (Riley 9 Brooklands); 6 John Polson (Talbot AV 105). **FL** Heelis 1m20.03s (64.50mph).

PRE-WAR SPORTSCARS HANDICAP (5 LAPS) 1 Hamish McNinch (MG C-Type Monthery); 2 Cyril Hancock (Piat New Bailla) +3.80s; 3 John Williams (Riley Brooklands); 4 Grogan Thruston (Austin 7 SPL); 5 Ron Turner (Wolseley Hornet Special); 6 Graham Paddick (McDowell Ford Track Race). **FL** Christopher Scott MacKirdy (Aston Martin Le Mans) 1m25.38s (61.39mph).

SEAMAN TROPHY (12 LAPS) 1 David Morris (ERA R11B); 2 Geraint Owen (Bugatti T35B) +6.97s; 3 Robin Tuluie (Riley Menasco Pirate); 4 Pete Candy (Riley SPL Super RAT);

5 Ben Fidler (ERA AJM1); 6 Sue Darbyshire (Morgan Super Aero). **CW** Owen. **FL** Morris 1m12.97s (71.83mph).

SURVIVORS RACE (5 LAPS) 1 Geraint Owen (Bugatti T35B); 2 Duncan Wood (Morgan Super Aero) +4.39s; 3 Tim Greenhill (Wolseley Hornet Special); 4 Tim Kneeler (Riley 12/4 Special); 5 Grogan Thruston (Austin 7 SPL); 6 Oliver Richardson (MG C-Type Monthery). **FL** Wood 1m16.85s (68.21mph).

PRE-WAR HANDICAP (5 LAPS) 1 Andrew Kellock (Piat AC); 2 Mark Brett (Bellamy-Ford (LMB) V8 Special) +0.18s; 3 John Gill (Lea-Francis Hyper TT); 4 Geoff Toms (Piat 508S); 5 Robin Everall (Alvis 12/70 Special Sports); 6 Peter Fenichel (MG KN Special). **FL** Painter 1m21.91s (63.99mph).

A timely tale of atonement in Ford XR2s

THE SCOTTISH Ford XR2 series continued to demonstrate its strength in numbers and quality with two fine races at Knockhill last weekend. Veteran Peter Cruickshank returned to form with pole and a win in race one, to atone for June's dismal and car-damaging away trip to Cadwell Park.

A great start kept him ahead of a racey Wayne MacCauley, who confirmed his frontrunning potential by hounding Cruickshank to the flag.

Cruickshank suffered from an untraced problem that caused his car to intermittently emit smoke on the straights in race two. MacCauley got the jump at the start and it was the catalyst he needed to earn his second win of the year, keeping Cruickshank at bay throughout.

Clio Cup racer Jake Packun appeared on the Fiesta ST part of the XR2 grid to gain valuable track experience prior to the Scottish rounds of the TOCA support series in September. He also experienced the gritty defensive driving of Rory Bryant, who staved off the visitor to continue his dominant run of form.

Oliver Mortimer's dream of achieving the full complement of three victories in the Mini Cooper Cup continued to elude him, but two wins did strengthen his standing at the top of the points table. Kenneth Brewster took pole for the final race in the grid draw and immediately asserted himself in the lead.

The depth of talent in the mixed-up pack created a fantastic battle for second, which in the process let Brewster draw away. Reigning Formula Ford champion Rory Butcher returned to Scottish club racing and joined an epic three-car battle for second, involving former champions Vic Covey Jr and Mortimer. Brewster maintained the gap to take his first win in the category.

Craig Brunton extended

his championship lead by claiming Scottish Formula Ford honours. Brunton's evolving understanding of his Ray chassis has helped him hold off a spirited challenge from nearest rival Kenneth Thirlwall. Indeed, a gap between Brunton and Thirlwall in the standings has only opened following the latter's retirement from

June's Speedfair meeting. Thirlwall has continued to impress in his first year of Formula Ford and, despite his rookie status, his experience of the title battles in the Cooper Cup, which he won last year, will help as the pressure builds.

Stewart Whyte gave a new Ford Escort Cosworth its debut in the Scottish

Saloons and Sportscars and took two wins. He lost the drag to the first corner to Garry Watson's Westfield, but outbraked him on the run to the hairpin on lap two and pulled away. Attention then turned to Charlie Shaw, who was returning to the series having been disqualified in May's event for fuel irregularities. Despite having his engine detuned, Shaw's Focus scythed through the field from the back row to third.

Shaw looked set to dominate race two, but ran off track on the penultimate lap, leaving Whyte to complete a perfect comeback to the category.

Fresh from two podiums in the Scottish series, Garry Watson took both Northern Saloons and Sportscar races with comparative ease. Andrew Morrison had a strong weekend and enjoyed duelling with Michael Cutt's BMW M3 at the back end of the top six.

John Marshall's performance in his Mk1 Escort provided the highlight of the Classic Sports and Saloons races. He somehow hung on to Andrew Smith's potent Morgan +8 early on, but twice lost out in traffic to the more powerful machine.

■ By Jonathan Crawford



Cruickshank holds off MacCauley for XR2 win



Whyte scored debut victory for his Cossie

SCOTTISH FORD XR2 (10 LAPS) 1 Peter Cruickshank; 2 Wayne MacCauley +0.274s; 3 Martin Buchan; 4 Derek McDougall; 5 Dave Colville; 6 Rory Bryant (Fiesta ST). **Class winner** Bryant. **Fastest lap** Bryant 1m02.167s (74.12mph). **RACE TWO (10 LAPS)** 1 MacCauley; 2 Cruickshank +0.138s; 3 Colville; 4 McDougall; 5 Tim Sleight; 6 Bryant. **CW Bryant** FL Bryant 1m02.433s (73.81mph). **SCOTTISH MINI COOPER CUP (8 LAPS)** 1 Oliver Mortimer; 2 David Sleight +1.289s; 3 Vic Covey Jr; 4 Rory Butcher; 5 Adam Leitch; 6 Geoff Gilles. FL Mortimer 1m03.740s (72.29mph). **RACE TWO (8 LAPS)** 1 Mortimer; 2 Covey Jr +1.714s; 3 Butcher; 4 Gilles; 5 Kenneth Brewster; 6 Leitch. FL Mortimer 1m03.676s (72.37mph). **RACE THREE (8 LAPS)** 1 Kenneth Brewster; 2 Covey Jr +4.081s; 3 Mortimer; 4 Butcher; 5 Sleight; 6 Carol

Brown. FL Covey Jr 1m04.058s (71.94mph). **SCOTTISH FF1600 (10 LAPS)** 1 Craig Brunton (Ray GR09); 2 Kenneth Thirlwall (Van Diemen) +4.013s; 3 Scott Fraser (Van Diemen); 4 Andrew Brennan (Swift); 5 Alistair Dow (Van Diemen); 6 Douglas Crosbie (Van Diemen RF88). FL Brunton 55.772s (82.62mph). **RACE TWO (10 LAPS)** 1 Brunton; 2 Thirlwall +0.267s; 3 Fraser; 4 Crosbie; 5 Willie Hourie (Van Diemen); 6 Martin Pieraccini (Van Diemen). FL Thirlwall 55.857s (82.50mph). **SCOTTISH SALOONS & SPORTSCARS (10 LAPS)** 1 Stewart Whyte (Ford Escort Cosworth); 2 Garry Watson (Westfield) +1.293s; 3 Charlie Shaw (Ford Focus); 4 Peter Taddei (Ford Fiesta ZT); 5 David Headen (Caterham); 6 James Bruce (Mitsubishi Evo7). CW Watson; James McElerny (Subaru Impreza). FL Shaw 51.511s (89.46mph) record.

RACE TWO (10 LAPS) 1 Whyte; 2 Headen +1.367s; 3 Watson; 4 Taddei; 5 Shaw; 6 Tommy Dreehan (Porsche GT3). CW Headen; McElerny FL Shaw 51.854s (88.87mph). **NORTHERN SALOONS & SPORTSCARS (7 LAPS)** 1 Garry Watson (Westfield); 2 David Headen (Caterham) +6.085s; 3 Bill Addison (Caterham R400); 4 Andrew Morrison (SEAT Cupra); 5 Michael Cutt (BMW M3); 6 Kyle Murchie (Stuart Taylor). CW Morrison; Cutt; Murchie; Paul Moss (Citroen Saxo). FL Watson 53.724s (85.77mph). **RACE TWO (18 LAPS)** 1 Watson; 2 Headen +8.496s; 3 Addison; 4 Morrison; 5 Cutt; 6 Murchie. CW Morrison; Cutt; Murchie. FL Headen 53.696s (85.82mph). **SCOTTISH CLASSIC SPORTS & SALOONS (10 LAPS)** 1 Andrew Smith (Morgan +8); 2 John Marshall (Ford Escort) +4.162s; 3 Stan Bernard (Porsche 911); 4 Ollie Ross (Lotus Europa);

5 Kenny Allen (Lotus Elan); 6 Jimmy Crow (Ford Escort). CW Marshall; Bernard; Ian Morton (MG Midget). FL Smith 1m00.327s (76.38mph). **RACE TWO (10 LAPS)** 1 Smith; 2 Marshall +1.498s; 3 Bernard; 4 Ross; 5 Raymond Boyd (Porsche 911); 6 Allen. CW Marshall; Bernard; Nic Boyes (Mini Cooper). FL Marshall 1m00.358s (76.34mph) record. **SCOTTISH LEGENDS (10 LAPS)** 1 Ross Marshall; 2 Scott Hynds +2.966s; 3 Ross Mickel; 4 Colin Atkinson; 5 Andrew Donald; 6 Billy Wait. FL Mickel 1m01.311s (75.16mph). **HEAT ONE (8 LAPS)** 1 John Marshall; 2 Mickel +0.197s; 3 Alisdair Gauld; 4 Atkinson; 5 David Hunter; 6 Keiran Murray. FL David Hunter 1m01.409s (75.04mph). **HEAT TWO (8 LAPS)** 1 Mickel; 2 Atkinson +0.902s; 3 Alex Knight; 4 Murray; 5 Wait; 6 Gauld. FL Gauld 1m01.137s (75.37mph).

KIRKISTOWN 500MRCI July 24
Doubles for Ferguson and Alastair Kellett



Ferguson won in Ray (above) and Reynard

Ferguson wins twice in different cars

JOHN FERGUSON and Alastair Kellett took two victories apiece at Kirkistown last Saturday, as the Northern Ireland season moved into its second half.

Ferguson's first win came in the opening race of the day when he led a Reynard 1-2-3-4 over the line in the Pre-1990 FF1600 event. Driving his ex-Alan Kelly FF89, he was followed at a discreet distance by John Stewart (FF84), Andrew Noble (FF89) and Nigel Smyth (FF83).

The Birmingham resident had to work harder for his second win in the Open FF1600s. Now back in his familiar Ray GR07, he had the Van Diemens of Mike Edgar and Jonathan McMullan for company for 20 laps, the trio swapping positions frequently. Poleman Edgar lost out in the end and had to settle for third, but the issue was in doubt until the final corner with the wily Ferguson crossing the line just 0.7 seconds ahead of McMullan.

Alastair Kellett led uncle Gordon past the chequered

flag twice during the afternoon, after a pair of titanic Fiat Punto Abarth battles with Clive Pratt, who took third on both occasions. Pratt came close to upsetting the Kellett family in race two, leading for a while before outbraking himself at the Hairpin. However, he gathered it all up to stay in a podium position ahead of Noel Greene. Exciting stuff.

Formula Sheane, however, provided the real thriller with a four-car battle raging all the way. Tristin Quinn led initially, but Brian Hearty, Anton Savage and young pretender Kevin Sheane Jr had other ideas and the result was total war for 16

laps. At one stage Hearty, Savage and Sheane Jr managed the impossible by negotiating the Chicane three abreast. "Nobody has ever managed to do that before," said commentator Alan Drysdale as the lead changed hands at every corner of the track.

However, it was the experienced Hearty who

held sway when it counted, crossing the line just a nosecone ahead of Sheane, while Savage trailed home behind Quinn after a grassy moment a couple of laps from the finish. Hearty also claimed fastest lap.

Damien Roddy and Alan Watkins took a win apiece in the two Stryker races.

In the first it was Roddy who managed to establish an early lead over his rival. Watkins made a better start in race two and kept his head after a late-race safety car period to hold sway in the final dash to the line. Des Bruton claimed third in both races.

Nobody had an answer to Barry Rabbitt and his Honda Integra in the combined saloon/GT thrash, the yellow car streaking away from the rest early on. Second place and GT honours went to visitor William Smallridge, whose newly-built Sunbeam Tiger was the most admired car in the Kirkistown paddock.

The final race was a tiny (four starters) Libre affair during which Jim Hutchinson's Jade Nissan lapped the entire field! Hopes of a new outright record were dashed, however, when Jim wisely decided to concentrate on keeping the yellow Jade in one piece. A hoped-for challenge from Eamon Matheson's fearsome E5 Turbo failed to materialise when the green machine developed explosive tendencies during practice and went home.

■ By Richard Young



Rabbitt's Integra took Saloons/GT

PRE-1990 FF1600 (15 LAPS) 1 John Ferguson (Reynard FF89); 2 John Stewart (Reynard FF84) +4.852s; 3 Andrew Noble (Reynard FF89); 4 Nigel Smyth (Reynard FF83); 5 Ryan Templeton (Crosley 32F); 6 Brendan Duggan (Van Diemen RF84). **Class winners** Stewart; Templeton. **Fastest Lap** Ferguson 1m02.876s (86.57mph).
OPEN FF1600 (21 LAPS) 1 John Ferguson (Ray GR07); 2 Jonathan McMullan (Van Diemen RF92) +0.730s; 3 Michael Edgar (Van Diemen RF90); 4 Adrian Pollock (Van Diemen RF92); 5 Nigel Smyth (Reynard FF83); 6 Andrew Noble

(Reynard FF89). **CW McMullan**. **FL McMullan** 1m02.206s (87.50mph).
FIAT PUNTO ABARTH (12 LAPS) 1 Alastair Kellett; 2 Gordon Kellett +0.477s; 3 Clive Pratt; 4 Noel Greene; 5 Barry-John McHenry; 6 Nigel Pratt. **FL A Kellett** 1m10.229s (77.50mph).
RACE TWO (12 LAPS) 1 A Kellett; 2 G Kellett +0.745s; 3 C Pratt; 4 Greene; 5 Gary Miller; 6 N Pratt. **FL C Pratt** 1m10.268s (77.46mph).
FORMULA SHEANE (16 LAPS) 1 Brian Hearty; 2 Kevin Sheane Jr +0.038s; 3 Tristin Quinn; 4 Anton Savage; 5 Christopher McCabe; 6 Kevin Sheane Sr. **FL Hearty** 1m01.390s (88.66mph).

STRYKER SPORTS CARS (12 LAPS) 1 Damien Roddy; 2 Alan Watkins +2.287s; 3 Des Bruton; 4 Cormac Galvin; 5 Paul Yeomans; 6 Joe Maher. **FL Bruton** 1m06.244s (82.17mph). **RACE TWO (11 LAPS)** 1 Watkins; 2 Roddy +0.926s; 3 Bruton; 4 Roger Walaratne; 5 Yeomans; 6 Niall Foley. **FL Bruton** 1m06.346s (82.04mph).
SALOONS/GT (15 LAPS) 1 Barry Rabbitt (Honda Integra 1.8); 2 William Smallridge (Sunbeam Tiger 4.7) +3.017s; 3 Stephen Traub (Honda Integra 2.0); 4 Tony Traub (Honda Integra 2.0); 5 Jonathan Brady (Honda Integra 1.8); 6 Brian O'Halloran (Lotus Elise 1.8).

CW Smallridge. **FL Rabbitt** 1m04.120s (84.89mph).
FORMULE LIBRE (15 LAPS) 1 Jim Hutchinson (Jade Nissan 35); 2 Mark Watkins (Van Diemen FX 1.30) -1 lap; 3 Jim Larkham (Radical PRO6 15); no other finishers. **FL Hutchinson** 52.972s (102.75mph).

YOUR SAY

What you think of the motorsport news of the past week



Shocking crash at Brands shouldn't jeopardise loop

We know motorsport is dangerous

I'm a regular marshal at Oulton Park and, like many involved with motorsport, watched the SEAT Leon crash at Brands. It was obvious spectators and marshals came very close to serious injury.

It's a shame, though, to hear there may be a spectator ban around the Brands GP loop, or further debris fencing, as a result. In whatever role, everybody who attends events does so because they enjoy it, and, more to the point, they know the dangers. If spectators are banned from watching at certain areas, or marshals are further caged in, the appeal of a good day's racing will vanish.

As we all know, motorsport can be dangerous. So, let's not have a kneejerk reaction, keep our sport enjoyable, but keep on our toes!

Mark Noble, Warrington

EDITORIAL CONTACT mail@autosport.com

Thank you, David Coulthard, for putting into perspective the complaint by Eddie Jordan against team orders.

As DC said: "Every team in the F1 pitlane is imposing team orders – and any team that says it isn't is lying."

And: "The current FIA regulation about team orders is unworkable."

Note to the BBC: if you're cutting your budget for next year, please hang on to the quality.

David Goddard
Hove, East Sussex

Why doesn't the FIA recognise the point in having team-mates is they work together for the greater good of the team?

As a fan it is always disappointing to feel duped, but equally what is the point in having a ban on team orders while each team has two drivers?

A punishment has been given to Ferrari, but they should have been banned from the race if they had broken the rules. Come on FIA, rewrite the rules and allow team orders as they are happening anyway.

Kevin Zarzecki
By email

How futile to fine Ferrari for their team orders at Hockenheim. That merely serves to demonstrate that you can buy yourself out of trouble.

If the stewards want to stop manipulation, all they had to do was reverse the positions of Alonso and Massa, thus negating the strategy.

That should prevent it happening again, or so obviously at least.

Andrew Bradshaw
Guildford, Surrey

Two brothers were in the garden playing with a ball. Brother 2 was winning.

Brother 1 tried to get the ball, but he couldn't. So brother 1 rushed to mummy and daddy, stamped his feet and said: "It's not fair! If I can't have the ball, I won't play again!"

So mummy and daddy said to brother 2: "If you don't give the ball to your brother, we will send you to your room, you'll have no more pocket money and we may go and make another brother to replace you..."

James Robinson
By email

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ROAD ANGEL PROFESSIONAL CONNECTED

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CORRECTIONS AND CLARIFICATIONS

● The RML Lola that won LMP2 at the recent LMS Algarve event ran on Dunlop tyres, not Michelins as claimed in our report last week. And the race was round three of five, not round four of six.

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

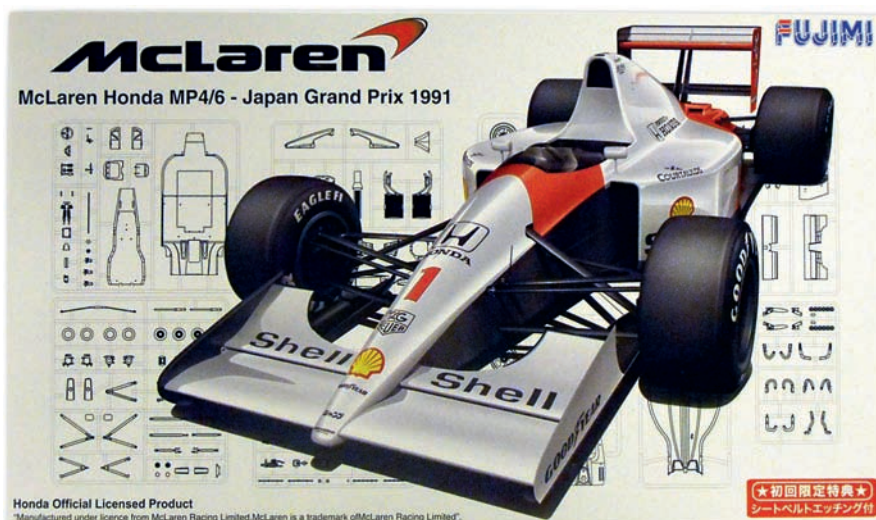
THE LATEST GEAR

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grandprixmodels.com

Plastic modellers among you know all about the legendary Tamiya brand, but Japanese rival Fujimi is every bit a match when it comes to quality and detailing. In fact, as far as the back-catalogue goes, Fujimi may just have the edge. Four particularly good 1:20-scale F1 kits still available from our friends at Grand Prix Models are the 1982 Ferrari 126C2, the 1991 McLaren MP4/6, the 1994 Williams FW16 and the more recent, 2007 title-winning Ferrari F2007. All you need is glue, paint, a sharp knife, a file and a bit of patience...

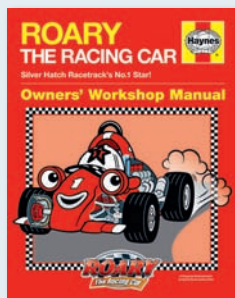


FAST LAP CHALLENGE

From £24 (prices vary)
theracecentre.co.uk

Following AUTOSPORT's simulated outing at the new-look Silverstone, The Race Centre opened up a month-long challenge to record the fastest time around the revised track.

There's £500 on offer if you can beat the current mark of 1m32.895s, but time is limited, the competition ends on July 31.



ROARY HAYNES MANUAL

£9.99 (978 1844 259 595)
[S Rendle \(haynes.co.uk\)](http://S.Rendle(haynes.co.uk))

Junior race fans will delight in this Haynes Manual-style accompaniment to the hit TV show *Roary The Racing Car*.

It's packed with easy-to-follow tech specs of the cars and profiles of the key characters – as well as plenty of little gems that go unnoticed (mostly by adults) in the show.



SCHUMACHER MERC MODEL

£35.99 (1:43 scale)
autosport.com/shop

The latest in Minichamps' Michael Schumacher Collection is this pre-season, showcar-spec Mercedes MGP W01 in which the seven-time champion has made his F1 return after three years on the sidelines.

Check the website for a 360-degree preview of another quality diecast.

HOT ON THE WEB THIS WEEK

YOUTUBE: 1000 LAKES RALLY 1986



SEARCH FOR: Group B 1986... 1000 Lakes Rally (7:03)

One of the World Rally Championship's oldest and most revered events, Rally Finland (1000 Lakes in old money), gets underway tomorrow (Friday) so how about this to remind you why it's such a brilliant event?

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

BRANDS HATCH

Superleague/MSVR
July 31-August 1
Admission £12 Sat,
£30 Sun, £29 Weekend
(online only)
Tel: 01474 872331

Football-meets-motor racing visits Brands Hatch for the first time this weekend. Local fans will be hoping Tottenham Hotspur's Craig Dolby can rediscover race-winning form in his home fixture and recapture the championship lead from AC Milan's Dutch ace Yelmer Buurman. Support is provided by races for the thunderous Group C/GTP historic series, Formula Junior, Lotus Cup Europe and the burgeoning GT Cup.



Spurs fans want nifty pedal work from Dolby

CASTLE COMBE

CCRC/HSCC
July 31-August 1
Admission £8 Sat,
£15 Sun
Tel: 01429 782417

The Historic Sports Car Club has teamed up with Combe's resident organiser to celebrate the Wiltshire venue's 60th birthday. A bumper race programme from historic of the '50s '60s and '70s eras to circuit favourites such as FF1600, Special GT and Saloon, to British superkarts. The two-day festival will also feature a special anniversary parade of famous cars during the Sunday lunchbreak.

SNETTERTON

BARC
July 31-August 1
Admission £12 Sat,
£12 Sun, £16 Weekend
(online only)
Tel: 01953 887303

PEMBREY

750MC
July 31-August 1
Admission £10 Sat,
£10 Sun
Tel: 01554 891042

ANGLESEY

BARC
July 31-August 1
Admission £12 Sat,
£12 Sun, £15 Weekend
Tel: 01407 811400

OULTON PARK

BRSCC
July 31
Admission £12
Tel: 01829 760301

MALLORY PARK

BARC
August 1
Admission £10
Tel: 01455 842931

Hamilton had a champ's drive in Hungary 2009



FORMULA 1 WORLD CHAMPIONSHIP

Rd 12/19
Hungarian Grand Prix
Budapest, Hungary
August 1
www.formula1.com

GP2

Rd 7/10
Budapest, Hungary
July 31/August 1
gp2series.com

GP3

Rd 6/8
Budapest, Hungary
July 31/August 1
www.gp3series.com

PORSCHE SUPERCUP

Rd 8/10
Budapest, Hungary
August 1
www.porsche.com

WORLD TOURING CAR CHAMPIONSHIP

Rd 7/11
Brno, Czech Republic
August 1
www.fiawtcc.com

FIA FORMULA 2

Rd 7/9
Brno, Czech Republic
July 31/August 1
www.formulatwo.com

WORLD RALLY CHAMPIONSHIP

Rally Finland
Rd 8/13
Jyväskylä, Finland
July 30/August 1
www.wrc.com

BRITISH FORMULA 3

Rd 6/10
Spa-Francorchamps, Belgium
July 31/August 1
www.fota.co.uk

WORLD GT1 CHAMPIONSHIP

Rd 5/10
Spa-Francorchamps, Belgium
July 31/August 1
www.gtlworld.com

SPA 24 HOURS

Spa-Francorchamps, Belgium
July 31/August 1
www.total24hours.com

NASCAR SPRINT CUP

Rd 21/36
Pocono, USA
August 1
www.nascar.com

Television

FRIDAY JULY 30

0855-1035 **BBCi LIVE**

F1: Hungarian GP first practice

1255-1435 **BBCi LIVE**

F1: Hungarian GP second practice

1345-1515 **ESPN UK LIVE**

FIA GT1: Spa

2220-2325 **Motors TV**

WRC: Rally Finland day one

SATURDAY JULY 31

0700-0730 **Channel 4**

Mobil 1 The Grid

0730-0800 **Channel 4**

British GT: Rockingham

0955-1105 **BBCi LIVE**

F1: Hungarian GP third practice

1045-1530 **ESPN UK LIVE**

FIA GT1: Spa

1200-1300 **Eurosport LIVE**

F2: Brno race 1

1210-1430 **BBC1 LIVE**

F1: Hungarian GP qualifying

1300-1400 **ITV4**

Motorsport UK

1400-1445 **Eurosport 2 LIVE**

WTCC: Brno qualifying

1440-1600, 1730-2010 **Motors TV LIVE**

Spa 24 Hours

1930-2030 **Eurosport 2**

GP2: Hungaroring feature race

2220-2325 **Motors TV**

WRC: Rally Finland day two

SUNDAY AUGUST 1

0830-0900 **Eurosport 2 LIVE**

GP3: Hungaroring

0805-0830 **Channel 4**

British F3

0935-1025 **Eurosport 2 LIVE**

GP2: Hungaroring sprint race

0930-1100, 1300-1530 **Motors TV LIVE**

Spa 24 Hours

Catch the conclusion to this year's race

1045-1200 **ESPN UK LIVE**

Superleague Formula: Brands race 1

1200-1300 **Eurosport LIVE**

WTCC: Brno race 1

1200-1330 **ESPN UK**

FIA GT1: Spa

1205-1515 **BBC1 LIVE**

F1: Hungarian GP

1300-1345 **Eurosport**

Porsche Supercup: Hungaroring

1345-1530 **ESPN UK LIVE**

Superleague: Brands race 2 & super final

1515-1615 **BBCi**

F1: Hungarian GP post-race forum

1615-1715 **Eurosport**

WTCC: Brno race 2

1700-0000 **Open Access 3 LIVE**

NASCAR Sprint Cup: Pocono

1715-1745 **Eurosport**

F2: Brno race 2

1730-1835 **Motors TV**

WRC: Rally Finland day two and three

1800-1900 **Dave**

WRC: World Rally 2010

1835-2045 **Motors TV**

ALMS: Lime Rock Park

1900-2000 **BBC3**

F1: Hungarian GP highlights

SATURDAY JULY 31

1900-2000 **Sky Sports 2**

NASCAR: Pocono highlights

Online

AUTOSPORT.COM

Coming up on the web this week

HUNGARIAN GRAND PRIX

It's a packed couple of weeks for Formula 1 with Germany and Hungary running back-to-back. AUTOSPORT's website brings you all the analysis from Hockenheim – including the fallout from Ferrari's team orders controversy. Then there's the build-up as the circus rolls into Budapest. Elsewhere, we have reviews of MotoGP's visit to Laguna Seca and Romain Grosjean's return to GP2.



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REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage



EJ was last seen chasing Domenicali's reflection

TV reviewing demi-god and *Revved Up* idol Charlie Brooker once ranted about the need for a 'complain' button – a remote control-activated device to link the sofa-dwelling frothing masses to the network. Such a item would deliver hair-trigger freedom to register disgust at whatever appeared on screen.

This button was needed for the German Grand Prix last weekend as indignation spilled over. Some ingenious ranter even emailed the show's producer to make sure his views were heard.

Powerful stuff. Fuelled no doubt by Eddie

Jordan's impassioned arguments that the fans had been robbed – despite there being no evidence that any form of on-track excitement was in the offing before Massa meekly pulled over.

Still, EJ was in brilliant terrier-like mood. Chasing Stefano Domenicali as if he were a fox down a hole. With emotions running so high, Eddie lost all sense of time and history: "Ivan [Capelli] you were a Jordan driver in the early 1900s." Both parties have aged remarkably well!

While Martin Brundle and DC attempted to put the episode in some sort of perspective, Jordan held firm as the voice of

the people. "Ferrari are thieves," he repeated, his voice rising an octave as he sought to bring his canine chums on board.

It was great telly, and whether you agreed with him or not, it was impossible to stop watching. While EJ's histrionics were perhaps predictable, Karun Chandhok's quality stint as an expert summariser was a pleasant surprise.

He wasted no time in putting Crofty in his place by pointing out Glock was in a Virgin not a Toyota,

"Eddie Jordan was terrier-like, chasing Ferrari's Stefano Domenicali as if he were a fox down a hole"

while Ant Davidson was next in line, as Karun stepped in to explain that a moveable rear wing is a 2011 rule, not the consequence of the f-duct.

But best of all was him flooring Ted Kravitz when Chandhok was bet he wouldn't know what lap time Schumacher, Villeneuve and Frentzen shared at Jerez 1997.

"1m21.072s" he said, quick as a flash. He signed off: "I hope I never have the time to come back and see you again." Class! *Revved Up*

THE WEEK IN PICTURES

The lensmen pounding the beat, from Hockenheim to Indy

CATCH HIS DRIFT

Fernando Alonso took time out from being gifted his victory in the German GP to hoon around in this Ferrari



STORM'S A COMIN'...

...But not for Scott Dixon, who inherited the win at Edmonton on Sunday. It rained on Helio Castroneves' parade, though



BEST FOOT FORWARD! BUT WATTS THE STORY?

Dean Forward's smokey Mustang won at Silverstone, but ex-BTCC racer Patrick Watts launched a four-letter tirade over its spec



TRUCKIN' INTO THE SUNSET

Friday night at the Brickyard 400 means NASCAR Trucks at nearby O'Reilly Raceway Park. Brad Sweet (90) plays catch-up here

Engineering debrief – F1 drink systems



GOING DOWN THE TUBES

Nico Hulkenberg can pump his drink into his mouth via tube in helmet

THE WAY drink 'bottles' are packaged has come a long way. Like everything in an F1 car, it has been designed to the last detail.

"It's part of the design process," explains Williams technical director Sam Michael. "Otherwise it wouldn't fit because the chassis is so tightly packaged. We have a flexible drinks bag that goes down next to the driver's seat; it's a bit like an IV drip bag from a hospital. It's filled up on the morning of the race. Sometimes we freeze it if the temperature is very high, to keep it cool.

"That connects to a tube that goes to the driver's helmet. It's driven by a pump that is wired to a switch on the steering wheel. The system hardly weighs anything."

What goes in the bag varies from driver to driver, with some favouring water and some more complicated sports concoctions.

Got an engineering question you'd like answered? Send it to mark.glendenning@haymarket.com

FROM THE ARCHIVE

German Grand Prix, Hockenheim, 1970



Rindt's Lotus leads
Ickx, Regazzoni, Amon

"After the race, the Austrian paid tribute to car designer Colin Chapman. 'A monkey could have won in my car,' he said"

HOCKENHEIM AND NURBURGRING now share the honour of hosting the German Grand Prix, which alternates between the two venues.

Last weekend the Hockenheimring took its biannual turn, 40 years after the first German GP at the Baden-Württemberg track.

Back then the race moved to the (old) 4.2-mile woodland circuit while £25,000 worth of safety improvements were carried out at the fearsome Nurburgring Nordschleife.

With two enormous straights, interrupted only by two chicanes, a super-quick right-hander and a slow switchback stadium section, the race turned into a slipstreaming classic.

Championship leader Jochen Rindt took his fourth consecutive win in Colin Chapman's innovative Lotus 72 after an enthralling wheel-to-wheel fight with Jackie Ickx's Ferrari 312B, the pair never separated by more than two seconds over the course of the 50-lapper.

The Ferraris were the quickest things to have at Hockenheim (something that would become a recurring theme down the years), and Ickx nabbed pole from an in-form Rindt by a scant 0.2s.

The Belgian outdragged Rindt at the start and, once the race settled down, it became a four-way fight between this pair, Ickx's Ferrari team-mate Clay Regazzoni and Chris Amon's March 701.

Ickx and Rindt traded the lead for most of the race, with Regazzoni also taking his turn at the front. The Swiss racer's fine effort ended 20 laps from home when a seizing gearbox caused him to spin out of third at the final corner and into retirement.

Five laps later Amon's gasping Cosworth DFV engine let go, leaving the first German GP at Hockenheim to finish as a two-horse race.

Side-mounted radiators allowed for a more aerodynamically-efficient 'wedge' profile on the Lotus 72, helping the Cosworth-powered machine keep up with Ickx's more-powerful flat-12 Ferrari engine.

Despite a huge moment on the grass at the fast right-hander at the end of the first long straight, crucially causing Ickx to lift in anticipation of Rindt spinning on the penultimate lap, the Lotus held on to win by 0.7s.

After the race, the Austrian paid tribute to car designer Chapman. "A monkey could have won in my car," said Rindt, who was killed a month later in the Italian GP at Monza and went on to become F1's only posthumous world champion.

The German GP returned to the Nurburgring for 1971 and didn't come back to Hockenheim until '77, following Niki Lauda's frightening fiery accident at the Nordschleife in '76. 🐒

THIS WEEK IN...



AUGUST 4 1967

OUR COVER depicts the Bob Johnson/Bruce Jennings Chaparral 2F and the Peter Sutcliffe/Gunther Klass Ferrari P4 chasing the Porsche 910 of Rolf Stommelen/Gijs van Lennep during the Le Mans 24 Hours.

We ran the picture to pay homage to the 2F's first (and only) victory on its maiden visit to Britain for the BOAC 500 at Brands Hatch. Mike Spence and Phil Hill teamed up in the high-winged machine to defeat the Jackie Stewart/Chris Amon Ferrari 330 P4 by a lap in the final round of the championship.

Elsewhere, Belgian Matra driver Jacky Ickx set a new outright lap record at Zandvoort as he dominated the seventh round of the European F2 Championship (below). In beating Piers Courage's McLaren by just under 15 seconds to win the race, Ickx lowered Jim Clark's existing mark, set in that year's Dutch GP.



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NEXT WEEK

**Hungarian GP
action; Rally Finland;
Spa 24 Hours**

DEREK BELL

■ Barcelona F2 GP, Montjuich Park ■ April 26, 1970 ■ Brabham BT30-Ford ■ Beating the big boys



Bell's Brabham BT30 leads around Montjuich

INEVITABLY PEOPLE expect me to talk about Le Mans, but the race that really sticks in my mind is when I won the Barcelona Grand Prix, which was for Formula 2.

I was on the front row [behind Henri Pescarolo] in our old Wheatcroft Brabham, the orange car, which is still around with my name on. It was fantastic – we led every lap of the race and nearly every lap I got the fastest lap.

Pescarolo was second, Emerson Fittipaldi was third, and there were people like Francois Cevert and John Watson there, too. I beat the best in that class of racing, for young up-and-comers. Okay, I had spent two years at Ferrari, but it was rather a grovel around with them in F2 and F1 and I don't think I was ready for Ferrari at that time – I'd only been racing three or four years when I went there. I would never have not gone there, but I'd have liked a couple more years in F2 before F1. I think I'd have gone better – I'd have known more.

That Barcelona race, to me, was sensational because you're on your

"For a little team like ours from Pagham to beat the might of the factory-supported teams was special"

own. When you drive with Jacky Ickx or Mike Hailwood or Stefan Bellof in sportscars you're always with another guy – not that I was unhappy to share – but driving on your own was special. To win single-seater races in those days really meant you made a mark.

It was the great days when there

weren't 15 different series. If you wanted to be good you had to win in F3, and then F2. There were factory teams in F2 and it was the one chance I had to go up against my heroes, like Jackie Stewart. It was an honour to be there, you were there to learn, and teams could see how good you were.

Barcelona was a major, major race of the year, on a classic track around Montjuich Park. If you saw the grid anybody who was anybody on the way up was on it.

It was just one of those events where I got it all together. I've always liked demanding circuits where you hit fences if you overdid it. Drifting up to guardrails and sliding along them I enjoyed.

I didn't disappear, but I did lead everybody. It was great and you felt you'd achieved something. For a little team like ours from Pagham to beat the might of the factory-supported teams was special. **✎** *Derek Bell was talking to Kevin Turner*

IN PROFILE



HAVING STARTED in British club racing, Derek Bell quickly climbed the ranks and earned a Ferrari F2 deal for 1968-69, with occasional F1 outings. He scored his only F1 world championship point in the 1970 US GP, driving a Surtees, but his career really took off when he switched to sportscars. He won the 1975 Le Mans 24 Hours with Jacky Ickx in a Gulf Mirage and went on to take another four victories in the French classic for Porsche – and two world sportscar championship titles. He still occasionally appears in historic events.

NEXT WEEK

Roland RATZENBERGER



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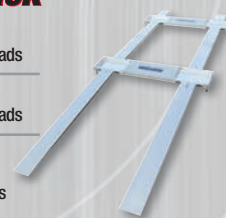
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