



LEWIS TESTS A NASCAR
F1 champ's stock car debut - in the wet! p40

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“When I came over here, Rick helped me learn to drive an Indycar on an oval. I’m humbled by it”

MILWAUKEE VICTOR DARIO

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POLE POSITION

How deep-rooted is the rot at Ferrari?



GIVEN THAT FERRARI HAS COME within a race of winning two of the past three world titles, it may sound odd to suggest that this is a team in crisis.

But while Fernando Alonso was a contender in Monaco and Canada, the fact remains that Ferrari is yet to win a race this season. Alonso is 92 points behind Sebastian Vettel in the drivers' championship, while the team lags a whopping 154 points shy of Red Bull in the constructors'.

For the team that set the pace in pre-season testing this is an enormous disappointment, which, as Mark Hughes examines in his excellent article this week (page 34), has already exerted its pressure on the team, culminating in the departure of technical director Aldo Costa.

But could the problems be deeper rooted? The axis of Todt/Brawn/Bryne/Schumacher is long gone. So too is the special relationship with Bridgestone and the ability to test *ad infinitum* at Fiorano and Mugello. Fresh faces are being brought in to bolster the design strength, although we'll probably have to wait for next season to assess their impact.

Andrew van de Burgt, editor

BAMBER'S WEEK



BELIEVE ME -
YOU'LL NEED THIS
IF YOU DECIDE
AGAINST YOUNG
HAMILTON THIS
WEEKEND!

Jim Bamber



F1 V NASCAR

Just the good ol' boys, never meanin' no harm

McLaren F1 star Lewis Hamilton and NASCAR's Tony 'Smoke' Stewart swapped cars at the legendary Watkins Glen last week. And the Brit had every reason to smile after climbing out of the Chevrolet V8 stock car – he was so quick that two-time Sprint Cup champion Stewart offered him a ride. If he gets fed up with F1, that is...

Pic: CIA Stock Photo



P40 FULL CAR-SWAP STORY





Red Bull denies rule worry

Team fails in lobby against rule change, yet claims it won't make any difference. By EDD STRAW

Red Bull team principal Christian Horner has downplayed fears that the ban on off-throttle blowing of the diffuser using exhaust gases, which comes into force at July's British Grand Prix at Silverstone, will end the team's qualifying dominance.

The Milton Keynes team has claimed all seven pole positions this season. Rivals were hopeful that the rule change ratified last week, which allows the throttle to be opened to only 10 per cent while the driver is off the pedal, would cut Red Bull's advantage. The rule change also outlaws hot blowing entirely.

Such engine modes are valuable in qualifying but not usable regularly in the race.

Some claim that Red Bull, which

is on average 0.5 seconds per lap faster in qualifying, is the major beneficiary from the cold-blowing concept. This theory is supported by Red Bull's failure to repeat that advantage on race day.

But it is believed that Red Bull is not yet able to use hot blowing for reliability reasons, although it does have a system in development. This means that potentially McLaren, Ferrari, Renault and Mercedes are gaining a bigger advantage on a flying lap.

Horner is adamant that the rule change will make no significant difference to the competitive order, even though his team fought against it during last week's Technical Working Group meeting.

"We don't expect the outcome to

be any larger or smaller for us than any of the other frontrunning teams," Horner told AUTOSPORT. "There is a great deal of focus on this area and arguably it's more expensive to stop this mid-season

"We don't expect the outcome to be any larger or smaller for us than any other frontrunners"

CHRISTIAN HORNER

rather than addressing it at the end of the year, as was the case with the f-duct and the double diffuser.

"We hope to be competitive at Silverstone as it's the type of circuit that suited us previously. We were

encouraged by our performance in Montreal, which was beyond our expectations. It gives us confidence for events like Spa and Monza [traditionally weak Red Bull tracks]."

Red Bull was among the teams to push for FIA technical delegate Charlie Whiting to opt for a phased introduction of this rule change, with 25 per cent throttle allowed for Silverstone. This was rejected.

ECU RULE CHANGE

Although this change will come into force for the British GP in two weeks, its effects will also be felt at this weekend's European GP.

Whiting issued a bulletin at the start of this week preventing teams from changing their engine maps between qualifying and the race.

OFF-THROTTLE BLOWING

Exhausts must exit
at rear end for 2012

THERE ARE TWO TYPES OF

off-throttle blowing of the diffuser: cold blowing and hot blowing. Both are designed to maximise the aerodynamic benefit of fast-moving exhaust gases while the driver is not on the throttle pedal.

Cold blowing, which teams started to use last year, is achieved by opening the throttles while retarding the ignition. This allows unignited air into the exhaust system, increasing mass flow and cooling exhausts.

Hot blowing is more potent. It is achieved either by firing fuel through the valves into the exhaust and relying on the temperature of the exhaust to ignite it, or by igniting fuel at the spark plugs and not using that energy to drive the wheels.

Both systems will be outlawed from the British GP. In 2012 the effectiveness of exhaust-blown diffusers will be mitigated by a rule forcing the pipes to exit 330mm behind the rear-wheel centre line.

Exhaust-gas energy
is used for aero gain

This will make it tough for teams to run fuel-hungry settings on Saturday in search of downforce without catastrophically increasing fuel consumption for the race.

But teams will still be able to change engine modes to achieve objectives such as fuel saving.

RELIABILITY WORRIES

The rule change could affect reliability for Red Bull and engine supplier Renault's works team.

Last year, Renault sought permission from Whiting to use cold blowing as a means to cool the valves, which played a part in the rise of off-throttle blowing of the diffuser. While Renault is now hot blowing, Red Bull has stuck with cold

blowing for reliability reasons.

Red Bull chief technical officer Adrian Newey admitted that this rule change could cause problems to teams running Renault powerplants.

"In the case of Renault, when they open the throttle to full open on the overrun for exhaust-valve cooling, that's part of the reliability of the engine," said Newey. "To change that would be a big issue because the engine has not proved that it is reliable in that situation."

Renault Sport managing director Jean-Francois Caubet has downplayed reliability concerns. But he suggested that it would cost the manufacturer €5-6 million to make the changes required by the rule change without risking engine problems. ❧

AUTOSPORT SAYS...

EDD STRAW
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On June 17 1978, the Brabham BT46 'fan car' won its sole grand prix in the hands of Niki Lauda in Sweden. It's the iconic example of a team turning up with a single, transformative component, in this case designed to combat the all-conquering Lotus 79 ground-effect car. A *de facto*, but not literal, ban on the use of a fan to create low pressure under the car meant that it was hastily retired, but its ghost remains. Observers are still looking for the magic bullet.

But it's an empty search. A Formula 1 car in the 21st century is a complex system of interacting vortices, aerodynamic parts and varying pressures created to extract the maximum energy from the airflow. There are no short cuts, no heirs to the fan. You cannot bolt on one part or concept and rely on it to be successful.

The ban on off-throttle blowing of the diffuser will affect Red Bull, no question. But it will also affect McLaren, Ferrari, Mercedes and

Renault. All will suffer to varying degrees, but the bottom line is that Red Bull will still have a very strong car and will continue to be at the sharp end. Estimates as to the laptime benefit of the various off-throttle systems vary wildly, from a few tenths to a whole second or more, but this is categorically not a deal breaker for Red Bull. It might even help it!

F1 is all about refining, optimising, extracting the last fractions of a per cent of the potential in every area. There are no short-cuts, no quick fixes; that is what makes F1 technically such a remarkable sport.

Lauda's fan car won
1978 Swedish GP

BIG NUMBER

8

Red Bull's current pole-position run – eclipsed only by Williams, McLaren and Lotus in F1 world championship history.



P14

 IN-DEPTH
VALENCIA
PREVIEW



Irvine: Hamilton has lost respect

Ex-Ferrari world championship challenger believes that the 2008 world champion needs to revise his approach

Former world championship runner-up Eddie Irvine believes McLaren star Lewis Hamilton “has lost the plot”.

The 2008 world champion has come under fire for his conduct and standard of driving following his recent spate of on-track clashes with F1 rivals during the Monaco and Canadian grands prix.

While defending Hamilton’s attacking approach to racing, four-time grand prix winner Irvine believes the frustration and petulance the 26-year-old has shown during recent races is a worrying trend.

“I’m a genuine Lewis fan – he’s the only guy in F1 at the moment

worth watching, but I think he’s lost the plot,” said Irvine – speaking exclusively to AUTOSPORT during judging for last week’s third annual GT Academy. “I don’t think he’s surrounded by the best people he could be, and I think he’s lost respect for the other drivers.”

Hamilton created a storm after the Monaco GP by blaming Ferrari’s Felipe Massa and Williams driver Pastor Maldonado for driving into him during the race. He later labelled them “absolutely frickin’ ridiculous” and came in for further criticism for calling the stewards’ decision to summon him after the race “an absolute frickin’ joke.”

Although Hamilton later

apologised for his remarks, Irvine feels his attitude is cause for concern. “His rants after Monaco – ‘they’re picking on me!’ – whether he’s right or wrong, the fact he said it is not great.”

Although three-time world champion Niki Lauda recently criticised Hamilton for “going beyond all boundaries”, following clashes with McLaren team-mate Jenson Button and Red Bull’s Mark Webber in Canada, Irvine believes Button should have been penalised for the collision that put Hamilton out of the race.

“Jenson was completely at fault in Canada,” said Irvine. “I genuinely don’t think Jenson saw Lewis, but

he didn’t and he caused an avoidable collision.

“Lewis doesn’t do these manoeuvres because he wants to have an accident, he does them because he wants to overtake. Lewis could have had the wheel go through the air, killed himself and the pit crew. Jenson pushed him off and didn’t get a penalty.”

BIG DECISIONS

Irvine also criticised the stewards for inconsistency in their decisions to penalise drivers.

He feels they should be more discerning when considering sanctions that can have a massive bearing on the outcome of races.



Hamilton collected Webber in Canada...



... then retired after colliding with Button



"I don't really like the way the rules have gone. Overtaking used to be something special"

EDDIE IRVINE

"It's manufacturing results," added Irvine. "Lots of little men trying to make big decisions and making a mess."

"Lewis, at the start [in Canada], came from too far back and pushed Webber off, but didn't get a penalty. [Paul] di Resta messed up, hit Heidfield and ruined his own race, but had to do a drive through!

"If it's a dangerous move, they've got to stop them, but these little racing accidents – by getting involved they're manipulating the outcome of races."

"It's a very difficult call, but for me, if a guy makes a genuine move and it just doesn't work out – fine; if he's careless – debatable; if he does a damned outright dangerous manoeuvre then do something."

NOT IMPRESSED BY DRS

Irvine hit out at this season's new rules, claiming that the drag-reduction-system rear wing,

designed to promote passing moves by reducing drag and increasing top speed, has made a mockery of the skill of overtaking.

"I don't really like the way the rules have gone," said Irvine. "It used to be that an overtaking move was something special."

"For me, in F1, when you overtook someone it was like when you go fishing and catch one big fish – it's fantastic! If you want to overtake it has to be an amazing manoeuvre."

"Now, you push your button and you're through – it devalues what was a very special art, and something you really had to think about."

"That's why Sebastian [Vettel] lost that race at the end in Canada. He knew that Button was going to pass him 30 yards before the [last] corner. For me, F1 has now become sensory overload – it's an apple crumble."

NASCAR ACE OFFERS HAMILTON SPRINT CAR OUTING FOR 2012



TONY STEWART HAS invited Lewis Hamilton to race in his Eldora charity dirt-track event.

The double NASCAR champion and the 2008 F1 world title winner met at Watkins Glen last week, where they swapped cars for the day. Stewart and his team were so impressed by the Brit's showing in his 850bhp Chevrolet Impala stock car, that he wants him to join the 'Prelude to the

Dream' event, which runs in June at his own half-mile track.

"If Lewis wants to run the Prelude next year I will personally pay to build him a brand new car," said Stewart. Hamilton said he "felt like a kid" driving Stewart's NASCAR, and that "I could see myself having a lot of fun in one of these".

P40 DRIVER SWAP



SCHUMACHER HAS 'LOST HIS TALENT' SAYS EX-TEAM-MATE

HAVING RACED ALONGSIDE MICHAEL

Schumacher for four seasons, Eddie Irvine knows a thing or two about the German.

Since making his F1 comeback with Mercedes last season, Schumacher's performances and results have not lived up to expectations.

The 91-time GP winner has yet to finish on the podium since his return. Despite Schumacher's encouraging run to fourth in Canada two weeks ago, Irvine believes his former team-mate is now a shadow of his old self.

"It must be bloody frustrating – the guy has just lost his talent," said Irvine. "It's funny, you see Michael doing things [on track] but it doesn't look clever because he's slow. Michael always made mistakes, but was always super fast to make up for them."

"His best year was '96 – it was unbelievable watching him driving that rubbish [the Ferrari F310], but I started getting closer to him, then Rubens [Barrichello] got a little closer to him, then [Felipe] Massa – who I don't rate highly – beat him, so the talent was going down and he was losing his powers."



Schuey (l) and Irvine at Ferrari



Hamilton and Button lead driver-market race

McLaren men key to 2013

Jenson Button and Lewis Hamilton are both in demand from rivals, but Woking team wants to keep its stars

McLaren stars Lewis Hamilton and Jenson Button are the key players in the 2013 driver market, as both ex-world champions are targeted by rival teams.

Button's option for 2012 is expected to be picked up in the coming weeks. McLaren is understood to be keen to bring forward its commitment from Button to next year, by offering him a new big-money multi-year deal from 2012. This, the team hopes, would ward off interest from Ferrari for '13.

Team principal Martin Whitmarsh said earlier this year (April 28 issue) that he was keen to keep Button on in the long term, describing him as "a tremendous asset to the team, and

I hope it [contract talks] will be a quick and easy conversation."

Button was also keen to stay on, telling AUTOSPORT that "I can't see any reason to be anywhere else" and insisting that he wanted to see out his F1 career with McLaren. But subsequent Ferrari interest could have changed his outlook.

HAMILTON FUTURE UNCERTAIN

Hamilton's position is less clear. His contract expires at the end of 2012 and his management is chasing a big-money deal for '13 onwards. With Fernando Alonso committed to Ferrari, only Red Bull has the financial and competitive clout to tempt the 2008 world champion away from



Massa tipped to stay on

"As long as the car can do the job, there will be no reason to leave"

LEWIS HAMILTON

McLaren. It is expected to be some time before his future is finalised, with McLaren favourite to retain him.

The 26-year-old reiterated his desire to stay with McLaren when he drove a NASCAR Sprint Cup car last week at Watkins Glen. But he added the caveat that he needs to be in competitive machinery.

"I don't see why you'd want to move when you have the most competitive car," he said. "So as long as we have the car that can do the job, there will be no reason to leave."

MASSA SET TO STAY ON

Ferrari is set to continue with Felipe Massa, who is under contract, next season after the Brazilian's manager Nicolas Todt struggled to find a competitive alternative berth.

Renault remains an outside possibility, as Dany Bahar, CEO of title sponsor Group Lotus, used to work with Massa at Ferrari, and the

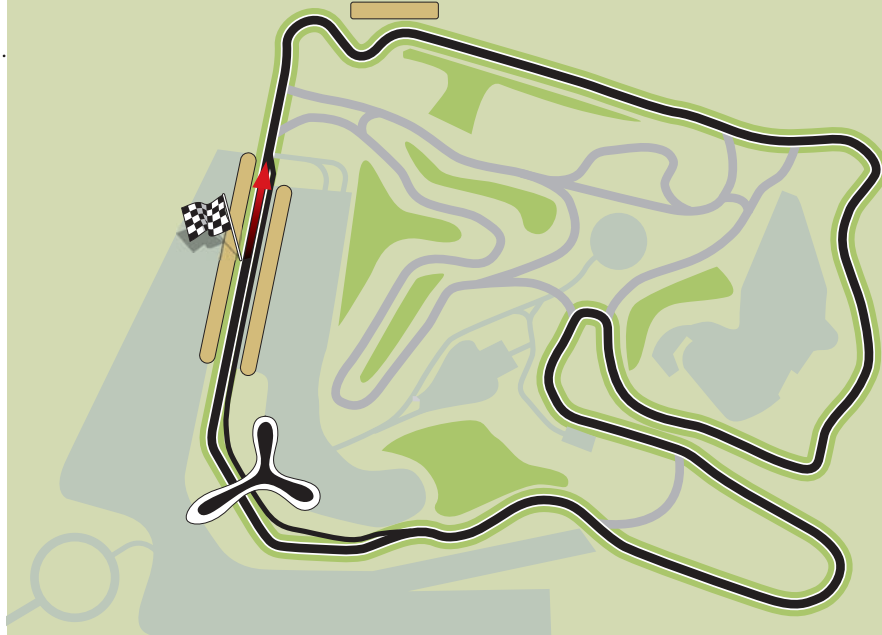
team is understood to be chasing sponsorship from South America.

Renault's driver line-up for 2012 remains in doubt, with the team hoping that the injured Robert Kubica will be fit to return.

The Pole's manager, Daniele Morelli, last week told Italy's *Gazzetta dello Sport* that "we can think about the last race of the season" for a return. But a racing comeback at the season-ending Brazilian Grand Prix appears to be a long shot, with doubts continuing as to whether 26-year-old Kubica will ever be fit enough to race in F1 again.



Kubica fitness in doubt



New Argentinian track hopes for F1

DESIGN WORK ON A NEW CIRCUIT

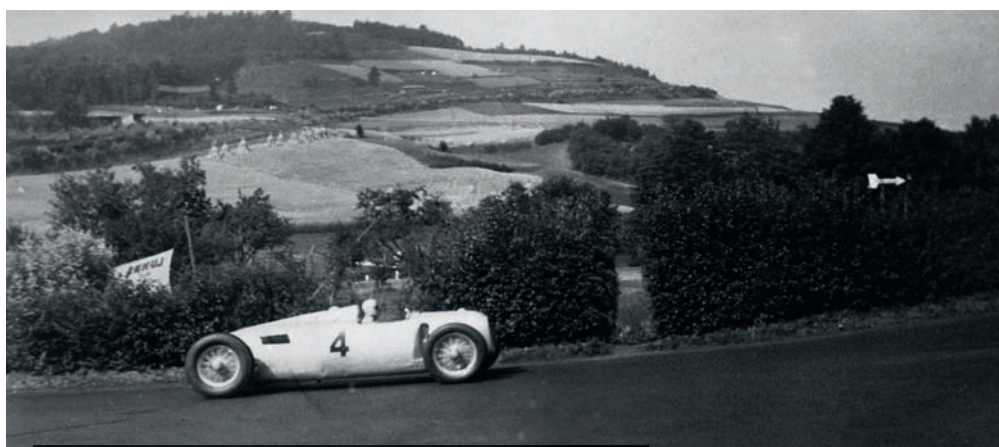
in Argentina is under way as the first step in a plan that could bring Formula 1 back to the country.

Argentina held its last grand prix in 1998, but a 3.4-mile track in

Zarate, 50 miles north of Buenos Aires, is now in the design phase.

British company Populous has won the tender to start working on the design, which is conceived to be built to FIA Grade 1 standards.

The track design shown here is a first-draft concept produced by those behind the project. But major changes are likely to the layout before the project is given the go-ahead.



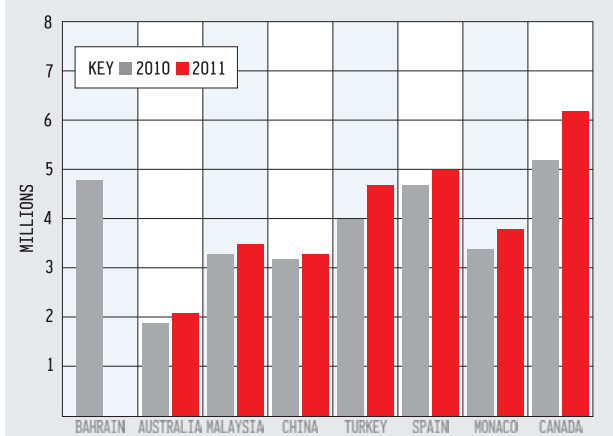
PIETSCH'S CENTURY

Paul Pietsch, the oldest living grand prix driver, turned 100 on Monday. The German is best known for racing for Auto Union in 1935 and also started three races in the world championship era

BBC figures up in 2011

FORMULA 1'S VIEWING FIGURES ON the BBC have increased this year compared to 2010, as fears continue that the corporation may not renew its contract after '13 for political reasons.

BBC viewing figures (right) show an increase for every race, with Canada attracting a 6.1 million average despite a two-hour rain delay. Audience share peaked at 51.1 per cent in Australia.



THIS WEEK IN F1



McLAREN F1 commercial boss Bernie Ecclestone has defended Lewis Hamilton after the 2008 world champion's spate of on-track clashes during the past two races. "Perhaps Lewis has made one or two questionable moves, but so have many of the others," he said.



FERRARI The Scuderia has confirmed the extension of its sponsorship deal with Marlboro parent company Philip Morris International until 2015, as originally revealed by AUTOSPORT (January 20). The current deal, signed in 2005, runs out at the end of this year.



MERCEDES Team principal Ross Brawn believes the squad can repeat its form from the Canadian Grand Prix – in which Michael Schumacher ran as high as second – in this weekend's European GP. "Valencia has many similarities to the track in Montreal, with long straights and slow corners," said Brawn.



RENAULT Dany Bahar, CEO of title sponsor Lotus, has confirmed that the team will continue to run its black-and-gold livery next season. The colours are a tribute to the John Player Special designs carried by Team Lotus between 1972 and '86.



WILLIAMS Mike Coughlan, who returned to F1 as Williams chief engineer last week, four years after his role in the McLaren spy scandal, has apologised for the controversy. "I would like to take this opportunity to apologise to everyone who was affected by my conduct," he said.



SAUBER Rookie Sergio Perez has no doubts that he will be able to race in Valencia this weekend, despite pulling out of the Canadian GP suffering from the after-effects of his Monaco crash. "I feel perfectly well and I'm very much looking forward to racing," said the Mexican.



TORO ROSSO Driver Jaime Alguersuari demonstrated a Red Bull in Hong Kong last weekend. Almost 45,000 spectators turned up to watch the run on the Lung Wo Road.



HRT Team principal Colin Kolles says the team will soon switch its focus to its 2012 car, having just started its windtunnel testing programme.



VIRGIN Reserve Robert Wickens will try a year-old Renault F1 car at the Hungaroring on July 1/2. The Canadian gets his drive at the Renault World Series event as a reward for being the Formula Renault 3.5 mid-season points leader.



FIA The FIA World Motor Sport Council has ratified the revised 2011 calendar, with the Bahrain Grand Prix again dropping out. It also confirmed that the Indian Grand Prix will be held on October 30, as originally scheduled.



FOTA McLaren will host the next FOTA fans forum at its MTC base on June 30. Lewis Hamilton and Kamui Kobayashi will be on the panel, with McLaren and Mercedes team principals Martin Whitmarsh and Ross Brawn also appearing.



EUROPEAN GP PREVIEW

FACTS, STATS, BETTING ODDS AND MORE



Valencia latest test for 2011 regulations

Seven races down and this year has yet to produce a dud race. Will the Spanish marina track produce its first classic?

It's proof of how successful the 2011 rules package has been in producing the long sought-after holy grail of spicing up the racing that the most boring, sorry, least exciting, race of the year was arguably the Australian Grand Prix.

After the combination of the DRS rear wing and high-degrading Pirelli tyres contributed to making last month's Spanish GP a cliff-hanger, F1's fourth visit to the Valencia street circuit is set to be the new rules' most challenging test.

Two years ago, Rubens Barrichello prevailed in a tense scrap with Lewis Hamilton, a

close race but one fought out through strategy rather than wheel-to-wheel racing. Details of Felipe Massa's triumph in 2008 and Sebastian Vettel's last year hardly leap to mind, save for Mark Webber's airborne cameo during the 2010 running. So should we expect a decidedly un-Valencian classic this weekend?

The answer is a resounding maybe. Valencia is an unusual kind of street circuit. Running around the old America's Cup harbour, it's quick for a temporary track with a lap speed over 200mph faster than Monaco. But despite having several

long blasts into a slow corner, it has produced about as much overtaking as Monte Carlo during rush-hour. As in Canada, there are two DRS activation zones in Valencia. Sadly, the technology is still not there to place an independent detection point for each one, meaning that a driver who passes a rival into the first zone will be able to use the DRS to pull further away in the second.

The first zone will be



located on the run to the Turn 12 right-hander, with drivers able to activate the DRS 285m after the Turn 10 kink. The second zone runs from 35m after Turn 14, all the way down to the slow Turn 17.

The medium tyre will also be raced for the first time, adding an extra unknown into the mix for what could be Valencia's best GP yet.



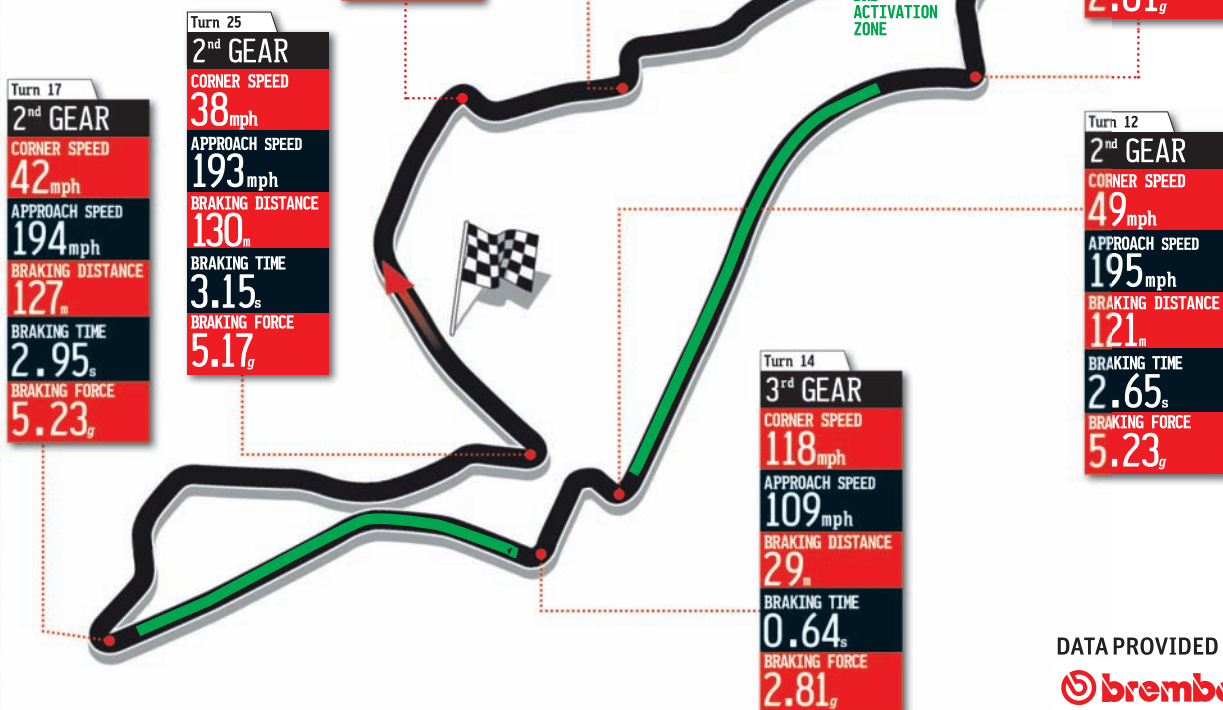
TRACK GUIDE

NUMBER OF LAPS **57**

CIRCUIT LENGTH **3.367m**

LAP RECORD **1m36.683s**

TIME
GLOCK (2008)



DATA PROVIDED BY



TRACK TALK



JARNO TRULLI

Valencia is not too different from Montreal. It has long straights with a fair amount of slow corners so good braking stability and traction are very important. Like Monaco and Montreal it is not a permanent circuit so the surface will rubber in as the weekend progresses.



RUBENS BARRICHELLO

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



JENSON BUTTON

The trick will be to find enough performance in the race to overcome any potential difficulties in qualifying. It's a hard place to pass and, even though there will once again be two DRS zones, I don't think that's going to make it much easier during the race.

BALLSY CORNER

TURN 24/25

The last corner is a regulation hairpin, but what makes it challenging is the flat-out right-hand kink on the approach. This means that drivers are still turning when they have to apply the brakes, which has led to some big moments, and even a crash for Nico Rosberg, in the past. It's important for laptime too, as a poor exit from the hairpin costs time all the way down the start/finish straight.



CLASSIC MOMENT

Rubens Barrichello ended a winless streak of nearly five years in the 2009 European Grand Prix at Valencia. Barrichello passed long-time leader Lewis Hamilton during the final round of pit-stops to take his first Brawn win.



P16
SUPERGRID
PLUS GARY
ANDERSON'S
AND LUCAS
DI GRASSI'S
INSIGHTS

Webber walked away from a biggie in 2010

GARY ANDERSON'S SUPERGRID

AUTOSPORT technical correspondent Gary Anderson has been compiling an index, created by taking each driver's percentage deficit to the outright pace over the season, using their best laps from each grand prix weekend. This is how they stand after the first seven races of the year. The theoretical absolute pace is expressed as 100 per cent.

100%



Vettel 100.035

Sebastian Vettel still dominates on raw pace, with only his KERS problem in Spain denying him a 100 per cent record



Webber 100.855



Hamilton 100.776



Button 100.955



Alonso 101.118



Rosberg 101.454



Petrov 101.853



Massa 101.569

Massa's points tally does not reflect it, but his pace has been good compared with Alonso this year. He is within 0.5 per cent of his highly-rated team-mate



Schumacher 101.957

Pre-season, Petrov was not expected to show so well. He is almost 0.9 per cent ahead of experienced team-mate Heidfeld on pace



Heidfeld 102.739



Buemi 102.746



Perez 102.672



Maldonado 102.836



Kobayashi 102.844



Barrichello 102.971



Di Resta 103.011



Sutil 103.058



Alguersuari 103.358

LAST YEAR

VETTEL WINS AS WEBBER GETS HIS WINGS

Mark Webber appeared to be Sebastian Vettel's only serious rival after qualifying less than a tenth of a second behind his Red Bull team-mate, but the Australian's race came unstuck on lap one. After being booted off the track, he opted to pit early, but misjudged his closing speed and was launched into the air off the back of Heikki Kovalainen's Lotus. Fortunately, he escaped uninjured, while Vettel controlled the race from start to finish. Lewis Hamilton finished second ahead of McLaren team-mate Jenson Button, despite serving a drive-through penalty for overtaking under the safety car. Nine drivers, including half of the top 10, were given post-race penalties for speeding during the same safety-car period.

RESULTS: 1 Sebastian Vettel; 2 Lewis Hamilton; 3 Jenson Button; 4 Rubens Barrichello; 5 Robert Kubica; 6 Adrian Sutil; 7 Kamui Kobayashi; 8 Fernando Alonso; 9 Sebastien Buemi; 10 Nico Rosberg.



TYRE ALLOCATION

TYRES USED THIS WEEKEND

SUPER
SOFT



SOFT



MEDIUM



HARD



2010 WINNER

SEBASTIAN VETTEL



2010 POLE POSITION

SEBASTIAN VETTEL





Kovalainen 105.066



Trulli 105.519



D'Ambrosio 107.476



Glock 106.880



Karthikeyan 108.729



Liuzzi 108.098

109%

THE DRIVER

**LUCAS
DI GRASSI**

thedriver@autosport.com



PIRELLI CHANGED its tyre allocation for Valencia, with soft rather than super-softs being used alongside the mediums. This will have an important effect on how the teams set their strategy.

Normally, Valencia is very hot and sunny with air temperature often exceeding 35 degrees; these are two important factors for the tyres to work well. Each tyre compound has a different temperature working range that determines the grip and wear level. Pirelli expects the medium to be around a second slower than the soft, but with a longer life.

In an ideal world, the laptime loss with the harder compound should be compensated for its life during a race. This would mean that many different strategies could achieve the same final race time.

This track has very long straights and lots of acceleration points, which increases the wear on the rear tyres. Because the track runs clockwise, the teams can expect the life of the left-rear tyre to be shorter, although there are also many corners that will wear the rear right, such as Turn 3.

With high temperatures and high tyre wear, the driver can make a difference extending the life of the tyre by driving very smoothly.

I believe we can expect some variations on strategy and some cars adapting better with mediums or softs.

This, combined with the two DRS zones, located on the straights to Turn 13 and Turn 17, should lead to a great race with lots of overtaking.



RACE ODDS (William Hill)

Vettel	21/20
Hamilton	10/3
Alonso	5/1
Webber	7/1
Button	8/1
Massa	33/1
Rosberg	33/1
Schumacher	50/1
Heidfeld	100/1
Petrov	100/1
Kobayashi	300/1
Barrichello	500/1
Sutil	500/1
Di Resta	500/1
Perez	500/1
Buemi	750/1
Maldonado	1000/1
Alguersuari	1000/1
Trulli	4000/1
Kovalainen	4000/1
D'Ambrosio	5000/1
Karthikeyan	5000/1
Liuzzi	5000/1
Glock	5000/1

VALENCIA IS

likely to be Sebastian Vettel territory, but at around evens there is little value to be had on the German. As ever, Mark Webber remains tempting at 7/1, given that he has a race-winning car, although Valencia may not be the place to achieve it. Instead, an each-way on Jenson Button and Sebastien Buemi to score points at 5/2 look good value.



GARY ANDERSON
Technical consultant

SUSPENSION

Valencia is not too different from Montreal. It has long straights and a fair number of slow corners, so good braking stability and traction are vital. It's a temporary circuit, so the surface will rubber in as the weekend goes on and to match this, the suspension set-up will get progressively stiffer.

AERODYNAMICS

The aero specification is now based on the use of the DRS. In Montreal,

most frontrunning teams ran extra downforce and used the DRS in qualifying to achieve the necessary top speed. This gives you more downforce in the race, reducing tyre degradation, and you can still overtake in the DRS zone. I expect the same philosophy in Valencia, as extra grip pays dividends on the ever-changing grip levels of this track.

BRAKES

While not as critical as Montreal, they do require good cooling. KERS power harvesting is achieved through the rear driveline under braking and can affect the brake balance, leading to rear locking. If the brakes start to overheat, this will affect the balance and the disc and pad wear rate.



Braking problems can arise in Valencia

LIVE TV AND RADIO LISTINGS

FRIDAY JUNE 24

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

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

SATURDAY JUNE 25

0955-1105 Free practice 3 LIVE (BBC Radio 5 LiveSX and online)

1210-1415 Qualifying LIVE (BBC1 & Radio 5 LiveSX and online)

SUNDAY JUNE 26

1200-1530 Grand Prix LIVE (BBC1 & Radio 5 Live and online)

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Straight talk David Coulthard

13-time GP winner and 2001 world title runner-up

The BBC F1 commentator and AUTOSPORT columnist believes Vettel's mistake in Canada won't have rattled the German as he heads to Valencia – and reckons the Button/Hamilton spat is now water under the bridge

Don't be fooled by the slip in Canada, Sebastian Vettel's World Championship challenge is not just going to fall apart because of one small mistake.

Granted, it cost him victory – he might well have been passed by Jenson Button later on that final lap anyway – but I doubt he'll be carrying the psychological effects of that now. Sure, he'll have gone through all the data with his engineer about why he made the mistake; did he get off line? Did he brake too late? Was there a problem with the car? But once

because not everyone likes seeing Red Bull and Sebastian win every weekend. Those people will want something similar to happen in Valencia this weekend.

McLAREN MOMENTS

The other major flashpoint in Canada was, of course, Lewis Hamilton's collision with Jenson. And the relationship between the two, which has been good so far, could have turned sour had Jenson not ended up winning.

Incidents like that can really upset things inside a team. When I was with McLaren, myself and Mika [Hakkinen] had a couple of collisions; at the first corner at Spa in 1999 we banged wheels but got away with it, and I spun him in Austria the same year on the first lap – and then lost the win to [Eddie] Irvine because I got held up by [Alex] Zanardi after my pitstop. Mika was pretty pissed off and there were some guys on his side of the garage that said that if he ended up losing the championship to a Ferrari driver, then it would be because of me and that incident. It was a ridiculous claim because I was still trying to win the championship myself and I'm a racing driver too, but it ruined the harmony.

Fortunately for McLaren, they still won in Canada, and that took the sting out of the incident, because all McLaren cares about is winning races and championships and being the best team in Formula 1, regardless of which of the two drivers is doing it.

Lewis was entitled to have a go because he got the run on Jenson out of the corner, but he should also not have been surprised to see Jenson move across as he took the normal line. He's unsettled at the moment, but I hope it doesn't change the way he races, because he's a fabulous driver and more than that, he gets the crowd excited with the way he drives. You just need to know when enough's enough though, and a move isn't going to come off.

DOUBLE DRS, DOUBLE TROUBLE

Just as in Montreal, there will be a double DRS zone at Valencia [the activation zones being between turns 10-12 and 14-17], but unlike in Montreal, the straights where they're located aren't exactly straight, and that's a cause for concern.

In Canada drivers were able to commit to a line [and make their one permitted blocking move] nice and early, and that made for clean racing as they waited to see if the guy who passed them on the outside would overshoot the chicane. At Valencia though, there are curves on the straights, so how do you commit to a defensive, or an attacking line early enough? It was only last year Mark Webber had his huge crash, caused largely by his closing speed on Heikki Kovalainen's Lotus. DRS could potentially put us in the same situation in terms of closing speeds, so the drivers will have to be more disciplined than ever to make sure everyone stays safe. ☘



The world champion's strife won't last for very long

he's understood what happened, he'll have locked it away. Sebastian is a very smart guy; smart enough to know that you can't win every race and that second still gives him a massive championship lead.

The fact is he did make a mistake though, and the net result of that is good news for Formula 1,

PIG: FERRARO/LAT

“Seb is smart and knows that you can't win every race”

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MPH Mark Hughes

AUTOSPORT grand prix editor

Michael Schumacher's fiery drive in the Canadian Grand Prix provoked some to proclaim that the seven-time champion is back to his best. But is that the real story?

Michael Schumacher produced a great cameo in that action-packed Canadian Grand Prix, and it was good to see him in the thick of the frontrunning action. So has he rediscovered those last couple of tenths of pace that have hitherto been stubbornly missing during his comeback? Was some sort of breakthrough finally made in Montreal?

Let's go through his race in detail, to see what the tell-tale signs were. Once the safety car let the pack free, he was his usual sharp self. After being gifted two places by the Mark Webber/Lewis Hamilton incident, he was super-sharp in pouncing around the outside when he saw Jenson Button get into Turn 3 too deep. From eighth on the grid up to fifth place within three corners, he then spent a few laps in the wheeltracks of Mercedes team-mate Nico Rosberg, seemingly very comfortable in these slippery conditions, more at ease at 180mph in blinding spray than a 42-year-old family man might be expected to be.

PIC: ROSE/GETTY



Schumacher battles it out with Hamilton

Then came the safety car to retrieve Hamilton's damaged McLaren.

Upon the restart, he had no qualms about taking a serious look at his team-mate into the chicane, but Nico defended perfectly and Michael wasn't about to force that issue. It was essential just to stay in the game at this point, on a day when multiple safety cars looked likely. His big-picture awareness saw him do a nice line in yin and yang, knowing when to attack, when to consolidate.

There was a missed opportunity on the 18th lap as, guided by the team's radar, he pitted to change his wets for inters. Schumacher was brought in and he was underway just as the heavens opened. Had he not made that stop, he'd have been third on the grid for the restart, rather than 12th. Not, strictly speaking, his fault, and he was still in the game.

A couple of hours later and the safety car was coming in. Michael made an inspired choice that pretty much corrected the earlier stop. Having been obliged to take the restart on full wets (everyone had to, due to the rules), he could feel the track was rapidly moving into inters territory and pitted immediately, a full lap before most of the frontrunners. With the pack so tightly bunched, this jumped him five places, getting him ahead of Rosberg, Button, Fernando Alonso, Pedro de la Rosa and Vitaly Petrov. He now lay seventh. Also, his team-mate had been hit up the rear by Adrian Sutil, damaging the Mercedes and leaving Nico struggling for the rest of the race.

Another safety car allowed

Schumacher onto the tail of Mark Webber's Red Bull, and even to have a look at passing it into the chicane. Webber had overworked his rear tyres and on the next lap got sideways out of the hairpin, gifting Schuey sixth place. Paul di Resta crashed out, putting him fifth. Nick Heidfeld made a similar mistake to Webber, bringing Schuey to fourth.

On this lap he was the fastest man on track, a feat he repeated a few laps later as he chased Felipe Massa. It was this that really made it look like Michael was back. But the proviso was that Kamui Kobayashi's second-placed Sauber had no pace, was there only through shrewd strategy calls. Sebastian Vettel, in the lead, was just pacing himself to the Sauber, while Massa was getting increasingly frustrated at being held to its pace. Hamilton and Alonso were out, Button was in the middle of traffic, Webber had screwed his tyres. So there were no genuinely fast cars being pushed hard to provide a reference.

He was there to pounce when Massa and Kobayashi tripped over each other and maintained his second place as everyone changed to slicks. He defended perfectly from Webber, forcing him to use the damp bits of track, but eventually succumbed as the Merc was the best part of 1s per lap slower. By the time Button charged past, Jenson was lapping 2s faster.

It was a beautifully-judged drive, but there were few moments in this race that demanded outright relentless speed and there was nothing about Schumacher's performance that suggested the old searing pace had returned. Sadly. ☹

“For a 42-year-old family man Schuey was comfortable in spray”



VW cannot justify expense of new F3 engine

FORMULA 3

F3 works to avert engine crisis

Delay for new regulations could prevent VW and Mercedes from pulling out of FIA class. By BEN ANDERSON

The FIA could prevent engine manufacturers Volkswagen and Mercedes leaving the major Formula 3 championships next year by postponing the introduction of new engine regulations.

New lower-downforce chassis rules will still come on stream next season, but plans to mandate a more-powerful engine design, sharing components with the FIA's new 'world engine', are set to be put on ice until 2013 at September's FIA World Council meeting.

AUTOSPORT understands that only one engine builder came forward with proposals to build units to the new rules in time for 2012. That company was Spanish firm Piedrafita, which builds the Toyota engines used in the European F3 Open series.

Neither Mercedes nor Volkswagen, which currently supply engines for British Formula 3 and the Euro Series, were prepared to commit to constructing a new unit for 2012. VW Motorsport boss Kris Nissen said that his company would revert to supplying engines

solely to the domestic German championship if new rules are forced through too soon.

"I'm not convinced there is a market for the new engine," said Nissen, who confirmed that it would be difficult to build a new unit even in time for 2013. "Making a new engine and at maximum being able to sell 30 doesn't justify the investment.

"For the moment there is a good package with Mercedes and

"I'm not convinced there is a market for the new engine"

VW MOTORSPORT'S KRIS NISSEN

Volkswagen, and it should only be changed if there are more manufacturers that want to enter, or if we have a really new technology.

"The reason F3 doesn't have full grids is because of high budgets. Changing the car won't save money; changing the engine won't save money. Until there are more cars on

the grid, we have a question mark.

"For the moment it looks like our engine and the Mercedes engine will be able to run in 2012 and we'll do everything we can to support our teams."

AUTOSPORT understands that Mercedes would not be prepared to supply engines to all teams in the F3 Euro Series and British F3 should VW walk away. Facing the prospect of the major manufacturers leaving the category, Carlin team boss Trevor Carlin, whose six-car squad uses VW powerplants, welcomed

the expected delay to the engine-regulation changes.

"At the moment it would be very bad for F3 if they threw in an unknown supplier," said Carlin. "Stability is the right move for F3. VW and Mercedes have kept F3 alive and should be praised for that and given time to come on board.

"If VW and Merc got turfed out, I would worry they would never come back and it's important [for the credibility of the category] to have big manufacturers involved."



Merc would not take up VW 'pullout' slack

International F3 round takes place at Pau



BRITISH F3

British F3 looking at Pau

BRITISH FORMULA 3 COULD INCLUDE a race at French street circuit Pau as part of its calendar next season.

Series organisers are to hold discussions with teams, suppliers and Pau GP boss Patrick Peter

about adding his revived street race, which is also a race in the FIA International Trophy.

Pau was previously the venue for round three of the 2006 British F3 championship – the only time the

series has visited the track – although some British F3 teams have competed in the Pau GP in the past.

Series manager Lisa Crampton said: "Pau would be a fabulous event for British F3, but we need to negotiate with the organisers and teams. The circuit has a great history and is great practice for Macau and Monaco."

INDYCAR

Milwaukee future in doubt



IndyCar race drew poor attendance

MILWAUKEE HAS BEEN RATED AS having no more than a fifty-fifty chance of retaining its place on next year's IndyCar calendar after a poor turnout for last weekend's race at the one-mile oval – and a return to Chicagoland could take its place.

Just 15,000 spectators turned up for the Milwaukee 225, well under the track's capacity of 40,000. The track did not hold an event last year due to financial

problems experienced by the former promoters.

New promoter Chris McGrath said his organisation would meet IndyCar CEO Randy Bernard to discuss the race's future.

"Now we have something to build on, and the reaction initially from the fans is we had an excellent race and I hope they go home and bring somebody back with them next year," said McGrath. "But it's got to make sense."

Bernard said last weekend that talks are well advanced with new Chicagoland Speedway boss Scott Paddock about the series visiting the track after skipping 2011.

"It's definitely something we want," Bernard said. "We [IndyCar and Paddock] are both working toward the same goal of bringing a race back to Chicago. I'm hopeful there's a chance we could run both races – Milwaukee and Chicagoland."



De Silvestro had big impact with inside wall

INDYCAR

SAFER plea for ovals

INDYCAR RACER SIMONA DE Silvestro has called for SAFER barriers to be installed on the inside walls at all ovals after a heavy crash at Milwaukee last weekend.

The HVM Racing driver suffered bruising to her back and knees after going backwards into a wall during qualifying, having already damaged her car with an initial slide into the outside barrier.

"We've tried to tell IndyCar to make sure that the ovals have SAFER barriers on the inside of the track, because there are crashes there," the Swiss told the *Indy Star*.

De Silvestro, 22, was taken to hospital for tests after the crash, but returned in time for the race.

INDYCAR

IndyCar hopeful of keeping Danica

INDYCAR CEO RANDY BERNARD remains optimistic that fan favourite Danica Patrick will remain in the series next year, despite widespread expectation of a full-time move to NASCAR's Nationwide Series.

The 29-year-old's future has been the subject of intense speculation for several months, with Bob Parsons of sponsor GoDaddy.com recently fuelling rumours of a switch by declaring that Nationwide would offer better exposure.

But Bernard, who values Patrick's marketability, has not

given up on convincing the Andretti Autosport driver to remain in single-seaters.

"Never say never," Bernard told SpeedTV. "I really think she's still weighing her options. We don't want to lose her, but I'm also realistic. And money talks. She has to do what is in the best interest of her career."

Bernard ruled out entering a bidding war to keep Patrick in the series. "We're not giving money to any driver," he said. "It's sickening that Dan Wheldon doesn't have a ride. I wish he did, but we're not helping him either."



Will Patrick race at Long Beach again?

AUTOSPORT SAYS...

BEN ANDERSON
EDITORIAL ASSISTANT

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Same noise in future for F3?

Can Formula 3 survive without Mercedes and Volkswagen? The FIA clearly isn't sure, for its likely decision to delay introducing new engine rules is surely an olive branch for the two manufacturers.

The move may not prevent either from walking away, but it does at least give more time to negotiate a way forward. The FIA's desire to bring F3 into line with plans for its other categories is understandable, as president Jean Todt continues his rationalisation drive through the sport. But VW Motorsport boss Kris Nissen has a point when he says F3 is already expensive enough, without costly new ventures that will bring little to the table other than bigger bills.

His argument that sweeping changes should serve a higher purpose (such as showcasing new technologies) also carries weight. But his case looks shaky when he says the situation would be different if "more manufacturers were willing to support F3."

It might not be a household name like VW or Merc, but Piedrafita is a committed company with a motorsport pedigree that includes the Intercontinental Rally Challenge and European F3 Open. What kind of message to this firm does a delay send out? F3 would certainly look very different without Mercedes and VW, but it would still be F3.

REMEMBER WHEN...

MARCH 17 1991



...Toyota last won in British F3? Toyota could have an increased presence in F3 in the future via engine builder Piedrafita (see top left). The last British F3 win for Toyota came from Rickard Rydell at Silverstone in 1991.

IN BRIEF

**CARLIN WOES CONTINUE**

Leading British F3 team Carlin continues to suffer misfire problems with some of its Volkswagen engines. Jack Harvey, Jazeman Jaafar, Rupert Svendsen-Cook and Kevin Magnussen (above) have all suffered misfires during the past three rounds.

SNEGIREV BACK IN F3

Max Snegirev returned to British Formula 3 at Brands Hatch last weekend. The Russian replaced the cash-strapped Riki Christodoulou at Hitech Racing.

GRUBMULLER INJURED

P1 Motorsport's Walter Grubmuller is set to be out of the cockpit for a minimum of eight weeks after fracturing a vertebra in a Formula Renault 3.5 qualifying crash at the Nurburgring last weekend.

NEW FRENAULT 3.5 TESTS

The 2012 Frenault 3.5 car had its first test at Albacete last week, with Romain Grosjean driving. Testing will continue at Motorland Aragon in two weeks' time.

VAN DER DRIFT RETURNS

Chris van der Drift will return to Superleague Formula for the second round at Zolder next month. The Kiwi will drive the Atech-prepared New Zealand car.

ROC ON THE MOVE

The Race of Champions needs a new venue for this year's event after Frankfurt's Commerzbank-Arena was forced to cancel due to a late clash with a Bundesliga football match. Series organisers confirmed that the event will remain in Germany.

SIMS QUICK AT VALENCIA

Alexander Sims was quickest on both days during last week's GP3 test at Valencia. The Status GP driver (below) topped the opening day with a 1m27.394s, and bettered that with 1m26.842s on day two.



BTCC

BTCC turbo war heats up

Triple 8 boss Ian Harrison lashes out at 'unfair' regulations for turbo engines

Successful BTCC team boss Ian Harrison has hit out at the championship's engine regulations and believes his Triple 8 squad is running at a disadvantage.

Triple 8, which won multiple BTCC titles during the past decade with Vauxhall support, switched to the Swindon-tuned TOCA turbo unit for its Vectras this season.

Harrison believes the engine, which is designed to provide a cost-effective powerplant for teams, is being left behind by the development being done by Mountune (for the Arena and Motorbase Fords) and Neil Brown

Engineering (for Honda).

He also hit out at the ongoing turbo-boost reduction, designed to balance the fastest turbo with the fastest normally aspirated car, being applied to all turbo runners.

"I don't understand how all the turbos can be treated in the same way when some cars out there, like the Honda, have the better

engine," he said. "They'll end up with parity between the Honda and the top n/a car, and hurt all the other turbos."

"There's no development with the TOCA engine because the whole point of the two-litre turbo engine is to keep costs down."

Harrison believes the series should slow cars that set the pace.

"If you've got one car that is significantly faster than the others it's better to peg that one back," said Harrison, who pointed to the extra weight handed to his Vauxhall Astra Coupes when they dominated the BTCC. "They slowed our car because it was too quick and was hurting the show."



Now: the TOCA turbo engine is competitive

WTCC

Ford prepares for WTCC return

FORD IS EVALUATING A RETURN TO THE World Touring Car Championship with the new-shape Focus.

The successful tin-top marque last appeared in the WTCC with the Hotfiel Sport team in 2005. The project used the second-generation Focus, but the car proved to be uncompetitive.

Now Ford is working with British Touring Car squad Arena Motorsport, which currently fields three new Focuses in Britain, to assess a world championship programme.

Arena boss Mike Earle, who gets some technical support from Ford for the BTCC programme, said: "We are evaluating the build of a WTCC car and we've started work already. It should be ready in November."

"It's an evaluation project with Ford and we'll decide where we go with it. No-one has committed to anything."

Details of the car have yet to be released, but Earle believes the third-generation Focus could be a good base car.

"It'll be another version of the Focus," he confirmed. "The BTCC car is getting better and better. We've got to build on that."

In its first season with the BTCC version of the generation-three Focus, Arena has taken a best finish of third with Tom Chilton at Brands Hatch. Chilton currently lies eighth in the drivers' standings.



Honda's power is again causing a stir

"For the sake of the series, the Honda should be targeted on its own. We're trying to put on a show. This isn't an engineering masturbation exercise."

BTCC boss Alan Gow does not believe separate measures are necessary and pointed to the fact that both Triple 8's James Nash and the Eurotech Racing TOCA-engined Vectra of Andrew Jordan are in the top five in the standings.

"We've always said the TOCA [engine] would be competitive, and it is," he said. "It's like the Cosworth engine in F1: it's the engine offered to teams who can't or won't develop their own. We never promised it would be equal to the very best out there. There's nothing to stop them taking the Swindon engine and developing it."



Ford may return to the WTCC

STCC

Breakaway STCC teams test new car



New car will be based on the Race of Champions Solution F

BREAKAWAY TEAMS WITHIN THE

Scandinavian Touring Car Championship were yesterday (Wednesday) scheduled to give the car they intend to race next year its first test.

Representatives of the Touring Car Teams Association (TTA), which has signalled its intention to race the car next year rather than following the STCC's plan to introduce BTCC-style NGTC regulations for 2012, revealed details of their plans at last week's Gothenburg round.

The car will be an upgraded version of the French-built Solution F, with a high-drag

aero profile to encourage overtaking, and the addition of KERS. TTA teams believe that it will offer close racing without the need for performance balancing, as well as savings in running costs. The first example was scheduled to run yesterday at Ales in southern France, and an order for 20 cars has already been placed.

Christian Dahl, managing director of Volvo team Polestar, said that while a breakaway was an option, the teams would prefer to remain within the STCC.

"The TTA has no ambition to run a separate championship," he told

AUTOSPORT. "But we are very clear that we want to use these cars and regulations in the STCC. [But] when you negotiate with someone you have to have a Plan B. So of course we are looking at [a breakaway]. But it is not our first option, or a second option."

STCC boss Bob Huzell said that he expected the situation to be resolved soon.

"As an organisation, we need to be wise and the TTA teams have to be wise," he said. "Two series won't be good for anybody. I think the situation will be resolved in the next month."

DTM

Rocky set for return

AUDI HAS TARGETED THE DTM'S

showpiece event at the Norisring next weekend for Mike Rockenfeller's return to competitive driving.

The 27-year-old German was rested for last weekend's Lausitz round following his huge accident during the Le Mans 24 Hours, and has also been dropped from the manufacturer's Nurburgring 24 Hours line-up to give him extra time to recover from the crash.

Dr Wolfgang Ullrich, head of Audi Sport, told AUTOSPORT: "This [a Norisring return] is our target. But we also said no for the Nurburgring because he needs some time to rest, and a 24 hour race is no good to start with."

Le Mans legend Tom Kristensen replaced Rockenfeller at Lausitz, topping the opening practice session and finishing seventh in his Abt-run A4.

The Danish veteran, who was making his first DTM appearance since 2009, would not be available to continue substituting at the Norisring, should Rockenfeller's return be delayed. That's because the Imola Intercontinental Le Mans Cup round, in which Kristensen races an Audi R18, is the same weekend.



Jordan could 'win' a drive in Mount Panorama classic

BTCC/V8 SUPERCARS

Jordan in Bathurst chance

BRITISH TOURING CAR

frontrunner Andrew Jordan could win a place on the Bathurst 1000 grid this year as part of an Australian television show.

AUTOSPORT understands the Vauxhall Vectra ace, who is currently fourth in the BTCC, is one of 10 racers who will undergo a series of driving and fitness tests in order to find a winner. It is unclear whether the drive would also include the other V8 endurance race at Phillip Island.

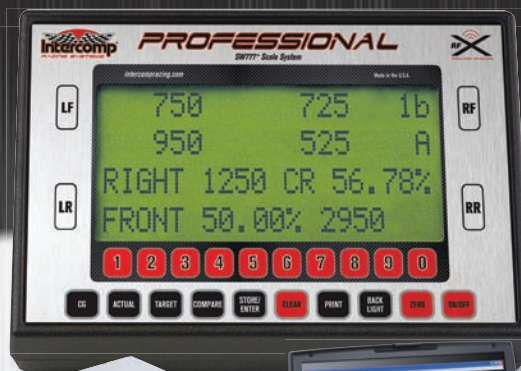
It is believed the V8 Supercars

seat will be in a Kelly Racing Holden, possibly alongside TV presenter and sometime racer Grant Denyer, who finished ninth at Bathurst in 2006 alongside Alex Davison, and is a race-winner in the second-tier Fujitsu Series.

Although Jordan has no experience of the 600bhp rear-wheel-drive machines, he did compete in high-powered cars when he contested the British Rallycross championship.

The 22-year-old has refused to comment on the competition.

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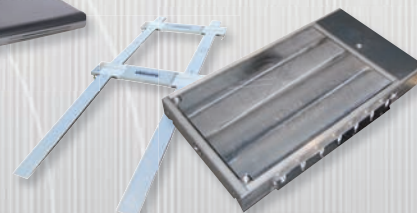


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IN BRIEF



ASTON STILL IN LIMBO

Aston Martin Racing will not be taking its AMR-One LMP1 prototypes to either the Imola Intercontinental Le Mans Cup or Lime Rock American Le Mans Series events at the start of next month. A decision on AMR's racing programme for the remainder of 2011 is imminent.

PRIAULX TO MISS N24

BMW factory driver Andy Priaulx will miss this weekend's Nurburgring 24 Hours and the Imola round of the Intercontinental Le Mans Cup after undergoing an operation on his thyroid. The Briton will not be replaced in the BMW line-up for the 'Ring, while Dirk Werner will take his place at Imola.

GINETTA PLANS GTE CAR

Ginetta is working on a GTE-class car, company boss Lawrence Tomlinson has confirmed. The G60 is expected to be powered by a V8 powerplant.

PORSCHE'S WINGS CLIPPED

A rule change has cut the power of the Porsche 911 GT3-R Hybrid for this weekend's Nurburgring 24 Hours in the wake of its VLN victory on the Nordschleife last month. A restrictor change has robbed the conventional four-litre flat-six of 30bhp.

HAMILTON GOES INTERNATIONAL

Former Porsche Carrera Cup GB racer Archie Hamilton, grandson of 1953 Le Mans winner Duncan, is making the graduation to international sportscar racing in the American Le Mans Series. The 20-year-old will race an LMPC-class Formula Le Mans ORECA for the PR1 team in Mid-Ohio and Road America in August.

AUDI BUILDING NEW R18s

Audi is building two new R18 TDIs for the Imola round of the Intercontinental Le Mans Cup in the wake of its two accidents in the Le Mans 24 Hours earlier this month. The winning car (below) is due to be retired to Audi's museum.



SPORTSCARS

Chrysler considers Viper return

US marque evaluating comeback with new version of late-1990s powerhouse

Chrysler is eyeing up a return to international GT racing with the next-generation Dodge Viper.

The US giant, which took a hat-trick of GTS class victories at the Le Mans 24 Hours with the original racing Viper in 1998-2000, has begun looking at the possibility of taking on BMW, Chevrolet, Ferrari and Porsche in the GTE category. It has engaged Riley Technologies, builder of the most successful Daytona Prototype chassis, to undertake an evaluation of a car that is due to go on sale late next year or early 2013.

"We are investigating some things and seeing what is out there, but no decision has been made," said Gary Johnson, motorsport manager of Chrysler, which owns the Dodge brand. "We have to be very careful about what we do, because the car has such a legacy."

Riley boss Bill Riley, who attended last week's Le Mans rule meetings on behalf of Dodge, would not comment on his



Viper GTS was a winner in late '90s

relationship with the marque.

Few details of the new Viper have been released, although Chrysler has said it will retain the long bonnet and rearward cabin of the original. It is expected to be powered by the large-capacity, truck-based V8 used in the first- and second-generation cars.

The original coupe version of the Viper was developed for racing as the GTS-R in conjunction with the French ORECA team.

VIPER ROLL OF HONOUR

- 1** Overall Daytona 24 Hours victory
- 3** Le Mans 24 Hours GTS class victories
- 5** FIA GT Championship drivers' titles (overall & class)
- 23** FIA GT race victories (overall & class)
- 2** American Le Mans Series drivers' titles
- 16** American Le Mans Series class victories

SPORTSCARS

BMW confirms no successor to M3 GTE

BMW WILL NOT BUILD A SUCCESSOR to its M3 GTE contender.

The German manufacturer has explained that its forthcoming attack on the DTM means there will be no capacity at BMW Motorsport to develop a replacement for the latest M3, which has raced in Europe for the past two seasons and the US for the past three.

BMW stressed, however, that the decision does not mean the end of the competition career for the E92-shape M3, which is expected to

remain on sale for two more years.

Outgoing BMW Motorsport boss Mario Theissen said: "It is definitely impossible to develop a new car, but there is a good chance to continue [with the existing M3] beyond the end of this year."

Theissen said there would be no decision on the company's future sportscar programmes, including a return to the Le Mans 24 Hours, until the end of the year. He expressed a desire to race the DTM car in long-distance events in the future.

E92 BMW M3 will race on for now



Kane heads Stateside

ALMS

Kane gets Dyson ride

FORMER BRITISH TOURING CAR

Championship race winner Steven Kane will drive a prototype in the remainder of the American Le Mans Series.

Kane, the 2001 BRDC McLaren AUTOSPORT Award winner, and SPEED EuroSeries team-mate Humaid Al Masood are graduating to the prototype ranks together with Dyson Racing. Al Masood's Oryx team (formerly HMR) will join-up with Dyson to run its second Lola-Mazda coupe in the final seven ALMS rounds, starting at Lime Rock on July 9.

Kane said: "This is the kind of drive I've been aiming at for a long time. Below Formula 1 and IndyCar, prototype racing is the biggest thing out there, and this potentially gives me the chance to go to the Le Mans 24 Hours."

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Flexible installation - supplied with adjustable bracket



Vickers leads Kahne in Red Bull Toyotas

NASCAR

Red Bull drops NASCAR team

Energy-drinks giant to call time on Sprint Cup attack after five difficult seasons

Red Bull is working to find a new owner for its NASCAR Sprint Cup team after confirming that it will withdraw from the category at the end of this year.

Representatives from the Austrian energy-drinks giant travelled to last weekend's round at Michigan Speedway to signal their intention to senior figures within NASCAR, and a representative from the company visited the team in North Carolina on Monday to formally announce the pull-out.

Red Bull motorsport consultant Helmut Marko told AUTOSPORT that the decision was driven

largely by a lack of results.

"The reason for dropping out of NASCAR is simple," Marko said. "We did not achieve the results we expected. The efforts made were not reflected in the results."

Marko confirmed that talks are under way to find a new backer for the team, which currently runs two Toyota Camrys for Kasey Kahne and Brian Vickers.

"We will try to find an investor who will take over the team, the personnel, and keep everything going," he said. "The Toyota contract doesn't expire until 2012, so a solution has to be found."

Another source within the company said that NASCAR's losing battle to retain its audience in Red Bull's key demographic of 18-34 year-olds was also a major factor.

"Clearly, we have not reached the target audience we expected in NASCAR," said the source. "Those fans are older than the people we want to reach."

Kahne will move to Chevrolet team Hendrick Motorsports in 2012, while Vickers is out of contract at the end of the season.

A lawsuit with former driver Scott Speed, who is suing the team for breach of contract, is ongoing.

IN BRIEF



RAIKKONEN OUT OF SEARS

Ex-F1 world champion Kimi Raikkonen (above) has been ruled out of racing in this weekend's NASCAR Sprint Cup round at Sears Point after a possible deal to compete for owner/driver Robby Gordon fell through. Gordon is down to just one road-course car after Raikkonen crashed his main car in testing last month.

GIBBS CARS FAIL TECH

Oil pans from the Sprint Cup Toyotas driven by Joe Gibbs Racing trio Kyle Busch, Denny Hamlin and Joey Logano were confiscated prior to last weekend's NASCAR race at Michigan after they were found to be 12kg heavier than permitted.

NEW DTM SAFETY CELL

The safety cell that will form the centrepiece of all new DTM cars in 2012 will be displayed in public for the first time at the Norisring round on July 2-4.

MERCEDES TO USE COUPE SHAPE

Mercedes' 2012 DTM car will come from the C group, according to its motorsport vice-president Norbert Haug. AUTOSPORT understands that the manufacturer will use a coupe body, following the trend set by BMW and Audi.

BIKE STAR TESTS DTM CAR

Former MotoGP world champion Nicky Hayden drove a DTM Mercedes at Lausitz last weekend. The Ducati rider, who spun on a number of occasions, ruled out a switch to four wheels any time soon.

BAD WEEKEND FOR MICHELISZ

Independent BMW driver Norbert Michelisz was stripped of his fifth place in qualifying for last weekend's World Touring Car round at Brno after his car was found to be 12kg underweight. The Hungarian's misery was completed with penalties in both races for causing accidents.

NASCAR

Edwards on market

SPECULATION IS MOUNTING that NASCAR Sprint Cup leader Carl Edwards could part ways with Roush Fenway Racing at the end of the season.

Edwards, 31, has spent his entire career with Roush's Fords and delivered 19 Cup victories, but is out of contract at the end of the season.

Roush has entered talks to continue the relationship, but rival Joe Gibbs Racing is among the teams hoping to engineer a switch.

"Edwards is a great talent,"



Roush aims to keep Edwards

said team principal Gibbs. "But it's not just the driver. Everything else has to fall into play."

Gibbs would need to field a fourth car to accommodate Edwards, which would mean finding additional backing.

NASCAR

Stewart backs full-length Glen

TWO-TIME NASCAR SPRINT CUP CHAMPION

Tony Stewart thinks the series should race on the long version of the Watkins Glen circuit.

Stewart drove the 'Boot' section of the track for the first time last week, as part of a car-swap publicity stunt with Formula 1 star Lewis Hamilton. Stewart took to the course in pouring rain on Nationwide Series-spec rain tyres, but was impressed with the challenge of the additional corners and feels they would make for better racing than the shorter layout the series has used since 1986.

"I enjoyed the long course," said Stewart, a five-time winner at The Glen in NASCAR. "It would create more passing, and there are some really cool corners that we don't get to run on during a Cup weekend."

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PIT BITS

Facts and stats plus a readers' poll



Flashback

November 5, 2000

'DEE-DUBYA' SIGNS OFF

Three-time NASCAR Cup champion Darrell Waltrip was voted into the NASCAR Hall of Fame last week. Waltrip's final race came at Phoenix in 2000 (pictured), eight years after his 84th and final win.

TOP FIVE

NASCAR Cup road circuits

1 SEARS POINT

Californian circuit offers plenty of passing opportunities and good racing.

2 RIVERSIDE

Super-quick track (below) was a fixture between the late-1950s and 1988. Sadly, a shopping mall now stands on the site.



3 WATKINS GLEN

Long-standing presence on the calendar, and still a driver favourite.

4 DAYTONA BEACH

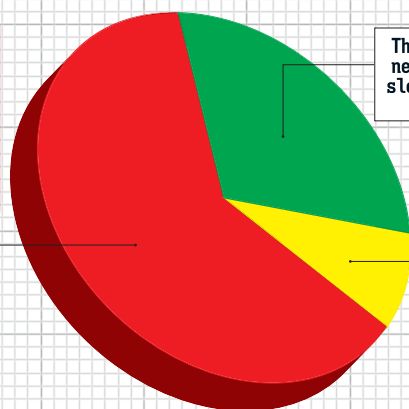
Beach/road hybrid predated the oval and was used between 1949-55.

5 BRIDGEHAMPTON

Challenging Long Island circuit was last used in 1966. Most of the land is now a golf course.

Equalisation in the BTCC

We asked AUTOSPORT forum users whether turbos and naturally-aspirated cars are properly balanced in the BTCC



The balance is about right **62.8%**

The turbos need to be slowed down **27.9%**

The N/A cars need to be slowed down **9.3%**

top tweets



@TimBridgman
P1 bitches!



@mw55 (Michael Waltrip)
I'm def old. I just realized I enjoy the evening gown comp more than the swim suit. Wen did this happen ??



@tiagosworld18 (Tiago Monteiro)
And To finish off a shitty weekend I think I'm gonna lose my connection and get stuck in Germany...



@HuffSport (Rob Huff)
Just moved into the top 50 of the @CastrolRankings for the first time - the sky's the limit!



@ijasonBright
No fish. Thank god restaurants have a way of getting them!



@TonyKanaan
Made it to indy. Drive time with one stop 4 hours and didn't crash this time

NEXT WEEK



EUROPEAN GRAND PRIX REPORT

Full analysis from the eighth GP of the year – around the Spanish street circuit of Valencia

FESTIVAL FEVER

Full preview to the 19th Festival of Speed in the idyllic grounds of Goodwood House



PLUS

GP2 from Valencia; IndyCar at Iowa; Nurburgring 24 Hours and Porsche Carrera World Cup; F2 from Spa

ON SALE JUNE 30



Loeb: unhappy that Ogier won in Greece

WRC

Citroen quells Loeb/Ogier rift

French superteam denies intra-team spat between its two drivers following recent Acropolis Rally tactical confusion

Citroen is playing down a rift between Sebastien Loeb and team-mate Sebastien Ogier, which ended with the seven-time champion accusing the team of favouring the younger driver during last week's Acropolis Rally.

Loeb was furious when Citroen informed Ogier of what time to take in order to place him in a preferable position for the final day of Greece's round of the World Rally Championship. Ogier went on to win the event, with Loeb finishing second.

The problem began on the final stage on Saturday. Ahead of the stage, while planning team strategy,

Loeb is reported to have walked out of the meeting when Citroen refused to force Ogier to run ahead of him to clean the road.

Loeb said: "They communicated to him the time to make, in order to come out behind me [on the road]. It's a fantastic team strategy – it makes me laugh! The team prefers to help Ogier win the rally than to help me win the championship. It's good information for the future. Now I know who the number one is: it's Ogier."

Ogier went into the final stage of day two sitting 15 seconds ahead of Loeb. He wanted to either take five seconds more from Loeb, or drop

the 15 seconds to run behind him. The split times on Ogier's car were not working, which meant he was unable to make his own call. The team sent somebody to the middle of the stage to take a split time manually, before informing Ogier of the target time to go behind Loeb.

Team principal Olivier Quesnel attempted to defuse the row, saying: "Loeb was a little bit frustrated [in the meeting]. He wanted Sebastien Ogier to stay first on the road, but Ogier said: 'I don't have to.' I understand Seb [Loeb] is upset, he has been with Citroen a long time, and Ogier could have gone to Ford for this year. But when he said he

would stay, he said he would stay so long as he was [joint] number one.

"I can't do anything about this. It's in the contract that [Ogier] can fight. The problem is that Loeb wants Ogier to be like [Dani] Sordo [Loeb's team-mate from last year, who never beat him], but I can't do that. If I ask Ogier not to slow down then the French media says I am stupid, and if I do nothing, they say I am stupid. Maybe I am stupid."

Ogier denied there was a problem between himself and Loeb, saying: "He wanted to be in my position on this rally. We have the same chance in the team and exactly the same car. There's no problem."



Todt (right) backs shakedown rules

WRC

Running-order U-turn expected

THE DECISION TO RUN SHAKEDOWN competitively to decide the running order on WRC rounds could be reversed after Prodrive chief David Richards labelled the decision as "nuts".

The move was agreed by the World Motor Sport Council meeting earlier this month, but WRC manager Michele Mouton will meet with the WRC working group to discuss a potential U-turn this week.

Prodrive's David Richards applauded the review of the decision, saying: "We

have seen the closest rallying in the history of the WRC this year and we want to change it – that's nuts! The drivers and leading manufacturers may not like it, but fans and AUTOSPORT readers love it."

Mouton, who was joined on last week's Acropolis Rally by FIA president Jean Todt, said: "I know the position of Mini. They want to keep the gap not so big, but what is competition? The fastest one does not deserve the handicap. The decision will be taken next week."

WRC

Al-Attiyah gets the nod at VW

VOLKSWAGEN'S DRIVER LINE-UP for its 2013 entry into the World Rally Championship took a step forward last week when Nasser Al-Attiyah admitted he has a contract with the Hannover firm for the WRC.

Petter Solberg and rising German star Hermann Gassner are expected to be announced as the other two drivers in the Polo R WRC.

Former Production Car World Rally Champion Al-Attiyah said: "I have the contract with Volkswagen for the WRC. I haven't signed it yet, but I will do next week, when I am in Germany."

Al-Attiyah, who won Dakar as a VW employee this season, is now committed to the firm until the end of 2013. His new contract includes



Al-Attiyah has a VW WRC offer for 2013

five rallies this season, six or seven next year and a full programme in the Polo R WRC in 2013.

"It's a dream come true," said Al-Attiyah. "This is what we have always been working towards: a seat with a manufacturer. I will drive a Skoda Fabia S2000 on all the remaining rallies this year, except Australia, as the team gets ready for the WRC."

The move means Al-Attiyah will stop driving the Fiesta he used on earlier rounds of this year's SWRC. Skoda driver Gassner admitted

he was also closing on a VW deal, saying: "I hope I can make it work, it's down to me. I have to show the results and I have to show that I have good potential for the future."

Solberg, world champion in 2003, laughed off prolonged speculation linking him to Volkswagen, saying: "I drive a Citroen and that's all I'm focused on right now."

VW is expected to run three Fias on the next round in Finland, with Al-Attiyah in one Skoda and Juho Hanninen and Eyvind Brynildsen tipped for the other two cars.

IN BRIEF

NO FINLAND FOR P-G

P-G Andersson has given up on competing in Rally Finland. The Swede admitted he is a long way short of budget for the Jyväskylä-based event and will now focus on a WRC deal for next season. In the meantime, the two-time Junior world champion will contest the rest of the Intercontinental Rally Challenge with Proton.

TANAK TO MISS ESTONIA

Ott Tanak's accident on last week's Acropolis Rally has ruled him out of the biggest event in his homeland, Rally Estonia. The 23-year-old was leading the SWRC round in Greece when he rolled out on SS7.

LOCAL ACE UNLUCKY

Lambros Athanasoulas's hopes of upsetting the formbook on his home WRC round in Greece were spoiled when he broke the suspension on his Ford Fiesta RS WRC on day one. He tested the car for just eight miles before the start, but still managed to set a fifth-quickest time on SS13 after returning under SupeRally.

ONE-THREE FOR PROTON

Proton scored its second double podium of the Asia-Pacific Rally Championship season when Chris Atkinson won last weekend's Rally New Caledonia. The Australian's Satria team-mate Alister McRae was third in a repeat of the

season-opening Malaysian Rally result. McRae and Atkinson are now one-two in the championship.

HIGGINS DITCHES APRC

Despite winning the Queensland Rally, Mark Higgins has been forced to ditch his Asia-Pacific Rally Championship bid due to clashes with his Chinese Championship assault. The Manxman cannot drive for two different Chinese teams.

HOME-GROWN YPRES ENTRY

Fourteen British and Irish drivers will tackle this weekend's Ypres Rally in Belgium. The home drivers will be led by Peugeot UK's Guy Wilks, BRC challengers Jonny Greer and Robert Barrable take their Skodas, while PWRC frontrunner Harry Hunt drives Citroen DS3 R3.

FISHER FLIES IN DONEGAL

Alastair Fisher finished a superb second on last weekend's Donegal Rally, using the Ford Fiesta S2000. Mikko Hirvonen drove to victory on last year's Monte Carlo Rally. Fisher (below) returns to WRC Academy action in Finland next month.



WRC

Toughen up, says Latvala



Ford is suffering reliability woes with Fiesta

FORD DRIVER JARI-MATTI LATVALA has urged the team to take the Fiesta RS WRC over the limit in testing in an attempt to rectify the mechanical problems that have blighted the first half of his season.

Latvala is fourth in the championship, 70 points behind series leader Sebastien Loeb. The Finn was ruled out of a possible win on the Acropolis Rally last week when his Ford suffered a broken rear differential on day one, and a turbo problem on Saturday. These problems come on top of a broken driveshaft in Portugal and compression strut in Argentina.

Latvala says the team needs to assess its strategy away from rallies. "It's strange," he said. "When we test, we don't have these problems. Have we tested in too good conditions? We need to go in the rougher conditions, the worst conditions. Clearly, the car is really quick, as quick as the Citroen, but we have more reliability issues than them – and these make the difference."

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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You couldn't help but feel for Olivier Quesnel on last week's Acropolis Rally. Just a week after he'd seen Peugeot lose Le Mans by 13 seconds, he found himself at the centre of a storm that has rocked the Citroen team to its core.

And now the French media, according to the man himself, are calling him "stupid". That's definitely harsh. He's not stupid. But this situation was inevitable.

Sebastien Loeb, a man who has won 65 rounds of the world championship, seven drivers' and six manufacturers' titles for the Versailles firm, expected Citroen to stand behind him in Greece last week. It didn't. It demonstrated the impartiality that his and Sebastien Ogier's contracts command.

Ogier had no concern for Loeb's best interests in Loutraki. He might be 60 wins and seven titles down, but a deal's a deal and he wanted the win. Loeb was livid – and quite unused to this after four years with an entirely subservient and compliant team-mate in Dani Sordo. This situation is only going to get worse for Citroen: two into one simply does not go.

Loeb has been Citroen's only child for years, and suddenly there's a bouncing new arrival demanding some limelight. Loeb's got to come to terms with this, and quickly. Ogier could help matters by losing the haughtiness – a trait totally deficient in Loeb's character.

Only time will tell if Quesnel has been brave, or will prove the French media right.




Quesnel now has a 'two number-ones' problem

IRC PREVIEW

Event	Ypres Rally
Round	5/12
Based	Ypres, Belgium
Date	June 24-25
Stages	18
Mileage	178.89
Surface	Asphalt
Last year's winner	Freddy Loix
Championship leader	Juho Hanninen







“There are a lot of clever people at Ferrari. We’ve got to get them working together in the same direction”

Pat Fry, head of race engineering

The Todt/Brawn/Byrne/Schumacher era is long gone, but Ferrari is working hard to return to those glory days, writes *MARK HUGHES*

Ferrari was never going to be able to just carry on where it had left off after the almost simultaneous loss of Jean Todt, Ross Brawn, Rory Byrne, Michael Schumacher and tailor-made tyres. They were the bedrock for the unprecedented level of success in the first half of the 21st century. But they added up to so much more than the sum of their parts. Todt employed the absolute best people available, absorbed the management pressure on their behalf and then managed their sometimes difficult characters. Brawn was a fantastic, big-picture technical man with a flair for getting everyone onside behind his leadership. Byrne was an imaginative, shrewd and aggressive designer who made a perfect fit with Brawn. Schumacher applied the galvanising spark of driving genius. Bridgestone made whatever tyres Brawn, Byrne and Schumacher between them decided they needed. Every one of those things disappeared over a 12-month period, between 2006 and '07.

What the team has achieved since

then – a world championship in '07 and being in final-round contention in '08 and '10 – is not to be sniffed at and should be seen in the perspective of the title droughts of 21 years (drivers') and 16 years (constructors') prior to Schumacher taking his first championship for Maranello in 2000.

But being in title contention is the minimum now expected, not least by president Luca di Montezemolo and when the early season revealed the Ferrari 'F150' to be apparently not up to that task, it cost technical director Aldo Costa – with the team since 1995 and Byrne's right-hand man through the golden era – his job.

Stefano Domenicali, team principal since the departure of Todt, had the unenviable task of breaking the news to Costa at the Spanish Grand Prix weekend, just a couple of days before it was made public. They had joined the company around the same time, had grown there together, were members of the same generation that had flowered just beneath the Todt/Brawn axis – and both are supremely nice guys. At Barcelona airport on Sunday evening,

as the team waited for the Genoa flight, Costa sat alone. It was a poignant scene that spoke of the brutal demands of F1 generally, Ferrari in particular. An early-season Italian headline screamed, 'Costa must go' and one seasoned team member read it and inwardly thought: 'That's it. It's been written now. He's got about six races left'.

One negative thing about Ferrari becoming Italian again after its Franco-Anglo-South African-German heyday is that it's unquestionably more responsive to, and restricted by, what is written about it in the national media. But in this instance there was arguably merit to the argument.

Costa wanted to be involved in every detail, the story goes. It made the structure slow to react. He was too conservative. He would have a pet project, spend three months on it and it would find only a small amount of lap time. His critics say that ideas from elsewhere in the group of people below him were not followed if he didn't understand them and that this filtering system made the whole system rigidly reflect his own personal strengths ▶

◀ and weaknesses rather than being open to ideas flowing in from all directions to strengthen the whole. As the season got underway it became apparent too that there were problems with the windtunnel.

"There were certain expectations Mr Montezemolo had that were not being fulfilled," says a team insider. "So there was pressure on Domenicali both from himself and from Montezemolo. Stefano proposed a restructure in the technical area. It would have been easier to do at the end of season but maybe we would have fallen even further away by then."

As well as Costa's departure, the reshuffle also cost head of aero Marco de Luca his position, while chief designer Nikolas Tombazis has been temporarily moved to a role with more direct input into the aerodynamic department. Pat Fry meanwhile – recruited in March of last year but on gardening leave from McLaren, his home of 18 years, until the off-season – stepped up from head of race engineering to assume Costa's role.

It's rather early to assess the effect of these changes but it's clear Fry will be bringing a little bit of Woking to Maranello. "I suppose I've been in the fortunate position of seeing how McLaren worked for all that time and the basis behind how that worked," he says, "and then to come to what was one of my biggest rivals, to then see the different philosophies, has been a very interesting experience for me. Hopefully we can learn from both; there's good bits everywhere."

"The meetings are now a lot shorter," says one team member, succinctly.

"Nothing much has changed at the track," says Fernando Alonso, "but at the factory there's been a real galvanising from the different approaches that have been introduced, there's a sense of purpose and a great atmosphere. We've seen some answers on the cars already and everyone is motivated to work hard and apply the new methods."

Alonso's deal now extends to 2016



Has Costa been made scapegoat?



"We've concentrated mainly on organising the factory a little differently and making things work better"

Pat Fry

"Yes," agrees Fry. "I would say mainly we've been concentrating on organising the factory a little differently and making things work better. I think there's a very good group of engineers there. We just need to get focused on what we think is important and obviously to do the most important things first."

"Ferrari is quite different [from McLaren], particularly in the aerodynamic side of things. In April we changed the way we were organising that department, to try to give people more time to think. We put Nikolas

Tombazis more in control, more hands on in managing that group of engineers, which I think has paid off. There are a lot of clever people at Ferrari. We've just got to try and join them all up, so they are all working together in the same direction."

It all adds to the impression of frantic reactive activity amid the scattered and sacred old site of Maranello and the cool calm, slightly detached, science inside the homogenised, part-submerged McLaren Technology Centre, hidden from view by the land's contours and surrounding parkland. There must be days when Fry questions what he's done. He was especially taken aback by just how far behind the team was in its data-analysis tools. Software specialist Neil Martin – a former colleague of Fry's at McLaren – was recruited from Red Bull last year and is currently flat-out creating hopefully cutting-edge strategy analysis tools.

But let's not forget, even in the post-Todt generation, Ferrari has been comparably successful with McLaren despite these technical handicaps. It must be doing something else better.

"It's the humanity of the place," says one member of the team, "the way we communicate. There are some fantastic people here and they are able to express their ability."

The message from Ferrari is that Fry is bringing more structure to ideas, development and processes and that these are positive changes. The challenge though will be in bringing everyone along with him for the ride, in getting everyone to align themselves in his direction. Otherwise he will have just replaced one set of strengths and weaknesses for the opposite one.

That is some stunt to pull off at this place and if he succeeds he will deserve all the plaudits. To do it, first of all he needs not to alienate the

The 'F150' has flattered to deceive

Ferrari's winter testing programme suggested the 'F150' was fast and super-reliable, albeit with the implicit understanding that the Red Bull RB7 had probably not revealed the full extent of its pace.

What was not foreseen was just how much performance the Red Bull held in reserve. This only became obvious in the opening race. Furthermore, McLaren's 11th-hour upgrades transformed the MP4-26 from a car that was well off the pace to something that sat between Red Bull and Ferrari in performance. Suddenly, Ferrari had the third fastest car – and that

picture has not changed significantly. Just like last year's car it tends to be very competitive on stop/start tracks like Monaco and Montreal, but faster, longer-duration corners reveal its downforce shortfall.

Although much was made of the fact that Alonso, having led the first two stints in Spain, finished a lap down, having lost an average of 3s per lap once he was leapfrogged by the Red Bulls and McLarens, there are suggestions from within the team that he may have deliberately backed off once he'd lost

those positions. He was under no threat from behind, his position was not going to change and, so some believe, he backed off to emphasise that its position had been flattered earlier in the race. Conspiracy theory? Yes. Easier to believe than it genuinely being 3s per lap slower? Yes.



talent that is there. He needs to cajole and encourage while still imposing his own way. He needs then to gain their confidence and beyond that inspire them. It was a role that Brawn used to perform to perfection there, but Ross is a big imposing character of implacable calm and who arrived already with a big list of achievements at the highest level. It was easy to have confidence in him.

"Since Ross left that technical leadership quality has been almost totally missing," admits one nameless engineer.

But what Ross had on his side in establishing that following were the cars of Rory Byrne. Ross was the big-picture man, the guy recognising where the effort could be expended for the best reward and directing accordingly, whereas Rory was the concept and fine detail man, the guy who applied the same logic to the car's design as Brawn applied to the process as a whole: where's the biggest bang for the buck going to be in terms of lap time? There are so few able to do that, even fewer now that the size of teams has led to a ▶

Di Montezemolo is exerting pressure



◀ generation of specialists. The most prominent of those of the old school is Adrian Newey, and had Ferrari succeeded in its attempts last year at luring him away from Red Bull (by way of a rumoured \$10 million per year offer), this wouldn't be an issue. But it is and so the question must be who will be the Rory to Pat Fry's Ross?

The recruitment drive is not over yet.

"At the top level nothing will change," says Ferrari's official spokesman Luca Colajanni. "There will be no big names, let's say, but yes we are looking to strengthen certain areas." Existing senior aerodynamicist Nicolas Hennel (ex-Benetton, Renault and McLaren and, interestingly, with Alonso at each of the latter two teams) is being tipped for a possible promotion to chief of aero. James Key (Sauber), Nick Jeffries (ex-Force India), John Iley (McLaren since being let go by Ferrari as chief of aero in '09!) and Jon Tomlinson (currently Williams aero chief but working out his notice) have all been mentioned as possible additions.

This is still a super-strong team that with just slightly better luck could have won the last two races and might well win the next one, but away from those traction-type of tracks and onto more aerodynamically demanding ones such

as Silverstone, the car is unlikely to be troubling the Red Bull RB7.

It remains to be seen if the



Ferrari/McLaren chase Red Bulls at Monaco

“Nothing much has changed at the track but at the factory there’s been a real galvanising and sense of purpose”

Fernando Alonso

windtunnel problems have been cured. Poor correlation between the ageing Maranello tunnel and the track was apparently verified by use of Toyota’s more modern tunnel in Cologne. Part of the cause is now believed to have been the increase in model size from 50 to 60 per cent interfering with the flow around the tunnel’s walls to give incorrect readings and possibly related also to the team’s attempts at introducing a curved airflow – to simulate the flow the car actually sees in the transient part of a corner.

It emphasises again how fast technology has been moving in recent years and how Ferrari has perhaps been left trailing. The latest tunnels also have vastly quicker shut-down and re-start performance than those of even quite recent technology, a crucial advantage now that tunnel time is restricted by regulation. As with other technology shortfalls, it implies that Ferrari needs to be heavily investing – at a time when the economy makes that difficult. That said, its sponsorship portfolio looks pretty healthy.

“I don’t see anyone else with such long-term support from sponsors,” points out Colajanni. “We have Philip Morris confirmed until 2015, Santander until 2014.” Prospects of the latter extending that deal look bright given

that Fernando Alonso has recently extended his deal until 2016.

“Fernando’s contract extension is very important,” adds Colajanni. “It sends a message to those here and those we might want to attract that he has faith in us. It adds to our prospects.”

Alonso has thrown himself into his role with Ferrari and reportedly spends even more time there than did Michael Schumacher, working out in the gym, meeting engineers, doing corporate work, playing soccer with the Ferrari young-driver academy guys. He is listened to by the management and it’s very much his territory. But whether that communication can be as fruitful as that between Brawn, Schumacher and Byrne only time will tell.

“There were some difficult characters here during Todt’s time,” ponders one long-serving team member, “people like Nigel Stepney who were terrific at their job but had certain traits that made them not the easiest people to deal with, but Todt managed them. If they were good, he would want them and would manage the difficulty they created. It’s an easier, nicer team now...” He leaves unsaid whether that nicer ambience can co-exist with the super-high achievement levels expected.

If the shortfall in performance of this year’s car can be placed so squarely at the door of one man (Costa) as is being claimed, then the implication is surely that it was a management fault not to have acted sooner. Is the management just too nice for the team to be as effective as Montezemolo demands? Alternatively, was the dismissal of Costa an inappropriately draconian move that has left the team bereft of his very real skills and vast experience, dictated only by the team’s apparent need to respond to every piece of critical Italian media, in a way it didn’t when it was being run by non-Italians? Somewhere in between all that will be the truth and Domenicali’s road is a hard one to haul.

In truth, this is still a top team but the levels of expectation set by the extraordinary group of people of the previous generation was always going to be impossible to match. Entropy, the way everything ultimately falls to disorder, inevitably brought that team to an end: the falling out between Todt and Montezemolo for reasons still somewhat cloudy, Byrne’s wish to retire, Montezemolo’s decision not to re-employ Brawn after Ross’ sabbatical, Luca’s judgement that Schuey needed to be replaced. These things – and more – formed the current reality. There are fault lines within this team, just as there are in any other. But there is still so much that is good – hopefully that nucleus can be retained and that the pressure of expectation does not cause bad-old-days imploding. ☼

FERRARI SINCE 2000

Maranello’s performances in the past decade

Wins per season

2010: 5 (Constructors’: 3rd)
 2009: 4 (Constructors’: 4th)
 2008: 8 (Constructors’: 1st)
 2007: 9 (Constructors’: 1st; plus drivers’ championship for Raikkonen)
 2006: 9 (Constructors’: 2nd)
 2005: 1 (Constructors’: 3rd)
 2004: 15 (Constructors’: 1st; plus drivers’ championship for Schumacher)
 2003: 8 (Constructors’: 1st; plus drivers’ championship for Schumacher)
 2002: 15 (Constructors’: 1st; plus drivers’ championship for Schumacher)
 2001: 9 (Constructors’: 1st; plus drivers’ championship for Schumacher)
 2000: 10 (Constructors’: 1st; plus drivers’ championship for Schumacher)

2000

After winning the constructors’ title for the first time since 1983 a year earlier, Michael Schumacher takes Ferrari’s first drivers’ crown since 1979.



2001

Ferrari’s first season of utter dominance, as Schumacher clinches the world championship with four races to go.

2002

After a record 11 races and with six remaining, Schumacher wraps up his third consecutive drivers’ championship with no real opposition.

2003

Schumacher clinches the title after Kimi Raikkonen’s consistency takes the fight down to the final race. Juan Pablo Montoya challenges for Williams before Michelin is forced to change its tyres.

2004

Schumacher only fails to win five races – two of those taken by team-mate Rubens Barrichello – clinching his seventh and final world title with four races remaining.

2005

The no-tyre-change regulation puts Bridgestone on the back foot and Ferrari’s only win comes in the farcical United States Grand Prix, a race started by only six cars.

2006

Ferrari starts the season behind Renault, but Schumacher takes the championship down to the final round before losing out to Fernando Alonso.

2007

McLaren’s disqualification hands Ferrari the constructors’ crown, with Kimi Raikkonen stealing the title after the silver corner’s disaster in Brazil.

2008

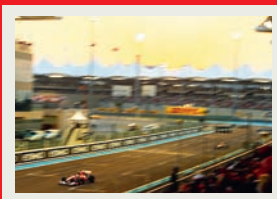
For 20 seconds, Felipe Massa thinks he is world champion, only for Lewis Hamilton to pass Timo Glock to earn the extra point he needs for the title.

2009

Rules reset proves disastrous for Ferrari, with only one victory at Spa – a win that owed more to its KERS advantage than to outright pace.

2010

The Fernando Alonso era starts perfectly with a win in Bahrain, but after a late-season resurgence, a strategy blunder in the Abu Dhabi finale costs the Spaniard the title.



F1 MEETS NASCAR

TWO WORLDS COLLIDE

Against Watkins Glen's historic backdrop, Formula 1 ace Lewis Hamilton and NASCAR star Tony Stewart swapped cars for a once-in-a-lifetime experience. *ANDREW VAN DE BURGT* was in upstate New York to witness what happened



Hamilton leads Stewart uphill through the Esses

George Bernhard Shaw once said that Britain and the United States were two nations divided by a common language. It's something every AUTOSPORT journalist is instantly confronted by when visiting the States...

"Who do you write for?"

"AUTOSPORT."

"What?"

"AUTOSPORT!"

"Sorry sir, can you repeat that?"

"Ought-O-Sport."

"Ah, Out-o-Sport."

Indeed. But the differences go far deeper than vowel pronunciations. Both nations have a long and deep history of motor racing, but its most popular extremes – NASCAR and Formula 1 – could scarcely be more different. But the skill required to coax the maximum out of any racing car should never be dismissed out of hand, and on a cold and wet morning at Watkins Glen, two of the greatest exponents of these two disciplines got to

experience life on the other side of the Pond.

Tony Stewart, two-time NASCAR Cup champion (and the last man to win it before Jimmie Johnson began his amazing streak in 2005), and Lewis Hamilton, united by the common sponsorship of Mobil 1, were the men taking the busman's holiday of a lifetime.

But motorsport is a team game, and prior to the drivers' arrival the two support squads had a chance to see how the other half lived. In the McLaren garage the laptops and other gadgets required just to get the car started were under scrutiny by the Stewart-Haas boys. The Mercedes V8 was fired up and put through the gears, its high-revving squeal paining the ears.

When it was finally shut down one of the NASCAR spanner-wielders muttered that they'd show them what a real engine sounded like. A few minutes later the Hendrick-built Chevy V8 burred into life. Like rolling thunder, the deep, throaty roar literally shakes you to the core. It's a phenomenal sensation, and pretty soon the McLaren boys were under the hood asking to play with the throttle

actuator, revelling in its beautiful simplicity.

The next morning Lewis arrived fresh from another battering at the hands of the media following his performance in the Canadian GP. He even admitted it was starting to weigh him down, at least until he clapped eyes on Watkins Glen International Raceway.

It hasn't held an F1 race since 1980, when Alan Jones led home Carlos Reutemann for a Williams one-two and clinched the world championship in the process, but it hasn't really changed much. The famous baby-blue barriers still line the circuit, the run-off remains as non-existent as before. But this is a place with history: Gilles Villeneuve's stunning wet-weather performance in 1979, Francois Cevert's death in 1973. It's a track, indeed a town, that has earned its place in racing history.

And another chapter was written as the drivers took to the track, initially in their own cars. For Lewis, it was a reunion with the MP4-23 with which he won the 2008 British Grand Prix; for Stewart a 2010 road-course



test car. But it was a new experience for him too – not only would he be driving the full-length version of the track, which includes the ‘Boot’ section, for the first time, he was also in a Cup car on (Nationwide series) wet tyres in the rain for the first time. The Stewart-Haas crew had even hastily fitted a windscreen wiper too, but given that it was lifting off the screen at speed on the straights it’s hard to imagine it was of much use!

Having had a chance to experience the track and conditions for themselves in their own car, the drivers passed on the necessary advice. Lewis warned Tony about the need to keep up brake and tyre temperature. Tony explained to Lewis just how early he’d need to brake in a 3400lb stock car, but not to worry if he stacked it.

Lewis was first out and understandably cautious on the brakes into Turn 1. But in no time he was drifting it beautifully out of the corners and was clearly revelling in the experience. A crowd-pleasing burnout ended his five-lap run.

Tony ‘Smoke’ Stewart gets comfy



As is often the case Tony struggled to get the F1 car off the line, but once he was going he soon pushed on, delighting in the huge amount of grip available to him and the astonishing braking performance.

“I couldn’t get it high enough in the revs to get it to pull away in first gear,” he admitted. “It’s amazing what the capabilities of the car are. I told my guys on pitroad out there that it’s probably going to make my crew chief stress during the weekends now because I’m going to want my stock car to handle like that all the time. I’m glad I didn’t know what these

cars were like 20 years ago because I may not have put a fender on a race car after that.”

For Hamilton it was a glimpse into a world that could one day be his home: “I think the brakes were surprisingly very, very good. Tony was telling me where they usually brake in the dry and I don’t think I was braking too far away from it in the damp conditions. I was braking early thinking the car’s not going to stop, but in fact I could brake quite a lot later. And while on the TV it looks like I’m drifting the whole time, I didn’t feel like I was in the car, I thought it had quite a stable rear end. It would pick up the power and was quite good through all the corners. After all the problems I’ve been having lately... I could see myself having a bit more fun in these.”

“I want first dibs on hiring him!” declared Stewart instantly.

It was a day when two cultures clashed and both were left richer for the experience. ❧

 **P43** HOW THE CARS COMPARE



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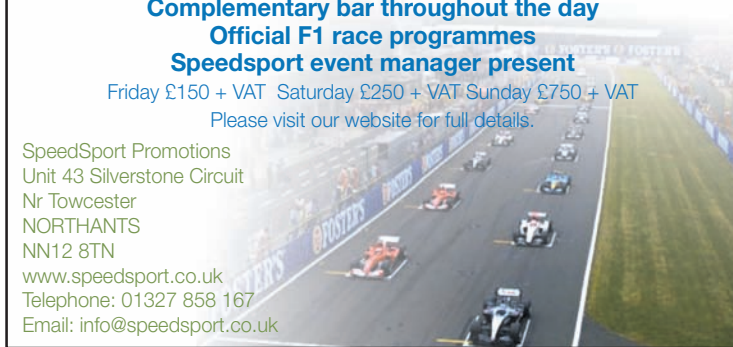
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HOW THEY COMPARE

CHASSIS

Made of steel tubes and weighing in at a mighty 1542kg (including driver). Carries the branding of a Chevy Impala, but all cars have to fit a set template

TYRES

Goodyear is the sole tyre supplier to NASCAR. It brings just one compound to each race. Cup races don't run in the rain, so wets from the Nationwide series were used

DRIVER

Tony 'Smoke' Stewart has made 443 starts in NASCAR Cup races, winning 39 of them and the 2002 and 2005 title. During his career he's earned over \$97m!

ENGINE

The 5.8-litre Chevrolet engine is hand-built by Hendrick Motorsports. It creates a maximum of 850bhp at its 9000rpm limit, pushing the car past 200mph on the ovals



CHASSIS

The 2008 MP4-23 was the last year of the narrow front wing F1 cars and sprouts aero devices from almost every surface. It's made from a mix of carbonfibre and aluminium composite

ENGINE

The Mercedes-Benz V8 engine, designed by Ilmor in Brixworth, produces 760bhp at 18,000bhp. For 2008 drivers aids such as launch and traction control were outlawed

DRIVER

Lewis Hamilton made his F1 debut for McLaren in 2007 and won on just his sixth start. Over 78 GPs he's won 15, the 2008 title and around \$75m



TYRES

In 2008 the McLaren ran on Bridgestone control tyres. Two compounds were taken to each race, both of which had to be used. The swap took place on wets



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ACROPOLIS RALLY

Loutraki, June 16-19

ROUND 7/13

WINNER

Sebastien Ogier
4h04m44.3s

RALLY RATING

★★★★★

Solberg stars on day one, Ogier takes controversial win

DRIVERS' STANDINGS

Loeb	146pts
Hirvonen	129pts
Ogier	124pts

POWERSTAGE WINNER

Ogier

MILESTONES

- Loeb scores his 100th WRC career podium
- Night stages return to the Acropolis

DAVID EVANS
reports



Greece is the word for Ogier

Once Citroen's two Sebs - Ogier and Loeb - had caught and passed day-one leader Petter Solberg, it was the younger Frenchman who got the better of his champion team-mate

ANCIENT GREEK DRAMA

began more than 2000 years ago. And, last weekend, the Acropolis Rally provided the most contemporary of scripts. In keeping with days gone by, round seven of the WRC provided satire and tragedy, but not much comedy. It also produced another spellbinding rally.

Once again, Ford challenged then faltered, while Citroen dominated. But this time it came at a cost as Sebastien Loeb lost his sense of humour when team-mate Sebastien Ogier beat him. The ruck was the talk of Loutraki on Sunday and Ogier the toast of the town that night.

LEG ONE (87.82 miles) SUNNY

- AMBIENT TEMP RANGE ON STAGES 22-34C

If he's running first on the road in Greece, a driver's

only hope is for rain. It doesn't rain in Greece in June. Or, it doesn't usually rain in Greece in June.

Standing beneath the Parthenon at the ceremonial start in the centre of Athens last Thursday night, it seemed Loeb had grabbed a word with Zeus, God of the skies. He (Zeus, not Loeb) was doing his thing with thunderbolts and, more importantly, plenty of rain. His hopes were raised. Then dashed. When the Frenchman was greeted by beautiful sunshine glinting off the Ionian Sea, he knew his day wasn't going to be quite so straightforward.

Starting four cars further behind Loeb, Petter Solberg was in a near perfect place on roads drying by the minute. The Norwegian made it pay. Quickest in the

first stage by half a second from Jari-Matti Latvala, he gave a small indication of what was on his mind - but his time in Elatia shouted it from the rooftops.

Solberg was on fire through the event's longest stage to take 20s out of everybody. Understandably, he was pretty chuffed when he arrived at the side of the Aegean, having enjoyed his morning trip across Greece.

"That doesn't happen very often, does it?" he smiled, glancing at the timesheets and referring to the yawning gap between P1 and P2. "And we could have gone quicker," he added. "After about 15km, it felt like we had a puncture, so I backed off a little bit, but it was OK."

Solberg thought for a moment, before offering a



Super-Solberg cleared off, then fell to fourth

thought for the day: "I'm not fucking around today," he said. "I don't give a shit about tactics or running order, I'm out to drive as fast as I can today. We go flat out." Candid Solberg.

He was fastest on the next two stages as well, despite cracking a wheel rim in SS3, causing more

concern about a puncture.

The Michelin on the offending rim remained pumped, but Solberg wasn't willing to risk it - leaving him to manage the remaining three stages on five instead of six tyres.

In preparation for the super-rough Eleftherohori, Solberg had raised his DS3,



Ogier kept up pressure to take third win of 2011



Loeb kept title lead with 100th podium

but would pay for that later in the day as he sacrificed traction and precision in return for ground-clearance.

At the start of the day's final stage, Solberg refused to listen to any discussions about who would do what, tactically. He pulled his helmet on, set his racing face, inclined his head slightly and dropped the clutch in pursuit of Latvala who had left the line two minutes before him.

Little did Solberg know, Latvala's departure had been a troubled one. The Finn had again shown tremendous pace and consistency through the first five stages of the day, ending SS5 29.2s off Solberg. One stage and 13 miles later, Latvala would be almost four minutes and seven places worse off.

The rear differential on his Fiesta lunched itself, leaving him with the fastest and most frustrated front-wheel-drive car in the world for Mavrolimni.

This latest problem hit Ford hard, but it was mark of the 26-year-old's ever-improving mental toughness that he could smile as he ordered himself a new front diff for supper.

"I have the feeling that's killing me," said Latvala. "Just before the start of the stage, we lost power to the rear of the car. Just when I am finding some consistency in myself, something else comes along to upset things. It's tough."

Latvala's problem didn't leave Ford quite as bereft as it had in Argentina at the end of last month as his team-mate Mikko Hirvonen

had fulfilled his promise to find more pace. Second on the road to Loeb, Hirvonen was at the races all day, looking much more like the man who had won this event two years ago.

There was little to split Hirvonen, Ogier and Loeb through Friday. When Loeb went into the penultimate stage 5.7s behind Hirvonen and 10.7s behind Ogier, he had an inkling of what might be coming. With Latvala out of the equation, Solberg's advantage had mushroomed to 42.5s with one stage to run. The question now was who would run second and how much would the others be prepared to give Solberg? The answer was simple, as Loeb predicted. He was resigned to his fate.

"They will slow down," he

said on the final stop line on Friday.

Whether Hirvonen slowed of his own volition or not is debatable. He complained about the handling of his Fiesta, preferring to talk understeer rather than tactics.

"The car was making some strange moves," said Hirvonen. "It wasn't predictable at all and we had too much understeer. We need to have a look at the car tonight because it definitely wasn't right. Okay, the position is not so bad for tomorrow, we will have to fight."

Ogier was the biggest gambler of all, dropping 16.3s to Solberg in order to start fourth rather than second on the road. He would start day two 57s behind Solberg and only time would tell if his decision was fantastic or foolhardy.

Fiesta men Henning Solberg and Matthew Wilson were fifth and sixth overnight, the Stobart-backed Brit made a fine start to the event running fourth before slipping back in the afternoon.

POSITIONS AFTER DAY ONE

1 P SOLBERG/PATTERSON	1h39m24.2s
2 LOEB/ELENA	+51.6s
3 HIRVONEN/LEHTINEN	+55.3s
4 OGIER/INGRASSIA	+57.2s
5 H SOLBERG/MINOR	+1m43.2s
6 WILSON/MARTIN	+2m27.7s

LEG TWO (88.17 miles) SUNNY

- AMBIENT TEMP RANGE ON STAGES 23-36C

Solberg knew he was going to lose out. From the first couple of corners, where his DS3 ploughed its way through the deep gravel, he knew. When he saw Loeb's time was 11.3s faster, he

hoped that was as bad as it would get. Momentarily, it was, but then Ogier lopped another six off his team-mate's benchmark to leapfrog his way from fourth to second.

And that was the story of the morning. Ogier was flying. Those who had doubted his decision to drop time last night were forced to eat their words as he zoned in on the hapless Solberg. And Ogier was loving it.

"I'm happier on these roads," he said. "I drove them in 2009. I hadn't driven on yesterday's roads."

That said, he didn't enjoy the rougher second stage of the day quite as much, feeling his dampers were going soft as the fluid overheated in the season's hottest competition to date. But he was smiling again on his return to service – and that was after a 100mph moment at the end of SS9.

"I was braking from 180km/h for a fourth-gear corner," said Ogier, "and the road had more loose [gravel] than I expected. I started to slide and went sideways – it was a big moment, but we are here."

Loeb couldn't fail to be happy with his own morning. Yes, he had been cast aside by the very man he didn't want to cast him aside, but those in the know knew full well that Loeb's times had been special. Maybe even more special than those of his fellow Citroën driver.

Loeb was running immediately behind Solberg, second on the road, while Ogier had the benefit of two extra cars sweeping the stones aside ▶



Henning Solberg took P5 for Stobart



Armando Araujo's Mini got to SS14



Best non-Citroen: Hirvonen's Fiesta

STAGE TIMES

SS1 THIVA 1 (14.66 MILES)

Fastest: P Solberg 16m39.9s
Leader: P Solberg

SS2 ELATIA 1 (24.29 MILES)

Fastest: P Solberg 27m42.6s
Leader: P Solberg

SS3 ELEFTHEROHORI 1 (11.24 MILES)

Fastest: P Solberg 11m20.6s
Leader: P Solberg

SS4 RENGINI (7.38 MILES)

Fastest: P Solberg 8m40.1s
Leader: P Solberg

SS5 THIVA 2 (14.66 MILES)

Fastest: Ogier 16m39.5s
Leader: P Solberg

SS6 MAVROLIMNI (12.91 MILES)

Fastest: Loeb 18m18.5s
Leader: P Solberg

SS7 KLENIA MYCENAE 1 (10.81 MILES)

Fastest: Ogier 11m36.2s
Leader: P Solberg

SS8 GHYMNIO 1 (16.33 MILES)

Fastest: Ogier 18m34.3s
Leader: Loeb

SS9 KEFALARI 1 (11.43 MILES)

Fastest: Ogier 13m42.9s
Leader: P Solberg

SS10 KLENIA MYCENAE 2 (10.81 MILES)

Fastest: Latvala 11m20.0s
Leader: Ogier

SS11 GHYMNIO 2 (16.33 MILES)

Fastest: Loeb 18m11.6s
Leader: Ogier

SS12 KEFALARI 2 (11.43 MILES)

Fastest: Ogier 13m25.2s
Leader: Ogier

SS13 NEA POLITIA (11.00 MILES)

Fastest: Latvala 12m50.9s
Leader: Loeb

SS14 AGHII THEODORI 1 (12.06 MILES)

Fastest: Latvala 12m49.5s
Leader: Ogier

SS15 NEW PISSIA 1 (7.06 MILES)

Fastest: Hirvonen 8m16.4s
Leader: Loeb

SS16 AGHII THEODORI 2 (12.06 MILES)

Fastest: Hirvonen 12m33.7s
Leader: Ogier

SS17 NEW PISSIA 2 (7.06 MILES)

Fastest: Latvala 8m04.5s
Leader: Ogier

SS18 NEW LOUTRAKI (2.48 MILES)

Fastest: Ogier 2m22.7s
Leader: Ogier

to offer his Michelins more resistance.

While Ogier and Loeb had arrived right on the back of Solberg, Hirvonen had struggled to keep pace with them, dropping to fourth and looking increasingly powerless in his efforts to maintain his position in the lead fight.

"They're bloody fast," said the Finn nodding in the direction of the two DS3s. "We're struggling a little bit on the uphill sections, losing time to them there, but making it up downhill."

Ford team principal Malcolm Wilson smiled thinly at Hirvonen's reported comments, saying: "Jari's split times are okay in the uphill sections..." Unfortunately for Latvala, his hopes of tearing back through the leaderboard were finished with turbo failure on the day's opener. Solberg's feint hopes that the re-run stages might not be quite as bad were dashed as Ogier passed him for the lead in SS10.

Behind the scenes, the atmosphere at Citroen was becoming increasingly tense as the two sized up their options for the end of the day — with Loeb reportedly walking out of the team meeting to decide tactics ahead of the final test.

"I don't have any of the cards in my hand," said Loeb, "he [Ogier] holds them all. I can do nothing. It's very frustrating. Very."

There was an added twist for the final stage, however, in that it would be run in the dark. And, in the dark,

there was an even darker twist when the split times from Ogier's car stopped working mysteriously.

Loeb — along with the rest of the world — was left quite literally in the dark about Ogier's progress. Going into the Kafalari darkness, Ogier was 15.1s up on Loeb, with Solberg a further 7.5s down.

But what would be the score 11 miles later? He had maintained that he wanted 20s over his nearest rival if he was going to lead from the front on the final day. Loeb emerged from the gloom and the dust happy enough. He'd given it everything. "There was some dust at the start of the stage," he said. "And I thought: 'Oh, no. If it's like this all the way, we could lose some minutes,' but then it was OK. Now we have to wait."

Hirvonen came and went with a middling time and then came Ogier's lights. He broke the beam at the flying finish. He'd slowed. Right? He looked bewildered as the flashbulbs burst in his face and he feigned answers to the questions about the final stage.

"I don't know where I am," claimed Ogier. "It was very difficult to drive in there, there was dust all the time. I don't know where I am. But anyway, nothing is done yet."

Ogier knew. He was second, 2.2s behind Loeb. The perfect position. Solberg was third overnight, 18.7s down and adamant that he was still in the fight.

In all honesty, if the two DS3s ahead remained on the road through the final day, Solberg's only battle would be to keep hold of his final podium place from Hirvonen who ended the day two 1.5s behind. The Ford-flavoured Solberg was fifth, with Wilson and Kimi Raikkonen holding sixth and seventh.

POSITIONS AFTER DAY TWO

1 LOEB/ELENA	+3h20m27.6s
2 OGIER/INGRASSIA	+2.2s
3 SOLBERG/PATTERSON	+20.9s
4 HIRVONEN/LEHTINEN	+22.4s
5 SOLBERG/MINOR	+3m36.5s
6 WILSON/MARTIN	+5m30.2s

LEG THREE (40.75 miles)

SUNNY - TEMP RANGE ON STAGES 20-29C

The Citroen camp was a slightly more relaxed place on Sunday morning, following Saturday night's confrontations, but there were eggshells everywhere.

"The drivers can fight today," said a strained-looking Citroen boss Olivier Quesnel, "of course they can fight. But they know if they go off the road it does not work for the championship."

He didn't want to say any more. Understandably. Deeply disgruntled at being left to lead the rally into the final day, Loeb headed into Aghii Theodori for the first time, more determined than ever to put one over on his team-mate.

Unfortunately for the reluctant leader, the practicality was that he was powerless to stop Ogier making the most of the marginally cleaner line. Ogier was back to the front,



Raikkonen rutted his way to seventh place

by a tenth of a second. Incredibly, Loeb hit back in the next test, overturning that lead by the smallest of margins to lead by a tenth.

"I did not take enough risk," admitted Ogier.

Loeb conceded there was nothing left for him: "I could not do more in that stage. I was on the limit. The first stage cleaned too much, maybe we fight for the podium now."

With just a tenth between them, Loeb was fooling nobody. This fight was absolutely on.

And Quesnel's sense of humour was returning. Asked who would win in three stages' time, he replied with a smile: "Seb!"

Ogier might have been behind departing service, but he knew he still held the upper hand.

"I'm confident [of winning]," he said, "but it's never easy to beat Seb."

Ogier sealed his third win of 2011 in SS16, where he used the remaining couple of per cent within himself and the Citroën he'd saved from the morning. He took an amazing six seconds out of Loeb – and five more on the penultimate test. In the end, the Powerstage was something of an anti-climax – which was a shame as FIA president Jean Todt had a front-row seat in the press office to watch it – as Ogier went fastest to collect three bonus points. "I'm very happy," said Ogier. "This has been another great battle."

Loeb agreed. "Yes," he said, "it has been a great battle, but I think we were the fastest on the rally."

Prior to the start of the final day, Ford's Malcolm Wilson held up a piece of paper to Hirvonen showing the words: "Ogier 1m15.9s in 141km, you 22.4s in 65km." It was clear what he wanted from his man on the final loop. Hirvonen almost delivered. On another dynamic Sunday drive from the Finn, he narrowed the gap to the Citroëns, beating them on four of five stages, but it wasn't enough. It was, however, enough to elbow Solberg out of third.

The relief was writ large across the faces of the Citroën management when the final stage closed. Even Aphrodite would have struggled to keep Loeb and Ogier on the same page on Saturday night, but it didn't matter, the DS3s were one-two. 🏆

SWRC

Juho Hanninen dashes after Ott Tanak smashes

➦ Juho Hanninen turned his cap back to front – he's an 'out-there' Red Bull driver – and breathed a big sigh of relief. He'd won a SWRC round for the first time this season.

Skoda driver Hanninen had controlled proceedings at the front of the field for the last day and a half, but he knew he'd struggled to match the pace of Ott Tanak's Fiesta through the opening day. Fortunately for the Finn, Tanak rolled his car on Saturday morning's opener.

The Estonian had ended day one with a near-30-second advantage over Hanninen, promising he hadn't been taking any risks and looking relaxed.

He was anything but relaxed when his Ford dropped a wheel off the road at the end of the long, fourth-gear corner. He was pitched into a roll that ended his rally.

"We actually got going again," said Tanak, "but the engine was taking in dust, so we could not continue. There is nothing much to say about the feeling. Last year, it seems I had problems with the first stage on Sunday, this year it seems my problem is the first stage on Saturday [he crashed on the first Saturday stage in Mexico]. This could have been a good result."

And it was for Hanninen. "It was difficult when Tanak went out on the first day," said Hanninen. "I was struggling to keep the rhythm – and I had two big moments of my own in there."

Fortune favoured the Fabia, however, when his Skoda suffered powersteering failure on the road back to Loutraki on Saturday lunchtime. From then on, he cruised, to become the first man to lead the SWRC and the Intercontinental Rally Challenge at the same time.

Bernardo Sousa picked up second place, despite a transmission scare when he finished the final Saturday stage with front-wheel drive only. The Portuguese was more than four minutes behind Hanninen and unwilling to risk 18 points.

MM Motorsport driver Frigyes Touran ensured there was something to celebrate for the team, after Tanak's departure, when he took his first SWRC podium in third. Hermann Gassner Jr was fourth in his Fabia.

Nasser Al-Attiyah (Ford) led after the first stage, but retired with powersteering failure later on day one, returning to take sixth. Martin Prokop and Eyvind Brynildsen suffered rear differential failure, but took P5 and P6 respectively.

RESULTS

Acropolis Rally, June 16-19, round 7 of 13

18 SPECIAL STAGES, 216.744 MILES

POS	NO	DRIVER/NAVIGATOR	CAR	TIME
1	2	Sebastien Ogier/Julien Ingrassia	Citroen DS3 WRC	4h04m44.3s
2	1	Sebastien Loeb/Daniel Elena	Citroen DS3 WRC	+10.5s
3	3	Mikko Hirvonen/Jarmo Lehtinen	Ford Fiesta RS WRC	+13.5s
4	11	Petter Solberg/Chris Patterson	Citroen DS3 WRC	+38.8s
5	15	Henning Solberg/Ilka Minor	Ford Fiesta RS WRC	+5m24.7s
6	5	Matthew Wilson/Scott Martin	Ford Fiesta RS WRC	+6m54.7s
7	8	Kimi Raikkonen/Kaj Lindstrom	Citroen DS3 WRC	+8m29.4s
8	25	Juho Hanninen/Mikko Markkula	Skoda Fabia S2000	+11m34.7s
9	4	Jari-Matti Latvala/Miikka Anttila	Ford Fiesta RS WRC	+13m08.8s
10	9	Denis Kuipers/Frederic Miclotte	Ford Fiesta RS WRC	+15m10.1s

OTHERS				
R	12	Daniel Oliveira/Carlos Magalhaes	Mini John Cooper WRC	S14-o/heat
17	17	Armando Araujo/Miguel Ramalho	Mini John Cooper WRC	Post S9-ns

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Sebastien Loeb	146
2	Mikko Hirvonen	129
3	Sebastien Ogier	124
4	Jari-Matti Latvala	76
5	Petter Solberg	73
6	Mads Ostberg	48
7	Matthew Wilson	36
8	Kimi Raikkonen	24
9	Henning Solberg	20
10	Federico Villagra	20

MANUFACTURERS' POINTS		
1	Citroen Total WRT	250
2	Ford Abu Dhabi WRT	195
3	Stobart Ford	87

CLASS WINNERS WRC: Ogier/Ingrassia; SWRC: Hanninen/Markkula; Starters/finishers: 64/35; Leaders: SS1-7 P Solberg; SS8 Loeb; SS9 P Solberg; SS10-12 Ogier; SS13 Loeb; SS14 Ogier; SS15 Loeb; SS16-18 Ogier

RALLY SUMMARY The route remained similar to 2009, for the WRC's last visit to Greece. Following a ceremonial start beneath the Acropolis in the centre of Athens on Thursday afternoon, the mainstay of the action moved north of the capital to a base in Loutraki. One revision was running an extra stage in the dark on Saturday night.



Hanninen now tops SWRC and IRC table

SWRC – Round 4 of 8

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Juho Hanninen/Mikko Markkula	Skoda Fabia S2000	4h16m19.0s
2	Bernardo Sousa/Antonio Costa	Ford Fiesta S2000	+4m54.6s
3	Frigyes Turan/Gabor Zsiris	Ford Fiesta S2000	+6m17.3s

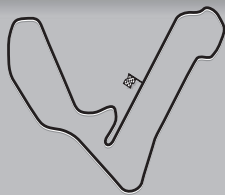
CROFT

GB

June 18-19

BTCC

Round 5/10



AT A GLANCE RACE 1

→ Winner **Matt Neal**

→ Pole **Jason Plato**

→ Fastest lap **Mat Jackson**



Jordan (right) attacks struggling Shedden

Half-term heroes' hour

Mat Jackson and the BMWs shone before the summer break but Matt Neal still leads the title fight



THERE WERE THREE STARS of the British Touring Car meeting at Croft. Matt Neal took two wins to extend his championship lead on a weekend his turbo Honda Civic did not have its usual advantage, while title rival Mat Jackson drove brilliantly to score two podiums. Challenging both

was the WSR squad that showed the ageing BMW 320si can still be a force, given the right circumstances.

For the first time this season, a Honda Civic didn't qualify on pole. That was in part due to the 45kg and 36kg of success ballast Neal and

team-mate Gordon Shedden were respectively carrying and partly a result of the 0.05 bar turbo boost reduction introduced prior to the weekend.

The final factor was a fine lap by reigning champion Jason Plato in the RML-run Chevrolet Cruze, which came in the final two minutes of qualifying. And just behind was WSR's Rob Collard. He'd topped the times for much of the session and only lost out to Plato and Neal late on.

"It was absolutely on the ragged edge," reckoned Collard. "I saw rain and thought it was now or never."

"The BMW has scored lots of podiums here in the past – it's a circuit that suits us. We're gaining under braking and on traction out of the hairpin."

A patch of oil on the grid negated some of the rear-wheel-drive BMW's startline traction advantage in a wet race one, but its short first gear, which the team was running for the first time in 2011, helped Collard challenge Neal for second into Clervaux.

far behind him. "Matt was quicker in the fast stuff – the chicane and the Jim Clark Esses – but I could catch him in the complex," said Collard.

While the battle raged at the front, Jackson had just been trying to survive. Not for the first time this

"We had nothing to lose and everything to gain. Mat's our secret weapon"

Motorbase boss David Bartrum explains the decision to start with slicks on the front that helped Jackson

A sideways, across-the-grass, moment for Plato at the exit meant Neal's and Collard's fight was soon promoted to the lead.

So far this year a BMW hasn't looked like beating a Honda, but Collard kept Neal under pressure throughout, with Plato not

season, the Motorbase Ford Focus had lacked qualifying pace, being over a second off pole, giving Jackson some work to do.

But the conditions provided an opportunity. Unlike most of the wet-shod field, Jackson and Motorbase opted for slicks



Neal leads race two as Jackson takes detour

RACE RATING

★★★★☆

Weather again helped mix things up and Jackson had the crowd cheering in race-one charge

MILESTONES

Matt Neal's victory in race one was his 40th BTCC win; only Jason Plato and Andy Rouse have more. Nick Foster scored his best BTCC result with second in race three

REPORT BTCC CROFT

KEVIN TURNER
reports



The BMWs pressure Jackson in race three



Collard (left) and Foster celebrate BMW success

Jackson made the most of his weekend



on the front and wets on the rear. In the early slippery conditions Jackson fell from ninth on the grid to 12th, but was matching the pace of the leaders by half-distance.

Despite his ever-improving speed, Jackson didn't look like a podium contender. Until, that was, Tony Gilham brought out the safety car with an off at Clervaux. Jackson's Focus went from 23 seconds behind Neal to five as the race restarted.

His charge in the last seven laps brought the race alive and, after passing Plato at Tower and nudging Collard out the way at Sunny, he failed to outdrag Neal across the finish line by just 0.055s.

"I think I've aged five years," said a relieved Neal,

who felt the field was more evenly matched at Croft. "It was all about concentrating and not making a mistake.

"Jackson is putting up a real fight and we would be very naive to underestimate him in the second half of the season."

Motorbase boss David Bartrum conceded Jackson is having to race well to make up for a lack of qualifying performance.

"We had nothing to lose where we were and everything to gain," he said. "Mat's our secret weapon. He's so focused on raceday."

Nevertheless, on the same slick tyres as the rest of the field, Jackson lacked pace in race two, leaving Collard to again take the fight to Neal. Once more, the BMW's kindness to its tyres allowed Collard to put

the Honda under more and more pressure as the race progressed, but the Civic's power and neat driving from Neal meant there was no way through.

"This track is quite abrasive, so the BMW comes on strong at the end of the race," said Collard. "But I needed Matt to make a mistake."

Further back, Collard's BTCC rookie team-mate Nick Foster also underlined the BMW's Croft form. He suffered a puncture in race two and had to pit, but a safety-car period (for Tom Boardman's off at the chicane) meant he was able to catch the rest of the pack. The 45-year-old then carved his way through, lapping faster than anyone else in the closing stages, and snatching seventh



Neal strengthened his title chance with double

NEAL AND JACKSON EDGE CLEAR OF THE PACK

MATT NEAL GAVE THE HONDA Civic another two victories at Croft last weekend before Mat Jackson took his third reversed-grid race win from the five held so far this year.

Having held off a charging Rob Collard and passed a recovering Jason Plato at Hawthorn, Neal led race one on a wet-but-drying surface.

Gordon Shedden quickly moved into fourth after qualifying only seventh, but his wet tyres were soon shot and the top three looked safe until Jackson arrived. The Ford's slick-wet tyre mix allowed Jackson to go from 4.5 seconds behind Neal with two laps to go, to being alongside him as they crossed the line after he had charged by Collard and Plato.

Shedden took a lonely fifth, while Andrew Jordan was sixth after drawing away from Tom Chilton's Arena Ford Focus, which had James Nash on its bootlid at the end. The Triple 8 Vauxhall driver, who started sixth, had also gone for slicks on the front and wets on the back but had dropped back further than Jackson in the slippery early going.

Collard made a good start in race two and, as Jackson unsuccessfully tried to fend off Shedden, he chased Neal as the top two drew away. Despite the BMW's best efforts, the Honda's turbo power always kept him far enough out of reach, aided

by a safety car that gave Neal the chance to cool his hard-working Dunlop rubber.

Eurotech's recent suspension tweaks and some careful driving in the early laps meant Jordan's front tyres were in better shape than those on the other frontrunning turbos in the late laps. He dived past Jackson with a great move into Tower four laps from home, and took third when a struggling Shedden ran wide at Hawthorn on the penultimate tour.

Poleman Nick Foster led as far as the back straight on lap one of race three before Jackson shot into the lead. The pair was soon joined by Collard, who had jumped from sixth to third with a great start and a move around the outside of Shedden at the first corner.

The lead trio gradually drew away from Shedden, who would again fall victim to Jordan before the race's end, with Foster leading Collard for much of the 15-lap distance. WSR swapped its cars with a third of the race to go to let Collard attack Jackson. He closed in, but Jackson held firm to take the 15th BTCC win of his career.

Collard allowed Foster back into second on the run to the line, while a charging Nash overcame Shedden and Neal in the late stages to finish fifth behind Jordan.

OWEN DEVELOPMENTS

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AT A GLANCE RACE 2
 → Winner **Matt Neal**
 → Pole **Matt Neal**
 → Fastest lap **Matt Neal**

AT A GLANCE RACE 3
 → Winner **Mat Jackson**
 → Pole **Nick Foster**
 → Fastest lap **Rob Collard**

REPORT BTCC CROFT

◀ from Dave Newsham's SEAT with a great move at the final corner.

The reversed-grid race draw gave Foster pole for the final encounter, with Jackson nearby. It had been a similar starting point at Oulton Park at the previous round and Foster had fallen back, but here the outcome was different.

Jackson unsurprisingly powered past the BMW on the run to Tower on the first lap, but he couldn't shake Foster off. And Collard, up from row three, soon joined them.

With the Hondas struggling with tyre wear, it became a three-car race. Foster confidently held second until Jackson started to edge away and the team asked him to move aside for Collard.

The number 8 BMW immediately caught Jackson, whose turbo Focus was by now also having problems with front-tyre wear. Again, though, the

driver ahead of Collard put his car in all the right places to keep the hard-trying BMW ace at bay. As a final gesture, Collard handed second back to Foster to complete a fine weekend for WSR.

"The BTCC should have 10 rounds at Croft," joked team boss Dick Bennetts, while Foster was pleased with his best BTCC showing to date.

"It was cracking," he said of his improvement in form. "I think it's time in the seat and getting more comfortable in the car. I'm still not where I want to be in qualifying, but that'll come with experience."

Nevertheless, even Bennetts doesn't believe the BMW will be able to match its Croft performance elsewhere, so Jackson's third reversed-grid victory of the year could be more important when it comes to someone trying to stop five-time 2011 winner Neal taking a third BTCC crown.



"I think it's time in the seat and getting more comfortable. I'm not where I want to be in qualifying, but that'll come"

Nick Foster hopes he can continue his good form



That was emphasised by less-than-perfect weekends for the other contenders. Shedden struggled to find the set-up sweet spot, despite running less ballast than Neal, while Plato failed to score in two of the races thanks to a cv joint failure in race two. Triple 8's James Nash had to work hard to score a best finish of fifth, and although Andrew Jordan took three good results, his Eurotech Vauxhall Vectra didn't quite have the pace to fight for the wins.

Despite such a strong weekend, where he reached his team's target of scoring at least 30 points, Jackson knows Motorbase needs to find more speed over the summer break.

"If we can develop the car more over the seven weeks hopefully we can challenge the Hondas on outright pace," said Jackson, who is second in the table, nine points behind Neal. "And," added the midlander, "we need to nail qualifying." ❧



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Newsham again showed promise in STR SEAT

NEXT ROUND SNETTERTON August 6-7



REPORT BTCC CROFT

DRIVER BY DRIVER

Jason Plato (4/R/11)



Good qually, but offs and cv joint failure hampered him. Some work to do in points race.

Alex MacDowall (14/R/8)



Involved in too many incidents, and had engine failure in R2, but good charge to eighth in R3.

Matt Neal (1/1/7)



Made no mistakes despite maximum ballast and high tyre wear. On this form, looks on way to third title.

Gordon Shedden (5/4/6)



Struggled to find a decent set-up all weekend, even after taking Neal's, and ate front tyres.

Tom Chilton (7/6/9)



Mainly quiet run, a little way behind the frontrunners as team continues to try new things with its Focus.

Andy Neate (R/9/R)



As at Oulton, had solid pace, though puncture (R1) and R3 mistake hurt his results.

Tom Onslow-Cole (11/10/13)



Difficult return to Arena, with 45kg of ballast and lack of seat time. More to come.

Mat Jackson (2/5/1)



Still making most of car that isn't quite there. Great skill and safety-car luck made for great R1.

Liam Griffin (18/R/16)



Lack of Croft experience and changeable conditions made life difficult. Mistake led to DNF in R2.

Rob Collard (3/2/3)



Stellar weekend at track that suited the BMW. Deserved a win. Great team work with Foster.

Nick Foster (13/7/2)



After early off, got better and better. Great charge to seventh in R2, then mature drive at sharp end of R3.

James Nash (8/11/5)



Couldn't make most of R1 tyre gamble and had spin in R2, but salvaged some points with battling R3.

Tony Gilham (R/12/12)



Not a great qually, and then had off in R1. Kept his head up to battle Plato in R3.

Paul O'Neill (9/R/R)



Better pace, but missed out on three good results thanks to clashes with Chilton and Hollamby.

John George (R/14/17)



Another tough meeting. Hurt his thumb in R1 off and never looked like getting into the points.

Andrew Jordan (6/3/4)



Quiet but canny weekend brought some decent points and keeps him in touch with the championship leaders.

Jeff Smith (15/R/14)



Not his best showing. A little off the pace and also had a couple of moments, including R2 off.

Tom Boardman (10/R/R)



Car dropped by recovery truck after R2 crash! Still made R3, only to hit gearbox problems.

Dave Newsham (19/8/10)



Luck is a bit better than his team-mate's (not difficult) and is making good progress.

Shaun Hollamby (17/13/15)



Happy with solid effort in return to the driving seat. Then announced his retirement from the BTCC.

Rob Austin (R/R/R)



Encouraging pace, as shown by qualifying 11th, and reckons a points finish isn't so far away.

Frank Wrathall (12/R/R)



Clash with MacDowall in R2 and mistake in R3 masked improvements. Could also score points soon.

Chris James (R/R/R)



Just wanted a race finish after clashes with other cars in R1 and R2, and got his wish.

Lea Wood (16/15/19)



Was unlikely to shine like he did at Oulton, but still managed three finishes in Integra.

RESULTS

British Touring Car Championship, Croft (GB), June 18-19, round 5 of 10

GRID	DRIVER	TIME
1	PLATO	1:24.839
2	NEAL	1:25.211
3	COLLARD	1:25.391
4	MACDOWALL	1:25.547
5	JORDAN	1:25.575
6	NASH	1:25.656
7	SHEDDEN	1:25.674
8	CHILTON	1:25.820
9	JACKSON	1:25.928
10	O'NEILL	1:25.991
11	AUSTIN	1:26.189
12	BOARDMAN	1:26.247
13	FOSTER	1:26.314
14	NEWSHAM	1:26.505
15	O-COLE	1:26.532
16	SMITH	1:26.624
17	WRATHALL	1:26.963
18	NEATE	1:27.146
19	GILHAM	1:27.192
20	WOOD	1:27.632
21	HOLLAMBY	1:28.215
22	GRIFFIN	1:28.456
23	GEORGE	1:28.732
24	JAMES	1:29.977

RACE 1 - 17 LAPS, 36.125 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME/REASON	GRID
1	Matt Neal (GB)	Honda (Dynamics)	Honda Civic	28m27.486s	2
2	Mat Jackson (GB)	Motorbase (Airwaves)	Ford Focus	+0.055s	9
3	Rob Collard (GB)	WSR	BMW 320si	+1.668s	3
4	Jason Plato (GB)	Chevrolet (RML)	Chevrolet Cruze	+2.547s	1
5	Gordon Shedden (GB)	Honda (Dynamics)	Honda Civic	+7.854s	7
6	Andrew Jordan (GB)	Eurotech (Pirtek)	Vauxhall Vectra	+10.324s	5
7	Tom Chilton (GB)	Arena (Team Aon)	Ford Focus	+13.044s	8
8	James Nash (GB)	Triple 8 Engineering	Vauxhall Vectra	+13.239s	6
9	Paul O'Neill (GB)	Tech-Speed Motorsport	Chevrolet Cruze	+14.016s	10
10	Tom Boardman (GB)	Special Tuning Racing	SEAT Leon	+18.675s	12
11	Tom Onslow-Cole (GB)	Arena (Team Aon)	Ford Focus	+19.356s	15
12	Frank Wrathall (GB)	Dynojet	Toyota Avensis	+19.506s	17
13	Nick Foster (GB)	WSR	BMW 320si	+21.639s	13
14	Alex MacDowall (GB)	Chevrolet (RML)	Chevrolet Cruze	+26.845s	4
15	Jeff Smith (GB)	Eurotech (Pirtek)	Vauxhall Vectra	+27.139s	16
16	Lea Wood (GB)	Team Wood Racing	Honda Integra	+29.566s	20
17	Shaun Hollamby (GB)	Amd Milltek Racing	Volkswagen Golf	+38.710s	21
18	Liam Griffin (GB)	Motorbase (Airwaves)	Ford Focus	+49.523s	22
19	Dave Newsham (GB)	Special Tuning Racing	SEAT Leon	+1 lap	14
R	Andy Neate (GB)	Arena (Team Aon)	Ford Focus	16 laps-puncture	18
R	Tony Gilham (GB)	Triple 8 Engineering	Vauxhall Vectra	7 laps-off	19
R	John George (GB)	Tech-Speed Motorsport	Chevrolet Cruze	3 laps-off	23
R	Rob Austin (GB)	Rob Austin Racing	Audi A4	3 laps-acc damage	11
R	Chris James (GB)	Team ES Racing	Chevrolet Lacetti	2 laps-acc damage	24

DRIVERS' CHAMPIONSHIP

POS	DRIVER	PTS
1	Neal	140
2	Jackson	131
3	Shedden	120
4	Jordan	111
5	Nash	104
6	Plato	100
7	Collard	66
8	Chilton	64
9	MacDowall	47
10	O'Neill	32

RACE 2 - 18 LAPS, 38.250 MILES

POS	DRIVER	TIME/REASON	GRID
1	Neal	28m57.344s	1
2	Collard	+0.991s	3
3	Jordan	+17.643s	6
4	Shedden	+19.712s	5
5	Jackson	+20.367s	2
6	Chilton	+20.597s	7
7	Foster	+20.876s	13
8	Newsham	+21.648s	19
9	Neate	+27.238s	20
10	Onslow-Cole	+32.428s	11
11	Nash	+32.825s	8
12	Gilham	+39.956s	21
13	Hollamby	+45.256s	17
14	George	+51.231s	22
15	Wood	+1m07.463s	16
R	MacDowall	15 laps-engine	14
R	Smith	14 laps-accident	15
R	James	14 laps-off	24
R	Austin	13 laps-coil pack	23
R	Plato	11 laps-cv joint	4
R	O'Neill	10 laps-accident	9
R	Wrathall	9 laps-accident	12
R	Boardman	3 laps-accident	10
R	Griffin	2 laps-accident	18

Race 1 Winner's average: 76.16mph.

Fastest lap: Jackson, 1m33.323s, 81.97mph.

Race 2 Winner's average: 79.25mph.

Fastest lap: Neal, 1m26.687s, 88.24mph.

Race 3 Winner's average: 86.23mph.

Fastest lap: Collard, 1m26.928s, 88.00mph.



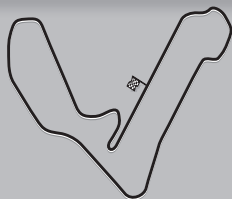
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BTCC SUPPORTS

CROFT

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FORMULA RENAULT AT A GLANCE

- Race 1 **Jack Hawksworth**
- Race 2 **Alex Lynn**
- Poles **Hawksworth/Lynn**
- FLs **Hawksworth/Lynn**



Hawksworth celebrates his first win



Hawksworth leads as Lynn (right) falls back

FORMULA RENAULT & CLIO CUP CROFT, JUNE 18-19

Hawksworth and Lynn star in tricky conditions

TWO SUBLIME PIECES OF driving effectively decided the winners of the two Formula Renault UK races at Croft: Jack Hawksworth's awesome wet-weather ability in first qualifying; and Alex Lynn's remarkable poise and judgement in the second race.

Hawksworth's exquisite driving in tricky conditions netted him pole and provided the foundations for his first win. Lynn lined up alongside on a dry track for the race, but a poor start for the series leader – thanks to a new clutch plate causing him to bog down – handed it to Hawksworth.

On his first outing with Atech Reid GP, after switching from Mark Burdett Motorsport, it was realistically Hawksworth's wet-weather car control and Lynn's removal from immediate contention that were the main ingredients in this victory, rather than the change of team.

Having said that, Hawksworth's closest challenge came from Atech team-mate Tio Ellinas.

"Tio was relentless – he wasn't giving up the fight," said the Bradford man.

Lynn's slow start was compounded when his front wing was knocked askew in

a brush with the fast-starting Josh Hill on the run to the first corner. But he shrugged off the handicap and, with four laps to go, tried a run around the outside of Fortec Motorsport team-mate Oliver Rowland at Tower Bend. Rowland's trajectory forced Lynn to brake on the exit, allowing Manor Competition driver Hill back up to a strong fourth.

Lynn had no such drama on Sunday. In qualifying, which was dry but started with light rain, he had already demoralised his opposition by taking pole by 0.6 seconds. In the race, there were small showers but Lynn read the conditions beautifully and pulled the gap out to 12 seconds. "There was a rain cloud at Sunny, and during the race it moved over to Clervaux/Hawthorns, where I went off once," he said.

Ever-improving Australian Mitchell Gilbert qualified his Fortec car on the front row and held second while those behind him fell off in a race of attrition. Rowland drove over Ellinas, Ellinas punted Hill, Alice Powell was barged by Gilbert and Rowland before ripping a wheel off, and Hawksworth

went off once, then suffered suspension failure and went off again (he wasn't sure which off the failure was caused by). All of which allowed Manor's Jordan King to breathe a sigh of relief by breaking his hoodoo and settle gratefully for the final podium place.

In the Clio Cup, an inspired call from Scuderia Vittoria principal Danny Buxton laid the groundwork for two superb wins for 2011 comeback man Matt Allison. Buxton told his men Allison and Luke Wright to rag it straight away in wet qualifying, as the greasier conditions when the Croft track dries cause pace to fall away. They took a one-two and, while Allison sat in the pits, title rivals James Dixon, Aron Smith and Paul Rivett flogged around and ended up on the back three rows!

Allison won the first race under pressure from Westbourne Motorsport's James Colburn. Wright crashed at the chicane, but recovered on Sunday, passing Colburn and Chris Swanwick with great moves, then held off Colburn to complete a Vittoria one-two. Oulton winner Jack Goff closed on the pair of them.

Smith spectacularly rose

to third in race one, ahead of Jake Packun. In race two he had a fantastic scrap with Rivett – "We were side-by-side all through the quick stuff!" grinned the series leader – while the forlorn Dixon's title challenge was hit when he went out with bent steering on the last lap after a clash with Josh Files.

● Marcus Simmons

RESULTS

Formula Renault UK (16 laps)

1 Jack Hawksworth; 2 Tio Ellinas +0.502s; 3 Oliver Rowland; 4 Josh Hill; 5 Alex Lynn; 6 Mitchell Gilbert; 7 Dan Wells; 8 Dan Cammish; 9 Jordan King; 10 Alice Powell.

Fastest lap Hawksworth 1m18.193s (97.83mph). **Race 2 (15 laps)**

1 Lynn; 2 Gilbert +11.454s; 3 J King; 4 Pedro Calbimonte; 5 Oscar King; 6 Cammish; 7 Ellinas; 8 Wells; no other finishers. **FL** Lynn 1m18.650s (97.26mph). **Points 1** Lynn, 318; 2 Ellinas, 260; 3 Rowland, 195; 4 Hawksworth, 185; 5= Gilbert & Ollie Millroy, 152.

Renault Clio Cup (9 laps)

1 Matt Allison; 2 James Colburn; 3 Aron Smith; 4 Jake Packun; 5 James Dixon; 6 Paul Rivett. **FL** Colburn 1m33.348s (81.95mph).

Race 2 (12 laps) 1 Allison; 2 Luke Wright +2.701s; 3 Colburn; 4 Jack Goff; 5 Packun; 6 Tom Grice.

FL Colburn 1m33.244s (82.04mph). **Points 1** Rivett, 224; 2 Smith, 221; 3 Dixon, 217; 4 Colburn, 207; 5 Goff, 168; 6 Packun, 157.



Allison scored Clio double for Scuderia Vittoria



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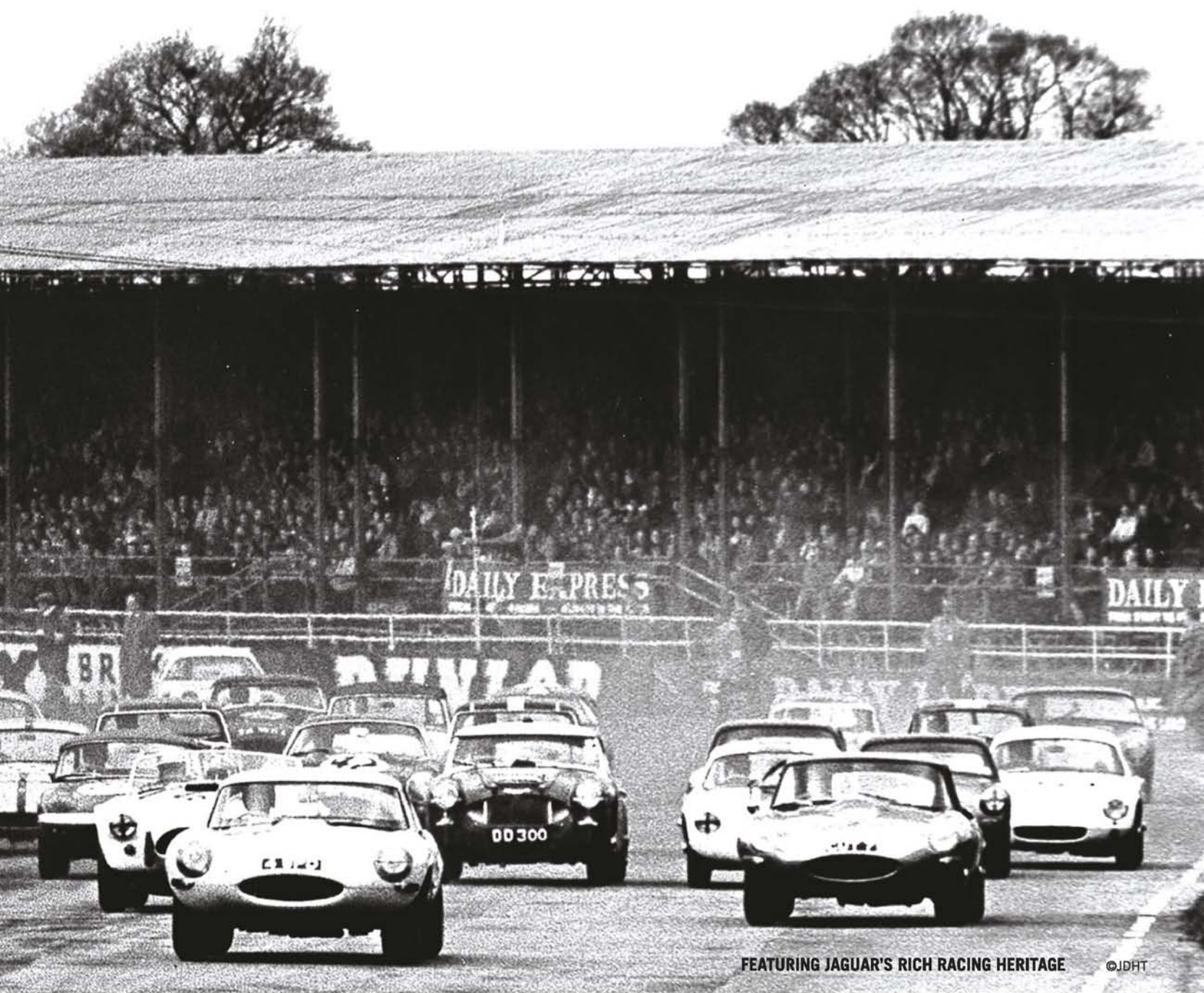
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GINETTA GT SUPERCUP AT A GLANCE

- Race 1 **Nathan Freke**
- Race 2 **Tim Harvey**
- Race 3 **Nathan Freke**
- Points leader **Carl Breeze**

"I've thoroughly enjoyed this weekend. I certainly didn't expect to win from last on the grid"

Tim Harvey had a hard-but-fun Ginetta GT Supercup debut after leaving the Carrera Cup

REPORTS TOCA CROFT

OTHER BTCC SUPPORTS CROFT, JUNE 18-19

Freke wins again as Sharp hits trouble

NATHAN FREKE CONTINUED

his rich vein of form at Croft during the latest three rounds of the Ginetta GT Supercup. The former G50 Cup champion raced to his second and third victories of the season, and also took an additional top-four finish from a pitlane start.

Sealing pole by 0.2s, Freke ran unchallenged in the opening encounter and also posted fastest lap on his way to a clear three-second win. In the final race, he grabbed the lead from polesitter Carl Breeze on lap four at Hawthorn and went on to take a dominant win.

Breeze nevertheless moved to the top of the championship at the halfway point of the season thanks to fourth, fifth and second-place finishes in the three Croft races. Although not quite able to deliver the pace he wanted, his consistency during the weekend was in stark contrast to erstwhile points leader Tom Sharp who had a torrid time of things.

Sharp's pace was never in question but a series of penalties, coupled with an overly-ambitious passing move, resulted in a slip down to second in the standings. Penalised after qualifying for mistakenly

switching to a set of non-permitted tyres, Sharp dropped from third to 11th on the grid and then attracted another penalty after lining up out of position at the start.

He did grab a podium in race two but the final outing of the weekend was marred by a tangle with Stefan Hodgetts at the complex. Cutting back to the inside for the left-hander at the last possible second, Sharp tried to slice past but made heavy contact causing a double-retirement.

One of the stars of the weekend was undoubtedly category debutant Tim Harvey, a magnificent drive from the back of the grid in the second of the three races delivering a memorable victory in only his second race at the wheel of a Ginetta G55. During the opener his involvement ended after clipping a tyre stack while pursuing Stefan Hodgetts and in race three he was also forced to retire.

In the G50 Cup class there were three different winners – Andrew Richardson, Aaron Williamson and Tom Ingram. Points leader Ingram posted a brace of rare non-finishes as



well after uncharacteristic off-track excursions.

Like Sharp, runaway Ginetta Junior points leader Seb Morris also had a difficult weekend. He finished off the podium in both races for the first time in 2011 after a troubled qualifying, but battling drives to fourth and fifth place ensured he departed Croft with an 88-point lead in the standings.

George Gamble had a racelong battle with Charlie Robertson for race-one victory. Polesitter Robertson was overhauled at the start, and was also challenged for second at mid-distance by Morris

who scythed through the order superbly.

During the closing stages, Gamble came under increasing pressure from Robertson and on the last lap through Tower the latter benefitted from great drive to get side-by-side with the leader through the challenging Jim Clark Esses. Robertson managed to nose ahead on the exit but he tried that bit too hard and spun his newly won advantage away at Barcroft.

Gamble moved back ahead while Robertson just managed to recover to the track ahead of William Foster – holding on by a mere 0.4s at the flag. Morris took fourth, a landmark moment in the 2011 season as his previous lowest being a second at Thruxton.

Robertson thought he'd done enough to lead into Clervaux at the start of race two, but Tom Howard made a fantastic getaway and ran all the way around the outside of the first turn to grab the lead.

Howard led well for the first four laps but Robertson edged closer and closer. On the run to Tower on the fifth lap of eight, the 14-year-old grabbed the lead with a good pass on the brakes. Howard tried his

best to stay with the leader but Robertson had the edge and took his maiden car-racing victory with great composure – quite possibly the youngest ever winner on a UK track.

● Marc Orme

RESULTS

Ginetta GT Supercup (15 laps)

1 Nathan Freke; 2 Adam Morgan +3.171s; 3 Colin White; 4 Carl Breeze; 5 Tom Ingram; 6 George Murrells. **G50 Ingram. FL Freke** 1m25.330s (89.65mph) **record.**

Race 2 (10 laps) 1 Tim Harvey; 2 Stefan Hodgetts +0.943s; 3 Tom Sharp; 4 Freke; 5 Breeze; 6 Morgan. **G50 Andrew Richardson.**

FL Sharp 1m27.745s (87.18mph).

Race 3 (18 laps) 1 Freke; 2 Breeze +9.490s; 3 Aaron Williamson; 4 Lee Pattison; 5 Jody Fannin; 6 Jake Hill. **G50 Williamson.** **FL Freke** 1m26.131s (88.81mph).

Points 1 Breeze, 361; 2 Sharp, 348; 3 Morgan, 331; 4 Murrells, 270; 5 Freke, 262; 6 White, 244.

Ginetta Junior (8 laps) 1 George

Gamble; 2 Charlie Robertson +4.639s; 3 William Foster; 4 Seb Morris; 5 Max Coates; 6 Tom Howard. **FL Robertson** 1m39.204s (77.11mph) **record.**

Race 2 (8 laps) 1 Robertson; 2 Howard +1.539s; 3 Foster; 4 Niall Murray; 5 Morris; 6 Myles Collins. **FL Morris** 1m39.778s (76.67mph).

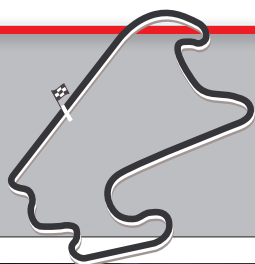
Points 1 Morris, 318; 2 Gamble, 230; 3 Robertson, 211; 4 Foster, 207; 5 Howard, 185; 6 Coates, 171.

Robertson (55) was in the mix in both junior events



LAUSITZ

Germany
June 17-19
DTM
Round 4/10



AT A GLANCE

- Winner **Martin Tomczyk**
- Pole position **Bruno Spengler**
- Fastest lap **Timo Scheider**



Tomczyk and Moser celebrate

Timo's strategic template

Only Martin Tomczyk proved to be out of reach for the former champion as Audi out-thinks rivals to bag a one-two



Tomczyk took the lead in the points

STRATEGY HAS BEEN THE key phrase of the DTM in 2011, and judging how to play it correctly during races has enabled a number of drivers to gain places hand over fist across the opening four races of the season. When it comes to title-deciding time in October, those crucial couple of seconds that might have gained a driver a point or two here or there could well take on a lot of significance, and nowhere more was that illustrated than at Lausitz last weekend.

Let's for once ignore the star of the season so far, Martin Tomczyk, who brilliantly took Audi's first win at the part oval, part road course since 2005. He, after all, used a very safe and conservative strategy to overhaul polesitter Bruno Spengler's Mercedes and take a one-point lead at the head of the championship – and in an old-spec A4 run by Phoenix Racing too.

Let's instead focus on just

how close the competition in the DTM has become. At no race this season has more than a second separated the top 15 cars during the first section of qualifying, and at Lausitz it was even closer; just 0.6s separating the 17th-placed HWA Mercedes of Ralf Schumacher from pace-setter Edoardo Mortara.

This meant that for even a driver as accomplished as two-time series champion Timo Scheider, anything less than a perfect lap with a perfect set-up was not going to result in a good grid spot. He had neither and started ninth, but this was the precursor to a fantastic combination of speed and strategy on race day.

Making it up to seventh early on by passing Abt team-mates Mattias Ekstrom and Tom Kristensen, the German gambled on a long first stint, and it paid off handsomely.

A succession of fastest

laps during the middle portion of the race meant that when he made his first of two mandatory stops on lap 30 (drivers were obliged to stop twice for fuel and tyres between laps 11 and 39), he emerged fourth. That became second when he pitted for the final time on lap 38.

"After qualifying, I knew we had to do something," said Scheider. "And after going fastest in the warm-up, I was pretty convinced it was going to work, but not quite this well. I did 30 laps on that first set of Hankooks – that's 105km! I've never done that before, and the most amazing thing is that the car had the same consistent balance all the way. There was very little drop-off and that's amazing on a track like this where you're almost always in a corner and it's very difficult to pass too."

Scheider's podium finish appeared to be a legacy of

meticulous planning and efficiency. Not so, according to head of Audi Sport Dr Wolfgang Ullrich.

"You can make a loose plan before the race, but the finer details have to be decided on the spot. You can't know where all the other cars will be on the track until the race is active. Timo drove very well."

Scheider's race bore a striking similarity to the strategy used by Spengler two weeks earlier at Spielberg. The Canadian, who finished third at Lausitz, had employed an equally long first stint as he climbed from 12th to fourth – and been the quickest man on the circuit for much of the race.

Paffett (leading) and Jarvis head Scheider



RACE RATING

★★★★☆

Better than expected, but in a race of few passing moves, that's not exactly saying much

MILESTONE

First point for a Portuguese driver since Pedro Lamy at Nurburgring in 2001



REPORT DTM LAUSITZ

JAMIE O'LEARY
reports



Clever strategy helped Scheider

Phoenix victories prove not such a rare bird

PHOENIX RACING BOSS ERNST MOSER

doesn't know what London Bus syndrome is, but he's certainly experienced it in 2011, thanks to Martin Tomczyk ending an 11-year winless streak at Spielberg, and then doubling up with "a pretty easy win, actually," at Lausitz.

By running a first stint two laps longer than Bruno Spengler, the German overhauled his Mercedes rival and then had enough pace in reserve to pull clear long before the second round of stops. A five-second win over the newer Abt Audi of Timo Scheider, who played a strategy blinder, was no more than he deserved.

Spengler, who had taken his third pole from four races this year, did not have the race pace shown at Spielberg and was 14 seconds back by the finish. Luckily for him, his HWA team-mate Gary Paffett did not have enough of a pace advantage to try anything.

Oliver Jarvis said he had turned a corner after qualifying on the Spielberg front row, and his words proved to be correct after a

podium in Austria and a fifth place at Lausitz. He had the legs on both Paffett and Jamie Green – especially on fresh rubber – but not to the extent that he could make it count on track. Green, who started on the front row in his HWA car, was disappointed to finish sixth.

Tom Kristensen played the dutiful Audi team game as he filled in for the recovering Mike Rockenfeller at Abt, and put up no resistance to Scheider or Jarvis early in the race. He finished seventh, one place ahead of first-time points scorer Filipe Albuquerque.

From third on the grid, Mattias Ekstrom was back in 10th by his first stop due to incorrectly pressured Hankooks, and then lost more time when he drew away from his pit with a fuel can still attached. He finished 11th, one spot ahead of Ralf Schumacher, who qualified 17th, but was on Scheider pace mid-race.

A luckless Susie Stoddart – after achieving her best grid spot of the year – didn't even start due to a brake fluid leak being discovered on her Merc on the grid.

Which all rather begs the question as to why more drivers don't go down that route instead of playing a game of follow the leader?

Mercedes driver Gary Paffett thinks he has the answer: "I used a similar strategy to win here in 2009, but you need to be out of the spotlight and in a position where you know you're not giving away points if it doesn't pay off. You also need to have the speed on older tyres – which Timo seemed to have today. If you're at the front, you can't risk having laps on older tyres against someone on fresh ones, or you'll lose track position."

Giving away track position didn't seem to be a concern of Scheider's Abt team-mate Miguel Molina, who also looked set to benefit from an extreme strategy decision after starting 11th.

Stopping for the first time on lap 13 and then again on lap 22, last season's standout rookie was

another to take advantage of long periods on a clear road and found himself sixth once Jamie Green's Mercedes – the last car to stop – exited the pits.

The Spaniard's typical bad luck was to strike again though, his clutch exploding after a bump over the kerb at the exit of turn one with just 10 laps to go, and ruining what had been a superb drive.

"It was looking good, because although we had to do 30 laps on the last set of [scrubbed] tyres, Timo managed the same number in his first stint without losing too much pace, so I knew I could keep it up," he said glumly. "It's frustrating because Martin [Tomczyk] is winning races, and we have been often in the top five in sessions in the same car, so I know we can have a good result."

For now though, he can only stare at the points table and the column next to his name that reads zero. He really deserves better. ☹

Mercedes duo locked-out the front row of the grid



RESULTS

DTM, Lausitz (D), June 17-19, round 4 of 10

GRID	
1 SPENGLER 1:19.119	2 GREEN 1:19.524
3 EKSTROM 1:19.591	4 TOMCZYK 1:19.622
5 PAFFETT 1:19.151	6 JARVIS 1:19.233
7 KRISTENSEN 1:19.406	8 ALBUQUERQUE 1:19.545
9 SCHEIDER 1:19.219	10 VIETORIS 1:19.234
11 MOLINA 1:19.258	12 MORTARA 1:19.367
13 V D ZANDE 1:19.502	14 STODDART 1:19.577
15 COULTHARD 1:19.737	16 ENGEL 1:19.785
17 SCHUMACHER 1:19.818	18 FREY 1:20.370

52 LAPS, 112.379 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Martin Tomczyk (CD)	Phoenix Racing	Audi A4 (2008)	1h10m52.902s	4
2	Timo Scheider (D)	Abt Sportsline	Audi A4 (2009)	+5.436s	9
3	Bruno Spengler (CDN)	HWA	Mercedes C-class (2009)	+14.300s	1
4	Gary Paffett (GB)	HWA	Mercedes C-class (2009)	+17.604s	5
5	Oliver Jarvis (GB)	Abt Sportsline	Audi A4 (2009)	+18.633s	6
6	Jamie Green (GB)	HWA	Mercedes C-class (2009)	+19.397s	2
7	Tom Kristensen (DK)	Abt Sportsline	Audi A4 (2009)	+23.259s	7
8	Filipe Albuquerque (P)	Team Rosberg	Audi A4 (2008)	+24.956s	8
9	Christian Vietoris (D)	Persson Motorsport	Mercedes C-class (2008)	+25.846s	10
10	Maro Engel (D)	Mucke Motorsport	Mercedes C-class (2008)	+26.674s	16
11	Mattias Ekstrom (S)	Abt Sportsline	Audi A4 (2009)	+29.182s	3
12	Ralf Schumacher (D)	HWA	Mercedes C-class (2009)	+31.737s	17
13	David Coulthard (GB)	Mucke Motorsport	Mercedes C-class (2008)	+44.504s	15
14	Renger van der Zande (NL)	Persson Motorsport	Mercedes C-class (2008)	+49.956s	13
15	Rahel Frey (CH)	Phoenix Racing	Audi A4 (2008)	+59.739s	18
R	Miguel Molina (E)	Abt Sportsline	Audi A4 (2008)	42 laps-clutch	11
R	Edoardo Mortara (CH)	Team Rosberg	Audi A4 (2008)	35 laps- acc damage	12
NS	Susie Stoddart (GB)	Persson Motorsport	Mercedes C-class (2008)	Leaking brakes	14

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Tomczyk	30
2	Spengler	29
3	Scheider	19
4	Rockenfeller	14
5	Schumacher	14
6	Green	13
7	Jarvis	10
8	Ekstrom	9
9	Paffett	9
10	Mortara	3

KEY R=Retired
Winner's average: 95.632mph.
Fastest lap: Scheider, 1m20.160s, 97.063mph.



BRNO

CZECH REPUBLIC

June 18-19

WTCC

Round 5/12

**AT A GLANCE**

- Race 1 Rob Huff
- Race 2 Yvan Muller
- Pole position Muller
- Fastest laps Huff/Muller



Huff takes the flag for fifth win

Blues cruise

Rob Huff and Yvan Muller kept Chevrolet out of rivals' reach



Muller won race two with ease

WILL IT, WON'T IT? WITH THE memories of a sodden Hungaroring still fresh, the Brno weather refused to make up its mind and this question hung around the WTCC paddock from the get-go. Chevrolet's devastating pace, however, was beyond question and reigning champion Yvan Muller, who had reignited his championship campaign with a win in Hungary, was almost unstoppable at Brno. Almost.

Despite setting a blistering pace during practice, and a qualifying lap so fast it left the rest of the field scratching their heads, Muller would still have to wait until race two

to take a race victory.

"After the first race I was very disappointed, and if I didn't win this second race I would have gone straight home!" said Muller.

Unsurprisingly, Muller's main opposition in race one came from the other side of the garage, with Rob Huff taking the fight to his

French team-mate on the front row. The pair were side by side into Turn 1, Huff almost taking to the grass in his efforts to out-brake the pole-sitter.

A brave attempt around the outside of the long right-hander placed him ideally for the following corners, and Huff finally



Huff was best of the Chevys in race one

made his move stick with a well-judged lunge two corners later.

Amid the excitement, contact further back between SEAT pair Gabriele Tarquini and Michel Nykjaer almost went almost unnoticed. Nykjaer survived his big tank-slapper, while the 2009 champion headed for pit road.

The gap between the Chevrolets up front never fell below half a second, but Huff held on for his fifth victory of the year. Alain Menu completed a Chevrolet 1-2-3 but was playing catch-up all weekend after rain disrupted his final attempt in the dying moments of

qualifying. Menu's main sparring partner throughout the afternoon would be Tom Coronel's BMW, which had pipped him for third on the race one grid.

Coronel held position early in the opener, the Dutch veteran pulling every trick he could to keep a train of six cars behind. Menu remained glued to the BMW's bootlid until finally squeezing past, but all hope of challenging his team-mates for the win was long gone, and the Swiss was 11s adrift at the flag.

After the euphoria of a race in front of his home crowd, Norbert Michelisz came back down to earth in Brno. Post-qualifying

RACE RATING

★★★★☆

Plenty of excitement in midfield but the Chevys were untouchable

MILESTONE

Debut weekend for Volvo's 1.6 turbo engine and first double points for Robert Dahlgren



REPORT WTCC BRNO

JAMES GENT
reports

Coronel was on the defensive



scrutineering found his BMW 12kg underweight, sentencing him to a back-row grid slot for both races. A careless move that tipped Darryl O'Young out of 11th place in race two also got him penalised, and the young Hungarian left Brno with just one eighth place for his troubles.

Front row starter Franz Engstler hardly moved off the line for race two, and while his BMW toured round to retire, Coronel made a great start from third to leapfrog poleman Nykjaer into the first turn. Menu got the jump on a slow-starting O'Young to leap into fourth.

Tarquini was in typically fighting mood, barging through the door Menu left ajar at Turn 10. The Italian eventually took sixth, after clouting Kristian Poulsen's BMW into a spin late on.

Huff and Menu were soon past Nykjaer and quickly set off in pursuit of Coronel, now running second behind Muller who had sliced his

way to the front. As in Curitiba, Coronel was in no mood to make life easy. "I just said to myself, 'Come on, I need a podium, I cannot be fourth again.' I thought, 'OK, if Alain passes me then Rob will also pass me.' So I took a little bit of risk and kept closing the door."

Even a solid thump from Menu under braking for Turn 8 on the penultimate lap couldn't stop Coronel taking second ahead of the Chevy.

Up front, Muller walked it. The reigning champion made a lightning start to jump from sixth to third, then ambushing Menu at Turn 5. That Muller would relieve Coronel of first was never in doubt, and – with job done into Turn 3 – he cruised to his second win from three starts, putting himself just one win behind Huff in the standings: "The season is long. If Rob can take 25 points [lead] after five meetings, we see it's easy to catch up."

Ominous words. ☹

SEATs toil but Volvo feels turbo force

GABRIELE TARQUINI AND TIAGO MONTEIRO endured their fair share of teething problems during their first weekend running SEAT's new 1.6 turbo engine.

All five SUNRED cars were plagued with misfires as developments continued on the new powerplant. But with WTCC events running for only two days, the team really were up against it in Brno.

"Normally you do this kind of job in the winter time," said Tarquini. "It's not normal to use a race weekend to develop an engine!" The 2009 champion could at least be satisfied with top-10 times in free practice and qualifying, albeit nearly a second off the pace.

Neither Monteiro nor SUNRED Engineering team-mate Fredy Barth could string a competitive lap together in qualifying after two fruitless practice sessions, and their participation in the event remained uncertain come race day.

"We've had big misfires," said Monteiro, "and the big problem was to find out where they were coming from. There's so many possibilities!" The pair did race but remained outside the top 10. Barth summed up his poor weekend best when asked if there were any positives to be taken: "Yeah, that it's over!"

In contrast, Polestar Racing's new 1.6 turbo engine proved a revelation. Robert Dahlgren's pace through the speed traps suggested the Volvo was a genuine podium contender for race two. The Swede acquiesced though that the new system was not without problems. "It's pretty hard to drive," he said. "Sometimes all the power comes and sometimes no power comes. We have a lot of work to do. But this has been extremely promising for the future."

Having been knocked off the road while battling for fourth in race one, Dahlgren was left disappointed with his ninth in race two.



Tarquini and SEAT had a long weekend

RESULTS

World Touring Car Championship, Brno, June 18-19, round 5 of 12

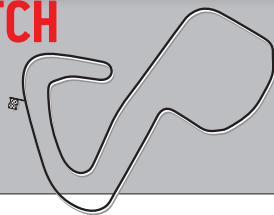
GRID RACE 1							RACE 1 - 10 LAPS, 33.574 MILES							GRID RACE 2							RACE 2 - 10 LAPS, 33.574 MILES							CHAMPIONSHIP TABLE		
POS	DRIVER	NATIONALITY	TEAM	CAR	TIME	GRID	POS	DRIVER	NATIONALITY	TEAM	CAR	TIME	GRID	POS	DRIVER	NATIONALITY	TEAM	CAR	TIME	GRID	POS	DRIVER	PTS							
2	HUFF		1	MULLER	2:08.884		1	Rob Huff (GB)		Chevrolet (RML)	Chevrolet Cruze 1.6T	21m59.507s	2	2	ENGSTLER		2	Yvan Muller (F)		Chevrolet (RML)	Chevrolet Cruze 1.6T	+0.858s	1							
4	MENU		3	CORONEL	2:09.717		3	Alain Menu (CH)		Chevrolet (RML)	Chevrolet Cruze 1.6T	+11.697s	4	3	TARQUINI		3	Menu		Chevrolet (RML)	Chevrolet Cruze 1.6T	+11.697s	6							
6	POULSEN		5	DAHLGREN	2:09.998		4	Tom Coronel (NL)		ROAL Motorsport	BMW E90 320 TC	+13.026s	3	4	0*YOUNG		4	Huff		Volvo C30	+14.353s	5								
8	0*YOUNG		7	TARQUINI	2:10.491		5	Kristian Poulsen (DK)		Liqui Moly Team Engstler	BMW E90 320 TC	+13.772s	6	5	MENU		5	Nykjaer		Polestar Racing	Volvo C30	+14.353s	7							
10	NYKJAER		9	ENGSTLER	2:11.339		6	Robert Dahlgren (S)		Polestar Racing	Volvo C30	+14.353s	5	6	MULLER		6	Tarquini		Polestar Racing	Volvo C30	+14.353s	4							
12	BENNANI		11	VILLA	2:11.285		7	Darryl O'Young (PRC)		Bamboo Engineering	Chevrolet Cruze 1.6T	+21.288s	8	7	DAHLGREN		7	Villa		Bamboo Engineering	Chevrolet Cruze 1.6T	+21.288s	11							
14	TANIGUCHI		13	ORTOLA	2:11.687		8	Norbert Michelisz (H)		Zengo Denston	BMW E90 320 TC	+21.584s	19	8	11 VILLA		8	Poulsen		Zengo Denston	BMW E90 320 TC	+21.584s	10							
16	S'REGGER		15	DUDUKALO	2:17.051		9	Javier Villa (E)		Proteam Racing	BMW E90 320 TC	+23.436s	11	9	12 BENNANI		9	Dahlgren		Proteam Racing	BMW E90 320 TC	+23.436s	12							
18	BARTH		17	MONTETIRO	no time		10	Michel Nykjaer (DK)		SUNRED Engineering	SEAT Leon 1.6T	+23.731s	10	10	13 ORTOLA		10	Bennani		SUNRED Engineering	SEAT Leon 1.6T	+23.731s	13							
							11	Mehdi Bennani (MA)		Proteam Racing	BMW E90 320 TC	+24.146s	12	11	14 TANIGUCHI		11	Ortola		Proteam Racing	BMW E90 320 TC	+24.146s	17							
							12	Tiago Monteiro (P)		SUNRED Engineering	SEAT Leon 1.6T	+27.624s	17	12	15 DUDUKALO		12	Monteiro		SUNRED Engineering	SEAT Leon 1.6T	+27.624s	17							
							13	Pepe Oriola (E)		SUNRED Engineering	SEAT Leon 1.6T	+29.796s	13	13	16 S'REGGER		13	Dudukalo		SUNRED Engineering	SEAT Leon 1.6T	+29.796s	15							
							14	Aleksei Dudukalo (RUS)		Lukoil-SUNRED	SEAT Leon 2.0 TDI	+34.209s	15	14	17 MONTEIRO		14	Taniguchi		Lukoil-SUNRED	SEAT Leon 2.0 TDI	+34.209s	14							
							15	Yukinari Taniguchi (J)		Bamboo Engineering	Chevrolet Cruze 1.6T	+34.828s	14	15	18 W*HELTSZ		15	Barth		Bamboo Engineering	Chevrolet Cruze 1.6T	+34.828s	19							
							16	Franz Engstler (D)		Liqui Moly Team Engstler	BMW E90 320 TC	+39.038s	9	16	no time		16	Michelisiz		Liqui Moly Team Engstler	BMW E90 320 TC	+39.038s	18							
							17	Urs Sonderegger (CH)		Wiechers-Sport	BMW E90 320 TC	+1m08.893s	16	17			17	Barth		Wiechers-Sport	BMW E90 320 TC	+1m08.893s	16							
							18	Gabriele Tarquini (I)		Lukoil-SUNRED	SEAT Leon 1.6T	6 laps-acc dam	7	18			18	O'Young		Lukoil-SUNRED	SEAT Leon 1.6T	6 laps-acc dam	7							
							19	Fredy Barth (CH)		SEAT Swiss Racing by SUNRED	SEAT Leon 1.6T	3 laps-engine	18	19			19	Engstler		SEAT Swiss Racing by SUNRED	SEAT Leon 1.6T	3 laps-engine	18							

Race 1 Winner's average: 91.99mph. Fastest lap: Huff, 2m10.863s, 92.35mph. **Race 2** Winner's average: 90.99mph. Fastest lap: Muller, 2m11.640s, 91.81mph.

BRANDS HATCH

 GREAT BRITAIN

JUNE 18-19
 BRITISH F3
 Round 4/10



AT A GLANCE

- R1 winner **Lucas Foresti**
- R2 winner **Harry Tincknell**
- R3 winner **Felipe Nasr**



Tincknell took maiden win in reversed grid race



Rain brings Brazilian brilliance

Felipe Nasr and Lucas Foresti starred as unseasonal June rain created two enthralling races on the Brands Hatch GP circuit

Nasr was in superlative form in wet conditions

IF YOU WANT TO CREATE

exciting and unpredictable British Formula 3 races, then wet weather is a great place to start.

Both of the main points-paying events at Brands Hatch last weekend were spiced up considerably by inclement downpours during the preceding Formula Ford support races.

When nature intervenes in Formula 3 in this way, she usually sets the stage for some surprise results, but the same two drivers that have been the class of the field for much of the season so far still came out on top when it mattered.

Felipe Nasr extended his championship lead with his fourth win of the season thanks to a masterful performance in Sunday's splashathon, while fellow Brazilian Lucas Foresti delivered a master class in wet tyre management on

Saturday's drying track to take his third win of the year. With this he cemented his place as Nasr's nearest (albeit still distant) threat in the points table.

Fortec chief engineer Mick Kouros reckoned Foresti's drive to victory in Saturday's opener to be the equal of his dominant Oulton Park success earlier this season.

The circumstances were very different, but there could be no doubting Foresti's prowess in managing his wet tyres as a slick-shod Nasr closed in. Disappointed to have qualified on the third row, Foresti worked his way into contention with some strong early laps in the wettest conditions and eventually took the lead midway through as the majority of the field dived into the pits for slicks. Foresti pressed on regardless and crucially lapped fast enough on his

fading rubber to keep Nasr at bay by just five seconds.

Kouros, who calculated through team-mate Will Buller's early stop and subsequent pace that Foresti could do enough to win by staying out on wets, said: "That drive was equal, I'd say, to Oulton Park (where Foresti drove away from Nasr to win by 18.3 seconds). We told Lucas to keep out and keep pushing, but he had to do the best laps he could ever do.

"He must have done a mega job because his last lap was his quickest and the tyres were still in good condition at the end."

Foresti is one of the category's most confident drivers in wet conditions and also benefited from Fortec sending him out on a full wet set-up. He felt he could have won Sunday's 40-minute feature race too, which was far wetter than

the first, but even factoring in the time he lost to a couple of offs (including an early trip through the gravel at Clearways), it's doubtful he could have done anything about Nasr, who was in a class of his own.

Once clear of his polesitting team-mate Rupert Svendsen-Cook (who did a great job to qualify fastest in the dry, but struggled with too stiff a car in the wet), Nasr cleared off

to the tune of 1-2s per lap. By the time Svendsen-Cook and Hitech's Pietro Fantin had released Foresti into second by colliding at Paddock, Nasr had already built an 18-second lead in just 12 laps. He eventually finished 24.5s clear. Factor in the 10s Foresti lost to his excursions and that's still a comfortable double figures margin of victory.

That success was a great reward for Nasr's mechanics,

Foresti managed his tyres well to win race one



RACE RATING

★★★★☆

We've been lucky at Brands these last two years; rain really brings British F3 races to life

MILESTONE

Felipe Nasr and Lucas Foresti are the first Brazilians to win in British F3 at Brands since Nelson Piquet Jr in 2004

REPORT BRIT F3 BRANDS

BEN ANDERSON
reports



RS-C tangled with Fantin in race three

who had to work flat-out to repair his Dallara in time for the first race, after he had binned it at Stirlings trying to re-take top spot from Svendsen-Cook in the dry qualifying session.

"The team did a great job to recover the car; it was good and I was driving well," said Nasr. "[Chief engineer] Mark [Owen] said 'I think it's going to rain again' on the grid, so we took the risk to stay on the wet set-up and in the middle of the race it started raining, so that really helped us. Once I got

Rupert I was just trying to make no mistakes."

Other drivers have taken the fight to Nasr on their day this year, but problems and mistakes (most notably for Kevin Magnussen) have thus far prevented a consistent challenge.

Meanwhile, the points leader strolls on serenely - enjoying the kind of season where errors are few and far between; and when they do come, he gets away with them. On such foundations are title-winning campaigns built... ❧

Fong and Sino Vision find form

RUPERT SVENDSEN-COOK'S well-deserved double pole and the wet weather driving master classes of Felipe Nasr and Lucas Foresti aside, the other star turn at Brands Hatch came from Sino Vision's Adderly Fong.

The Chinese team owner/driver was a perennial backmarker last year, but team and driver have come on leaps and bounds over the winter and are beginning to establish themselves as credible contenders.

Fong's sensational lap to qualify second stunned the paddock and went some way towards vindicating the effort put in by Chris Churchill and his team.

"I wouldn't have liked to have been in the helmet for that lap - it looked pretty

Fong's natural bravery suited the GP circuit



scary!" quipped Churchill, who feels ex-Double R and Carlin engineer Stephen Lane has been crucial to the team's upturn in form.

"The cars were Euro Series cars when we got them from Manor, so there was a lot to learn to get it right. Stephen's helped a massive amount, along with [driver coach] Danny Watts.

"It's nice to prove we can

do it with a new team. Breaking that top 10 when there are six Carlin cars and four Fortec cars is not easy!"

The fact 2008 McLaren AUTOSPORT BRDC Award winner Alexander Sims ran at top-three pace in the car during the recent test at Rockingham endowed Fong fresh belief, but errors in the feature race ended hopes of a breakthrough podium.

RESULTS

British F3, Brands Hatch (GB), June 18-19, round 4 of 10

GRID	RACE 1 - 21 LAPS, 51.099 MILES						RACE 2 - 11 LAPS, 26.766 MILES						GRID	RACE 3 - 26 LAPS, 63.266 MILES					
	POS	DRIVER	TEAM	CAR	TIME	GRID	POS	DRIVER	TIME	GRID		POS	DRIVER	TIME	GRID				
1 S-COOK 1:17.763	1	Lucas Foresti (BR)	Fortec Motorsport	DMB F311	30m35.827s	6	1	Tincknell	20m02.952s	1	2 FONG 1:17.796	1	Nasr	41m05.110s	3				
2 HUERTAS 1:17.923	2	Felipe Nasr (BR)	Carlin	DVM F308	+4.966s	3	2	Idafar	+0.609s	2	3 NASR 1:17.873	2	Foresti	+24.531s	5				
3 NASR 1:17.924	3	Rupert Svendsen-Cook (GB)	Carlin	DVM F308	+12.447s	1	3	Huertas	+2.371s	6	4 HUERTAS 1:17.892	3	Buller	+26.884s	6				
4 BULLER 1:17.964	4	Jazeman Jaafar (MAL)	Carlin	DVM F308	+16.903s	5	4	Pye	+2.828s	4	5 FORESTI 1:17.904	4	Jaafar	+28.804	10				
5 JAAFAR 1:18.155	5	Carlos Huertas (COL)	Carlin	DVM F308	+19.329s	2	5	Jaafar	+3.166s	7	6 BULLER 1:17.938	5	Huertas	+30.414s	4				
6 FORESTI 1:18.156	6	William Buller (GB)	Fortec Motorsport	DMB F311	+21.838s	4	6	Nasr	+4.704s	9	7 FANTIN 1:17.981	6	Harvey	+34.220s	11				
7 FONG 1:18.219	7	Scott Pye (AUS)	Double R Racing	DMB F308	+28.417s	9	7	Svendsen-Cook	+5.319s	8	8 MAGNUSSEN 1:18.090	7	Lloyd	+37.916s	12				
8 FANTIN 1:18.268	8	Kevin Magnussen (DK)*	Carlin	DVM F308	+29.708s	10	8	Foresti	+5.884s	10	9 PYE 1:18.140	8	Pye	+38.507s	9				
9 PYE 1:18.278	9	Menasheh Idafar (BRN)	T-Sport	DVM F311	+34.168s	13	9	Fantin	+6.728s	12	10 JAAFAR 1:18.148	9	Tincknell	+42.419s	14				
10 MAGNUSSEN 1:18.281	10	Harry Tincknell (GB)	Fortec Motorsport	DMB F311	+38.714s	14	10	Fong	+9.094s	11	11 HARVEY 1:18.341	10	Fantin	+44.488s	7				
11 HARVEY 1:18.390	11	Adderly Fong (PRC)	Sino Vision Racing	DMB F308	+40.042s	7	11	Magnussen	+10.062s	3	12 LLOYD 1:18.389	11	Cunha	+46.343s	18				
12 LLOYD 1:18.768	12	Pietro Fantin (BR)	Hitech Racing	DVM F308	+40.411s	8	12	Harvey	+11.586s	13	13 IDAFAR 1:18.736	12	Snegirev	+1m21.409s	17				
13 IDAFAR 1:18.982	13	Jack Harvey (GB)	Carlin	DVM F308	+45.635s	11	13	Derani	+16.746s	15	14 TINCKNELL 1:18.905	13	(R) Hylkema	+1m22.396s	19				
14 TINCKNELL 1:18.983	14	Yann Cunha (BR)	T-Sport	DVM F311	+55.528s	18	14	Cunha	+16.990s	14	15 ILYAS 1:18.931	14	(R) Sakurai	+1m25.172s	20				
15 ILYAS 1:18.984	15	Pipo Derani (BR)	Double R Racing	DMB F308	+57.310s	16	15	Buller	+17.448s	5	16 DERANI 1:19.239	15	Magnussen	-1 lap	8				
16 DERANI 1:19.397	16	Max Snegirev (RUS)	Hitech Racing	DVM F310	+1m19.824s	17	16	(R) Sakurai	+1m10.366s	17	17 SNEGIREV 1:19.356	16	R Svendsen-Cook	22 laps-damage	1				
17 SNEGIREV 1:19.617	17	(R) Kotaro Sakurai (JJ)	Hitech Racing	DMH F307	-1 lap	20	17	(R) Hylkema	+1m27.471s	20	18 CUNHA 1:19.629	17	R Idafar	16 laps-off	13				
18 CUNHA 1:19.693	18	R Hywel Lloyd (GB)	Sino Vision Racing	DMB F308	17 laps-off	12	R	Snegirev	0 laps-crash	16	19 HYLKEMA 1:20.471	18	R Fong	16 laps-crash	2				
19 HYLKEMA 1:20.791	19	R Fahmi Ilyas (MAL)	Fortec Motorsport	DMB F311	15 laps-off	15	R	Lloyd	0 laps-damage	18	20 SAKURAI 1:23.903	19	R Derani	7 laps-collision	16				
20 SAKURAI No time	20	(R) Bart Hylkema (NED)	T-Sport	DMH F307	3 laps-off	19	R	Ilyas	0 laps-crash	19		NS	Ilyas	0 laps-damage	15				

CHAMPIONSHIP

POS	DRIVER	PTS
1	Nasr	154
2	Foresti	109
3	Huertas	95
4	Jaafar	94

CHAMPIONSHIP (ROOKIE CUP)

POS	DRIVER	PTS
1	Hylkema	161
2	Sakurai	119

Key: D=Dallara; VW=Volkswagen/Brown; MB=Mercedes-Benz/HMA; MH=Mugen Honda/Brown; (R)=Rookie Cup. *10-second penalty; **3-second penalty

KEY R=retired; NS=non-starter

Race 1 Winner's average: 100.20mph. Fastest lap: Buller, 1m19.566s, 110.09mph.

Race 2 Winner's average: 94.66mph. Fastest lap: Buller, 1m18.103s, 112.15mph.

Race 3 Winner's average: 92.39mph. Fastest lap: Magnussen, 1m30.496s, 96.79mph.



2012 Sunoco Rolex 24 At Daytona Challenge

Marcus Clutton in GT4 had an absolutely stunning weekend scoring maximum points by taking the win, pole position and fastest lap points, shooting him from 8th to 3rd place. Nasr recovered from a crash in qualifying and came back with a win and a 2nd in two action packed races keeping his lead in the challenge.

1 Felipe Nasr	Carlin/F3	93.12	6 Michael Guasch	United Autosports/GT3	57.50
2 Javier Morcillo	Azteca/Britcar	72.50	7 Sean McInerney	Eclipse/Britcar	54.37
3 Marcus Clutton	A.B.G Motorsport/GT4	68.75	8 Michael McInerney	Eclipse/Britcar	54.37
4 Lucas Foresti	Fortec Motorsport/F3	63.75	9 Peter Belshaw	A.B.G Motorsport/GT4	53.75
5 Matthew Bell	United Autosports/GT3	57.50	10 Keith Robinson	MJC/Britcar	51.25

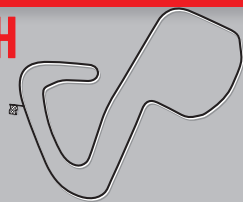


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BRANDS HATCH

GREAT BRITAIN

June 18-19
BRITISH GT
Round 3/7



BRITISH GT AT A GLANCE

- GT3 Bridgman/Fisken
- GT4 Belshaw/Clutton
- Pole Matt Griffin
- FL Griffin



SV G50 lost GT4 at the last corner

BRITISH GT BRANDS HATCH GP, JUNE 18-19

Traffic thwarts Griffin as Trackspeed triumphs



Typically faultless Porsche run netted GT3 victory

EVEN THOUGH IT WAS off the pace, the United Autosports Audi R8 LMS ultimately had a big influence on the outcome of last weekend's British GT race at Brands Hatch.

The number 24 car, shared by Jay Palmer and John Bintcliffe and driven for the second part of the two-hour event by former BTCC race winner Bintcliffe, was well out of contention when factory Ferrari driver Matt Griffin (in the rapid MTECH 458) came up to lap it.

Bintcliffe refused to move aside, and several laps spent fighting past the Audi cost Griffin the chance to attack the winning Trackspeed Porsche 997 GT3 R of Tim Bridgman in the late stages.

"I was lapping Bintcliffe in the Audi and he was defending from me," said Griffin, who took pole and set a new lap record in the car he shared with Duncan Cameron. "I would say I lost 10-12 seconds behind him. It was disgraceful driving from this relic of the super touring days and that's what lost me the race."

Whether Griffin would

have overcome the expertly driven Porsche Bridgman shared with Gregor Fisken is debatable, but the time Griffin lost certainly prevented a grandstand finish to a tense race that seesawed dramatically with the inclement June weather.

A strong opening stint from Charles Bateman, who climbed from ninth on the grid on a drying track to hand co-driver Michael Lyons a healthy lead in Scuderia Vittoria's 458, was undone as Lyons struggled to get heat into his new slicks as rain returned shortly after the pitstops had played out. Lyons never looked comfortable, even as the track improved, and Bridgman quickly closed him down before grabbing the advantage at Paddock.

With Griffin able to lap several seconds faster than Lyons in a similar car, the loss of second was inevitable, and hopes of clinging onto a podium were undone when a battling Glynn Geddie (in for his dad Jim in a CRS Ferrari 458) and Allan Simonsen (in Hector Lester's Ferrari 430 Scuderia) swept past Lyons

on consecutive laps in the closing stages.

"He just didn't drive fast enough!" rued team boss Piers Masarati, who was left doubly furious when the GT4 class-leading Ginetta G50 of Dan Denis and David McDonald, fell off at Clearways on the final lap under pressure from the KTM X-Bow of Peter Belshaw/Marcus Clutton.

Griffin felt his hopes of pulling off a similar move on the GT3-winning Porsche were undone by traffic, but he was also quick to credit the Trackspeed duo, who drove a faultless race and made the most of the Porsche's superior speed in damp conditions to take a deserved win.

"I had to go at qualifying pace in the damp because I

knew the dry was Ferrari territory," said Bridgman.

"We had great pace in the car — the Ferrari was catching us but I was being cautious in traffic."

The result was a much-needed fillip for Trackspeed, after both its cars came together during the last round at Snetterton. Indeed, the squad might have celebrated a one-two at Brands, but for the fact the sister car reigning champion David Ashburn shared with Carrera Cup GB ace Stephen Jelley was retired with engine problems and an unspecified oil leak, shortly after Ashburn handed over.

The UA Audi of points leaders Matt Bell and Michael Guasch fared even worse — qualifying 12th and completing just one lap in

the race before Guasch crashed heavily at Druids following contact with the Ferrari 430 of Phil Burton and Adam Wilcox.

The loss of extra points for a two-hour race like this could yet prove costly to this duo's hopes of topping a highly-competitive field.

● Ben Anderson

RESULTS (2 hours – 75 laps)

1 Gregor Fisken/Tim Bridgman (Porsche 997 GT3 R); 2 Duncan Cameron/Matt Griffin (Ferrari 458 Italia) +5.399s; 3 Jim Geddie/Glynn Geddie (Ferrari 458 Italia); 4 Hector Lester/Allan Simonsen (Ferrari 430 Scuderia); 5 Charles Bateman/Michael Lyons (Ferrari 458 Italia); 6 David Jones/Godfrey Jones (Mercedes AMG SLS); 7 Andrew Tate/Alex Mortimer (Ferrari 458 Italia); 8 Jay Palmer/John Bintcliffe (Audi R8 LMS); 9 Phil Burton/Adam Wilcox (Ferrari 430 Scuderia); 10 Ian Stinton/Michael Simpson (Ginetta G55). **GT4** Peter Belshaw/Marcus Clutton (KTM X-Bow). **FL** Griffin 1m27.515s (100.09mph). **GT3 Points** 1 Matt Bell/Michael Guasch, 70.5; 3 J Geddie/G Geddie, 63.5; 5 Lester/Simonsen, 58.5. **GT4** 1 Belshaw/Clutton, 100; 3 Freddy Nordstrom/Leyton Clarke, 82; 5 Josh Wakefield/Jake Rattenbury, 55.

31-car field made for fine sight on Brands GP loop



MILESTONE

Scott Malvern becomes the first driver to win nine consecutive British Formula Ford races since Duncan Tappy in 2005

BRITISH FORMULA FORD AT A GLANCE

- Race 1 **Scott Malvern**
- Race 2 **Malvern**
- Race 3 **Malvern**
- Points leader **Malvern**

REPORTS BRANDS HATCH



Yet another clean sweep for Malvern

F3/GT SUPPORTS BRANDS HATCH GP, JUNE 18-19

Third hat-trick puts Malvern on top

SCOTT MALVERN

swept to the top of the British Formula Ford table by winning all three races at Brands Hatch last weekend.

With his major title rivals faltering, he also opened up a useful lead. The Jamun Mygale man has now won the nine races in a row...

Conditions played their part, with two races being red flagged as the heavens opened on the slick-shod field. The first race was a victim, as were points leader Jeroen Slaghekke and fellow title contender Geoff Uhrhane, who was in second spot when he went off. In what became a wet-tyre four-lap re-run,

Malvern blitzed the field.

One man who benefited from the stoppage was Antti Buri (LMS Mygale), the Finn taking second. He'd lost several places with a trip through the Clearways gravel in the original race. Title hopeful Nick McBride made a terrible getaway, converting second spot into a seventh-place finish.

The second race was dry, but did feature a safety car. Uhrhane led at that point, but Malvern dumped him to second shortly after the re-start with a daring pass into Sheene Curve. McBride was in their wheel tracks, while Buri headed Tristan Mingay and Slaghekke.

Sunday's race mirrored race one in terms of weather. Malvern was leading McBride, Uhrhane and co when a downpour sent cars scurrying off in all directions. The five-minute re-run descended into farce as a wily old Malvern led the field round on the slowest warm-up lap you ever saw.

As the lights went out, there were just 55 seconds left on the clock. Malvern duly led but, as he came round, there was no chequered flag. Wise to his tactics, officials added a second lap to the race.

"I tried to make it a one-lapper, but was surprised when there was no flag," he confessed after leading home McBride, Uhrhane and Jesse Anntila in a four-car break.

Paul Wilson hadn't won a Caterham R300 race since the season opener, but bounced back to reverse form with Jamie Orton, who twice beat him last time out. Wilson romped race

one from Orton, the main feature being a nerve-jangling, seven-way battle for fifth place.

Wilson found life tougher in race two, until fighting behind allowed him to slip the field. Through mudguard-shedding antics, Orton and JJ O'Malley survived to flash across the line in a near deadheat for second. O'Malley got the verdict by one thousandth of a second.

Having produced four different winners in four rounds, the VW Racing Cup added a fifth name to the roster when Kieran Griffin took the first race. Status quo returned in race two when Snetterton winner Aaron Mason bagged the spoils in an equally keenly contested affair.

The first Ginetta Challenge race was 'won' by Mike Robinson, until he learned of a 30s penalty on his way to the podium. Clive Richards thus took the spoils and led much of the way in race two, but hiccups dropped him to seventh and it was Mark Davies who wrested the honours.

● Dud Candler

RESULTS

British Formula Ford (4 laps)

1 Scott Malvern (Mygale SJ11): 2 Antti Buri (Mygale SJ11) +4.215s; 3 Dan De Zille (Mygale SJ11); 4 Neil Alberico (Ray GRS10); 5 Stein Schothorst (Mygale SJ10); 6 Philippe Layac (Mygale SJ10); 7 Nick McBride (Mygale SJ11); 8 Nils Verstergaard (Mygale SJ07); 9 Jesse Anttila (Ray GR11); 10 Joey Van Splunteren (Mygale SJ07). **CW** Schothorst; Cavan Corcoran (Mygale SJ07). **FL** Malvern 1m40.309s (87.32mph). **Race 2 (11 laps)**

1 Malvern: 2 Geoff Uhrhane (Mygale SJ11) +0.497s; 3 McBride; 4 Buri; 5 Tristan Mingay (Mygale SJ09); 6 Jeroen Slaghekke (Mygale SJ11); 7 De Zille; 8 Layac; 9 Van Splunteren; 10 Alberico. **CW** Van Splunteren; Corcoran. **FL** McBride 1m29.564s (97.80mph). **Race 3 (2 laps)** **1 Malvern;** 2 McBride +1.558s; 3 Uhrhane; 4 Anttila; 5 Layac; 6 Alberico; 7 Van Splunteren; 8 Egebart; 9 Vestergaard; 10 Bas Schouten (Mygale SJ08). **CW** Van Splunteren; Corcoran. **FL** Malvern 1m43.731s (84.44mph). **Points**

1 Malvern, 308; 2 McBride, 256; 3 Slaghekke, 238; 4 Buri, 224; 5 Uhrhane, 196; 6 De Zille, 192.

Caterham Superlight R300

(19 laps) 1 Paul Wilson; 2 Jamie

Orton +4.510s; 3 JJ O'Malley; 4 James MacLachlan; 5 Paul Brannan; 6 Jonathan Walker.

FL Wilson 1m38.914s (88.56mph).

Race 2 (19 laps) 1 Wilson; 2 O'Malley +3.167s; 3 Orton; 4 Walker; 5 Brannan; 6 Stuart Simpson.

FL Brannan 1m38.628s (88.81mph).

VW Racing Cup (12 laps) 1 Kieran

Griffin (Sirocco R); 2 Steve Chaplin (Beetle RSI) +1.471s; 3 Aaron Mason (Golf GTi Mk5); 4 James Walker (Golf GTi Mk5); 5 Joe Fulbrook (Bora); 6 Richard Walker (Golf GTi Mk5).

FL Mason 1m41.487s (86.31mph).

Race 2 (11 laps) 1 Mason;

2 J Walker +0.804s; 3 Fulbrook;

4 Chaplin; 5 Peter Wyhinny (SEAT Cupra R); 6 Steve Wood (Golf GTi Mk5). **FL** Fulbrook 1m45.601s (82.95mph).

Ginetta Challenge (12 laps) 1 Clive

Richards (G40); 2 Mark Davies (G40) +0.704s; 3 Richard Sykes (G40); 4 Graham Johnson (G40); 5 Sean Huyton (G40); 6 Tiff Needell (G40). **CW** Dominic Pettit (G20). **FL** Huyton 1m41.367s (86.41mph).

Race 2 (11 laps) 1 Davies; 2 Ryan Ratcliffe (G40) +2.642s; 3 Mike Robinson (G40); 4 Sykes; 5 Johnson; 6 Huyton. **CW** Stuart Pearson (G20). **FL** Robinson 1m41.733s (86.10mph).

Wilson twice topped frenetic R300 races

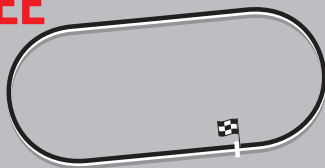


MILWAUKEE

USA

JUNE 19

IndyCar Series
Round 8/18



AT A GLANCE

- Winner **Dario Franchitti**
- Pole **Franchitti**
- Most laps led **Franchitti**
- Fastest lap **Franchitti**



Tight racing deserved bigger audience

Franchitti hangs tough; old kid's on the block

Despite dominating most of the race, Dario Franchitti was livid at rival Helio Castroneves' tactics at Milwaukee



Having defended low, Helio (3) moves high to block Dario

WHEN IT COMES TO DEALING in history, the Milwaukee Mile takes some beating. In Sunday's 225-miler around America's oldest racetrack, who better to win it than Dario Franchitti to tie Rick Mears in the all-time open-wheel winners list.

As Franchitti admitted later, this was "a tough one". He dominated the first 115 laps from pole position until

a fired-up Tony Kanaan (KV) came steaming past his Ganassi-run car into Turn 1. If that wasn't bad enough, the spectre of a drive-through penalty soon hung over Dario's head eight laps later, as he clipped the right-front replacement tyre of title rival Will Power (whose tyre changer was stood on top of it at the time!) as he swung into his

pitbox. Early frontrunner Takuma Sato had already been pinged for mowing down one of his own tyre changers/wheel (after he'd clanged into Franchitti's team-mate Scott Dixon seconds earlier), but race stewards took no action in Dario's case.

Franchitti repassed Kanaan at a restart on lap 133, but lost it again 21 laps later when briefly baulked by Ed Carpenter, allowing Kanaan to use his push-to-pass to nab the lead back. With fourth placed EJ Viso (KV) then hitting Carpenter a couple of laps later, firing himself into the wall heavily, attention would return to the pitlane for the final planned stops.

This is where Penske's Helio Castroneves entered the frame. A 5.6s pitstop, compared with Kanaan's

6.5 and Franchitti's 6.8s, propelled him into the lead. With 50 laps to go, Franchitti tried the same move into Turn 1 that had retaken the lead from Kanaan earlier, but Castroneves chopped him. He tried high next, and again Helio covered forcefully. A week earlier Franchitti had railed about the injustice of the lottery grid draw for the second of the Texas twin races that had allowed Will Power to extend his points lead, but it was Power's team-mate in the firing line this time.

"It was his usual blocking crap," slammed Franchitti. "I don't know what it's going to take to understand blocking is not a part of what we do in Indycars. He pushed me one way down to the pitwall, then the other way up into the marbles."

Conversely, Franchitti was hugely complimentary about Kanaan's racing etiquette: "Tony passed me in traffic when I screwed it up, and I got him back at a restart. He didn't give an inch but didn't do anything obstructive, unlike his Brazilian brother. The two strongest cars were Helio and Tony: in clean air I was probably quicker, in traffic they were maybe better."

Now out front, Castroneves reeled off a sequence of fastest laps but his hopes of victory were about to be extinguished. His left-rear tyre was cut and lost pressure, and despite plugging on bravely for a couple of laps, he pitted for a new set under the next caution flag.

"No wonder he got a flat tyre considering some of the part of the tracks he was

Hunter-Reay didn't get past Turn 1



RACE RATING

★★★★☆

Awesome short-track racing, Indycar-style. Just lacked a final-stint duel to the finish

MILESTONE

Dario Franchitti's 29th open-wheel win ties him with the great Rick Mears in the all-time list

REPORT INDYCAR MILWAUKEE

CHUCK BRADBURY JR
reports

using," sniped Franchitti. "He got what he deserved today. I was spitting mad at what he did on that restart."

Helio, who would recover to finish ninth, said: "I wasn't thinking about winning this race anyway, because this place is always bad to me. Pitting was the best decision — it just wasn't meant to be."

Sadly, for those hoping for a duel to the flag, the cause of that yellow was Kanaan. After he'd passed Franchitti again, ironically as Dario got boxed-in by the satellite Ganassi car of Charlie Kimball, TK dropped it in a big way getting on the gas too greedily at Turn 4, spinning into the wall hard. "Tony's crash showed how close to the limit we were," said Dario. "We were on a knife-edge out there."

It left Franchitti's way

clear to victory: "You come away from this race thinking 'wow, that was a special one' regardless of where you've finished," he said. "Today was typical Milwaukee; to win here is special."

For title rival Power, this race was a case of damage limitation — like Franchitti's race two at Texas. After a near-shunt in qualifying had left him 17th, he only entered the top five in the closing stages, eventually finishing fourth. "I'm very happy with that; I was fighting like a dog to get those positions," said Power, who is now level on points with Franchitti at the top of the table. "I expected Dario to come back hard after Texas. If you can beat this guy, you know you're beating the best."

On Sunday in Milwaukee, the 'best' proved just that. ❧



A CHIP OFF THE OLD RAHAL BLOCK

BOBBY RAHAL NEVER WON at Milwaukee in his illustrious Indycar career, but he did finish runner-up there four times. Despite this, he lists the one-mile oval within the Wisconsin State Fair Park as one of his favourites, not least because longtime sponsor Miller is based nearby: "I've been bought plenty of beers around here," he quipped.

Son Graham seems to have inherited the Rahal love of the place, scoring his third podium finish of the season by chasing Franchitti home in second place in a his Ganassi satellite entry.

"I passed a lot of cars today," said Rahal Jr, who qualified down in 12th. "I thought it would be tricky, but the low-line started to come in and allowed me to pass a lot of guys. We just moved forward all day long, and I gained one or two places at each restart."

"I thought I'd have a chance with Dario at the end, but I just couldn't keep up with him."

Someone else who used the low-line to good effect was third placed Oriol Servia. The inside line was repaved with asphalt a couple of years ago, making

it more treacherous than grippy as Ryan Hunter-Reay (Turn 1, lap 1) and Alex Lloyd (Turn 2, lap 80) found to their cost. But Servia was able to use it, and sliced past cars that he'd lost time to when an airgun malfunctioned in a round of at half distance.

"Running low was better for my car," he said. "That was the key to getting up front. We dropped from fourth to 12th in the pits. I knew we were halfway through the race, and figured since we started 10th and had got up to third, I could do it again."

RESULTS

IndyCar Series, Milwaukee (USA), June 18-19, round 8 of 18

GRID	
1 FRANCHITTI 170.841MPH	2 CASTRO'S 169.99MPH
3 DIXON 169.582MPH	4 KANAAN 169.365MPH
5 SATO 169.308MPH	6 VISO 169.082MPH
7 H-REAY 169.014MPH	8 BRISCOE 168.598MPH
9 ANDRETTI 168.456MPH	10 SERVIA 168.320MPH
11 BEATRIZ 167.863MPH	12 RAHAL 167.674MPH
13 WILSON 167.621MPH	14 LLOYD 167.162MPH
15 PATRICK 166.779MPH	16 HINCHE 166.558MPH
17 POWER 166.248MPH	18 H'DERBRAND 166.070MPH
19 TAGLIANTI 166.031MPH	20 CONWAY 166.003MPH
21 KIMBALL 165.592MPH	22 MEIRA 165.375MPH
23 JAKES 164.814MPH	24 SAAVEDRA 164.440MPH
25 CARPENTER 163.304MPH	26 SILVESTRO no time

225 LAPS, 225 MILES				
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME
1	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	1h56m43.5877s
2	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda	+1.4271s
3	Oriol Servia (E)	Newman/Haas Racing	Dallara-Honda	+2.7703s
4	Will Power (AUS)	Team Penske	Dallara-Honda	+3.8756s
5	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	+4.2289s
6	James Hinchcliffe (CDN)	Newman/Haas Racing	Dallara-Honda	+5.2021s
7	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	+5.7803s
8	Takuma Sato (J)	KV Racing Technology-Lotus	Dallara-Honda	+6.1011s
9	Helio Castroneves (BR)	Team Penske	Dallara-Honda	+6.3643s
10	Justin Wilson (GB)	Dreyer & Reinbold Racing	Dallara-Honda	+6.8905s
11	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	+8.2475s
12	Mike Conway (GB)	Andretti Autosport	Dallara-Honda	+8.9469s
13	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	+9.8659s
14	Charlie Kimball (USA)	Chip Ganassi Racing	Dallara-Honda	-1 lap
15	James Jakes (GB)	Dale Coyne Racing	Dallara-Honda	-2 laps
16	Ed Carpenter (USA)	Sarah Fisher Racing	Dallara-Honda	-2 laps
17	Ana Beatriz (BR)	Dreyer & Reinbold Racing	Dallara-Honda	-3 laps
18	Alex Taglianti (CDN)	Sam Schmidt Motorsports	Dallara-Honda	-29 laps
19	Tony Kanaan (BR)	KV Racing Technology-Lotus	Dallara-Honda	194 laps-accident
20	EJ Viso (YV)	KV Racing Technology-Lotus	Dallara-Honda	163 laps-accident
21	JR Hildebrand (USA)	Panther Racing	Dallara-Honda	120 laps-accident
22	Alex Lloyd (GB)	Dale Coyne Racing	Dallara-Honda	79 laps-accident
23	Sebastian Saavedra (CO)	Conquest Racing	Dallara-Honda	78 laps-accident
24	Vitor Meira (BR)	AJ Foyt Racing	Dallara-Honda	69 laps-handling
25	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	11 laps-handling
26	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	0 laps-accident

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1=	Power	271
1=	Franchitti	271
3	Servia	200
4	Dixon	195
5	Rahal	176
6	Kanaan	171
7	Briscoe	165
8	Taglianti	147
9	Sato	142
10	Patrick	141

Winner's average: 117.393mph.
Fastest lap: Franchitti, 42.7766s,
163.353mph.
Qualifying: decided by combined
average speed over two flying laps.

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NURBURGRING

Germany
June 18-19
Renault 3.5
Round 5/9



AT A GLANCE

- Race 1 Robert Wickens
- Race 2 Kevin Korjus
- Pole position Wickens x2
- FL Brendon Hartley/Sergio Canamasas

REPORT RENAULT 3.5 N'RING

PETER MILLS
reports



Slick Wick too quick for Ricc

Carlin's Canadian gets the better of race one duel but is denied a double when Korjus uses a window of opportunity



Wickens (left) beat Ricciardo in race one

AFTER DOMINATING Friday practice, Carlin's Robert Wickens claimed to be unaware that a prize Formula 1 "exhibition" run would be awarded to the mid-season points' leader after the Nurburgring round last weekend.

Whether Wickens was genuinely oblivious, by dint of some superb driving at the Eifel venue, the Canadian overhauled team-mate Jean-Eric Vergne in the points' race to secure the drive.

Extreme, changeable, weather and a colossal scrap between Wickens and ISR's Daniel Ricciardo contributed to a thrilling race one on Saturday. Wickens emerged victorious by the slenderest of margins, before going on

to take pole by 0.583s for race two. The rain held off until the final laps of Sunday's encounter, instead it was the appearance of the safety car during the mandatory pitstop window that shook up the order and helped Tech 1's teenage star Kevin Korjus to score an unorthodox win.

The grid lined up on slicks for race one. A shower before the start left the track wet between Turns 12 and 15 and the rain returned as the field set off on the warm-up lap, with Wickens commenting that there was so much water on his visor that he had trouble seeing the five-second board. As the track had been declared wet, the teams were free to add more wing over Saturday's usual low aero

rules. "I think Carlin put about nine holes more rear wing on Wickens car than we applied to Daniel," said ISR boss Igor Salaquarda.

Despite the Czech's contention that Wickens had the quicker car in the wet, and Ricciardo in the dry, little separated the pair throughout the race. After a mesmerizing battle, including four changes of lead, there was just 0.6s between them at the end of the race. "I have never had a race like that which was constantly dry/wet, dry/wet over 45 minutes," said Ricciardo. "The lap times were changing by a huge margin."

Korjus produced a mature drive to take third as several more experienced men hit trouble. Fellow rookies Jean-Eric Vergne (Carlin) and Fortec's Alexander Rossi, respectively first and third in the standings entering the meeting, were the most high-profile casualties after colliding on the opening lap.

Cesar Ramos provided some consolation for Fortec with fourth. Albert Costa, up from 16th, and Andre Negrao were promoted to

fifth and sixth following an accident between Nelson Panciatici and series returnee Fairuz Fauzy.

Korjus had qualified a lowly 13th for race two, and was nudged into a spin on the entry to Turn 1 by Negrao in a typical opening-lap incident.

Having dropped to 21st, Korjus pitted at the first opportunity during the pit window and salvation arrived in the form of the safety car, which was called into action on lap nine following a nasty crash on the pit straight involving Anton Nebylitskiy and Jake Rosenzweig.

Fauzy and Sten Pentus also benefited from making early stops. Fauzy was running ahead of Korjus in 17th when the race went green, but a possible victory slipped away when he locked-up on a damp patch attempting to overtake a slower car at the Veodol chicane and ran off the road.

Korjus picked off places as his rivals stopped later and kept commendable control during a heavy downpour over the last two laps to take the win.

Without the safety car, Wickens would most likely have doubled up. He led the first 20 laps, before emerging from the pitstop phase in third. Fauzy was overhauled at Ford Kurve for second with two laps remaining. If justice had been done, Brendon Hartley should also have been on the podium after challenging Wickens over the early laps, but the Kiwi suffered a 12.5 seconds pit stop when a front-left wheel proved stubborn and dropped to seventh.

RESULTS

Race 1 1 Robert Wickens, 23 laps in 47m30.163s; 2 Daniel Ricciardo, +0.671s; 3 Kevin Korjus; 4 Cesar Ramos; 5 Albert Costa; 6 Andre Negrao; 7 Daniel Zampieri; 8 Anton Nebylitskiy; 9 Sergio Canamasas; 10 Jake Rosenzweig.

Race 2 1 Korjus, 24 laps in 46m36.753s; 2 Wickens, +5.644s; 3 Fairuz Fauzy; 4 Jean-Eric Vergne; 5 Ricciardo; 6 Costa; 7 Brendon Hartley; 8 Cesar Ramos; 9 Zampieri; 10 Sten Pentus.

Points 1 Wickens, 132; 2 Korjus, 102; 3 Vergne 102; 4 Ricciardo, 89; 5 Costa, 82; 6 Rossi, 73; 7 Hartley, 47; 8 Chris van der Drift, 43; 9 Nelson Panciatici, 42; 10 Ramos, 40.

A Turn 1 spin proved key to Korjus' race two win



INTERNATIONAL RACES & RESULTS
SUPERSTARS
Donington (GB),
Rd 4/8

QUICK RESULTS
→ Race 1 winner **A Bertolini**
→ Race 2 winner **Bertolini**
→ Pole position **Alberto Cerqui**
→ Points leader **Luigi Ferrara**

RACE RATING ★★★★★
Impressive UK debut with good racing and plenty of needle

Bertolini took a double for Maser



SUPERSTARS DONINGTON PARK (GB), JUNE 19, RD 4/8

Bertolini unstoppable at Donington

NOT EVEN A DUFF SET-UP in race one and 30 kilos of ballast in race two could stop Andrea Bertolini from taking two International Superstars Series wins for Maserati at Donington.

Second on the grid, Bertolini made a better start to head the pack to Redgate

in race one with Johnny Herbert (Mercedes AMG C63) slotting in behind. Bertolini started to edge away, but, late in the race the car's set-up started to affect the tyres and his pace ebbed away.

Herbert started to close and got the gap to within a

second, but he was struggling from understeer and (as in qualifying) lost time on the Grand Prix Loop. It meant he was never close enough to challenge for the win and finished 0.8s back.

Third fell to poleman Alberto Cerqui (BMW M3)

who fended off the attentions of Luigi Ferrara's Mercedes, Ferrara briefly moving ahead at McLeans until he outbraked himself and ran wide. Christian Montanari (BMW M3) nipped ahead, but Ferrara charged back at Redgate and retook the place, Montanari keeping Alessandro Pier Guidi's Maserati at bay.

Cerqui made an impact in race two: beaten off the line, he biffed Herbert into a spin at the first corner, from which Johnny fell to 17th but stormed back to sixth.

Up front, Bertolini, now with 30 kilos of weight, led the ballast-free Ferrara but the Mercedes couldn't live with the leader. Instead, Ferrara had to fend off Cerqui and Pier Guidi, the Italian car moving ahead on lap 10. Cerqui fell back behind team-mate Thomas Biagi (who had punted Montanari's BMW into a lap one spin).

Cerqui then lost out to Max Pigoli (Mercedes) who nipped ahead of a ragged Biagi who ran wide. That allowed both Montanari and

Herbert to attack on the last lap, the BeeEm securing fifth and Herbert sixth.

However, Johnny's move was robust and as he bounced off the BMW, Cerqui pounced and moved back ahead of Biagi.

Thomas attacked at Goddards, Cerqui tagged him and Biagi looped into a spin that dropped him behind Fabrizio Armetta (Chevrolet Lumina). Ninth was Biagi's reward, his championship lead gone to Ferrara.

● David Addison

RESULTS

Race 1 1 Andrea Bertolini (Maserati Quattroporte), 17 laps in 27m02.864s; 2 Johnny Herbert (Mercedes AMG C63), +0.898s; 3 Alberto Cerqui (BMW M3); 4 Luigi Ferrara (Mercedes AMG C63); 5 Christian Montanari (BMW M3); 6 Alessandro Pier Guidi (Masearti Quattroporte). **Race 2 1 Bertolini**, 17 laps in 27m03.919s; 2 Ferrara, +3.892s; 3 Pier Guidi; 4 Max Pigoli (Mercedes AMG C63); 5 Montanari; 6 Herbert. **Points** 1 Ferrara, 93; 2 Bertolini, 89; 3 Biagi, 82; 4 Pigoli, 68; 5 Cerqui, 65; 6 Stefano Gabellini, 63.

AUTO GP BRNO (CZ), JUNE 19, RD 3/7

Filippi dodges the bullets to take lead

GP2 VETERAN LUCA Filippi left Brno as the new Auto GP championship leader after scoring his first victory of the season in a chaotic opening race.

Erstwhile points leader Giovanni Venturini was eliminated in a startline accident with Marco Barba, who ended his race in the pitwall. Bruno Mendez

vaulted over Fabio Onidi under braking for Turn 3, the pair collecting Adrian Tambay in the process.

Up front, Filippi went on to defeat first-time polesitter Rio Haryanto after radio-communication failure caused the Indonesian driver to miss his pitstop window. Fabrizio Crestani took

second with Kevin Ceccon third, just ahead of Jon Lancaster. Haryanto recovered to finish sixth.

Samuele Buttarelli took his first Auto GP win in race two, while Haryanto took his first podium ahead of a fast-starting Filippi, who finished third from eighth on the grid.

● James Gent



Filippi enjoys spoils of victory

RESULTS

Race 1 1 Luca Filippi, 17 laps in 33m48.741s; 2 Fabrizio Crestani, +3.350s; 3 Kevin Ceccon; 4 Jon Lancaster; 5 Pasquale Di Sabatino; 6 Rio Haryanto. **Race 2 1 Samuele Buttarelli**, 13 laps in 22m57.865s; 2 Haryanto; 3 Filippi; 4 Crestani; 5 Fabio Onidi; 6 Lancaster. **Points** 1 Filippi, 74; 2 Ceccon, 63; 3 Venturini, 49; 4 Onidi, 44; 5 Sergej Afanasiev, 44; Buttarelli, 40.

FORMULA RENAULT EUROCUPI NURBURGRING (D), JUNE 18-19, RD 3/7

First Eurocup victory for Frijns

DUTCHMAN ROBIN Frijns withstood intense pressure from Carlos Sainz Jr to claim his maiden FRenault 2.0 Eurocup victory in the opening race at the Nurburgring.

Will Stevens was again supreme in qualifying, but he relinquished the lead to Frijns after a slow getaway.

Sainz also negotiated the Fortec man, and in spectacular style. As the track narrowed following the pitlane exit, Sainz cut across the grass to slot into third place behind R-Ace Grand Prix's Norman Nato. The Frenchman was unable to resist Sainz for long, who passed Nato around the outside at Turn 1 on lap four. Nato thereafter held third position, and collected a maiden Eurocup podium.

Race-two polesitter Daniil Kvyat came under repeated attack in the middle of Sunday's race from Koiranen team-mate Sainz, but the Russian managed his wet tyres more efficiently in the drying conditions and secured his second win of the season. Swede Timmy Hansen was a distant third.

● Peter Mills

RESULTS

Race 1 1 Robin Frijns, 14 laps in 27m50.501s; 2 Carlos Sainz Jr; 3 Norman Nato; 4 Will Stevens; 5 Oscar Andres Tunjo; 6 Timmy Hansen. **Race 2 1 Daniil Kvyat**, 12 laps in 28m05.332s; 2 Sainz Jr, +1.129s; 3 Hansen; 4 Karl Oscar Liiv; 5 Robin Frijns; 6 Felix Serralles. **Points** 1 Sainz Jr 119; 2 Frijns 93; 3 Kvyat 78; 4 Stevens 74; 5 Hansen 35; 6 Serralles, 28.

INTERNATIONAL RACES & RESULTS

V8 SUPERCARS

Hidden Valley (AUS), Rd 6/14

QUICK RESULTS

- Race 1 winner **Rick Kelly**
- Race 2 winner **S van Gisbergen**
- Poles **Winterbottom x 2**
- Points leader **Jamie Whincup**

RACE RATING

★★★★☆

Four cars wide into a hairpin corner will never work, but fair play lads for trying!

REPORTS

WORLD OF SPORT



Van Gisbergen almost threw away race two win

V8 SUPERCARS HIDDEN VALLEY (AUS), JUNE 18-19, RD 6/14

Van Gisbergen and Kelly are on top again

AT HAMILTON, RICK KELLY won on Saturday and Shane van Gisbergen won on Sunday. In Darwin, they did the same again – but it was so, so different.

Mark Winterbottom was the man to beat on Saturday. From pole position, he led away and looked to have the win in the bag, until a late-race safety-car period.

Accelerating back to race speed, Winterbottom got a tap in the rear from Jamie

Whincup; in a trice, four cars were heading into Hidden Valley's Turn 1 hairpin abreast...

Suffice to say all had problems of differing levels and the race was won by Kelly, who was fifth at the restart. In the melee, Steve Johnson took second from Craig Lowndes. Of 'The Four', Lee Holdsworth was fourth, Shane van Gisbergen seventh, Jamie Whincup ninth, Winterbottom 15th.

The last three named copped penalties of 25 championship points for being naughty.

The Sunday race was longer and featured the use of an 'option' tyre. Most drivers chose to leave that option until the end of the race, and it looked as if that strategy would prevail. But again, the safety car intervened, stacking up the leader and on the soft tyre, van Gisbergen and Lowndes picked off the cars ahead with relative ease.

The fun part was that two cars had engine problems, which left oil on the track, van Gisbergen almost throwing away his win on the slippery surface.

Winterbottom was third ahead of an impressive Tim Slade.

Two teams in particular had disasters. Brad Jones Racing came back to earth after its two recent wins, with a number of engine woes, Jason Bright in particular enduring a visually impressive explosion at 170mph, shortly before the Turn 1 braking zone.

The other woes all seemed to strike the Holden Racing Team. With new management in place, HRT had no car speed to speak of, not much more in the way of reliability and its pitstop resembled a circus.

The team appears to have

bottomed out and its rebuilding process will need to be long and industrious.

● Phil Branagan

RESULTS

Race 1 **1 Rick Kelly (Holden Commodore)**, 42 laps in 54m30.8593s; 2 Steven Johnson (Ford Falcon), +2.5117s; 3 Craig Lowndes (Holden); 4 Lee Holdsworth (Holden); 5 Will Davison (Ford); 6 Tony d'Alborto (Ford). **Race 2** **1 Shane van Gisbergen (Ford)**, 69 laps in 1h27m04.3716s; 2 Lowndes, +0.8939s; 3 Mark Winterbottom (Ford); 4 Tim Slade (Ford); 5 Russell Ingall (Holden); 6 Jamie Whincup (Holden). **Points** 1 Whincup, 1318; 2 Lowndes, 1101; 3 Rick Kelly, 1037; 4 van Gisbergen, 1009; 5 Garth Tander, 986; 6 Johnson, 946.

INDY LIGHTS MILWAUKEE (USA), JUNE 19, RD 5/14

Chaos can't stop Guerrieri

ESTEBAN GUERRIERI'S path to Victory Lane was made easier when one quarter of the starting field for the David Hobbs 100 crashed before taking the start the race at the Milwaukee Mile.

With the grid reduced from 12 to nine cars before racing began, Guerrieri started on pole and led all 100 laps to score his maiden Indy Lights win.

Guerrieri defeated team-mate Josef Newgarden by 5.5012s to become the fourth

different winner in five races. He also closed the championship points gap on the front-running Newgarden to 13.

● Bruce Martin

RESULTS

1 Esteban Guerrieri, 100 laps in 46m45.6824s; 2 Josef Newgarden, +5.5012s; 3 Jorge Goncalvez; 4 Bryan Clauson; 5 Gustavo Yacamán; 6 Victor Carbone. **Points** 1 Newgarden, 191; 2 Guerrieri, 178; 3 Stefan Wilson, 145; 4 Victor Garcia, 141; 5 Goncalvez, 125; 6 David Ostella, 121.

SUPER GT SEPANG (MAL), JUNE 19, RD 3/8

Easy win for Kogure/Duval

TAKASHI KOGURE AND Loic Duval scored their first win of the season last Sunday at Sepang in their DOME Honda HSV.

Kogure took pole, while partner Duval led and built

a big gap in his stint before handing over to Kogure.

Masataka Yanagida/Ronnie Quintarelli (Nissan GT-R) and Toshihiro Kaneishi/Kodai Tsukakoshi also kept their positions

from start to finish in second and third.

Hironobu Yasuda/Bjorn Wirdheim finished fourth from eighth on the grid.

● Jiro Takahashi

RESULTS

1 Takashi Kogure/Loic Duval (Honda HSV), 46 laps in 1h33m34.849s; 2 Masataka Yanagida/Ronnie Quintarelli (Nissan GT-R), +14.198s; 3 Toshihiro Kaneishi/Kodai Tsukakoshi (Honda); 4 Hironobu Yasuda/Bjorn Wirdheim (Nissan); 5 Yuji Tachikawa/Kohei Hirate (Lexus SC430); 6 Andre Lotterer/Kazuki Nakajima (Lexus). **Points** 1 Satoshi Motoyama/Benoit Treluyer, 26; 2 Kaneishi/Tsukakoshi, 25; 3 Kogure/Duval, 24; 4 Quintarelli/Yanagida, 21; 5 Lotterer/Nakajima, 21; 6 Matsuda/de Oliveira, 20.



Duval heads into Turn 1 with a lead he never lost

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INTERNATIONAL RACES & RESULTS

NASCAR SPRINT CUP

Michigan (USA), Rd 15/36

QUICK RESULTS

- Winner **Denny Hamlin**
- Pole **Kurt Busch**
- Most laps led **Greg Biffle**

RACE RATING ★★☆☆☆ A spread out field and lack of cautions made this a dull affair

REPORTS

WORLD OF SPORT



Hamlin (11) took his first win of the year

NASCAR SPRINT CUP MICHIGAN (USA), JUNE 19, RD 15/36

Heluva Good Hamlin breaks 2011 duck

A WEEK AFTER LUCKING OUT at Pocono, Denny Hamlin hit back in style to claim his first win of the season at Michigan's Heluva Good! Sour Cream Dips 400.

But while he'd been the dominant driver seven days ago, this time it was a pack of Roush Fords that led the way, with Greg Biffle, Carl Edwards and Matt Kenseth all taking turns at the front.

The race was shaping up to be a fuel-saving contest, with Carl Edwards leading the field. But a cut tyre on Dale Earnhardt Jr's Hendrick Chevrolet sent him into the wall, bringing out a late caution, and the entire pack dived into the pits for a splash of fuel and fresh tyres.

As Hamlin blasted away from his box he sent his front-tyre changer tumbling in his haste. It was worth it too, as he won the race off pit road, which he then turned into the lead proper at the final restart.

The Joe Gibbs Toyota established a small but comfortable lead, and Hamlin duly ended his short victory drought.

"Over these last six weeks, I can honestly say we've had a chance to win each and every race," he said. "For me, if I go about eight weeks without winning, I'm wondering what the heck's going on."

Kenseth chased Hamlin to the line but fell short by a little over 0.2s. Hamlin's

Gibbs team-mate Kyle Busch was the main threat to the Roush trio during the main part of the race and he brought his Camry home third. Paul Menard had a great run for Richard Childress Racing and finished fourth in his Chevy Impala.

Sprint Cup points leader Edwards found himself on the unfavourable bottom line at the last restart and was unable to make any impression on the leaders. But fifth place still increased his advantage in the standings after Earnhardt's charge ended in the wall and reigning champion Jimmie Johnson spun his Hendrick Chevy early on, dropping him a couple of laps behind the leaders.

Childress driver Kevin Harvick now holds second in the standings, his Chevy surviving a hard lick against the wall on his way to 14th.

Stewart-Haas team-mates Ryan Newman and Tony Stewart fought their way to the flag, with Newman just edging his team boss for sixth.

Juan Pablo Montoya's race had a spectacular end when he dramatically slowed as his Ganassi Chevy ran out of fuel and was hit hard from behind by the unsuspecting TRG Ford of Andy Lally.

● Connell Sanders Jr

RESULTS

1 Denny Hamlin (Toyota Camry), 200 laps in 2h36m50s; 2 Matt Kenseth (Ford Fusion), +0.281s; 3 Kyle Busch (Toyota); 4 Paul Menard (Chevrolet Impala); 5 Carl Edwards (Ford); 6 Ryan Newman (Chevy); 7 Tony Stewart (Chevy); 8 Clint Bowyer (Chevy); 9 Mark Martin (Chevy); 10 Brian Vickers (Toyota). **Points** 1 Edwards, 532; 2 K Harvick, 512; 3 D Earnhardt Jr, 505; 4 Kyle Busch, 503; 5 J Johnson, 503; 6 Kenseth, 491; 7 Kurt Busch, 491; 8 Newman, 456; 9 Hamlin, 455; 10 Bowyer, 455.

EDWARDS PIPS STENHOUSE IN ROUSH FORD NATIONWIDE BATTLE Carl Edwards beat Ricky Stenhouse Jr in a late-race duel at Michigan on Saturday. Stenhouse hit the front with 21 laps remaining, but Edwards repassed him 13 laps later to win.



Castrol EDGE
Rankings

- | | | | |
|---|------------------|---|--------|
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| 2 | Mark Webber | ▲ | 20,593 |
| 3 | Sebastien Loeb | ▼ | 19,869 |
| 4 | Fernando Alonso | ◇ | 19,837 |
| 5 | Lewis Hamilton | ◇ | 19,263 |

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Denny Hamlin won at Michigan, but slid two places to 15th by virtue of qualifying lower and leading fewer laps than the same race in '10 – which he also won. Podium men Matt Kenseth (26) and Kyle Busch (13) made up one spot while Dale Earnhardt Jr (39) dropped two.

To see the full list, visit castroldriverrankings.com



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INTERNATIONAL RACES & RESULTS

STCC

Gothenburg (S),
Rd 4/9

QUICK RESULTS

- Race 1 winner **Rickard Rydell**
- Race 2 winner **R Goransson**
- Pole position **Rydell**
- Points leader **Rydell**

RACE RATING

★★★★☆

Close racing, and amazingly clean considering the tricky conditions

REPORTS

WORLD OF SPORT



Rydell leads pack in dry race one in the dockyard

SCANDINAVIAN TOURING CARS GOTHENBURG (S), JUNE 18, RD 4/9

Many happy returns for Rydell and Goransson

HAPPY ENDINGS WERE IN abundance at the STCC's blue-riband Gothenburg street race last weekend, where Rickard Rydell scored his first victory since returning from the WTCC in the opening race, and Richard Goransson celebrated his early comeback from injury with the race-two win.

Rydell declared his intentions early on by claiming pole in his Chevrolet Motorsport Sweden Cruze, lapping the tiny one-mile circuit in 47.05s, and he made the most of his advantage to lead the field away at the start of the opening race.

James Thompson had started alongside him in his Polestar Volvo C30, but immediately lost the position to Fredrik Ekblom's biogas VW Scirocco — slightly contentiously, in Thompson's view.

"I don't really want to go

into the start of the race," he said. "That's between the STCC and myself. I think there's a bit of a difference in [rule] interpretation."

In reality, it probably didn't make a lot of difference. Thompson spent most of the race fighting to stop Tomas Engstrom's Honda Accord from passing him for third than worrying about reclaiming his original position from Ekblom and, as the lead pair scooted away, the battle for the final podium place became the main focal point of the race.

Ekblom appeared to have a quicker car underneath him and particularly fancied his chances at the hairpin. He had a look around the outside with one lap to go, and then switched and made a dive to the inside on the final lap. Thompson did well to defend both, and deserved his third place.

"I didn't have the pace to

win, and I didn't have the pace for second, so third is about right," he said.

Rydell had crossed the line four seconds up the road. "It was a perfect race," said the Swede.

The clouds delivered on their threat of rain for the second race, forcing a couple of laps behind the safety car at the start. Once the field was released, polesitter Goransson's WestCoast Racing BMW was immediately under attack from Tommy Rustad's Volvo, but the latter faded as the race went on and instead it was Engstrom who became Goransson's main problem.

Both made minor mistakes in the closing laps, but Goransson held on to win by just 0.3s, aided by some spectacular drifting through the back section, with Ekblom in third.

The weekend marked Goransson's return — a

month earlier than expected — from the injuries he sustained in a crash at Jyllandsringen in April.

"It's nice to do the comeback," he said. "When it was dry I was over-driving, because I wanted to prove to myself that I wasn't still terrified from the crash."

Former BTCC champion Colin Turkington ended the weekend 11th and 10th.

● Mark Glendenning

RESULTS

Race 1 1 Rickard Rydell (Chevrolet

Cruze), 24 laps in 19m12.035s; 2 Fredrik Ekblom (VW Scirocco), +0.985s; 3 James Thompson (Volvo C30); 4 Tomas Engstrom (Honda Accord); 5 Johan Stureson (BMW 320si); 6 Viktor Hallrup (Chevrolet).

Race 2 1 Richard Goransson (BMW),

24 laps in 23m18.066s; 2 Engstrom, +0.387s; 3 Ekblom; 4 Tommy Rustad (Volvo); 5 Rydell; 6 Thompson.

Points 1 1 Rydell, 102; 2 Ekblom, 100; 3 Rustad, 90; 4 Stureson, 67; 5 Thompson, 62; 6 Engstrom, 60.

IN BRIEF



US FF2000

Northern Ireland's Wayne Boyd (above) grabbed the lead on the opening lap and then held off a race-long challenge from polesitter Zach Veach to win a rain-delayed US FF2000 race at the Milwaukee Mile.

VW SCIROCCO-R CUP

Britain's Daniel Lloyd took his maiden series win at Lausitz after trading the lead with championship leader Mateusz Lisowski three times during the closing stages. Lloyd moved up to third in the points behind James Dean Mobley, who also passed Lisowski before the end.

GERMAN PORSCHE CUP

Nicki Thiim resisted extreme pressure from Sean Edwards to take his maiden series win at Lausitz. Nick Tandy took a heroic third place after a punt from Thiim at the start broke his left-rear damper into two pieces, and increased his championship lead to eight points.

AUSTRALIAN F3

After securing a drive barely 10 minutes before the first practice session, Kristian Lindbom was the man to beat at Hidden Valley. Lindbom's 2-3-1 results gave him the City of Darwin Cup. James Winslow was his biggest rival, but a second-race clash with Chris Gilmour put paid to the Englishman's ambitions.

MEGANE TROPHY

Stefano Comini delivered a double Megane Trophy victory at the Nurburgring to make it six wins in six races.

STAR MAZDA

Sage Karam led 93 of 98 laps to score his first Star Mazda victory of the season at Milwaukee.

ARCA

Ty Dillon won his fourth race of the season at Michigan on Friday, beating rival Max Gresham.

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Donington promises more club races despite 2011 cull

Leading national venue cuts its current calendar, but plans more races in '12

» DONINGTON PARK IS SET to increase the number of future club meetings it hosts, despite having to cancel many of its 2011 events.

The Leicestershire circuit issued a new calendar last week, with fewer meetings than had originally been planned for the 2011 season (see box, right).

In a statement, Donington chairman Kevin Wheatcroft, said: "We were so keen to get Donington Park back up and running [at the end of last year] that we initially over-subscribed to racing events in relation to the noise restrictions in place. It's a tough decision to reduce the calendar, but we know it is right for the venue."

AUTOSPORT understands Donington initially negotiated with North West Leicestershire District Council to use some of its trackday allocation for club race meetings, but changes in the council following elections in May have resulted in a need for renegotiation.

Donington consultant Robert Fearnall said: "We had an understanding with the local council we could use some of the trackday allocation for club racing because the trackday business has diminished, so we are working on a

revised format with the [new] council for a change of use on non-promoted weekend trackdays.

"There's no animosity and it's something both sides are working on."

Fearnall confirmed the move was part of a long-term plan to increase motorsport at the venue. "We will give up a number of [the circuit's 40] un-silenced racedays because we don't need them, and use some of the trackdays for club races to MSA silencing – 105dB and 108dB," he said. "There are a number of clubs wanting to run under those regs."

"The 1977 planning permission is out of date – there are new regulations now – and Kevin wants something established so everyone knows what we're working to in the long-term."

"I'm sure we'll end up with more club meetings."

Fearnall believes the clubs that have lost their meetings will be offered slots first for 2012. "I'm hopeful that the clubs that have lost dates will be given priority for next year," he said.

The clubs AUTOSPORT spoke to had not been officially informed of Donington's decision to cull some of its remaining '11 dates as the magazine closed for press.

BRSCC competitions director Drew Furlong, whose club is set to lose three dates, said: "I was aware that there were issues regarding race meetings and noise, but the most galling bit is we didn't have the courtesy of a phone call before the balloon went up."

"We're obviously looking at alternative dates at the moment, but we're still feeling around in the dark to see what the situation is. The biggest problem we have is that we run a lot of championships and we need agreement from all competitors [to change dates]."

NEW DONINGTON CALENDAR 2011

June 25-26	AMOC
July 2-3	750MC
July 15-17	WTCC
August 13-14	MSVR
September 3-4	Masters
September 10-11	British Superbikes
September 24-25	British F3/GT

CANCELLED EVENTS

July 23	BRSCC
August 28	MGCC
October 1	BARC
October 8-9	750MC
October 15-16	BRSCC
October 29	MSVR
November 4-5	BRSCC

AUTOSPORT SAYS...

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WHEN INITIAL RUMOURS OF

Donington Park's race cancellations filtered through, there was an understandable worry that the bad days of the past two years and the F1 nightmare had returned.

On finding out more, however, there are signs that the move could be part of a more positive story. If taking a step back and having negotiations with the local council allows the circuit to get a satisfactory long-term solution, Donington's re-birth can continue apace.

Losing meetings, especially those that are coming up fairly soon, is not good, of course. That's particularly true for the clubs, which now have to sort out alternative arrangements for their championships (although it could be argued it provides a welcome release of pressure from a national racing calendar that is straining under its own weight).

It's also a shame for drivers and spectators, for whom the swooping layout provides an interesting racing spectacle.

What is perhaps more worrying, though, is that the clubs we contacted didn't know about the cull. They'd heard there were issues, but had not been informed of the calendar change.

Communication is definitely one area Donington needs to improve as it recovers from the F1 debacle, but it does seem things are generally moving in the right direction.

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British GT

KTM X-Bow faces new restrictions

Frontrunning British GT4 machine to be slowed down after rivals say its 2011 pace is 'outrageous'

BRITISH GT ORGANISERS have vowed to impose fresh restrictions on the KTM X-Bow, after the car's pace sparked anger among rivals at Brands Hatch last weekend.

The ABG Motorsport-run GT4 car of points leaders Peter Belshaw and Marcus Clutton set a fastest lap 1.8 seconds quicker than anything else in the class, and took GT4 honours when the leading Scuderia Vittoria Ginetta G50 of Dan

Denis and David McDonald fell off under pressure at the final corner.

Series promoter SRO has already imposed the heaviest weight and ride-height penalties it can on the car (which was also hit with an extra 20-second pitstop penalty between qualifying and the race) and mandated a reduction in aerodynamic parts.

The Belshaw/Clutton car also had to wait another 20s in the pits as a result of

winning the class last time out at Snetterton, yet still took its third 2011 victory from four races.

SV boss Piers Masarati said: "If you had a GT3 car going four seconds a lap quicker [than anything else] at the end of a race you wouldn't race – it's absolutely outrageous."

Series boss Benjamin Franassovici said SRO would look at imposing further restrictions on the KTM.

"The car needs to be balanced properly," he admitted. "They're in a class that should be balanced but it's just not, and when we introduce a new balance it gets faster. We will look at it because the car is too fast."

European GT4 race winner Michael Mallock, who shares the sister ABG KTM with Athanasios Ladas, said: "We've done a lot of testing, we've got the car sorted and we're driving it well."

Formula Renault UK

Renault ace swaps teams and wins

FORMULA RENAULT UK RACER

Jack Hawksworth has switched teams for the remainder of his rookie campaign – and took a win first time out with his new squad in the fifth round at Croft last weekend.

Former karting champ Hawksworth moved from Mark Burdett Motorsport to Atech Reid GP in time for Croft. The 20-year-old Yorkshireman qualified on pole in the rain, then held off new team-mate Tio Ellinas to win in the dry.

Hawksworth explained that he was attracted to Atech by the presence of Ellinas, and that by sharing data it would be easier to become a race winner. He has spent most of his time

at Burdett as the team's solo driver, and the squad's new recruit Dan Cammish lacks experience in FRenault.

"The guys at Burdett are awesome and did a brilliant job, and I don't want to take anything away from them," said Hawksworth. "Dan is quick but he's only just come in, so he'll take time to adapt."

"Atech had [race winner] Tamas Pal Kiss last year and have got Tio this year,

so that will allow me to move forward. I have to do something in the last six race weekends to turn things around and get noticed, because otherwise I won't be racing next season. Podiums are no good to me – I need to win."

Hawksworth's victory means he becomes Atech Reid's fifth FRUK race winner in the past 13 months, a feat unmatched by any other team.



Hawksworth took Croft win after move to Atech

British Formula Ford

Dutchman eyes more Brit races

STEIN SCHOTHORST FINISHED

fifth overall and top Dutch-series runner on his British Formula Ford debut at Brands Hatch last weekend.

Run by crack Dutch outfit Geva Racing, the 16-year-old drove the Brands GP circuit for the first time on Friday. He then raced the Mygale SJ10 in which his elder brother Pieter drove last year.

Brands was Stein's third outing since switching to single-seaters from the Dutch Suzuki Swift Cup.

He is planning further outings in British FFord and the new EuroCup, and may contest the FFord Festival.

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Global Rallycross

Gronholm triumphs in Pikes Peak Global Rallycross encounter

DOUBLE WORLD RALLY CHAMPION

Marcus Gronholm and Tanner Foust were the winners in the Global Rallycross event at Pikes Peak International Raceway last weekend.

Foust won Friday's Super Rally section, ahead of Gronholm and motocross star Brian Deegan, all three driving OMSE Ford Fiestas.

In his first rallycross event, former British rally star David Higgins took fourth place in his Subaru USA Impreza.

Gronholm won the proper rallycross

section of the event the following day, with Higgins taking second. His cause was helped when Michael Jernberg clashed with Foust at the final corner.

The incident sent Foust across the finish line backwards before his Fiesta plunged off the side of the track. He was initially handed second until the incident was reviewed.

Gronholm said: "Everything is about the start here and I made it in front of Tanner and therefore I could turn in first into the corner and that was key.

"Once you are in front you can do your own driving and I knew that we were fast."

Ex-British rally driver Marcus Dodd retired on Friday and was taken to hospital for checks to a suspected back injury, after rolling his Hyundai.



Gronholm topped the Global Rallycross pack

Formula Renault UK

Millroy eyes switch to sportscars

FORMULA RENAULT UK RACE

winner Ollie Millroy has called time on his season with Manor Competition.

Millroy was running fourth in the championship, but had failed to meet expectations this year after winning a race last season.

He is now focusing on restarting his career in sportscar racing.

"We stopped Renault due to lack of money," said the 21-year-old.

"I am looking at a possible move to sportscars later in the year, but at the moment I'm just talking to people."

Manor co-owner Tony Shaw is unsure whether he will fill Millroy's seat for the remainder of the season, or continue with just his remaining three drivers. "We'll see who comes out of the woodwork," he said, "but we're not actively looking for someone."



Millroy has had a difficult 2011

Ginetta GT Supercup

Harvey keen on GT Supercup

TIM HARVEY COULD contest the Ginetta GT Supercup next season after a successful debut at Croft last weekend.

Harvey qualified his TCR G55 third, ahead of team-mate Carl Breeze. He clashed with Stefan Hodgetts in race one and retired from race three, but took victory in the middle encounter.

The 1992 BTCC champion, who left the Porsche Carrera Cup over the new 2011 car's minimum weight, is

unlikely to appear in the GT Supercup again this year, but may commit to a full season in 2012.

"I only had 15 laps on Friday, but enjoyed it straight away," said the 49-year-old. "It's agile,

it's quick, the driver can make a difference, and there's lots of overtaking.

"I don't think I can do any this year, as I need to manage Kieran Vernon in Carrera Cup, but it's an option for next year."

Harvey ran well on G55 debut



MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Sullivan starred on first Combe visit

Tour Britannia, the multi-discipline event that visited Castle Combe twice on Saturday, remains one of British motorsport's best kept secrets. From the size and quality of the entry, it's getting out though - a relief for Fred Gallagher and Alec Poole, who have striven since 2005 to put it on the map.

Participants chasing highly-prized 'Regularity' honours (a relentlessly fiendish precision timing-based exercise beloved of rally folk, which I do not understand, and may well be for the All-Bran Trophy) arrived full of cheer before the morning's first downpour.

The intrepid John Ruston's glorious 1934 Talbot 105 Alpine Trial car led a field replete with Ferraris (250 GTO, 275 GTB/C, 250 GT Lusso, 330GT, etc), Aston Martins, Alfa Romeo TZ1 and the works Austin-Healey 3000 in which Rauno Aaltonen won the '64 Spa-Sofia-Liege Rally. MG Midgets and Austin A35s are equally welcome.

The Competition section, in which crews go balls-out over races (Pembrey, Combe and Silverstone this year), rally stages (including Wales' immortal Epynt and Caerwent ranges) and the delightful Prescott hillclimb, starred 1985 Indy 500 winner Danny Sullivan, fellow ex-F1 pilot Ian Ashley and the versatile Johns Sheldon and Clark.

I was amazed that 'Kentucky Kid' Sullivan - who cut his racing teeth in FF1600 and F3 in Britain in the

'70s - was a Combe virgin. With the morning's three extra chicanes removed he blasted Chip Connor's Porsche 911 RSR into the lead of the race, only to be gobbled up by Ashley in Mike Smith's Caterham R500, from the modern Targa class.

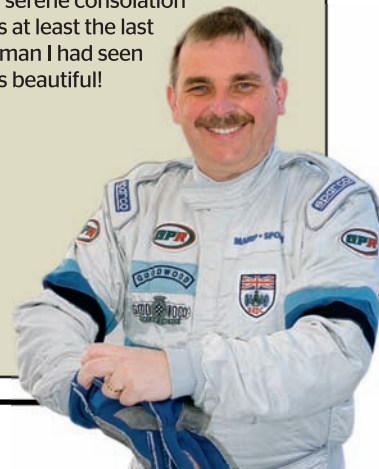
Having competed on last September's Chester-based Tour, alongside Michael Schryver in his Lotus Elan 26R, I was suffering withdrawal pangs. I did the Oulton Park and Anglesey races - narrowly avoiding being swatted by the obstinate Chevrolet Camaro at the latter - but an impromptu arboretum visit at Swynnerton put us out before Mallory Park's finale.

Apart from the camaraderie that developed between competitors and officials over three days, my abiding memory is sitting at the start of a stage over a mountain top goat track in North Wales.

"Prepare to be very scared," came the voice from my right. Gulp.

I looked left and a heavenly apparition, tall and blonde, emerged from behind the timing vehicle. Michael dumped the clutch and we screamed off. As the scrappy hard surface became mud, I was petrified. Seconds later, as we flew 'off' into the unknown on a downhill right-hander - missing boulders the size of coffins, yet inflicting only skin wounds on the car - my serene consolation was at least the last woman I had seen was beautiful!

"I was amazed that 'Kentucky Kid' Sullivan, who cut his racing teeth in Britain, was a Combe virgin"



Castle Combe FF1600

Club Duratec Ford races at Combe

EX-CASTLE COMBE

FF1600 champion Roger Orgee's initiative to introduce a Club Duratec class in 2012 moved a step closer when his son Roger Jr fielded a Van Diemen RFO6 in last weekend's 'Formula Free' single-seater libre events.

Although the Blue Oval's modern engine is currently developing 125-130bhp, the plan (see AUTOSPORT, Feb 3) is to detune it to match the 110-115bhp output of the existing 1600cc Kent units.

"It's not an effort to start a one-make commercial programme, but a group of enthusiasts and suppliers trying to ensure that 'Formula Ford' continues with its original ethos as a low-cost class, but using reliable 21st century components," said 1974 champion Orgee.

Ford is making new

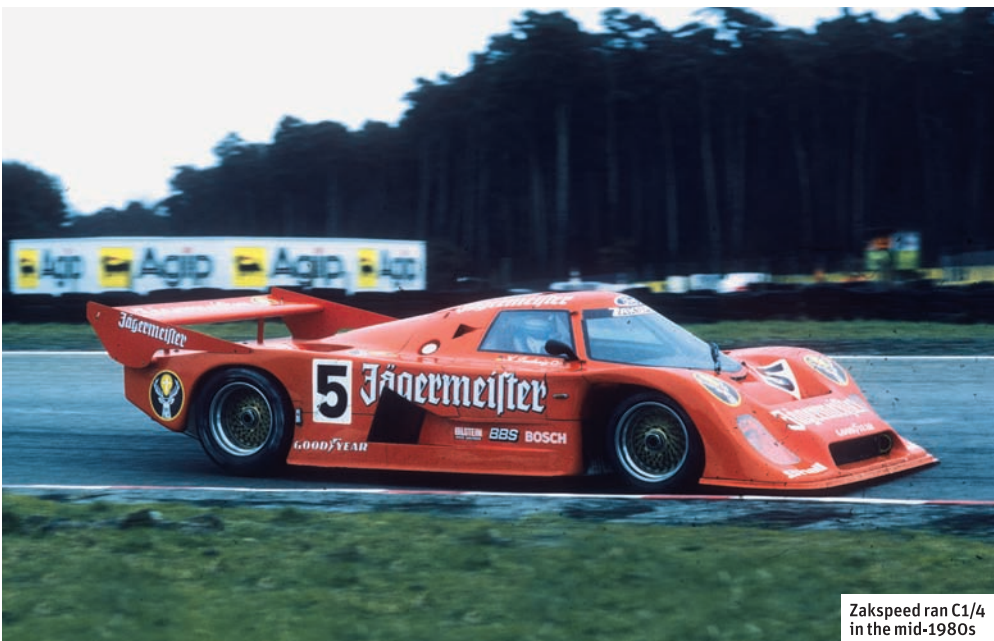
cast-iron Kent blocks available, but the modern Duratec should go longer between rebuilds.

Orgee has garnered support from chassis manufacturers Swift Cooper, Ray and Spectrum - in addition to Van Diemen - and tyre supplier Avon/BMTR, and laid down technical specs to include 2010 Duratec alloy brake callipers, two-way alloy dampers, alloy wheels and a Kent-equivalent weight limit.

"We envisage club drivers with post-2004 chassis upgrading them and the majority buying 2007-10 Duratec cars, detuning the engines and changing the tyres," said Orgee. "The plan was to announce the project following more discussions, but with so much positive reaction I thought it wise to kick-start it into reality."



Orgee raced club Duratec at Combe



Zakspeed ran C1/4 in the mid-1980s

Group C/GTP

Zakspeed back to Group C

Famous F1 and sportscar squad starts restoring two of its famous cars as part of plan to go Group C historic racing next season



FORMER GRAND PRIX TEAM ZAKSPEED is restoring two cars for the historic Group C/GTP Racing series for next season.

The German squad, which made its name in sportscar racing before moving into Formula 1 in 1985, is working on two cars dating from its relationship with Ford in the 1980s, the C100-based Zakspeed C1/4 and a Probe GTP IMSA car (pictured right). It hopes to find customers to race them in Group C/GTP events next season.

Team boss Peter Zakowski, son of company founder Erich, said: "We have had interest from potential customers who want to race the cars. We have started the restoration process and hope to be out next year."

Group C/GTP Racing boss Bob Berridge said: "The fact that we are going to have a team as professional and well-known as Zakspeed with us next year shows how

far the series has come over the past couple of years. Its two cars will provide an interesting addition to our grid."

The Zakspeed is the C1/4 Group C car that raced predominantly in German DRM and Interserie events in 1983-85. Zakspeed took over two C100 chassis when Ford cancelled the programme ahead of the 1983 season and converted one to take its four-cylinder turbo engine.

The team, which is based near the Nurburgring, also developed the Ford Mustang and Probe GTP contenders for the US IMSA series. The rear-engined Probe won a single race in the hands of Klaus Ludwig at Laguna Seca in 1986.



VW Scirocco-R Cup

German VW win to Lloyd

DANIEL LLOYD BECAME THE FIRST

British driver to win a round of the Volkswagen Scirocco-R Cup after coming out on top of a late-race tussle at Lausitz last weekend.

After starting fifth, the one-time British Touring Car racer and ex-Renault Clio contender became embroiled in a lead fight with Mateusz Lisowski and American poleman James Dean Mobley.

With three laps to go, Lloyd used one of his two remaining push-to-pass boosts to take the lead from Lisowski into the first corner. After the Pole retook the lead in an identical fashion next time round with his final boost, Lloyd had one more left in reserve, and used it to move back ahead as



Lloyd defeated Lisowski and Mobley at Lausitz

the pair started the last lap.

"That was a mega race," said 19-year-old Lloyd. "So much happened and the racing was absolutely fantastic. It really is the best race I've ever driven."

Lloyd's victory moved him up from eighth to third in the championship, behind leader Lisowski and Mobley, who used his final push-to-pass to overhaul his title rival midway round the final lap.



Le Mans Marcos pair back together for first time since 1998
The two Marcos LM600s that raced at Le Mans in 1995 were reunited at Donington Park last week. The event marked the end of an extensive rebuild for the second example by Graham Nash, who originally ran the cars in period.

IN BRIEF

THE NEW MKVI GOLF GTI MADE ITS

British race debut in the VW Racing Cup at Brands Hatch last weekend. The car (left), driven by ex-BTCC racer Nick Beaumont, qualified 20th in the 22-car field. It failed to complete a lap in race one, before ending up 16th and last of the classified finishers in race two.



BRITISH GT RACERS ALEX

Mortimer and Andrew Tate finished seventh in their first race with the new Ferrari 458 Italia at Brands Hatch last weekend. Having only taken delivery of the car on Thursday, the CRS Racing duo suffered electrical problems in qualifying that limited them to 27th on the 31-car grid. Former champ Mortimer set the third fastest lap in the race.

FORMER CATERHAM R300

champion Jonathan Walker made his seasonal return to the series at Brands Hatch last weekend. He bagged fourth and sixth-place finishes. The 2009 title winner did selected races last year and plans to do the same again this season.

GINETTA CHALLENGE RACERS

Mike Robinson and Ryan Ratcliffe were both penalised 30 seconds after last weekend's first Brands Hatch race for not respecting the track limits. The sanctions demoted maiden winner Robinson to seventh, while Ratcliffe was dropped from third to ninth. Neither driver was able to appeal, as the penalties were given in lieu of a drivethrough.

EX-FORMULA 1 RACER-TURNED-TV

presenter Tiff Needell raced the guest G40 in the Ginetta Challenge at Brands Hatch last weekend. Having qualified sixth on the GP loop, Needell (below) took sixth in race one after two rivals were penalised, but elected to miss the later race to sign copies of his new autobiography.



MAZDA MX5 FRONTRUNNER BEN

Short was forced to miss qualifying at Oulton last weekend after a builder's lorry blocked his car in at a local hotel. He made up 21 places from 32nd on the grid on the first lap and just missed out on a podium after running wide at Druids. He finally settled in fifth, and was sixth in his second race.

FORMER RENAULT CLIO CUP

champion Phil Glew will race a works Lotus Evora GT4 in British GT for the rest of the year. Glew and Ollie Jackson were sixth in class at Brands Hatch last Sunday.

Tour Britannia

Clark beats Sullivan as Porsches lead Tour

A STRONG RECOVERY DRIVE BY

former Indy 500 winner Danny Sullivan could not dislodge John Clark from victory on the seventh running of Tour Britannia last week.

Clark and Emma-Jane Gilbert-Smith led from the start on Friday morning and were never headed in their Porsche 911. But they were under constant pressure from several rivals and only an off on the Epynt range on Friday afternoon cost Sullivan and Chip

Connor victory in their 911 RSR.

"In some ways the last two days were a nightmare because we led from day one," said Clark. "I rooted the tyres completely in the race at Silverstone and it was touch and go."

Sullivan stormed around Silverstone to trim more than a minute from Clark's lead, but was still 50s down having gone off on Epynt and lost nearly four minutes. "It was my mistake, because I tried taking the last jump without lifting,"

said Sullivan. "We were flat in fourth in the wet. We had to dig the car out."

There was a change in the format for the 2011 running of the classic race-and-rally Tour, with increased mileage on special stages meaning that, for the first time, the event would be won on the stages and not in the three races at Pembrey, Castle Combe and Silverstone.

Right from the slippery opening stages on the Cwm Carn forest drive, Clark went ahead, and at the end of the second day it was John and Lesley Sheldon chasing in their Lotus Elan. But then a clash with a kerb on the second run broke a wheel and Sheldon's charge was wrecked.

Through into third, therefore, came the Jaguar E-type of Philip Walker and Nick Whale, while fourth went to rallying brothers Phil and Mick Squires in their Ford Escort Mk1.

The Mazda MX5 of John Freeman and Tim Blackmore had a clear run to win the Targa event, while the Talbot 105 Alpine of John Ruston and Jeremy Haylock won the Regularity rally.



Clark's Porsche held off Sullivan to win

Renault Clio Cup

Rivett takes prize despite Clio drama

TWO-TIME RENAULT

Clio Cup champion Paul Rivett has retained the lead of the 2011 series despite a points penalty last weekend at Croft.

Rivett passed Nicolas Hamilton, brother of McLaren F1 racer Lewis, under yellow flags in the first race of the weekend, and was penalised two championship points and on his licence.

"There was no point fighting the penalty," said the Stancombe Vehicle Engineering driver. "The yellows were out; people

have been excluded for that in the past."

Title rival James Dixon looked likely to snatch the series' mid-season prize of a holiday for four to Kuala Lumpur, but retired on the final lap of the second race with steering failure after collision, handing the advantage back to Rivett.

Irishman Aron Smith has now passed Dixon for second in the points after a weekend on which the top three title contenders had to recover from poor runs in wet qualifying.

FF1600

Thirlwall invades England

SCOTTISH FF1600

Championship leader Kenneth Thirlwall made his English Formula Ford debut at Oulton Park last Saturday.

The Scot, who has previously raced at Oulton in Scottish Minis, qualified sixth and bounced back from a

broken front wishbone in that session to lead part of the race.

"I decided to try my luck in the South and will try and do more races," said the 21-year-old, who eventually finished second in the Post-'89 race in his Van Diemen RF92.



Thirlwall was quick on Oulton outing

Lotus Festival

Historic F1 racers head to Snett for Lotus Festival

Lotus 102 will appear at Snett



A LAMBORGHINI V12-ENGINED Lotus 102, of the type in which Martin Donnelly suffered horrific injuries during the 1990 Spanish Grand Prix at Jerez, will be among a host of the Norfolk marque's past Formula 1 cars at the second annual Lotus Festival at Snetterton this weekend.

Classic Team Lotus will run demonstrations of the 102, as well as a Lotus 25 (which carried Jim Clark and

Lotus to their first world title in 1963), Lotus 58 and Lotus 79 (in which Mario Andretti claimed the '78 crown).

Donnelly will also attend the event, though is not scheduled to drive the type of car in which he suffered his career-ending crash.

The Lotus Elise GT1, which raced in the 1997 FIA GT Championship, will also appear on a two-day programme that features 11 races.



CCRC SALOONS CASTLE COMBE, JUNE 18-19

Peugeots fly as Charles topples saloon big guns

NICK CHARLES’S

aspirations of retaining the Castle Combe Saloon title were done a power of good with a maximum score last Sunday, as the circuit’s touring car races proved again that Castle Combe’s treasure is Britain’s most competitive club tin-top championship.

Not only did the Peugeot 106 star win the 1800cc Class B both times, but a sensational outright victory in the second, with Tony Dolley’s 206 and first-leg topper Mark Wyatt’s Vauxhall Astra snarling in his mirrors, underlined his claim as his three closest rivals hit trouble.

The Suzuki Swift of Nick Clark, joint points leader going into the event, broke

in both legs. Meanwhile, David Kift’s 106 and Will Burns’s Ford Fiesta — Class C winner in race one — were towed in later.

Although Charles led the bulk of the opener, having boldly usurped poleman Wyatt into Camp and weathered a safety-car interlude, Wyatt went back ahead for good at the Esses.

Adam Prebble’s Rover Tomcat ran third, but a 10-second jumped-start penalty dumped him back through a splendid gaggle comprising Kift, Rob Ballard’s 460bhp SEAT Leon, Dolley, Ben Urquhart’s 206 and Tony Hutchings’s Audi TT to eighth.

Another full-course caution — after Urquhart’s Peugeot barrel-rolled into



Peugeot 106 of Charles leads the pack away

the infield between Folly and Avon Rise, creating its own crop circle — failed to upset Charles’s equilibrium in race two. Prebble scrambled ahead briefly out of Quarry, but slid off at the Esses as Charles countered.

Dolley shadowed Charles home, delighted to snare the Class A points, with Wyatt, Ballard and Hutchings

behind. Having sheepishly admitted to knocking the ignition off first time out, Charles Hyde-Andrews-Bird (Fiesta) atoned with his maiden Class C win.

● Marcus Pye

RESULTS (BOTH 15 LAPS)

1 Mark Wyatt (Vauxhall Astra);
2 Nick Charles (Peugeot 106 GTi)
+2.128s; **3** David Kift (106 GTi);

4 Rob Ballard (SEAT Leon Cupra);
5 Tony Dolley (Peugeot 206 GTi);
6 Ben Urquhart (206 GTi).

Class winners Charles; Will Burns (Ford Fiesta). **Fastest lap** Wyatt 1m16.300s (87.26mph).

RACE 2 1 Charles; **2** Dolley +0.824s; **3** Wyatt; **4** Tony Hutchings (Audi TT); **5** Ballard; **6** Nick Mizen (MG ZR). **CW** Dolley; Charles Hyde-Andrews-Bird (Ford Fiesta) **FL** Dolley 1m16.711s (86.81mph).



Tilling stormed to a record and a double

CCRC SPORTS & GT CASTLE COMBE, JUNE 18-19

Turbocharged Tilling sizzles to new Combe GT lap record

FOR 10 YEARS, BAR

a few weeks, Dutch ace Michael Vergers’ (two-litre) Sports Racing & GT Combe lap record has stood firm against numerous credible onslaughts. On Sunday it finally fell to another Radical driver, series stalwart Simon Tilling, who shaved 0.106s away in the turbocharged 1300cc evolution of his SR3. And there’s more to come.

The magnitude of his achievement was not lost on Andover-based Tilling, whose Opie Oils-supported

machine has weathered gestation issues. “It’s been in my sights for a while, but that has made my day,” he grinned, having overpowered regular race winner Andrew Shanley (Prosport) in the first salvo of the afternoon’s double-header.

Tilling’s record chance came about in a bizarre way. Darcy Smith’s new SR3 had twizzled off without damage at Camp on oil laid by Steve Putt’s Mazda RX-7, and a late safety car was deployed to sort out the logistical mess of lapped

runners crawling under yellow flags in the mistaken belief that it was already out. This left a clear track in front of Tilling.

The pattern of race two was similar up front, with Tilling coming from behind to ambush Shanley and Darcy Smith, whose son Josh took his turn to have a moment in his Radical PR6. Ian Hall leapt to second in the points table (behind Shanley) and the head of Class B, rumbling his ‘Pikes Peak’ Darrian clear of the nippy Caterhams of Keith Dunn and Patrick Havill respectively.

● Marcus Pye

RESULTS (BOTH 15 LAPS)

1 Simon Tilling (Radical SR3 turbo); **2** Andrew Shanley (Radical Prosport) +10.098s; **3** Josh Smith (Radical PR6); **4** Andy Tidy (Radical Prosport); **5** Norman Lackford (Radical Prosport); **6** Martin Baker (Radical Clubsport). **CW** Ian Hall (Darrian Wildcat T98-GTR); **J** Smith. **FL** Tilling 1m03.257s (105.28mph) **record. RACE 2 1** Tilling; **2** Shanley +4.628s; **3** Darcy Smith (Radical SR3 RS); **4** J Smith; **5** Des Andrews (MegaHart 001); **6** Baker. **CW** Hall; **J** Smith. **FL** Tilling 1m03.695s (104.56mph).

CCRC FF1600 CASTLE COMBE, JUNE 18-19

Swift Hall’s hat-trick

FOLLOWING HIS breakthrough win last time out, Herefordshire’s Rob Hall overhauled erstwhile Formula Ford points leader Adam Higgins with two more accomplished victories in the works Swift SC10.

On pole by almost half a second, the sometime BBC *Dragons’ Den* contestant had to work overtime to fend off Josh Fisher (April’s opening-round winner returning at last) and May’s Motors TV star Steven Jensen.

Twice Jensen forged his Spectrum past Hall in race one — once between Tower and Bobbies — but each time his rival’s response was immediate. Four car lengths covered them, split by Fisher’s Van Diemen, at the finish.

“I knew I had the pace today and each time I got ahead I tried to back Steve into Josh,” said Hall, whose strongest rivals

finished the opposite way second time out.

Hall’s title aspirations were aided by two sensational drives by David Vivian from 13th to fourth overall, with Higgins fading to seventh (fourth and second in Class B) both times.

Vivian pulled off after the first flag, but an air lock in the water system bled out.

● Marcus Pye

RESULTS (BOTH 12 LAPS)

1 Rob Hall (Swift SC10); **2** Josh Fisher (Van Diemen RF05) +0.129s; **3** Steven Jensen (Spectrum 011B); **4** David Vivian (Swift SC92); **5** Luke Cooper (Swift SC92); **6** Nathan Ward (Swift SC95). **CW** Vivian; Iain Houston (Van Diemen RF89). **FL** Jensen 1m11.976s (92.53mph). **RACE 2 1** Hall; **2** Jensen +1.068s; **3** Fisher; **4** Vivian; **5** Ed Moore (Ray GR11); **6** Roger Orgee (Van Diemen RFOO). **CW** Vivian; Houston. **FL** Hall 1m11.686s (92.90mph).



Howard was a multiple winner

CLASSIC AND HISTORIC TOURING CARS MALLORY PARK, JUNE 18-19

Stanford takes Cortina tin-top double



Stevens chased Stanford in vain

ROGER STANFORD claimed a Classic and Historic Touring Car double at Mallory Park's Classic Festival last weekend.

The Ford Lotus Cortina driver qualified second and took the lead from Phil Manser as the field headed

into Gerard's in heavy spray.

Manser's Mini kept Stanford under pressure and made it alongside as he attacked in the closing stages. Manser made his move at the exit of Shaw's Hairpin, only to find a backmarker in the gap. The

ensuing moment sent the Mini off the road, leaving Stanford to win comfortably.

A little further back, consistent driving from Brian Stevens meant he had made his way up from ninth on the grid. Heading out of the Shaw's Hairpin through Devil's Elbow, Stevens dived down the inside of the similar Lotus Cortina of Tim Davies and finally secured the place at the exit of Gerard's to secure second.

Stanford led from start to finish in race two, but with Stevens never far behind there was always pressure.

A visibly aggressive and sideways Stevens ran nose-to-bumper with Stanford, the duo passing backmarkers as one. Stevens set the fastest lap with a 56.401s effort, but it wasn't enough to catch Stanford,

who has now taken six wins from as many outings in the championship.

"It's great to have a hat-trick weekend, having won in the BMW in Pre-1993s and winning both races in the Cortina," said Stanford. "It wasn't easy, but I thoroughly enjoyed it."

● Sophie Williamson-Stothert

RESULTS – RACE 1 (15 LAPS)

1 Roger Stanford (Ford Lotus Cortina); 2 Brian Stevens (Ford Lotus Cortina) +2.245s; 3 Tim Davies (Ford Lotus Cortina); 4 Richard Sprigg (Ford Anglia 105E); 5 Steven Sprigg (Ford Lotus Cortina); 6 Jim Burrows (Austin Cooper). **FL** Stevens 57.127s (85.07mph). **RACE 2 (16 LAPS)** **1 Stanford;** 2 Stevens +1.412s; 3 Davies; 4 Burrows; 5 Thomas Lailey de Ville (Ford Lotus Cortina); 6 Nick Jones (Ford Anglia 105E). **FL** Stevens 56.401s (86.16mph).

CLASSIC THUNDER MALLORY PARK, JUNE 18-19

Whittaker's lightning strike in Classic Thunder

IN A BLITZKRIEG attack on the Classic Thunder Championship, Kumho BMW pacesetter Garrie Whittaker took a first and a second at Mallory.

Brett Winstanley took charge early on in his Porsche 964, from the Mitsubishi of Neil Philpotts and Andy Robinson's V8 Ford Falcon. But Whittaker's E36 M3 was soon charging.

He stormed ahead of Philpotts and then went on to take Robinson into Shaw's, diving down the inside to emerge in second.

A slight mistake by Winstanley as his rear wheel clipped the grass allowed the BMW to get alongside and take the lead. Winstanley then had engine

problems and retired, leaving Whittaker to win by just over four seconds.

Robinson took an early lead from Whittaker in race two and held on to win.

● Sophie Williamson-Stothert

RESULTS – RACE 1 (25 LAPS)

1 Garrie Whittaker (BMW E36 M3); 2 Andy Robinson (Ford Falcon V8 Supercar) +4.133s; 3 Joss Ronchetti (Talbot Sunbeam Lotus); 4 Vaughan Fletcher (Subaru Impreza); 5 Neil Philpotts (Mitsubishi Starion EVO); 6 Keith Butcher (Nissan Primera). **FL** Robinson 48.178s (100.87mph).

RACE 2 (8 LAPS) 1 Robinson;

2 Whittaker +1.888s; 3 Roger Evans (Alfa Romeo GTV); 4 Fletcher; 5 Kev Wendt; 6 Martin Davies (Ford Sierra 4X4) **FL** Robinson 47.468s (102.38mph).



Stanford's M3 leads newer machinery

PRE-1993 SALOONS MALLORY PARK, JUNE 18-19

BMWs dominate Pre-93s

ROGER STANFORD added a BMW victory to his Ford Lotus Cortina successes at Mallory by taking victory in the first Pre-1993 Saloon car encounter.

Stanford's E30 M3 flew off the line from pole at the start, soon followed by the newer E36 M3 of Ryan Gorman, who took Will McAteer's VW Golf on Kirkby Straight. While Stanford headed off to victory, Lawrie Dunster impressed as he charged from 10th on the grid to make it an all-BMW podium.

Gorman and Dunster battled it out at the front of race two, with Graham

Myers not far behind in his Ford Sierra. Dunster managed to hold the lead from Gorman, dashing round the backmarkers and making it through the field, to win by a second.

● Sophie Williamson-Stothert

RESULTS (BOTH 17 LAPS)

1 Roger Stanford (BMW E30 M3); 2 Ryan Gorman (BMW E36 M3) +1.753s; 3 Lawrie Dunster (BMW E36 M3); 4 Jim McLoughlin (Ford Capri); 5 Graham Myers (Ford Sierra); 6 Andrew Busby (BMW E30 M3). **FL** Stanford 52.650s (92.30mph).

Race 2 1 Dunster; 2 Gorman +1.016s; 3 Myers; 4 Busby; 5 Len Simpson (VW Vento VR6); 6 Will McAteer (VW Golf). **FL** Gorman 52.950s (91.78mph).

IN BRIEF



FORMULA FREE

The inaugural Castle Combe Formula Free (single-seater libre) race was won by Monoposto man Peter Bragg (Nemesis Mygale US2000, above) as pursuer Jason Timms spun his Suzuki-powered Speeds twice. Bragg gyrated at Tower in race two while trying to repass Timms.

VAG TROPHY

Daniel Rose sizzled from row two to win last Saturday's VAG Trophy round at Castle Combe in his SEAT Leon Cupra R. Poleman Andy Thompson was second in a similar machine, having switched his focus to staving off Rob Carvell's venerable VW Scirocco.

POST HISTORIC TOURERS

The Ford Capri of Dave Thomas was unable to defend from David Howard's Jaguar XJ12, which went from fourth to first in the first race at Mallory. Howard beat Thomas again in race two.

CLASSIC GROUP 1

Howard again took victory from fourth in his Jaguar XJ12. Poleman Jim McLoughlin took second, and led in race two, before Howard came past. The Jag was then delayed in traffic, allowing Dave Hickton to snatch victory in his Opel Ascona.

BOSS

Craig Rainer's potent Ford Escort Mk2 took another double at Mallory. Jeff Windsor's Sierra Cosworth was second in race one, while earlier retiree Graham Wait (Sapphire Cosworth) was runner-up in race two.

ALFA ROMEOs

Richard Drake's Alfassud won the first Alfa race at Mallory, while Bob Trotter (below) took second after starting 11th. Trotter went one better in race two.



Whittaker proved he can win outside Kumho BMW

CATERHAM GRADUATES DONINGTON PARK, JUNE 18-19

Patience pays off as super Tzourou tastes success

LUKE TZOUROU triumphed in a lively Caterham Super Graduate encounter, the polesitter having to work hard on a damp track for his win.

Tzourou was beaten off the line but dived back in front turning through the Old Hairpin on the opening lap, a brave move on a treacherous circuit following a heavy shower before the race.

Championship leader Reece Somerfield had caught Tzourou by the Melbourne Hairpin though, and dived by on the inside to grab the lead and build a healthy advantage.

Somerfield's plan was clear: he needed to build up a gap early while the track was wet. But as the road dried, Tzourou, running on a dry set-up, reeled him in.

Once on the tail of the

leader, Tzourou picked his moment and dived through approaching Redgate to grab the lead and leave Somerfield (a podium visitor in each round so far) to take a distant second.

Ian Anderson took an easy Sigma Graduates win after early-race rival Stuart Pashley succumbed to mechanical problems, but an epic Classic Graduates fight behind them was the highlight of the race.

Rowan Williams worked his way to the front, ahead of poleman Stu Thompson and Graeme Smith, but championship leader John Parker wriggled his way through a seven-car lead fight to take his turn at the front. He and Williams built a gap to the rest of the pack as they argued over the lead, wheel-arches flying at one point, but Parker was just



Things get lively at the start of the Supers

ahead when it counted to take his second win of the season.

Myles Packman claimed Mega Graduate honours after Mick Wilkinson stuttered changing up a gear off the line.

That left the Crewe-based driver to fend off Tim Jump for second place, allowing last year's

runner-up Packman to maintain his unbeaten run in the championship.

● David Addison

RESULTS – CATERHAM SUPER GRADUATES (12 LAPS)

1 **Luke Tzourou**; 2 Reece Somerfield +5.497s; 3 Dylan Stanley; 4 James Sykes; 5 Charles Elliott; 6 Neil Shinner. **FL** Stanley 1m51.651s (80.20mph). **CATERHAM SIGMA/**

CLASSIC GRADUATES (12 LAPS)

1 **Ian Anderson**; 2 Ian Dyble +12.037s; 3 Andrew Hayter; 4 John Gil; 5 Peter Mullineux; 6 John Parker. **CW** Parker. **FL** Anderson 1m52.888s (79.32mph).

CATERHAM MEGA GRADUATES

(7 LAPS) 1 **Myles Packman**; 2 Mick Whitehead +3.960s; 3 Tim Jump; 4 Daniel Malkin; 5 Paul Manyweathers; 6 Paul Allen. **FL** Packman 1m49.045s (82.12mph).



Hughes leads Xero team-mate Clucas

SPEED EUROSERIES DONINGTON PARK, JUNE 18-19

Hughes and Firth claim a speedy Donington double

WARREN HUGHES AND Jody Firth (WFR03) were the men to beat in the two 90-minute SPEED races.

Hughes started Saturday's race and pulled clear of team-mate Ben Clucas, who was complaining about the set-up of the sister car. Clucas felt the car to be nervous and he fell away, with Alex Caffi (Wolf GBo8) moving ahead. Then, just before the pit window opened, rain came. Some

pitted for wets, others teetered around on slicks and Hughes was one of them. He made a tiny error at McLeans and ran wide allowing Caffi into the lead, but when Robbie Kerr spun Alex Craven's Ligier JS51 into the Old Hairpin gravel, a safety car period began. That allowed Tom Bradshaw (in for Clucas) back into contention, as the car was over 30 seconds adrift after Ben's stint. Bradshaw

moved past Firth on the restart as new father Jody struggled to get the tyres back up to temperature. A spin caused the gap to extend to 13 seconds, but Firth fought back to win.

Hughes/Firth were never headed in Sunday's race, nearest opposition Clucas/Bradshaw retiring when the battery lost power, caused the gearbox to play up and spit Clucas into a spin. No power meant no restart.

● David Addison

RESULTS – SPEED EUROSERIES

(55 LAPS) 1 **Warren Hughes/Jody Firth** (WFR03); 2 Ben Clucas/Tom Bradshaw (WFR03) +9.371s; 3 Dean Stirling/Matthew Draper (Ligier JS49); 4 Nigel Greensall/Jono Coleman (Ligier JS51); 5 Sarah Reader/Darren Burke (Juno CN2011); 6 Alex Caffi/Maurizio Fratti (Wolf GBo8). **FL** Burke 1m29.881s (99.63mph). **Race 2 (60 laps)** 1 **Hughes/Firth**; 2 Stirling/Draper +52.239s; 3 Reader/Burke; 4 Alex Craven/Robbie Kerr (Ligier JS51); 5 Jamie Constable/Mike Cantillon (Juno CN2011); 6 Duncan Williams (Juno SSE09). **FL** Caffi 1m29.435s (100.12mph).

PICKUPS DONINGTON PARK, JUNE 18-19

Pickups spoils shared

NIC GRINDROD AND Steve Dance shared the Pickup wins at Donington. Grindrod took the first as Phil White held off Carl Boardley, Damien Carr and Steve Dance.

White's engine let go on lap seven, so Boardley pounced for second, but ran wide at Old Hairpin and fell to fourth.

Banger world champ Paul Tompkins led race two until Dance wriggled past, Boardley and Grindrod doing likewise three laps later. The three

ran together on the last lap and were three-wide exiting Coppice, but Grindrod, nearest the grass, backed off and Dance held on to win from Boardley.

● David Addison

RESULTS – RACE 1 (10 LAPS)

1 **Nic Grindrod**; 2 Steve Dance +2.307s; 3 Simon Carr; 4 Carl Boardley; 5 Michael Smith; 6 Paul Tompkins. **FL** Dance 1m45.851s (84.59mph). **Race 2 (10 laps)** 1 **Dance**; 2 Boardley +0.407s; 3 Grindrod; 4 Carr; 5 Smith; Damien Carr. **FL** Boardley 1m44.902s (85.36mph).



White leads R1 winner Grindrod

BRITISH HILLCLIMB CHAMPIONSHIP DOUNE, JUNE 18-19

Adams springs surprise with double Doune win

LEE ADAMS CAUSED HIS biggest surprise yet by taking two sensational run-off wins at his home hill of Doune last weekend.

In conditions that were just about equal for all, the Scot twice defeated championship leader Scott Moran, who continues to pile up the points and pull away in the title race from his father Roger, and the somewhat luckless third-placed Trevor Willis.

Adams qualified fastest first time out, with what would become Best Time of the Day as atrocious rain soaked the course just minutes before the first run-off. There was a mad dash to fit wet tyres, but Adams kept his cool to remain fastest.

Adams took his second win on a drying surface in a run-off that was delayed

after Willis hit the menacing Doune barriers for the second time.

In his usual self-effacing and almost apologetic style Adams said: "I am glad I had those intermediates, they saved the day for me. It's extra special to do this at home."

His wins have moved him to fourth in the standings, just eight points behind Willis.

Willis rebuilt his car with the help (and brake

disc) of fellow competitor Steve Owen, following his first crash in Saturday's practice runs.

Owen then shared the driving with Willis but could not qualify.

Wallace Menzies, the second Scot in the top 10,

also had a good event and closed to within five points of Chris Merrick, who remains fifth after taking eight points from Doune.

Merrick's co-driver Tom New took nine points and rises to ninth overall.

● Eddie Walder



ROUND 13 1 Lee Adams (1.6 GWR-Suzuki Raptor Extreme) 43.21s; 2 Scott Moran (3.5 Gould-NME GR61X) 43.83s; 3 Trevor Willis (3.2 OMS-Powertec) 44.57s; 4 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 45.82s; 5 Chris Merrick (3.5 Gould-Judd GR55) 45.93s; 6 Roger Moran (3.5 Gould-NME GR61X) 46.52s; 7 Tom New (3.5 Gould-Judd GR55) 46.57s; 8 Will Hall (1.6 Force-Suzuki PC) 46.72s; 9 Jos Goodyear (1.6 DJ-Suzuki Firehawk) 46.89s; 10 Tim Wilson Lee Griffiths (1.6 OMS-Suzuki 25) 48.58s; 11 David Uren (1.1 Force-Suzuki HC) 48.95s; Steve Marr (1.1 PCD Saxon-Suzuki) Fail.

ROUND 14 1 Adams 41.27s; 2 S Moran 41.80s; 3 Menzies 42.22s; 4 R Moran 43.17s; 5 Hall 43.51s; 6 New 43.88s; 7 Goodyear 44.08s; 8 Wilson 44.99s; 9 Merrick 45.26s; 10 Alastair Crawford (2.8 Gould-NME GR55) 46.85s; Uren 47.86s; Willis Fail.

POINTS 1 S Moran, 126; 2 R Moran, 94; 3 Willis, 80; 4 Adams, 72; 5 Merrick, 62; 6 Menzies, 57; 7 Hall, 46; 8 Eynon Price, 42; 9 New, 38; 10 John Bradburn, 30.
Class winners Jac Koumides (2.4t Subaru Impreza) 52.23s; Paul Webster (2.0 New Techniques Mazda MX5) 58.25s; Trevor

Gordon (1.9 Caterham R500) 49.99s; Kevin Hamilton (1.4 Peugeot 205) 62.28s; Malcolm Milne (1.6 Vauxhall Nova) 53.44s; Donald McCaskill (2.5t Mitsubishi EVO) 50.83s; John Lowe (1.3 Fisher Fury) 51.32s; Les Mutch (2.5 Dax Rush-Rover KV6) 47.51s; George Emmerson (1.7 Mallock MK21/3) 49.53s; John Mackenzie (1.6 Radical Clubsport) 46.29s; David Seaton (5.0 Pilbeam-BMW MP43) 53.18s; Uren 44.28s; S Moran 41.25s.

OULTON IN BRIEF



BRSCC PORSCHES

Both Porsche races were fairly processional. David Clark's Boxster (above) won the first race by a massive 16.5 seconds from Richard Styryn, who had almost 34s in hand over Gerry Taylor. It was exactly the same result in race two, but slightly closer. Although Steven Brown won the 924 class both times, he was kept honest by Jayson Flegg and Alastair Kirkham.



NORTHERN FF1600

The opening laps of the Post-'89 race featured a terrific scrap between the Van Diemens of John Murphy and Kenneth Thirlwall. Both had a share of the lead and were split by Martin Short too, before poleman Chris Middlehurst (above) recovered from a poor start to take his first win. With three of the top six colliding at Cascades on the opening lap of the Pre-'90 race, the red flags went out. From the restart John Loebell's Van Diemen RF89 dominated.



MA5DA MX5 CUP

Adam Gore (above) made good his escape in the first race, as five cars fought over second. Jim Edwards Jr finally claimed the place, with Robert Boston, Chrissy Palmer and Luke Herbert still nose to tail behind. Although Boston led race two from the start, Roche pushed him all the way to the flag once Edwards had retired to the pits on his second lap. Herbert ousted Gore for third at Knickerbrook on the last lap.

MA5DA MX5 Mk1s OULTON PARK, JUNE 18-19

Stilp and Gore take a pair as MX5s swarm Oulton

JORDAN STILP AND Adam Gore both came away from a wet Oulton Park as double winners in the ever-popular MA5da MX5 championship.

Tom Roche took the spoils in the first race, after nudging Alan Henderson through the Knickerbrook chicane on the second lap. Henderson retained second, well clear of Paul Sheard.

With poleman Richard Lambert crashing out on the

first lap, Matthew Davies took charge of race two. But after four laps Jordan Stilp went ahead, and not even a safety car could derail his run to victory.

Davies had to settle for a close second, with Charlie Charman third, after Carl Newton and Ben Short both went wide at Druids.

Gore had race three under control from the opening lap, with Lambert heading the chase. Lambert wasn't

able to shake off Davies, who snatched second into Old Hall on the last lap.

Stilp had to work hard in the fourth race and succeeded in taking his second win of the day, but while Henderson was only inches behind throughout in second, Andy Coombs was over 17 seconds back in a solitary third.

There was a second win too for Gore in the finale, but Roche was a constant

threat. Wayne Le Montais had looked safe in third, but was almost caught on the line by James Blake-Baldwin.

● Peter Scherer

RESULTS - RACE 1 (8 LAPS)

1 Tom Roche; 2 Alan Henderson +7.463s; 3 Paul Sheard; 4 Rhys Jenkins; 5 Martin Tolley; 6 Andy Coombs. **FL** Sheard 2m28.290s (65.35mph).

RACE 2 (8 LAPS)

1 Jordan Stilp; 2 Matthew Davies +0.250s; 3 Charlie Charman; 4 Alyn Robson; 5 Ben Short; 6 Matt Robinson. **FL** Davies 2m22.440s (68.03mph).

RACE 3 (10 LAPS)

1 Adam Gore; 2 Davies +12.035s; 3 Richard Lambert; 4 Sam Hill; 5 James Blake-Baldwin; 6 Charman. **FL** Gore 2m06.566s (76.57mph).

RACE 4 (9 LAPS) 1 Stilp;

2 Henderson +0.558s; 3 Andy Coombs; 4 Simon Goddard; 5 Scott Leach; 6 Short. **FL** Henderson 2m06.714s (76.48mph).

RACE 5 (10 LAPS) 1 Gore; 2 Roche +0.110s;

3 Wayne Le Montais; 4 Blake-Baldwin; 5 Hill; 6 Tom Davis. **FL** Roche 2m05.039s (77.50mph).

Packed MX5 Mk1 field bears down on Old Hall



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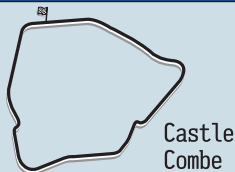
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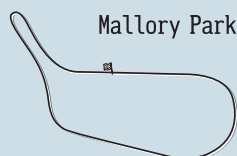


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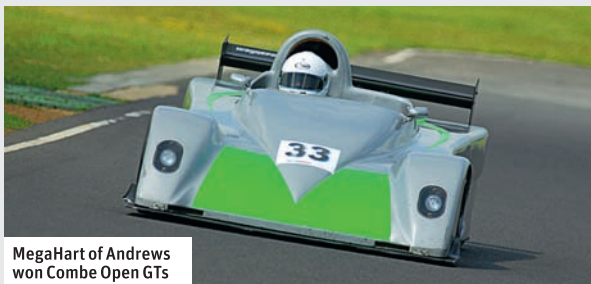
Castle Combe



Mallory Park



Oulton Park International



MegaHart of Andrews won Combe Open GTs

CASTLE COMBE CCRC, JUNE 18-19

TOUR BRITANNIA, GROUP 1 (8 LAPS)

1 Ian Ashley (Caterham R500); 2 Danny Sullivan (Porsche 911 Carrera RSR) +6.061s; 3 Mike Dowd (Porsche 911 Carrera RSR); 4 Robert Hartley (Shelby Mustang GT350); 5 Philip Walker (Jaguar E-type); 6 John Clark (Porsche 911 Carrera RS). **Fastest lap** Ashley 1m15.985s (87.64mph).

GROUP 2 (8 LAPS) 1 Mark Freeman (Shelby Cobra); 2 David Smithies (Ford Escort RS1600) +13.374s; 3 Phil Squires (Ford Escort RS1600); 4 Jim Bryan (MGB GT V8); 5 Patrick Blakeney-Edwards (Mini Cooper S); 6 Gareth Burnett (Porsche 356 Pre-A Speedster). **FL** Freeman 1m22.484s (80.74mph).

VAG TROPHY (16 LAPS) 1 Daniel Rose (SEAT Leon Cupra R); 2 Andy Thompson (SEAT Leon Cupra R) +14.604s; 3 Rob Carvell (VW Scirocco); 4 Cris Hayes (SEAT Leon Cupra R); 5 Steve King (SEAT Leon Cupra R); 6 Tony Taylor (VW Golf VR6 Mk3). **Class winners** Taylor, James Colbourne (VW Golf GTI Mk2). **FL** Rose 1m15.863s (87.79mph).

FORMULA FREE (15 LAPS) 1 Peter Bragg (Nemesis Mygale); 2 Jason Timms (Speads) +26.060s; 3 David Cox (Ralt RT3); 4 Richard Evans (Swift FR90); 5 Darren

Houldcroft (Van Diemen RF86); no other finishers. **FL** Bragg 1m09.022s (96.49mph). **RACE 2 (15 LAPS)** 1 Timms; 2 Bragg; 3 Roger Orgee (Van Diemen RF06); 4 Jeremy Timms (Van Diemen RF87); 5 Stephen Bracegirdle (Van Diemen RF89); 6 Evans. **FL** Bragg 1m08.173s (97.69mph) **establishes record**. **OPEN GT (15 LAPS)** 1 Des Andrews (MegaHart OOD); 2 Doug Watson (BMW M Coupe) -1 lap; 3 Vince Woodman (Ford Capri-GA); 4 Dylan Popovic (Marlin S-Ext); no other starters. **FL** Andrews 1m09.193s (96.25mph).

MALLORY PARK CTCRC, JUNE 18-19

POST HISTORIC TOURING CARS

(17 LAPS) 1 David Howard (Jaguar XJ12); 2 Dave Thomas (Ford Capri Mk1) +20.083s; 3 Mark Lucock (Ford Escort Mk1 RS2000); 4 James Christie (Hillman Avenger); 5 Wayne Langridge (Ford Mustang); 6 John Wright (Ford Escort 2000) **FL** Howard 53.891s (90.18mph).

RACE 2 (17 LAPS) 1 Howard; 2 Thomas +13.152s; 3 Lucock; 4 Alan Daffin (Ford Capri); 5 Langridge; 6 Simon Kinsey (Ford RS2000). **FL** Howard 54.102s (89.82mph).

CLASSIC GROUP 1 (17 LAPS) 1 Howard;

2 Jim McLoughlin (Ford Capri) +0.696s; 3 Dave Hickton (Opel Ascona); 4 Thomas; 5 Steve Cripps (Ford Escort RS2000); 6 Daffin. **FL** Howard 53.538s (90.77mph). **RACE 2 (17 LAPS)** 1 Hickton; 2 Howard +1.665s; 3 McLoughlin; 4 Thomas; 5 Daffin; 6 Cripps. **FL** Hickton 53.507s (90.82mph).

BLUE OVAL SALOON SERIES (23 LAPS) 1 Craig Rainer (Ford Escort Mk2); 2 Jeff Windsor (Ford Sierra Cosworth) +19.144s; 3 Terence Clark (Ford Fiesta ST); 4 Simon Beament (Ford Escort RS2000); 5 Roger Ebdon (Ford Fiesta); 6 Demitris Neophytou (Ford Fiesta). **FL** Rainer 51.237s (94.85mph). **RACE 2 (23 LAPS)** 1 Rainer; 2 Graham Wait (Ford Sierra Sapphire Cosworth) +3.393s; 3 Windsor; 4 Beament; 5 Andy Robinson (Ford Fiesta); 6 Ebdon. **FL** Wait 50.651s (95.95mph).

ALFA ROMEOS (16 LAPS) 1 Richard Drake (Alfasud); 2 Bob Trotter (Alfetta GTV) +4.554s; 3 Jon Wagstaff (2000 GTV); 4 Alexander Childs (GT Junior); 5 Roz Shaw (GTAM); 6 Mike Watson (Alfasud). **FL** Drake 57.135s (85.06mph).



Jaguar, Ford and Opel battle it out at Mallory

RACE 2 (9 LAPS) 1 Trotter; 2 Dave Messenger (75) +0.500s; 3 Wagstaff; 4 Martin Williams (75 V6); 5 Childs; 6 Will Morton (Alfetta GTV). **FL** Messenger 57.450s (84.59mph).

OULTON PARK BRSCC, JUNE 18

BRSCC PORSCHEs (9 LAPS) 1 David Clark; 2 Richard Styryn +16.503s; 3 Gerry Taylor; 4 Mike Sellar; 5 John Bearman; 6 David Bearman. **924** Steven Brown. **FL** Clark 2m14.522s (72.04mph). **RACE 2 (10 LAPS)** 1 Clark; 2 Styryn +4.540s; 3 Taylor; 4 J Bearman; 5 D Bearman; 6 Arjo Ghosh. **924** Brown. **FL** Taylor 1m57.312s (82.61mph). **MASDA MXS CUP (10 LAPS)** 1 Adam Gore; 2 Jim Edwards Jr +2.210s; 3 Robert Boston; 4 Chrissy Palmer; 5 Luke Herbert; 6 Tom Roche. **FL** Boston 2m01.531s

(79.74mph). **RACE 2 (10 LAPS)**

1 Boston; 2 Roche +0.387s; 3 Herbert; 4 Gore; 5 Palmer; 6 Chris Hart. **FL** Herbert 2m01.081s (80.03mph).

BRSCC FF1600 NORTHERN POST-1989 (11 LAPS) 1 Chris

Middlehurst (Van Diemen LA10); 2 Kenneth Thirlwall (Van Diemen RF92) +2.357s; 3 Martin Short (Van Diemen RF00); 4 Rob Smith (Van Diemen RF99); 5 David McArthur (Van Diemen DP08); 6 Sam Carrington-Yates (Van Diemen RF93). **CW** Thirlwall. **FL** McArthur 1m50.234s (87.91mph).

PRE-1990 (8 LAPS) 1 John Loebell (Van Diemen RF89); 2 Christopher Stones (Van Diemen RF88) +13.520s; 3 Andrew Thomas (Reynard FF89); 4 David Franklin (Reynard FF84); 5 Philip Bisgrove (Van Diemen RF86); 6 John Wilkinson (Van Diemen RF86). **CW** Franklin. **FL** Loebell 1m50.330s (87.83mph).

MX5s of Chris Hart (13) and Neil Boardman fight at Oulton Park



Rainer's Escort was the class of the Mallory BOSS field



Reims
Mâcon

It's almost that time
of year again...

The Beaujolais Run leaves the grid on Monday 14th November 2011. Don't miss your chance to be part of this fantastic charity event, which last year raised over £100,000 for its chosen good causes.



To register or for more information visit

www.beaujolaisrun.com

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DC GOES BACK TO MOTORSPORT'S ROOTS

Motor racing isn't just about F1. As ex-GP star David Coulthard found out in the build up to National Motorsport Week. By **BEN ANDERSON**

When you're wrapped up in the glamorous and insular world of F1 it can be easy to forget the foundations on which the pinnacle of motorsport ultimately stands.

Chances are, if you asked most people in the paddock – be they drivers, team bosses or fans – what a 'Gould' was (a Hillclimb single-seater), or to recognise a Sherpa Indy (it's a sporting trials car), they'd most likely give you a funny look before heading off to the hospitality tent for some champagne, caviar and quails' eggs.

National Motorsport Week, which kicks off on Saturday (June 25) with a public bike ride around the Silverstone GP circuit, is all about creating a wider awareness of grass roots motor racing, and what better way to do this than by getting one of Britain's most successful F1 drivers to talk about it on the BBC?

Thirteen times GP winner and current BBC F1 co-commentator David Coulthard recently attended a sequence of national motorsport events, which will be featured by the broadcaster during its coverage of this weekend's European Grand Prix in Valencia.

National Motorsport Week is a joint initiative set up by the Motorsport Industry Association and Motor Sports Association to encourage newcomers into the sport – a scheme that Coulthard fervently supports.

"Britain is the centre of the universe of motorsport," says the ex-Williams,



Trackday fun at Brands



Moran and DC at Shelsley

McLaren and Red Bull driver. "There is so much history and heritage here, and success with British engineers, designers and racing drivers, and we need to keep feeding that.

"Inevitably, the focus tends to be on F1 so it was great to see just how much more motorsport has to offer, and just how accessible, affordable and fun it can be."

Coulthard first visited a sold-out Club MSV Trackday, staged on the Brands Hatch GP circuit, and was impressed with what he found.

"Anyone who wants to give it a go can

NATIONAL MOTORSPORT WEEK HIGHLIGHTS

Silverstone GP bike ride for Help for Heroes
Free live screening of European GP at Mercedes-Benz World at Brooklands
Open days at Red Bull, McLaren, Renault, Mercedes, Force India, Williams, Team Lotus and Virgin F1 factories, plus Ford WRC squad M-Sport's factory and works Mini WRC team Prodrive's headquarters
Dunlop Tyre Fort tour
High-speed passenger laps at Croft
Free entry to Knockhill race meeting for those carrying the 'Go Motorsport' logo

take their own car and find out if they have talent for driving or not," he explains. "I would never have thought you could do this. I literally could have driven down to Brands in my Mercedes, paid as little as £25, put my crash helmet on and driven that car around one of the world's most iconic race tracks. What a great way to start in motorsport."

Coulthard then moved on to Shelsley Walsh, the oldest motorsport venue in the world that is still in continuous use, where he met double British Hillclimb champion Scott Moran, inspected his Nicholson-McLaren V8-engined Gould GR61X, and joined him for a blast up the hill in a Lotus Elise.

He followed this by jumping aboard British champion Ian Wright's purpose-built Sherpa Indy for an insight into the world of sporting trials, before taking an autotesting master-class from multiple MSA champion Alastair Moffatt in his Mini Special.

"All these disciplines create accessible and affordable opportunities for people to get into motorsport," says Coulthard. "There are people competing for as little as £25 an event, and for a full weekend, you could do it for £150.

"Even the more specialist machinery isn't going to burn a huge hole in your pocket. Because there are classes for everyday road cars in hillclimbs, autotests and trials, there really is something out there for everyone."

YOUR SAY

What you think of the motorsport news of the past week



De la Rosa's a decent pedaller, but can he make a good cuppa?

Gissa job, Peter Sauber...

I know many people won't understand the situation at Sauber: the idea of having a reserve F1 driver who can't be called upon to race in F1 because he's not driven the 2011 car, therefore relying on a driver from another team, that Sauber sacked. Clearly it highlights a madness about a lack of running for rookies in F1.

But, while the madness persists, Peter – what about me as your reserve? I can't drive a 2011 F1 car either, but I can work a broom and get the teas in. I'll need a set of team gear in size large, and my choice of grid-girl would be brunette, please.

Paul Irwin, Bexleyheath

EDITORIAL CONTACT mail@autosport.com

Why do we always do it? We actually get a driver who fully commits to being a racer and what do we get? People on his back suggesting he must be sanctioned!

How many times have we applauded Lewis Hamilton for his bravery? And yet too many want to sterilise his driving style.

Would you rather have daring and flair, with the occasional mistake, or have drivers sit back and wait for the perfect overtaking opportunity? I know what I'd go for every time.

Phil Edwards
Newton Abbot

In Lewis Hamilton we have a real racer who occasionally trips up when going for gaps that others shy away from – where's the big problem in that?

I watched him come up through the feeder series and was instantly reminded of Senna. But unlike his great hero, I've yet to see a move that he's pulled which has been downright unethical.

Some say he occasionally takes things to the limit – well good, that's what we should expect.

Andrew Rhodes
Harrogate

If the BBC is considering dropping its F1 coverage from 2014, as reported in the Sunday press, many fans will be outraged.

There is so much trash on the TV nowadays, but the BBC F1 shows are tremendously entertaining.

The eight million people who tuned in to the Canadian Grand Prix can't be wrong.

I, and many other fans, will be hugely disappointed should the BBC go ahead with this unpopular move.

Luciane Sabiston
Didcot, Oxfordshire

Contrary to Gary Sinclair's opinion (June 16), the Canadian GP was the best race of the season because it rained, not because of the 2011 rules.

The result was a race decided on track because the short-life tyres and associated strategy no longer applied.

It's the crazy tyres that make most races so artificial. I am fed up with passing moves immediately followed by a pitstop, making the overtake meaningless!

John Napper
Milton Keynes

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. **HAMILTON IN FRESH RED BULL LINK**
2. **RBR SEEKS CLARIFICATION ON DIFFUSERS**
3. **FIA FINALISES BRITISH GP DIFFUSER BAN**
4. **RENAULT IN 'RED ZONE' OVER 2013 ENGINES**
5. **NO STEWARDS ACTION FOR BUTTON**

AUTOSPORT.COM PLUS

TOP STORY ONLINE

THE COMPLEXITIES OF THE 2013 SILLY SEASON

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com. Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

● Apologies to Ivan Turner, who has pointed out that it was in fact him who won the 1985 Junior British Karting Championship (AUTOSPORT, June 9, p35).

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts



2011 F1 POSTERS

£30 each

www.pjtierney.net

Young Irish graduate artist PJ Tierney has created these simple but elegant promotional posters for all 19 grands prix on the 2011 calendar (no, there isn't one for Bahrain).

They all feature a subtle nod to each country's flag, with part or all of a car incorporated into the design.

Choose from individual race posters or the one that includes all 19 and a list of dates and venues.



HOT ON THE WEB THIS WEEK

YOUTUBE: MARK HIGGINS' MASSIVE SAVE ON IOM



SEARCH FOR: POV Rally Champion Mark Higgins Near Crash (1:37)
Three-time British Rally champion Mark Higgins has "the moment of my life" at 150mph in sixth gear while attempting to better his own Isle of Man lap record for cars, with a passenger. Simply staggering!



MILLE MIGLIA 1957 BOOK

£40 (978 8 87911 532 2)

autosport.com/shop

Tragedy marred the final Mille Miglia road race in May 1957 when Alfonso de Portago's Ferrari left the road, killing the Spanish aristocrat, his co-driver Ed Nelson and 11 spectators.

Carlo Dolcini tells the story of the last real Italian marathon using contemporary reports and photographs.



TEAM LOTUS ZIP TOP

£69.99

autosport.com/shop

Team Lotus apparel is proving very popular – and this knitted jumper, made from a wool and acrylic mix that'll keep you warm on cooler days at the track, looks straight out of the 1970s/80s Lotus mould.

All the correct team branding appears and the satin shoulder patches complete the classic look.



HAMILTON SIGNED HELMET

£Bid (search under HSFN)

ebay.co.uk (ends Sunday)

This signed Lewis Hamilton Arai GP-5 helmet from the world title-winning 2008 season is being auctioned to raise money for the Henry Surtees Foundation.

The helmet comes with a letter of authenticity from McLaren and represents a unique piece of Hamilton/McLaren memorabilia.

Great item, great cause.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



SILVERSTONE

MGCC

June 24-26

Admission £22.50 Friday, £25 Saturday, £25 Sunday, £45 all three days

Tel: 0844 3728 200

MG Live is the MG Car Club's annual showpiece event and features two days of racing on the Grand Prix circuit (there is only testing on track on Friday). Races for the MG Metro Cup, MGOC, Pre-'66 Historic British Sportscars, BCV8s, Midgets, MMMs and T-Types, MG Trophy, Thoroughbred Sportscars and MGAs all appear on Saturday. The Peter Best Challenge, Cockshoot Cup, HRDC Touring Greats and Grand Touring Greats, Morgan Challenge, Equipe GTS and a 45-minute pitstop race join the MG Trophy and MGOC Classes F & Z on Sunday.

SNETTERTON

MSVR

June 25-26

Admission £13 each day

Tel: 01953 887303

The Lotus Festival returns for a second year following its hugely successful inauguration at Snetterton in 2010. Two days of racing is interspersed with demonstration runs of iconic Lotus Formula 1 cars. This year's event will feature the Lotus 25, 58, 79 and an example of the 1990 Lambo V12-engined Lotus 102, in which Martin Donnelly escaped with his life in his accident at Jerez. The race programme features the Radical Clubmans Cup, Nippon Challenge, Lotus Elise Trophy, GT Cup, Lotus Cup UK and the Toyota MR2 series.

DONINGTON PARK

AMOC

June 25-26

Admission £15 each day or £25 weekend (advance purchase)

Tel: 01332 810048

The Aston Martin Owners Club's flagship St John Horsfall meeting moves to Donington Park. The club's full array of series will be out on show across two days, while Sunday's bumper 16-race bill (which also includes races for Heritage GTs, the Sunbeam Challenge and the Jaguar E-type Challenge) will be televised live on Motors TV.

ANGLESEY

BRSCC

June 25-26

Admission £12 each day, £15 weekend

Tel: 01407 811400

BRANDS HATCH

BRSCC

June 25-26

Admission £22 each day, £30 weekend (advance purchase)

Tel: 01474 872331

(Mostly time-attack and drifting; little racing)

MONDELLO PARK

MEC

June 26

Admission €15

Tel: +353 45 860 200

OULTON PARK

CSCC

June 25

Admission £13

Tel: 01829 760301

KIRKISTOWN

500MRCI

June 25

www.kirkistown.com

NURBURGRING 24 HOURS

Nurburgring Nordschleife, Germany

June 25-26

adac.24h-rennen.de

If you thought Audi v Peugeot was exciting at Le Mans, it's Audi v BMW v Porsche v Mercedes v Ferrari v Lamborghini v Aston v VW etc around the most testing and infamous racetrack in the world, the Nurburgring's fearsome Nordschleife.



Over 200 cars will start the 'Ring 24. Not all will finish

FORMULA 1 WORLD CHAMPIONSHIP

Rd 8/19

European GP, Valencia, Spain

June 26

formula1.com

GP2 SERIES

Rd 4/9

Valencia, Spain

June 25-26

gp2series.com

GP3 SERIES

Rd 3/8

Valencia, Spain

June 25-26

gp3series.com

PORSCHE SUPERCUP

Rd 4/9

Nurburgring, Germany

June 25

porsche.com

GRAND-AM

Rd 7/12

Road America, Wisconsin, USA

June 25

grand-am.com

INDYCAR SERIES

Rd 8/17

Iowa Speedway, USA

June 25

indyracing.com

IRC

Rd 6/12

Ypres Rally, Belgium

June 23-26

ypresrally.com

FORMULA 2

Rd 3/8

Spa-Francorchamps, Belgium

June 25-26

formulatwo.com

NASCAR SPRINT CUP

Rd 16/36

Sears Point, California, USA

June 26

nascar.com

NASCAR NATIONWIDE SERIES

Rd 16/34

Road America, Wisconsin, USA

June 25

nationwide.nascar.com

Television

FRIDAY JUNE 24

0855-1035 [BBCi LIVE](#)

F1: European GP first practice

1255-1435 [BBCi LIVE](#)

F1: European GP second practice

2130-2200 [Eurosport 2 LIVE](#)

IRC: Belgium

2300-2330 [Eurosport](#)

IRC: Belgium day one

SATURDAY JUNE 25

0725-0755 [Channel 4](#)

British F3: Brands Hatch

0900-0955 [ITV4](#)

Motorsport UK

0945-1100 [Eurosport LIVE](#)

Porsche Carrera World Cup: Nurburgring

Europe's Carrera Cup races combine for a massive bash around the Nordschleife.

0955-1105 [BBCi LIVE](#)

F1: European GP third practice

1210-1415 [BBC1 LIVE](#)

F1: European GP qualifying

1250-1355 [Motors TV LIVE](#)

F2: Spa race one

1355-1530 [Motors TV](#)

International GT Open: Spa

1530-1625 [Motors TV](#)

European F3 Open: Spa

1550-1720 [ITV4](#)

BTCC: Croft highlights

1630-1730 [Eurosport 2](#)

GP2: Valencia race one

2300-2330 [Eurosport](#)

IRC: Belgium day two

SUNDAY JUNE 26

0130-0400 [Sky Sports 3 LIVE](#)

IndyCar: Iowa Speedway

0700-0730 [Channel 4](#)

The Grid

Le Mans 24 Hours, Acropolis Rally, plus

Lewis Hamilton and Tony Stewart swap cars.

0730-0800 [Eurosport](#)

IRC: Belgium day two

0800-0900 [Eurosport](#)

GP3: Valencia

Race one coverage followed by race two live.

0900-1025 [Eurosport 2](#)

GP2: Valencia

Race one coverage followed by race two live.

0900-1100 [Sky Sports 4 & 1700-](#)

1900,2100-2300 [Sky Sports 3](#)

IndyCar: Iowa Speedway

1130-1230 [ESPN](#)

Global Rallycross: Pike's Peak

1150-1315 [Motors TV](#)

International GT Open: Spa

1200-1530 [BBC1 LIVE](#)

F1: European GP

1315-1420 [Motors TV LIVE](#)

F2: Spa race two

1420-1925 [Motors TV LIVE](#)

AMOC: Donington Park

1530-1630 [BBCi LIVE](#)

F1: European GP post-race forum

1800-2230 [Premier Sports UK LIVE](#)

NASCAR: Sears Point

1900-2000 [BBC3](#)

F1: European GP highlights

2300-2330 [Eurosport](#)

IRC: Belgium review

MONDAY JUNE 27

1900-2000 [Sky Sports 3](#)

NASCAR: Sears Point highlights

Online

AUTOSPORT.COM

Coming up on the web this week

EUROPEAN GRAND PRIX

Jenson Button's charging victory in Canada has given the rest of the F1 pack hope of catching Sebastian Vettel, and they get their next chance to topple him in Valencia this weekend. AUTOSPORT.com will be there on the ground to bring you session reports, exclusive news and in-depth analysis from the paddock. Plus, watch out for a spot of Fangio fever (right) as we mark 100 years since the great Argentinian's birth.



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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

Oh look, a silver-wrapped DTM car



HORSE RACING is nothing like motorsport. OK, so they both race around a track, but aside from that... Oh, and they gather in a paddock pre-race. But apart from the paddock and racing around a track, horse racing is nothing like motorsport.

Which, unfortunately, is a fact lost on David Richardson. Drafted in to commentate on the DTM race at Lausitz, poor old David made a right pig's ear of it.

In horse racing, you call it from the front. Who's leading who, building up to the crescendo of the dash to the line. Motorsport, and the DTM especially, is a

more subtle beast, with tactics playing a key role.

At Lausitz, the tactics of Audi, leaving Timo Scheider out for a (very) long first stint, were beyond the ESPN man's understanding. From seventh on the road, a strong run by the ex-champ was set to move him into second place from poleman Bruno Spengler. So how did he call it?

"And where's he going to come out? Absolutely brilliant!" he said. "What a great race for Scheider when you consider he was grid nine and is now [insert pause of over 10 seconds]... second!"

He also had some

bizarre phraseology: "the sound of this car being punished around this track is music to a petrolhead's ears"; "at the end there's a very, very tight corner. But DC knows that but executes it well"; "well that was a move, a move that worked."

He also had a fetish for Jamie Green's "silver-wrapped Mercedes". And there was me thinking it was just a shiny paint job.

It's not easy calling a 70-minute race solo, granted. Richardson was

in dire need of an ex-driver, or anyone really, sitting next to him analysing the timing screens, trying to make sense of the strategies that were playing out in front of them.

Us viewers can see who's in the lead; the on-screen graphics remind us of the order. But what we need to know is what's going on away from the camera's gaze. Like I said, it's not horse racing.

Revved Up

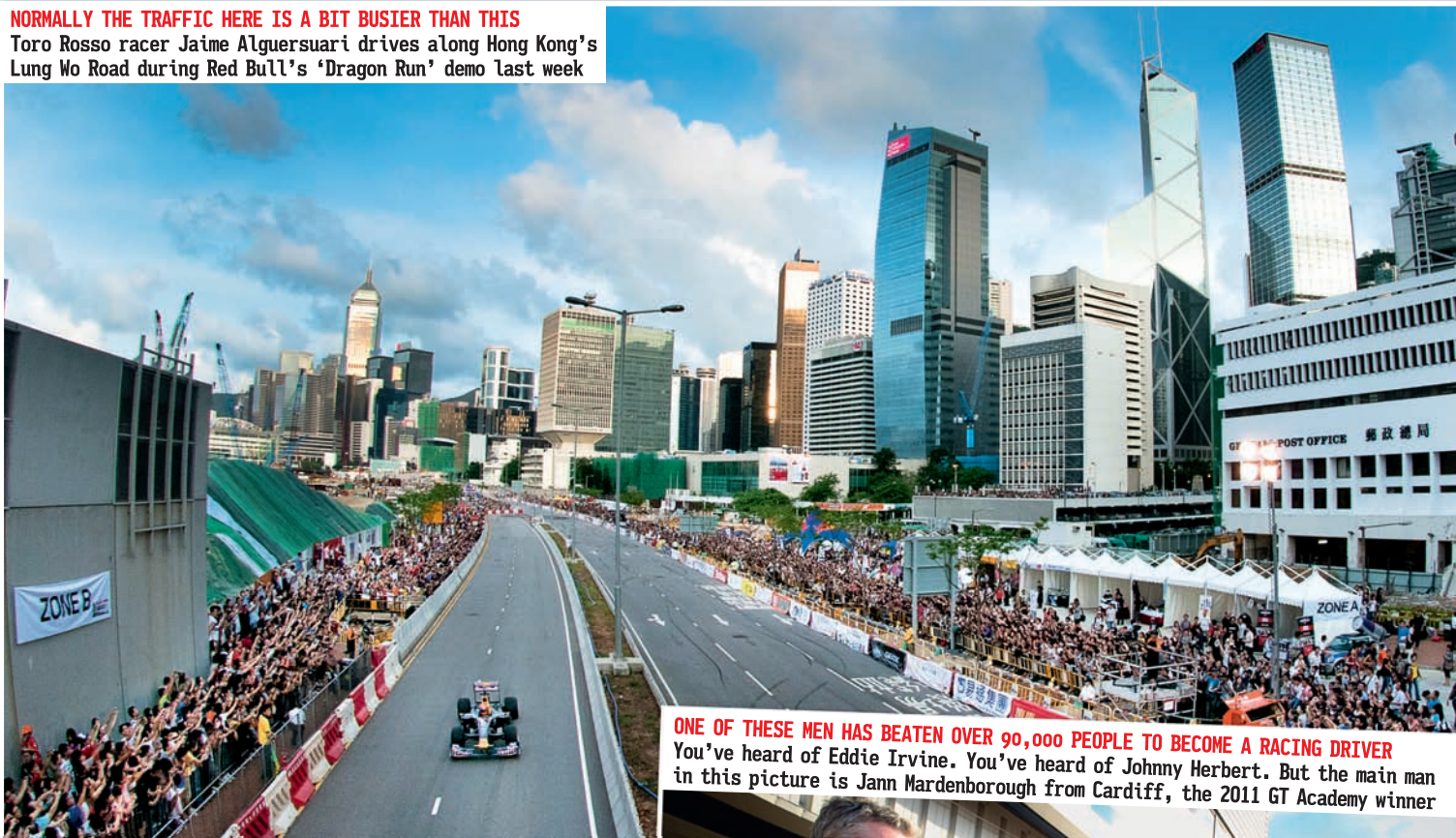
"It's not easy calling a 70-minute race solo, granted. But us viewers need to be informed to make sense of strategies"

THE WEEK IN PICTURES

The lensmen pounding the beat from Hong Kong to Pikes Peak

NORMALLY THE TRAFFIC HERE IS A BIT BUSIER THAN THIS

Toro Rosso racer Jaime Alguersuari drives along Hong Kong's Lung Wo Road during Red Bull's 'Dragon Run' demo last week



ONE OF THESE MEN HAS BEATEN OVER 90,000 PEOPLE TO BECOME A RACING DRIVER

You've heard of Eddie Irvine. You've heard of Johnny Herbert. But the main man in this picture is Jann Mardenborough from Cardiff, the 2011 GT Academy winner

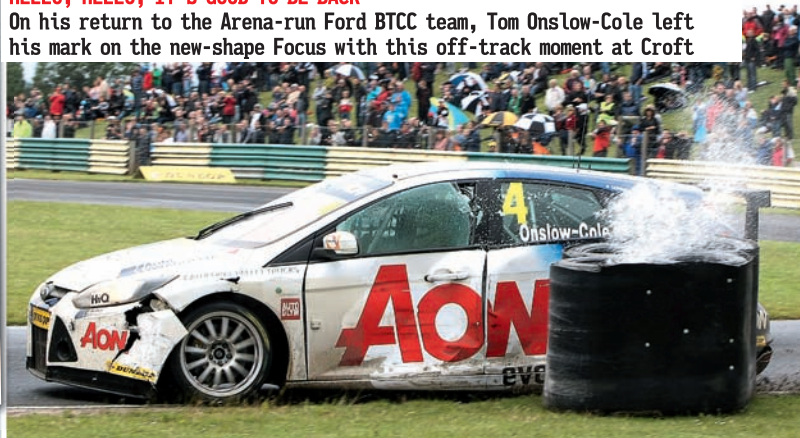
HIGGINS COMPOSES A FLIGHT OVER FOUST

David Higgins might have flown higher than Tanner Foust, but the American won the Global RallyCross finale at Pikes Peak



HELLO, HELLO, IT'S GOOD TO BE BACK

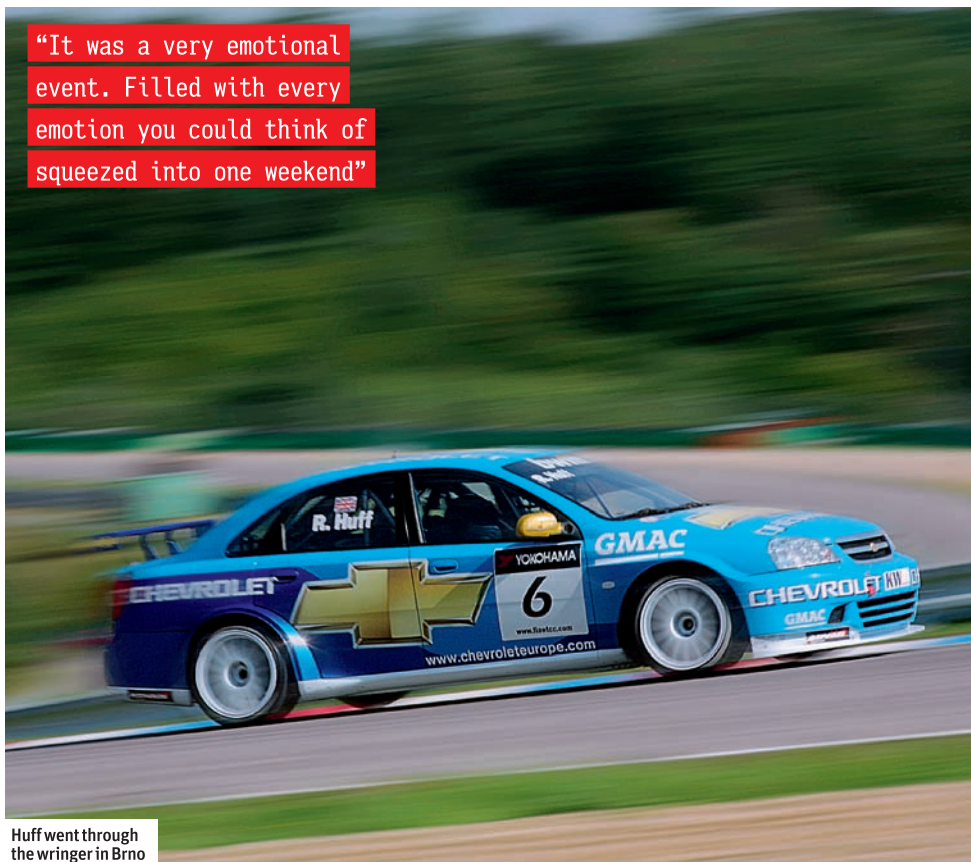
On his return to the Arena-run Ford BTCC team, Tom Onslow-Cole left his mark on the new-shape Focus with this off-track moment at Croft



FROM THE ARCHIVE

Rob Huff's first WTCC win, Brno, 2006

"It was a very emotional event. Filled with every emotion you could think of squeezed into one weekend"



Huff went through the wringer in Brno

THE CZECH CITY OF BRNO HOLDS A SPECIAL PLACE in the heart of British World Touring Car star Rob Huff, for it is the place where the man who currently leads the WTCC championship for Chevrolet scored his first win in the series for the American manufacturer.

Huff came into that weekend, in September of 2006, on the back foot thanks to a "monster" crash during the previous round at the Puebla street circuit in Mexico.

"It was a fairly impressive shunt," recalls Huff, who came back from Central America in a neck brace and dosed with painkillers for the concussion he suffered. "I got tipped off and hit a concrete wall at 145mph. It shortened the car by about two-and-a-half feet!"

Fortunately, Huff had a month to recover before Brno, while the crack RML team built up a brand new car for its driver. He rewarded them by delivering the Lacetti's best ever WTCC qualifying performance with fourth fastest time. Or so he thought...

"I qualified fourth overall but had to have an engine change (a previously undiscovered legacy of the Puebla shunt), which meant a 10-place grid penalty. I also set my fastest time under yellow flags, so I started 24th."

Huff overcame this double dose of disappointment with a storming drive to eighth in the first race, which gave him reversed-grid pole for the sequel – alongside team-mate Alain Menu. With reigning world champion Andy Priaulx's rear-wheel drive BMW 320si lurking behind them on the second row, Huff knew a clean run to the first corner would be crucial.

"The BMWs always made fantastic starts, so you knew if they were on the first two rows they would be first into the first corner. Fortunately, the one time I needed to I made a stonking start and just managed to hold Andy off into the first corner."

Huff spent the rest of the race "defending like mad" from his rival. The Lacetti was never more than a second clear of the Beemer and Huff struggled to hang on in the latter stages as his front tyres went off. But he held it together to take his maiden WTCC win – Chevy's first in the dry – by just over six tenths of a second.

"It was a very emotional event," reflects Huff. "One of those motorsport weekends filled with every emotion you could think of squeezed into one weekend. It's a weekend I'll remember for the rest of my life."

THIS WEEK IN...



JUNE 24, 2004

FORMULA 1'S TOP DRIVERS

demand a safety inquiry by the FIA following Ralf Schumacher's enormous crash during the US GP at Indianapolis.

Ralf's Williams struck the wall on the outside of the 180mph banked final turn and the German was knocked unconscious by the 78g impact.

His fellow drivers were unhappy that medical crews took almost three minutes to reach the scene of the accident and demanded safety improvements at the circuit.


In British F3, Danny Watts made history by scoring Lola's first victory in the category at Castle Combe (below).

Watts put his Promatecme-run Lola-Dome on pole and led from start to finish to end Dallara's decade-long domination of the series.


Portuguese pilot Alvaro Parente added to a day of firsts by claiming his maiden British F3 win in race two, held on a damp-but-drying track.



PICS: LAT



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TONY TRIMMER

■ Monaco Formula 3 GP ■ May 9, 1970 ■ Brabham BT28-Ford ■ First British success in blue-riband event



Trimmer guides his winning Brabham BT28 into Tabac

I ALWAYS LIKED NARROW, street circuits – places like Crystal Palace, Pau and, of course, Monaco. The Principality had a mystery about it and I loved it. And the most significant race in my long career came there in 1970. It was the F3 race supporting the grand prix and I had a Brabham BT28, run by Brendan McNerney's Race Cars International. It was a great little car, one of the 1000cc screamers.

I concentrated on keeping away from the high kerbs and always leaving something in reserve during practice. I wasn't the quickest, but it I had no worries about being competitive – that BT28 was one of my favourite cars, it really suited my style.

The event was made up of two heats and a final for the last year of the one-litre formula and drivers from all over the world came to Monaco. The cars were all fairly similar, with spaceframe chassis and four-speed 'boxes, so private teams like us could take on works boys Lotus, Chevron and Brabham.

I finished second in my heat, behind Jean-Pierre Jaussaud's Tecno, so was fired up for the final. My mechanic Tim Begg – who I worked closely with – and I took a

"Piers Courage came up to me on the grid and said, 'Come on Trims, a Brit's never won the this race!' That was such a thrill for an aspiring driver like me"

gamble with my car, putting a high first gear in so I could benefit from all four ratios rather than rely on first just at the start. I dropped a few places at the start but soon benefitted from a few guys blowing up and crashing.


I hunted down the leader, Jean-Pierre Cassegrain, who had won the second heat. I got a great

run out of the seafront chicane and closed up to him at Tabac before outbraking him at the next right-hander. Holding him off for the next 20 laps was a challenge, I can tell you.

It was such an important win for me – and getting my trophy from Prince Rainier and Princess Grace was great. In fact, the ceremony

took so long that they had reopened the roads to normal traffic. The police helped me get the Brabham back to the hotel at Menton by blowing their whistles as I came through!

One of the things about that race I remember so vividly was grand prix star Piers Courage coming up to me on the grid and saying, 'Come on Trims, a Brit's never won this race!' I knew Piers from my time working for Frank Williams, but it was such a thrill for an aspiring driver.

As the winning F3 team owner and driver, Brendan I and went to the GP drivers' dinner at the Cafe de Paris and we had a big night in Monaco – taking the trophy on a tour to all the great places like Rosie's bar and the Tip Top!  Tony Trimmer was talking to Henry Hope-Frost

IN PROFILE

TONY TRIMMER began racing in Formula Ford in 1968 while working for Frank Williams. Success in F3 led to six attempts to qualify for a GP, in Maki, Surtees and McLaren chassis, but he had better luck in non-championship races, including P4 in the '73 Race of Champions and third in the '78 International Trophy. He secured the final Shellport Group 8 title in '77 and inaugural Aurora F1 title in '78. The 68-year-old still races and instructs at Brands Hatch.



**NEXT
WEEK**
**Richard
PETTY**





30 JUNE – 3 JULY 2011



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Mercedes-Benz

Official government fuel consumption figures in MPG (Litres per 100km) for the C-Class Coupé range: Urban: 18.1 (16.1)-44.8 (6.3), Extra Urban: 33.2 (8.5)-65.7 (4.3), Combined: 23.5 (12.0)-55.4 (5.1). CO₂ Emissions: 280-133 g/km.

*The new Mercedes-Benz C-Class Coupé range starts from £30,220.00 on-the-road. Model featured is the new Mercedes-Benz C 180 BlueEFFICIENCY AMG Sport (Automatic) at £36,005.00 on-the-road including optional metallic paint at £645.00, optional panoramic sunroof at £1,350.00, optional Driving Assistance Package at £1,895.00 and optional Becker® Map Pilot navigation system at £495.00 (price includes VAT, delivery, 12 months Road Fund Licence, number plates, new vehicle registration fee and fuel). Prices correct at time of going to print.