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COVER IMAGE:
GILHAM/GETTY



“In our garage we can't see much. It's like being in an underground car park”

MARK WEBBER SUGGESTS THAT THERE'S STILL A LITTLE WAY TO GO BEFORE SILVERSTONE'S CHANGES PLEASE EVERYBODY

122,000

Official crowd figure quoted by Silverstone for the British Grand Prix last Sunday, with 105,000 for Saturday qualifying and 88,000 for Friday practice. All are records for the venue.

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EDITOR

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

AUTOSPORT.COM EDITOR

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

DEPUTY EDITOR

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

GROUP F1 EDITOR

Jonathan Noble
jonathan.noble@haymarket.com

F1 EDITOR

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

DEPUTY F1 EDITOR

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

NEWS EDITOR

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

MANAGING EDITOR

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

WEB MANAGING EDITOR

Pablo Elizalde

GRAND PRIX EDITOR

Mark Hughes
autosport.editorial@haynet.com

F1 COLUMNIST

David Coulthard

RALLIES EDITOR

David Evans
david.evans@haymarket.com

INTERNATIONAL EDITOR-AT-LARGE

Gary Watkins

SECRETARY

Julie Bower
julie.bower@haymarket.com ext.5804

PHOTOGRAPHS

LAT Photographic

ART EDITOR

Aubrey Smith ext.5914
aubrey.smith@haymarket.com

PRESENTER/SUB-EDITOR

Henry Hope-Frost ext.5835
henry.hope-frost@haymarket.com

CHIEF SUB-EDITOR

Marcus Simmons ext.5807
marcus.simmons@haymarket.com

NATIONAL EDITOR

Kevin Turner ext.5432
kevin.turner@haymarket.com

EDITORIAL ASSISTANT

Ben Anderson ext.5425
ben.anderson@haymarket.com

NATIONAL EDITOR-AT-LARGE

Marcus Pye

SENIOR DESIGNER

Matthew Dugate

DESIGNER

Will Clarke

PICTURE EDITOR

Peter Mills ext.5918
peter.mills@haymarket.com

AUTOSPORT.COM FEATURES EDITOR

Jamie O'Leary ext.5811
jamie.oleary@haymarket.com

AUTOSPORT.COM TECHNICAL TEAM LEADER

Geoff Creighton
geoff.creighton@haymarket.com

AUTOSPORT.COM USER INTERFACE DEVELOPER

Pete Holmes
pete.holmes@haymarket.com

AUTOSPORT.COM PICTURE EDITOR

Chris Bird
chris.bird@haymarket.com

TECHNICAL EDITOR

Giorgio Piola

NEWS GRAPHICS

Alan Eldridge

CARTOONIST

Jim Bamber

CORRESPONDENTS

ARGENTINA

Tony Watson

AUSTRALIA

Phil Branagan

AUSTRIA

Bernard Kuntzsch

BELGIUM

Gordon McKay

BRAZIL

Lito Cavalcanti

FINLAND

Esa Illoinen

GERMANY

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GREECE

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NEW ZEALAND

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USA

Jonathan Ingram, Bruce

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UK & EIRE

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Kean, Paul Lawrence,

Marc Orme, Graham

Read, Peter Scherer, Ian

Sowman, Oliver Timson,

Jan Tschornack, Matt

Upton, Eddie Walder, Tim

Whittington, Richard Young

ADVERTISING

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

SALES MANAGER

Rachel Brock ext. 5820
rachel.brock@haymarket.com

DISPLAY ADVERTISING

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

Katie Gamble ext. 5961

katie.gamble@haymarket.com

Karen Reilly ext. 5576

karen.reilly@haymarket.com

CLASSIFIED ADVERTISING

Andrew Barclay ext. 5027
andrew.barclay@haymarket.com

LeAnne Foley ext. 5836

leanne.foley@haymarket.com

Victoria Townsend ext. 5367

victoria.townsend@haymarket.com

ONLINE SALES MANAGER

Luciano Candilio ext. 5179

luciano.candilio@haymarket.com

ONLINE ADVERTISING

Adam Fennell ext. 5846
adam.fennell@haymarket.com

ADVERTISING DIRECTOR

Matthew Witham

AD PRODUCTION

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

SPECIAL PROJECTS DIRECTOR

Brock, Neilern

LICENSING DIRECTOR

Tim Bulley

PRODUCTION MANAGER

Carrie McNally ext. 5814

carrie.mcnally@haymarket.com

SENIOR DISPLAY PRODUCTION CONTROLLER

Saba Bonser ext. 5740

saba.bonser@haymarket.com

PRODUCTION CONTROLLER

Ben Anthony ext. 5526
ben.anthony@haymarket.com

SUBSCRIPTIONS

UK 08456 777 817

OVERSEAS +44 (0)1795 592 974

EMAIL autosport@servicehelpline.co.uk

US & CANADA 1-866-918-1446

US & CANADA EMAIL haymarket@imsnews.com

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BACK ISSUES

Tel: 08456 777817

DIRECT MARKETING EXECUTIVE
Karen McCarthy ext. 5658
karen.mccarthy@haymarket.com

MANAGEMENT

PUBLISHING DIRECTOR

Peter Higham

PUBLISHER

Rob Aherne

PUBLISHING MANAGER

Samantha Jempson

DIGITAL PRODUCT MANAGER

Jim Foster

SPECIAL EVENTS MANAGER

Laura Coppin

SYNDICATION SALES MANAGER

Roshini Sethi, +44 208 267 5396
roshini.sethi@haymarket.com

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EDITORIAL DIRECTOR

Mark Payton

DESIGN DIRECTOR

Paul Hargis

STRATEGY AND PLANNING DIRECTOR

Bob McDowell

MANAGING DIRECTOR

David Prosher

CHIEF EXECUTIVE

Kevin Costello

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POLE POSITION

Variable rules? Now that's what I call artificial racing



IN THE EARLY PART OF THIS

season, there was outcry from certain quarters that the racing in Formula 1 had become artificial.

The combination of the DRS wing, KERS and Pirelli's short-life tyres had made overtaking 'too easy'.

In this column, I said we should judge things after races at the tracks where overtaking has always been an issue. Sure enough, Barcelona, Monaco and Valencia were hardly the kind of NASCAR-style pass-fests the doom-mongers had decried.

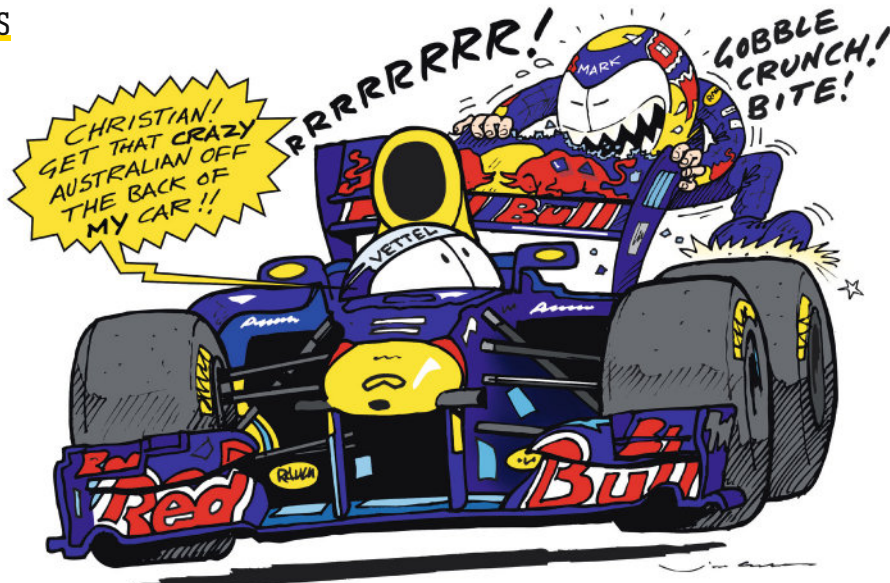
Then came Silverstone, and the rulebook — to which everyone had built their 2011 cars — was torn up. Different versions of the rules — based on how well you can argue — were in place for different teams. You want artificial racing? There it is.

Which other sport changes its rules mid-season? Sorry, FC Barcelona, but you're just too good. From now on no more than three passes are allowed before a shot. Nonsense.

Ferrari and Fernando Alonso clearly did a brilliant job. It's just a pity that we don't know whether they won on merit, or if it's because some teams had one arm tied behind their backs.

Andrew van de Burgt, editor

BAMBER'S WEEK



F1

'Fernando Gonzalez' makes his F1 bow

Just hours before Fernando Alonso gave Ferrari its 216th world championship grand prix victory, the Spaniard sampled the car that started that record run at Silverstone 60 years ago today (Thursday). Alonso slid Jose Froilan Gonzalez's 1951 V12-engined 375 around and waved to the crowd – although not, sensibly, at the same time. British GP report, p28.





BODYWORK

Ferrari has reworked the rear of the sidepods after tweaks to its radiator and exhaust configuration, boosting downforce.

FLOOR

A new underfloor with modified diffuser improves airflow under the car and overall downforce.

Ferrari's winning form is 'genuine'

In the wake of his sensational British GP win, Alonso says it's down to the car, not rule changes. By EDD STRAW

Ferrari's British Grand Prix-winning speed represented too much of a step forward for it to be solely due to the rule changes introduced before the race.

Two-time world champion Fernando Alonso ended a nine-month victory drought for the Scuderia at Silverstone on Sunday. The temporary banning of off-

throttle blowing of the diffuser played a part in Ferrari slashing the gap to the dominant Red Bull RB7, but much of the improvement was down to a major upgrade package on the 150° Italia.

This included a new rear wing designed to make the top-speed-enhancing DRS more effective, modified rear suspension, revised

bodywork at the rear and a new diffuser. The package has been in the pipeline since the team isolated the windtunnel calibration problems that set it back "two or three months", according to Alonso.

In May's Spanish Grand Prix, held at a Barcelona circuit that is closely comparable to Silverstone in terms of high-speed aerodynamic demands, Alonso was one second off pole position and finished a lap down, despite leading the first 18 laps of the race. At Silverstone, Alonso was only 0.1s off Red Bull driver Mark Webber's pole-position time and won by 16.5s.

Formula 1 will revert to pre-Silverstone rules from next week's German Grand Prix at the Nurburgring (see p10), and it will only be then that Ferrari's gain from the ban on off-throttle blowing can be measured. But what is in little doubt is that the team's

"It was a total surprise.

We were 1.5 seconds

behind four races ago"

Fernando Alonso

improvement in form can at least partly be attributed to its upgrades.

"It was a total surprise," said Alonso of his win. "We were 1.5 seconds a lap behind Red Bull four races ago, and now we are fighting them. Especially because this is at Silverstone, one of the circuits that we feared because it suits Red Bull.

"[The improvement] comes from the upgrade. I don't think that the modifications in the rules changed much. Hopefully we can prove this at the next race."

Next week's race in Germany is therefore viewed as an acid test for Ferrari. Its hopes of winning either

Alonso and Massa have a faster Ferrari





REAR SUSPENSION

Higher pick-up points keep the rear end low, and more stable, under braking. Also eases tyre wear.

Alonso drove to victory at Silverstone

championship this season are all but over, with Alonso 92 points behind drivers' points leader Sebastian Vettel and the team 164 points behind Red Bull in the constructors' rankings. But a strong end to the season would lay the foundations for a title challenge in 2012.

Team principal Stefano Domenicali is confident that Ferrari's Silverstone form is the continuation of the upward curve seen during recent races. Although Alonso was allowed to vault into the lead due to slow pitstops for Vettel and Webber, Domenicali is confident that the Spaniard was a potential winner anyway.

"I hope that we can fight for the leading positions in Germany," he said. "But we mustn't forget that in the last couple of races we were quite competitive. Even without Red Bull's mistakes, we could have won the race anyway."

Even if Alonso had faced a struggle to beat the Red Bulls without their pitstop problems, Ferrari's Silverstone form represents a huge step forward since its poor form in May's Spanish race.

HAMILTON MAKES CONTRACT DEMANDS



Hamilton: fed up with McLaren PR demands

LEWIS HAMILTON HAS refused to sign a new McLaren deal unless his PR demands are reduced.

Hamilton's comments came during a disastrous British Grand Prix weekend for McLaren. While Hamilton finished fourth, team-mate Jenson Button retired while in contention for a podium because his front-right wheel fell off after a pitstop.

"When I re-sign the contract with McLaren, they are going to be shocked at how many days they are not going to be able to make me do," said 2008 world champion Hamilton. "I definitely won't be working the whole period of time before the next grand prix at Silverstone. I will have at least five days to prepare."

Fellow ex-champion Button, also out of contract at the end of 2012, is understood to be concerned about the number of PR days in his deal, so the pressure is building on McLaren.

The team's performance at Silverstone, in what was a

key weekend for it to prove to its drivers that it could become a Red Bull-beater, has added to that pressure.

While the temporary change in blown-diffuser rules exposed the inherent weaknesses of the McLaren MP4-26 – which was given a Red Bull-style exhaust configuration on the eve of the season – Silverstone is unlikely to be representative of the team's pace for the rest of the year. This is because Formula 1 will now revert to pre-British Grand Prix technical rules.

But McLaren's blunders will do little to regain the confidence of its drivers. Hamilton started the race with insufficient fuel to run at a strong pace throughout. This was because the team did not expect him to pass so many cars early on, and thought he would use less fuel while stuck in traffic, and because it struggled to get accurate usage figures during practice sessions blighted by rain and engine-mapping rule changes.



Hamilton struggled to fourth at Silverstone

AUTOSPORT SAYS...

EDD STRAW
F1 EDITOR

edd.straw
@haymarket.com



Some argue that the 2008 Singapore Grand Prix showcased the worst of Fernando Alonso. But two weeks after a race that will live forever in ignominy, the Spaniard claimed a victory in Japan that showcased his greatness. That same Alonso was on show in last Sunday's British Grand Prix.

As at Silverstone, it was circumstances that opened the window of opportunity for Alonso at Fuji three years ago. Lewis Hamilton's optimism into Turn 1 created chaos, and Alonso emerged from it in second place behind Robert Kubica. Over the radio, moments before his first pitstop, he told – not asked – the team to short-fuel him to jump the BMW Sauber. The win was his.

At Silverstone there was no such strategising, but there was that same steely resolution. When in a car that isn't quite the best – in other words, the current Ferrari – he is still the driver who the likes of Lewis Hamilton and Sebastian Vettel truly fear.

Alonso won't be able to climb into title contention, but he could be the man to watch in the second half of the year. Ferrari has put its problems behind it, and can now get a rolling start into 2012.

There was a time when Ferrari raised the bar for the quality of teams in F1. Today, it's Red Bull that is doing that. But the Prancing Horse we saw at Silverstone is equal to that challenge.



Alonso at his best: Fuji '08

THE LONGEST DROUGHT

FERRARI RACES WITHOUT A WIN

Ferrari went 10 races without a win prior to Silverstone. It's a far cry from its worst victory drought, which was 58 races between the 1990 Spanish and 1994 German GPs, ended by Gerhard Berger (below).



DEBRIEF

The off-throttle blown-diffuser row explained

The row over the use of off-throttle exhaust blowing to generate downforce came to a head at Silverstone, with the technology remaining in place for the season

Formula 1's acrimonious row over off-throttle blowing of the diffusers, which raged throughout the British Grand Prix weekend, is over after the ban on the system was lifted after it became clear that it would be impossible to implement fairly.

Ferrari and customer team Sauber initially stood in the way of a unanimous agreement to revert to the regulations as they were at the European Grand Prix two weeks ago, which mitigated off-throttle blowing by banning the changing of engine mapping between qualifying and the race. But after a lengthy technical meeting in the build-up to the British Grand Prix, Ferrari eventually accepted the change.

This means that from next week's German Grand Prix, teams will be allowed to open their throttles to 100 per cent to generate downforce using exhaust gases even when the driver is off the pedal.

The row flared up during Friday practice, when it was realised that Renault had been given a dispensation to run up to 50 per cent throttle based on historical analysis of how it ran its engines. Before the weekend, Mercedes had secured agreement to fire four of its cylinders while the driver was off

the throttle on the basis that it needed to do so to relieve crankcase pressure. But Renault was given last-minute permission to run to 50 per cent because data from 2009 revealed that it did so to aid valve cooling.

This only became clear to teams during free practice, with Williams driver Rubens Barrichello, for example, being given access to an engine mode that allowed his throttle to be opened to 50 per cent while on a run. The Cosworth-powered Williams did this on the basis that Renault had been permitted to.

After Friday practice was complete, McLaren team principal Martin Whitmarsh and his opposite number at Red Bull, Christian Horner, argued in a press conference. Whitmarsh asserted that Renault teams had been given a de facto ability to blow their diffuser when off throttle because of the 50 per cent dispensation, while Horner argued that the Mercedes engines could do the same by firing four cylinders. While other engine suppliers could also have fired four cylinders, they did not have the engine modes required to use this for off-throttle blowing.

From this point, it was clear that



P17 MPH COLUMN

the regulation change had become untenable. A meeting on Saturday morning led to FIA technical delegate Charlie Whiting withdrawing the Renault throttle dispensation, which Ferrari, Mercedes and Cosworth all claimed that they should also have, minutes before the final free-practice

"An absolute enforcement of the rule limiting throttle opening proved not to be possible"

session. The Mercedes four-cylinder dispensation was retained on the basis that it was agreed before the weekend.

With the rules in place for qualifying and the race at Silverstone, the Renault-engined teams made it clear that they considered this only to be a stop-gap. Whiting proposed that unanimous agreement would allow a return to Valencia rules. This led

to an evening of frantic negotiations, with fears that Ferrari and possibly Cosworth teams would not do so on the basis that their off-throttle blowing strategies have proved less effective than those employed by Renault and Mercedes-powered teams.

However, as teams have historically used certain throttle modes to aid reliability and cooling under the current engine freeze, an absolute enforcement of the rule limiting throttle opening proved not to be possible.

On Sunday morning, the teams met with around half already having signed up to the change. However, the likes of Ferrari, Sauber, Williams and Mercedes had not signed prior to the meeting, with all resolving not to do so until they had heard all of the arguments. Ultimately, unanimity was achieved.

The rule change placing the exhaust exits 330mm behind the rear-wheel centre line for next year still stands, but for the rest of 2011 off-throttle blowing remains.



Some cars had off-throttle blowing in British Grand Prix





Whitmarsh and Domenicali discuss the exhaust issue

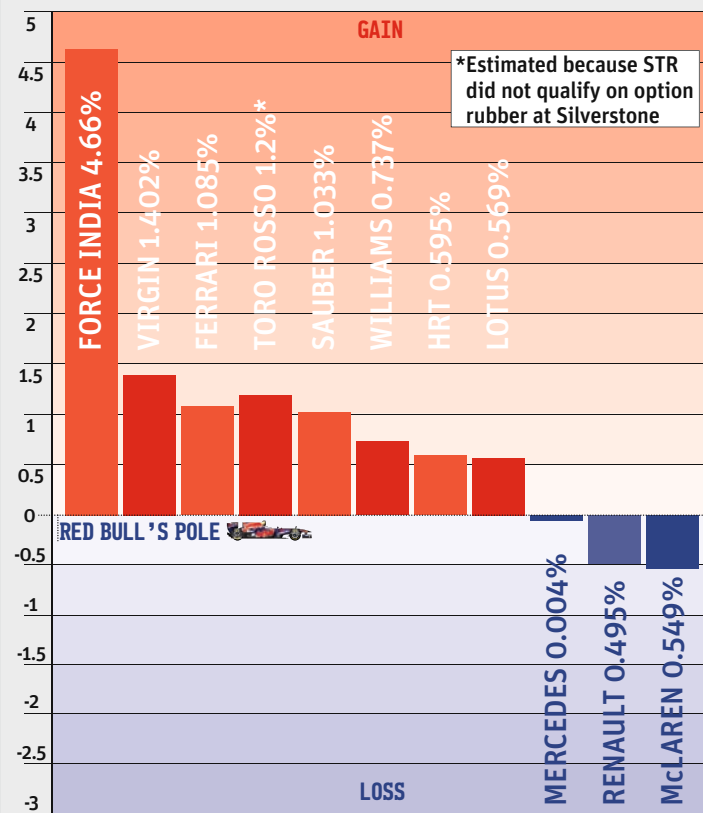
RULE CHANGE WINNERS AND LOSERS

It is impossible to quantify exactly how much teams gained or lost by the ban on off-throttle blowing of the diffuser at the British GP.

But a comparison of qualifying pace last weekend and at the Spanish Grand Prix, the most recent race at a track comparable to

Silverstone, gives a rough indication. However, it must be noted that two months passed between these two races, meaning that car development also played a role.

The following figures are calculated relative to Red Bull's pole position times at both events.



RULE CHANGE TIMELINE

AUTOSPORT has obtained a full set of the FIA's technical directives on the issue of exhaust-blown diffusers and engine mapping.

JUNE 20 (AM)

FIA technical delegate Charlie Whiting issues a directive entitled "engine mapping and exhaust blowing". This stipulated controls on engine mapping to prevent off-throttle blowing of the diffuser. These measures included:



When the driver torque demand is less than or equal to ONm, the maximum throttle target must be shaped as follows:

- 20 per cent at 18,000 rpm decreasing linearly to 10 per cent at 12,000rpm
- 10 per cent below 12,000rpm
- Partial fuel cut-off mode will be permitted with four cylinders only
- Engine torque mapping should not generate any throttle opening over that required to

deliver the demanded torque

- Ignition angle mapping should not generate any ignition retard over that required to deliver the required torque.

JUNE 20 (PM)

Whiting issues a directive banning the changing of engine maps between qualifying and the race effective from the European Grand Prix stating that "from the time at which each car first leaves the pits during qualifying until the start of the race, no changes to the set-up of any electronic control unit may take place."

JUNE 24

After consultation, Whiting issues a clarification of the previous directive. This allows teams to make certain approved changes to the ECU, but the engine map must remain the same.

JUNE 29

This was a second directive entitled "engine mapping and exhaust blowing" clarifying that certain dispensations would be allowed.

The directive stated that the first directive "should be considered as a guide rather than absolute figures. In some cases we believe that applying fixed figures to

engines of differing architecture would be fundamentally unfair".

JULY 9

A final directive is issued confirming that the rules would remain as detailed above for the British Grand Prix weekend.

After controversy erupts during Friday practice, Whiting confirms that the rules as originally laid out would stand for Silverstone. This meant that off-throttle blowing was not allowed, although the firing of four cylinders while the driver is off the pedal, as requested by Mercedes before the event started, could continue.

JULY 10

As AUTOSPORT closed for press, Whiting (right) was close to issuing a final technical directive that would allow off-throttle blowing but maintain the need for the engine map to remain unchanged between the start of qualifying and the race.





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Nico Müller with the Jenzer Motorsport GP3 team
on their victories at Silverstone!

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Webber and Horner have discussed deal...



...but Silverstone race didn't go to plan



Date set for Webber deal extension

Refusal to accept team orders comes as Australian is just weeks away from signing a contract to stay for 2012

Mark Webber is set to sign a new Red Bull contract in August despite disregarding repeated orders not to attack team-mate Sebastian Vettel in the closing stages of the British Grand Prix.

Although Webber has not yet got a new contract, Red Bull owner Dietrich Mateschitz is determined to keep him. He has no doubts that Webber will agree, even though the Australian has given mixed messages about his plans. But, provided Webber wants to stay, Red Bull will keep him.

"Mark Webber will re-sign with us," Mateschitz told AUTOSPORT. "This will happen for sure. He is

very popular within the team, he feels very comfortable and it is an excellent relationship. He knows this and we know it. To be honest, Mark has no better choice than the fastest car and we have no better choice for a fast driver."

Webber is due to travel to Red Bull's Salzburg headquarters on August 1, the day after the Hungarian Grand Prix, where he will be offered the new deal. This is despite the latest team-orders controversy, which erupted in the closing laps at Silverstone as Webber attacked Vettel for second place, by his own admission disregarding an

order to hold position.

"This is no problem for us," Mateschitz added. "Sebastian realised that Fernando Alonso was gone and could not be caught anymore, so he backed down. This let Mark close in. He would be a very bad racer had he not tried to attack and gain a position."

Webber is understood to have told the team privately that he has no desire to retire. He has also indicated that staying at the team he joined in 2007 is his first choice. But there are concerns about his public statements, which are far more equivocal and have created uncertainty for the team.

While Ferrari did show interest in Webber, it is almost certain it will retain Felipe Massa for 2012 after the Brazilian's recent resurgence in form. Renault, where Webber was a test driver at the start of the 2000s, could also be interested.

Mateschitz has also underlined that no serious discussions have been held with Lewis Hamilton. The 2008 world champion held an impromptu meeting with Red Bull team principal Christian Horner in Canada last month.

"We did not approach him — he came to us," said Mateschitz. "It's the usual game in F1. A conversation about a contract never occurred."

Howett tipped for FOTA role

FORMER TOYOTA TEAM PRINCIPAL

John Howett could return to Formula 1 before the end of the year in a role with the Formula 1 Teams' Association.

Current FOTA secretary general Simone Perillo, a key figure in the paddock despite keeping a low public profile, is understood to be leaving his position. Howett is a former vice chairman of FOTA and despite not being involved in Formula 1 since Toyota withdrew from the sport at the end of 2009, he is regarded by some as the ideal candidate to take the job. This is because he played a key role in the negotiations with the FIA and Bernie Ecclestone over the current Concorde Agreement that governs the sport.

He is available after leaving Toyota last year and is understood to be willing to consider taking up the role. Sources



Howett may return to F1

indicate that there would be support among the teams for Howett. However, it is understood that support is not yet unanimous and other contenders are being considered for the role.

DAN PROVES HE CAN

Red Bull junior driver Daniel Ricciardo finished 19th (and last) on his grand prix debut for HRT last weekend. The Australian is set to race for the Spanish team for the rest of the season alongside ex-Red Bull driver Vitantonio Liuzzi



P45 INTERVIEW

Santander

San





F1 tests jet-fighter cockpit protection

Experiments show that drivers would be protected by polycarbonate canopies – but the sport is unsure over whether it needs this safety measure

Formula 1 is evaluating jet-fighter canopy technology to protect drivers from flying debris and airborne cars.

The FIA Institute conducted an experiment into the effectiveness of a polycarbonate canopy when struck by a 20kg F1 wheel. This test, in which the wheel was fired into an F16 canopy at a speed of 140mph, using a 1200psi compressed nitrogen cylinder, showed that the canopy could absorb the impact and deflect the wheel.

While any radical rule changes on the subject are a long way from being drafted or agreed, the test is reported in detail in the latest issue of *IQ*, the quarterly publication of the FIA Institute.

In addition to the jet canopy, a windshield of the same material was tested. Although it also deflected the wheel and would have protected the driver, it did shatter.

FIA Institute technical advisor Andy Mellor said in *IQ*: “Visually, it was possible to see that the windshield did manage to deflect the wheel over the space that would

be occupied by the driver’s helmet, but in so doing it sustained significant damage.

“The full canopy manages to deflect it over the top, and very little damage, if any, was visible after the test. It shows that it’s quite an elastic material and that it’s very efficient at providing a load path to keep the wheel and tyre away.”

COULD IT REALLY HAPPEN?

While a fully-enclosed cockpit is not out of the question, these investigations raise question marks over whether it violates the spirit of F1, which has always been open-cockpit. It can also create new safety problems.



Massa suffered head injury in '09

Sauber technical director James Key explained: “From a safety perspective, there are big pros because it protects the driver. But what happens if you have to extract the driver? It’s a difficult nut to crack. The FIA does a good job of encouraging further safety measures and it’s worth looking at.

“You have to look at the compromises that such a thing introduces and a closed canopy does pose some. Perhaps some halfway-house structure is the better option.”

This raises the possibility of such material being used as some kind of deflector screen, although it is not yet clear how that could be



Schumacher was lucky last year

integrated with the car.

Williams technical director Sam Michael is unsure of exactly how such technology could be used. But he added that it is essential to conduct such research.

“We’re trying to solve the problems caused by the Massa spring incident [in 2009 Hungarian Grand Prix qualifying] and what we saw in Abu Dhabi last year, with Tonio Liuzzi’s Force India riding over the top of Michael Schumacher,” said Michael.

“F1 is an open-cockpit series, so we don’t want a closed cockpit. It’s important that if there’s another accident in the future, we have covered the plusses and minuses of it, but [a closed canopy] is a big old structure.”

MORE INVESTIGATION NEEDED

Inevitably, anything designed to deflect loose objects such as wheels could lead to flying debris becoming a danger to marshals and the crowd.

An FIA Institute video of the impact test shows the wheel being

Artist's impression
of how it could look



Canopy withstood
140mph impact

directed upwards when it strikes the canopy. The wheel came to rest well over a mile from the impact. The dangers of this would be exhaustively researched by the FIA were such technology to be incorporated in F1.

The introduction of a canopy or deflector shield would also change the characteristics of an F1 car, and the aerodynamic effect would result in a loss of performance.

Although the F1 drivers are usually eager for cars to be as safe as possible, their reaction to this idea is generally lukewarm.

Liuzzi, who holds a view that is very much representative of the feeling in the paddock, told AUTOSPORT: "It would have been very good in terms of safety, but it would change the whole face of F1."

"I struggle to see an F1 car that looks like an F16 jet fighter. It would change the whole style of a single-seater car. Safety is important, but F1 still needs to be F1."

A video of the test is available at www.institutequarterly.com

FIA Institute explained

FOUNDED IN 2004, THE

FIA Institute is focused on improving safety in and the sustainability of motorsport. With neurosurgeon and former Formula 1 medical guru Professor Sid Watkins as its president, the Institute drives forward new technologies and innovations in both fields.

While it bears the acronym of the sport's governing body, the Institute does not govern the sport or have any regulatory power. It researches and advises on the sport's future, working at all levels and with partners throughout the world.

Watkins said: "When we established the FIA Institute, we had one simple aim – to improve motorsport safety. From that aim has grown a wide range of programmes and projects covering every area of safety in motorsport, from enhancing



driver equipment and crash-test standards to developing training and education programmes. Motorsport will always involve an element of risk, but striving to minimise the consequences of those risks will continue to be fundamental to the FIA Institute's approach."

As part of that education process, the FIA Institute has launched the Young Driver Excellence Academy. Two-time Le Mans winner Alex Wurz and World Rally Champion co-driver Robert Reid lead the team of 12 drivers. This programme is currently taking applications for the 2012 intake – further details are available from www.fia institute.com

THIS WEEK IN F1



RED BULL Reigning world champion Sebastian Vettel has warned that he can still be caught in this year's title race, even though he leads the standings by 80 points – more than three race wins. "We need to keep working, otherwise the others will come too close," he said.



McLAREN Lewis Hamilton has backed the squad to recover from its recent slump in form. "We are a team and we will pull through it," said Hamilton, who is known to have reservations about the team's current development rate.



FERRARI Cigarette company Marlboro has been dropped from the team's official name in the wake of further controversy over its Philip Morris International deal. Although the deal is legal, the team is now known as Scuderia Ferrari.



MERCEDES Seven-time champion Michael Schumacher is confident that he has asserted himself over team-mate Nico Rosberg this season. "The whole of winter testing I was probably the stronger of the two of us and even in the races, although the early races didn't show that," said the 42-year-old.



RENAULT Nick Heidfeld has called on Silverstone to improve the consistency of run-off areas after Kamui Kobayashi's Sauber was flicked into the air after running wide on the main straight. "It could be and should be done better," he said.



WILLIAMS Chairman Adam Parr has said that it "is vastly the most likely outcome" that Rubens Barrichello and Pastor Maldonado will be retained for 2012. The Brazilian has said that he would "love" to stay at Williams.



SAUBER Mexican rookie Sergio Perez has admitted that his crash in qualifying for the Monaco GP set back his season. But Perez believes that his seventh place last Sunday at Silverstone will help him to regain momentum.



FORCE INDIA Paul di Resta's disastrous pitstop in the British Grand Prix was caused by Adrian Sutil suffering a puncture. The Scot was told to abort his pitstop when already in the pitlane, because the team did not have his tyres ready.



TORO ROSSO Spaniard Jaime Alguersuari has put his resurgence in form in recent races down to focusing on race set-up over qualifying pace. He struggled with tyre degradation earlier this year, but was able to complete a two-stop run to 10th at Silverstone last Sunday.



LOTUS Recently-appointed technical director Mark Smith is overseeing work on a new power-steering system that will be introduced at the Hungarian GP at the end of this month. Veteran Jarno Trulli is continuing to struggle with a lack of feedback from the steering.



HRT Vitantonio Liuzzi's place as one of the squad's drivers is safe, despite the change in the team's major shareholder. The Italian is set to remain in the car for the rest of the season.



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*DATES SUBJECT TO CHANGE





MPH Mark Hughes

AUTOSPORT grand prix editor

The off-throttle, hot-and-cold exhaust blowing debacle at Silverstone offered a fascinating insight into the varying internal workings of this year's top F1 cars – with things not quite how they may appear

Forget for a moment the politics surrounding the off-throttle blown-diffuser issue, the farcical way the regulations were changing by the hour during the Silverstone weekend, the satirical comedy value of FIA technical delegate Charlie Whiting finally saying that if everyone agreed, we could go back to Valencia spec for the next race – i.e. that the solution was to revert to how it was before the FIA tried to banish the feature.

Forget also the lobbying and counter-lobbying process that gave Mercedes its hot-blowing concession post-Valencia so that the first most knew of it was at Silverstone. How an outraged Renault effectively said: 'How come Mercedes gets to keep its toy and we don't?' How the under-pressure Whiting initially relented, saying, 'OK, you can have your 50 per cent off-throttle opening' (less than the 100 per cent previously allowed but much more than the proposed 20 per cent limit and enough to give a significant measure of cold-

blowing). How the objection was then that Renault had left it too late to request its concession, so getting the 50 per cent allowance thrown back out on a form-filling issue. This was all just farce or great entertainment, depending on your view. The really significant bit was what the brief window of off-throttle restriction – and the ensuing arguments – have revealed about the cars that would otherwise have been missed.

Just as Red Bull's Christian Horner had said all along, the RB7 does not, and never has, used hot-blowing. But it does rely on a lot of cold-blowing. The Renault engine has a hot-blowing facility, as used on the Renault car, but Red Bull found it overheated its already marginal rear tyres. The Mercedes, the McLaren-Mercedes and the Ferrari *did* use hot blowing.

Even though the original formal objection to the principle of hot blowing came from Williams, it was surprised at how it seemed to be pushing against an open door when it first voiced that objection to the FIA. There is now a widely-held belief that the germ of the initiative to ban it may have come from a particular team boss, under the mistaken belief that Red Bull was running hot blowing and that turning it all off would hurt the team more than anyone else. But given that Red Bull wasn't running it, that paranoia has turned around and bitten the instigator.

While the Silverstone qualifying/race interpretation (i.e. hot-blowing allowed from four cylinders but cold-blowing restricted by the 20 per cent

throttle maximum) would in theory have disadvantaged Red Bull more than the other leading contenders, the car that seemed to lose most was the McLaren. Silverstone suggested that the MP4-26 was more reliant on the full off-throttle blowing effect to achieve its sweet spot than any other car. Everything else – its balance, its various systems, its tyre use, the things that helped it be the fastest race-day car several times this year – seem now to have been delicately poised on keeping that rear end nailed. Has it been the case that the car has an underlying case of pitch sensitivity – recall the violent porpoising occasionally seen – and the full off-throttle blowing effect was a very effective 'band-aid' solution to that? That would certainly tally with how the car was suddenly 'switched on' prior to Australia, how it went from being over 1.5s off the pre-season pace to being very quick in Melbourne by the adoption of a Red Bull-like blowing exhaust layout.

Then there's the Ferrari. Red Bull-fast at Silverstone, a fast aero track. Cynics pointed to how well it had responded to the new-rule interpretation. But that issue is horribly clouded by the major aero upgrade Ferrari introduced for this race – different rear bodywork and exhaust layout, new rear wing and floor. The way it got the hard tyres and the inters to work suggests a serious downforce increase.

A lot was revealed by this view into the workings of the cars and F1 itself. It was far from the dull thing everyone insisted it was. ☒

PICTURE/LAT



Renault's Rob White vents to Mr E over the exhaust farce

“It was just farce or entertainment, depending on your point of view”



Our artist's impression of a Jaguar LMP1 coupe

LE MANS

Jaguar planning Le Mans return

Secret evaluations underway for historic British marque's return to the 24-hour classic. By GARY WATKINS

Jaguar is beginning to plan for its first bid for outright honours at the Le Mans 24 Hours since 1991.

The historic British marque's Indian owner, Ratan Tata, and bosses at Jaguar parent company Tata Motors are known to be evaluating a return to the prototype ranks with an all-new LMP1. AUTOSPORT understands that a decision has already been made in principle to mount an attack on the race in the future.

Ratan Tata is known to be a fan of Le Mans and he made comments about the value of a race Jaguar has won seven times as soon as he bought the company from Ford in 2008. Jaguar then returned to Le Mans in 2010 with Paul Gentilozzi's RSR team, which continues to race its XKR GTE car in the American Le Mans Series.

The architects of that



Jag's last Le Mans assault came in Group C in 1991

programme at Jaguar, former managing director Mike O'Driscoll and head of global marketing CJ O'Donnell, have now both left the company. New Tata Motors chief executive officer Carl-Peter Forster, who formerly worked for BMW and General Motors in Europe, is said to be leading the push for an LMP1 programme.

A Jaguar spokesman said:

"Our only current motorsport commitment is in the ALMS with Jaguar RSR Racing, but we are monitoring developments in motorsport around the world."

It is unclear what timeframe Jaguar and Tata are working to. Some sources have suggested that its first bid for victory since Tom Walkinshaw's TWR fielded four XJR-12 Group C cars in 1991

could come inside the next two years. It would make more sense if, like Porsche, it waited until the introduction of new rules in 2014.

Rumours suggest that Wirth Research, which masterminded the factory Acura prototype campaigns in 2007-09, has been in negotiation with Tata about badging the coupe LMP1 design it has had on the drawing board for the past two years. But Wirth commercial consultant Simon Crompton denied any Jaguar link.

"We are not talking to Jaguar at the moment, not that we wouldn't want to — it would be a great fit for us," he said. "We've had a number of approaches from manufacturers because they've seen what we did with the ARX-01e at Sebring [where it finished second] and know that a new coupe would be quicker."



The Brickyard will welcome Grand-Am

GRAND-AM

Grand-Am lands Brickyard date for 2012

GRAND-AM DRIVERS AND TEAM bosses have welcomed the addition of a race at Indianapolis next season.

The decision to invite Grand-Am's Daytona Prototypes and GT cars onto the Brickyard 400 NASCAR bill was described as "huge for the sport" by multiple DP champion Scott Pruett.

Series regular David Donohue,

whose father Mark won the Indy 500 in 1972, said it was "a dream come true".

Donohue said: "Indianapolis makes legends and hopefully we can be part of a new chapter."

Wayne Taylor, who runs the SunTrust Dallara team, said: "It is a big announcement that will definitely lend credibility to the series."

The Grand-Am race will take place on the Friday of the Brickyard 400 weekend next July on the 2.605-mile road course built for the US Grand Prix. The action will then move to the 2.5-mile superspeedway with the new Nationwide Series fixture on the Saturday and the Sprint Cup headliner on Sunday.

SPORTSCARS

Outside experts give Aston all-clear



AMR-One may get a stay of execution in sportscar racing

THE ASTON MARTIN AMR-ONE HAS BEEN

given the all-clear to race on by a team of outside consultants.

Two separate engineering consultancies were brought in by Aston Martin Racing to evaluate the straight-six turbo engine, the chassis and aerodynamic package. The move was instigated by David Richards, Aston Martin chairman and boss of Prodrive (which runs AMR), in the wake of the LMP1 design's disastrous performance at the Le Mans 24 Hours last month.

"This is something I have done before on

projects because sometimes you need someone else to tell you whether you are heading in the right direction or not," said Richards, who explained that the identity of the consultants was governed by confidentiality agreements. "They have said that there is nothing fundamentally wrong with either the engine or the chassis, nothing that can't be put right with a bit of time and money."

Richards stated that AMR would be at the next round of the Intercontinental Le Mans Cup, the AUTOSPORT 6 Hours at Silverstone,

in September after missing this month's Imola round. He said that the team could revert to the reworked V12-engined Lola coupe it used in 2009-10.

"There is no question that we will be at Silverstone," he admitted. "One option is to use the Lolas, because we have the cars available."

A final decision on how AMR will proceed over the remainder of this season will be made "in conjunction with Aston Martin and our sponsors" over the next week, according to Richards.

FIA GT1

Team boss says Mucke decision is a "disgrace"

THE BOSS OF THE NISSAN FIA GT1 World Championship team has hit out at the decision not to ban Stefan Mucke in the wake of the German's controversial clash with one of his cars in the Silverstone round in June.

James Rumsey, whose JRM Group runs four Nissans under the JR Motorsports and Sumo banners in the world series, branded the failure of the German sporting federation not to remove Mucke's licence as "an absolute disgrace". The move followed the recommendation to the DMSB by the FIA stewards at Silverstone that the Young Driver AMR racer should have his race licence withdrawn.

"I'm absolutely amazed that he has got away with it," said Rumsey. "I don't understand the complete disregard for the recommendations of the FIA."

"It looks like all drivers are being told that they can do what they want out on the track."

Mucke escaped with a €7500 fine

after new evidence was provided at the DMSB hearing. This pertained not to his clash on the Hangar Straight with JRM driver Richard Westbrook at Silverstone, after the two had previously touched at Becketts, but to an earlier incident at Zolder, for which he had been given a suspended ban.

Mucke said: "They came to the decision that there was no intent on my side to cause the accident. I want to put this behind me and concentrate on the last few races."



Mucke is free to race on in 2011



LMS will lose LMP1

LMS

LMS drops LMP1 cars

LMP1 PROTOTYPES WILL DISAPPEAR from the Le Mans Series next year.

Series boss Patrick Peter has decided to push ahead with his idea of making LMP2 the premier category (see AUTOSPORT, March 24) after consultation with the Le Mans organisers. The move follows a downturn in P1 entries following the establishment of the Intercontinental Le Mans Cup, which becomes the World Endurance Championship next year.

Peter said: "This is the better way forward than to have just three or four cars in LMP1."

An announcement on detailed plans for 2012 is imminent. It is understood that plans to allow in Group CN cars from the SPEED EuroSeries and VdV have been abandoned.

IN BRIEF



McLAREN GEARS UP FOR SPA

McLaren has entered three MP4-12C GT3s (above) for the Spa 24 Hours and will make a final decision after an endurance test at Navarra next week. The plan is for an all-pro line-up including the car's test drivers Alvaro Parente and Oliver Turvey.

DRAYSON GOES ELECTRIC

Lola and Drayson Racing are joining forces to develop an all-electric prototype with LMP1 levels of performance. The Lola-Drayson B12/69EV will be the first step towards producing a car to race in the FIA Electric Car Championship from 2013.

SANDSTROM FOR PTG

Ex-Formula Renault V6 Eurocup driver Edward Sandstrom is joining the PTG line-up for the return of the Panoz Abruzzi GTE contender at the Mosport round of the American Le Mans Series on July 24. The Swede will share the car with Ian James.

TYRE SHORTAGE FOR SPA

The 70-car entry for the Spa 24 Hours on July 30/31 could be hit by tyre-supply issues. At least three teams have withdrawn after failing to obtain a supply of tyres from Michelin, which is limited to servicing 45 cars at the blue-riband round of the Blancpain Endurance Series.

GOLDENPORT DECISION DELAYED

A decision on the addition of a new FIA GT1 World Championship event at the Goldenport Park Circuit in Beijing in September in place of the cancelled Curitiba race has been delayed. The circuit homologation inspection will now take place at the start of August.

SWISS LAMBOS IN DOUBT

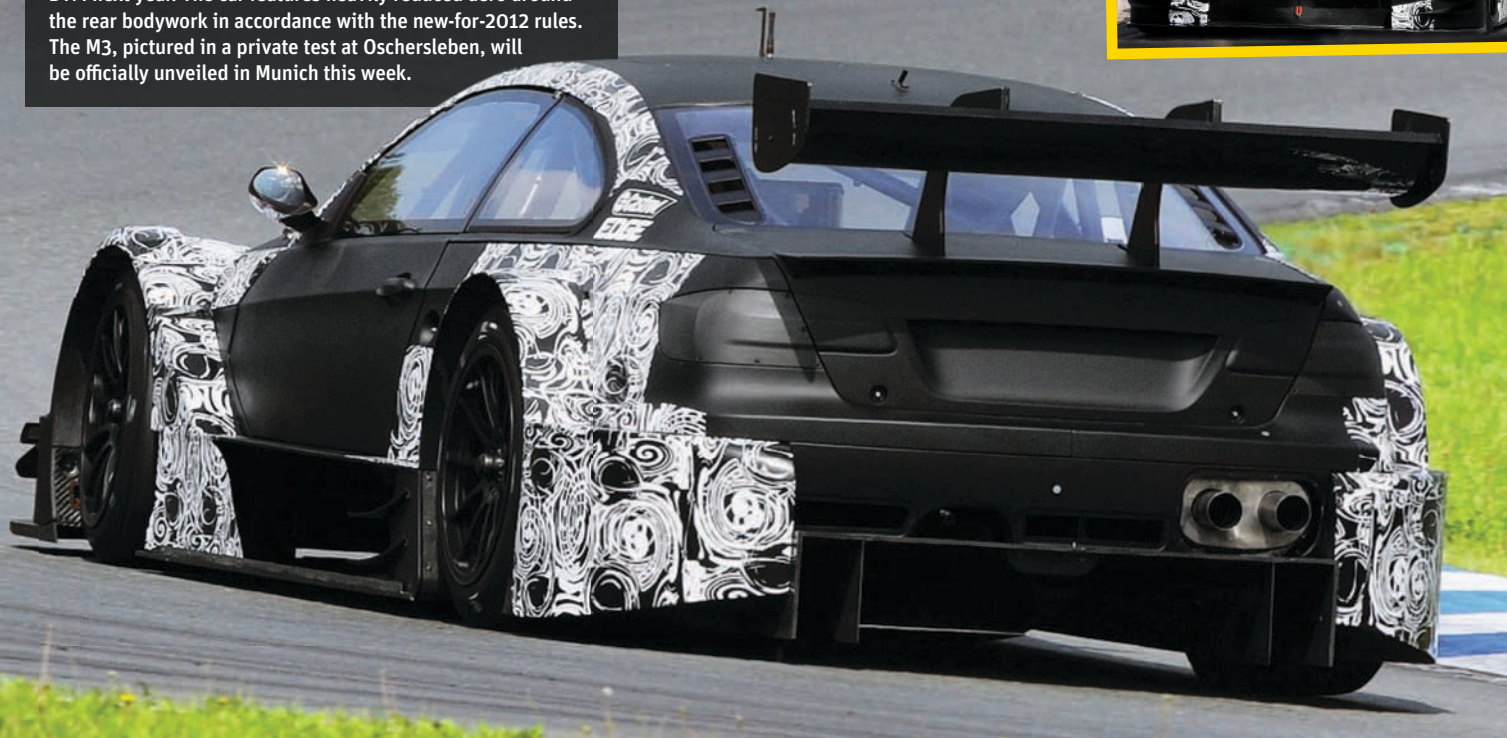
The presence of the two Swiss Racing Team Lamborghinis on the grid for this weekend's Paul Ricard FIA GT1 World Championship race was in doubt as AUTOSPORT closed for press. Series boss Stephane Ratel said he was confident of having at least one of the team's Murcielago R-SVs (below) in France.



DTM

BMW REVEALED

These are the first images of the car that BMW will race in the DTM next year. The car features heavily reduced aero around the rear bodywork in accordance with the new-for-2012 rules. The M3, pictured in a private test at Oschersleben, will be officially unveiled in Munich this week.



BTCC

Turkington for BMW turbo test

Former British Touring Car champion could be called up to test turbocharged BMW 3-series later in the year

Colin Turkington could drive a turbocharged BMW later in the year if ambitious plans by British Touring Car Championship squad Geoff Steel Racing come to fruition.

GSR, which returned to the BTCC this year after three years away, entered a normally-aspirated 320si in the opening two rounds of the season for Dave Newsham, but temporarily pulled out of the series when its driver switched to the rival Special Tuning SEAT squad. Since then it has converted its second BMW into turbo spec and has targeted Turkington, who won the 2009 BTCC in a WSR BMW, to conduct test and development work during the second half of the year.

"We've got the engine and gearbox and I'm very pleased with the way things are going so far," Steel told AUTOSPORT. "We're hoping to shake it down in the next couple of weeks. The hope is to get it sorted over the summer

and get it out [to race] before the end of the season. We definitely want to have a turbo car ready for next season.

"He [Turkington] won't race the car — we can't confirm who will race it yet — but we need to test properly first."

Turkington, who is racing in the Scandinavian Touring Car Championship for the Flash Engineering BMW team this year,

said he has not been formally approached about testing the turbo car and had not had any contact with GSR for at least two months. AUTOSPORT understands that he would only accept a test role that will fit around his commitments in the STCC, in which he lies sixth overall after three podium finishes.

"The STCC is my priority," Turkington said. "Anything else

would have to fit around that."

This weekend will mark Turkington's first race in Britain this season after he concluded a deal to join the Wiechers-Sport BMW team for a one-off outing in the World Touring Car Championship at Donington.

Turkington, 29, will replace Stefano D'Aste as the Italian has a prior commitment to race in the GT4 European Cup at Zolder.

"It's just a one-off because D'Aste can't race, but I'm looking forward to racing at Donington," he said. "It'll be nice to be in front of a British crowd again.

"I'm not sure how competitive we'll be because Donington hasn't traditionally been the best circuit for the BMW and I haven't driven one with the 1.6-litre turbo before, so the test we have on Friday will be very important in terms of seeing where we are."

Turkington was able to take up the drive because the STCC is currently on its summer break.

Turkington could test BMW turbo



NASCAR

Fuel injection hits the track

NASCAR TEAMS BELIEVE THAT

the new fuel-injection system will offer a chance to gain a competitive edge when it is introduced into the Sprint Cup next year.

Fuel injection will replace carburettors for the first time in 2012, and the McLaren-developed system was given its first track test by five cars at Kentucky last week. Andrew Randolph, who is working on Earnhardt Childress Racing's fuel-injection project, told AP that he was excited by what he'd seen.

"The system has considerable room for invention, for science," he said. "Certainly there is room for people to do it better than other people."

Two Chevrolet teams and one each from Dodge, Ford and Toyota took part in the fuel-injection test, with Roush Fenway Ford driver Ricky Stenhouse Jr going quickest. His 176.71 mph lap placed him 16th out of the 52 cars on the track.

"The motor is really smooth,"



Stenhouse tried a fuel-injected Ford

Stenhouse said. "It almost feels a little flatter compared with the other Cup motor. So far, so good. It has got some speed, too."

With the technology having been widespread for nearly 30 years, work is focused on ensuring that the system can stand up to the rigours of racing.

"The injection thing,

particularly at the level we're doing it here, is something we have three decades of experience with," said Lee White, Toyota Racing Development president.

"There is nothing that we've seen in terms of performance on the race track that worries us at all."

Testing is scheduled to continue at Phoenix this week.

IN BRIEF



VODAFONE REPAINTED

Leading V8 Supercar squad Team Vodafone ran this special camouflage livery on the cars of Jamie Whincup and Craig Lowndes at last weekend's Townsville round to raise funds for charities linked to the Australian Defence Force.

TAG EXTENDS CONTRACT

Alex Tagliani has agreed an extension to his IndyCar series deal with Sam Schmidt Motorsport. The Canadian veteran is now tied to the team until the end of 2012.

VOLVO WEIGHT BREAK

Volvo has been granted a 60kg weight reduction for this weekend's WTCC round at Donington. The Polestar Racing C3 of Robert Dahlgren was dealt the maximum 40kg last time out at Porto after switching to the new 1.6-litre turbocharged powerplant.

NATIONWIDE AT INDY

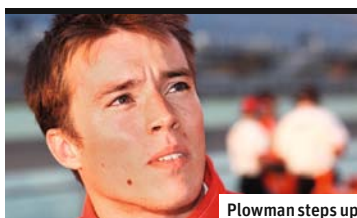
NASCAR's Nationwide Series will race at Indianapolis for the first time next year. Lucas Oil Raceway will be dropped to make space.

SPOTLIGHT ON KENTUCKY

The Kentucky state government will investigate the traffic problems that marred NASCAR's visit to Kentucky Speedway. Thousands of fans missed the race due to traffic jams.

BILL BODDY MBE 1913-2011

Bill Boddy, who wrote for *Motor Sport* magazine for a period spanning 81 years, died last week aged 98. Officially editor of *Motor Sport* from 1936-91, 'WB' founded the Brooklands Society, helped found the 750MC and was arguably the world's leading authority on vintage cars. A memorial service will be held at St Andrews Church, Presteigne on Friday (July 15) at 14.00.



Plowman steps up

INDYCAR

Plowman set for Mid-Ohio

MARTIN PLOWMAN WILL MAKE HIS

IndyCar debut at Mid-Ohio after securing a three-race deal with Sam Schmidt Motorsports and AFS Racing.

The two teams will work in partnership to run the Briton at Mid-Ohio, Sears Point and Baltimore in the #17 entry used earlier in the season by Raphael Matos. Plowman raced with AFS when it was partnered with Andretti Autosport in Indy Lights last year.

The team will also continue to run Alex Tagliani, and Sam Schmidt Motorsports team manager Rob Edwards said he was looking forward to the challenge of becoming a multi-car team.

"We have wanted to grow our team to two cars since the end of last season, and I am excited that we are going to achieve that together," he said.

AUTOSPORT SAYS...

JAMIE O'LEARY
WEB FEATURES
EDITOR

jamie.oleary
@haymarket.com



What great news it is that Colin Turkington will be returning to British shores — even if it is only for a one-off outing in the World Touring Car Championship.

Things looked promising in terms of a full international programme after he won the 2009 BTCC crown, and even more so after a limited campaign last year brought him a WTCC victory at Okayama (albeit after on-the-road victor Augusto Farfus was disqualified). But instead he's found himself splitting from the WSR squad that made him a star and heading off to take a 'paid' drive in Scandinavia.

Don't get me wrong, the STCC is a high-level series — maybe even the best in the world for pure S2000 machinery — but it's hardly slap-bang in the middle of the radar for motorsport fans outside of Scandinavia.

The fact that Turkington will be at Donington Park this weekend in a Wiechers-Sport BMW — and in with a great chance of being the best of the rear-wheel-drive contingent — will remind his supporters in Britain that he is still very much on the map and in demand, and you could do far worse than heading up to the East Midlands to cheer him on.



Turkington will be back on UK shores

PLAYBACK

YOUTUBE: BATTLE ROYAL IN GP2



SEARCH FOR: Bianchi Vietoris Silverstone (4:06)
Epic scrap for the lead on a drying track between Jules Bianchi and Christian Vietoris. Proof that GP2 drivers *can* race without hitting each other.



Power was sent out of pits on three wheels at Indy

➔ **P60 INDY CAR REPORT**

INDYCAR

Penske regroups to rescue title hopes

String of pit errors forces reshuffle within Penske's IndyCar ranks in a bid to reignite Will Power's championship

Penske Racing believes that an internal reshuffle will help it to arrest the slide in performance that is threatening to derail Will Power's IndyCar Series title hopes.

Team president Tim Cindric switched across to work with Power at last weekend's Toronto race after spending more than a decade calling the strategy for Helio Castroneves, a job that will now be the responsibility of Penske road racing general manager John Erickson.

Team manager Clive Howell, who had previously sat on Power's pitwall, will now concentrate exclusively on his regular role.

Power has dropped 55 points behind Ganassi's Dario Franchitti in the title race, and is 28 ahead of Scott Dixon, after his Toronto weekend was ruined by two crashes, but his tally has also been compromised by pitlane errors at Indianapolis and Iowa. Cindric said that the changes offered the team

the best chance of understanding Power's recent problems.

"If we had felt it was the problem with the crew, we would have made changes with the guys," said Cindric. "I don't know if the change will make a huge difference, but if we are going to make changes, I want the ball."

Power welcomed the switch.

"We had a couple problems in the pits, and it was no one thing that caused the problem," said

the Australian. "Whether it was me missing the marks, or having a wheelnut come off, or getting sent in front of someone... it was a variety of things. Having Tim there will be good."

Castroneves hinted at the start of the season that the merger of Penske's IndyCar and NASCAR teams into a single facility had drained the open-wheel squad of some key personnel, but Cindric has since dismissed this.

GP2

No points for Abu Dhabi

THE GP2 ROUND SUPPORTING THE Abu Dhabi Grand Prix later this year will be the category's first ever non-championship races.

The Formula 1-feeder class has a long-term deal to race at the Yas Marina circuit, meaning it is obliged to go there. The Abu Dhabi event in November was scheduled to be the first round of the winter's Asia series. But that cannot happen now as the Asia series races are being absorbed into an expanded main championship for next year.

While there is concern from some teams about getting funding for a

non-championship race, the majority of teams in the paddock have backed the idea. It is expected to feature a grid with a high percentage of GP2 series rookies.

iSport's Paul Jackson told AUTOSPORT: "We understand the situation and have looked at the various ways we can make it work. And there is already some interest from drivers."

Carlin boss Trevor Carlin added: "The good thing is drivers can do a bit of testing then get to experience a proper race weekend without the pressure of worrying about points."



Yas Marina will host non-points GP2 races

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PIT BITS

Facts and stats plus a readers' poll

Flashback

August 14, 1977

TWO AUSTRALIANS IN F1

Last weekend's British Grand Prix was the first to feature two Australians on the grid since Austria in 1977, when Alan Jones (circled in blue) took Shadow's only win and Vern Schuppan (red) finished 16th in a Surtees.



TOP FIVE

Grand Prix winners

1 Schumacher

Michael, not Ralf. The seven-time champion collected 91 wins with Benetton (below) and Ferrari. None with Merc yet, though.



2 Prost

The Professor made it to the top of the podium on 51 occasions.

3 Senna

Recent movie has ramped up interest in the Brazilian, who won 41 times during his career.

4 Mansell

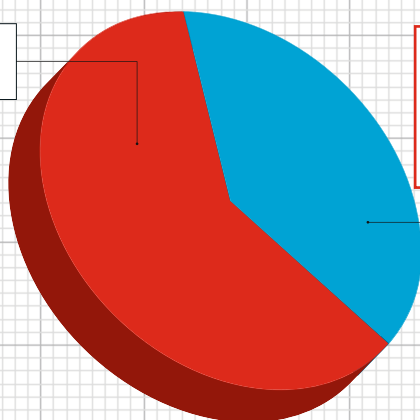
Triumphed - usually in the face of adversity - 31 times between 1985 and 1994.

5 Stewart/Alonso

Spaniard's win at Silverstone last weekend brought him equal with Jackie Stewart on 27.

Team orders at Red Bull

NO
61.5%



We asked AUTOSPORT forum users whether Red Bull was right to use team orders at Silverstone

YES
38.5%

top tweets



@12WillPower

@dariofranchitti hey princess thanks for that nice tap today-- appreciate it



@TonyKanaan

Did we all need to go back to driving school or something?



@dariofranchitti

Hey @12WillPower check out the replay then give me a yell....



@antdavidson

Drivers on a 1yr contract need to put themselves in the shop window this time of year. I believe that's why Webber had to do what he did.



@12WillPower

@dariofranchitti I did watch it and could not have raced you any cleaner----PISSSED



@dennyhamlin

ok question.. the 24 car finished 1.972 sec of the leader.. i was 1.971. how did i finish behind him? @NASCAR

NEXT WEEK



HAMILTON AND RED BULL

Mark Hughes examines whether F1's feistiest driver would fit in at F1's fastest and most fashionable team

LOTUS'S F1 WOES

Regular visits to Q2 and points-finishes were the targets. Why has it not happened?



PLUS

World Touring Cars at Donington; British F3 and World GT1 from Paul Ricard; Superleague at Zolder

ON SALE
JULY 21



Ogier rolls the Citroën DS3 test car in Finland

WRC

Hirvonen voices wet-tyre fears

Factory Ford ace Mikko Hirvonen is concerned over part-dry, part-wet Michelin rubber ahead of Rally Germany

Ford driver Mikko Hirvonen has raised questions over the safety of running Michelin's asphalt tyre in heavy rain on next month's Rallye Deutschland.

The Trier-based event will be the first outing for Michelin's part-wet, part-dry-weather tyre. Regulations stipulate one tread pattern for asphalt events this year – and Hirvonen tested it recently for the first time in the wet.

"The test went okay," said the Finn. "It was actually good, because we had different conditions: day one was really slippery with lots of rain and some really slippery Tarmac, then on day two it dried out. I'm happy that I drove it like this, but this is not a rain tyre. If it is raining heavily in Germany then it will be impossible to go fast.

"The problem is that as soon as you go fast, you will start to aquaplane so easily; it's not safe. In these conditions, we need to be allowed to cut the tyre or to have some rain tyres. In the damp conditions, the tyre is perfect, but right now, the rules are not made for the rain."

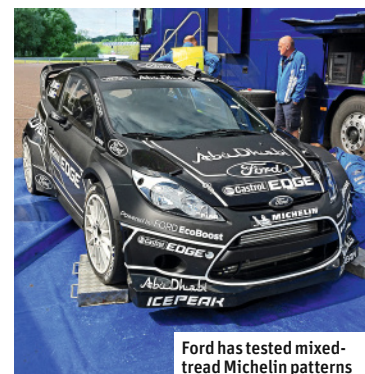
Rallye Deutschland has been prone to changeable weather conditions in the past, with numerous drivers falling foul of the wet roads, including Marcus Gronholm and acknowledged asphalt ace Gilles Panizzi.

"It can rain in Germany, we've seen this," said Hirvonen, "but in the last couple of years we have been lucky and we've got away without heavy rain. I hope that doesn't change."

Michelin's director of competition Nick Shorrock took Hirvonen's comments on board, but pointed out that the current requirement for having one tyre for wet and dry asphalt conditions in the WRC necessitated the mixed tread pattern.

"If there are concerns then we can talk about these at the next WRC Commission meeting," said Shorrock. "But, if we're talking about cutting, then we need to know who's going to do the cutting. Where will they do it? How big will the cuts be? Where [on the tyre] will the cuts be? And which drivers will be allowed cuts?"

"We have built a tyre in accordance with the regulations, but we will talk about this. Our number-one priority at Michelin,



Ford has tested mixed-tread Michelin patterns

in whatever series, is safety."

Hirvonen is chasing his maiden asphalt win in Germany next month, but for him to break that duck, he will have to end Sebastien Loeb's eight-year reign over Germany's round of the WRC.

Mikkelsen cannot afford any more IRC incidents



IRC

Mikkelsen: I can still win the IRC title

SKODA UK MOTORSPORT DRIVER

Andreas Mikkelsen has vowed to turn around his troubled start to the Intercontinental Rally Challenge season at this week's Azores Rally – and the Norwegian says he still has a title shot.

Mikkelsen is seventh in the drivers' standings – having crashed out of Monte Carlo and the Ypres Rally – 42 points

behind series leader Freddy Loix. But Mikkelsen says the double points on offer in Cyprus and points-and-a-half in Scotland keep him in the fight.

"It's tough," he said, "but it is possible. We need a good result in the Azores this week and if we get that then things look brighter. But to be in with a chance of the title we must win in Scotland and Cyprus.

I've missed some podiums because of a couple of punctures and small accidents. I definitely need some results now."

Mikkelsen's fourth place on the Yalta Rally remains his best result from the first five rounds of the series.



P62 SKODA TRACK TEST

WRC

Top teams in Finland test drama

CITROEN AND MINI BOTH LOST

time in their Rally Finland preparations repairing accident damage earlier this week.

Sebastien Ogier rolled the test DS3 WRC, while Kris Meeke took a wheel off his Mini WRC – but neither crash is reckoned to have

had a significant impact on the test schedule.

Ogier's happened when he ran wide in a right-hander, dropped the rear of the car off the road and rolled onto its roof. Meeke's incident also happened on a right-hander, ending up with him losing the left-front wheel.

"It wasn't really an accident," said Meeke. "I'm not sure what you would call it. We ran three inches wider than we had been coming out of a corner. 'I thought 'That's OK, she's fine' but then bang! There was a rock the size of a Transit van buried in the grass.

"The rock didn't move, but the wheel did. It cost us four hours of running time. It's not ideal for this to happen on the first day of the test, but, sure, it just reminds you that Finland can bite."

Rally Finland later this month will be Meeke's first time back in Jyväskylä since 2006 – and he'll contest Rally Estonia this week as a warm-up.

Meeke's team-mate Dani Sordo was due to take the test Mini for two days of running on Tuesday and Wednesday, before the car was re-prepared and shipped across the Baltic Sea to Estonia.

AUTOSPORT SAYS...

**DAVID EVANS
RALLIES EDITOR**

david.evans
@haymarket.com



Coming down the stairs to the front door of his Kensington flat, Max Mosley and I remained engaged in intriguing conversation. Interviews with the former FIA president were always over too soon; this time we'd found common ground, so the conversation went on.

We were talking about the decision to cancel the Hafren stage on Rally GB in 2008 due to the ice and the view of the drivers that the road was undriveable. Mosley pointed out that undriveable was when your wheels were spinning in a forward gear and you were sliding back down a hill. Undriveable was not Hafren in early December.

I couldn't have agreed more. Granted, there were safety issues if the cars went off, but let's not forget these cars don't go fast – or end up in the trees – by themselves.

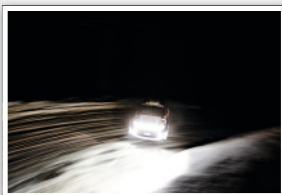
I can completely understand Mikko Hirvonen's perspective on the wrong tyre on a wet road, but he and his colleagues are the ultimate arbiters of their own speed.

Moving on, congratulations to Malcolm Wilson, M-Sport and Ford for completing a ladder of opportunity within rallying. Last week's launch of the Fiesta MS1 (a bog-standard Group R (formerly Group N) car and a Regional Rally Car (a WRC with a 30mm instead of 33mm restrictor and smaller wing, pictured) completes the set. Admittedly, the MS1 is not completely grass roots, but short of rounding up a bunch of 1984 XR2s, that's not realistic for M-Sport. Still, it's closer than anybody's got before.



M-Sport has unveiled a range of new Fiestas

IN BRIEF



LONG MONTE IS BACK

Next year's Monte Carlo Rally will be the longest WRC opener since 1995. The event (above) returns to the series with a 270-mile competitive route that starts in Valence on Wednesday January 18 and ends in Monaco, after a Sunday morning Powerstage, on January 22.

ROSSETTI EDGES GYOSHIEV

Defending European Rally Champion Luca Rossetti won a close Rally Bulgaria last weekend. The Abarth driver overhauled local hero Peter Gyoshiev (Peugeot 207) on the penultimate stage to win the latest ERC round by 7.3 seconds. But the star of the event was Dimitar Iliev, who posted fastest time on seven of the 10 stages but missed out on the win after suffering a puncture.

MINI LOSES ITS SILK WAY

Mini's hopes of Dakar success next January took a knock on Sunday's opening day of Russia's Silk Way Rally. Stephane Peterhansel's sole All4Racing was hit by electrical troubles that cost him more than

two hours. Aleksandre Zheuludov leads the event in his Nissan. The rally finishes in Sochi on Saturday.

RENAULT COMMITS TO BRC

Renault has confirmed it will run two Twingo-based one-make championships in all rounds of next year's British Rally Championship. The entry-level series will be the Twingo R1 Trophy (based on the standard 133bhp Twingo Renaultsport). The second series uses the more modified Twingo R2.

SWEDES FOR MIDNIGHT SUN

Tuthill Porsche is fielding a double world champion line-up – with Bjorn Waldegaard and Stig Blomqvist – in the Midnight Sun Rally, which began in Sweden yesterday (Wednesday). The pair drives identical 3.0-litre 911s in the historic event that finishes on Saturday after 105 miles of gravel competition.

HIGGINS FOR PAGEANT

This weekend's Cholmondeley Pageant of Power will feature an expanded rally section with plenty of Metro 6R4s and Mk2 Ford Escorts. Triple British champion Mark Higgins will also be in action at the Cheshire venue, trying to beat last year's record of 62.68 seconds (set in a Lamborghini Gallardo) in a 400bhp Subaru Impreza CS400. See www.cpop.co.uk for more info.

WRC

Euro events could be lost



France could lose its WRC calendar slot

WORLD RALLY CHAMPIONSHIP manager Michele Mouton has called into question the sense in running Rallye Deutschland and Rally de France in the same season, when they are geographically so close.

FIA president Jean Todt has made clear his intention to move the WRC away from Europe in an effort to ensure every continent has a round of the series. And Mouton says events such as Germany and France are hard to justify when they are only 100 miles apart and running very similar routes.

"On one hand Germany represents a key European market," said Mouton, "On the other hand, one can ask why, in a world championship, we have two events 150 kilometres apart. Sooner or later, France or Germany could lose its WRC round."

Mouton added that events like Spain and Portugal could also suffer, as the FIA strives to find rallies in Brazil, China, India and Russia.

IRC PREVIEW

Event:	Rally Azores
Based:	Ponta Delgada, Azores
Round:	6/12
Date:	July 14-16
Stages:	17
Mileage:	127.44
Surface:	Gravel
Last year's winner:	Bruno Magalhães
Points leader:	Freddy Loix





BRITISH GP

Silverstone, July 10

ROUND 9/19

LAPS 52

WINNER

Fernando Alonso
1h28m41.196s

POLE POSITION

Mark Webber
1m30.399s

FASTEST LAP

Fernando Alonso
1m34.908s

RACE RATING

★★★★★

With thanks to the weather and superb racing from the McLaren boys

DRIVERS STANDINGS

Vettel	204pts
Webber	124pts
Alonso	112pts

MILESTONES

● Alonso is ninth man to win a British GP at Silverstone in a Ferrari, after Gonzalez, Ascari, Fangio, Collins, Prost, Schumacher, Barrichello and Raikkonen



BRITISH
AND PRIX
2011

ALONSO GIVES SEASON THE KISS OF LIFE

The Red Bulls were supposed to dominate at Silverstone. Then along came Fernando Alonso with a revitalised Ferrari... By MARK HUGHES



QUALIFYING

Webber gets the upper hand

➤ The regulations were changing as quickly as the weather, and both those random variables played their part in determining this grid. Yet ironically the full effect of the change in the off-throttle diffuser-blowing rule was probably disguised by the weather, with rain arriving just before the Q3 contenders got a chance to do their second runs.

We were left with more questions hanging in the damp air than answers. The Red Bulls were still the fastest – but by just 0.06s from Fernando Alonso's Ferrari. But whose first runs had been more conservative, whose more aggressive? Might the RB7s have stretched out that advantage with their full-attack runs? Or lost it? Mark Webber took pole, but would he have held it? But one thing about which there could be no real question was just how disastrous the change was for McLaren, with Jenson Button and Lewis Hamilton 1.5s and 2s off the pace respectively, in fifth and 10th.

"It was important to make sure every lap counted," said Webber, who shaded Sebastian Vettel by 0.032s, "as you never knew if it was the one that would count for your main grid position. So even in Q2 you wanted to make sure you weren't caught out scrambling around on inters in what might have been the driest window. I'm pleased with the job we did as it's very easy to slip up from a logistical and driving point of view."

Vettel added: "Yeah, because it was raining at different parts of the track at different times, you could end up overcommitting at a damp area. It's a shame we didn't get a second run, though. I would have loved to have challenged Mark again." He all but said he felt he was going to be a lot faster on a full-attack second run.

Team boss Christian Horner was adamant that the rule interpretation settled upon – part-fired exhausts for the Mercedes engine but no extra throttle openings for the Renault – had been



It's Webber's thumb, not Vettel's finger!

disadvantageous to Red Bull. Logically, that followed. But the extent was difficult to quantify. Yes, the Ferrari was very close at a track where the Red Bulls might have been expected to be 0.6s clear rather than 0.06s. But the Red Bull gap to the rest of the field was much as normal.

Ferrari was adamant that the closing of the gap was down to its aero upgrades – new rear bodywork and wing. "I think that much was clear from the fact that we could suddenly get the hard tyres to work," said Felipe Massa. "It confirms we have more downforce." Alonso almost didn't make it out of Q2 after a trip through the Luffield gravel trap, but drove a visibly aggressive beauty of a lap on that crucial first Q3 run.

Massa, who had been nip and tuck with Alonso all weekend, made an error on that first run that left him 0.6s adrift of his team-mate, and his chance to redeem it with a second run was denied by the rain. That still left him fourth though – thanks to the huge performance

gap back to the troubled McLarens.

Button's fifth-fastest time, barely any faster than Force India, Williams and Sauber, represented where the car was at. Hamilton's position failed even to reflect that, as he did his first Q3 run on a set of softs that had already been used in Q2. He was saving the new set for the second Q3 run that never came. The car was lacking grip at both ends, visibly struggling to get pointed at an apex, then lacking rear end on exit and generally not working the tyres at all well. In addition the team's new rear wing was discarded in favour of the old one, the wet practice sessions having made comparison of its DRS traits impossible.

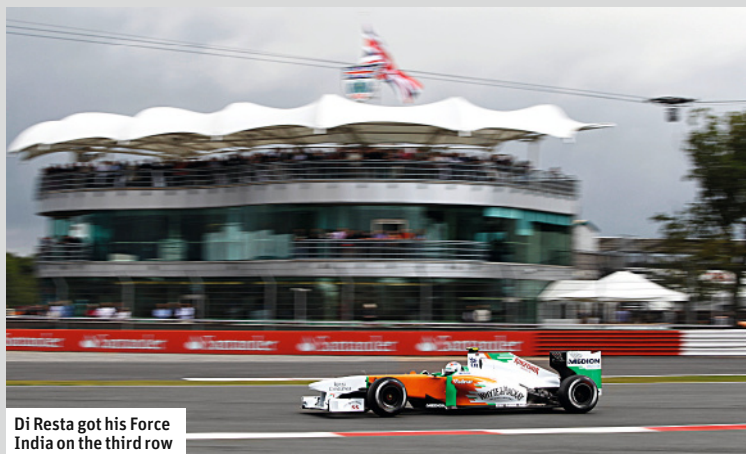
Paul di Resta starred, the vital 0.1s that he was quicker than team-mate Adrian Sutil allowing him to graduate to Q3, where he produced a beautifully-judged lap to gain sixth on the grid. Like the Williams and Sauber, the Force India seemed relatively unaffected by the lack of off-throttle blowing, suggesting these systems hadn't been as powerful as some in the first place. Sutil was first of those who missed out on Q2 in 11th.

Pastor Maldonado was Williams's only Q3 representative, with a lap just 0.004s off di Resta's. The Williams had responded well to its new upgrades – exhaust, front wing, diffuser and suspension – and the team had found a very good compensating set-up for the KERS harvesting that had been changed by the banishing of off-throttle blowing. In the other car, Rubens Barrichello got caught in the mad scramble of traffic at the beginning of Q2 as everyone took to the track in the expectation of imminent rain. The delay happened at a place that ruined his first flyer and compromised the start of his second.

Kamui Kobayashi's Q3 lap was a couple of tenths off di Resta and Maldonado. It was a good, hard, representative clear lap and the Sauber was working well through the fast corners. Sergio Perez's Q2 lap was a couple of tenths down on Kobayashi's, leaving him 12th.

The Mercedes was curiously much more competitive in the wet than the dry, and only Nico Rosberg made it through to Q3, where he qualified ninth on a used set of options, with Michael Schumacher back in 13th. Rosberg had begun what was to have been his new-tyre run and it was shaping up into a fairly quick one before he found the rain in spectacular fashion with a great high-speed oversteer save entering Hangar Straight. Featuring an extensively revised exhaust layout, the car showed promise at various stages of the weekend, but did not respond in the way the team had hoped to the rule change.

The Renaults struggled, with Vitaly Petrov and Nick Heidfeld 14th and 16th. Tech director James Allison was adamant that only a small part of the lacklustre form was down to the blowing-diffuser rules: "We are on a trend where we have been showing less performance than we should be with our car." Both Toro Rossos were mired in Q1 having not got onto the softs before a brief shower arrived, giving Heikki Kovalainen a rare opportunity to break the Lotus through to Q2.



Di Resta got his Force India on the third row



P40 RESULTS
Silverstone
silverstats





Vettel pulled away from Webber in wet early going



RACE CONDITIONS

Started on a damp track, with the whole field on intermediate rubber, but dried enough for slicks from lap 10 onwards.

Fernando Alonso waved to the crowds from Froilan Gonzalez's Ferrari 375, and then from his own 150° Italia three hours later. In the time in between he won his 27th grand prix, completing a beautiful anniversary circle for the Scuderia, 60 years on from its maiden world championship grand prix at the same venue.

He drove the 375 hard, powersliding it in a way that Michael Schumacher never felt inclined to when he drove it here 10 years ago. Silverstone's wide sweeps, the big horizons you see from the cockpit, where green meets cloudy blue-grey way off in the distance, the vast expanses of run-off; all these things probably encouraged him that he could get a little taste of the car moving beneath him the way Gonzalez used to feel it.

But those same fast airfield sweeps would hitherto have spelt disappointment for the modern Ferrari, the one that has lacked high-speed downforce for some years, which struggles to get the harder tyres demanded by the track to work. But maybe that notion is now in the history books along with Gonzalez's triumph. The 150° Italia we saw at Silverstone last weekend,

the one with the revised upper bodywork, floor and rear wing, seemed to work just fine through the fast corners. Yet it still retained its great braking and traction, not so crucial for lap time here as in Valencia and Montreal but an important part of its raceability, enabling it to be quick in the DRS zone either in attack or defence – and Alonso had to do a bit of both.

Ultimately it was good enough to beat a Red Bull on an aero track. There were a couple of extenuating circumstances: Sebastian Vettel suffered a broken jack at his second stop that cost him around 7s, losing him the lead and causing him further delay trying to pass Lewis Hamilton's McLaren. And there was the controversy-laden question of whether the blown-diffuser regulations in force here disadvantaged the RB7 relative to the Ferrari. But there's every reason to believe it would have been close regardless. The Ferrari could get even Pirelli's hard tyre to work – Felipe Massa didn't need to use a set of softs to get through Q1 – and that implied a downforce boost since last time it was on this tyre at the similar track of Barcelona. And in comparing the raw pace of the two cars regardless of Vettel's problem, Alonso's fastest lap of the race was pretty convincing.

The Red Bull appeared quicker early in the stints, the Ferrari faster later. The RB7 was better on the intermediate tyres, the 150° on the soft slicks. The implication was that the Red Bull still had a downforce

advantage, heating up the tyres faster but perhaps overloading them. It balanced out over the distance and circumstances of the race and this, in addition to the Vettel delay, left the Red Bulls to fight each other over Alonso's crumbs.

Webber's race was lost within a second or so of the start. Asked the day before whether his pole position had him starting on the left or the right, he replied: "On the left, but they might change it by tomorrow!" It was said in jest in reference to the frequency of diffuser-blowing-rule changes during the weekend, but he must have wished it *had* been changed because the grip on the pole side seemed vastly below that on the right. Alonso noted the same. So it was that Vettel was in the lead within a few yards of the start. This would be extra-valuable a couple of corners later as they headed into the

standing water, huge blankets of spray thrown high in the air as they all charged down the straight between Aintree and Brooklands.

"Yes, it could only happen in this place," smiled Vettel, who actually has a great fondness for Silverstone, "that we had a totally dry part of the circuit and a totally wet one." It was for this reason that everyone opted to start on intermediates, but it was an extra-tough challenge in that from Village, through the Complex and into Woodcote and Copse, it was initially verging on being too wet even for inters. But from the Hangar Straight through Stowe, Club, up the new pit straight and into the fast sweep of Abbey it was pretty much bone dry, threatening to overheat those inters.

Vettel, Webber and Alonso led Jenson Button's McLaren and Felipe Massa's Ferrari. Button wasn't ►

Schumacher botched move on Kobayashi



◀ comfortable with this set of tyres, sliding on corner exits, struggling to get the rears up to temperature, and Massa was able to drive around him into Village on lap two. This lost Button further momentum and made him vulnerable to Hamilton — who'd had a great first lap, crowned by taking advantage of Paul di Resta having a serious oversteer twitch as he'd entered Hangar Straight. Button put up little resistance to his team-mate into the wet Brooklands braking area.

Hamilton was now fifth and pushing Massa hard. A lap later he slid onto the Brooklands run-off but without losing a place, and was soon enough back on the Ferrari's tail. It was a typical heady Lewis performance in the best sense, forcing himself into the mix from an unpromising grid position.

Vettel, as well as being the only one with a clear view through the spray, was also totally at ease in these conditions, and quickly pulled himself out of Webber's reach, 1.1s ahead at the end of the opening lap, 2.3s, 3.4s, until by the eighth lap it was out to 8.5s.

Webber, having had to get his elbows out to fend off Alonso first time through the Arena, was 3.5s clear of the Ferrari by the fifth lap, but then Fernando began coming back at him. "Yes, we were a little slow at the beginning when it was damp," said Alonso, "and I was very aware how important it was to stay on the track at this phase, the grass being very wet. But as it dried so we got faster. I began to sense that we had enough pace to fight for the victory." Once Alonso gets that thought into his head, he's as a dog with a bone.

As the Ferrari began growing once more in his mirrors, so Webber pushed a little harder, but in doing so he ran wide onto the Brooklands run-off on the eighth lap, bringing

"Out there on the unused part of the track, Button hung gamely on as Massa refused to give it up"

Alonso right onto his tail. But passing was a different matter. Frequently Fernando would get in the DRS zone down the straight into Brooklands, but it was still wet off line, thwarting his efforts.

Meanwhile, ninth-placed Michael Schumacher was trying to find a hole in the defences of Kamui Kobayashi. He was close enough on the ninth lap to try a DRS run into Brooklands, but he couldn't get stopped in time to prevent his Mercedes collecting the rear of the Sauber. Kobayashi spun, and Schumacher went pitwards for a new nose. In due course Schumacher would be called for a stop-and-go penalty, but in the meantime he was the first to be fitted with a set of slicks — softs, as there'd be no requirement to fit the hards given that everyone had started on

Heidfeld moved into points as Maldonado slipped back



British GP royalty — with Prince Harry



No priests to catch this year



Button walks away after wheel fell off



Kobayashi exited a smoky Sauber

DRIVER BY DRIVER by Edd Straw

1  **7/10**
Event rating

SEBASTIAN VETTEL

Red Bull-Renault RB7-3
Start: 2nd. Finish: 2nd

Slower than Webber in qualifying, by 0.032s, he led from the start and is likely to have won but for a jack problem at his second stop. Might have attacked Hamilton harder while running third, but given his points situation was right not to risk it.

2  **7/10**
Event rating

MARK WEBBER

Red Bull-Renault RB7-4
Start: 1st. Finish: 3rd

Impressive in qualifying, but slow away at the start. A couple of mistakes during the race cost him some time, but by the end he was all over Vettel on tyres two laps younger than the German's. Ignored numerous radio orders not to attack Vettel but had to settle for third.

3  **8/10**
Event rating

LEWIS HAMILTON

McLaren-Mercedes MP4-26-03
Start: 10th. Finish: 4th
Disastrous rain-ruined Q3 and fade in the final 20 laps after being told to save fuel shrouded an excellent drive. Charged from 10th to fourth in damp first stint, passed Alonso in second and held off Vettel in third. Without having to ease off, might have made the podium.

4  **8/10**
Event rating

JENSON BUTTON

McLaren-Mercedes MP4-26-04
Start: 5th. DNF

Until the team sent him out with no right-front wheelnut, he was dragging himself into contention for a maiden British GP podium. Unable to match Hamilton's pace in the wet first stint, he closed on top four and would have emerged from that fateful stop into battle with Webber.

5  **10/10**
Event rating

FERNANDO ALONSO

Ferrari 150° Italia-290
Start: 3rd. Finish: 1st

Give the Spaniard a sniff of victory and he seizes it. A great qualifying lap put him within touching distance of the Red Bulls and once track had dried he catapulted into contention. Red Bull's pit problems helped his cause, but it was Alonso who forced his advantage mercilessly.

6  **6/10**
Event rating

FELIPE MASSA

Ferrari 150° Italia-289
Start: 4th. Finish: 5th

A scrappy first run in Q3 left him 0.6s off Alonso before rain fell, and floor damage after running off-track at Brooklands slowed him a little in race. Despite that, turned in solid performance, although probably should have been able to get past fuel-saving Hamilton late on.



Vettel arguably lost race in the pits



Kovalainen exit left Glock alone

inters. Teams were watching his out-lap sector times very closely and, as he set personal bests (though not in the damp sector two), so the wholesale switch to slick tyres began.

Silver slivers of spray still trailed around the nether regions of the cars as they accelerated through the Complex, while through the fast Copse and Maggotts/Becketts, menacing darker patches remained outside the emerging light grey line.

Button was the first of those not yet at the entry of the new pitlane as Schumacher's times came through, and he peeled in from Vale at the end of the 11th lap. Webber, Alonso and Hamilton came in a lap later, all underway again in the same order, though Webber had allowed Alonso to get closer when he suffered a big grassy moment at Becketts on the in-lap. Red Bull had chosen to use the margin Vettel had built up (7.8s on lap 11) to allow Webber to be pitted first, defending him from potential undercut by Alonso. Vettel stayed out until the end of 13, the undercut of Webber's fresh-dry-tyre pace on his out-lap reducing Vettel's lead to 3.3s.

At Ferrari, Massa couldn't be brought in until the lap after Alonso, this losing him fourth place to Hamilton and making him vulnerable to Button on his out-lap. On tyres now fully up to temperature, Jenson was catching Felipe fast as they raced down Hangar Straight, tracking his every move and bravely opting for the outside as they approached Stowe. Out there on the unused part of the track, Button hung gamely on as Massa refused to give it up, but that put the McLaren on the inside for Club as they raced through the Vale side-by-side, then the clincher of late braking and fifth place was now Button's. Massa was struggling a little with pace, having damaged his floor on debris at Brooklands, probably from the earlier

Schumacher/Kobayashi collision.

Hamilton's pace at this stage was stunning, faster even than the Red Bulls as he quickly caught Alonso.

Here was that trait again that Alonso referred to, of the Ferrari not being as strong early in the stints as later. The McLaren, under Hamilton's guidance, was the opposite, very fast immediately but using up the rubber faster. A couple of times he got himself within DRS range, but the Ferrari's traction out of The Loop was better and it would take Hamilton most of the Wellington Straight to get back in range. Instead, what he did was pull out of Alonso's slipstream on the old pit straight, seventh gear at 160mph-plus and onto the wet patches, spray streaming up from his front wheels as he got himself alongside into Copse, and somehow managed to get himself turned in ahead. It was one of those moments Hamilton can produce that makes you doubt what you've just seen.

This was a potential blow for Alonso's plans of fighting for the victory, with Hamilton now between his Ferrari and the Red Bulls. But he's nothing if not relentless, and Hamilton was given no respite for the next few laps as Fernando tried for a retaliatory move. Soon it appeared the Ferrari had more grip, and there was also a growing concern in the McLaren garage about Hamilton's fuel levels. He and Button had been fuelled to within 1kg, but Hamilton's busier race was using more. "We expected that he would be stuck in traffic for longer than he was at the beginning," explained team boss Martin Whitmarsh. "Also, it wasn't exactly a science working out what the consumption was in practice, which was weather-disrupted and ran to different blowing-diffuser regs."

Button's drive was perhaps less eyecatching a couple of places ▶

7  **6/10**
Event rating

MICHAEL SCHUMACHER
Mercedes MGP W02-09
Start: 13th. Finish: 9th
Qualifying went badly, largely thanks to bad timing. Race went worse, but should have finished ahead of Rosberg if he hadn't clattered into Kobayashi at Brooklands courtesy of a slippery track, then had to pit for a new front wing and then a penalty.

8  **7/10**
Event rating

NICO ROSBERG
Mercedes MGP W02-07
Start: 9th. Finish: 6th
Rain in Q3 left him at least a row back from where he should have been, and he compounded this with a slow start. Running 12th at the end of lap one, he turned in a very consistent race performance to make the most of a difficult situation. An unflashy, error-free run.

9  **5/10**
Event rating

NICK HEIDFELD
Renault R31-04
Start: 16th. Finish: 8th
His qualifying weakness is becoming a problem, and he wasn't happy with the car on Saturday. He climbed the order to good effect, despite spending periods of the race dicing in traffic. But you can't help but feel that the Renault should be finishing a little higher.

10  **4/10**
Event rating

VITALY PETROV
Renault R31-05
Start: 14th. Finish: 12th
Rain at the end of his Q2 lap left him on the seventh row. Couldn't make any progress during the wet phase of the race, which ensured that he was never a points threat. Complained that he couldn't overtake in the DRS zone, but bottom line is that it was a very lacklustre weekend.

11  **6/10**
Event rating

RUBENS BARRICHELLO
Williams-Cosworth FW33-02
Start: 15th. Finish: 13rd
Complained about traffic in Q2 and, despite historically being very strong in damp conditions, made no progress during the 10-or-so laps before field switched to slicks. Quite simply didn't have the car under him to get near the top 10, but at least he beat Maldonado.

12  **6/10**
Event rating

PASTOR MALDONADO
Williams-Cosworth FW33-03
Start: 7th. Finish: 14th
Continued to show Barrichello-beating single lap pace in qualifying, but found Williams unwieldy in damp conditions in race. It didn't get much better once it dried, although proximity to Barrichello at the finish suggests that it was car, not driver.

◀ back, but he was using less rubber and fuel in between some very quick lapping as he kept within 3-4s of Alonso. But hang on, wasn't the McLaren supposed to be uncompetitive without the off-throttle blowing? The car that had qualified 1.5s off the pace was now racing Ferrari hard and was within 7.5s of Vettel's Red Bull after 20 laps. "We underperformed in qualifying," said Whitmarsh, "and that's some of it, but I'd be lying if I said we fully understood it at this stage." Was it to do with the bigger disadvantage suffered in qualifying than race by the DRS effect of its old rear wing, with the new one having been put back in the truck after back-to-backing on Saturday? This wing has a far-less-powerful DRS stall than most, and Silverstone is a long lap on which to be suffering that in qualifying, when DRS can be used freely. But it pays back with good consistent downforce in non-DRS mode in race trim.

But the McLaren still couldn't seem to match Alonso's Ferrari over the stint. Hamilton was soon running out of rear grip and on the 23rd lap Alonso, after almost finding a way by into Club, managed to pull off a DRS-assisted pass into Brooklands, choosing the outside approach with just a couple of inches of track to spare, Hamilton playing hard but clean. At the end of the lap he came in for a new set of softs, but Ferrari left Alonso out there. His tyres were still in great shape and he began lapping up to 1s faster than when he'd been stuck behind the McLaren, faster than even Vettel was going at this point.

Red Bull needed to defend Webber now. He'd dropped to just over 4s adrift of Vettel, but was only around 1.5s clear of the charging Ferrari. He was called in. Button and Massa were in on the same lap. While Alonso continued, still



Respect between Alonso and Vettel



Hamilton pipped Massa to fourth



Di Resta has just driven into Buemi

DRIVER BY DRIVER by Edd Straw

14  **6/10**
Event rating

ADRIAN SUTIL

Force India-Merc VJM04-04
Start: 11th. Finish: 11th
Lost out to rookie team-mate for seventh time in nine qualifying sessions. Ran well in wet early conditions, holding 10th, but didn't have the speed to stay in the points. Three-stop strategy ensured that he slipped behind the likes of Heidfeld, Perez and Alguersuari.

15  **8/10**
Event rating

PAUL DI RESTA

Force India-Merc VJM04-02
Start: 6th. Finish: 15th
His P6 qualifying lap was stunning. Was running a strong seventh when he headed into the pits for his second stop, only to discover that Sutil had suffered a puncture and the team was now waiting for the German, having called for di Resta to abort too late.

16  **6/10**
Event rating

KAMUI KOBAYASHI

Sauber-Ferrari C30-01
Start: 8th. DNF
Looked a dead cert for points after qualifying a season-best eighth. Held position early on until clattered by Schumacher. Confusion during his stop led to him taking off into the path of Maldonado, earning him a drive-through penalty. Oil leak put him out.

17  **8/10**
Event rating

SERGIO PEREZ

Sauber-Ferrari C30-02
Start: 12th. Finish: 7th
Admitted Monaco qualifying shunt has set back progress, but after missing out on Q3 he drove a superb race. Once again, smooth driving style allowed him to preserve the life of his rubber in a Sauber that was already easy on the Pirellis. Came close to passing Rosberg late on.

18  **6/10**
Event rating

SEBASTIEN BUEMI

Toro Rosso-Ferrari STR6-04
Start: 19th. DNF
It was one of those weekends for the Swiss. Like Alguersuari, he was knocked out in Q1 after team decided to run on prime tyres in the expectation that it wouldn't rain. Ran in the midfield until his left-rear tyre was shredded after being touched by di Resta's front wing.

19  **8/10**
Event rating

JAIME ALGUERSUARI

Toro Rosso-Ferrari STR6-01
Start: 18th. Finish: 10th
Another qualifying disaster followed by strong race drive. Spaniard executed two-stop strategy well, but complained that a lack of top speed prevented him from getting ahead of Heidfeld and Schumacher. Despite that, a third straight points finish was a welcome boost.

lapping very quickly, there was a delay with a sticking front-left wheelnut on Webber's car. He was stationary for almost 10s, and Alonso was now surely set to jump him when he stopped. Remarkably, he would do rather better than just that. His formidable pace at the end of the stint was actually marginally better than Hamilton's new-tyre pace, so he was potentially going to remain ahead of the McLaren despite the later stop.

Vettel and Alonso came in together at the end of lap 27, separated by around 5s. Disastrously, the Red Bull's rear jack broke. The car had to be lowered and rejacked with a spare. Alonso was out and underway with the Red Bull still on the jack, having been stationary for an agonisingly-long 11.4s. The Ferrari emerged from the uphill pit exit just before Hamilton's McLaren swept into the fast Abbey. Two disastrous Red Bull stops in quick succession had handed the lead to Alonso, chased hard by Hamilton. That three-lap sequence after Lewis's stop and before his own had, in combination with Red Bull's problems, just won Alonso this race, so long as he could repel Hamilton's attack and stay ahead of the Red Bulls. Vettel and Webber were just a couple of seconds behind Hamilton and lapping faster.



Club-exit fave viewing spot now has a big wing

Unbeknown to Alonso, Hamilton's challenge was about to be severely compromised as his fuel level was now critical. "You have to lift and coast," he explained, "which means the brake temperatures drop." The tyre temperatures began falling too, and before much longer Lewis was not only going relatively slowly but locking wheels into the slower corners. This was perfect for Alonso, who pressed home his advantage, pulling it out from almost nothing to 10s within seven laps. The Red Bulls were left frustrated as Hamilton deftly held Vettel at bay despite his problems. It was notable that he had more than enough traction out of Village and The Loop to keep Vettel's car behind down the DRS zone, something he hadn't been able to achieve against the Ferrari earlier.

On the 36th lap, Vettel got a better exit from Luffield and was gaining fast as they headed up to the Woodcote kink, the nose of the Red Bull almost touching the back of the McLaren. "My exit was too good," he explained. "I caught him too early and I had to get out of the throttle." It was a thrilling piece of action.

Despairing of being able to pass the McLaren on track, Red Bull called Vettel in for his third and final stop at the end of that lap. This time all went smoothly. McLaren responded on the next lap, but it was too late. As Hamilton accelerated through the uphill pit exit, his blue-sky horizon was punctuated by a flash of dark blue and red – Vettel was ahead. But that stint stuck behind the McLaren meant the world championship leader now had little chance of doing anything about Alonso.

Hamilton's bunching of the Red Bulls had allowed Button to get close to them, and Webber was brought in on lap 38 as a defensive move. Jensen was in the lap after

"Yeah, they came on the radio for a little chat," said Webber. "The conversation was a little one-sided though"

– together with leader Alonso, who rejoined over 10s clear of Vettel. But there was to be no rejoining for Button. The right-front mechanic lost the wheelnut, moved to get another, and the guy on the front jack took that movement to be the signal to lower the car. The lollipop was lifted and Button accelerated away, but realised immediately the wheel was about to come adrift. He pulled over, bitterly disappointed that his British GP jinx continues.

He would almost certainly have been able to pass the fuel-crippled Hamilton and might even have been able to exit ahead of Webber, whose out-lap had not been great.

Hamilton was now walking wounded, desperately trying to save fuel and fighting locking brakes and below-temperature tyres. He was, however, able to pass the yet-to-stop Massa on the 40th lap, Felipe having for some reason been left out on his worn-out old tyres for an extra lap after Alonso's stop. He caused some delay to Webber too in the Australian's chase of the slowing McLaren. But by the 44th lap Webber was all over the back of Hamilton, who locked up badly into Club but still kept ahead. Webber got within DRS range later in the lap and launched himself down the outside approach to Brooklands, just as Alonso had done earlier. Mark was through and now back up to third, setting off in chase of his team-mate.

This rather set team chief Christian Horner's alarm bells

ringing. "Maintain position," Webber was told several times, a request that was met by radio silence and a continued closing of the gap to Vettel. "Yeah, they came on the radio for a little chat," said Webber. "The conversation was a little one-sided though." Horner was less than impressed.

Further back Massa, on his fresh tyres, was quickly closing down on Hamilton, so now there were two closing-lap all-out scraps, and the crowd was loving it. Alonso meanwhile pressed serenely onward, on the way to that anniversary victory. With two laps to go Webber got alongside Vettel on the outside of Woodcote, but was forced to surrender that one. Into the last lap Mark didn't use his KERS down the DRS zone, but Seb did. Webber was saving it for another attempt out of Luffield, hoping this time to make the move into Copse. But again he was thwarted, Vettel defending perfectly. Into Club, the final corner, smoke poured off Vettel's left-front, but he kept the position to cross the line 16s behind Alonso.

The action wasn't yet over. Massa used his better momentum from Stowe to try a pass down the outside of Hamilton into Club, Lewis braking impossibly late, left-front locked, McLaren front wing smashed against Ferrari sidepod, endplate flying adrift. Side-by-side they went through the second part of Club as they accelerated to the line, Massa on the outside, a huge moment as he found the wet Astroturf – and fourth place was Hamilton's.

"I completely understand the emotion and adrenaline of that time," said Alonso when asked to compare Gonzalez's era with his own. "I'm sure it was very similar to what we feel now." Sure the elation afterwards was directly comparable too. Ferrari is back. ❧

20  **7/10**
Event rating

HEIKKI KOVALAINEN

Lotus-Renault T128-04
Start: 17th. DNF

Saw window of opportunity to make it into Q2 for the second time this year, and delivered a time good enough to do so. Optimistic heading into the race in damp conditions, the Finn lasted only two laps before a gearbox problem manifested itself.

21  **2/10**
Event rating

JARNO TRULLI

Lotus-Renault T128-01
Start: 21st. DNF

Continues to complain about power-steering problems and came nowhere near Kovalainen on his first qualifying run. Made it only as far as the 11th lap and was working on finding a way past Glock's Virgin when an oil leak forced his retirement.

22  **7/10**
Event rating

DANIEL RICCIARDO

HRT-Cosworth F111-03
Start: 24th. Finish: 19th

Fundamentally, his raw pace compared well with Liuzzi and during the damp early stint he kept the Italian in sight. Lost time with blue flags and, in the closing stages, dropped off the pace, but considering he had so little preparation it was a very promising start.

23  **7/10**
Event rating

VITANTONIO LIUZZI

HRT-Cosworth F111-02
Start: 23rd. Finish: 18th

Ricciardo's underlying speed gave the Italian reason to look over his shoulder, but come qualifying and the race Liuzzi was able to get the best out of the HRT. Battled with d'Ambrosio, but didn't have the car under him to finish ahead.

24  **7/10**
Event rating

TIMO GLOCK

Virgin-Cosworth MVR-02-02
Start: 20th. Finish: 16th

The German described it as a "normal race", and that's pretty much what it was. Did a better job than Trulli during the first run in Q1 before the rain came, and held him off in the early laps before the retirement of both Lotuses effectively left him on his own.

25  **6/10**
Event rating

JEROME D'AMBROSIO

Virgin-Cosworth MVR-02-03
Start: 22nd. Finish: 17th

After showing Glock-challenging pace early in the year, the Belgian continues to lag behind in qualifying. Turned in a solid race drive, fighting his way past Liuzzi after struggling in the wet first stint. Finished 25 seconds behind Glock.

**FREEZE
FRAME**

Tread carefully

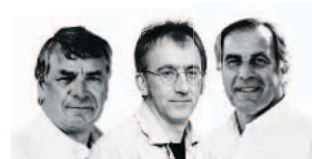
The inconsistent Silverstone weather meant teams had to experiment with their tyre choices, writes MARK HUGHES

Friday afternoon, Luffield, early in the session and Jaime Alguersuari familiarises himself with the conditions. Each of these wet-weather Pirellis can displace 60 litres of water per second – when new. But the relatively shallow grooves indicate these are well worn now as Jaime has continued lapping a circuit on which it's been raining heavier at some parts than it has here. As soon as these soft compounds are used on anything less than a fully wet surface, they overheat and wear rapidly. The time soon approaches for a switch to inters – and the 20 litres per second they displace.





Drawing board

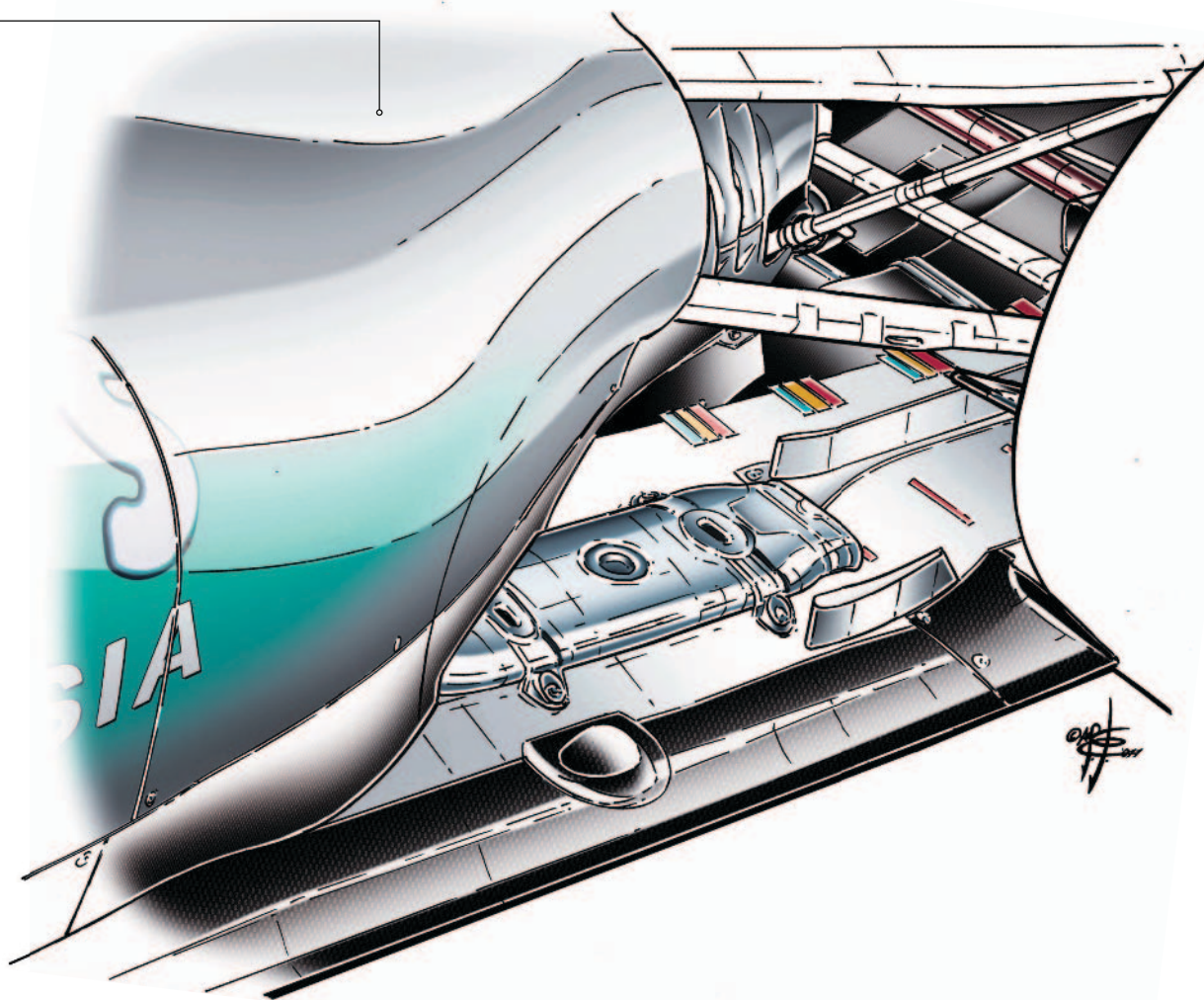


Gary Anderson, Mark Hughes and Giorgio Piola outline some of the technical modifications made at Silverstone by Ferrari, McLaren, Mercedes and Williams

MERCEDES EXHAUST

➔ Mercedes made a major upgrade to its exhaust with this resited, flattened and exposed system – planned even before off-throttle exhaust blowing was banned.

GARY ANDERSON: Before Silverstone Mercedes was the only frontrunning team not to exit its exhaust like Red Bull's. It was further forward on the sidepod lower edge and had a large vertical fin directing the airflow onto the upper surface of the diffuser. This one moves towards the Red Bull philosophy but, although the tail pipe exit is located in a similar place, it has not got anywhere near the floor cut-out detail required to induce the vortex that allows this high-energy exhaust flow to seal the diffuser and control the airflow being displaced by the rear-tyre contact patch. Without this vortex the exhaust gases will be of minimum benefit either on or off the throttle.

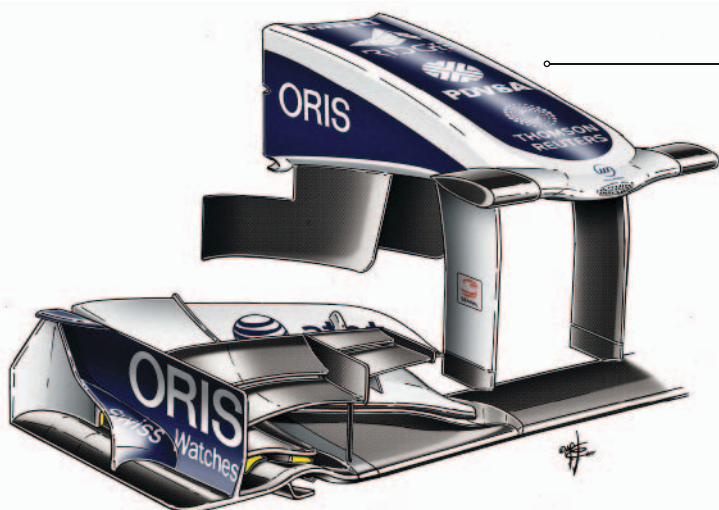


WILLIAMS FRONT WING

➔ Williams introduced this remarkably intricate front wing as part of its Silverstone aero upgrade.

GARY ANDERSON: As far as the main wing is concerned the area in front of the tyre is a four-element section with the forward element having a very short cord, making it more of a leading-edge slat. This style of design can be better in turbulent flow when following another car as it helps tidy up the airflow going under the wing, helping its consistency. The wing endplates have the traditional curved trailing edge but, interestingly, they also have another, smaller curved

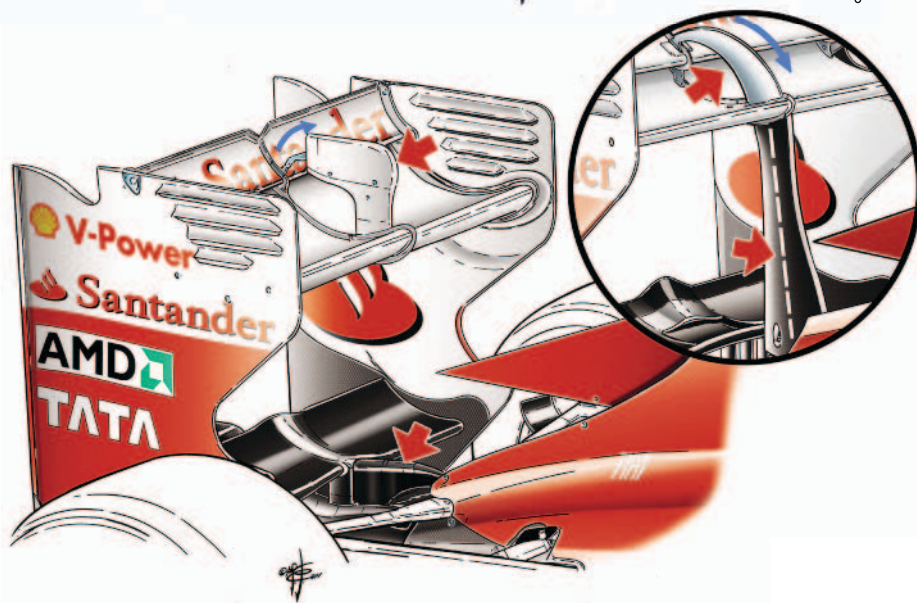
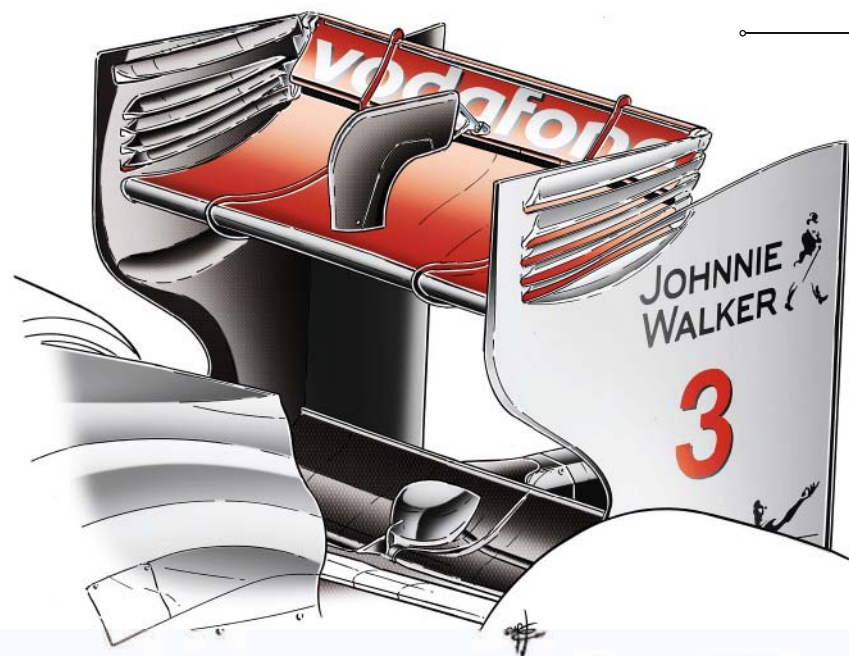
section scavenging airflow from underneath the wing elements. These work the front section of the wing as much as possible, but this could very easily lead to inconsistency in the under-surface airflow. The other interesting detail is that the wing mounting pillars almost miss the centre section of the front wing. I think with this Williams is trying to control where the loaded wing will rotate around. If this can be done and still pass the FIA load tests it will help with car-balance consistency from low to high speed but may be more vulnerable in any car-to-tyre contact.



McLAREN/FERRARI REAR WINGS

➔ Ferrari and McLaren introduced very similar rear wings, designed to give a more aggressive stall when in DRS operation. Ferrari retained its version, but McLaren chose against using the new one after back-to-back testing with the old wing on Saturday morning when Jenson Button was faster with the old wing than team-mate Lewis Hamilton was with the new one.

GARY ANDERSON: Both these wings will optimise the drag reduction when the DRS is initiated. To do this the main-plane cord length has been increased and has a lot more camber in it, achieved by shortening the flap cord length so that when the slot gap is opened up to the maximum of 50mm the air speed on the flap underside is reduced. By reducing this, the airflow on the underside of the main plane stalls, reducing the drag over a much larger area of the wing under surface. This style of design is much more critical in normal use as the slot gap is much further rearward on the under-surface of the wing than would be the normal requirement. Getting the airflow to re-attach consistently when the DRS is deactivated might be quite difficult and also in normal use the wing would be more critical to airflow separation when following another car. Both teams are using more or less the same actuation system mounted on the upper surface of the main plane. Mounting it in this position reduces the blockage on the slot gap making the wing work more consistently across its width. McLaren has really gone to town on integrating the end detail of the flap to the rear-wing endplates and this can obviously only be done when the flap is in its non-DRS position. This detail and the multiple louvres on the endplate help improve the efficiency of the rear-wing assembly in its normal operating position.

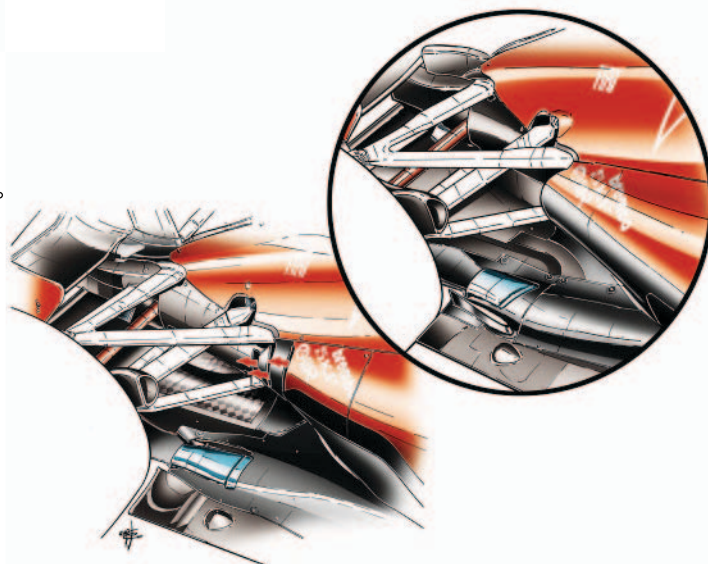


FERRARI BODYWORK

➔ Part of what appeared to be a very effective aero upgrade from Ferrari was this revised Coke-bottle area of the rear upper bodywork, based around extensive reworking of the exhaust and radiator cooling outlet. There was an accompanying new floor and revised diffuser.

GARY ANDERSON: Introducing the high-speed airflow from the exhaust outlet is one thing but it's very easy to lose the increase of velocity of the mass flow that

speeds between the inner surface of the rear tyre and the bodywork if the radiator outlet is in the wrong position. Ferrari has extended the sidepod, moving the main outlet rearward. To get the cooling required some louvres in the extension panel are needed, but having a body surface in this area will help increase the air speed here. The exhaust tailpipe detail has been tidied up and it's then faired-in to maintain the effect the high-energy exhaust gases introduce.



BRITISH GP RESULTS



PRACTICE 1 - Friday

POS	DRIVER	TIME
1	WEBBER	1m46.603s
2	SCHUMACHER	1m47.263s
3	BARRICHELLO	1m47.347s
4	PEREZ	1m47.422s
5	MASSA	1m47.562s
6	ROSBERG	1m47.758s
7	ALONSO	1m48.161s
8	HAMILTON	1m48.549s
9	HULKENBERG	1m48.598s
10	ALGUERSUARI	1m48.678s
11	DI RESTA	1m48.730s
12	BUEMI	1m48.778s
13	VETTEL	1m48.794s
14	MALDONADO	1m48.809s
15	BUTTON	1m48.841s
16	HEIDFELD	1m48.941s
17	PETROV	1m49.603s
18	KOBAYASHI	1m50.133s
19	TRULLI	1m50.222s
20	CHANDHOK	1m51.119s
21	GLOCK	1m52.470s
22	LIUZZI	1m53.143s
23	D'AMBROSIO	1m53.469s
24	RICCIARDO	1m54.334s

Weather: wet

PRACTICE 2 - Friday

POS	DRIVER	TIME
1	MASSA	1m49.967s
2	ROSBERG	1m50.744s
3	KOBAYASHI	1m51.395s
4	HAMILTON	1m51.438s
5	BUTTON	1m51.518s
6	SUTIL	1m51.738s
7	DI RESTA	1m51.781s
8	BARRICHELLO	1m51.992s
9	HULKENBERG	1m52.169s
10	BUEMI	1m52.189s
11	PETROV	1m52.198s
12	SCHUMACHER	1m52.325s
13	KOVALAINEN	1m52.578s
14	WEBBER	1m52.587s
15	ALONSO	1m52.869s
16	HEIDFELD	1m54.023s
17	ALGUERSUARI	1m54.274s
18	VETTEL	1m54.545s
19	D'AMBROSIO	1m54.714s
20	MALDONADO	1m55.155s
21	TRULLI	1m55.155s
22	GLOCK	1m55.549s
23	RICCIARDO	1m55.828s
24	LIUZZI	1m56.037s

Weather: wet

PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	VETTEL	1m31.401s
2	ALONSO	1m31.464s
3	WEBBER	1m31.829s
4	MASSA	1m32.169s
5	MALDONADO	1m32.496s
6	BUTTON	1m32.956s
7	KOBAYASHI	1m33.014s
8	ROSBERG	1m33.044s
9	PEREZ	1m33.264s
10	DI RESTA	1m33.423s
11	SCHUMACHER	1m33.551s
12	SUTIL	1m33.660s
13	HAMILTON	1m33.842s
14	BARRICHELLO	1m33.905s
15	PETROV	1m34.042s
16	ALGUERSUARI	1m34.329s
17	BUEMI	1m34.799s
18	HEIDFELD	1m34.822s
19	KOVALAINEN	1m35.225s
20	TRULLI	1m36.905s
21	GLOCK	1m37.614s
22	D'AMBROSIO	1m38.068s
23	RICCIARDO	1m38.289s
24	LIUZZI	1m38.568s

Weather: dry with showers

QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	WEBBER	1m32.670s	1m31.673s	1m30.399s
2	VETTEL	1m32.977s	1m32.379s	1m30.431s
3	ALONSO	1m32.986s	1m31.727s	1m30.516s
4	MASSA	1m32.760s	1m31.640s	1m31.124s
5	BUTTON	1m34.230s	1m32.273s	1m31.898s
6	DI RESTA	1m34.472s	1m32.569s	1m31.929s
7	MALDONADO	1m32.702s	1m32.588s	1m31.933s
8	KOBAYASHI	1m34.324s	1m32.399s	1m32.128s
9	ROSBERG	1m34.186s	1m32.295s	1m32.209s
10	HAMILTON	1m33.581s	1m32.505s	1m32.376s
11	SUTIL	1m34.454s	1m32.617s	-
12	PEREZ	1m34.145s	1m32.624s	-
13	SCHUMACHER	1m34.160s	1m32.656s	-
14	PETROV	1m34.428s	1m32.734s	-
15	BARRICHELLO	1m33.532s	1m33.119s	-
16	HEIDFELD	1m35.132s	1m33.805s	-
17	KOVALAINEN	1m34.923s	1m34.821s	-
18	ALGUERSUARI	1m35.245s	-	-
19	BUEMI	1m35.749s	-	-
20	GLOCK	1m36.203s	-	-
21	TRULLI	1m36.456s	-	-
22	D'AMBROSIO	1m37.154s	-	-
23	LIUZZI	1m37.484s	-	-
24	RICCIARDO	1m38.059s	-	-

Weather: dry

QUALIFYING

	Head to head	
VETTEL	7 2	WEBBER
HAMILTON	6 3	BUTTON
ALONSO	9 0	MASSA
SCHUMACHER	1 8	ROSBERG
HEIDFELD	3 6	PETROV
BARRICHELLO	5 4	MALDONADO
SUTIL	2 7	DI RESTA
KOBAYASHI	5 4	PEREZ/DE LA ROSA
BUEMI	7 2	ALGUERSUARI
KOVALAINEN	8 1	TRULLI
KARTHIKEYAN/RICCI	0 8	LIUZZI
GLOCK	7 2	D'AMBROSIO



THE GRID

1 WEBBER RED BULL 1m30.399s Inter	2 VETTEL RED BULL 1m30.431s Inter
3 ALONSO FERRARI 1m30.516s Inter	4 MASSA FERRARI 1m31.124s Inter
5 BUTTON McLAREN 1m31.898s Inter	6 DI RESTA FORCE INDIA 1m31.929s Inter
7 MALDONADO WILLIAMS 1m31.933s Inter	8 KOBAYASHI SAUBER 1m32.128s Inter
9 ROSBERG MERCEDES 1m32.209s Inter	10 HAMILTON McLAREN 1m32.376s Inter
11 SUTIL FORCE INDIA 1m32.617s Inter	12 PEREZ SAUBER 1m32.624s Inter
13 SCHUMACHER MERCEDES 1m32.656s Inter	14 PETROV RENAULT 1m32.734s Inter
15 BARRICHELLO WILLIAMS 1m33.119s Inter	16 HEIDFELD RENAULT 1m33.805s Inter
17 KOVALAINEN LOTUS 1m34.821s Inter	18 ALGUERSUARI TORO ROSSO 1m35.245s Inter
19 BUEMI TORO ROSSO 1m35.749s Inter	20 GLOCK VIRGIN 1m36.203s Inter
21 TRULLI LOTUS 1m36.456s Inter	22 D'AMBROSIO VIRGIN 1m37.154s Inter
23 LIUZZI HRT 1m37.484s Inter	24 RICCIARDO HRT 1m38.059s Inter

THE RACE: 52 LAPS, 190.271 MILES

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PITSTOP	TIME IN PIT	STINT 1	STINT 2	STINT 3	STINT 4
1	ALONSO	FERRARI	52	1h28m41.196s	1m34.908s	3	74.0s	Inter	Soft	Soft	Soft
2	VETTEL	RED BULL-RENAULT	52	+16.511s	1m35.565s	3	79.5s	Inter	Soft	Soft	Soft
3	WEBBER	RED BULL-RENAULT	52	+16.947s	1m35.665s	3	73.2s	Inter	Soft	Soft	Soft
4	HAMILTON	McLAREN-MERCEDES	52	+28.986s	1m36.180s	3	72.5s	Inter	Soft	Soft	Soft
5	MASSA	FERRARI	52	+29.010s	1m35.474s	3	71.3s	Inter	Soft	Soft	Soft
6	ROSBERG	MERCEDES	52	+1m00.665s	1m37.073s	2	49.1s	Inter	Soft	Soft	
7	PEREZ	SAUBER-FERRARI	52	+1m05.590s	1m36.656s	2	51.0s	Inter	Soft	Soft	
8	HEIDFELD	RENAULT	52	+1m15.542s	1m37.117s	2	49.2s	Inter	Soft	Soft	
9	SCHUMACHER	MERCEDES	52	+1m17.912s	1m37.034s	2	86.6s	Inter	Soft	Soft	
10	ALGUERSUARI	TORO ROSSO-FERRARI	52	+1m19.108s	1m37.160s	2	48.8s	Inter	Soft	Soft	
11	SUTIL	FORCE INDIA-MERCEDES	52	+1m19.712s	1m36.744s	3	77.1s	Inter	Soft	Soft	Soft
12	PETROV	RENAULT	52	+1m20.681s	1m36.308s	2	49.1s	Inter	Soft	Soft	
13	BARRICHELLO	WILLIAMS-COSWORTH	51	-1 lap	1m36.733s	2	49.8s	Inter	Soft	Soft	
14	MALDONADO	WILLIAMS-COSWORTH	51	-1 lap	1m37.036s	3	74.4s	Inter	Soft	Soft	Soft
15	DI RESTA	FORCE INDIA-MERCEDES	51	-1 lap	1m37.936s	3	103s	Inter	Soft	Soft	Hard
16	GLOCK	VIRGIN-COSWORTH	50	-2 laps	1m39.811s	2	50.4s	Inter	Soft	Soft	
17	D'AMBROSIO	VIRGIN-COSWORTH	50	-2 laps	1m40.560s	2	54.2s	Inter	Soft	Soft	
18	LIUZZI	HRT-COSWORTH	50	-2 laps	1m40.524s	2	52.1s	Inter	Soft	Soft	
19	RICCIARDO	HRT-COSWORTH	49	-3 laps	1m40.910s	2	52.8s	Inter	Soft	Soft	
R	BUTTON	McLAREN-MERCEDES	39	loose wheel	1m36.982s	3	72.6s	Inter	Soft	Soft	Soft
R	BUEMI	TORO ROSSO-FERRARI	25	puncture	1m40.224s	2	50.9s	Inter	Soft	Soft	
R	KOBAYASHI	SAUBER-FERRARI	23	oil leak	1m40.703s	1	60.0s	Inter	Soft		
R	TRULLI	LOTUS-RENAULT	10	oil leak	1m55.491s	0	-	Inter			
R	KOVALAINEN	LOTUS-RENAULT	2	gearbox	2m10.404s	0	-	Inter			

Weather: wet start then dry. Fastest lap: Fernando ALONSO 1m34.908s (138.854mph) on lap 41.
Lap leaders: 1-27 Vettel; 28-52 Alonso.

Option tyre in bold; new set in red, used set in black

SEASON SO FAR - Points and positions

POS	DRIVER	PTS	AUS	MAL	PRC	TR	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	BR
1	VETTEL	204	1st	1st	2nd	1st	1st	1st	2nd	1st	2nd										
2	WEBBER	124	5th	4th	3rd	2nd	4th	4th	3rd	3rd	3rd										
3	ALONSO	112	4th	6th	7th	3rd	5th	2nd	2nd	2nd	1st										
4	HAMILTON	109	2nd	8th	1st	4th	2nd	6th	ret	4th	4th										
5	BUTTON	109	6th	2nd	4th	6th	3rd	3rd	1st	6th	ret										
6	MASSA	52	7th	5th	6th	11th	ret	ret	6th	5th	5th										
7	ROSBERG	40	ret	12th	5th	5th	7th	11th	11th	7th	6th										
8	HEIDFELD	34	12th	3rd	12th	7th	8th	8th	ret	10th	8th										
9	PETROV	31	3rd	17th	9th	8th	11th	ret	5th	15th	12th										
10	SCHUMACHER	28	ret	9th	8th	12th	6th	ret	4th	17th	9th										
11	KOBAYASHI	25	dsq	7th	10th	10th	10th	5th	7th	16th	ret										
12	SUTIL	10	9th	11th	15th	13th	13th	7th	ret	9th	11th										
13	ALGUERSUARI	9	11th	11th	ret	16th	16th	ret	8th	8th	10th										
14	PEREZ	8	dsq	ret	17th	14th	9th	ns	ns	11th	7th										
15	BUEMI	8	ret	13th	14th	9th	14th	10th	10th	13th	ret										
16	BARRICHELLO	4	ret	ret	13th	15th	17th	9th	9th	12th	13th										
17	DI RESTA	2	10th	10th	11th	ret	12th	12th	ret	14th	15th										
18	DE LA ROSA	0	-	-	-	-	-	-	12th	-	-										
19	TRULLI	0	13th	ret	19th	18th	18th	13th	16th	20th	ret										
20	LIUZZI	0	dnq	ret	22nd	22nd	ret	16th	13th	23rd	18th										
21	D'AMBROSIO	0	14th	ret	20th	20th	15th	14th	22nd	17th											
22	KOVALAINEN	0	ret	15th	16th	19th	ret	14th	ret	19th	ret										
23	MALDONADO	0	ret	ret	18th	17th	15th	18th	ret	18th	14th										
24	GLOCK	0	nc	16th	21st	dns	19th	ret	15th	21st	16th										
25	KARTHIKEYAN	0	dnq	ret	23rd	21st	21st	17th	17th	24th	-										
26	RICCIARDO	0	-	-	-	-	-	-	-	-	19th										

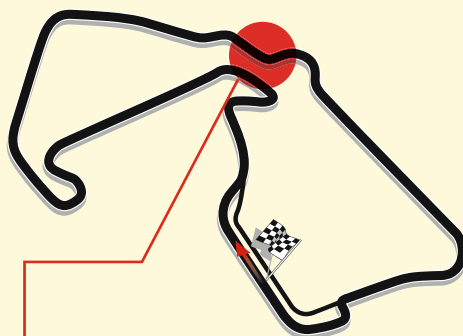


SEASON SO FAR - Points and positions

POS	TEAM	PTS	AUS	MAL	PRC	TR	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	BR
1	RED BULL	328	35	37	33	43	37	37	33	40	33										
2	McLAREN	218	26	22	37	20	33	23	25	20	12										
3	FERRARI	164	18	18	14	15	10	18	8	28	35										
4	MERCEDES	68	0	2	14	10	14	0	12	6	10										
5	RENAULT	65	15	15	2	10	4	4	10	1	4										
6	SAUBER	33	0	6	1	1	3	10	6	0	6										
7	TORO ROSSO	17	4	0	0	2	0	1	5	4	1										
8	FORCE INDIA	12	3	1	0	0	0	6	0	0	0										
9	WILLIAMS	4	0	0	0	0	0	2	2	0	0										
10	LOTUS	0	0	0	0	0	0	0	0	0	0										
11	HRT	0	-	0	0	0	0	0	0	0	0										
12	VIRGIN	0	0	0	0	0	0	0	0	0	0										

TRACKSIDE
VIEW

Mark Hughes
Grand prix editor



Rear wing tips generating beautiful vortices of moist air, turbulent, short-lived contra-trails as the intermediate tyres are being ground into the damp surface by 1500kg of downforce. They scream through Maggotts/Becketts, right-left-right, from flat-out in seventh, each part of the sequence progressively slower than the last. There's a patch of new asphalt that ends on the exit of the second turn (12) and the wet grip is much better there, cars twitching as they cross onto the old surface worn smooth by the passage of heavily loaded racing tyres over the years. Both Ferrari drivers look to be enjoying their cars through this sequence, bold on the power on exiting the second part, late lifting for the third. Felipe Massa's front tyres give an evil little mini-surrender through the exit of the flat-in-top part (11), but it doesn't deter him. Fernando Alonso uses more track than most on the exit of 12, so he approaches the right-hander that follows more acutely. He fits in a

"The Ferrari drivers enjoy their cars through this sequence"

downchange as he wrestles with the consequences of this. The Ferrari looks beautifully driveable, but for sheer violence – and a visceral appreciation of the huge forces involved here – it's Mark Webber's Red Bull you need to see. It exits Turn 13 at a different rate to everything else and Mark's in aggressive form, a split second blur of correction as the rear steps out and is then immediately overwhelmed again by downforce.





The Silverstone Wing was well received by all in F1



Outgoing BRDC president Hill (left) was happy



Fans opposite had no view of top-team pits

SILVERSTONE SETS NEW STANDARDS

The new-look Silverstone has earned its Formula 1 stripes but, as *ADAM COOPER* explains, circuit bosses want to make it better

The biggest surprise arriving at the Silverstone main gate on Thursday morning was the sight of the stunning new Wing complex looming up even before you made it inside. It was a reminder of just how close the Club/Abbey section of track is to the public road, and also how everything will fit into place when the project is completed over the next few years.

The big problem that circuit owners the BRDC and the track management faced over the weekend was that we were seeing only half the job. The pits and paddock might have been done, but until we get the grandstands and the other buildings planned for the opposite side of the straight, we won't get the full picture.

When that comes, many of the questions raised this year will be answered, for then we will have improved pedestrian and vehicle movement via bridges and/or tunnels, and much better facilities and views for spectators. And the heart of the venue will be closer to the exit, making access far easier than ever before.

But for now we've got what we've got, and inevitably there were a few issues. Mechanics complained that each garage had only one toilet for the whole crew, and that the paddock had a gentle slope on it, which could perhaps have been addressed. Journalists had no view of the track from the media centre, because until the next stage of building, the front part of the facility is reserved for TV commentators. And the Paddock Club VIPs had little or no view of the pitlane.

Then there was the biggest anomaly of all, the 'basement' end of the pits that ensured the top teams disappeared from the view of the public opposite. "We can't see the fans and they can't see us," mused Jenson Button.

This was a huge frustration for Silverstone, because the whole complex had been designed with the idea that – with no disrespect to the likes of Virgin and HRT – the big teams would be at the highly visible pit entry end. However, just a few weeks ago that was changed at the request of Bernie Ecclestone's office. It was so the big players were located under their

Paddock Club guests. From where there was no view anyway...

Inevitably Bernie was the man Silverstone had to please, and his reaction was a little mixed.

"For us it's great, but it's not so good for people like the Paddock Club," he said on Sunday morning. "It's not so good for the people that have bought grandstand tickets to see the pitlane. This is all good, otherwise – perfect.

"We have to look at this like it's a prototype, and then they need to put it right. These things sort themselves out. It's only when they got a lot of people they find what they did wrong."

Could Hermann Tilke – and love or loathe his track layouts, the German knows how to create an efficient pit complex – have done a better job than the architects Silverstone chose?

planning applications at the moment, but hopefully in the not-too-distant future we'll have hotels and big grandstands with different rakes on them and cantilevers, and views will be totally different. There are all sorts of plans for the future, and it all takes money as well."

The consensus from most observers was that the Wing was better than we could have expected, given that it wasn't paid for by a government – and unlike most Tilke venues, wasn't built with dirt-cheap labour rates.

"We're 12 months ahead of where we should be," said the BRDC's Derek Warwick. "Sure, we've got a few teething problems, but everything that's been asked of us this weekend, we've sorted. I've spoken to the FIA,

Phase 1 and 2 complete, with plenty more to come



"If they'd asked Tilke, given him a small amount of money to help, he'd have helped. Even without money..."

"There are always teething problems with something of this scale," admitted circuit boss Richard Phillips. "We've done this whole project in 56 weeks. There's nothing we would have done differently, but hindsight's a great thing. The reversal of the garages is a funny one, and we didn't design it for that.

"The pitlane has to be horizontal and the track obviously rises. If we'd cut into the track and made it more horizontal up to the Loop, we would have gone below the water table, so you would have had flooding.

"We did the track last year, which was Phase 1, this building is Phase 2. We're going into more detailed

I've spoken to FOM, and everybody's really happy. There are a few little changes they'd like to see. I think people are getting too used to Bahrain, Abu Dhabi and that sort of stuff. We're the best European circuit, with the money we've got. Sure if we had another £100m, we'd do a bit more."

"There are bound to be small issues," said outgoing BRDC president Damon Hill. "And over time, those small issues will be sorted out, and everyone will get on with things. I know it's the F1 culture, forever demanding more and better, but sometimes you have to say we've got what we wanted, and we should be satisfied. We all need to take a bit of a backwards step and say, 'Do you know what, there's not much to complain about, really.'" ❧





HAMILTON DROPS OUT OF TOP FIVE

Brit drops down Rankings despite Silverstone performance

Despite a battling performance to clinch fourth place in the British Grand Prix, Lewis Hamilton dropped out of the top five in the Castrol EDGE Driver Rankings for the first time after being leapfrogged by fellow Brit Dario Franchitti, who took a controversial IndyCar victory at Toronto (see right).

Despite the blow, Hamilton's return to form gave him ground for optimism for the next two Grands Prix in Hungary and

Belgium which could see him reclaim fifth place. Under the 12-month rolling system, Franchitti is defending high totals including a victory at Mid-Ohio from 2010. Hamilton's main rivals behind him in the Rankings, IndyCar's Will Power and NASCAR Sprint Cup driver Carl Edwards, are also defending high totals, although Hamilton's main problem could well be the F1 summer break, with only one grand prix during August.



FRANCHITTI SENDS POWER INTO A SPIN

Dario Franchitti moved into the Castrol EDGE Driver Rankings top five for the first time with a controversial IndyCar win in Toronto. The Scotsman leaped above Lewis Hamilton and Will Power, with whom he clashed in Toronto. Power led the race, but a coming together enabled Franchitti to take the victory. Power later retired, dropping to seventh in the Rankings as a result.

CURRENT STANDINGS

1	◀	Sebastian Vettel	F1	29,184
2	◀	Mark Webber	F1	22,019
3	◀	Fernando Alonso	F1	20,705
4	◀	Sebastian Loeb	WRC	19,869
5	▲	Dario Franchitti	IndyCar	18,094
6	▼	Lewis Hamilton	F1	18,032
7	▼	Will Power	IndyCar	17,343
8	▲	Carl Edwards	Sprint Cup	16,840
9	▼	Jenson Button	F1	16,823
10	▲	Jimmie Johnson	Sprint Cup	14,878

DATA CORRECT AS OF 11 JULY 2011

HERBERT ADDS TO HIS SUCCESS AT SILVERSTONE



British fans may not have witnessed a home victory at Silverstone, but there was plenty to cheer about for one former British Grand Prix winner, as Johnny Herbert returned the expert panel's highest score at Silverstone.

Herbert's winning score of 37 points was helped by him being the only expert to back Fernando Alonso for a top three finish. He also correctly predicted Nico Rosberg in sixth, and gained five points each for being

one place out on Nick Heidfeld and Michael Schumacher. Meanwhile, the Predictor scored 32 points, with five points each for having Sebastian Vettel and Mark Webber in first and second, 10 points for backing Nico Rosberg for sixth and five points for Nick Heidfeld in ninth. To view the full leaderboard, the Predictor's picks and the expert panel's choices, go to:

<http://predictor.castroledgerankings.com>

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“The more I work at it the easier it will become...”

Red Bull's latest protege, Daniel Ricciardo, made his Formula 1 debut for HRT in the British Grand Prix, finishing 19th. And, as *EDD STRAW* found out, it was a very promising start – with a few weaknesses to iron out

Making a big impression at the back in Formula 1 is not easy. Daniel Ricciardo, who turned 22 just nine days before his Formula 1 debut for HRT at Silverstone, finished last. On paper, it's far from special, but there were some very impressive signs.

With zero experience of the Cosworth-engined HRT and only eight Friday practice outings for Scuderia Toro Rosso to augment his occasional tests for Red Bull over the past few years, he wasn't far off vastly more experienced team-mate Vitantonio Liuzzi. He qualified 0.575s behind him, which was unrepresentative of the genuine gap because Ricciardo couldn't get the best out of fresh rubber. That's not unusual for rookies, and now he has proved himself to be in the ballpark speed-wise, it's the more esoteric skills required of a grand prix driver that he must hone. Despite that, he seemed at home on the grand prix grid.

“It was everything that I hoped F1 would be,” said the grinning Ricciardo after emerging from his post-race debrief. “But it was not like the racing I've done before where I have been fighting to win. It all happened pretty quickly. I got to the grid, jumped out of the car,



Debutant Ricciardo finished 19th for HRT

warmed up, went to the toilet, came back and then it was time to start.”

Starting on intermediate Pirelli rubber in tricky wet conditions, he settled in behind Jerome d'Ambrosio's Virgin at the start. After five laps, the deficit to Liuzzi, running two places ahead, was only 2.557s. After 10 laps, that had stretched out to 7.371s, an average of three quarters of a second per lap. After the switch to slicks, things got harder, as Ricciardo was initially cautious on a still-damp track. From then on, he was mired in blue flags and finished a lap behind Liuzzi.

“The grip level was a bit of an unknown,” he says. “I was a little bit too cautious with the blue flags. The team was saying, ‘Try to lose only a second or a second-and-a-half’, but I

was losing three of four seconds. I didn't want to create any problems for the faster guys so it was hard to get into a rhythm.”

Now out of touch with Liuzzi and d'Ambrosio, it was all about bringing the car home. His lap times were erratic, largely because of the blue flags, and come the final 10 or so laps he had dropped way off Liuzzi's pace, suggesting that he was perhaps struggling a little physically. But no more than you would expect any F1 debutant to. Give it a few races and he will be right there.

“There are things to work on,” said Ricciardo. “Tonio managed his race and his tyres quite a bit better than me. I put that down to experience. The more I work at it and learn, the easier it will become.”

“The first few races won't be easy, as I found at Silverstone, but towards the end of the year they [Red Bull] expect to see a big gain and big progress. If I am going to be on the grid next year, they want to see some potential from me. There is always somebody watching.”

The bottom line is that the speed is there. The ability to get the best out of the tyres, the physical strength to run flat out throughout the race and being more decisive in traffic should come. Right now, those are the things that Red Bull will be looking for. ☼

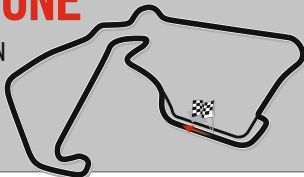
SILVERSTONE

GREAT BRITAIN

July 8-10

GP3 Series

Round 4/8



AT A GLANCE

- Race 1 Nico Muller
- Race 2 Lewis Williamson
- Pole position A Quaife-Hobbs
- Fastest laps Sims/Quaife-Hobbs



Sims is new points leader



Slick Williamson, but Muller is wet and wild

Two more new 2011 winners achieved their victories in very different circumstances



Race one started with just 11 cars on the grid



Quaife-Hobbs gives up pole and dives into pits

IT BEGAN WITH A GRID

resembling the infamous US Grand Prix of 2005, featured British drivers filling all but two of the points-scoring positions, and ended with two fresh winners on GP3's 2011 roster in Nico Muller and Lewis Williamson – and a new points leader too.

The craziness started on the warm-up lap for race one when the heavens opened, prompting all 18 drivers who were running slick tyres to pit for grooved rubber – including the top five qualifiers. The 11 who had predicted it would rain took the grid as a separate race developed in the pits.

Sixth qualifier Muller was therefore on 'pole', but the Swiss Jenzer Motorsport racer was beaten into Abbey

by Michael Christensen from P10 (or second as it had become).

Muller retook the lead at Village, and Christensen fell out of contention when he was tagged into a spin by Nigel Melker, his RSC Mucke team-mate, at The Loop.

While erstwhile poleman Adrian Quaife-Hobbs and fellow Brit Alexander Sims led the charge of the pitlane starters, Muller was able to remain out of reach, despite no radio contact with the pits, and finished 2.8s ahead.

"It was quite easy," he said. "The team and myself made the call to start on wets, and I didn't see anyone in my mirrors from the third corner."

Manor driver Quaife-Hobbs completed the first lap ninth, but behind him

Status GP ace Sims was on a mission: once the sheen of his new wets was scrubbed away, an epic charge began.

Sims passed fellow pit starters Williamson and James Calado, and then – favouring the Village right-hander in the Arena as his passing spot – followed Quaife-Hobbs ahead of Marlon Stockinger, Dean Smith and Maxim Zimin.

At half-distance, grid starters Nick Yelloly and Luciano Bacheta were still second and third, but Bacheta was soon demoted by Quaife-Hobbs and Sims. Then Sims usurped Quaife-Hobbs for third at Abbey and, with a lap remaining, he caught and passed Yelloly for second.

Sims admitted that he would have started on slicks

RACE RATING

★★★★☆

What can you say about a race where over half the field starts from the pitlane? Bonkers!

MILESTONE

Race two was a 1-2-3 for the most-recent McLaren AUTOSPORT BRDC Award winners



Williamson and Smith

REPORT GP3 SILVERSTONE

CHARLES BRADLEY
reports



Williamson took no prisoners on Sunday

took his regular line at Village, which allowed him sufficient momentum to drive around the outside of Calado at The Loop. Despite that move, he still carried more impetus onto the Wellington Straight and got alongside Smith under braking for Brooklands. Smith clung to the inside, so Williamson did him around the outside with another cracking pass.

"I was on maximum attack for those first few laps," said the Scot. "The start was quite a poor one, so I knew I had to make some early moves to claw it back a wee bit."

Williamson romped away to a 5s victory in his MW Arden car ahead of Smith, whose Addax team had rectified a problem with his car's rear suspension overnight. Sims again starred, this time charging from seventh to third.

Sims's move on the Atech CRS GP car of Yelloly for fourth was good, but his lunge down the inside of ART Grand Prix man Calado at Vale was sublime. It gained him the lead of the championship, as MW Arden's erstwhile top dog Mitch Evans suffered a throttle failure on the opening lap after he'd progressed from ninth to fifth in a handful of corners.

Rio Haryanto took Calado for fourth, with Yelloly next. Quaife-Hobbs started from the pits due to a starter-motor glitch, and charged to 15th with fastest lap.

RESULTS

Race 1 Nico Muller, 14 laps in 30m40.239s; 2 Alexander Sims, +2.814s; 3 Nick Yelloly; 4 Adrian Quaife-Hobbs; 5 Luciano Bacheta; 6 James Calado; 7 Lewis Williamson; 8 Dean Smith; 9 Marlon Stockinger; 10 Mitch Evans. **Fastest lap** Sims, 2m05.985s, 104.60mph. **Race 2** 1 Williamson, 14 laps in 26m51.435s; 2 Smith, +5.090s; 3 Sims; 4 Rio Haryanto; 5 Calado; 6 Yelloly; 7 Conor Daly; 8 Nigel Melker; 9 Antonio Felix da Costa; 10 Simon Trummer. **FL** Quaife-Hobbs, 1m52.916s, 116.70mph. **Points** 1 Sims, 29; 2 Evans, 26; 3 Melker, 22; 4 Calado, 21; 5 Andrea Caldarelli, 20; 6 Williamson, 19.

PORSCHE SUPERCUP SILVERSTONE (GB), JULY 10, RD 5/9

Tandy can't catch blast from Rast

RENE RAST MADE IT three in a row with an impressive Porsche Supercup victory at Silverstone, surviving strong pressure from title rival Nick Tandy.

After his win in Monte Carlo, Rast had triumphed on the series' trip away from the Formula 1 circuit to the Nurburgring Nordschleife, and thus came to Silverstone in buoyant mood. He duly took pole position, ahead of Lechner Racing team-mate Norbert Siedler and impressive Frenchman Kevin Estre. Tandy had to settle for fourth, but he was better off than fellow Brit and former Silverstone winner Sean Edwards, who was down in 10th.

The addition of some British series regulars brought the field up to a respectable 26, with the guests led by James

Sutton in ninth and Michael Meadows in 11th.

Rast held onto his advantage on the first lap, although he didn't make his life easier by flat-spotting his front tyres. Estre moved up to second, ahead of Tandy and Siedler. The Briton then passed Estre at Luffield on the second lap, while Siedler followed through a lap after that.

Tandy bided his time before making an effort to wrest the lead in the closing laps. He got a bit sideways coming onto the pit straight to start the last lap, and then overcooked it and ran off the road at Abbey, leaving Rast free to take a comfortable win.

There was some confusion, however, when the chequered flag failed to appear, the race distance having changed from the originally-

published 14 laps to 12. Fortunately the message eventually got through to the drivers.

Siedler took third, while Estre did well to hold off a train comprising Christian Engelhart, Jeroen Bleekemolen, Stefan Rosina and Kuba Giermaziak. Edwards lost his championship lead to Rast and had to be content with 10th, while Sutton was best of the locals in 11th.

● Adam Cooper

RESULTS

1 Rene Rast, 12 laps in 25m38.805s; 2 Nick Tandy, +0.681s; 3 Norbert Siedler; 4 Kevin Estre; 5 Christian Engelhart; 6 Jeroen Bleekemolen; 7 Stefan Rosina; 8 Kuba Giermaziak; 9 Patrick Huisman; 10 Sean Edwards. **Fastest lap** Tandy, 2m07.459s, 103.39mph. **Points** 1 Rast, 85; 2 Edwards, 74; 3 Tandy, 72; 4 Siedler, 69; 5 Bleekemolen, 58; 6 Engelhart, 53.



Bayao tapestry: Rast leads Tandy

SILVERSTONE

GREAT BRITAIN

July 8-10
GP2 Series
Round 5/9



AT A GLANCE

- Race 1 Jules Bianchi
- Race 2 Romain Grosjean
- Pole position Bianchi
- Fastest laps Grosjean/Coletti



Sunday fastest lap for Coletti



Bianchi dives down inside of Vietoris

Bianchi wins the Franco-German war

Jules Bianchi wins epic scrap with Christian Vietoris to entertain Brit GP qualifying crowd



Ex-Euro F3 rivals share podium again

TWO OLD FOES KICK-STARTED their troubled seasons at Silverstone with a battle that proved the highlight to date of the GP2 season.

Neither Jules Bianchi nor Christian Vietoris have had much to smile about this year, but both were beaming following a fantastic scrap for the win on Saturday.

Four lead changes in a single lap proved to be the highlight of a battle between two drivers who went head to head for the Formula 3 Euro Series title in 2009. Back then it was Bianchi who came out on top, and the result was the same this weekend – but Vietoris made him work for it.

Having closed a seven-second gap to Bianchi, partly by switching to slick tyres before him, Vietoris first passed the Frenchman on the exit of Luffield on lap 17 of 29. But it was short-lived, as Bianchi retook the place by diving down the inside of

the German seconds later at Copse. Vietoris then pulled off a wondrous pass around the outside at Stowe, showing no fear as he put two wheels onto the wet part of the track off line. But once again he was undone at the following corner, as Bianchi threw everything he had into retaking the lead on the brakes.

This meant a lot to both – Bianchi has had an awful 2011 after being one of the pre-season favourites, while Vietoris missed two races due to injuries sustained in a crash at the season opener in Turkey – but in the end it probably meant just a little more to the under-pressure Ferrari junior driver.

“It was important for me to show everybody that I can do it,” said Bianchi. “I knew I could, but now I’ve proved it. At the first four rounds we were competitive, so the car has always been good. But we have not been on

RACE RATING

★★★★☆

Changing conditions and awesome battle for the lead in race one, and race two had its moments

MILESTONE

Bianchi is the sixth French driver to win a main-series race. The first was Olivier Pla



REPORT GP2 SILVERSTONE

GLENN FREEMAN
reports



Vietoris fell back to hold off Ericsson and Grosjean



Grosjean looks suitably chuffed

Rivals fall at various hurdles



Van der Garde, Grosjean, Bird: the three contenders?

ROMAIN GROSJEAN'S PURSUERS IN THE 2011 GP2 TITLE

race left Silverstone licking their wounds after what appeared to be a great opportunity went begging.

With the DAMS driver bringing a 10-place grid penalty into qualifying, he was guaranteed to be in the midfield. But when the rain hit just eight minutes into qualifying, none of his major rivals were particularly high on the timing screens.

Sam Bird was best-placed as the only one to make the top 10. But, after racing his way to fifth in race one, he was disappointed to be hit by tyre problems on Sunday. "I had the speed this weekend but didn't quite turn it into results," he said. "It's disappointing, but Romain will have a bad one and we need to be there to capitalise when he does."

Giedo van der Garde, who sits second in the points, believes he and Bird are the only realistic challengers now.

"Grosjean was ridiculously quick, but I've had that this year too," said the Dutchman. "We lost points this weekend, but we have some good tracks coming up so I'm not worried. It's going to be an interesting fight."

Van der Garde's Addax team-mate Charles Pic collided with Max Chilton in race one when on course for points, while fellow challenger Davide Valsecchi was baffled by AirAsia's lack of pace all weekend as he also lost ground.

the podium since the first race because of bad luck and some mistakes from my side."

But the Frenchman, who ruled himself out of the title fight following the previous round in Valencia, owed a little of his victory to Vietoris playing ball. Bianchi's race-winning pass – on the brakes into Vale – was borderline out of

control, but Vietoris gave him room. If anything, that was a legacy of 2009, as there were occasions back then where the German was less than happy with his rival's ruthless on-track behaviour. That, coupled with an awareness of Bianchi's torrid '11 campaign to date, all played a part in Vietoris making sure the scrap of the season

came to a clean conclusion.

"With the year he's having you don't always know what he is thinking," said the German of Bianchi. "Also, he has crashed a few times this year so I was a bit careful. I've had a tough year as well, and eight points [for second] is much better than nothing."

While that could be taken to sound like Vietoris was

having a moan post-race, he was in fact just as delighted with his second place, and took great enjoyment from watching footage of the battle all over again when he returned to his garage.

"It was a really good fight," he added. "We had some good racing in Formula 3 and we respect each other, and I think you could see it was pretty good. I just enjoyed it."

It seemed fitting that it was a scrap with Vietoris that put Bianchi's season back on track. In 2009, it was the manner in which he beat the German and a host of others to that F3 title that gave his career a huge boost in the first place. Just the mention of that season brought a smile to Bianchi's face on Saturday.

"We know each other really well from our battles in F3," he said. "It was a respectful fight, a really good battle with Christian.

Inside the car it was tough, but I think from the outside it looked really good."

The urgency with which Bianchi retook the lead both times was not born out of desperation. The ART driver was all too aware that any prolonged spell spent behind another car would do serious damage to the fragile Pirelli tyres – something that was proved as Vietoris struggled in his wheeltracks, before falling into the clutches of Marcus Ericsson just before the finish. It wasn't that the Racing Engineering car was any slower on outright pace, but it just couldn't preserve the left-front tyre through Silverstone's long and demanding corners while following closely. And Bianchi accepted that, had he been the man stuck in second position, he would have suffered the same fate.

Bianchi's win also delighted championship ►



Bianchi cleared off in wet conditions

REPORT GP2 SILVERSTONE

MILESTONE

Grosjean's first win on British soil since his F3 Euro Series success at Brands Hatch in 2007



"Is July always like this in your country?"

Romain Grosjean's main concern last weekend appeared to be the weather



Ericsson was first to get his slicks on

◀ leader Romain Grosjean. The ex-Renault Formula 1 man was happy to see drivers who are not a part of the title fight picking up the big points, while he recovered from the midfield to fourth after a 10-place grid penalty, given due to his attempts to play pinball at the start of the second race at Valencia.

"Jules can be my best friend at the moment," said Grosjean, who fought back from the penalty to extend his lead. "It's good that these guys score rather than the others I'm fighting with for the championship. But I'm not forgetting about Jules, because he's very fast and you never know

what can happen."

This was the second time this year that Grosjean has salvaged a positive championship position from a weekend that should have been compromised. His rise from the back of the grid to fourth in Monaco was miraculous, while it was a stint of controlled aggression in the wet early laps on Saturday that helped the DAMS man climb from 13th on the grid. Were it not for the quick-thinking iSport pitwall bringing Marcus Ericsson in for slicks before everyone else, Grosjean would most likely have been on the podium as he was ahead of the Swede at that point. But he was far

from disappointed with his efforts, especially as race two yielded a dominant victory.

"Considering where we started with the penalty, things could have been a lot worse," he beamed. "I came into the weekend knowing that it will be difficult to increase the lead in the championship. In that situation you just hope that you can do it.

"This was a very good weekend – hopefully it's the turning point and the end of any bad luck and mistakes from earlier in the season. Normally when things start to go right everything gets better."

His rivals will be praying that's not the case. ☼

Grosjean makes it not so Clos



Grosjean ended weekend with a win

JULES BIANCHI STOLE THE HEADLINES ON SATURDAY, BUT IT was Romain Grosjean who had his name up in lights on the morning of the British Grand Prix with a dominant performance in the second race of the weekend.

From fifth on the reversed grid, he gained two places on the opening lap. One was thanks to Stefano Coletti stalling on the front row, and the other was thanks to a pass on Sam Bird during the early scuffles.

From there, Grosjean sat tight in third, saving his tyres while Dani Clos led Giedo van der Garde. He decided to pull the pin on lap 13 of 21, sensing that van der Garde's rubber was giving up after so many laps running in dirty air. Seconds after Grosjean made a straightforward pass on the Addax car into Village, race leader Clos locked up heavily into Brooklands, undoing the hard work he had put in to build a slight cushion. A lap later Grosjean was through, sauntering off at more than one second per lap to the finish.

Despite his error, Clos was happy to come away with a podium, alluding to "a lot that has gone on" this weekend that has been unsettling for the Spaniard.

"It's been a tough weekend for various reasons, so it's nice to get a result like this," said Clos. "The lap before Romain passed me I just made a mistake. I locked the wheel three times, so after that it was like a square. After that I just had to settle down and hold onto second."

RESULTS

GP2 Series, Silverstone (GB), July 8-10, round 5 of 9

GRID	
1 BIANCHI	1:58.531
2 PARENTE	1:58.971
3 VICTORIS	1:59.143
4 CLOS	1:59.881
5 CHILTON	1:59.952
6 ERICSSON	2:00.044
7 GUTIERREZ	2:00.109
8 BIRD	2:00.175
9 PIC	2:00.223
10 CECOTTO	2:00.300
11 PALMER	2:00.462
12 VALSECCHI	2:00.527
13 GROSJEAN*	1:59.020
14 HERCK	2:00.529
15 LEAL	2:00.927
16 VARHAUG	2:01.203
17 FILIPPY	2:01.315
18 CECCON	2:01.816
19 V.D. GARDE	2:01.894
20 RAZIA	2:01.922
21 COLETTI	2:02.681
22 KRAL	2:02.800
23 GONZALEZ	2:03.268
24 FAUZY	2:04.518
25 LEIMER	2:08.608

RACE 1 - 29 LAPS, 106.071 MILES				
POS	NAME	TEAM	TIME	GRID
1	Jules Bianchi (F)	ART Grand Prix	58m40.010s	1
2	Christian Vitoris (D)	Racing Engineering	+4.177s	3
3	Marcus Ericsson (S)	iSport International	+4.935s	6
4	Romain Grosjean (F)	DAMS	+5.627s	13
5	Sam Bird (GB)	iSport International	+11.424s	8
6	Dani Clos (E)	Racing Engineering	+23.293s	4
7	Stefano Coletti (MC)	Trident Racing	+31.959s	21
8	Giedo van der Garde (NL)	Addax Team	+33.711s	19
9	Alvaro Parente (P)	Carlin	+34.394s	2
10	Esteban Gutierrez (MEX)	ART Grand Prix	+41.761s	7
11	Charles Pic (F)	Addax Team	+41.971s	9
12	Johnny Cecotto Jr (YV)	Ocean Racing Technology	+46.881s	10
13	Luca Filippi (I)	Super Nova Racing	+47.848s	17
14	Davide Valsecchi (I)	Team AirAsia	+49.612s	12
15	Fabio Leimer (CH)	Rapax	+50.717s	25
16	Pal Varhaug (N)	DAMS	+56.960s	16
17	Luiz Razia (BR)	Team AirAsia	+58.332s	20
18	Rodolfo Gonzalez (YV)	Trident Racing	+1m05.327s	23
19	Kevin Ceccon (I)	Scuderia Coloni	+1m06.251s	18
20	Jolyon Palmer (GB)	Arden International	+1m11.163s**	11
21	Fairuz Fauzy (MAL)	Super Nova Racing	+1m20.989s	24
22	Julian Leal (CO)	Rapax	+1m26.252s	15
23	Josef Kral (CZ)	Arden International	+1m33.465s	22
24	Michael Herck (RO)	Scuderia Coloni	-1 lap	14
R	Max Chilton (GB)	Carlin	14 laps-alternator	5
NS	Kevin Mirocha (D)	Ocean Racing Technology	injured shoulder	-

RACE 2 - 21 LAPS, 76.787 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Grosjean	36m42.650s	5
2	Clos	+7.019s	3
3	van der Garde	+7.760s	1
4	Ericsson	+8.433s	6
5	Bianchi	+9.427s	8
6	Bird	+12.924s	4
7	Vitoris	+20.853s	7
8	Gutierrez	+21.888s	10
9	Parente	+22.128s	9
10	Pic	+23.154s	11
11	Leimer	+23.296s	15
12	Filippi	+23.246s	13
13	Gonzalez	+31.357s	18
14	Razia	+32.330s	17
15	Fauzy	+32.780s	21
16	Palmer	+33.447s	20
17	Valsecchi	+34.778s	14
18	Herck	+38.139s	24
19	Chilton	+39.168s	25
20	Kral	+40.754s	23
21	Leal	+1m25.700s	22
22	Coletti	-1 lap	2
23	Varhaug	-1 lap	16
R	Cecotto	10 laps - clutch	12
R	Ceccon	6 laps - suspension	19
NS	Mirocha	injured shoulder	-

CHAMPIONSHIP TABLES		
POS	DRIVER	PTS
1	Grosjean	47
2	van der Garde	38
3	Bird	32
4	Valsecchi	30
5	Pic	24
6	Clos	24
7	Bianchi	22
8	Ericsson	17
9	Coletti	16
10	Razia	11
POS	TEAM	PTS
1	Addax Team	62
2	iSport	49
3	DAMS	47
4	AirAsia	41
5	Racing Engineering	40
6	ART Grand Prix	31

*10-place grid penalty;

**includes 30-second penalty.

Race 1 Winner's average speed: 108.487mph. Fastest lap: Grosjean, 1m43.274s, 127.599mph.

Race 2 Winner's average speed: 125.500mph. Fastest lap: Coletti, 1m43.262s, 127.614mph.

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1975 Triumph TR7



1961 Deep Sanderson 301
Prototype



1965 FIA Ford Mustang 289
Notchback



1965 Sunbeam Tiger



1965 Ford Lotus Cortina Mk.I FIA
Appendix K



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Congratulations to Dan Denis/David McDonald of Scuderia Vittoria, and Jake Rattenbury /Josh Wakefield of Century Motorsport on their fantastic 1st and 2nd place finish in the demanding Avon Tyres British GT4 Championship at Spa-Francorchamps last weekend (July 9th – 10th).

Following a near perfect qualifying session on Friday the Denis/McDonald duo placed their Ginetta G50 on pole for race one leading the GT4 pack from start to finish, crossing the line a clear lap ahead of Rattenbury/Wakefield of Century Motorsports who finished 2nd, also in a Ginetta G50.

It was a double victory for Scuderia Vittoria as Denis also set the fastest lap of the GT4 class at 2:34.651.

The teams finished 12th and 13th overall respectively from a 55 car grid in the combined GT3/GT4 class race, beating all entries in both British GT4 and European GT4 class combined proving that Ginetta G50s are more than capable on the competitive Spa power circuit.

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For more information on Ginetta cars and championships please contact Mike Simpson on t: 0113 385 4171 e: mike.simpson@ginetta.com w: ginetta.com. Pictures courtesy of jakobebrey.com.

INTERNATIONAL RACES & RESULTS

V8 SUPERCARS

Townsville (AUS), Rd 7/14

QUICK RESULTS

- Race 1 winner **Garth Tander**
- Race 2 winner **Jamie Whincup**
- Poles **Winterbottom/Lowndes**
- Points leader **Whincup**

RACE RATING

★★★★☆

How can you go faster on hard tyres than you can on softs?

REPORTS

WORLD OF SPORT

V8 SUPERCARS TOWNVILLE (AUS), JULY 9-10, RD 7/14

Tander begins the HRT recovery process

IT WOULD BE EASY TO WRITE that the Holden Racing Team is back, after Garth Tander won his second V8 Supercar Championship race of 2011 in Townsville.

But that message sidesteps the fact that a single win does not end a rough period. Jamie Whincup and Triple 8 bounced back into the winners' circle in Sunday's race, the two-time champ extending his points lead and heading a one-two from team-mate Craig Lowndes.

Nevertheless, for a man with a lot on his mind, after signing a new three-year deal with HRT and welcoming a first child into the Tander household, Garth was a man in supernatural form in northern Queensland. His win came after he somehow

managed to get his Holden to go faster on 'Control' tyres than on the softer 'Sprint' tyres – something particularly puzzling on a street circuit.

"The car was a jet," explained Tander, who does have a history of good results at the track.

"To the amount of people who wrote off HRT after Darwin saying, 'What a terrible weekend, the worst in the team's history...'; to come out and drive away from the field is an absolute credit to everybody."

Ford Performance Racing had a good weekend, Will Davison and Mark Winterbottom taking a podium each in the races, while Alex Davison showed his form is no flash in the pan with fourth on Sunday.

But defending champion



V8s battle in the searing Oz heat

James Courtney's nightmare continued, his hopes of a good result on Sunday dashed after serving a pitlane penalty for knocking into Tim Slade. His list of contactees for the year is approaching double figures.

The other notable effort was that of David Reynolds. He zoomed through the field and looked to be on his

way to a Saturday podium until he collapsed in his Holden, his cool suit having failed on lap one.

● Phil Branagan

RESULTS

Race 1 1 Garth Tander (Holden Commodore VE), 72 laps in 1h31m22.6745s; 2 Jamie Whincup (Holden), +3.3141s; 3 Will Davison (Ford Falcon FG); 4 Craig Lowndes

(Holden); 5 Mark Winterbottom (Ford); 6 Lee Holdsworth (Holden).

Race 2 1 Whincup, 72 laps in 1h32m45.8802s; 2 Lowndes, +4.3938s; 3 Winterbottom; 4 Alex Davison (Ford); 5 Shane van Gisbergen (Ford); 6 Holdsworth.

Points 1 Whincup, 1683; 2 Lowndes, 1497; 3 van Gisbergen, 1317; 4 Rick Kelly, 1244; 5 Winterbottom, 1201; 6 W Davison, 1200.

SUPERSTARS SERIES MISANO (I), JULY 10, RD 5/8

Young buck Cerqui leads the way

NINETEEN-YEAR-OLD ALBERTO Cerqui scored his maiden Superstars Series success driving for Roberto Ravaglia's BMW Team Italy squad at Misano.

Days after passing his exams, the youngster took pole, victory and fastest lap in his M3, dominating the race by 7s to lead home Luigi Ferrara (Mercedes), BMW team-mate Thomas Biagi and Johnny Herbert (Mercedes).

In race two, Luca Rangoni

won on his return to the series in a Merc after passing Cerqui (now with 30kg of success ballast) on lap two.

Following a mid-race safety car, Andrea Bertolini (Maserati) passed Cerqui for second, but was then punted into a spin by Biagi. Herbert was the main beneficiary, inheriting second. Ferrara grabbed third by hitting Cerqui on the final lap, but stewards reversed this by giving him a time penalty.

● Carlo Bradlinelli

RESULTS

Race 1 1 Alberto Cerqui (BMW M3), 16 laps in 27m37.794s; 2 Luigi Ferrara (Mercedes C63), +7.592s; 3 Thomas Biagi (BMW); 4 Johnny Herbert (Mercedes); 5 Luca Rangoni (Mercedes); 6 Andrea Bertolini (Maserati Quattroporte). **Race 2 1 Rangoni**, 14 laps in 27m39.638s; 2 Herbert, +4.785s; 3 Cerqui; 4 Ferrara; 5 Stefano Gabellini (BMW); 6 Alessandro Pier Guidi (Maserati). **Points** 1 Ferrara, 118; 2 Cerqui, 99; 3 Bertolini, 95; 4 Biagi, 94; 5 Max Pigoli, 68; 6 Gabellini, 61.



Cerqui heads Rangoni at start of race two

Castrol **EDGE** Rankings

- 1 **Sebastian Vettel** <> 29,184
- 2 **Mark Webber** <> 22,019
- 3 **Fernando Alonso** <> 20,705
- 4 **Sebastien Loeb** <> 19,869
- 5 **Dario Franchitti** ▲ 18,094

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Craig Lowndes is the big gainer in V8 Supercars, as two top-four finishes and a pole position at Townsville boost him 16 places to 109th. Of the Superstars winners, Alberto Cerqui (245) makes a triple-figure improvement, with Luca Rangoni (987) a new entry.

To see the full list, visit castrol driverrankings.com

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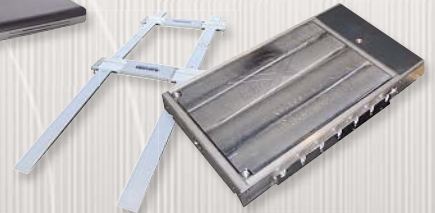


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INTERNATIONAL RACES & RESULTS

ALMS

Lime Rock Park (USA), Rd 3/9

QUICK RESULTS

- **Winners** Chris Dyson/Guy Smith
- **GT** Dirk Muller/Joey Hand
- **Pole position** Dyson

RACE RATING

★★★★☆

Two cars a race did make in both the LMP and GT classes

REPORTS

WORLD OF SPORT

AMERICAN LE MANS SERIES LIME ROCK PARK (USA), JULY 9, RD 3/9

Dyson and Smith win long game at the Rock

THE LOLA-MAZDA OF Dyson Racing won the battle with the Lola-Aston Martin of Team CytoSport at Lime Rock, bringing Chris Dyson a maiden victory at his team's home track along with British co-driver Guy Smith.

"Each race we're getting better and better," said Smith. "At Long Beach, we had the pace in qualifying but not in the race."

The race turned on contact in the Esses between CytoSport's Klaus Graf and a GTC Porsche, which put Graf 13s behind. Lucas Luhr had given Cytosport the lead near the 30-minute mark, and shorter refuelling enabled the team to stay ahead during pit exchanges, despite a puncture. But, after the decisive spin shortly before halfway, they could not make up the gap.

Ex-BTCC ace Steven

Kane, driving a Dyson Lola-Mazda with Humaid Al Masaoood, was third.

After a multi-car incident took both Corvettes and one BMW out of contention early, the Rahal Letterman-run M3 of Joey Hand and Dirk Muller posted a third straight victory in the GT

class from pole. Second-placed Patrick Long and Jorg Bergmeister gave pursuit in their Flying Lizard Porsche.

David Murry and Anthony Lazzaro scored a podium in their Robertson Doran Ford after the Falken Porsche was given a time penalty for avoidable contact. The Risi Ferrari of Jaime Melo and Toni Vilander started last after missing qualifying due to a practice accident, moved up to third, then retired due to a misfire.

● Jonathan Ingram

RESULTS

1 Chris Dyson/Guy Smith

(Lola-Mazda), 187 laps in 2h45m05.768s; 2 Lucas Luhr/Klaus Graf (Lola-Aston Martin), +19.969s; 3 Humaid Al Masaoood/Steven Kane (Lola-Mazda); 4 Eric Lux/Elton Julian (Oreca FLM); 5 Gunnar Jeannette/Ricardo Gonzalez (Oreca FLM); 6 Kyle Marcelli/Tomy Drissi (Oreca FLM).

GT 1 Dirk Muller/Joey Hand (BMW M3); 2 Jorg Bergmeister/Patrick Long (Porsche 911 GT3-RSR); 3 David Murry/Anthony Lazzaro (Ford GT).

Points 1 Muller/Hand, 70; 2 Oliver Gavin/Jan Magnussen, 37; 3 Long/Bergmeister, 34.

Dyson Lola leads CytoSport entry



IN BRIEF



ADAC GT MASTERS

Brothers Ferdinand and Johannes Stuck (far left) took their Reiter Lamborghini to victory in the first ADAC GT Masters race at the Nurburgring, followed by the two Heico Mercedes SLS machines of Hari Proczyk/Dominik Baumann and Christiaan Frankenhout/Andreas Wirth. In the second race, Frankenhout/Wirth secured the first Mercedes victory in the series, followed by Philip Geipel/Albert von Thurn und Taxis (Lamborghini) and Proczyk/Baumann.

ADAC FORMEL MASTERS

Pascal Wehrlein won the first two races of the ADAC Formel Masters round at the Nurburgring, each time followed by Dane Emil Bernstorff. In the third race, ex-British F1 Ford battler Bernstorff came good and scored his third win of the season, but at the halfway point he is trailing Wehrlein by 30 points in the drivers' standings.

FRENCH GT

Porsches ruled the roost at Magny-Cours, as Laurent Groppi/Patrick Bornhauser won race one and Anthony Beltoise/Laurent Pasquali took Sunday's race two. Beltoise/Pasquali now have a seven-point lead over Groppi/Bornhauser in the title race.

ARCA

Matt Merrell powered past Tim George Jr at a late restart to score his first series victory in 23 starts at Berlin Raceway on Friday.

CONTINENTAL SPORTS CARS

Former Star Mazda and Atlantic champion John Edwards and Matt Bell guided their Stevenson Motorsports Camaro to its second consecutive Grand Sports victory at Laguna Seca on Saturday. Andrew Carbonell and Rhett O'Doski claimed the Sports Tuner spoils in their Mazda MX-5.

GRAND-AM LAGUNA SECA (USA), JULY 9, RD 8/12

California dreamin' for Gurney and Fogarty

CALIFORNIAN DUO JON

Fogarty and Alex Gurney celebrated Grand-Am's return to Laguna Seca in their home state after a one-year absence by repeating their 2009 triumph and scoring an overdue victory for Bob Stallings's Riley-Chevrolet.

It was their first win since New Jersey almost one year ago. "I think that was my

favourite win so far in Grand-Am," said Gurney after fighting off a late challenge from the Ganassi Riley-BMW of 'Mr Grand-Am' Scott Pruett.

Gurney, who posted the fastest lap of the race with just two laps remaining, benefited from rare miscues from both Pruett, who overshot his pit stall during his final stop, losing vital

seconds and the lead, and the pole-winning SunTrust Dallara-Chevy of Ricky Taylor and Max Angelelli, who lost time with a wheelgun failure.

The closing stages were enlivened by a pair of full-course cautions, after one of which Angelelli was penalised for using the pitlane exit to make a pass on Pruett. Angelelli was

instructed to cede the position, then made another controversially forceful pass of Ryan Dalziel's Starworks Riley-Ford for third.

Andrew Davis and Leh Keen (Brumos Porsche) moved to the top of the GT class standings following their second win of 2011.

● Jeremy Shaw

RESULTS

1 Jon Fogarty/Alex Gurney

(Riley-Chevrolet MkXX), 107 laps in 2h45m28.242s; 2 Memo Rojas/Scott Pruett (Riley-BMW), +0.431s; 3 Ricky Taylor/Max Angelelli (Dallara-Chevy DP-01); 4 Mike Forest/Ryan Dalziel (Riley-Ford); 5 John Pew/Ozzie Negri (Riley-Ford); 6 David Donohue/Darren Law (Riley-Porsche).

Points 1 Rojas/Pruett, 260; 2 Taylor/Angelelli, 234; 3 Fogarty/Gurney, 220; 4 Donohue/Law, 212; 5 Terry Borcheller/JC France/Joao Barbosa, 211; 6 Pew/Negri, 205.

Gurney beat Pruett to the finish line



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INTERNATIONAL RACES & RESULTS

NASCAR SPRINT CUP

Kentucky (USA), Rd 18/36

QUICK RESULTS

- Winner **Kyle Busch**
- Pole position **Kyle Busch**
- Most laps led **Kyle Busch**
- Points leader **Kyle Busch**

RACE RATING

★★★★☆

Fun on the restarts, but Busch had them beat over a long run

REPORTS

WORLD OF SPORT

NASCAR SPRINT CUP KENTUCKY (USA), JULY 9, RD 18/36

Busch dominates for win number 99

KYLE BUSCH CLAIMED HIS 99th win in a NASCAR-sanctioned race as he led home the pack in the inaugural Sprint Cup event at Kentucky.

The Joe Gibbs driver

was the class of the field around the 1.5-mile oval. He led from the start, and in tandem with elder brother Kurt, they stretched out a comfortable advantage in the opening stages. But

it was Kurt's Penske team-mate Brad Keselowski who would be Kyle's closest pursuer. A broken radio forced him to communicate with his pit via old-fashioned hand signals

Kyle Busch (left) leads the pack early



and ultimately led to an off-schedule stop. This worked in his favour and he was thrust into the lead when the caution flew for oil dropped on the track.

He soon lost out to Kyle, but was back in the hunt when the engine in Jamie McMurray's Ganassi Chevy let go in spectacular style, leaving him engulfed in smoke and unable to see where he was going.

Kyle and Keselowski quickly established a comfortable advantage, but neither had enough fuel to make the finish. Both dropped into the pack when forced to pit, but a hard hit into the wall for RCR's Clint Bowyer was their salvation.

Kyle aced the restart and repelled an attack from Hendrick's Jimmie Johnson. But as Johnson came under pressure from an on-form David Reutimann, Kyle's win was confirmed.

"I looked in my mirror

and saw that Reutimann was getting alongside the 48 and I was like, 'Come on Reuty!'" he said. "It was a fun race. There were some exchanges on the restart. This one ranks up there with the best of them."

Kyle's third victory of the season takes him into the points lead, while Kevin Harvick fell to third after an anonymous run to 16th.

● Connell Sanders Jr

RESULTS

1 Kyle Busch (Toyota Camry), 267 laps in 2h55m00s; 2 David Reutimann (Toyota), +0.179s; 3 Jimmie Johnson (Chevrolet Impala); 4 Ryan Newman (Chevy); 5 Carl Edwards (Ford Fusion); 6 Matt Kenseth (Ford); 7 Brad Keselowski (Dodge Charger); 8 David Ragan (Ford); 9 Kurt Busch (Dodge); 10 Jeff Gordon (Chevy). **Points** 1 Kyle Busch, 624; 2 Edwards, 620; 3 Kevin Harvick, 614; 4 Kurt Busch, 606; 5 Johnson, 605; 6 Kenseth, 602; 7 Gordon, 553; 8 Dale Earnhardt Jr, 548; 9 Newman, 538; 10 Denny Hamlin, 529.

NASCAR NATIONWIDE KENTUCKY (USA), JULY 8, RD 18/34

Keselowski gases his way to victory

BRAD KESELOWSKI COASTED to his first Nationwide victory of the year at Kentucky on Friday night, his Penske-run Dodge beating Kevin Harvick's Chevrolet on a long green-flag run to the finish.

With his eye on the fuel gauge as much as the track, Keselowski judged his gas consumption to perfection, allowing a raft of lapped cars past him but keeping

Harvick just over a second behind at the finish.

Harvick lost precious time when his spotter believed a caution would be thrown when a car slowed, but the yellow was not forthcoming and he lost time aborting a pitstop. "You just can't fumble when it's crunch time," he said.

Elliott Sadler took the points lead as Reed Sorenson suffered a pitstop drama that

dropped him to 17th.

● Chuck Bradbury Sr

RESULTS

1 Brad Keselowski (Dodge Charger), 200 laps in 2h10m03s; 2 Kevin Harvick (Chevrolet Impala), +1.180s; 3 Kyle Busch (Toyota Camry); 4 Kasey Kahne (Chevy); 5 Elliott Sadler (Chevy); 6 Kenny Wallace (Toyota). **Points** 1 Sadler, 641; 2 Reed Sorenson, 637; 3 Ricky Stenhouse Jr, 614; 4 Justin Allgaier, 598; 5 Jason Leffler, 568; 6 Aric Almirola, 553.

BACK TO FRONT FOR KYLE IN KENTUCKY TRUCK DERBY

Even starting from the back after missing the drivers' meeting and driver introductions couldn't stop Kyle Busch from winning the Truck Series race at Kentucky on Thursday



Wilson (5) races rival Guerrieri (7)

INDY LIGHTS TORONTO (CDN), JULY 10, RD 7/14

Breakthrough victory for Wilson Jr

STEFAN WILSON WON his first Indy Lights race in Toronto on Sunday.

The 2007 McLaren AUTOSPORT BRDC Award winner, younger brother of IndyCar star Justin, started second but passed poleman Esteban Guerrieri on lap 20, after the leader spun. Wilson took the chequered flag in

a race that ended under caution. "I'm so emotional; I was close to crying on that end lap," he said. "When Esteban went around I couldn't believe it — it was like Christmas morning."

Peter Dempsey finished second; points leader Josef Newgarden was eighth.

● Bruce Martin

RESULTS

1 Stefan Wilson, 49 laps in 1h01m02.42s; 2 Peter Dempsey, +0.223s; 3 Gustavo Yacamán; 4 Esteban Guerrieri; 5 Anders Krohn; 6 Jorge Goncalves. **Points** 1 Josef Newgarden, 267; 2 Guerrieri, 230; 3 Wilson, 221; 4 Victor Garcia, 199; 5 Yacamán, 186; 6 Goncalves, 181.

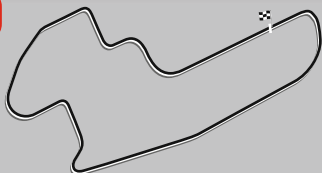
TORONTO

CANADA

July 10

IndyCar Series

Round 10/18

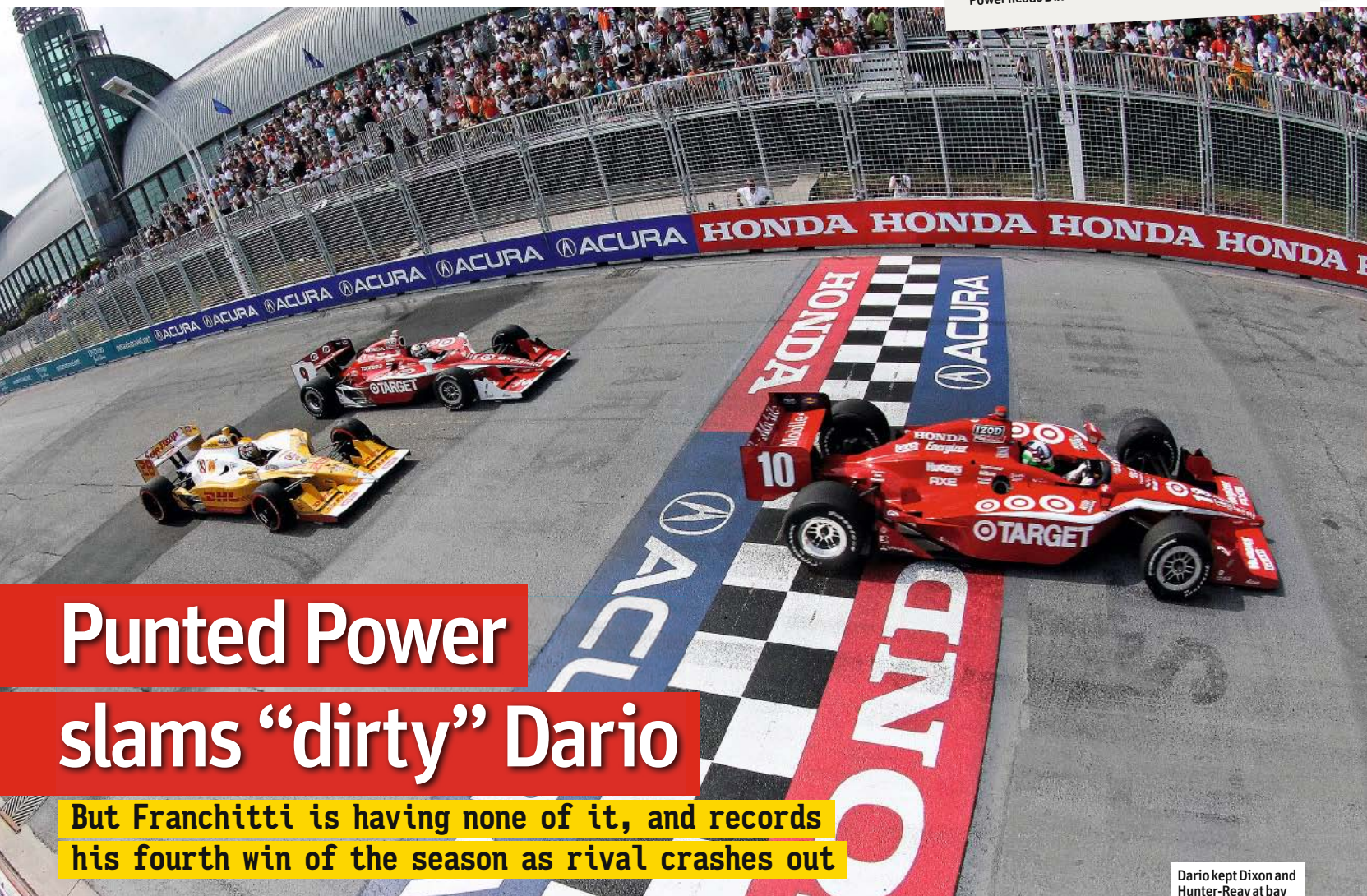


AT A GLANCE

- Winner **Dario Franchitti**
- Pole **Will Power**
- Most laps led **Power**
- Fastest lap **Justin Wilson**



Power heads Dixon and Franchitti at the first corner



Punted Power slams “dirty” Dario

But Franchitti is having none of it, and records his fourth win of the season as rival crashes out

Dario kept Dixon and Hunter-Reay at bay

CHAMPIONSHIP-DEFINING moments don't come clearer than this: lap 57 at Toronto, and points leader Dario Franchitti tips title nemesis Will Power into a spin at Turn 3. Franchitti goes on to win, his fourth in 10 races, to extend his points lead to 55. Power, now mired in the pack after his spin, is later fired into the wall by Alex Tagliani. And he's livid.

Power had led the race from pole position, holding off Franchitti's Ganassi team-mate Scott Dixon in the first stint, but the leaders were caught out by an ill-timed full-course yellow (ironically when Power's Penske team-mate Helio Castroneves shunted into Tagliani). Franchitti, meanwhile, had taken a window of opportunity to pit a couple of laps earlier

when the leaders hit traffic. This promoted him to the lead until another full-course yellow (for Paul Tracy slamming into Vitor Meira) shuffled the pack again.

Although Franchitti restarted sixth and Power ninth on lap 50, Power made some great moves, working his way past both Dixon and Franchitti. Seven laps later, Dario made his move at Turn 3 and Power was spinning around.

Power's version: "I braked on the left and left him room as we went into the corner. He got beside me and I was still leaving him room, then he just drilled me in the right-rear. He drove into me. [It was] as dirty as you like. Man, I'm really disappointed [in] Dario. I always race him clean and he always races me dirty. He did the same in St

Pete, drove me into the wall and I didn't say anything. He did it again today."

Franchitti's version: "I got a good run down the backstraight, and I was actually having to lift a little bit to avoid running into his gearbox. He pulled out [to the left] and I went down the inside. I felt I braked as late as I could, and Will went a bit deeper, and I thought, 'Wow, fair play'. But that meant he missed the apex of the corner and ran wide. I was more in control of my car, so I went down the inside and got about a third of the way alongside. Will started to crowd me, unfortunately at the point where the wall comes out. I couldn't go any further to the right, and I tried to get out of it, but I couldn't."

"My part in the accident

was that I couldn't get out of it quickly enough to avoid hitting him. But I feel Will has equal blame in that he came across like I wasn't there. I'd run side-by-side with a lot of people there today. I don't like the incident to happen, I don't like to have contact with the guy I'm racing as close as Will and I race together."

The issue wasn't dead yet. Would Franchitti get a penalty for 'avoidable

contact'? This was muddled when TV broadcaster Versus announced he had been given a drive-through, and that this was then rescinded. This information was wrong: the incident was only ever under investigation and driver steward Al Unser Jr called it as a racing incident.

This episode only added to Power's ire — and, perhaps, added some paranoia.

"I understood he was going to get penalised but



Power's shunt with Tagliani put him out

RACE RATING

★★★★☆

Chaotic scenes, massive arguments, loads of swearing, but too many darned yellows

MILESTONE

Franchitti's 30th win gives him sole possession of ninth on the all-time list



REPORT INDYCAR TORONTO

CHUCK BRADBURY JR
reports



Sato and Patrick visit the scenery

then there was no call – I just don't understand that," said Power. "Well, he never gets penalised, so pretty typical. Man, does anyone ever penalise this guy? The guy that mouths off at and whinges about everyone, and he's the guy who races the most dirty and never gets a penalty from IndyCar. It's just not right. He's twice done me dirty on track.

"IndyCar won't penalise him because Chip Ganassi goes up there and gives it to them." When asked to elaborate on what he meant, Power added: "Why did

they retract the penalty? Why? Because Chip would have gone up there and said, 'You're going to get fired if he gets a penalty.' It's just wrong."

When asked of Power's accusation that he was "dirty", Franchitti responded: "I think that's a slight exaggeration. We've had contact once, which was today, and I think it's a racing incident. I don't think I'm known throughout the paddock as someone who races people dirty. I don't think I am. We had the situation in St Pete this

year when I drove round his outside in Turn 1 and passed him in Turn 2, and it was aggressive but nothing dirty.

"I'm not really sure what Will is talking about on that, but I will say in his defence had that happened to me today, I would have been steamed too. Particularly if I'd been taken out later in the race. I understand his anger, but hopefully he'll realise it was a racing incident."

Franchitti still had work to do to earn this victory, restarting fifth with 24 laps remaining. Justin Wilson, who was well in the hunt for victory too, clipped EJ Viso at Turn 3, puncturing Viso's tyre and dropping Justin behind Franchitti and Dixon. Wilson was later wiped out by a clashing Marco Andretti (who finished fourth) and Oriol Servia.

Franchitti worked his way past Ryan Hunter-Reay and Graham Rahal, and just had to hold Dixon off in the closing caution-strewn laps to record victory.

Power was swiped into the barriers by Tagliani on lap 66: "Tag took me out completely, pretty typical for him, he's always a bit of a wanker. Two races in a row we're out. It's very tough."

Rahal's defence from Dixon drew his wrath



Tempers fray, even between team-mates

IF THERE WASN'T ENOUGH anger and recrimination between the title protagonists – or up and down the paddock following a bruising race – there was also some in-house rage in the Ganassi camp, between Scott Dixon and satellite team-mate Graham Rahal.

Racing for second with six laps to go, Dixon found Rahal's defensive tactics tough to swallow, finally getting past him at Turn 3 just before Ryan Hunter-Reay spun Rahal out.

"Rahal was being a pain in the arse, he got his just deserts at the end," said Dixon, who is now 28 points

behind second-placed Power. In a Gordon Brown-esque moment, sat in front of a live microphone before the press conference, Dixon had spoke even more frankly: "The dickhead fucking cut me off on the straight. He's a tool."

Rahal had his own issues with Hunter-Reay's move, that would ultimately cost him third place: "Dixon went underneath me, I was trying to race my team-mates hard but clean, and as I pulled in behind him I got hit square in the rear.

"There's no excuse; Hunter-Reay drives like an idiot. Complete brain fade."

RESULTS

IndyCar Series, Toronto (CDN), July 8-10, round 10 of 18

GRID		85 LAPS, 149.175 MILES					CHAMPIONSHIP TABLE			
		POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID	POS	DRIVER	PTS
2 DIXON 59.6646	1 POWER 59.5771	1	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	1h56m32.1501s	3	1	Franchitti	353
4 CONWAY 59.9326	3 FRANCHITTI 59.9000	2	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	+0.7345s	2	2	Power	298
6 SERVIA 1:00.3341	5 RAHAL 1:00.0463	3	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	+6.0144s	8	3	Dixon	270
8 H-REAY 59.8715	7 BOURDAIS 59.8239	4	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	+7.5671s	20	4	Servia	232
10 BRISCOE 59.9020	9 TAGLIANI 59.8901	5	Vitor Meira (BR)	AJ Foyt Racing	Dallara-Honda	+9.0117s	14	5	Kanaan	221
12 C'NEVES 1:00.0115	11 WILSON 59.9636	6	Sebastien Bourdais (F)	Dale Coyne Racing	Dallara-Honda	+9.3114s	7	6	Briscoe	219
14 MEIRA 59.9869	13 H'CLIFFE 59.8346	7	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	+9.8735s	10	7	Andretti	216
16 KANAAN 1:00.0149	15 SAAVEDRA 59.9389	8	JR Hildebrand (USA)	Panther Racing	Dallara-Honda	+14.1750s	22	8	Rahal	208
18 VISO 1:00.1191	17 SILVESTRO 1:00.0806	9	EJ Viso (YV)	KV Racing Technology-Lotus	Dallara-Honda	+14.7843s	18	9	Hildebrand	193
20 ANDRETTI 1:00.1542	19 SATO 1:00.1003	10	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	+15.7603s	17	10	Tagliani	173
22 H'DEBRAND 1:00.4472	21 PATRICK 1:00.3438	11	Ana Beatriz (BR)	Dreyer & Reinbold Racing	Dallara-Honda	+16.8992s	26			
24 TRACY 1:00.4524	23 JAKES 1:00.6226	12	Oriol Servia (E)	Newman/Haas Racing	Dallara-Honda	+19.8736s	6			
26 BEATRIZ 1:00.7917	25 KIMBALL 1:00.6463	13	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda	+21.3123s	5			
		14	James Hinchcliffe (CDN)	Newman/Haas Racing	Dallara-Honda	-1 lap	13			
		15	Justin Wilson (GB)	Dreyer & Reinbold Racing	Dallara-Honda	-2 laps	11			
		16	Paul Tracy (CDN)	Dragon Racing	Dallara-Honda	-3 laps	24			
		17	Helio Castroneves (BR)	Team Penske	Dallara-Honda	-4 laps	12			
		18	James Jakes (GB)	Dale Coyne Racing	Dallara-Honda	-4 laps	23			
		19	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	-6 laps	21			
		20	Takuma Sato (JJ)	KV Racing Technology-Lotus	Dallara-Honda	-6 laps	19			
		21	Charlie Kimball (USA)	Chip Ganassi Racing	Dallara-Honda	77 laps-accident damage	25			
		22	Mike Conway (GB)	Andretti Autosport	Dallara-Honda	76 laps-accident	4			
		23	Alex Tagliani (CDN)	Sam Schmidt Motorsports	Dallara-Honda	71 laps-accident	9			
		24	Will Power (AUS)	Team Penske	Dallara-Honda	66 laps-accident damage	1			
		25	Sebastian Saavedra (CO)	Conquest Racing	Dallara-Honda	43 laps-accident	15			
		26	Tony Kanaan (BR)	KV Racing Technology-Lotus	Dallara-Honda	2 laps-accident	16			

Winner's average: 76.805mph.
Fastest lap: Wilson, 1m00.6386s, 104.191mph.
Qualifying: field divided into two groups for qualifying. The fastest six from each move into a 12-car second round. The fastest six from this move into the pole shootout.

Winner's average: 76.805mph.
Fastest lap: Wilson, 1m00.6386s, 104.191mph.
Qualifying: Field divided into two groups for qualifying. The fastest six from each move into a 12-car second round. The fastest six from this move into the pole shootout.



FORESTRY COMMISSION

ANOSPORT rallies editor DAVID DEANS was asked if he fancied
a go in Skoda UK's Fabia Super 2000 at Goodwood. And he said yes...



What a difference a day makes. Twenty-four hours earlier, this very spot had been teeming with millions of pounds worth of rally cars. Now, there is just one. Skoda UK Motorsport's Fabia S2000 awaited me. And Goodwood's tricky Forest Stage awaited us both.

Knowing this test was coming, I'd taken the opportunity of a ride the day before with Jimmy McRae in a Group A Subaru Legacy RS, hoping this would settle my nerves. It didn't. Granted, the Legacy is longer than the Skoda, but it's also narrower. And the Subaru seemed to fill the stage with ease.

"It's easy to make a fool of yourself in here," laughed McRae, unaware of the weight those words had placed on my shoulders.

On the upside, the thousands of spectators lining the Hannu Mikkola-designed Goodwood Forest Rally Stage had long gone. Proving my foolhardiness would, at least, be a relatively personal ordeal.

And there isn't much help coming from Andreas Mikkelsen, either. Conveniently, he has to go. His advice?

"Don't crash!" he says with an even louder laugh. Fearing fate, I keep my reply concerning glass houses and stones to myself.

Fortunately, Skoda UK team manager Pierfrancesco Zanchi is on hand to talk me through getting the car up and running. I'm pretty confident of knowing what all the buttons do, less so about getting in the thing.

The steering wheel is set so far back, the aperture between the wheel and the B-pillar is surprisingly small. Especially for one with such a large behind. Eventually, I find a way in and discover Mikkelsen's preferred seat and pedal set-up is remarkably similar to mine. That's where the comparisons between us begin and end.

Zanchi explains the start procedure, the necessity of going to first gear before trying to select reverse and the use of the 'stage' button. Relying on natural aspiration under the bonnet and straightforward mechanics between the wheels, the magic switch isn't going to transform the car in the way it would do on a World Rally Car. Which is just as well. Because I forget to press it. Who needs a more sprightly engine map anyway?

I'm ready to reverse out of service. Just before Zanchi goes, and unsure of whether the handbrake is on, I point to it. He sees my quizzical look, but with the engine running and my crash helmet on, he can't hear my question.

"That's the handbrake," he says, bouncing back my quizzical look.

His confidence, pretty low from the whole struggle-to-get-in-the-car ►

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Good Evans! Our man looks like a pro. Briefly



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◀ debacle, is now on the floor. Where it joins mine.

This job has afforded me some pretty awesome opportunities. I've driven a variety of World Rally Cars, occasionally reasonably quickly. My last test came in a Volkswagen Race Touareg 3. I was maintaining a reasonably brisk pace in that car, right up until the point where it ended up in a big pond/small lake. As I tighten my belts, Skoda's PR man Paul Evans reminds me of that moment and says how pleased he is Lord March's estate doesn't contain many water features. The smile fades when I point out that we're not *that* far from the sea...

So there I am. Alone. Post handbrake question, Zanchi has baulked at the offer of a seat alongside me. And, with the close proximity of the trees, who can blame him?

Easing the clutch out, I head off. The first thing I notice is the lack of grip. The chalk surface is slick enough for other faster, more committed souls than me to lay rubber down. But the Michelins beneath me aren't giving me much confidence. I pull second gear and weave viciously to see exactly what I have. Immediately, the car starts to slide. Once the initial fear of flinging it into the trees at walking pace has worn off, I realise the Fabia is actually quite controllable. It's relatively light for a rally car and this is one of the first – and most noticeable – things.

The second most noticeable thing is the pick-up from the engine: no turbo car's anti-lag system can match a finely-tuned, unblown race engine when the revs drop. And the Skoda can't get gears fast enough. Granted, the acceleration isn't the same jaw-dropping experience of a World Rally Car, but it's mighty fast and a thing of aural beauty. There's plenty of torque to be found from the two-litre

motor, but if you want it you've got to go and get it – and that means making more noise.

The first half of the Goodwood stage is utterly terrifying for me in the Fabia. It's quick enough to pull fourth or fifth (I choose second or third), but the turn-in to the corners is greeted by instant understeer as the chalk offers French levels of resistance. This is the point where commitment counts. Keep your foot in, add some steering input and the car exits the corner, neutral and quick. I lift, pray, and even consider closing my eyes.

It works. Eyes wide open, I find myself at the first hairpin. I tug the handbrake and fall in love with this car all over again. Having knocked it into first gear on the approach to the left-hander, the easiest of pulls on the 'lever of fever' locks the rears and allows me to tuck into a totally controllable drift.

The handbrake is the absolute opposite to the gearshift in terms of force. You can almost tease it to move the back of the car around, whereas the Xtrac shifter needs more force – and the car to be in sync if you want to move between ratios without the use of the clutch.

The second half of the stage is twistier and much more to my liking. The Fabia turns in predictably and flows beautifully. I could've driven all day, but as my confidence grows the trees seem to move a foot closer to the edge of the road.

It's time to stop. In the words of the Skoda ad, the Fabia S2000 is 'simply clever'. It does everything with minimal fuss and maximum efficiency. I'd survived the Mikkola-March combination of corners and managed to get out of the car without the aid of waders.

A result all round in my book. ☘

TRACK TEST SKODA FABIA S2000



Mikkelsen to Evans: 'Don't crash!'



Entry to cockpit a tight squeeze

SKODA UK MOTORSPORT

Skoda has been in motorsport for 111 years; Skoda UK Motorsport just two. The official UK team might be new, but the Czech firm has always been well represented in Britain.

For 17 Novembers in succession, Skoda could trumpet another class win on the RAC Rally, and on the non-drivers' championship 1996 event Stig Blomqvist delivered a Felicia kit car to an astonishing third overall.

When Peugeot UK demonstrated big exposure from the relatively small investment required for an Intercontinental Rally Challenge campaign with Kris Meeke in 2009, Skoda UK was interested. And when the Rally of Scotland came around that autumn, it was very interested.

Guy Wilks was signed to drive the Fabia S2000, thus Skoda UK Motorsport was born. And Wilks delivered a debut victory. It was that win, allied to some superb marketing, that paved the way for the team's first full season in 2010. Wilks was retained to spearhead Skoda UK's challenge to lift the IRC title from Peugeot UK.

Unfortunately, Wilks suffered a broken back in Sardinia, ruling him out of the title race. He then jumped ship to Peugeot, leaving Skoda UK a month or so to find a new driver for 2011. Incurring the wrath of British rally fans, it was Norwegian Andreas Mikkelsen who got the gig.

So far, the season hasn't quite gone to plan – one fourth the best result. But, there's no doubting Mikkelsen's speed or Skoda UK's commitment.

Wilks won in Scotland in 2009



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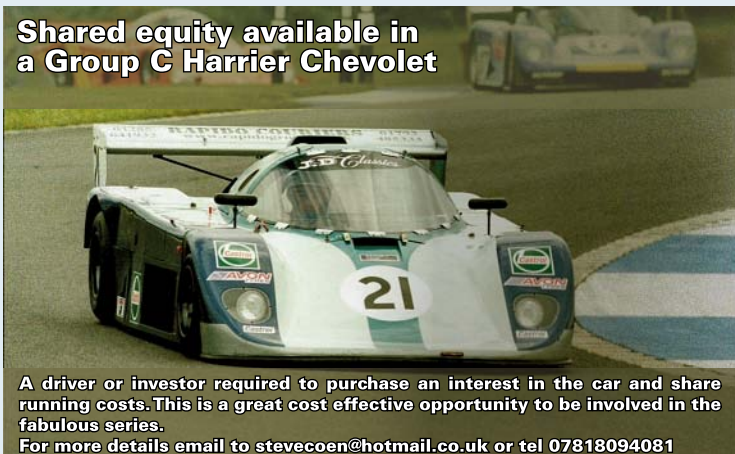
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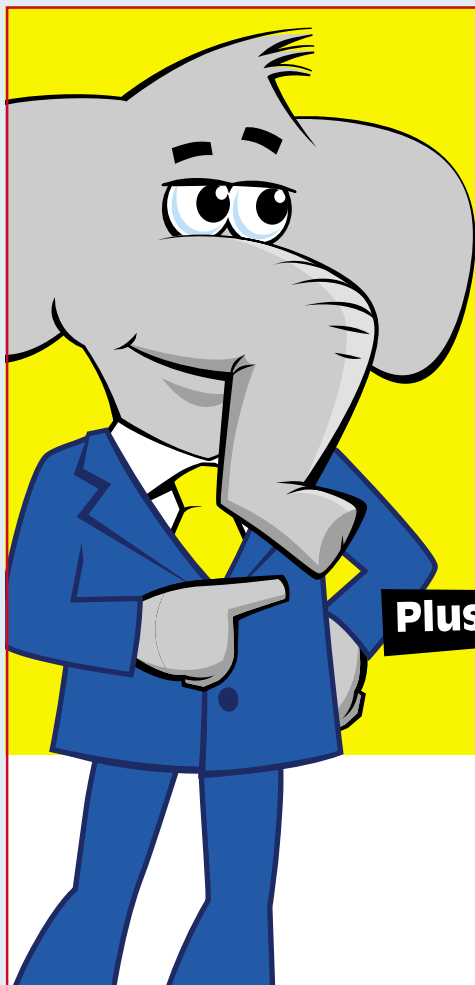
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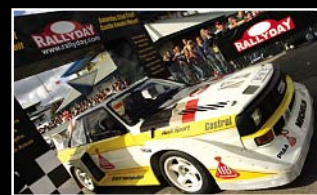
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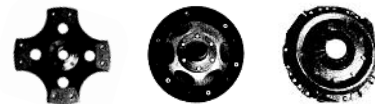
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Venerable Aston is still competitive in Brit GT

Aston Martin squad targets Silverstone 24 Hours effort

British GT team Beechdean Motorsport aims to run DBRS9 in UK enduro



THE ASTON MARTIN DBRS9 could compete at the Silverstone 24 Hours this season, run by Beechdean Motorsport.

The British GT squad, which ran GT4 Astons to a class win and second and fourth overall in the UK enduro in 2008, is hoping to campaign the GT3 machine in the blue riband British Endurance Championship event.

The team's regular British GT pairing, Jonathan Adam and team boss Andrew Howard – who took a podium at the Spa round last weekend – are already confirmed on the driver strength. Howard is now looking for other racers.

"We are looking for two good drivers, potentially with sponsors or a budget, to join us," he said. "Ideally drivers who have Aston or 24-hour experience."

Although the DBRS9 has had a successful GT3 career (see box) and has completed the Spa 24 Hours, no example has ever contested the Silverstone enduro. The car will be replaced by a new model at the end of the year and Howard hopes the event could provide a fitting send-off.

"The thought of running the DBRS9 in the popular race is an opportunity not to be missed," said Howard, whose DBRS9 chassis X1 is the oldest example. "The aim is to give our DBRS9 its last official

run in top-flight UK racing.

"Sponsors are vital to this campaign and we hope that more can be brought into the project."

Ferrari, Porsche and Mosler have tended to dominate the event in the past, but Howard believes the DBRS9, which has Aston's latest aero and engine upgrades, will be a contender.

"The car is competitive enough to look for an overall win and has a proven record in 24-hour racing," said Howard.

With the DBRS9 set to be retired at the end of the season, Beechdean is considering BMW and Nissan machinery, as well as the Vantage-based Aston GT3

contender, for its 2012 Brit GT campaign.

"The link to Aston Martin is very important to Beechdean, but we have to look at the best possible options to be competitive," added Howard. "With the constant development of GT3 you cannot afford to be in six year-old technology."

ASTON MARTIN DBRS9 HISTORY	
British GT debut	Donington Park, May 2006
British GT wins	5
British GT poles	5
FIA GT3 debut	Silverstone, May 2006
FIA GT3 wins	7
FIA GT3 poles	11

Aston DBRS9 will mix it with 24 Hours field



AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner@haymarket.com



SINCE I FIRST VISITED THE

Silverstone 24 Hours in 2006, I've been hoping an Aston Martin DBRS9 would find its way there.

Not only does the car look and sound great, it seems right that the British marque should be fighting old rivals Porsche and Ferrari (not to mention Mosler and BMW) for overall victory.

The GT4-specification Vantages (one of which Beechdean boss Andrew Howard drove to second) were fantastically reliable in 2008, teams like Barwell Motorsport have finished 24-hour events with the DBRS9, and the GT3 car's bigger brother – the GT1 DBR9 – racked up two class wins at Le Mans. There's plenty of heritage to suggest the old stager should be a contender at the UK's big enduro.

The car's appearance will only help the race too, as will the fact the 24 Hours is now part of an MSA championship.

The presence of BMW squad Duller Motorsport – victors in 2006 and 2007 – undoubtedly raised the level of the race, and Jetalliance was in contention for victory last year. If more international teams can be attracted, the Silverstone 24 Hours' position as one of the top endurance events in the UK will only get stronger.

Extra contact details

Ben Anderson, editorial assistant
ben.anderson@haymarket.com

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British GT

Strong debut for new McLaren

F1 manufacturer is on the pace first time out as new GT3 car makes race debut at Spa



THE MCLAREN MP4-12C GT3 car made a promising race debut in the British GT Championship at Spa last weekend.

The car, which McLaren is developing in conjunction with CRS Racing, was driven by test driver Chris Goodwin and CRS boss Andrew Kirkaldy. It ran in the non-points-scoring Invitation Class, prior to its homologation for GT3,

and carried 40kg of ballast.

Goodwin qualified the MP4-12C on pole in the 'gentleman' session in 2m23.479s, a time bettered in the 'pro' runs only by Richard Westbrook's GT3 Trackspeed Porsche 911 GT3 R. Kirkaldy was caught out by a red flag in his session, but still went eighth fastest.

In race one, the car was delayed at the mandatory pitstop by one of CRS's

Ferraris. Kirkaldy then spun because the ABS had been accidentally switched off during the pitstop. He came home 12th.

Things went better in race two, the duo taking fourth after a minor starting issue in the pits.

"It's the first time we've run against other cars and it went very well," said Kirkaldy. "We were as quick as anything out there. The car showed very good

pace, especially late in the race. I think it's very good and there's no doubt it'll be a frontrunner."

Kirkaldy confirmed the team hopes to run the McLaren in the Spa 24 Hours at the end of July and did not rule out further British GT outings.

"It's 95 per cent developed now," he said. "Should we require more race mileage, we may do more British GT"

British GT

KTM crews fear for future form

BRITISH GT ORGANISERS ARE unlikely to change the Balance of Performance restrictions for the GT4 KTM X-Bow before the next round, despite the car struggling at the Spa meeting last weekend.

The car was handed a 10 per cent power reduction ahead of Spa, as well as running the heaviest weight and ride-height restrictions available.

The ABG Motorsport-run car of Peter Belshaw and Marcus Clutton had dominated the class prior to Spa, but qualified more than three seconds away from the polesitting Scuderia Vittoria Ginetta G50 in both sessions at the Belgian venue. The duo then finished fifth and second in the two races.

KTM driver Michael Mallock, whose

co-driver Athanasios Ladas is considering his future in the series over the restrictions, said: "I think it's clear they've achieved their objective of slowing the KTM down. Balancing the different types of car is difficult, but we think it's gone a little too far."

Vittoria boss Piers Masarati believes it is too early for the KTMs to be given performance back. "Spa was always going to be their weak circuit because

it's a power track," he said. "Hopefully things will be left for Rockingham and then we can see if we need to change."

Series manager Benjamin Franassovici confirmed the issue would be looked at, but believes an immediate change is unlikely. "I knew the KTM was not going to be comfortable at Spa, and the BoP we enforced seemed fair," he said. "Some cars will be more comfortable than others at different tracks."



KTM was off the pace in Belgium

Tour Britannia

Tour Britannia gains little sister

TOUR BRITANNIA ORGANISERS will run a one-day 'taster' aimed at attracting novices and newcomers to the eighth Tour in May 2012.

Following the best-supported main tour to date last month, promoters Alec Poole and Fred Gallagher will run a 'Mini Britannia' over terrain in North West Wales in October this year.

Mini Britannia will follow the same race/rally/stage format as its older sister, but condensed into one day on Friday, October 14.

Based at Llandudno, it will take in Anglesey Circuit, the Great Orme Marine Drive, three other smooth asphalt stages, and road sections.

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British Formula Ford

New car is a 'step forward', says Van Diemen boss after Spa debut

VAN DIEMEN BOSS LINDSAY ALLEN

believes his new Formula Ford contender will help the marque challenge category pacesetter Mygale this season.

Works driver Matt Parry gave the LA11 its debut at Spa's Formula Ford EuroCup meeting last weekend. He qualified fifth and finished sixth in race one before two clashes delayed him in the remaining encounters.

The new machine features revised suspension and bodywork compared to the previous model, the LA09. Allen believes it has good potential.

"We qualified with the top group and Matt had good pace all the way through [the meeting]," he said. "It is a step forward, but development is ongoing anyway. Matt knows he's got the pace and I think as the season goes on we'll get stronger."

Allen confirmed that a Kent-engined version is being evaluated, but said Van Diemen's focus was on its challenger for 2012, when new chassis and engine regulations will come into force.

He also hopes to run a second driver in an LA09 later in the season to partner Parry in the LA11.

Parry showed good pace in new LA11



FF1600

Duratec FF1600 lures top names

CARS FROM SUCCESSFUL

single-seater constructors Ray, Spectrum and Van Diemen are expected to appear at the Club Duratec Formula Ford sampler day next month.

With the help of engine builder Premier Power and ECU maker Life, series prime mover Roger Orgee hopes to have at least three different chassis in Club Duratec specification at the introduction day on August 18, with the possibility of a Mygale too.

Orgee's son, Roger Jr, raced a Van Diemen RFO6 with a Duratec

engine and Kent FF1600-spec Avon ACB10 tyres in the Formula Free events at Castle Combe on June 19 (see AUTOSPORT, June 23). He will return with a unit detuned to the proposed spec by Premier Power at the next Combe meeting on July 23.

Standard exhaust manifolds are eligible, although use of a control version is being investigated to reduce costs as Orgee continues to develop the concept ahead of its proposed introduction to run alongside Kent-powered FF1600 racers next season.

Porsche Supercup

Sutton tops Supercup 'guests'

PORSCHE CARRERA

Cup GB leader James Sutton was the top finisher of seven drivers from the series who contested the Supercup race that supported the British Grand Prix at Silverstone last Sunday.

RedLine Racing's Sutton, who qualified ninth, and team-mate Michael Meadows raced to finish 11th and 13th in the 26-strong field. Sutton battled with ex-Supercup champion Patrick Huisman and

2011 title contender Sean Edwards for a place in the top 10. Meadows fought to 13th after being boxed in at the start.

Sam Tordoff finished 15th, just ahead of Porsche scholar Benji

Hetherington, while Ahmad Al Harthy went out with a mechanical issue on the first lap.

Pro-Am2 racers Keith Webster and Andrew Shelley finished 23rd and 24th respectively.



Sutton led Carrera GB bid in Supercup

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Smith, Williamson and Sims topped GP3 field

Silverstone grand prix day: with no race to report, my 'busman's holiday' was made early - at breakfast time, in fact - by Lewis Williamson's wonderfully combative maiden GP3 victory with the MW Arden team.

It's always great when a reigning McLaren AUTOSPORT BRDC Award winner demonstrates for all to see the talent that earned him the coveted crown. And where better to do it than on home soil, before Formula 1's cognoscenti? That's where GP3 trumps Formula 3 and merits its cost.

Up on the BRDC clubhouse's roof, the young Scot's clan of supporters yelled their approval of his extraordinary Senna-esque opening lap. Lewis's blinding pace has never been in doubt - pole in Valencia last time out proved that - but this muscular display fired a warning salvo across rivals' bows.

That Williamson's closest pursuers at the chequer were Dean Smith and Alexander Sims, his immediate predecessors on the MABA roster, brought yet greater pleasure to all of us who have observed, ruminated over and judged the competition's test phase, often at a cold-and-wet Silverstone in November.

Also watching from on high on Sunday were my old friend Derek Daly - whose son Conor finished seventh in the race - and indomitable fellow Irish racer, mentor and sponsor Derek

McMahon, a constant in the careers of Daly Sr and Jr.

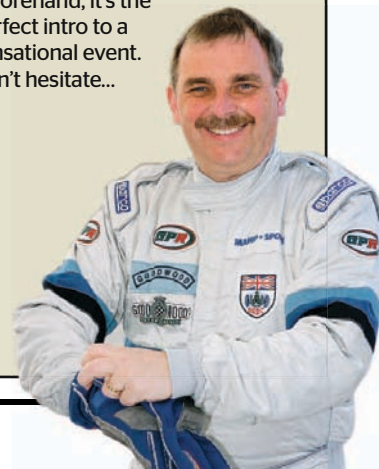
Their presence took me back to the British GPs of 1977 and '75, both at Silverstone. 'DD', in the McMahon Chevron B38, was part of a frantic F3 lead battle in '77, which ended violently with Stephen South's March rolling at Chapel.

Two years earlier, Alec Poole had driven McMahon's F2 Motul-based, Cosworth BDG-engined Skoda clone to second - behind Gerry Marshall's 'Baby Bertha' - in the Super Saloon race. Fellow Irishman Poole, the '69 British Saloon Car champion in Jim Whitehouse's Equipe Arden Mini Cooper S, was one of few to defeat the big man's Vauxhall Firenza V8.

Poole, who since 2005 has co-promoted the brilliant multi-discipline Tour Britannia with world-renowned rally co-driver Ulsterman Fred Gallagher, has something new up his sleeve for October. Mini Britannia is a one-day taster aimed at those who may be tempted by May 2012's full version.

Based at Llandudno in North Wales, it is planned to feature the Great Orme - an awesome rally stage, by some margin the scariest thing I've experienced in a car (on last year's Tour) - and a race at Anglesey Circuit, Britain's most scenic. With roadbook tuition beforehand, it's the perfect intro to a sensational event. Don't hesitate...

Supporters yelled their approval of Williamson's extraordinary Senna-esque opening lap"



2012 CHALLENGE



2012 CHALLENGE SO FAR...

The first point scoring round was the Britcar MSA British Endurance Championship at Silverstone. Britcar racer Javier Morcillo shot straight to the top of the leader board, however as soon as the F3 boys got their turn Felipe Nasr snatched the lead with 2 race wins and 2 fastest laps – Nasr has been able to enjoy the top spot ever since!

Hot on Felipe's heels is British GT4 driver Marcus Clutton who has been showing consistent race pace throughout the season in his ABG motorsport KTM.

Morcillo now sits in third place closely followed by joint 4th place British GT drivers Matt Bell and Mike Guasch. Lucas Foresti from British F3 is currently in fifth place.

2011 participating series



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* correct as of 4 July 2011



Current standings *

1st 92.00pt



Felipe Nasr
Carlin F3



2nd 68.75pt



Marcus Clutton
ABG Motorsport British GT4



3rd 61.50pt



Javier Morcillo
Azteca Britcar Class 1&2



4th 57.50pt



Matthew Bell & Michael Guasch
United Autosports British GT3



5th 56.00pt



Lucas Foresti
Fortec Motorsport F3



Britcar photo/Paul Cherry

Design: Paradisi. Photos: Jakob Ebrey

IN BRIEF



THE ASTON MARTIN GT4

Challenge races at Spa last weekend brought wins for Dan de Zille and Karsten Le Blanc. The Nicholas Mee Racing duo (above) was 3.5s clear of the Anja Wassertheurer/Jethro Bovingdon Vantage in race one and 2s ahead of John Gaw and Phil Dryburgh in race two.

NEXT YEAR'S NATIONAL

Motorsport Week will run from Saturday June 30 to Sunday July 8. Organisers the Motor Sports Association and Motorsport Industry Association hope the 2012 event will again coincide with the Goodwood Festival of Speed and the build-up to the British Grand Prix.

SABRE O2 DRIVERS RYAN SIMPSON

and Daniel Reynolds finished one-two in the Australian Formula Vee series, which concluded at Queensland Raceway last weekend. Defending champion Reynolds is also dominating the New South Wales state series in his Vintage Vee Dub Supplies car from Mike Borland's stable, which also makes the FFord Spectrums.

HISTORIC FORMULA JUNIOR

racers Malcolm and Angela Cook are graduating to the HGPCA Pre-'61 category with the F2 Cooper T43 recently acquired from Australian Richard Longes. Malcolm plans to debut at the Silverstone Classic.

THE 2012 TOYOTA RACING SERIES

(below) will be run over five consecutive weekends from next January to February. The FIA single-seater series will begin at Teretonga on January 12-15 and finish with the annual New Zealand GP at Manfeild on February 9-12. Drivers will get 15 races and 2500km of competitive running over the course of the series.



FRESH FROM SMASHING THE

Pre-War record at Shelsley Walsh, James Baxter (1934 Frazer Nash) is gunning for his third straight BTD in the annual VSCC Loton Park hillclimb this Sunday. More than 200 cars, from Austin 7s to a 27-litre Hispano/Amilcar are set to compete.

REIGNING DUNLOP/MNSALOONS

champion Rod Birley will have his first outings in the Heritage GT series when he shares Robert Brown's Ford Escort BDA Mk1 at Brands Hatch this weekend.



Gronholm has enjoyed his recent rallycross outings

British Rallycross

Gronholm to race at Lydden

Double World Rally champion to appear in August's British Rallycross event

WORLD RALLY LEGEND MARCUS

Gronholm will race in the British Rallycross Championship at Lydden Hill on August Bank Holiday Monday.

The double WRC champion has been entered in the event by American electrical goods retailer Best Buy, which has backed a car for the Finn in the American-based Global Rallycross Championship and is also underwriting David Binks's British

championship campaign this year.

Gronholm, 43, will drive a Ford Fiesta VII Supercar at Lydden, the car run by the Swedish OMSE outfit that is Ford's official team in rallycross.

"I like Britain and racing there," said Gronholm. "I did many nice RAC rallies there. It's a good memory. And rallycross is quite good fun now. The cars are not so shit - with lots of power and the technology is quite nice."

Before he races at Lydden, Gronholm will take part in the X Games in Los Angeles on July 28-31 with OMSE.

Gronholm is looking forward to appearing in the X Games, but is not keen on a full-time switch to rallycross.

"I'm not sure I'm so interested, but I will keep listening," he added. "It's good to do some races and the X Games will be interesting. The closed roads for the rallycross will be something different."

Pageant of Power

Ton of cars expected at fourth Pageant of Power

AROUND 100 CARS ARE

expected for the fourth Cholmondeley Pageant of Power to be held in Cheshire this weekend.

The Goodwood Festival of Speed-style event will again host runs for race, road and rally cars, as well as motorbikes. Five Vanwalls and the Ferrari-based

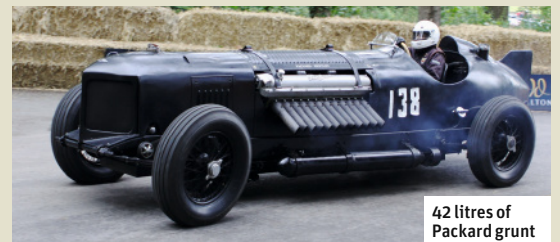
Thinwall Special that spawned them are among the star entries, as is what is believed to be the prototype Aston Martin DB3S.

A Ferrari 330 P3 and Matra MS670C are part of the Sports Racing Cars category set to tackle the 1.2-mile course, while Giancarlo Fisichella's 2003

Brazilian GP-winning Jordan EJ13 joins the Ferguson P99, Lotus, BRM, Tyrrell and Williams machinery in the single-seater ranks.

Pre-war leviathans will

also be present and Vintage Sports-Car Club ace Chris Williams is expected to bring his 24-litre Napier-Bentley and 42-litre Packard-Bentley.



42 litres of Packard grunt

ADAC Formula Masters

Bernstorff scores FMasters win at Nurburgring



Bernstorff heads Wehrlein at the 'Ring

FORMER BRITISH FORMULA FORD

racer Emil Bernstorff moved into second in the ADAC Formula Masters standings with three podiums at the Nurburgring last weekend.

The Anglo-Dane, who was seventh in British Formula Ford last season, qualified his Motopark machine second.

The 18-year-old grabbed the lead at the start of race one, but lost out to title

leader Pascal Wehrlein. He was second again in race two after an error as Wehrlein completed a double.

Bernstorff swapped places with Wehrlein several times in the final encounter before securing his third victory of the season.

"This gives me momentum for the second half of the year," said Bernstorff, who trails

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Legends of Motorsport

JOHANSSON MISSES OUT

Ex-grand prix ace Stefan Johansson sampled an ex-Michael Schumacher Benetton-Ford B191B at Canada's Mont Tremblant last weekend. The Swede drove the Zak Brown-owned car in the opening Formula Libre race at the Legends of Motorsports event, but only completed one lap courtesy of a fuel pick-up problem.



British Hillclimb Championship

BARC takes over Brit hillclimbing

THE BRITISH AUTOMOBILE Racing Club will take over the promotion the British Hillclimb Championship and Hill Climb Leaders Championship in 2012.

The MSA appointment, which will run for the next five years, follows an open tender process that was launched earlier this year. BARC will take over from Speed Championships Ltd, which has

run both series for many years. Competitor Tim Wilson will take over as coordinator.

BARC chief executive Dennis Carter said: "We are delighted to have been given this opportunity. We have been involved in hillclimbing for years and operate the hillclimbs at Gurston Down and Harewood Hill.

"[Speed's] Tony Fletcher has

done a great job in keeping the championships strong and healthy and will be a hard act to follow. The championships will remain unchanged for 2012 and we look forward to working with competitors and organising clubs to develop them thereafter."

MSA general secretary Rob Jones added: "We are confident the championships will flourish under new management. We must thank Tony Fletcher for his great contribution to their ongoing success."

Fletcher, who will continue to run the Midland Hillclimb

Championship, said: "My involvement with hillclimb and sprint events has occupied all of my adult life and I started in 1959 as a timekeeper.

"I wish the BARC every success as they continue the development of what is the world's oldest national motorsport championship."



BARC will take control of the BHC in 2012

SEMSEC

SEMSEC cans August race meeting at Lydden

THE SOUTH EAST MOTOR Sport Enthusiasts Club has cancelled its scheduled August 21 meeting at Lydden.

Organisers were concerned about having to shorten the programme for the event, which was set for a Sunday instead of the usual Saturday.

The circuit operates under different planning restrictions on Sundays, when local laws do not allow engines to be started before 12.30. All meetings must conclude by 18.00.

SEMSEC chairman Ken Greenfield said: "We realised that if we had to reduce the

number of races we would receive a lower income from entry fees. Therefore we could not make it viable."

The club's next meeting at Brands Hatch on September 10 will go ahead as planned, but the final two rounds of the British Sprint Championship at Lydden in August will not.

Organiser the London Irish Motor Club has been unable to find a sponsor for the event, having run it at a loss for the past three seasons.

AUTOSPORT understands it may have gone ahead had Stewart Robb Sr not already been confirmed as champion.

Caterham Eurofest

Orton takes two in Zandvoort festival

JAMIE ORTON CLAIMED the Caterham R300 Superlight Championship lead from Paul Wilson with a double victory during the Caterham Eurofest at Zandvoort last weekend.

Orton got the better of Wilson and poleman James MacLachlan to win the first race. After watching an early fight between Wilson and MacLachlan, Orton worked his way past both before edging away in the closing stages.

Orton asserted his authority over the rest immediately in the second race, pulling away as MacLachlan and Wilson fought a titanic duel for second.

After swapping positions several times, the pair crossed the line in unison, but the



Orton twice headed R300 pack in Holland

verdict went to MacLachlan.

Wesley Fox and Aaron Head shared the spoils in the Roadsport races, with each beating the other by a tenth.

Jon Mortimer was part of a three-way fight for victory in race one, before hitting some kerbs and triggering his fuel-cut-off switch on the

penultimate lap, which handed third to Kurt Brady.

Brady maintained a close watching brief as points leader Fox and Head resumed their fight in race two. Head snatched the win on the run to the line this time, with Mortimer charging from last on the grid to fifth.



Ginetta and Lotus shared GT4 wins

Circuit Spa-Francorchamps



BRITISH GT SPA, JULY 8-9

Porsche and Ferrari share wins

McLaren and Ferrari lead bumper field away

ON A TRACK PACKED

not only with a large British GT contingent but also with cars from the Dutch and Euro GT4 series and the Aston Martin GT4 Challenge, handling the traffic and reacting swiftly to changing events was always going to be vital. And in the first race at Spa it was David Ashburn, the Trackspeed team and particularly Richard Westbrook who played their hands to perfection.

Having narrowly lost out to the Porsche pair, MTECH duo Matt Griffin and Duncan Cameron then came through to take race two in their Ferrari 458.

After bagging the pole, the new McLaren MP4-12C – which was enjoying a not-for-points Invitation Class race debut – duly led race one initially in Chris Goodwin's hands. Ashburn's Porsche then squeezed past, but before the reigning champion could make good his escape he, along with 10 of the top 11 runners took the opportunity to pit after one of the non-Brit GT entries went off and the safety car

was called out.

Post stops, and still under the safety car, Westbrook led from Griffin and Glynn Geddies CRS 458, with the McLaren, now in CRS team boss Andrew Kirkaldy's hands, down to fourth.

Luck played into Westbrook's hands in the shape of an Aston backmarker, which was sandwiched between him and Griffin for the restart. It enabled Westbrook to pull a five-second advantage over his pursuer at the restart.

"It was the safety car that killed us because Westie somehow managed to put a lapped car between him and me," said Griffin. "I pushed very hard to catch him, maybe hurting my tyres a little in the process. I made a good passing manoeuvre on him at Les Combes, but it was too slippery to hold it and he got me back."

Westbrook ultimately finished 2.5s clear of the MTECH car, with the CRS Ferraris of Jim and Glynn Geddies and Andrew Tate/Alex Mortimer in line astern. The McLaren took 12th after Kirkaldy spun.

Westbrook made a great

start from pole to lead race two, but soon retired to the pits after tyre failure – and damaged suspension. That put Griffin out in front, having played a cautious early game until his tyres came good and allowed him to pass the CRS Ferraris of Glynn Geddies and Mortimer.

Mindful of the additional 10s success penalty the MTECH car would have to serve in the pits, Griffin built a useful lead before pitting on lap 14 of 24.

After taking over, Cameron found himself with a 4s advantage over Andrew Howard's Aston, but it was the Gregor Fiskens Trackspeed Porsche that was the car on the move. Fiskens relieved Jim Geddies of third two laps after the

stops and took second from Howard three laps later.

Fiskens whittled Cameron's lead down to a second by the last lap, but ran out of time. Howard and Adam completed the podium, while Jim Geddies lost two slots on the final lap, fourth going to the McLaren and fifth to the championship-leading Audi of Mike Guasch and Matt Bell.

GT4 honours were split between Scuderia Vittoria and Lotus Sport UK. Dan Denis and David McDonald drove a copybook race from the class pole to secure their first GT4 victory in race one, but the Lotus Evora of Phil Glew and Ollie Jackson got the better of them early on in the second counter.

● Nick Carter

RESULTS (1 HOUR – 22 LAPS)

1 David Ashburn/Richard Westbrook (Porsche 997 GT3 R); 2 Duncan Cameron/Matt Griffin (Ferrari 458 Italia) +2.520s; 3 Jim Geddies/Glynn Geddies (458); 4 Andrew Tate/Alex Mortimer (458); 5 Andrew Howard/Jonny Adam (Aston Martin DBRS9); 6 Mike Guasch/Matt Bell (Audi R8 LMS); 7 Gregor Fiskens/Tim Bridgman (997 GT3 R); 8 Phil Burton/Adam Wilcox (Ferrari 430 Scuderia); 9 Ron Johnson/Piers Johnson (Corvette Z06R); 10 David Jones/Godfrey Jones (Mercedes AMG SLS).

GT4 Dan Denis/David McDonald (Ginetta G50). **Fastest lap** Griffin 2m24.845s (108.20mph).

RACE 2 (1 HOUR – 24 LAPS)

1 Cameron/Griffin; 2 Fiskens/Bridgman +0.888s; 3 Howard/Adam; 4 Chris Goodwin/Andrew Kirkaldy (McLaren MP4-12C); 5 Guasch/Bell; 6 Geddies/Geddies; 7 Johnson/Johnson; 8 Hector Lester/Allan Simonsen (430 Scuderia); 9 Michael Lyons/Charles Bateman (458); 10 John Bintcliffe/Jay Palmer (R8). **GT4** Ollie Jackson/Phil Glew (Lotus Evora). **FL** Westbrook 2m24.615s (108.34mph).

GT3 POINTS 1 Guasch/Bell, 90.5; 3 Geddies/Geddies, 88.5; 5 Cameron/Griffin, 76. **GT4** 1 Peter Belshaw/Marcus Clutton 128; 3 Freddie Nordstrom/Leyton Clarke 107; 5 Jackson, 86.5.



Griffin/Cameron took first 2011 victory

FORMULA FORD EURO CUP SPA, JULY 8-9

Malvern and Uhrhane on top despite clash

SCOTT MALVERN’S string of victories reached 10 before snapping during a finish-line tangle with Geoff Uhrhane in the second of the three Spa races. Nonetheless, Malvern won two of the three encounters to claim the Spa EuroCup champion’s crown.

None of the victories was easy for the British championship leader; his Jamun Mygale broke a gearbox in qualifying and he had to start from the back each time.

Malvern’s team-mate Jeroen Slaghekke was on pole for all three, and led race one initially, under pressure from JTR’s Uhrhane and Nick McBride, each of whom took turns to slipstream to the front.

Malvern’s progress through the field was meteoric and he was on terms with the leaders by

lap two. A late mistake from Uhrhane, who had taken over in the lead, through Eau Rouge finally handed the win to Malvern.

Malvern’s back-to-front progress was even more rapid in race two, partly thanks to a track made damp by overnight rain and some poor opening laps from such as Slaghekke, who slipped back to 11th. By the end of lap one, Uhrhane was leading Steijn Schothorst (Geva Mygale), with Malvern engaged with Tristan Mingay for third.

Uhrhane pulled 5.6s clear at one point but lost four seconds with an error on lap five and Malvern was able to close in. Scott made his move into the Bus Stop but Uhrhane did not give an inch. Side-by-side they sped for the finish line, but before they reached it they tangled



Backwards Uhrhane won after contact with Malvern

wheels and Uhrhane spun across the line virtually backwards. The Aussie was credited with the win by just 0.047s, and Malvern’s 10-race winning streak came to an end.

Race three provided more of the same, with Malvern joining Slaghekke, McBride and Uhrhane on the penultimate lap. Uhrhane outbraked himself at the Bus Stop and hit Slaghekke, who kept the lead as far as Blanchimont,

where Malvern slipstreamed past to win, leading Slaghekke and McBride for a Jamun 1-2-3. ● Nick Carter

RESULTS (ALL 8 LAPS) – RACE 1

1 **Scott Malvern** (Mygale SJ11); 2 Geoff Uhrhane (Mygale SJ11) +2.115s; 3 Jeroen Slaghekke (Mygale SJ11); 4 Nick McBride (Mygale SJ11); 5 Antti Buri (Mygale SJ11); 6 Matt Parry (Van Diemen LA11); 7 Spike Goddard (Mygale SJ11); 8 Philippe Layac (Mygale SJ10); 9 Steijn Schothorst (Mygale SJ10);

10 Michael Florie (Mygale SJ08). **FL** Uhrhane 2m28.486s (105.51mph).

RACE 2 1 Uhrhane; 2 Malvern +0.047s; 3 Schothorst; 4 Tristan Mingay (Mygale SJ09); 5 Bas Schouten (Mygale SJ08); 6 Slaghekke; 7 Dan de Zille (Mygale SJ11); 8 McBride; 9 Jesper Egebart (Ray GR08); 10 Layac. **FL** Slaghekke 2m29.482s (104.81mph).

Race 3 1 Malvern; 2 Slaghekke +0.275s; 3 McBride; 4 Schothorst; 5 Egebart; 6 Goddard; 7 Neil Alberico (Ray GR10); 8 Schouten; 9 Mingay; 10 Florie. **FL** Malvern 2m28.234s (105.69mph) **record**.

FUN CUP 25 HOURS SPA, JULY 8-10

Belgians take victory as JPR squad tops UK teams in Spa 25 Hours

BELGIAN SQUAD ASH PVI took victory as Spa hosted the Fun Cup 25 Hours for the 15th consecutive year.

Patrick van Impe, Amin Bentchikou, Benoit du Passage and Michael Leenders topped a field that attracted nearly 500 drivers in 120 cars, run by teams from Belgium, Italy, France Germany and the UK.

While the Belgians headed to victory by a lap, the fight for UK honours raged until the very end of the race. The Happy Racing machine, driven by Jason Porter, Max Hunter and ex-BTCC racer James Pickford started from the UK pole (3m00.41s), but was soon embroiled in a battle with JPR Motorsport.

Paul Rose, Steve Harris,

Tim Wheeldon and Scott Fitzgerald had been dogged by fuel issues in qualifying, but were confident of a good race showing. “As long as we’re on the lead lap at the end of the first refuelling stops, we’ll be OK,” said team principal Rose.

Sure enough, after the first two-hour stint, run in wet conditions, JPR had moved to the front of the

British contingent.

During the night, both JPR and Happy suffered from brake problems and driveshaft failures, dropping them away from the overall frontrunners, and during the early hours of the morning JPR 146 even had to pit with a rear right corner on fire.

Nevertheless, by mid-afternoon on Sunday, just a second separated the two cars at the top of the UK pile.

A refuelling problem dropped Happy 60 seconds from JPR 146 and, despite Hunter’s best efforts, the squad was unable to recover.

Rose extended the advantage to around two minutes before taking the flag in 11th overall. It was a double success for the team, whose JPR/Ecurie Escargot entry was first UK petrol runner home in 23rd.

Wheeldon said: “That

was an incredible battle. Twenty-five hours of wheel-to-wheel racing, and less than two minutes between us.”

It was an even closer fight to be third UK car in. CCS Media overhauled Track Torque on the last lap to grab the spot.

RESULTS (25 HOURS – 435 LAPS)

1 **Patrick van Impe/Amin Bentchikou/Benoit du Passage/Michael Leenders;** 2 Alexandre Viron/Pierre-Etienne Bortet/Paul-Loup Chatin/Dimitri Enjalbert –1 lap; 3 Franz Dubois/Ronnie Dubois/Nathalie Mailliet/de Keijser/Pelle/Christophe de Fierlant; 4 Philippe Steveny/Pierre-Yves Rosoux/Francois Verbist/Damien Pulinx/Michael Pulinx/Maxime Martin; 5 Vanina Ickx/Nico Verdonck/Pascal Mathieu/Soulet; 6 Nicholas Melin/Romano Ricci/Erwin Creed. **UK winners** Paul Rose/Steve Harris/Tim Wheeldon/Scott Fitzgerald.



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LYDDEN IN BRIEF



SEMSEC SINGLE-SEATERS

Dave Connor took two decisive wins with his Jedi Mk6 (above). The ex-FF1600 frontrunner took the fastest lap of the weekend and left nearest rival Chris Kite trailing in his wake. Prajesh Shah was the best of the rest, but his Van Diemen RF98 retired in the second race, so Innes Hickman's similar car finished third. Eddie McLurg, his son Kevan and Chris Chandler all non-started due to mechanical problems during practice.



KIT CAR HANDICAP

Like all the best handicap events, this one was decided on the last lap when Clive Gibbs (above) eventually squeezed past Jonathan Gibbs to snatch victory. Paul Callier was clearly the quickest, but although he caught Bruce Wilson on the last lap he was too far back to challenge the runner-up. Mark Bishop was in with a chance until his Caterham dropped off the pace and then retired to the paddock.



JOHN TAYLOR HANDICAP

Neal Gardiner (Rover Metro) and William Hornsey (Peugeot 106) were first away – and that's the way it stayed for the duration of the John Taylor Handicap. Bruce Wilson (Caterham) had a great scrap with Clive Gibbs's Westfield to lead the chasing pack. He finished third, 14 seconds down. Merrick Linnett, enjoying his first meeting since he won the Sports Racing Championship in 2009, set the fastest lap of the race, but he had to be content with fifth.

BRITISH RALLYCROSS MAASMECHELEN, JULY 10

Coox smokes them as Scott leads Brits

ARRIVING FOR THE fourth round of the British Rallycross Championship at Maasmechelen on the back of two European events in the previous fortnight, Andy Scott was in the groove and ready for business with his Ford Focus.

The British ran alongside their Belgian counterparts in an event that counted for both national series. Julian Godfrey led the 'away team' with his Fiesta after the qualifying heats and took the five bonus points on offer for fastest time of the day in a third-heat defeat of Belgian title holder Jochen Coox – the only time the

local hero's Skoda was beaten all day.

Scott qualified on the second row for the A final, made a great start and then chased Coox. After a lap or so Scott began to slip back a little. "I lost the power steering and that's no fun here," he explained. "I tried to hang on but my arms were gone and then I got a little push on the last lap."

That "little push" came from Patrick van Mechelen, whose Subaru nudged Scott wide to steal second place.

Scott hung onto third, clear of Jos Kuypers, Godfrey and Steve Hill who, at long last, enjoyed



Coox's Fabia (right) battles Godfrey's Fiesta

a reliable run with his Mitsubishi Lancer E10, having beaten David Binks in the B final to go through.

Reigning British champion Pat Doran failed to score in Belgium, after retiring from two of the three heats with punctures on his Ford Focus.

● Tim Whittington

SUPERCAR A FINAL (5 LAPS)

1 Jochen Coox (Skoda Fabia); 2 Patrick van Mechelen (Subaru Impreza); 3 Andy Scott (Ford Focus II); 4 Jos Kuypers (Ford Fiesta VII); 5 Julian Godfrey (Ford Fiesta VI); 6 Steve Hill (Mitsubishi Lancer E10). **Points 1 Godfrey, 109;** 2 David Binks, 98; 3 Scott 86; 4 Hill 85; 5 Pat Doran, 80; 6 Steve Mundy 41.



Burton and Vauxhall power dominated sports racing

SE CHALLENGE/SPORTS RACING & KIT CARS LYDDEN, JULY 9

Burton's Jade is once again the Trackstar at Lydden

MARK BURTON AND HIS Vauxhall-powered Jade Trackstar notched up yet another sports racing hat-trick at Lydden.

The former hot-rodder warmed up with a lights-to-flag triumph over Charles Harvey-Kelly's Radical in the SE Challenge event. Mark Bishop led the chasing Caterham pack initially, but it was Autoglym boss Paul Callier who ultimately polished off his rivals to claim third.

Burton again pulled away from CH-K in the two points-paying events, while Merrick Linnett picked up third in race one when Callier's potent CSR 260 swapped ends at Paddock.

● Kerry Dunlop

SE CHALLENGE (15 LAPS) 1 Mark Burton (Jade Trackstar); 2 Charles Harvey-Kelly (Radical SR4) +5.714s; 3 Paul Callier (Caterham CSR); 4 Merrick Linnett (Caterham R500); 5 Paul Gibb (Caterham 7HPC); 6 Jonathan Gibbs (Caterham C400). **CW** Harvey-Kelly; Callier. **FL** Burton 41.208s (87.35mph).

SPORTS RACING & KIT CARS – RACE 1 (15 LAPS)

1 Burton; 2 Harvey-Kelly +18.058s; 3 Linnett; 4 Mark Bishop (Caterham 7); 5 Bruce Wilson (Caterham CSR Superlight); 6 Gibb. **CW** Harvey-Kelly; Linnett; Wilson. **FL** Burton 40.703s (88.44mph).

RACE 2 (15 LAPS) 1 Burton;

2 Harvey-Kelly +31.407s; 3 Linnett; 4 Callier; 5 Paul Martin-Jones (Radical SR3); 6 Bishop. **CW** Harvey-Kelly; Linnett; Callier. **FL** Burton 40.592s (88.68mph).

SEMSEC SALOONS LYDDEN, JULY 9

Richards wins and bins it

BILL RICHARDS

recovered from a poor start to win the opening leg of a SEMSEC Saloons double-header, but ended the second part in the tyrewall.

Poleman Richards overhauled Mini stablemate Mary Grinham and chief rival Nigel Craig's Subaru before pulling away to win race one. Meanwhile, Tom Carey and Chris Watkinson caught Grinham, starting a thrilling three-way battle.

On the last lap Watkinson dived for a decreasing gap at the Devil's Elbow, clipped the tail of Carey's Hillman Imp Californian and spun it round. Grinham jinked around the two and went on to claim second, just ahead of Craig's ailing Subaru, while Watkinson and Carey recovered to fourth and fifth respectively.

The excitement in the sequel evaporated when Craig slid off on his own oil and Richards followed him into the tyre wall at the Devil's Elbow. Thus Carey picked up a fortuitous win after another scrap with Watkinson and Grinham.

● Kerry Dunlop

RESULTS (BOTH 15 LAPS) – RACE 1

1 Bill Richards (Rover Mini Clubman); 2 Mary Grinham (Maguire Mini) +4.268s; 3 Nigel Craig (Subaru Impreza); 4 Chris Watkinson (Rover Mini); 5 Thomas Carey (Hillman Imp Californian); 6 Barrie Cope (Ford Fiesta XR2). **CW** Grinham; Craig; Watkinson. **FL** Richards 45.656s (78.84mph).

RACE 2 1 Carey; 2 Watkinson +0.707s; 3 Grinham; 4 Stephen Harrington (Honda S2000); 5 Chris Gould (Mitsubishi Lancer Evo 4); 6 other finishers. **CW** Grinham; Gould. **FL** Richards 46.374s (77.62mph).



Richards goes two-wheeling in Mini



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Drinks Reception	19:00 hrs
Carriages	24:00 hrs



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NATIONAL RACES & RESULTS

CSCC
CADWELL PARK

QUICK RESULTS

→ Future Classics **Jessop/Bryant**
→ Magnificent Sevens **Coleing**
→ Jaguars **Skelton**



Skelton was top Big Cat at Cadwell

REPORTS SPORTS EXTRA

CADWELL IN BRIEF



TIN TOPS

Simon Taylor and John Hammersley took their Honda Civic Type-R (above) to its first Tin Tops victory of the year, having led the similar car of Doug Livens and Robert Dyball for all but one lap. Simon Smith had held third for much of the race, but was eventually pushed back by the 205 of Nick Reynolds. Matthew Hammond's Ford Focus was a distant fifth.



MORGAN CHALLENGE

Philip Goddard made the best start in the Morgan Challenge at Cadwell, but once Keith Ahlers (above) had ousted Russell Paterson for second into Coppice, Goddard's days at the front were numbered. Into Park for the fourth time it was side-by-side, and Ahlers made it past decisively on the exit. Goddard missed a gear cresting the Mountain, allowing Paterson to pounce at Hall Bends. It was nose-to-tail for second until the flag. Goddard had the pace, but couldn't find a gap.



CHALLENGE RACES

It was almost a match race between the Caterhams of Mark Coleing (above) and Jonathan Mitchell in the Seven Type Challenge. In the end it was Coleing who took his second win of the day. The better supported Sports v Saloon Challenge and Powered by Jaguar Series coincided with a heavy downpour. Mark Jessop's Toyota MR2 revelled in the conditions, taking victory by over a minute from Keith Ahlers' Morgan. Cliff Ryan's XJS was the top Jag in fourth.

FUTURE CLASSICS CADWELL PARK, JULY 10

Toyota twosome tops Future field

MARK JESSOP AND

David Bryant claimed the victory spoils in a wet Future Classics race as the Classic Sports Car Club visited Cadwell Park.

Fastest in dry qualifying, Nicholas Olson's Lotus Esprit led the first few yards, but couldn't hold off Martyn Adams's Triumph TR7 V8. Before the first lap was completed, Jessop's Toyota MR2 had also moved past the Lotus, with John Hammersley's Vauxhall Astra GTE joining Olson as the top four ran line astern.

Into Barn for the second time, Jessop nosed ahead, but the Triumph's V8 lump powered Adams past again on the straight. Jessop made it stick next time around and he drew away before the pit window opened.

Hammersley took

Adams for second just before the stops and took the lead when Jessop pitted.

Adams dropped out of the reckoning completely after a log stop, but with Simon Taylor now in the Hammersley Astra, he

exited the pits with the lead intact.

Gradually Bryant closed in and swept ahead with four laps to go. "People think it's a turbo, but it's just an ordinary, well-built MR2," said Jessop.

Taylor retained second, while Olson recovered from a spin to catch Robert Hollyman's Porsche 944 to fight for third. Olson took the spot after both went off on the penultimate lap.

● Peter Scherer

RESULTS (21 LAPS)

1 Mark Jessop/David Bryant (Toyota MR2); 2 John Hammersley/Simon Taylor (Vauxhall Astra GTE) +2.727s; 3 Nicholas Olson (Lotus Esprit); 4 Brett Evans (Porsche 944); 5 Matt Spark (Porsche 911SC); 6 Robert Hollyman (Porsche 944).

Class winners Olson; Martyn Adams (Triumph TR7 V8); Roger Hayes/Andrew Hayes (Toyota Supra Turbo); Geoff Ward (Lancia Beta Monte Carlo).

Fastest lap Jessop 1m46.970s (73.60mph).



Jessop/Bryant MR2 took a fine victory

MAGNIFICENT SEVENS CADWELL PARK, JULY 10

Coleing the magnificent

MARK COLEING TOOK the Magnificent Sevens by the scruff of the neck from the opening lap and scored a convincing victory in a shortened race.

It was nose-to-tail into Coppice on the opening lap, with Coleing just having the edge over Andy Bourn and Andy Toone. But the leader soon drew away and Coleing had built up a substantial lead before making his stop.

While Coleing continued to build his advantage, Toone — who had gained during the stops — was closed down by Jonathan Mitchell (in for Bourn). Mitchell secured second

into Coppice just before Richard Green's crash brought out the reds.

James Sharrock took fourth after starting from the pitlane, his penalty for winning the last round.

● Peter Scherer

RESULTS (18 LAPS)

1 Mark Coleing (Caterham CSR); 2 Andy Bourn/Jonathan Mitchell (Caterham C400) +50.112s; 3 Andy Toone (Caterham 7); 4 James Sharrock (Caterham C400); 5 Peter Lawrence (Caterham Superlight R); 6 Bill Stephens/William Stephens (Caterham R400). **CW** Mark Drain/Alan Drain (Caterham Roadsports A); Toone; Sharrock; Edward Spurrier (Tiger Avon). **FL** Coleing 1m33.790s (83.94mph).



Coleing's Caterham was uncatchable at Cadwell

JAGUAR SALOONS & XJS CADWELL PARK, JULY 10

Skelton's Jag dominates as the battle rages behind

MATTHEW SKELTON'S XJS took a lights-to-flag victory in the combined Jaguar Saloons & XJS encounter, but it was the fight for second that grabbed the attention.

James Ramm was quickly ousted from second by XJS rival Stewart Lyddall, before the MkII Saloon of Derek Pearce and Gail Hill's XJ140 latched on to make a five-car break, with Skelton setting the pace.

Ramm fell to the back of the quintet after a fuel starvation hiccup on Park Straight and a couple of laps later Lyddall's XJS coughed and spluttered to a halt.

As Skelton pulled away, second-placed Pearce found himself under enormous pressure from Hill. He held on until the penultimate lap, when a

trip onto the grass at the Gooseneck finally handed the spot to Hill. "She put me under tremendous pressure, I didn't spin but someone took some asphalt out of my braking area," Pearce reckoned.

Pearce recovered to retain third from David Bye's XJ6 and had another try at retaking Hill, which almost cost him dearly at the Mountain. Hill was therefore left to take the runner-up spot, albeit nearly 10 seconds behind the victorious Skelton.

● Peter Scherer

RESULTS (9 LAPS)

1 Matthew Skelton (XJS); 2 Gail Hill (XJ140) +9.543s; 3 Derek Pearce (MKII); 4 David Bye (XJ6 Coupe); 5 Cliff Ryan (XJS); 6 James Ramm (XJS). **CW** Chris Boon (XJ6); Hill; Pearce; Philip Comer (XJS); Ryan. **FL** Skelton 1m48.167s (72.78mph).



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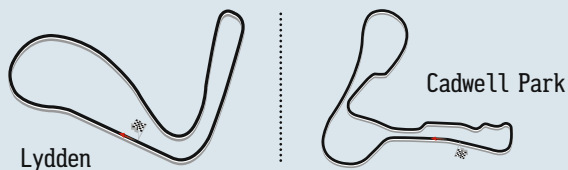
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SPORTS EXTRA RESULTS ROUND-UP



CADWELL PARK
CSCC, JULY 10

CSCC TIN TOPS (23 LAPS)

1 Simon Taylor/John Hammersley (Honda Civic Type R); 2 Mark Livens/Robert Dyball (Honda Civic Type R) +5.001s; 3 Nick Reynolds (Peugeot 205 GTI); 4 Simon Smith (Peugeot 106); 5 Matthew Hammond (Ford Focus); 6 Richard Durham/Steve Papworth (Ford Fiesta). **CW** Alex Daly (VW Golf GTI); Reynolds. **FL** Taylor 1m42.692s (76.66mph).

MORGAN CHALLENGE (18 LAPS)

1 Keith Ahlers (Plus 8); 2 Russell Paterson (Plus 8) +20.973s; 3 Philip Goddard (Plus 8); 4 Andy Green (Plus 8); 5 Richard Plant (Plus 8); 6 Ray Higgs (Plus 8). **CW** Green; Tim Ayres (Plus 8); Michael Pavlik (4/4); Plant; Simon Orebi-Gann (Roadster). **FL** Ahlers 1m39.147s (79.40mph).

SEVEN TYPE CHALLENGE (9 LAPS)

1 Mark Coleing (Caterham CSR); 2 Jonathan Mitchell (Caterham C400) +19.449s; 3 Barney Pryor (Caterham 7); 4 Leigh Shardlow (Caterham Roadsports



Goddard finished third in Morgan Challenge

A); 5 Matt Jones (Caterham Academy); no other starters. **CW** Shardlow; Mitchell. **FL** Coleing 1m36.300s (81.75mph).

SPORTS V SALOON CAR

CHALLENGE/POWERED BY JAGUAR

(5 LAPS) 1 Mark Jessop (Toyota MR2); 2 Keith Ahlers (Morgan Plus 8) +1m01.514s;

3 Tim Harrison (Morgan 4/4); 4 Cliff Ryan (Jaguar XJS); 5 Chris Palmer (Jaguar XJS); 6 Chris Boon (Jaguar XJS). **CW** Matthew Spencer (Peugeot 205 GTI); Harrison; Ahlers; Paul Alcock (Jaguar D-type Replica); Boon; Ryan. **FL** Jessop 1m57.731s (66.87mph).



Simon Smith's Pug leads Steve Papworth's Fiesta



Watkinson entertained in Lydden Saloons bout

LYDDEN
SEMSEC, JULY 9

SEMSEC OPEN SINGLE SEATER

CHAMPIONSHIP (15 LAPS) 1 Dave Connor (Jedi-Yamaha Mk6); 2 Chris Kite (Dallara-Zetec 393) +25.331s; 3 Prajesh Shah (Van Diemen RF98); 4 Innes Hickman (Van Diemen RF89); 5 John Stapleton (Leystone JH002); no other finishers. **Class winners** Kite; Shah; Hickman. **Fastest lap** Connor 40.501s (88.88mph). **RACE 2 (15 LAPS)** 1 Connor; 2 Kite +15.911s; 3 Hickman; 4 Stapleton; no other finishers. **CW** Kite; Hickman. **FL** Connor 40.008s (89.97mph).

INVICTA KIT CAR CHALLENGE

HANDICAP (15 LAPS) 1 Jonathan Gibbs

(Caterham C400); 2 Clive Gibbs (Westfield SEI) + 0.762s; 3 Paul Caller (Caterham CSR); 4 Bruce Wilson (Caterham CSR Superlight); no other finishers. **FL** Caller 43.649s (82.47mph).

JOHN TAYLOR SPORTS & SALOONS

HANDICAP (12 LAPS)

1 Neal Gardiner (Rover Metro); 2 William Hornsey (Peugeot 106) + 4.064s; 3 Bruce Wilson (Caterham CSR Superlight); 4 Clive Gibbs (Westfield SEI); 5 Merrick Linnett (Caterham R500); 6 Ian Turnbull (Honda S2000). **FL** Linnett 44.29s (81.39mph).

MERIDIAN 14/16 CHALLENGE

(12 LAPS) 1 Chris Watkinson (Rover Mini); 2 William Hornsey (Peugeot 106) +4.761s; 3 Neal Gardiner (Rover Metro); no other finishers. **CW** Hornsey. **FL** Watkinson 49.804s (72.98mph).



Magnificent Sevens field gets underway at Cadwell Park

A step into the unknown

Fifty-two drivers made their Caterham race debuts at Brands Hatch last month. GLENN FREEMAN was one



After months of waiting, this year's crop of AUTOSPORT Caterham Academy drivers finally got to go racing for the first time at Brands Hatch a few weeks ago.

Up until that point we'd all had to make do with the one-at-a-time discipline of sprinting (see panel, right). The atmosphere in the paddock as we arrived at Brands suggested that this had made everyone even keener to get on with the racing.

This is a championship exclusively for novices, so this was to be a weekend of firsts for everyone. There were plenty of mistakes made and lessons learned throughout the weekend, and yours truly wasn't exempt from the odd blunder.

So let's get that out of the way. For all the hard work that Caterham does to make sure its rookie racers are as well-looked-after as can be, it's impossible to hold our hands permanently. After a bit of paddock chatter about where scrutineering was taking place, I headed in the right direction and found it. But I'd arrived at the wrong end, so I was facing all

of the cars that were being scrutineered. After a quick look around I saw where the queue was forming, but couldn't quite work out how to get there without driving through the middle of a car park. This wouldn't have been a problem, were it not for the fact that another four cars had followed my shortcut and were now queuing between the parked cars!

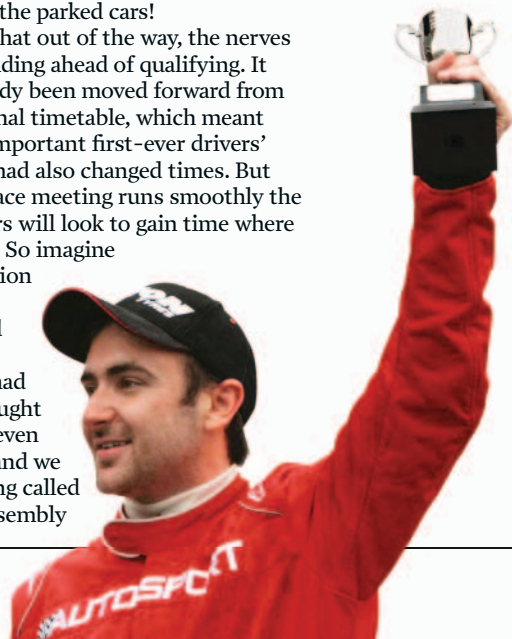
With that out of the way, the nerves were building ahead of qualifying. It had already been moved forward from the original timetable, which meant our all-important first-ever drivers' briefing had also changed times. But when a race meeting runs smoothly the organisers will look to gain time where they can. So imagine our reaction when we were told that the session had been brought forward even further, and we were being called to the assembly

area before any officials had had a chance to brief us! After a bit of panic, we all decided that we were better off getting in our cars – knowing that we could get ordered back for our briefing – rather than standing around assuming that someone would realise we hadn't been briefed. This was, after all, to be our first competitive session on track together, and nobody wanted to miss it. Naturally, we were sent back.

As a group we surprised the Caterham on-site support team of mechanics, who are on call throughout the weekend to repair broken cars. They were shocked at how little work was required on Saturday, with one admitting: "The first Academy qualifying of the year is normally our busiest day of the season!"

He must have regretted saying that when the rain started to fall on Sunday. Not only were we all waiting nervously to have our first race, but it was going to be greasy. And to make matters worse, as we sat on the grid a marshal walked along telling us there was an oil slick round the whole lap. Gulp!

Unsurprisingly, there were several



SERIES FOCUS CATERHAM ACADEMY



Academy field heads to Druids



Freeman raced Caterham for first time at Brands

AUTOSPORT finally worked out where to go



Freeman was third in opening round

Glenn admits to aggression problem



“Maybe next time I’ll have herbal tea instead of Red Bull”

Chappell rethinks pre-race strategy

spins during the race. One man particularly annoyed with himself after the race was Rob Chappell, who had charged through from ninth on the grid to join the battle for the lead, only to spin off in a moment of self-admitted red mist after taking a slight tap from eventual winner Charles Bowmont.

“Maybe next time I’ll have a herbal tea instead of a Red Bull before the race!” joked Chappell.

Bowmont’s road to victory had not been a smooth one. In his first-ever race start he’d spun the wheels in first gear, then missed a shift as he tried to take second early. It left him with a lot of work to do, and it was only on the final lap that he was able to find a way past race-long leader Elliott Norris.

Norris had won all three of the sprints in our group, but this was his first experience of being hunted by

those he was beating, and having to deal with traffic. In the end, he was unfortunate that after several laps of solid defending he was baulked by a spinning backmarker.

Behind the top two, AUTOSPORT’s car #7 came home third. It had been a frantic race, which only calmed down once my main rival Mark Lewis thought he’d been black-flagged when in fact it was other drivers. Apparently the misunderstanding was down to the different uses of flags on track days and circuit racing, but Mark was not alone in coming away from Brands having learned a lot about what going racing is all about. ☘

Freeman (right) sprays champs



I’M A RACING DRIVER, NOT A SPRINTER

BRANDS HATCH WAS the first race of the 2011 AUTOSPORT Caterham Academy championship, but it was in fact the fourth event of the year.

The season had got underway with three sprint events, where the drivers go one at a time around a point-to-point course and the best time wins.

AUTOSPORT’s car only made it to one of these due to the small problem of events taking place on weekends where I was committed to magazine duties. But my one-off appearance, at Curborough, was spectacular...

After showing well in

practice, the plan was to set a banker time on the first run, then go for it on the second. From the outside that didn’t look like the plan, as our red-and-white car spun at the second corner. An over-aggressive second run proved slow, so sprinting didn’t sit well with me.

By the time we got to Brands Hatch it was clear that pretty much everyone was pleased to see the back of the sprints, which are hardly brimming with track time. But judging by the standards on show at Brands, the aim of getting everyone used to competition had been achieved.

YOUR SAY

What you think of the motorsport news of the past week



More racing at the grand prix, please

I have just returned home from the GP weekend and I had a brilliant time. Great circuit, great atmosphere, great result. But I can't help feeling slightly short-changed. The track activity consisted of only four races on Sunday. I know that included two of the top single-seater championships in the world, but for such a big entry fee it would have been nice to see some more racing.

Surely the British GP should be a festival of motorsport with an opportunity for other series to play in front of a big audience.

James Quatermass, Narborough, Leicester

EDITORIAL CONTACT mail@autosport.com

In the debate about team orders at the British Grand Prix and whether Christian Horner should have allowed his drivers to race or ask Mark Webber to 'maintain the gap', a third alternative appears to have been overlooked.

It was clear that Webber had the faster car and an instruction to Sebastian Vettel to allow Webber to pass would have been both fair and achieved Horner's desire to avoid a collision and protect Red Bull's points.

Russ Thomas
Wellesbourne,
Warwickshire

We booked seats at Village for the grand prix and weren't disappointed: the view, and the racing, was second to none.

Shame about the lack of adequate toilets, though. On Saturday and Sunday there were long, snaking queues for most of the day. People, including fathers with young children, were reduced to heading into the bushes.

With the money spent on the new pits complex, was it too much to ask that basic toilet facilities be provided for the fans?

Brian Hunt
By email

Sunday's thrilling race heralded the start of a new era for the British Grand Prix, with the new pits and paddock complex perfectly illustrating Silverstone's status as one of the world's premier venues and providing the ideal backdrop to demonstrate how Britain leads the world in motorsport and high-performance engineering.

Yet, while Formula 1 is a welcome shop window, we continue to stress the importance of the amateur motorsport scene that underpins the glamour.

We have the best

marshals and volunteers in the world, a strong network of amateur clubs and as the governing body our responsibility is to ensure the growth of the sport – this means attracting more club members, more officials and helping the sport to grow.

I would like to thank everyone involved in the organisation of this year's grand prix, for their dedication and commitment, not just at Silverstone but across the country throughout the year.

Colin Hilton
Chief executive,
Motor Sports Association

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TOP FIVE ON OUR WEBSITE

1. **DIFFUSER BAN TO HIT RED BULL**
2. **HAMILTON DISMISSES F1 LEGENDS' OPINION**
3. **RED BULL GETS BLOWN DIFFUSER BOOST**
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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

- The rallycross car rolling on p104 last week is actually a Ford Fiesta, not a Volvo as stated. Apologies to the driver, OMSE/Ford boss Andreas Eriksson.
- On page 30 of last week's AUTOSPORT, we claimed that the record for Renault engines starting an F1 race was the seven that started the 1984 Portuguese Grand Prix. In fact, eight Renault engines appeared briefly in 1985, powering Tyrrell, Lotus, Ligier and factory machinery in the Australian Grand Prix.

THE LATEST GEAR

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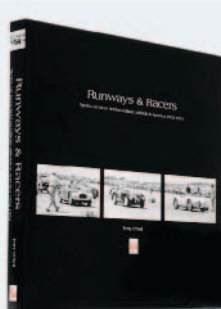
The Revell F1 range also includes the Mercedes MGP-W01 and Ferrari's F10, both from the 2010 season.



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HOT ON THE WEB THIS WEEK

YOUTUBE: WHITE-VAN MAN GETS HIS OWN SERIES



SEARCH FOR: Ford Transit Trophy Circuito do Estoril manga 1 (9:39)
Ford's trusty Transit has its own race series. Seriously! AUTOSPORT witnessed it on the support programme of the recent WTCC qualifier in Porto and it's panel-bashing-tastic. Enjoy a previous round from Estoril.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



From the streets of Porto to the sweeps of Donington

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The three works RML Chevrolet Cruze drivers are waltzing away with this year's World Touring Car Championship and

Britain's Rob Huff is leading the way coming into his home round. With 2009 BTCC champion Colin Turkington and '02/'04 king James Thompson also on the grid there's plenty for the local fans to get excited about. Support races include Auto GP, Maserati Trofeo, InterSteps, Formula Jedi, Sports 2000 Pinto and Duratec, Mini Sevens and Miglias, plus the Production Touring Car Trophy. The TVR Challenge also has two races, held on Friday.

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Production Golf GTIs, 500cc F3, Porsche GT3 Challenge, Porsche Club, BRSCC Porsches, Ford Fiestas, Ford XR Challenge and Caterham Academy.

BOULEY BAY

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July 14

www.top12runoff.co.uk

VAL DES TERRES

British Hillclimb

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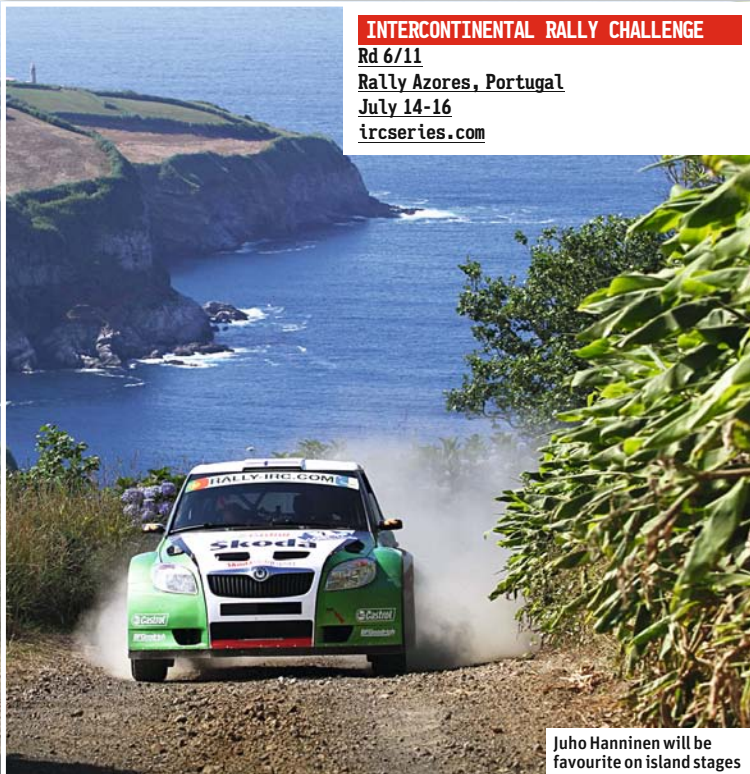
INTERCONTINENTAL RALLY CHALLENGE

Rd 6/11

Rally Azores, Portugal

July 14-16

ircseries.com



Juho Hanninen will be favourite on island stages

WORLD GT1 CHAMPIONSHIP

Rd 7/10

Paul Ricard, France

July 16-17

gt1world.com

EUROPEAN GT3

Rd 4/6

Paul Ricard, France

July 16-17

gt3europe.com

BRITISH FORMULA 3

Rd 6/10

Paul Ricard, France

July 16-17

formula3.co

AUTO GP

Rd 4/7

Donington Park, Great Britain

July 16-17

autogp.org

SUPERLEAGUE FORMULA

Rd 2/7

Zolder, Belgium

July 17

superleagueformula.com

NASCAR SPRINT CUP

Rd 19/36

Loudon, New Hampshire, USA

July 17

nascar.com

NASCAR NATIONWIDE

Rd 19/34

Loudon, New Hampshire, USA

July 16

nationwide.nascar.com

FORMULA NIPPON

Rd 3/8

Fuji, Japan

July 17

f-nippon.co.jp

ITALIAN FORMULA 3

Rd 3/8

Imola, Italy

July 16-17

acisportitalia.it/F3

TC2000

Rd 8/13

Rio Hondo, Argentina

July 17

tc2000.com.ar

Television

THURSDAY JULY 14

0900-1210 **Motors TV**
ADAC GT Masters: Nurburgring
1100-1200, 1400-1500 **Sky Sports 2**
DTM: Norisring highlights
1210-1415 **Motors TV**
ALMS: Lime Rock

FRIDAY JULY 15

2030-2130 **Motors TV**
ERC: Holjes
2335-0000 **Eurosport**
IRC: Rally Acordes day one

SATURDAY JULY 16

0730-0755 **Channel 4**
British GT: Spa
1200-1335 **Motors TV**
FIA GT3: Paul Ricard
1200-1400 **Bloomberg**
FIA GT3: Paul Ricard race one
1300-1400 **ESPN**
ALMS: Lime Rock
1335-1405 **Motors TV**
GT4 European Cup: Spa
1445-1650 **Motors TV**
V8 Supercars: Townsville
1510-1600 **Eurosport 2**
WTCC: Donington Park qualifying
1600-1730 **Bloomberg**
FIA GT1: Paul Ricard qualifying race
1645-1815 **ESPN**
FIA GT1: Paul Ricard
2200-2225 **Eurosport**
IRC: Rally Acordes day two

SUNDAY JULY 17

0745-0815 **Eurosport**
WTCC: Donington Park qualifying
0900-1000 **ITV4**
Motorsport UK
0900-0930 **Eurosport**
WTCC: Donington Park warm-up
1000-1200 **Bloomberg**
FIA GT3: Paul Ricard race two
1100-1330 **Motors TV**
Superleague Formula: Zolder
1145-1245 **Eurosport LIVE**
WTCC: Donington Park race one
1300-1430 **ESPN LIVE**
DTM: Munich
1330-1500 **Motors TV**
FIA GT3: Paul Ricard
1400-1500 **Eurosport 2 LIVE**
WTCC: Donington Park race two
1430-1645 **ESPN**
Superleague Formula: Zolder
1500-1630 **Bloomberg**
FIA GT1: Paul Ricard
1600-2030 **Premier Sports LIVE**
NASCAR: New Hampshire
1630-1730 **ITV4**
Goodwood Festival of Speed highlights
1645-1815 **ESPN**
FIA GT1: Paul Ricard
1700-1730 **Eurosport**
WTCC: Donington Park race two replay
2130-0010 **Motors TV**
Superleague Formula: Zolder

MONDAY JULY 18

1830-1930 **Sky Sports 3**
NASCAR: New Hampshire highlights

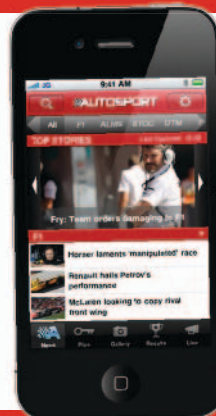
Online

AUTOSPORT.COM

Coming up on the web this week

GERMAN MOTOGP

The fight for the MotoGP world title is hotting up, with Honda's Casey Stoner (right) only 19 points ahead of Yamaha's Jorge Lorenzo as the series reaches the halfway point of the season with the German Grand Prix at the Sachsenring. As well as that, there's live video streaming from the GT1 World Championship at Paul Ricard, and Edd Straw analyses Pastor Maldonado's first half-season in Formula 1 with Williams.



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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



"Herr Stig, is the Liana hot or cold-blown?"

SOME PEOPLE JUST CAN'T let it go. 'Two world wars and one world cup' they chant, like a broken record from the time when Ing-ger-land supposedly ruled the world. They hate the Germans.

They hate the way they put their beach towels on the best sun loungers. They hate the way they don't believe in queuing. They hate the way that, since 1966, they've been the second most successful footballing nation in the world.

But these people are hypocrites. Look at the car park near you. I bet it's full of BMWs, Audis and Mercs rather than Morgans, Nobles and, er,

Ariel Atoms. In sport, Boris Becker is now a staple of the BBC's Wimbledon team, while Jurgen Klinsmann transformed himself from pariah to Tottenham cult hero via a self-deprecating diving goal celebration.

Perhaps it's the one-finger salute. Maybe it's the Crazy Frog impression. That's what I'm talking about. Yes, despite being funny, not to mention bloody fast, there are some who refuse to see the appeal of Sebastian Vettel.

So he strolled into the lion's den last week and appeared on the little Englander's favourite TV show, *Top Gear*. And, as

Becker and Klinsmann did before him, he won over the hostile Brits (well, Jeremy Clarkson).

While his impression of Nigel Mansell needs some work, his story of Our Nige explaining to Patrick Head how he was so much quicker than Nelson Piquet through one of the Monza chicanes was a classic.

"I just put my knuckles around the wheel and go like this," he said, making an up-and-down motion on an imaginary

steering wheel.

Natürlich, he set a new lap record in the Reasonably Priced Car, and was waved off the sofa with Jezza forced to concede he was a "good guy".

Prolific Twitterer Martin Haven then remarked: "If you don't think he's a proper, stand-up guy, you're a fool" – only to receive a barrage of abuse.

Keep on humming that *Dambusters* theme, boys! *Revved Up*

"Despite being funny, not to mention bloody fast, there are some who fail to see the appeal of Sebastian Vettel"

THE WEEK IN PICTURES

Our lensmen pounding the beat from Silverstone to St Moritz

THE GOODIES GET READY FOR GRAND PRIX ACTION

Tim Brooke-Taylor, Graeme Garden and Bill Oddie perfect the 'tranden' set-up ahead of their next BBC-based caper. Hang on a mo', that's not them...



LISTEN MATE, WHAT YOU NEED TO DO IS...
Four-time British GP winner Nigel Mansell gives Lewis Hamilton a bit of pre-race advice

EJ ATTRACTS FASHION-POLICE ATTENTION

So that's where Eddie Jordan gets his supply of hideous shirts from



MAGIC MOTORS MAKE IT TO THE MOUNTAINS

The 18th St Moritz Classic rally and Concours d'Elegance pulled in a huge number of beauties, including this 1952 Jaguar C-type

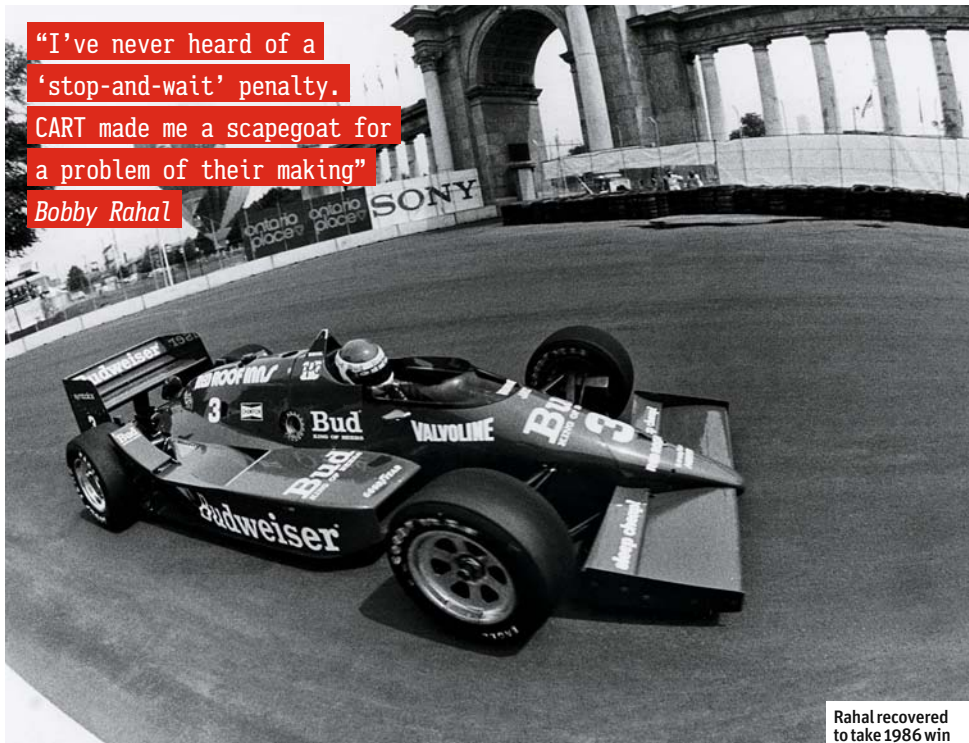
SILVERSTONE FAN 'BRAKES' THE LAW

Someone will miss their braking point at the next meeting at Silverstone after this fan made off with one of the 100-metre markers!



FROM THE ARCHIVE

Indycar's first race on the streets of Toronto, 1986



"I've never heard of a 'stop-and-wait' penalty. CART made me a scapegoat for a problem of their making"
Bobby Rahal

Rahal recovered to take 1986 win

LAST WEEKEND'S INDYCAR RACE IN TORONTO

was the 25th-anniversary running of the event. The first visit from the CART World Series to the streets of the Canadian city came in July 1986, 20 years after a race in downtown Toronto had first been mooted. The event gave main backer Molson Breweries a further platform in its ongoing Canadian 'beers war' with chief rival Labatt.

Unusually for street circuits, this one turned out to be wide and fast, with the drivers averaging 106mph through its 11 turns during qualifying. Danny Sullivan set the pace in first practice, before fellow March-Cosworth pilots Emerson Fittipaldi (pole) and Bobby Rahal (second) came to the fore in qualifying.

Fittipaldi and Rahal immediately established themselves as the men to beat by haring off at the front in the race, while home hero Jacques Villeneuve (uncle of the future Indycar and F1 champion of the same name) crashed out at the quick left-hand kink at the end of the opening lap.

The 60,000 sell-out crowd – the largest to that point in the history of Canadian motor racing – watched as Fittipaldi edged into a 5.6-second lead over Rahal, before Mike Nish crashed heavily at Turn 1, breaking his ankle and bringing out the safety car.

That safety car (driven by Indycar legend Al Unser Sr)

waited to pick up the leaders on the Lake Shore straight, but Unser forgot to turn the flashing lights on, so Fittipaldi and Rahal drove straight past and on to the pits to make stops. A quicker turnaround by Rahal's TrueSports crew got him out ahead of the pace car, while a less efficient effort from Patrick Racing meant Fittipaldi emerged behind it, handing Rahal nearly a lap's lead over his nearest rival!

After nearly half an hour spent cutting Nish from his March, the race resumed and both Fittipaldi and Rahal were handed stop-go penalties for overtaking the safety car. Rahal was held for 45 seconds so that he rejoined the race just ahead of Fittipaldi, although both were now mired in the lower reaches of the top 10.

"I've never heard of a stop-and-wait before," said a fuming Rahal. "CART made fools of themselves today and, frankly, I think they used me as a scapegoat to fix a problem of their own making."

As Fittipaldi faded to retirement with gearbox problems, Rahal set about rectifying his own situation by storming back into contention. Up to third after the final round of stops, he finally overhauled a battling Sullivan and Al Unser Jr in the closing stages before powering on to become Toronto's first-ever Indycar race winner by 2.2s. 🏆

THIS WEEK IN...



JULY 16 1965

LORENZO BANDINI AND HIS FLAT-12 Ferrari featured on our cover following the British Grand Prix at Silverstone.

The Italian retired early on with engine problems, having qualified seventh, while team-mate John Surtees took third after a dice with works Lotus driver Mike Spence. Spence's team-mate Jim Clark stole the headlines though, claiming his fourth win from four races in Colin Chapman's Lotus-Cosworth Climax (below).

Clark qualified on pole and led comfortably, until an oil shortage over the last 15 of the 80 laps forced him to nurse the car home. BRM pilot Graham Hill began taking three seconds a lap out of Clark but, despite a record-breaking last effort, Hill failed to erase Clark's 36-second lead by a scant 3.2s.

Clark also beat Hill to win the Rouen F2 race on the same weekend, despite a late-race misfire in his Ron Harris-run Lotus-Cosworth.



PICS: LAT



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THOMAS RADSTROM

■ Swedish Rally ■ February 9-11, 2001 ■ Mitsubishi Carisma GT ■ Only WRC runner-up slot – and at home



Radstrom wasn't joking about giving it the max!

THE RALLY I REMEMBER

from my career is always going to be the Swedish Rally. This is partly because I am from Sweden and it's my home event and partly because the Swedish, with the right weather, is always a great event.

It's so hard to choose one, though. Maybe it's 1998, my first event in the Toyota Corolla WRC when I won all the stages on the first day and was leading by more than 40 seconds from Tommi [Makinen] before I went off on the next day.

Or the year later when I was in the Focus WRC with Fred Gallagher for the first time and we had an incredible, crazy, crazy fight with Didier Auriol for third. This fight went to the last stage and we took out the jack, the tools, the spare wheel – we took everything out of the car – and then drove like crazy, but it was enough to get us onto the podium.

The really special one for me, though, is 2001 when we drove for Mitsubishi and we were fighting with our team-mate and four-time

"We were fighting with our team-mate and four-time world champion Tommi Makinen for second place. It was a really big battle - we were giving it everything, like always"

world champion Tommi Makinen for second place. It was a really big battle, but we made it to second place when Tommi went off in the final stage. We were giving it

everything, like always, on that event and I was so happy to get to the end. Okay, we lost the rally to Harri [Rovanpera], who scored his first win in the Peugeot, but it was

a strong result for me in the team where Tommi was the fast driver. I remember in the final stage, he [Makinen] was pushing for the win to try to pass Harri, we weren't so far behind, but then we came through a right-hand corner and Tommi's car was in the trees.

After that, we knew we were safe for the second place and we took it. That was my only drive for Mitsubishi and, certainly, the car was a little bit different to drive. But it was a good result for my career – not long after that I got the deal to drive in the Citroen factory team in the Xsara WRC. *Thomas Radstrom was talking to David Evans*

IN PROFILE

THOMAS RADSTROM STARTED his career in rallycross, before moving to stage rallying. He made his WRC debut in Finland in 1993 in a Toyota Celica Turbo and contested sporadic events with the Japanese marque (with a best of third in Sweden in 1995) until he joined Ford in '99. He took a debut podium finish in Sweden, but returned to Toyota for 2000. A year in a Corolla led to outings for Mitsubishi, then Citroen. Now 45, Radstrom's last WRC outing came in Sweden '06.



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