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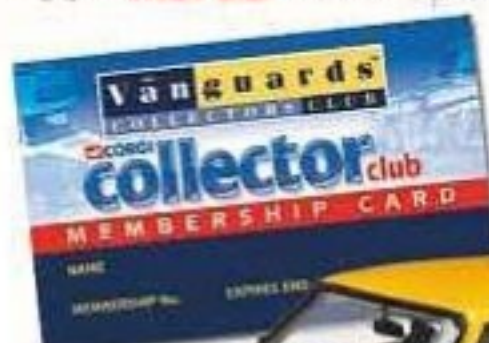
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CONTENTS

July 21 2011 – vol 205 no 3



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COVER IMAGES:
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“It isn’t possible that F1 could go on to pay TV, we wouldn’t want to do that”

BERNIE ECCLESTONE DISMISSES CHARGING TO WATCH GPs ON THE BOX IN WAKE OF BBC PULL-OUT CLAIMS

100

The NASCAR wins milestone achieved by Kyle Busch at New Hampshire last weekend. The 26-year-old Las Vegas native now has 22 Sprint Cup victories, 49 Nationwide wins (a joint record) and 29 Truck successes on his stock-car CV

SUBSCRIBE...

to AUTOSPORT and get a free pair of Cebe sunglasses **P78**

NEWS



8 Renault bids to save season

Big upgrades set for German GP intro as French squad gets tough

10 Grosjean tipped for F1

Renault boss tips GP2 series leader to make return to F1

12 Lotus snares Red Bull KERS

Tech tie-up for next season

14 German GP preview

19 David Coulthard column

22 Deadline looms for GT1

Stephane Ratel has one week left to save his series

24 BMW: we want respect

Realistic approach planned for German giant’s DTM return

26 Indycar encourages contact

On-track aggression is OK, within reason, say bosses

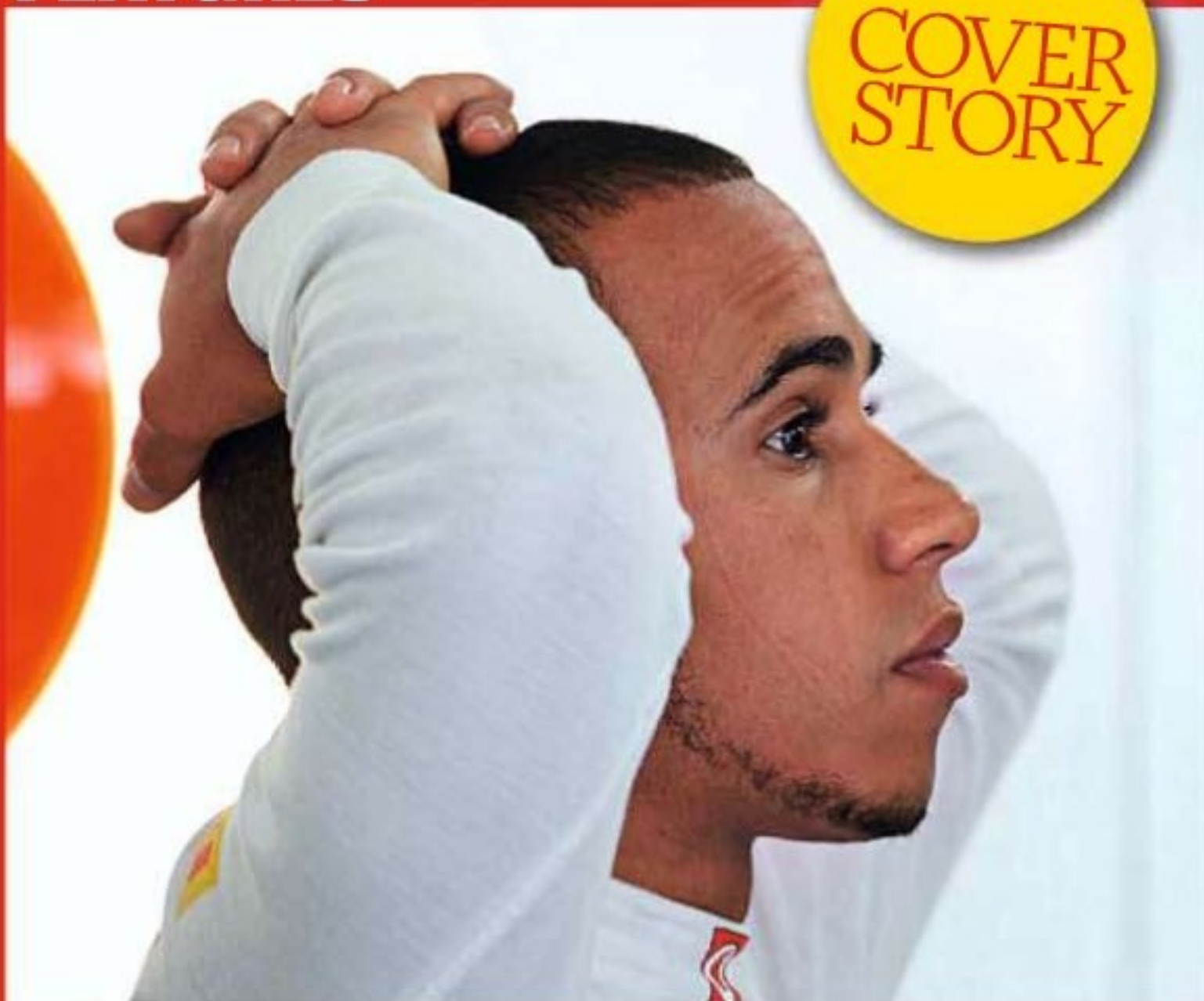
29 Tweets, polls, top-fives

30 Gronholm in VW link

Former double world champion on German marque’s shopping list ahead of 2013 WRC bow

FEATURES

COVER STORY



32 What next for Hamilton?

Lewis Hamilton finds himself at a career crossroads. Mark Hughes analyses which path he’ll take

38 Lotus hasn’t flowered

The British team hasn’t yet met its targets. Edd Straw examines why

42 Paul Warwick remembered

Twenty years ago Paul Warwick died in a British F3000 race. Adam Cooper recalls a lost talent

44 Luca Filippi

GP2 veteran tells Glenn Freeman that he’s happy with his lot

REPORTS

46 World of Sport

NASCAR; FNippon; FIA GT3; Intercontinental Rally Challenge; Italian F3; Sud-Am F3; Auto GP

54 WTCC Donington

Muller double halves Huff’s lead

58 British F3 Paul Ricard

Two more wins for Felipe Nasr

60 FIA GT1 Paul Ricard

French fancy for Krumm/Luhr

62 Superleague Zolder

Dolby, Martin and Vervisch score

REGULARS

5 From the editor

6 Snapshot

21 Mark Hughes column

78 Subscribe for a free gift

88 Final drive

Letters and Latest Gear

90 On track/on screen

The best action in the next week

93 From the archive

Paul Warwick, British F3000 1991

94 Race of my life

Kris Nissen, Euro FF2000 1981

SPORTS EXTRA



75 Club gets tough on standards

81 National reports

Cholmondeley Pageant (left); Zolder Fford; Channel Islands BHC; Rockingham BRSCC; Donington BARC; Brands Hatch MSVR



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AUTOSPORT (USPS 454290) is published weekly by Haymarket Magazines Ltd, c/o Mercury International Ltd of 365 Blair Road, Avenel, New Jersey 07001. For subscription rates please contact:

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

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POLE POSITION

Motorsport's game of musical chairs has begun



IT'S THAT TIME OF THE YEAR

when not only are we witnessing 2011's championships being shaped before our eyes, but the destiny of seasons to come are also being mapped out behind closed doors. For many of the world's top drivers it's contract time; a high-stakes contest of musical chairs in which you'd better make sure your backside is sitting in the right seat when the music stops.

As Mark Hughes adroitly analyses on p32, Lewis Hamilton stands at a career crossroads. He has a McLaren contract for 2012, but given its recent performance is it right for him to stay put in the longer term? Surely F1's most prodigious talent should be thinking Red Bull? He must feel like he's fighting Sebastian Vettel with one arm tied behind his back at times.

Or what about Ferrari? Way beyond unlikely, given former team-mate Fernando Alonso's recent golden-handcuffs deal, but stranger things have happened. Barred doors can be unlocked, especially when marketing-savvy adventurers Dietrich Mateschitz and Luca de Montezemolo hold the keys.

Charles Bradley, editor

BAMBER'S WEEK

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DTM

Olympic gold in Munich for silver Spengler

Eighteen years ago the DTM was racing on the 15.7-mile Nurburgring Nordschleife; last weekend its teams were battling it out in the 0.75-mile Munich Olympiastadion... Still, 54,000 fans were attracted and the pictures were pretty nice. Here's one of the winners, Mercedes' Bruno Spengler, although it didn't count for any points to boost the Canadian's championship lead.

Pic: Jurgen Tap/DTM



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SIDE EXHAUSTS GONE

This is the first time the R31 has run without the radical exhaust system, which exits at the front of the sidepods

Renault upgrades to save season

Major changes to the R31 for the German Grand Prix show team has sights on Mercedes. By JONATHAN NOBLE

Renault is ready to prove at this weekend's German Grand Prix that its 2011 season is far from a lost cause, as it begins a major update push for the R31.

The team has slipped back from podium finishes in the first two races to its worst qualifying results of the year – 14th and 16th at Silverstone two weeks ago.

Team insiders insist that developments due for the car are delivering encouraging signs for the remainder of the season.

The team hopes they will be enough for Renault to rediscover the form it needs to beat Mercedes to fourth place in the constructors' championship.

WHAT WENT WRONG?

Technical director James Allison thinks Renault has fallen away by half a second from where it needs to be to maintain its form of the early season.

The team's optimism that it can recover that ground is based on claims that it understands why it has fallen off the pace.

Much of the focus has been on windtunnel testing. In a period from early January to the middle of March, aerodynamic progress in delivering more downforce to the R31 stalled. Although that did not affect the start of the season – the package for the first and second races, in Australia and Malaysia, was

"I would be very sad if we didn't get safely through to Q3"

Renault tech boss James Allison

signed off in December – its impact was felt over subsequent races.

Renault's programme was further interrupted when the windtunnel was shut down for 12 days in May while it was upgraded from 50 to 60 per cent scale.

Since the facility has been back up and running, the windtunnel team has made rapid gains in finding downforce, and hopes are high that the developments coming

for this weekend and beyond will put Renault back on course.

Allison told AUTOSPORT: "We had a rather leaner period than we would have liked, but we have turned that situation around now and we've had a relatively productive period over the last few weeks."

UPDATES FOR GERMANY

Renault's upgrade package for this weekend's round at the Nurburgring is just the first of several steps that are planned over the next few races. It includes a very high-profile evaluation of a new Red Bull Racing-style rearward-facing exhaust configuration.

Only one of the new types of exhaust/floor layouts is available. Since it is a prototype version featuring metallic parts that are heavier than ideal, it will be used by Nick Heidfeld, the lighter of the team's two drivers, during Friday's practice session.

With team-mate Vitaly Petrov driving an R31 sporting its usual forward-facing exhaust, the team will conduct back-to-back tests to judge the benefits. If there is a clear gain in speed from the new version – and reliability is not compromised – then it could even

Heidfeld (r) will be given updates to try



AUTOSPORT SAYS...

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In this day of easy soundbites that can travel around the World Wide Web in a matter of seconds, it is all too easy for Formula 1 technical people to boast about the potential of new developments, secure a few headlines, and arrive at a grand prix feeling they are on top of the world.

The problem with doing that, though, is you need to be damn sure that what you've promised is then delivered because otherwise it results in a headache on a Sunday afternoon, explaining why things didn't turn out the way you'd hoped.

Renault technical director James Allison is not a man akin to making bold proclamations. He very much exists in a world where progress is measured not by media coverage, but by the stopwatch and downforce figures coming from the windtunnel.

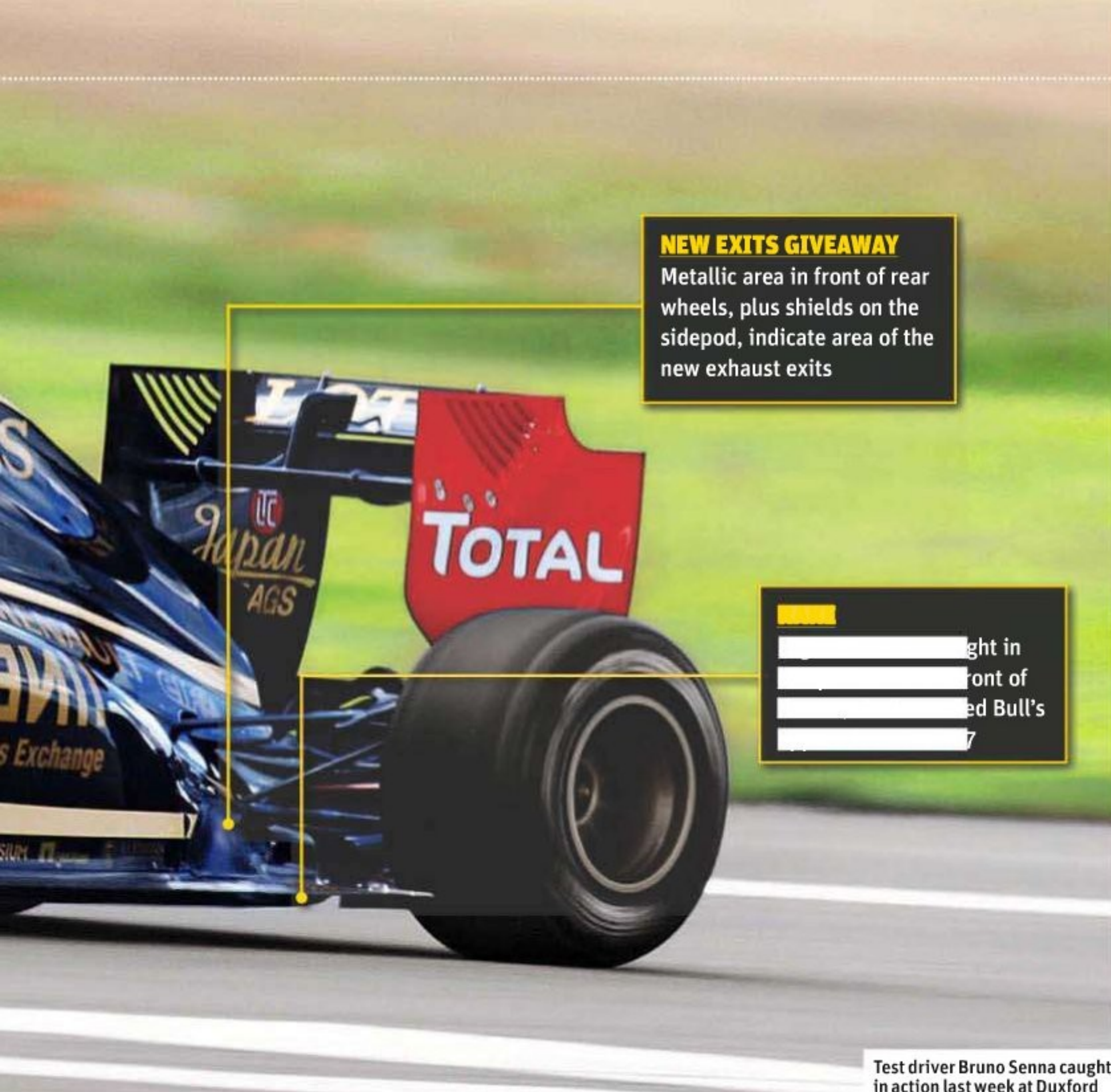
So it was interesting this week to hear him say he'd prefer to let the car do the talking when it comes to judging the potential of the upgrades coming at Renault.

Is that the comment of a man simply sitting on the fence? Or is it a sign of quiet optimism about what's ahead, as Renault bids to get its season back on track and end it as best of the rest behind the acknowledged big three of Red Bull, Ferrari and McLaren?

Renault as a team has always loved underpromising and overdelivering. Don't rule it out from doing the same again.



Allison is not one for speaking out



NEW EXITS GIVEAWAY

Metallic area in front of rear wheels, plus shields on the sidepod, indicate area of the new exhaust exits

Light in front of Red Bull's 7

Test driver Bruno Senna caught in action last week at Duxford

be used in the race.

The new exhaust configuration is only one part of the upgrade package, with Renault also introducing front-wing improvements, a new rear wing, a new floor and a revised tea-tray, as well as other minor aerodynamic modifications such as barge-boards.

Irrespective of any lap-time gain that comes from the new exhaust layout, these other

modifications are said by a team insider to be worth around 0.3 seconds per lap.

It is also believed that the team suffered more than its rivals from the ban on the off-throttle use of blown diffusers at the British GP. With these allowed from Germany onwards, Renault could be comfortably back in the top 10.

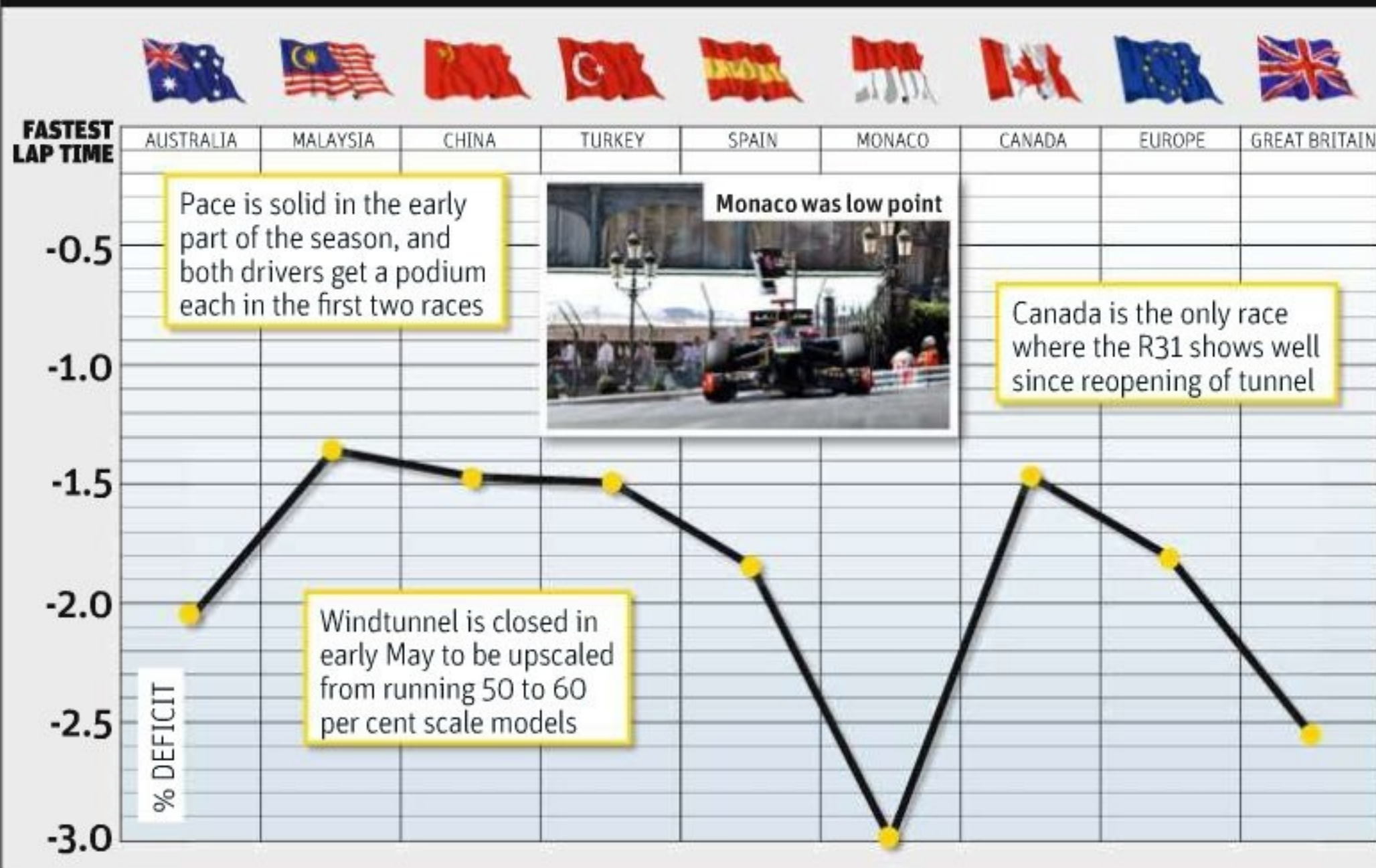
Further gains could also come from a new suspension

configuration that was supposed to be tested extensively at the British GP, but was not because of the poor weather on Friday.

Allison said: I would be very sad if we didn't get safely through to Q3, although I'd be very surprised if we were showing straight away the level of performance that we had at the start of the year. But we're going to keep chipping away.

LOSING GROUND

Renault's deficit to the outright pace this season



REMEMBER WHEN...



...Renault was quick out of the box? The R31 turned plenty of heads when it was launched at Valencia with its forward-exiting exhausts. Robert Kubica then set the fastest time of the week on the third and final day of running.

Grosjean closing on F1 comeback

Renault boss Boullier keen for GP2 star to return to the top level – and he could be Kubica's replacement

Grosjean still on Renault's radar

GP2 championship leader Romain Grosjean is emerging as the leading contender to replace the injured Robert Kubica at Renault next season if the Pole is unable to return to racing.

Renault team principal Eric Boullier, who keeps a close eye on the 25-year-old's career in his capacity as boss of Gravity Sports Management, has tipped Grosjean

as the next big star to come into Formula 1. This is despite the Franco-Swiss struggling on his seven outings for the team in 2009 after replacing Nelson Piquet Jr mid-season (see panel, top right).

This year, Romain is showing everyone that he has the speed and the talent and that he is definitely one of the big stars of the future in F1, Boullier told AUTOSPORT.

Some teams are looking at him and have spoken to him and he is also on my list for Renault. If he carries on his strong form and dominates GP2 with maturity, it proves that he has a place in F1.

It is understood that a number of scenarios are being considered. If Kubica cannot return to fitness, then stand-in Nick Heidfeld's seat could be taken by Grosjean.

"If Romain carries on his form in GP2, it proves that he has a place in F1"

Renault F1 boss Eric Boullier

A placement at Virgin, in place of fellow Gravity-managed driver Jerome d'Ambrosio, is also possible. It is believed that talks with Virgin about the possibility of putting Grosjean into the car are imminent.

Grosjean could also be given a chance before the end of the season, with a Friday-driver role with either Virgin or Renault being considered. And, with Kubica now seemingly certain not to return this year, he could even be given a race outing once the GP2 season finishes.

GROSJEAN'S MISSION

It is not yet a foregone conclusion that Grosjean will return to F1. First, he must win the GP2 championship, which he currently leads by nine points.

Boullier dropped Grosjean from the Gravity programme for the first part of 2010, believing that he needed to be brought down to earth after not impressing with his attitude in his first stint in F1. But he continues to rate the DAMS driver highly, and is known to be monitoring him closely through his close links with the French junior team.

Obviously his target is to win the championship, but what we expect from him is to be seen as the next Lewis Hamilton, because I'm sure that he can be, said Boullier. He is a kind of talent who will be in F1 soon and, if he has a good car, fighting for world championships, wins and podiums. He has to show this to everyone by showing that he is the boss in GP2.

Boullier is also keen to see Grosjean proving that he can give the DAMS team direction on a technical front. The third-generation GP2 car, introduced this year, gives him the perfect



Grosjean has three wins in GP2 this year

In at the deep end for 2009 cameo



Joining Renault in '09 was a struggle

ROMAIN GROSJEAN FAILED to score a point in his seven outings for Renault after replacing Nelson Piquet Jr during 2009. But he was arguably on a hiding to nothing, having had no experience of the Renault R29 before joining Fernando Alonso at the team.

The Franco-Swiss did a good job on his debut in Valencia, lapping only 0.3 seconds off team leader Fernando Alonso in Q2 before bringing the car home on the lead lap in the race.

At Spa he was eliminated in a first-lap crash at Les Combes, and at Monza two weeks later he qualified a career-best 12th. There, he was within a quarter of a second of Alonso in Q2, before his race was ruined by being hit at the first chicane.

With the team on the brink of collapse amid the revelation of the 2008 race-fixing controversy, Grosjean had a disastrous Singapore Grand Prix, infuriating the team by twice glazing the brakes, first in

qualifying and then in the race.

In the final three races he only reached Q2 in Brazil, finishing last or next to last on every outing.

On average, Grosjean was just over 0.5s slower than Alonso in qualifying, which in the circumstances was a creditable showing. However, the feeling inside the team was that he was not yet mature enough for F1 and there was no realistic chance of him retaining his seat for 2010.

opportunity to show this.

DAMS has won GP2 Asia twice, but never the main series, he added. I wanted him to be there because he doesn't only need to be fast, but also to help the team and develop. The mission is clear: he has to win and lead the team. This is what we need in F1.

Grosjean is fully aware of these targets, and has repeatedly made reference this year to Boullier's specific goals about leading a team.

RENAULT'S 2012 PLANS

Boullier is in a difficult position when it comes to his team's line-up for next season. Russian Vitaly Petrov is contracted for 2012, but uncertainty still surrounds Kubica's ability not only to return, but also to recapture his previous form.

Heidfeld is almost certain not to be retained after a disappointing series of qualifying performances. It is possible that the German could even be replaced before the end of this year, with test driver Bruno Senna pushing for a shot.

The priority is for Kubica to return. Placing Grosjean with a rival team would leave him in a good position to be recalled if Kubica is unfit.

Kubica quiet on hopes of returning in 2011

ROBERT KUBICA HAS PLAYED down talk that he could return to racing with Renault before the end of this season.

The Pole's manager Daniel Morelli hinted last month that a return in time for the season-ending Brazilian Grand Prix was a possibility. But Kubica, answering questions from fans on the Renault website last week, distanced himself from setting a date for his comeback.

"I like to have a goal when it's a reasonable one," said Kubica when asked directly about racing in Brazil. "We'll see how the next few months go in terms of the rehabilitation process and then we'll take a decision in due time."

"It's difficult to predict the timing of a process that is also dependent on the 'rules of nature'. But the good news is that my recovery is consistent and sooner or later I will feel



Kubica answered the fans

sufficiently fit to be able to put a date on when I'll be back."

Despite dampening expectations on when he will return, Kubica added that he was still pleased with the speed of his recovery.

"I am satisfied with how things are proceeding," he said. "Luckily there are no complications that could affect the recovery time. It is still too early to have a clear picture for the timing of my return but the important thing is the final outcome, not the hurry."

THE TOP SIX... Career second chances

If Romain Grosjean does get a second crack at Formula 1, he will follow in the footsteps of these drivers who earned a second chance after failing to hold down a drive first time around.

1 TIMO GLOCK
Left F1 after four starts for Jordan in 2004, despite scoring points on his debut in Canada. Made his way back to F1 with Toyota in '08 after winning GP2, via a season in Champ Car.



2 JOHNNY HERBERT
Hadden't fully recovered from his F3000 accident a year earlier when he claimed fourth for Benetton on debut in 1989. But he was dropped mid-season and didn't get a full-time drive until '92.



3 PETER REVSON
Started four races in 1964, but didn't reappear until the final race of '71. McLaren made him a regular F1 driver for the first time in '72 off the back of his Can-Am success.



4 PIERLUIGI MARTINI
Returned to Minardi in 1988, two years after struggling there in '85. Raced until '95, notching up 119 grand prix starts.



5 ALESSANDRO ZANARDI
Scored only one point in 25 outings for Jordan, Minardi and Lotus from 1991-94. After winning back-to-back CART titles in the USA, he signed for Williams for '99, but he failed to score a point.



6 ROBERTO MORENO
Failed to qualify a Lotus on his first appearance at the 1982 Dutch Grand Prix while filling in for Nigel Mansell. Didn't reappear until '87 with AGS, and went on to race for Coloni, Eurobrun, Benetton, Minardi, Jordan, Andrea Moda and Forti.



RUSSIAN AROUND MOSCOW STREETS

Three Formula 1 teams took to the streets of Russia on Sunday as part of the Moscow City Racing show event around the Kremlin and Red Square. Giancarlo Fisichella (pictured) was in action for Ferrari, along with Jenson Button for McLaren, and Lotus reserve drivers Luiz Razia and Karun Chandhok.



Lotus to get Red Bull KERS

Tie-up between Renault-powered teams to increase next year as Lotus joins the KERS brigade

Team Lotus has agreed a deal to run a Red Bull Kinetic Energy Recovery System next season as an expansion of its current deal to run the world champion team's gearbox and hydraulics.

Lotus opted not to run KERS this year for cost reasons, but to achieve its objective of running in the midfield next year it cannot afford to run without the system any longer. Discussions were held with Red Bull at Silverstone and although the deal is understood not yet to be signed, it has been agreed in principal.

We have almost finalised discussions with Red Bull and Renault so we will definitely have KERS next year, team principal Tony Fernandes told AUTOSPORT. It will be Red Bull's KERS, so we are going to help with their system. We will get the gearbox and the KERS together.

Chief technical officer Mike Gascoyne believes that the deal to run the Red Bull KERS system, which suffered cooling and vibration problems earlier this season but has become more reliable of late, will help Lotus to take a step forward next year.



"The deal is done and we are very happy in terms of development of the car"

Mike Gascoyne

We know very firmly the direction we want to go in and we've agreed it, Gascoyne said. The deal is done on a handshake and we know where we are going cost-wise. We are very happy with where that is going in terms of development of the car.

Gascoyne confirmed that Lotus will run the same KERS configuration as Red Bull. He added that he has no

doubts about reliability and has already held discussions with the Milton Keynes squad about its plans for an improved KERS in 2012.

Obviously they've struggled this year, said Gascoyne. We have gone through where they are going for next year. We have a large degree of engineering faith in their solutions. I wouldn't say that we will be involved in development, but we are involved on an engineering level with them on what they are doing to put the problems right and we have a large degree of confidence.

Lotus is also set to ramp up its association with Red Bull by agreeing

to run a latest-specification gearbox from next year. If a deal to do so is agreed, it will replace the year-old unit that the team currently uses and will correct what Gascoyne considers to be one of Lotus's weaknesses.

One of the things that we suffered from this year is running an old gearbox, he said. We very much want to run their [current] configuration of gearbox and that is what they want to do as well.

Despite the obvious drawbacks of not running KERS when most of the team's rivals are doing so this year, Fernandes believes that Lotus made the right call to hold off using the technology.

Everyone is in a rush, people genuinely like us and want us to be further up, but if we had KERS we would have collapsed infrastructurally, he said. Red Bull struggles with KERS, let alone us, so it was the right decision. We needed to get as many laps as possible this year, feeling like a team. The decision was right.

P38 LOTUS STRUGGLES

Trulli future hinges on steering

JARNO TRULLI'S PLACE AT TEAM LOTUS COULD COME

under threat if he is not happy with the new power steering system due to be introduced in Hungary.

AUTOSPORT understands that team principal Tony Fernandes had a frank discussion with Trulli at Silverstone about his level of performance. The Italian has been outqualified by team-mate Heikki Kovalainen eight times in nine races this season and has complained about the lack of feedback from the car's power steering since the start of pre-season testing. The Finn struggled with the steering initially, but has since adapted to it.

Chief technical officer Mike Gascoyne admitted that he is concerned about Trulli's struggles, but he is hopeful that the new power-steering system will allow the Italian to unlock his raw pace.

"We all know how remarkable Jarno can be on his day," Gascoyne told AUTOSPORT. "But he is struggling to do that because of this lack of feel."

"We are fully focused on giving him the right steering for Hungary because we want to give him the confidence. We will assess him and comment after that, that's only fair. We are 100 per cent focused on getting the best out of both drivers. After Hungary, we will take a view."



Trulli is under threat at Lotus

Gascoyne, who has long been an admirer of Trulli, would not comment on whether the Italian's place is under threat. But AUTOSPORT understands that the team will evaluate the possibility of replacing him if he does not perform well with the new steering.

Last season, Trulli also struggled with the steering for much of the time, but he dominated Kovalainen in qualifying once he changed to a new system for the closing races. However, this system is not compatible with the 2011 Lotus.

Legal threat to Williams

WILLIAMS IS FACING COURT CLAIMS

for 'compensatory, consequential and punitive damages, including treble damages' as a result of its hiring of new chief designer Mike Coughlan, according to legal documents seen by AUTOSPORT.

Coughlan's former employer, NASCAR team Michael Waltrip Racing, believes that both Coughlan and Williams acted illegally in the way they sealed his move to the Grove-based team last month.

In documents submitted to the district court in Charlotte, MWR claims that Coughlan was locked into a contract that committed him to the team until November 30, 2012 – with an option for a further year.

MWR said: "Williams surreptitiously, with malice and without regard for the existence of the Agreement, approached Coughlan and offered him employment which would directly interfere with Coughlan's obligations."

MWR wants the matter to be tried in court in front of a jury. Williams insists, however, that it has had no formal notification yet of the action.

Coughlan was working in US



UK engine firm believes it can sort third supply deal

Cosworth aiming for three in 2013

COSWORTH IS OPTIMISTIC

it can add another team to its roster for 2013 to make up for the loss of Williams at the end of this year.

Cosworth general manager Mark Gallagher has told AUTOSPORT he is "very confident" that a third supply deal can be sorted from as early as 2013, despite losing Team Lotus and Williams to Renault in the past 12 months.

"We think there are enough behind-the-scenes machinations in F1 to feel that we are looking good," he said. "There are several independent teams out there whose relationship with their current suppliers maybe have a question mark over them."

Gallagher believes that one of Cosworth's key attractions for the future – especially under the looming V6 rules from 2014 – is that it can offer customer teams unique opportunities for oil sponsors, or with car manufacturers to rebadge the engines.

"If, for example, you want to secure a sponsorship from a Gazprom or a local oil company, we can provide the technical case study and the platform to do that – and that is a big thing."

"We have made no secret of the fact that we have ambitions to see a car manufacturer's name aligned with us, we are agnostic about the Cosworth name being on the engine."

THIS WEEK IN F1



RED BULL Mark Webber has had no second thoughts about his decision to disregard team orders at Silverstone last week. "I still feel comfortable about what I did," he said.



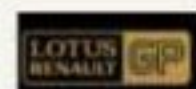
McLAREN Jenson Button is confident that McLaren can bounce back at the Nurburgring after the team's recent troubles. "Although Silverstone was disappointing, our pace has been good this year," he said.



FERRARI The Scuderia will be able to carry its Silverstone form over into this weekend's German GP despite the ban on off-throttle blowing of the diffuser being lifted, according to Felipe Massa. "Based on what we saw from our aero package, I have high hopes that we can continue in the right direction," he said.



MERCEDES Nico Rosberg is due to lap the Nurburgring Nordschleife driving a 1954 Mercedes W196 today (Thursday). Juan Manuel Fangio won that year's German GP on the fearsome layout driving the W196.



RENAULT Technical director James Allison has been appointed head of the Formula One Teams' Association's Technical Regulations Working Group. Allison's selection was made with unanimous support during a FOTA conference call at the end of last week.



WILLIAMS New front and rear wings will form the main part of the FW33's upgrade package for the German GP. Technical director Sam Michael said that the team has also revised its engine mapping ahead of the return of full off-throttle blowing of the diffuser.



SAUBER Sergio Perez will test a 2009 Ferrari Formula 1 car in September. The Mexican will be joined at the test by fellow Ferrari junior driver and GP2 race winner Jules Bianchi.



FORCE INDIA Team boss Vijay Mallya has called on the Silverstone-based team to make sure it does not suffer a repeat of the pitlane mix-up that cost Paul di Resta the chance of a points finish on home soil last time out.



LOTUS The Lotus T128 completed a straightline aero test at Duxford last Friday, with the team focusing on understanding the shortcomings of its exhaust-blown diffuser package. Karun Chandhok drove the car.



PIRELLI The Italian tyre firm will test a new type of soft-compound tyre during Friday practice at the Nurburgring this weekend. It has been made slightly harder than the current version in a bid to prevent the number of pitstops getting out of control.



FOTA The third FOTA Fans' Forum of the year has been confirmed to take place at Pirelli's Milan headquarters on the eve of the Italian GP. Ferrari team principal Stefano Domenicali, plus drivers Nico Rosberg and Jarno Trulli, are confirmed guests for the event on September 7.



GERMAN GP PREVIEW

FACTS, STATS, BETTING ODDS AND MORE



German hero out to thrill fans at home

World champion Sebastian Vettel aims for his first home win, with plenty of Teutonic interest further down the grid

For the first time in six years, Germany welcomes a home world champion. Sebastian Vettel has yet to win on home soil, so he has some way to go to match Michael Schumacher's nine victories (four in the German Grand Prix and five in the European). But with an 80-point lead in the drivers' championship, there's no question who the favourite of the home crowd will be this year. Where the German fans used to be clad in red for Schumacher and Ferrari, there will be plenty of blue caps in the grandstands for Vettel and Red

Bull, despite the allure of the Mercedes Team Germany line-up.

As for the former hero, while it's unlikely that Schumacher will be able to get in among the Red Bulls at the front, there have been signs of his form improving of late. He ran as high as second in the damp in Canada and, embarrassing clashes with Vitaly Petrov and Kamui Kobayashi aside, he was quick at Valencia and Silverstone.

It's clear that we didn't show the true potential of what was possible [at Silverstone] but the coming races will show this, said Schumacher. But we saw some

improvements with our new exhaust system, along with improvements to how we work with the tyres, so we go to the next race weekend with a good feeling.

Alongside a gradual improvement in outright pace, one area where both Schumacher and team-mate Nico Rosberg can be very positive is the pace of the Mercedes in the wet. So it's no surprise that the silver corner will be hoping for rain in the Eifel mountains.

Far from dampening the spirits of the home fans, rain would be a boost for the three other German drivers on the grid. Wet conditions

should also allow Adrian Sutil at Force India and Timo Glock at Virgin to punch above their weight, while Renault's Nick Heidfeld is historically capable of pulling off top results in mixed conditions.

But whether or not it's a successful weekend for the home drivers, the fact that there are so many of them is proof of the influence Schumacher has had on the sport. That, along with the seven world championships secured in his first career, will stand the test of time even if he doesn't take a 92nd win in his post-retirement-return to F1.



TRACK GUIDE

NUMBER OF LAPS **60**

CIRCUIT LENGTH **3.199m**

LAP RECORD **1m29.468s**

MICHAEL SCHUMACHER
(2004)



Turn 1
2nd GEAR
CORNER SPEED
49_{mph}
APPROACH SPEED
190_{mph}
BRAKING DISTANCE
122_m
BRAKING TIME
2.49_s
BRAKING FORCE
4.81_g

Turn 2
3rd GEAR
CORNER SPEED
99_{mph}
APPROACH SPEED
105_{mph}
BRAKING DISTANCE
8_m
BRAKING TIME
0.2_s
BRAKING FORCE
2.23_g

Turn 3
2nd GEAR
CORNER SPEED
58_{mph}
APPROACH SPEED
137_{mph}
BRAKING DISTANCE
73_m
BRAKING TIME
1.8_s
BRAKING FORCE
3.13_g

Turn 5
5th GEAR
CORNER SPEED
133_{mph}
APPROACH SPEED
172_{mph}
BRAKING DISTANCE
35_m
BRAKING TIME
0.5_s
BRAKING FORCE
4.27_g

Turn 6
2nd GEAR
CORNER SPEED
79_{mph}
APPROACH SPEED
174_{mph}
BRAKING DISTANCE
48_m
BRAKING TIME
1.0_s
BRAKING FORCE
2.8_g

Turn 15
2nd GEAR
CORNER SPEED
87_{mph}
APPROACH SPEED
142_{mph}
BRAKING DISTANCE
51_m
BRAKING TIME
1.0_s
BRAKING FORCE
3.3_g

Turn 13
2nd GEAR
CORNER SPEED
65_{mph}
APPROACH SPEED
190_{mph}
BRAKING DISTANCE
114_m
BRAKING TIME
2.2_s
BRAKING FORCE
4.8_g

Turn 10
4th GEAR
CORNER SPEED
104_{mph}
APPROACH SPEED
186_{mph}
BRAKING DISTANCE
72_m
BRAKING TIME
1.2_s
BRAKING FORCE
4.7_g

Turn 7
2nd GEAR
CORNER SPEED
66_{mph}
APPROACH SPEED
174_{mph}
BRAKING DISTANCE
102_m
BRAKING TIME
2.1_s
BRAKING FORCE
4.4_g

DATA PROVIDED BY



TRACK TALK



LEWIS HAMILTON

You never make predictions when you come to the Nurburgring. The current circuit may be less epic than the original 14-mile layout, but it can still bite you. And the weather can turn in a matter of moments – you can have all the seasons in one afternoon.



SEBASTIAN VETTEL

The Nurburgring is one of the better and more modern tracks. I particularly like the stretch from Turn 6 to the 180-degree, long right corner in the valley. The best place to overtake is the final chicane, but it's not easy because you have to keep away from the kerbs or the car lifts off and you get overtaken again.



NORBERT HAUG (MERCEDES MOTORSPORT BOSS)

The circuit presents a complete challenge: there are three corners below 60mph as well as three over 150 mph, so good performance at both low and high speeds is critical. And the famous Eifel weather is always capable of throwing a joker into the pack.

BALLSY CORNER

TURN 5/6

The Nurburgring is one of those tracks that is best appreciated through the sum of its parts rather than having a particular stand-out corner. Turn 5 is a decent challenge, though – the slightly banked left-hander has a reasonably quick approach which invites the drivers to launch themselves in, but then immediately requires them to get the car slowed down in time for the right-hander that follows.



CLASSIC MOMENT

Erratic weather, reliability problems and a couple of shunts contrived to make the 1999 European GP one of the most eventful ever. Just six cars finished, with Johnny Herbert taking Stewart's only grand prix win.



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

GARY ANDERSON'S SUPERGRID

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

100%



Vettel 100.031

Mark Webber's pole position at Silverstone moves him into a clear second place behind team-mate Sebastian Vettel



Webber 100.686



Hamilton 100.893



Rosberg 101.497



Alonso 100.938



Button 101.004



Massa 101.394



Petrov 101.940



Schumacher 101.944

Ferrari's upturn in form is illustrated by Fernando Alonso jumping Jenson Button, and Felipe Massa edging ahead of Nico Rosberg's Mercedes



Perez 102.636



Maldonado 102.700



Kobayashi 102.717



Heidfeld 102.756



Di Resta 102.810



Sutil 102.887



Barrichello 102.935



Buemi 102.986



Alguersuari 103.468



De la Rosa 103.524

The battle between the Force Indias remains nip and tuck, with Paul di Resta making gains thanks to his qualifying pace on home soil

LAST YEAR

FERRARI SPARKS TEAM-ORDERS FURORE

It was Hockenheim's turn to host the German Grand Prix last year, and the dominant theme of the weekend was team orders. Felipe Massa led early on and built up a gap of as much as four seconds, but team-mate Fernando Alonso was behind him and closing fast. A radio transmission from the Ferrari pitwall informed Massa that Alonso was catching him and, when the Spaniard made easy work of taking the lead at the exit of the hairpin, it was obvious to everyone that the pass had been orchestrated. Ferrari was later fined. Sebastian Vettel took a relatively sedate third ahead of the two McLarens, with Mark Webber sixth. Toro Rosso suffered a friendly-fire incident on the opening lap, when Jaime Alguersuari took out Sebastien Buemi. **RESULTS:** 1 Fernando Alonso; 2 Felipe Massa; 3 Sebastian Vettel; 4 Lewis Hamilton; 5 Jenson Button; 6 Mark Webber; 7 Robert Kubica; 8 Nico Rosberg; 9 Michael Schumacher; 10 Vitaly Petrov.



TYRE ALLOCATION

TYRES USED THIS WEEKEND

SUPER SOFT



SOFT



MEDIUM



HARD



2010 WINNER

FERNANDO ALONSO

2010 POLE POSITION

SEBASTIAN VETTEL



Kovalainen 104.976



Trulli 105.577



Glock 106.672



D'Ambrosio 107.314



Liuzzi 107.888



Ricciardo 108.557



Karthikeyan 108.729

109%

THE DRIVER

LUCAS DI GRASSI

thedriver@autosport.com



BY THIS TIME OF THE SEASON, MANY DRIVERS

are looking to secure their seats for the following season – it's a bit like a mid-life crisis that happens almost every year.

There are a lot of talks going on, and gossip starts emerging from the paddock. But most of the things this person or that person says are just rumours.

If the driver is not very secure in his drive, or doesn't have a contract in place, he will feel under more pressure each race from now on, especially if he is not performing well. All this pressure can build up and lead to his performances getting worse, as it is likely that he will start overdriving. If you try to push more than you or the car are capable of, then it's very likely that you will either just go slower, or you will go off the road.

Whatever happens, it increases the pressure even further for the next event. In some cases it becomes a downward spiral that a driver never recovers from.

In these situations you can assess the mental power of the drivers. If he's mentally strong enough to handle the rumours, those external factors will not mess with his head at all and he'll be able to perform at his best. If not, life gets complicated. This is something totally subconscious; the driver has no control over it.

The greatest enemy to the drivers at this stage is speculation. People love gossip and rumours about other people's lives, and it's no different for those trying to compete in Formula 1.

TW STEEL LUCAS DI GRASSI



LIVE TV AND RADIO LISTINGS

FRIDAY JULY 22

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

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

SATURDAY JULY 23

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

1210-1420 Qualifying LIVE (BBC1 & Radio 5 LiveSX and online)

SUNDAY JULY 24

1205-1515 Grand Prix LIVE (BBC1 & Radio 5 Live and online)

SET-UP GUIDE



GARY ANDERSON
Technical consultant

AERODYNAMICS

To increase the longevity of the tyres in race trim this year, most teams have based their set-up on running the car with a little more downforce than in past seasons. They then use the DRS rear wing to give them back the top speed required during qualifying. But the Nurburgring is a little different to most on the calendar in that it has fairly low corner speeds with a few high-speed straights. This is an ideal situation for the DRS in qualifying when

it can be used at any opportunity, but can leave you vulnerable in the race when its use is far more restricted.

MECHANICAL SET-UP

Riding the kerbs and traction are the two most important factors here. The last chicane can make or break the lap; if the car has poor traction while riding the kerbs in this area its will eat up the rear tyres.

BRAKES

This is not the worst circuit for brakes, but it is something that needs careful consideration as most of the braking areas are bumpy. Brake temperatures can creep up and before you know it the brake balance is moving around, making the car unstable.

RACE ODDS (William Hill)

Vettel	Evans
Alonso	3/1
Webber	5/1
Hamilton	13/2
Button	14/1
Massa	33/1
Rosberg	66/1
Schumacher	100/1
Heidfeld	200/1
Petrov	200/1
di Resta	750/1
Kobayashi	750/1
Barrichello	1000/1
Maldonado	1000/1
Sutil	1000/1
Perez	1000/1
Alguersuari	1000/1
Buemi	1000/1
Trulli	2500/1
Kovalainen	2500/1
d'Ambrosio	5000/1
Ricciardo	5000/1
Liuzzi	5000/1
Glock	5000/1

THE PAST TWO

races have been tough for McLaren, but the car is still quick and it was a winner as recently as the Canadian GP. That makes Lewis Hamilton great value at 13/2 for a win and Jenson Button at 14/1 fantastic value for an each-way bet. As for the most likely scenario, that's a Red Bull win, making Mark Webber the better value at 5/1.



Careful on brakes – it's a bit bumpy

All great racecars have balance. This one helps balance budgets, too.



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Straight talk David Coulthard

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

With Ferrari's comeback win at Silverstone last time out, we may well have a real championship fight on our hands between the Prancing Horses and the Raging Bulls. And keep an eye on McLaren...

It's a great idea to mix the Nurburgring and Hockenheim circuits each year. Whereas Hockenheim is a bit bland compared with the old, out-in-the-forest track, the Nurburgring offers elevation change and some of the corners around the back of the circuit really make the drivers feel at one with the car because they are reasonably testing. In a sense, it's like a slightly less challenging Silverstone.

That said, you've also got the added element of the fickle Eifel-mountain climate, where unpredictable local weather can turn a race on its head.

FERRARI RESURGENCE IS REAL

You have to assume that Red Bull still possesses the highest level of downforce, but we're heading to a

into the championship, and theoretically he can win the title if he shows the same dominance in the second half of the season that Sebastian Vettel displayed in the first. It's extremely unlikely, but perhaps Seb will have a Jenson Button 2009-like end to the season, where he has to hang on towards the end of the year?

I suspect Alonso's win wasn't just down to the diffuser issue, although that certainly affected lap times, and it shows that the rest of the car is really functioning now. Its upgrades obviously worked well, and now it will have to bring more to make it even quicker. If Ferrari is going to win more races, it will have to do that consistently, and if it has understood the differences it had before between windtunnel and track, then that will help a lot.

Red Bull might be far more optimised, and is in the realm of diminishing returns, but Ferrari seems to have hit that development-window sweet spot.

And who knows how competitive McLaren will be? It appears a little at sea at the moment, but we were on the verge of writing it off pre-season, and it bounced straight back. It might well do the same this weekend – it certainly needs to, or risks losing the confidence of the drivers.

RED BULL TEAM ORDERS

Red Bull knows that Mark Webber is not shy of speaking his mind, and his apparent disobedience was all good media fodder – he gave us

something to talk about and run with at Silverstone.

I completely understand his plight, as I've been there myself, but with the benefit of hindsight his championship campaign will not be won and lost with what happened at Silverstone. He had seven races before that to outqualify (which he's done twice) and outrace Sebastian, which he hasn't yet achieved.

Mark has just got to focus on the task, and not be distracted by anything going on around him.

SCHUMACHER IN SPOTLIGHT

Michael has shown flashes of his old racing instinct; nobody can take that away from him. But, a year and half into his comeback plan, we've got used to Michael merely being a safe pair of hands to develop Mercedes's F1 project. And if it delivered a car capable of winning a world championship next year, it would be surprising if it wasn't Nico Rosberg doing a Vettel rather than Michael.

There have been enough instances now to realise that Michael's old magic – in its highest and most pure form – just isn't there anymore.

There is also a frustration at Mercedes that the design philosophy hasn't paid off. I don't think the team will rectify that this year, so it's a case of telling the Mercedes board that they know what's wrong and they'll change it for next year. And, as things stand at the moment, that could be Michael's last season in F1.



Revitalised Ferrari can now take the fight to Red Bull

less-aero-dependent circuit than Silverstone. My gut feeling is that we might have a battle on our hands following Ferrari's step up.

Fernando Alonso's victory at Silverstone has breathed new life

PICS: MASON/GETTY

“Alonso's victory has breathed new life into the championship”

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MPH Mark Hughes

AUTOSPORT grand prix editor

OK, so there are no exhaust-blown diffusers for next year. While Red Bull pioneered that technology, to suggest that the rest will automatically catch up with the boys in blue is naive

Now that the exhaust-blown-diffuser controversy is over for this year, it's interesting to ponder what the effect will be of 2012's requirement to have the exhausts exiting in a prescribed zone at the rear of the car. Forcing the exhaust outlets so far back effectively kills the whole concept of an exhaust-blown diffuser, let alone an off-throttle one. From next year, even when a driver is fully on the throttle, it will have no direct bearing on the diffuser's performance.

Last year's Red Bull was the car that triggered the latest vogue for exhaust-blown diffusers (though they were actually introduced on the 1983 Renault) and it's clear that the feature had a profound impact on the car's aerodynamic concept.

The high-velocity exhaust gases effectively turbocharged the diffuser's power, and this has enabled the unique, highly-raked stance of the RB6 and RB7 designs. The usual problem about running a

high rear ride height, aside from increasing the centre-of-gravity height, is that the diffuser becomes more prone to stalling. With the exhaust blowing beneath the diffuser, the ride height at which stall became an issue was significantly higher. Being able to increase the rear ride height in turn allowed the front to be run closer to the ground, putting the front wing and its endplates much more significantly into ground-effect territory, whereby you generate downforce from the low pressure created between the ground and the underside of the wing.

Combine that with the greater capacity of the diffuser because not only is it less stall-prone with the help of the exhaust blowing, but it also has a greater maximum power because of the high ride height and the nose-down stance has real aerodynamic benefits if you can keep the airflow attached to the right places of the car. Adrian Newey's whole vision with this generation of Red Bulls seems to have been to ease the airflow's passage through the car, even at the expense of worrying too much about how much downforce is created by airflow over the traditional downforce-generating surfaces such as wings.

It's brilliant stuff, and there are doubtless all sorts of trick technologies in allowing the requisite degree of flex in the nose. But the point is that it's a concept that has been built upon the possibilities enabled by the exhaust-blown diffuser which is gone for next year.

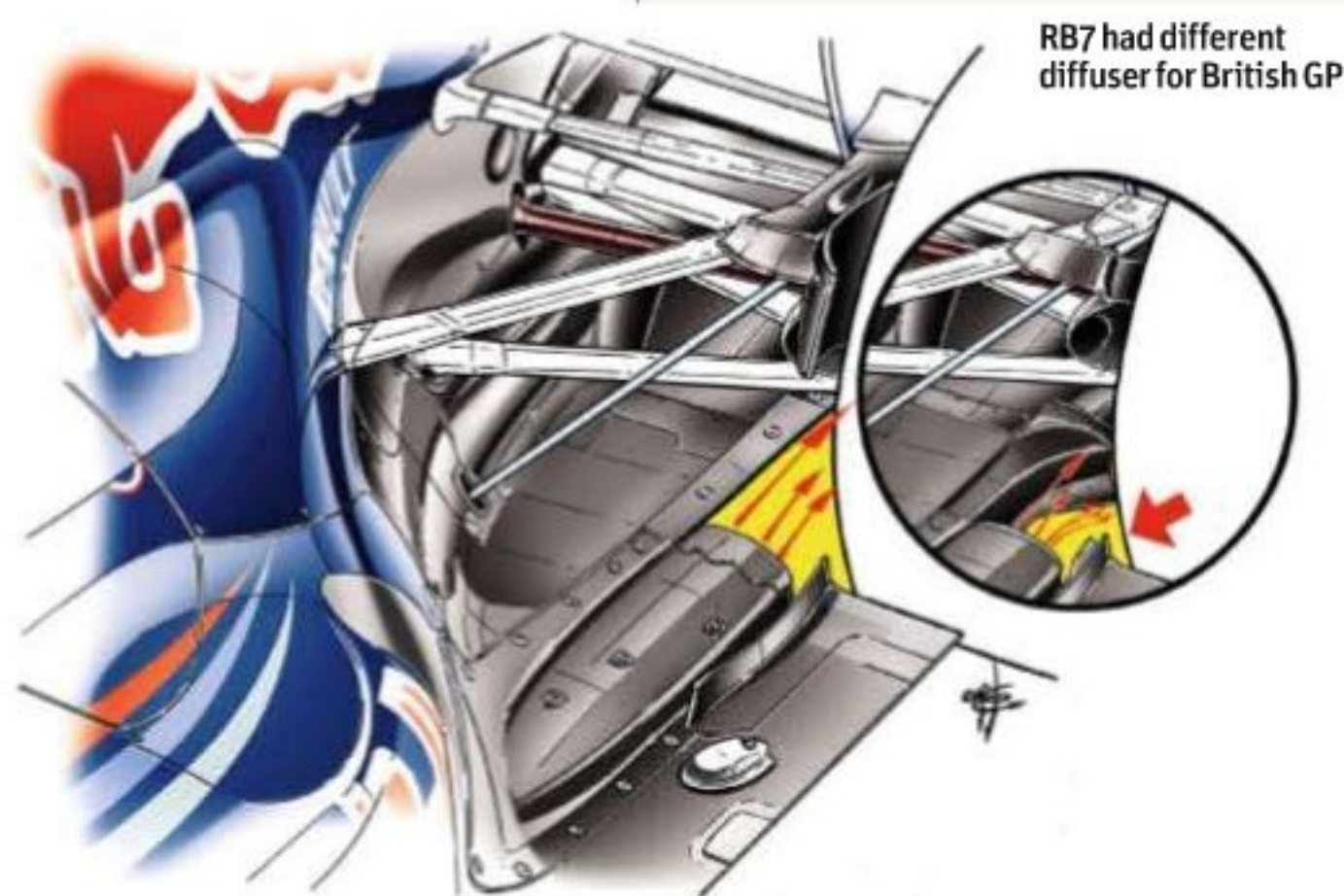
This, much more than any

differences in the power of each team's off-throttle blowing we are seeing this year, surely gives the other teams a chance of starting from a more level playing field, of cancelling out the head start Newey and his aero team gave Red Bull. The vision behind the design wasn't even clear to other teams until this year, if their 2011 designs are any guide, whereas Red Bull has been pursuing it since mid-2010.

But let's not forget that the Red Bull RB5 of 2009, conceived without an exhaust-blown diffuser and initially without even a double diffuser, became the fastest car of the season. Even in its original single-diffuser guise it was a close match for the double-diffuser Brawn and, once it got its mid-season update to take fuller advantage of the double diffuser, it was generally the fastest thing around no exhaust blowing, no nose-down stance. All of which just underlines how the design team has a seemingly solid handle on every aspect of performance.

So while rival teams may believe the task of matching Red Bull has been made easier for 2012, there must still be a great temptation to plug into that knowledge by recruiting key members of the team. Newey himself shows no inclination to move he reportedly declined a multi-million-dollar offer from Ferrari last year but what about his leading lieutenants? It would be surprising if the tempting process is not already underway. The question then is just how much of Newey's vision has been disseminated. I'm guessing not much. ☹

ILLUSTRATION GIORGIO PIOLA



“Newey reportedly declined a multi-million-dollar Ferrari offer”

WORLD GT1

GT1 salvation is a week away

Series boss Stephane Ratel is closing in on the 20 cars he needs to meet his imminent self-imposed deadline. By GARY WATKINS



Nissan leads Aston at Ricard last weekend

FIA GT1 World Championship boss Stephane Ratel is closing on the 20 entries he needs for the series to continue into 2012 ahead of his self-imposed deadline of next week.

Half of the required 10 two-car teams, each representing one manufacturer, appear to be in place, and Ratel looks to be on the way to securing the other half of the grid. That will allow him to press the green light on the third season of the championship.

Ratel said: I am feeling encouraged and optimistic. I'm waiting for a couple of answers that will make me feel even more confident, but it seems that we will have 10 brands.

He explained that his biggest challenge was putting brands with teams. It is known that several

potential entrants do not have deals in place with manufacturers.

Those include Vitaphone/vita4one, ProSpeed, United Autosports and the French Hexis squad, which has run Aston Martins in 2010-11. Hexis boss Philippe Dumas conceded that Young Driver AMR is likely to be Aston Martin's chosen team next year, when the rules dictate that there are two rather than four cars from each manufacturer.

The only concern for Young Driver is that it is seeking a further rule change to allow its existing grandfathered Aston DBR9 to race alongside the new-style GT1 cars and uprated GTE and GT3 machinery that will make up next year's grid.

Ferrari appears certain to join the series with AF Corse and



Todt, with Ratel (right), paid a visit

an uprated version of its GTE-spec 458 Italia.

AF boss Amato Ferrari said: We are very interested and I think Michelotto [which developed the 458 Italia] can support us.

Two teams are each in the mix to run uprated GT3 cars from Mercedes and Audi. The Ford GT is available because Marc VDS Racing is likely to switch to the BMW Z4, while Ratel is working to have Chevrolet, Chrysler and Alpina BMW on the grid.

TODT: ROOM FOR GT1 AND WORLD ENDUROS

FIA PRESIDENT JEAN TODT BELIEVES

there is room for the FIA GT1 World Championship and the new-for-2012 World Endurance Championship.

"One is a sprint championship with just one type of car, the other has a mixture of prototypes and GT cars and the races are a minimum of six hours," said Todt, who visited last weekend's GT1 event at Paul Ricard. "They are completely different concepts."

Todt said he was supportive of series boss Stephane Ratel's ideas to bring together existing GT1 cars with GT3 and GT2/GTE-based machinery, and use the Balance of Performance to equalise them.

2012 GT1 World Championship: who's in, and who might join them

CONFIRMED

ALL-INKL.COM

Will fly the Lamborghini flag again in 2012

JRM/SUMO

Is committed to run two Nissan GT-Rs for a third season

MARC VDS

Has entered already and is likely to run BMW Z4s

LIKELY

YOUNG DRIVER

Only snag is the lack of new Aston Martin for 2012

HEXIS

Needs to replace its Astons but wants to stay on

AF CORSE

Is on the cusp of a deal to run Ferrari 458s

VITAPHONE

Ex-champion wants to return but needs to find cars

POSSIBLES

HEICO MOTORSPORT

Is working on a deal to run Mercedes SLS

GRAFF

French squad is also linked to the Mercedes model

WRT

Belgian squad has admitted interest in running Audis as it has in European GT3

PROSPEED

Won't be with Porsche, but not ruling itself out of the running just yet

UNITED AUTOSPORTS

Chances fading but team still in the mix

WORLD GT1

All-Inkl takes over Lambos

THE ALL-INKL.COM SQUAD IS

set to take over the Swiss Racing Team Lamborghinis for the final three rounds of the FIA GT1 World Championship to ensure the series continues.

The German team looks certain field the two former SRT entries in the wake of the Swiss team's withdrawal from the championship for financial reasons. This followed the accident at the Sachsenring round in May, which has resulted in their absence from the subsequent two championship rounds.

That reduced the FIA GT1 grid to just 16 cars, but the championship's contracts with its promoters at the flyaway events outside Europe stipulate a minimum of 18.

All-Inkl driver and team manager Marc Basseng, who led the championship together with Markus Winkelhock going into last weekend's Paul Ricard event, said: "There were not many possibilities, because if we don't



Over and out: Max Nilsson walks away

have 18 cars, we all won't go to China [for the next two rounds of the championship]. Our knowledge of the car and our relationship with Reiter Engineering [which developed the Murcielago R-SV] made us the obvious people to do it."

Basseng explained that the extra Lambos, one of which is

owned by Reiter, the other by a British collector, would not be run under the SRT banner in China and at the series finale in Argentina. No decision has been made on drivers but it is not expected that any of those who drove the cars with SRT, including Karl Wendlinger, will move over to All-Inkl.

AUTOSPORT SAYS...

GARY WATKINS
INTERNATIONAL
EDITOR-AT-LARGE



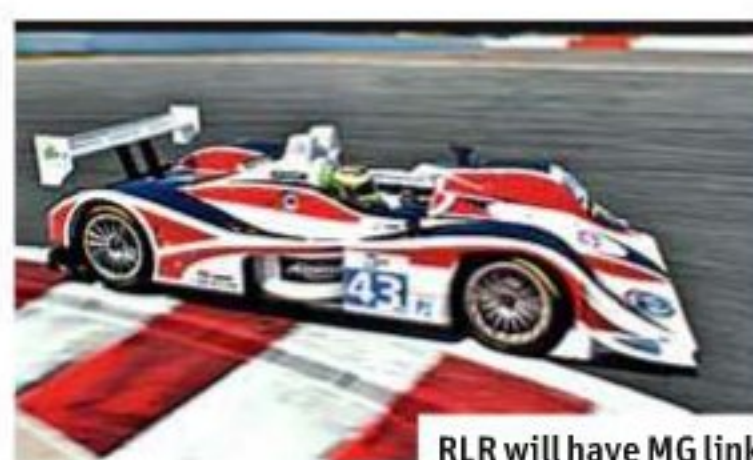
If I were a betting man, would I have put money on Stephane Ratel saving the FIA GT1 World Championship when he unveiled his take-it-or-leave-it plan to have 10 marques on the grid next season? Of course I would. Not because I knew how he was going to do it, but because the form book suggested that he would. He's pulled the rabbit out of the hat before, and I had the suspicion back in April that he'd do it again.

Nearly four months on, we're coming up to the date on which Ratel is demanding that entrants for 2012 pay a €100,000 deposit, and we can see the ears and face of the bunny already. Whether we'll get to see its little tail when entries close next Friday is unclear.

Of course, Ratel set the deadline in order to get teams to commit to the world championship so that he could avoid the months of uncertainty that blighted the series ahead of its first two seasons. Should he fall a team or two short next week, it probably doesn't matter, but a shortfall in what he calls brands may be more problematic.

That's why we shouldn't castigate Ratel if he has to extend his deadline. So long, that is, that he has the core of his entry in place.

Ratel wants to eliminate annual GT1 uncertainty



RLR will have MG link

LMP2

MG makes a racing return

THE CHINESE OWNER OF THE HISTORIC MG marque is taking a tentative first step back into motorsport.

MG, which has been owned by Nanjing Automobile Group since 2005, is joining forces with the British Team RLR squad.

It is becoming a sponsor of RLR's Lola B05/40 LMP2 contender, which was rehomologated by former owner RML as an MG EX265, for its 2011 Le Mans Series campaign and is also forging what is billed as a "technical partnership" with the team. Exactly what that means will not be revealed until the official launch of the programme next week.

RLR boss Nick Reynolds said: "The deal is a great fit for both parties due to heritage and provenance of the MG-Lola EX265, and we are excited to be working with such a famous manufacturer."

IN BRIEF



MORE RACES FOR BLUNDELL

Ex-Formula 1 veteran Mark Blundell will undertake two more Grand-Am rounds under the United Autosports banner. The 45-year-old will share a Michael Shank Racing-run Riley-Ford (above) with United boss Zak Brown at Watkins Glen next month and Mid-Ohio in September.

GT3 VENUE CHANGE

The Slovakiaring near Bratislava will host the fifth round of the FIA GT3 European Championship on August 20/21 in place of the Smolensk Ring in Russia.

LOTUS FOR ALMS

A new factory-blessed team will take Lotus into the American Le Mans Series from next season. Lotus Sport USA, run by former Team Lotus chief mechanic and Richard Lloyd Racing team manager Ian Dawson, will use a pair of Evora

GTEs next season and is aiming to then move up into prototypes.

AUTOCON RETURNS

The US Autocon squad makes its ALMS return at Mosport this weekend. The team's presence with its rebuilt Lola-AER B06/10 for Tony Burgess and Chris McMurphy boosts the LMP1 entry to four cars.

HAMILTON JR FOR SPA

Sportscar aspirant Archie Hamilton, grandson of 1953 Le Mans 24 Hours winner Duncan, will contest the Spa 24 Hours on July 30/31 in a DB Motorsport BMW Z4.

SPA DEBUT FOR LAPIERRE

LMP1 star Nicolas Lapierre (below) will make his Spa 24 Hours debut aboard a Graff Racing Mercedes SLS GT3. He will share the car with ex-F1 ace Olivier Panis, Eric Debarb and Gregoire Demoustier.



BIG NUMBER

59,618,528

Kyle Busch's prize-money earnings in NASCAR (in US dollars). The 26-year-old notched up his 100th career win in last weekend's Nationwide race at New Hampshire International Speedway.

DTM

BMW targets 'respectability'

Marque veteran Andy Priaulx says team must be realistic as it prepares for its return to the DTM



M3 DTM racer was unveiled in Munich

Long-time BMW driver Andy Priaulx believes that respectability must be the aim for the marque's return season in the DTM next year.

The German manufacturer last week unveiled a concept version of its M3 DTM at its Munich headquarters and confirmed that Priaulx and Augusto Farfus both of whom currently form part of its GT line-up would race the car in 2012.

We have to be realistic, the three-time World Touring Car champion told AUTOSPORT. The structure here at BMW is spot-on



and I couldn't be happier with the way the programme is set out, but the DTM is so tough and so close, that the first task has got to be to just be competitive and respectable.

The new BMW hit the track at Oschersleben earlier this month,

with the Racing Bart Mampaey outfit running the programme and both Priaulx and Farfus driving.

The Brit, who completed 10 laps, thinks that BMW will benefit from being the first of the DTM's manufacturers to run its new car.

We're 10 years behind them in terms of our knowledge of the DTM, so it's crucial that we're already on track, he said. We have to make this count and get as much testing and development done so we're somewhere in the ballpark.

While BMW motorsport director Jens Marquardt said that a number of drivers were under consideration for next year, Priaulx believes that it is of critical importance that a current front-running DTM driver is among the six-strong line-up.

Not in terms of testing and development, he said. Because if you're a good driver you can test and develop any car, and BMW clearly has a lot of faith in Augusto and me to do that initially.

It's more that [a current driver] can provide a real benchmark for us and eliminate any uncertainty about a car. If a top DTM driver is quick in the car, then the car's quick and we know the level we can all be at.

Q&A

JENS MARQUARDT BMW MOTORSPORT BOSS



Are you happy with the initial runs of the car?

Yes, but it's difficult to make any conclusions about the future performance based on what we've done so far. It's important to be testing before our rivals.

Why choose Priaulx and Farfus?

The DTM has its own demands, but Andy and Augusto have all the qualities you need to be successful. They have been top-class in touring cars, are established in the team and the engineers know them.

Where are you on finalising the driver line-up for 2012?

We will have the strongest line-up possible and will keep working on finalising this over the next weeks and months. We are not just looking at current BMW factory drivers, but drivers racing for other teams too.

New car has already run at Oschersleben



DTM

Munich 'show' needs work

THE DTM'S 'SHOW EVENT' IS UNLIKELY to become a championship round in the future, according to Mercedes driver Gary Paffett.

The Race of Champions-style event was held at Munich's Olympic Stadium last weekend and attracted a crowd of over 60,000 over the two days to witness wins for Edoardo Mortara and Bruno Spengler.

But Paffett, whose best result was a quarter-final loss on Saturday, said that the event was in danger of suffering from an identity crisis.

"It wasn't showy enough to be a show event, and it wasn't serious enough to be a serious event," he told AUTOSPORT.



60,000 fans saw the DTM 'show'

"Maybe if we could race at night and have a more compact format it would be more of a show event

"We couldn't have a points round here because there are too many variables. For example, with two cars on track at a time, there's maybe half an hour between

the first and last cars in qualifying, and track conditions can change massively. Is it fair for someone to lose points like that?"

Paffett also believes that an adjustment is needed to the circuit to make accidents less likely.

"The organisers put concrete barriers outside the two fastest corners, which also had negative camber to help drainage, and that's just asking for trouble," he added.

"We identified it as a problem area on Friday and a lot of people hit the wall there. I don't think either Mercedes or Audi were happy with the level of damage done."

IN BRIEF



AUDI A5 IMAGE REVEALED

Audi has released the first renderings of the A5 DTM car it will race in 2012. Codenamed the R17, the two-door model (above) will replace the current four-door A4 that has been in action since 2004.

MORE GOLD COAST SIGNINGS

Augusto Farfus and Simon Pagenaud have joined the line-up for the V8 Supercar Gold Coast 600. The duo will drive GRM Commodores, although the exact driver pairings are still to be announced. Pagenaud raced on the circuit in a Team Australia Champ Car in 2007.

ETC CUP RUNNERS

Double BTCC champion Fabrizio Giovanardi will join the field for this weekend's European Touring Car Cup at the Salzburgring in a Hartmann Honda Accord. WTCC regulars Michel Nykjaer and Pepe Oriola will also race in a Chevrolet Cruze and SEAT Leon respectively.

NASCAR OFFERS \$3M BONUS

NASCAR is offering a special \$3 million prize for its 'Sprint Summer Showdown'. Any driver who wins one of the five races between Indianapolis and Bristol (rounds 20-25) will be eligible for the bonus if they can then go on to win round 26 at Atlanta. The prize will be split equally between the driver, a fan and a charity.

BAD WEEKEND FOR FABIANI

Proteam BMW driver Fabio Fabiani was excluded from both of Sunday's WTCC races at Donington. A breach of the parc ferme rules prompted his race-one disqualification, while a fuel irregularity was his undoing in race two.

POULSEN PENALISED

Kristian Poulsen (below) will carry a five-place grid penalty into the upcoming WTCC round at Oschersleben after being deemed responsible for his accident with fellow independent BMW runner Norbert Michelisz in the second race at Donington last Sunday.



Villeneuve has raced Penske-run Dodge

NASCAR

Villeneuve plans team

JACQUES VILLENEUVE IS LOOKING AT buying a NASCAR team if he can't find a competitive seat elsewhere.

The 1997 F1 world champion recently ran the first of two scheduled Nationwide races with Penske, but has made no secret of his increasing frustration at being unable to secure something more permanent.

"If I can get a good ride, I probably would not be looking at [buying a

team]," he said. "But the way the budgets are right now, you might as well bring it yourself. If I could get a full-time ride, I wouldn't bother."

Villeneuve finished third in his Nationwide outing at Road America, but has no firm plans beyond next month's Montreal race. He attempted to start his own Formula 1 team in partnership with Durango last year, but failed to secure an entry for 2011.

BTCC

Third car for Motorbase

BRITISH TOURING CAR SQUAD

Motorbase is hoping to run a third car in the series and tested former team driver Jonathan Adam last week.

Motorbase currently runs Mat Jackson and Liam Griffin in its Ford Focuses and wants a driver for its third car. Adam, who finished eighth in the BTCC with a Motorbase BMW in 2009, currently races in British GT. No deal has yet been done, but the 26-year-old tested one of the team's Focuses at Brands Hatch on Friday.

Motorbase manager Oly Collins said: "At the moment it's a one-off test. He got on really well and if it leads to a race deal then great, but nothing is sorted.

"It's no secret we would like to run three cars at some point, whether that be at the end of this year or next."

As well as Adam, Jackson also did some development work at Brands, while Motorbase's Porsche Carrera Cup driver George Richardson drove a Focus as he evaluates his future options.



STCC

AN ACQUIRED TASTE

It used to be that rollmops and salted licorice were about the only Scandinavian things that foreigners struggled to get their heads around, but the first version of the car being tested by Touring Car breakaway group the TTA appears set to join the club. Plans are for the Solution F-based car to be reshelled for different manufacturers.



Indy chiefs encourage close but clean racing

IndyCar expresses sympathy with its drivers after incident-filled Toronto race

Toronto streets were packed with incidents

IndyCar officials have taken a sympathetic view towards the drivers following the recent chaotic Canadian race on the streets of Toronto.

Many drivers were left angry after the race, in which 32 of the 85 laps were spent under full-course caution. Title contender Will Power was one of the most vocal after the race, having clashed with title rival Dario Franchitti



Franchitti clashed with rival Power

and then retired after a separate collision with Alex Tagliani.

But race control only felt three drivers were deserving of penalties, and chief steward Brian Barnhart has said that he understands why the racing has become so action-packed.

When the competition is so close, and it's difficult to pass, these guys get aggressive, said Barnhart. It's a fine line between aggressive and reckless, but keep in mind that these guys are risk-takers by nature. It is such a discretionary and difficult decision between avoidable contact and racing.

Franchitti, who was heavily criticised by Power after the race, agreed with Barnhart's view that

the close competition was leading to more aggressive driving.

There were a lot of people mad at each other right through the field, said the reigning champion.

There's a very high level of tension in the series right now and that's because it's so competitive and so hard to find an advantage.

Barnhart said that Franchitti avoided a penalty for his clash with Power because the cars made side-to-side contact, making it impossible to lay the blame with one driver. In response to Power's outburst, Franchitti said: Will's had two non-finishes in a row, and I can understand his frustration. But this is the first time we've really had a problem, and I hope we can chat about it and move on.

NASCAR: LET THE DRIVERS BE DRIVERS

NASCAR PRESIDENT MIKE HELTON

admits that his series' 'boys have at it' policy is constantly being redefined in reaction to on-track incidents.

The series is deliberately attempting to take a back seat on most on-track incidents and allow the drivers to sort themselves out, but Helton said that the idea is constantly being worked on.

"It's a never-ending process," he said. "We still have a responsibility to maintain law and order. Over the past couple of years, every time something happens we react to it. That defines a little bit more what we mean by the drivers having more responsibility. That will go on."

"What we're after is to encourage the drivers to be drivers and let their own character prevail, while at the same time understanding our responsibility to maintain law and order in the environment around the racetrack."

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GP2/INDYCAR

Filippi targeting IndyCar

GP2 VETERAN LUCA FILIPPI HAS his sights set on landing an IndyCar drive in the future.

The Italian is the most experienced driver in the history of GP2, and he will make his 100th start in the main series this weekend at the Nurburgring. But he accepts that he will not race in the F1-feeder category for much longer, and hopes to land a drive in America.

"I would love to go to IndyCar," Filippi told AUTOSPORT. "If I have the chance to go there, I would go tomorrow. There aren't so many cars as fast as GP2 where you can use all of the experience you have developed. But it is not so difficult to use 100 per cent of your experience in Formula 1, IndyCar, and probably sportscars."



Filippi would move to America "tomorrow"

The 25-year-old, who has won twice in 99 GP2 starts, admitted that his prolonged stay in the category is not down to a belief that he can still make it to Formula 1.

"I can see F1 is more or less impossible to get into," he said. "I had some Formula 1 experience in the past, but I was a little unlucky because the

team I signed for – Honda – withdrew.

"I had a long-term contract and a good reputation in the team. I think I could have had a good career with them, but once you are part of one programme it is very difficult to get into a new one."

P44 FILIPPI INTERVIEW

IN BRIEF



FORD/WTCC TALKS PROGRESSING

Mike Earle, boss of BTCC team Arena, is progressing with talks to take at least one Ford Focus (above) into the WTCC next year. Earle met with WTCC promoter Marcello Lotti at Donington on Sunday but said that a deal was still some way off.

GP3 DEBUT FOR MACLEOD

Former British Formula Ford champion Callum Macleod will make his GP3 debut at the Nurburgring this weekend with Carlin. The Spanish F3 race winner replaces Daniel Morad in the team's three-car line-up.

CUNHA SET TO GO NEGATIVE

British F3 Championship organisers are expected to penalise T-Sport racer Yann Cunha for contravening in-season testing restrictions by taking part in a European F3 Open race at Spa recently. They plan to fine Cunha and dock him two maximum scores, which would leave him with minus points in the championship table.

MONJE FOR HITECH

European F3 Open racer Fernando Monje will drive for Hitech Racing in the next round of the British F3 championship at Spa on July 28-30.

ONIDI INJURED

Fabio Onidi is likely to miss Auto GP's Oschersleben round later this month after fracturing his hand in a crash at Donington Park last Saturday. The Italian suffered the injury in a collision with DAMS driver and GP3 racer Rio Haryanto.

CARROLL JOINS AUTO GP

Former A1GP champion and GP2 race winner Adam Carroll made his Auto GP debut with the Campos team at Donington Park last weekend. The Irishman (below) qualified on pole and ended the weekend with a fifth and second-place finish from the two races.



NASCAR

Hornish set for full-time Nationwide seat

FORMER INDYCAR CHAMPION SAM Hornish is set to get his NASCAR career back on track with a full season in the second tier Nationwide Series next season.

Hornish has been limited to just one race in the Sprint Cup and six starts in the Nationwide series this year, after his Penske team lost sponsorship for his full-time drive in the Cup over the winter.

But team boss Roger Penske is keen to put Hornish into a full-time drive in Nationwide next year.

"We've got good development capability using the Nationwide series," said Penske. "Sam hopefully

will have a full run next year. He's been great off the track and we've seen the good job he's done on track. The sponsor that has been supporting him the last few races has a very big interest in Sam and what he can do. The plan is a full season with Sam, maybe to run for the championship, to give him a real year to sort it out."

Penske added that Hornish will get more races this year than was originally planned. It is expected that the team will run two Nationwide cars next year, with 2010 champion Brad Keselowski and young driver Parker Kligerman sharing the second car alongside Hornish.



O2 team has been handed ban

INDY LIGHTS

Lights team in series ban

INDYCAR RACE DIRECTOR TONY

Cotman has upheld bans against Indy Lights squad O2 Racing Technology and team owner Mark Olsen, confirming that they will be suspended from the series until the end of 2012.

Olsen was sanctioned following accusations that he encouraged other teams to boycott the recent Milwaukee race. O2 was the only team to withdraw.

IndyCar said that the team was in breach of several rules, including "engaging in unsportsmanlike conduct or conduct detrimental to racing" and "conduct creating adverse notoriety with respect to IndyCar".

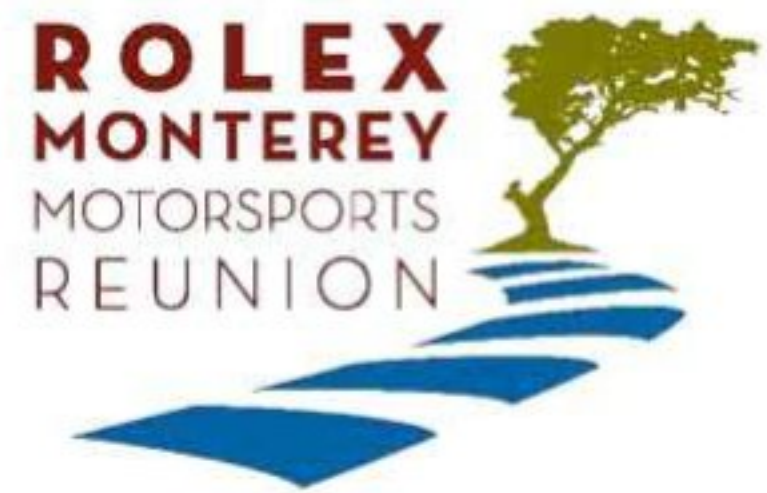
Olsen wrote on the team's website that he was disappointed with the decision.

"I strongly disagree with the ruling," he said. "The penalty notice accusations are simply untrue. I don't know why [IndyCar] won't just admit their mistake."



Hornish may get full '12 Nationwide deal

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PIT BITS

Facts and stats plus a readers' poll

NEWS
PIT & PADDOCK



Flashback

July 2 1978

BRITISH F3'S LAST VISIT TO PAUL RICARD

Last weekend's British F3 round at Paul Ricard was the first at the circuit since it supported the French Grand Prix in 1978. Nelson Piquet was the winner – as was the case for most of the year.

TOP FIVE

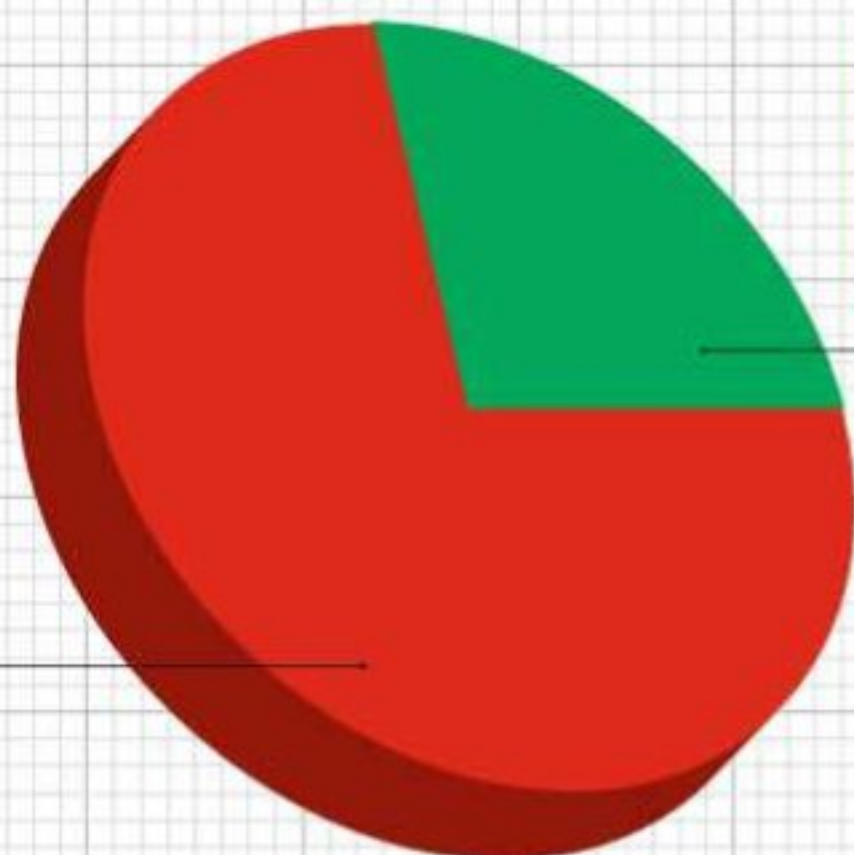
NASCAR race winners

- 1 Richard Petty**
'The King' racked up 200 victories during his years in the saddle, which also yielded seven titles.
- 2 David Pearson**
With 105 victories to his name, the 'Silver Fox' tended to win when Petty didn't.
- 3 Kyle Busch**
'Rowdy' racked up #100 last weekend (below) at ripe age of 26 and is closing on Pearson.



- 4 Dale Earnhardt**
'The Intimidator' was a race winner on 97 occasions, the last coming at Talladega in 2000.
- 5 Darrell Waltrip**
Three-time champion 'Jaws' took 97 wins, including a record five in the Coca Cola 600.

Can Ferrari catch Red Bull?



We asked AUTOSPORT forum users whether Ferrari can catch Red Bull for the 2011 title

top tweets



@TimBridgman

I'm convinced the Pie n Mash van in Harlow will see an upturn in business with the use of a decimal place on his board. £350 is steep.



@JRHildebrand

The gate agent must have somehow let an invisible axe-murderer on the plane who is now attacking the baby behind me. SCREAMING HIS NUTS OFF.



@scottspeed

Baby stroller came in today! Has springs! So I can adj the understeer for Juliets liking ;)



@MattHalliday1

Apparently they have filmed a lot of adult entertainment in here. #notgoinginthehothtub



@maxpapis

We found a awesome place in iowa where u can cook your own steaks like home but it is a restaurant.



@RyanHunterReay

Why is it that I can't change the channel when COPS is on? And that theme song... killer combination.

NEXT WEEK



LORDS OF THE 'RING

Formula 1 boys head for Germany, with Sebastian Vettel bidding to claim his first home victory

GLOBAL FOCUS

Ford is gearing up for a step into the World Touring Car Championship



PLUS

IndyCar in action at Edmonton; Formula 2 at 'home' at Brands Hatch; GP2/GP3 battles at Nurburgring

ON SALE
JULY 28



ESTONIA

MADS FOR IT IN ESTONIA

Mads Ostberg enjoyed the perfect preparation for next week's Rally Finland by winning a close fight with local hero Markko Martin on last weekend's Rally Estonia.

WRC

Gronholm linked to Volkswagen

Sources suggest the German manufacturer is planning to bring the double world champion Finn out of retirement

Volkswagen is rumoured to be considering a move to bring double world rally champion Marcus Gronholm out of retirement and the 43-year-old Finn says he is ready to talk.

While both the German firm and Gronholm have denied talks have taken place, AUTOSPORT's sources indicate contact has been made. Gronholm has admitted, however, that he would be ready to consider an offer from VW.

I'm certainly not thinking about coming back to challenge Sebastien Loeb or anything like that, he said. But it could be interesting if VW did call. Yes, I would be interested in helping next year, it could be good to work with a manufacturer bringing a new car.

Gronholm, who is currently

competing with the Olsbergs MSE team in rallycross, has only tackled two WRC rounds (Portugal '09 and Sweden '10) since he retired from full-time competition at the end of 2007. He now admits now that he retired too soon.

At the time it felt like it was the right time, I was tired, he said.

But now I think it might have been nice to have carried on driving for longer. It would have been good to have another shot at the title. I can't complain about what I achieved. I won a lot of rallies and two titles, but another title would have been nice.

I competed in the championship for so many years and then suddenly at the start of a year, you don't see the same people and you say, Okay, so what am I going to



Gronholm (centre) would link up with Demaison (left) at VW

do with the rest of my life? I have got plenty of things which keep me busy, but it could be interesting to drive again.

Apart from his American rallycross commitments, there had been speculation that Gronholm would compete in the Dakar Rally.

There was some talk about Dakar, which I was interested in, he said. But that has gone quiet again.

At the moment, there is not so much apart from the rallycross.

Gronholm would have a strong ally at Volkswagen with his former engineer Francois-Xavier Demaison already employed in Hannover.

VW has made no announcements on who will drive for the team full-time, but 2003 world champion Petter Solberg remains a strong bet for one of the Polo R WRC seats.

VW will evaluate young guns in Skoda Fabias



WRC

VW to test with Skoda in Finland

THE VOLKSWAGEN TEAM WILL RUN ITS first pre-event world rally championship test in Finland today (Thursday).

The test, ahead of next week's eighth round of this year's WRC, will be the first outing for VW, where it will run Andreas Mikkelsen and Joonas Lindroos in a pair of Skoda Fabia S2000s. Volkswagen is using several rounds of the WRC – this year and next – to prepare its on-event team for 2013, when it arrives with the Polo WRC.

The selected European rounds will also be used by VW to evaluate young drivers.

Mikkelsen admitted he was delighted to have been selected for the initial squad,

but underlined that he knew he would be in for a tough task in Finland.

He said: "The important thing for me is to get to the finish, because this is a big part of Volkswagen's preparations for 2013 – the team is here to get experience. It is a dream opportunity for me, but I know they're only trying me out – this doesn't mean I'm in the team for 2013 or anything like that. I just have to do the best I can."

● Volkswagen has announced that Christian Riedemann and Hans Weijs Jr will be its Fabia drivers for Rallye Deutschland in August.

WRC

Sordo calls on BMW for more grunt

DANI SORDO HAS URGED BMW to bring forward work on the Mini WRC's engine for the second half of the season.

Mini will compete on next week's Rally Finland, having made its debut with the new car on Rally d'Italia in May. Sordo has declared that the team needs to focus on finding more power from the German-built 1.6-litre engine.

"It [the engine] won't be so bad in Finland," said Sordo, "but for the following round in Germany, where there are so many junctions, this is very important. We have to find some modifications, but I'm not sure if this can happen before the end of the season; it seems BMW is concentrating on its



Mini driver Sordo wants more power

DTM programme now."

Sordo's team-mate Kris Meeke says missing last week's Rally Estonia has not compromised his preparations for Rally Finland. The Prodrive team elected not to compete in Estonia, blaming the

damage Meeke caused to the John Cooper Works WRC test car when he hit a rock in testing earlier in the week. Meeke and Sordo both completed more than 220 miles of testing on three separate roads in three days last week.

IN BRIEF



HIGGINS WINS US TITLE

Second place to Mitsubishi driver Antoine L'Estage on last weekend's New England Forest Stages was enough to secure David Higgins his third Rally America title. The Subaru USA driver (above) has been on top form this year, with three wins and two second places clinching him the title – and a shot at the X Games in Los Angeles next week.

HANNINEN'S IRC TRIPLE

Juho Hanninen returned to the top of the IRC standings with his third win of the year on the Azores Rally last weekend, but Skoda will still not confirm whether he will complete the IRC season in a bid to become the first driver to successfully defend an IRC title. He will, however, contest the next IRC round in the Czech Republic.

SILK WIN FOR HOLOWCZYC

After 1470 miles of special stages, Poland's Krzysztof Holowczyc won the week-long Silk Way Rally, which finished in Sochi on Sunday. The BMW driver was almost two hours ahead of Stephane Peterhansel,

who was unable to make up the 2h24m he lost with mechanical problems in the Mini All4 Racing on the opening day.

HUNT THE SHUNT

Englishman Harry Hunt's hopes of bagging a big haul of IRC 2WD Cup points on last weekend's Azores Rally took a knock when he ditched his Citroen DS3 R3 on SS13. The car was beached with radiator and powersteering damage. Prior to going off, Hunt and his i-cars-run Citroen had been the best of the 2WD Cup runners.

FIESTA DUO IN ESTONIA

Craig Breen and Alastair Fisher finished last weekend's Rally Estonia just 1.2 seconds apart in their Ford Fiesta R2s, with the pair using the event as a test ahead of the next WRC Academy round, next week's Rally Finland. Jussi Kumpumaki won the class in his Fiesta. WRC Academy leader Egon Kaur's hopes of a class win on his home event were dashed by a broken driveshaft.

BRACK'S MIDNIGHT SUN

Former Indianapolis 500 winner Kenny Brack added a Midnight Sun Rally victory to his CV last weekend. The 45-year-old Swede won the Vasteras-based, three-day event in his Historic RallySport-built Ford Escort Mk2.

A-PRC

McRae: it's not over yet



McRae: not giving up on beating Atkinson

ALISTER MCRAE IS ADAMANT HE WILL fight his Proton team-mate Chris Atkinson to the final stage of this year's FIA Asia-Pacific Rally Championship.

The Scot had high hopes of landing his first FIA title this season, but he could only manage second-placed points on last weekend's Rally of Whangarei, while Atkinson notched up his third win from four starts in the British-built Satria Neo S2000. Atkinson now leads McRae by 21 points in the series, with two rounds still to run in Japan and China.

"I'm definitely not giving up on this," said McRae. "We had a few small things last weekend: an intercom problem, running the wrong tyre for a loop and then I spun on Sunday morning, but the championship's still possible. It would have been nice to have taken some points off Chris in New Zealand – we have to do that next time out."

McRae is bidding to become the first British driver to take the A-PRC title.

AUTOSPORT SAYS...

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Marcus Gronholm back in the World Rally Championship. How cool would that be?

It's not like the sport is short of great drivers, but it is short of great characters. But will Gronholm come back? Twelve months ago, I'd have said no. Don't forget he turned down the chance to drive a Mini. But, writing this having just come off the phone to the 30-time world rally winner, he's definitely ready to lace up his driving boots again.

And, having watched him hurling hundreds of horsepower around a rallycross track, he's clearly lost none of his competitive edge or ability. Undoubtedly, it would take time for him to be within a second of Sebastien Loeb, but imagine the entertainment while we wait.

There's another school of thought, however, which says that the big Finn's had his day and the time has come for VW to be calling the likes of Chris Atkinson or P-G Andersson. I agree completely with that.

And Gronholm is certainly not interested in packing his bags for another season on the road. But he could do a heck of a job in testing the car next year – and raising the profile of the programme in time for its Monte Carlo debut in 2013.

And in 2013, a handful of rallies would be enough for Gronholm to finally put to bed his sensational career, while providing us with more soundbites than we've had since he tried to sign off four years ago.

The WRC needs characters like Marcus Gronholm



WRC RADAR



Ex-British Junior champion Martyn McCormack, 25, is starring in his debut BRC season in Citroen's DS3 R3. He finished fifth on the Jim Clark Rally, and leads the F2 standings.

CROSSROADS

STARTING
AT A
CAREER

The brilliant, yet enigmatic and mercurial Lewis Hamilton faces tough decisions about his future.

By MARK HUGHES

Legend has it that back in the early 1930s blues singer Robert Johnson, frustrated at how things were not panning out the way he wanted, went down one night to the deserted crossroads, the intersection where evil lay. There he made a Faustian pact and his career thereafter was electrified, his dreams fulfilled, albeit at a price.

The first part of Lewis Hamilton's dreams getting to Formula 1 and becoming world champion

were made true with the helping hand of McLaren, but his expectation of then dominating the sport in the way his hero Ayrton Senna did is not happening. And he's questioning whether he can cut the tie that binds. He's at his own crossroads, certain that if he ever got into a Red Bull his career would indeed be electrified. Improbably gifted, totally confident in that sublime talent, but with a restricted life experience, there's a turmoil within him as reality fails to match up ►

GILHAM/GETTY

CAREER QUANDARY
LEWIS HAMILTON

SS

◀ to his arguably naive expectation. If that Red Bull opportunity were to open up, he'd surely choose to go down that road, such is his evident frame of mind.

Hamilton took a peek at the crossroads in Montreal a few weeks ago. For all that his initial contact with Red Bull was cack-handed, the motivation is easy enough to understand. Since Hamilton's world title of 2008, we are into the third year of the Newey RB series being the gold standard, during which time McLaren has provided Hamilton with: a turkey that took until mid-season to attain respectability (2009), a car that could challenge the RB6 only on tracks with long straights (2010) and this year's machine that has sometimes been the fastest on race day but which cannot get close to the RB7 on Saturdays. For a driver of such towering talent in what should be his golden years it's a worrying picture and Lewis's frustration has become increasingly evident as Sebastian Vettel racks up the race victories and potentially a string of titles.

Vettel has already taken one record of Hamilton's that Lewis can never regain that of youngest world champion and Seb's victory (his 16th) in Valencia three weeks ago took him ahead of Hamilton on career race wins for the first time. Make no mistake: Hamilton is keenly aware of such key statistics. They matter to him.

It would suck if I only ever won one title, he said recently. In that quote is contained both his supreme belief in his own standing and his doubts about whether he is in the right place.

The world championship's like a gold medal, he expands. It's great to have but doesn't last very long. You move on. I never think about my one very small world championship. In the past not many people won the championship, it was the same guys winning them. But now everyone has them. There are five drivers on the grid with championships. A different guy is winning it every year. So it holds less value for me because other people have won. But having two or three: that's a nice thing. That would say something. Preening arrogance or the unworldly, simplistic viewpoint of a kid? He's a fascinating mix of both.

He is not a driver like some for whom the external validations are irrelevant. He desperately needs to prove what he knows to be true.

It's demoralising when people start questioning how good you are, he said back in '09, and the media starts talking and speculating, Oh this person must be better because he's winning, and you can't fix that, you can't react by going faster because you don't have the car.

He's into his fifth season, he's 26-years-old. Put baldly, if he's to mark

himself out as more than just one of the top drivers of this era, he needs to get a move on. With that reality in the back of his mind, he is trying to decide where he needs to be and isn't coming up with any easy answers.

Hamilton is the fastest driver in F1. That much is widely acknowledged within the paddock, and is a total conviction in his own mind. Pretty much everything else in that mind seems to be in a whirl as he tries to find the best way of aligning that belief with the hard reality of race wins and championships he feels are his due. He is as mercurial out of the car as in it and will often contradict himself within the same sentence. Such as when asked if he would derive any satisfaction from winning simply by being in the best car: Doesn't make no difference, he reacts, I want to win the world championship and I don't care if it's as the underdog but I don't like it to be easy. I never want to win it easy it would feel worthless. So which is it?

He is currently raging against what has always been motor racing's hardest reality: the car defines your potential. On track and off, he's at that crossroads, trying to decide which road to take, and it's horribly complicated for one of his simplistic viewpoints. All sorts of side issues are fogging the view: the number of media/sponsor days, his personal life, etc. What's more, he seems to be lacking guidance in making those choices. Dispensing with the management services of his father Anthony was understandable from the perspective of someone needing, however belatedly, to cut the apron strings. But he has not appeared to replace the racing savvy of Anthony, only the commercial. The ineptness of his Montreal approach to Red Bull boss Christian Horner was just a little symptom of that.

But what's down each road? The one to the right Ferrari is surely a dead end. Fernando Alonso's presence there until at least 2016, the way he operates, the hangover of the poisonous McLaren pairing in 2007, must ensure that. Straight ahead, staying with McLaren? That's the easiest, but is it the best? He's unhappy there at the moment, dissatisfied like a teenager unable to articulate his frustrations, every parental decision questioned, criticised. Serious questions must be raised about McLaren's innate aerodynamic understanding and vision. Its facilities are out of this world, as is its technical muscle power in developing an initially below-par machine. But it has too often come up with such a car in recent years. Or is it just that the embodiment of Newey's vision that is the Red Bull has moved the goalposts, that McLaren is operating at the same level as in 2007

and '08 when it fielded the fastest car?

Whatever, it's difficult to see why McLaren continuing to do what it's always done will somehow enable it to catch and pass Red Bull in the short-medium term and it's precisely that timeframe that Lewis needs to be considering. A team can bounce back from a few years away from the cutting edge, but a driver's window of opportunity is slit-like by comparison.

There are other worrying side issues there, too. Rumours continue of a boardroom battle for control between Martin Whitmarsh and Ron Dennis. The Hamiltons just like Kimi Raikkonen, Fernando Alonso and Adrian Newey resented Dennis's heavy-handedness in controlling them when he was last team principal. Whitmarsh has presided over a much more consensual, less abrasive McLaren

Hamilton has trodden RBR territory this year



but now come the inevitable knee-jerk attempts at connecting that with the team's below-par technical performance of recent seasons. Whitmarsh is trying hard to keep what is a brilliant driver pairing together, but Hamilton's truculence is surely trying his patience and the tension between them might be creating more opportunity for any boardroom struggle to intensify, to potentially destructive effect. In combination with the way the relaxed, pleasant, mature confidence of Jenson Button has won over many in the team, Hamilton risks being isolated here. The longer he delays laying the rumours to rest, the more difficult it's going to be to rekindle that relationship.

The road to the left – Red Bull – is currently barred. But it might not stay that way. Horner has gone on record as saying, brilliant though Hamilton is,

he does not believe a Vettel-Hamilton pairing would be good for the team. But it probably wouldn't be Horner's call. From a marketing perspective the pairing would be sensational. A megastar dream team, one white one black, one clever and calculating, the other swashbuckling and dramatic fighting it out in the fastest car. Red Bull is in F1 for marketing reasons and as F1's promoter Bernie Ecclestone would surely love that storyline.

Let's suppose the devil walked over to that locked gate, removed the padlock and the Road Closed signs. Should Lewis walk down there? If he did, the lightning forks would be dramatic indeed. But be careful what you wish for, because you might just get it. Vettel is not only enormously gifted himself, he is also one very smart cookie. *W*

I feel time passing. I see younger guys coming in. I'm 26, which is still young, but going into my fifth year I would love to have won more races, more championships. My one ambition is to win more championships, many more. If we not won enough, I don't want to have long periods of time not winning titles. All my focus is now on winning titles. There is no time for anything else. I won't be sidetracked

Lewis Hamilton, pre-season



Will Martin Whitmarsh keep his prize asset?



Could Lewis squeeze into Webber's Red Bull berth?



Vettel/Hamilton pairing: surely F1's dream team?



Chatting with Ferrari's Stefano Domenicali

CASE HISTORY



Montoya and Raikkonen collided at the '06 US GP

Montoya's McLaren misery

In the 2003 French Grand Prix Juan Pablo Montoya was furious with Williams. He'd taken the decision to pit early in an attempt at leap-frogging team-mate Ralf Schumacher for the win. Williams had informed Ralf that Montoya had stopped and he duly made his own early stop, thereby maintaining his lead. Upon seeing Ralf emerge from the pits still in front of him, JPM let fly with the swear words over the radio. Later that evening, he pulled his BMW over into the lay-by, phoned manager Julian Jakobi and instructed him to get him out of Williams and into McLaren. Even before the 2004 season had begun, it was announced that Montoya would be joining McLaren from 2005.

He was paired there with the incumbent Kimi Raikkonen, a man with a huge reputation at the time, but arguably no higher than Montoya's. They'd frequently dined over the previous four seasons and honours were about even. JPM's McLaren career didn't get off to the greatest of starts with his infamous tennishoulder injury early in the year. But in the second half of the year he was frequently as fast or faster than Raikkonen, twice surrendering his place ahead of him to help keep Kimi's championship hopes alive.

Prospects for Montoya looked bright going into '06. But that year's McLaren was not competitive and worse than that, its characteristics suited Raikkonen far better. As the Finn repeatedly out-performed him, Montoya got progressively more disenchanted. It all blew up in the US GP where Montoya contrived to hit Raikkonen from behind on the first lap, taking them both out of the race. On his way home, he phoned Chip Ganassi and asked if he could drive his NASCAR with immediate effect. Montoya's F1 career was over.

Inside information

The 2010 F1 world title-winning Red Bull RB6 is the latest machine to get the legendary Haynes Manual treatment




A modern Formula 1 car is arguably the pinnacle of engineering excellence – a work of art created by a hand-picked team of engineers and craftsmen and craftswomen, all of whom are at the top of their profession. The essence of F1 is to provide the ultimate challenge for man and machine on the track and, by its very nature, F1 racing pushes the limits of both human and mechanical endurance.

To illustrate just how competitive F1 now is, over the 19 races of the 2010 season, the average gap in qualifying between pole position and sixth place on the grid was

exactly 1.0 second – remarkable when you consider the variables of track configuration and weather conditions, not to mention the seven different teams and 12 different drivers who qualified in the top six during the season. But mere statistics don't do justice to the challenge and engineering expertise involved in putting together a winning F1 car, and during the 2010 season there was no better example of how a team successfully tackles that challenge than the double-championship-winning Red Bull RB6.

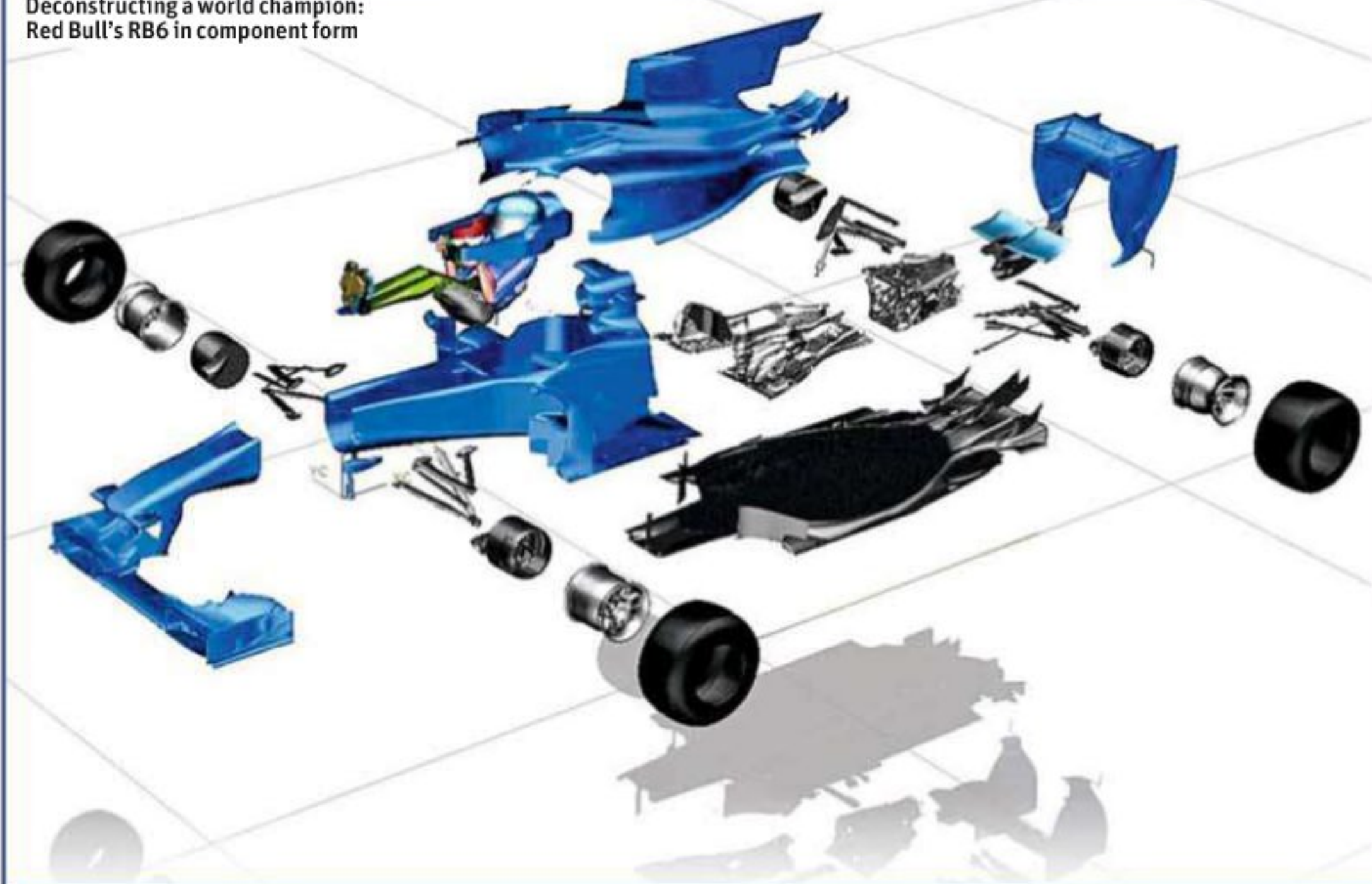
Mark Webber gives his opinion of the car in which he won four grands prix: Off the back

of its predecessor, the RB5, the RB6 became an incredibly versatile car. In terms of the car and performance, we designed one of the most versatile and complete racing cars that I've ever driven. It was fast on every track, it had no real vices, we made it good over the bumps, good through slow-speed corners and fast corners, so it was a real testament to the guys that we could turn up at most venues, irrespective of what the track layout was, and our car was going to be pretty quick.

So, in the new Haynes Manual, you can take a closer look under the skin of the car that was the envy of the paddock in 2010. 

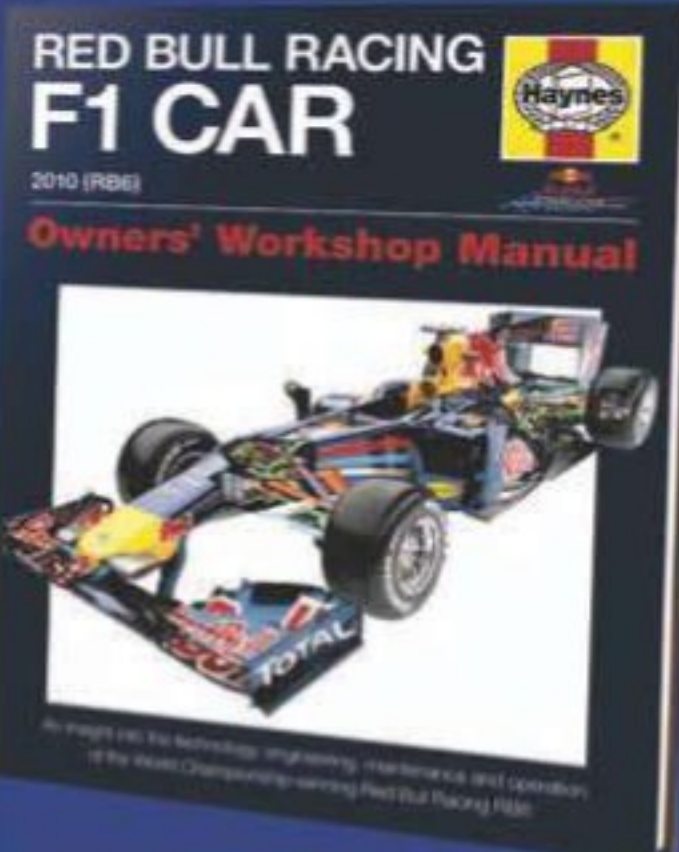


Deconstructing a world champion:
Red Bull's RB6 in component form



RED BULL RACING F1 CAR

Owners' Workshop
Manual, published
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ISBN: 978 0857 330994
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MISSING THE POINTS

OK, so Team Lotus has moved closer to the F1 midfield in 2011, but it's not close enough. Time for a reappraisal? *By EDD STRAW*

Held to the standards that it set itself, Team Lotus has underachieved in 2011. That's not to say that it has failed, for it has unquestionably moved closer to the midfield, but it remains cast adrift in a no-man's land between the back of the mid-pack and ahead of old sparring partners Virgin and HRT.

Prior to the launch of Lotus's 2011 car, both drivers claimed that they expected to dice for points, while chief technical officer Mike Gascoyne talked of targeting "seventh or eighth in the constructors' championship".

This hasn't proved to be the case. It's important to note that Gascoyne added the caveat that where the team finishes is more significant than where it starts. But, with the halfway point of the season only a few days away, Lotus has yet to threaten to score a point on merit. Only twice has a Lotus made Q2, a target the team had aspired to achieve on a regular basis, and Heikki Kovalainen's appearances in the second phase of qualifying at Barcelona and Silverstone owed more to others' mishaps than raw speed.

But Lotus does hold the crucial

10th place in the constructors' championship, a status it owes to a couple of 13th-place finishes (for Jarno Trulli, in Australia and Monaco). If it stays there, it will qualify for 'column one' status, giving it not only prize money, but a share in the historic money that the established teams get. It's a pot of gold worth £16 million, and represents the bare minimum for the season. Anything else has to be considered a bonus.

"Deep down, our target was always 10th two years running, because the rewards for that are massive," says Gascoyne. "We wanted to be racing for seventh, eighth or ninth place and in some respects it's still the aim. But it's a big ask because you've got to be racing Williams, Force India and Toro Rosso in your second year.

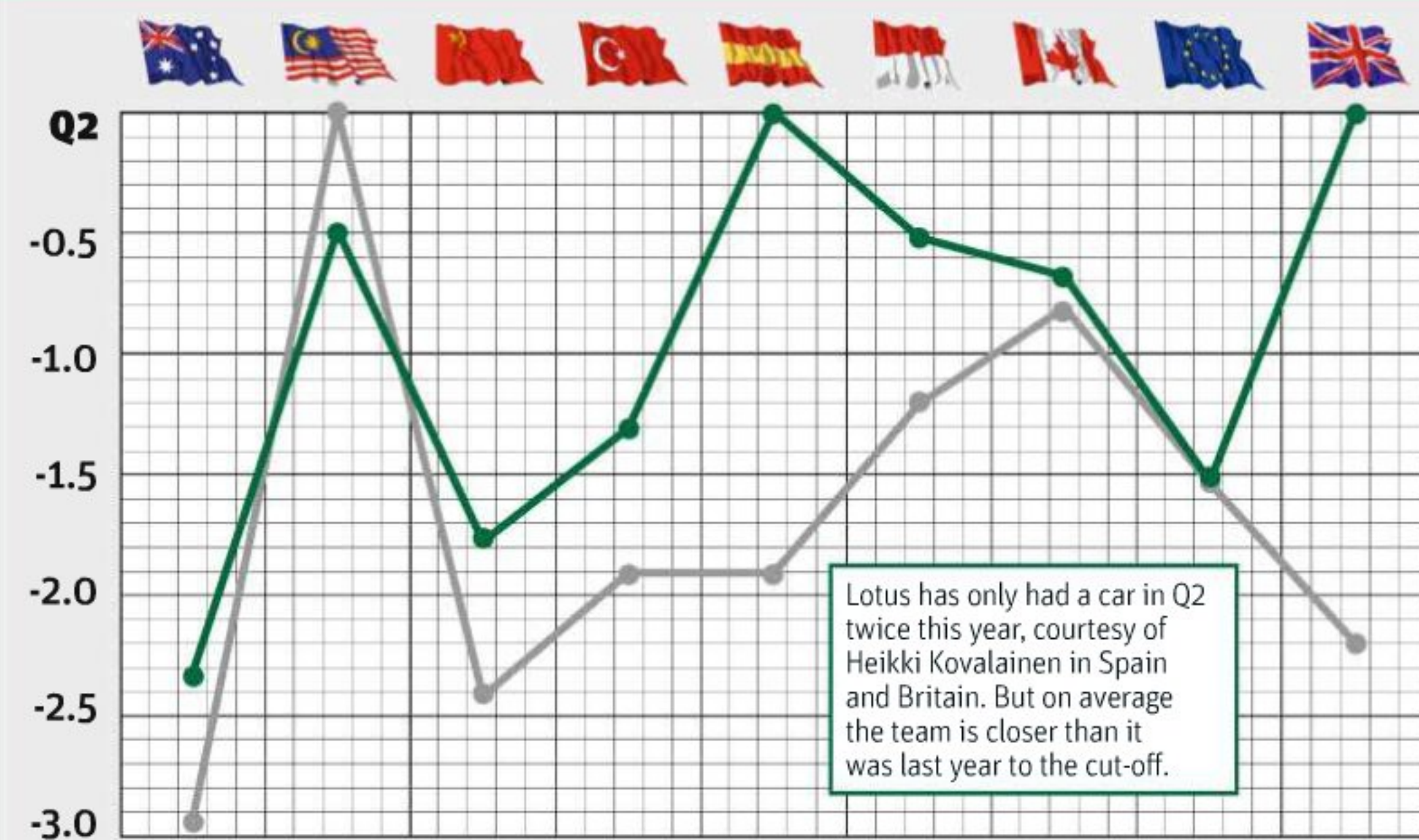
"It's a fair comment that we haven't yet hit those targets. We have made ►

"We have to be honest and accept that we missed our mission for this year"

Jarno Trulli

THE QUEST FOR Q2

Percentage deficit to Q2 cut ○ 2011 ● 2010



◀ a step we have left the other teams behind and, if we had another half-second to a second, we would be sometimes in the midfield group.

Long-time Gascoyne cohort Trulli, who is famously sensitive to imperfections in handling, has had his season blighted by his inability to get to grips with a power-steering system that does not give him the feedback he needs. He admits that things haven't gone as hoped on track and that anticipating regular points was a touch optimistic. But looking at the bigger picture reveals a more positive spin.

We have to be honest and accept that we missed our mission for this year, says Trulli. Not because we were not capable, but because we were not ready yet as a team. Rome wasn't built in a day and you can't build a winning F1 team in two years. The effort is great, but as a small team with limited resources we need a further step if we want to achieve our goals. We are still missing this little boost to get us into the midfield so it's probably time to

start thinking about next year and how to be in the midfield.

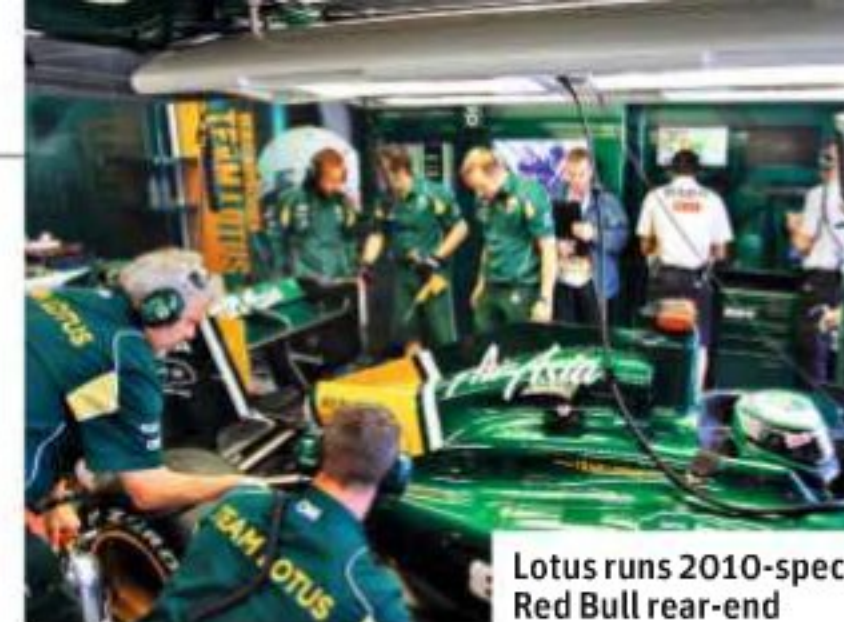
If that sounds a lot like Lotus shunting its 2011 expectations into 2012, it is. And while the team perhaps made a rod for its own back with some bold proclamations, it would be churlish not to acknowledge that it's on an upward curve. But team principal Tony Fernandes accepts that Lotus must achieve its performance targets next year or it will have failed.

Making column one is the minimum target, says Fernandes. We had to move up and the main target was to put some daylight between us and HRT and Virgin and close up on the midfield. We have. I'm a realist. We just threw away last year's car and had to start from scratch, so we didn't have a good basis. We didn't have CFD, we only had one windtunnel and we were still hiring people. Mark Smith only came in a few weeks ago [from Force India] and he's a big part of getting into Q2.

But next year, if we don't get into Q2 then I will have to step down because money will not have been well spent!

Fernandes is half-joking when he says this, but with the team becoming ever-better-resourced and equipped, the ingredients are there. Smith has come on board as technical director from Force India, where he earned a big slice of the credit for the Silverstone operation's conversion from back-of-the-grid dwellers to points regulars. A deal with Williams means Lotus has a second windtunnel in place, augmenting the work done at Aerolab in Italy, and victory in the Lotus-versus-Lotus court case has created the stability to allow sponsorship deals to be completed with the likes of General Electric and Dell.

But the question remains, what does



Lotus runs 2010-spec Red Bull rear-end



This is now the target for 2012, not '11



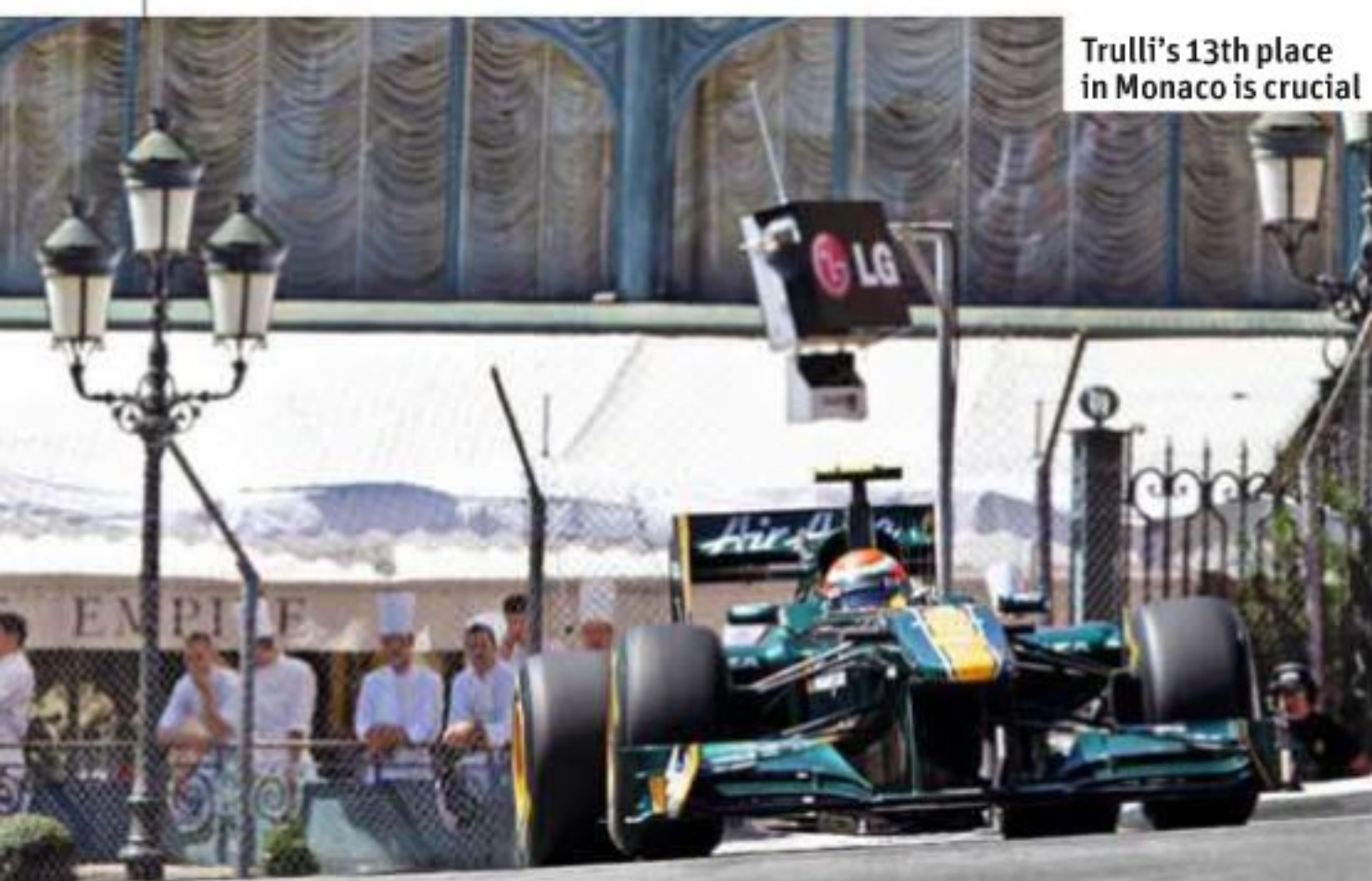
Gascoyne is pinning hopes on blown diffuser

Lotus need to do to get its car the second up the road that it has to be? Partly, it's just down to cold, hard physics. No matter how much potential the team has, and how much hubris manifests itself in its expectations, aerodynamic development is a long, hard slog with no short cuts. After Lotus and its fellow new teams, the youngest teams on the grid first entered F1 back in the 1990s. A challenging game of aerodynamic catch-up is in progress.

It's very much down to that, says Gascoyne. And it's also down to experience with blown diffusers. For us that has been the key area, and we're struggling to make it work as effectively as others do. We see things in the windtunnel that we don't see at full scale, and that's because we're a year behind. This time last year, everyone else was solving these problems. We didn't have a blown diffuser until the start of this year and we didn't have the more extreme design until a few races ago.

It's purely about experience to get on top of the aero side. Don't forget that this was a totally new car from a new set of design people.

It's always convenient to blame a specific area for a car's shortcomings rather than accept that it's the whole package, but it's clear that the diffuser package introduced at the start of the European season didn't deliver what was expected. Around 20 points of downforce have apparently gone missing between the windtunnel and the track, and the team went as far as to revert to its old-specification diffuser for this month's British Grand Prix. Considering the likes of Ferrari have struggled badly with accurately



Trulli's 13th place in Monaco is crucial



Canada was almost a disaster for £16m jackpot

We have very clear ideas on where the problems lie, and if we can solve them we can be racing in that midfield group

Mike Gascoyne

simulating the effects of exhaust gases on the diffuser in the windtunnel, Lotus is not alone in these travails.

While overall the car is not as refined aerodynamically as those of the top teams take a look at the detailing on the front-wing endplates, for example Gascoyne is adamant that Lotus can get itself into points contention this year if it harnesses the potential of its exhaust-blown diffuser. If it does so, finishing better than 10th could be back on.

We were testing at Kemble Airfield last Friday and doing some work specifically around that area, says Gascoyne. We have some very clear ideas on where the problems lie and, if we can solve them, then we can be racing in that midfield group.

There's no reason why not. After last season was blighted by hydraulic problems, Lotus did a deal to run Renault engines along with Red Bull's 2010-specification gearbox and hydraulics. Next year, it's set to add the Milton Keynes squad's KERS and latest box to the equation, effectively giving it a state-of-the-art Red Bull rear end. You could argue that, with a proven package at the back of the car this year, Lotus should have done better. But with development on the T128 still ongoing, it's not out of the question that troubleshooting the diffuser, along

with further upgrades (including a major package due for Singapore) could put Lotus in the frame to threaten Williams's ninth place in the standings, a mere four points up the road.

Certainly, with £16 million at stake, Lotus cannot afford to ease off. All it would take is for a first-lap pile-up to eliminate a clutch of cars, Trulli and Kovalainen among them and for an HRT or a Virgin to nab a 12th-place finish to cost Lotus that critical 10th place in the constructors' points.

It almost happened in Canada, says Fernandes. That's a worry because it can knock you out of column one. So we still want to get a point. It's not like last year, when we stopped developing the car. Whatever we develop now will be valuable for next year's car.

It's a fair point. With the postponement of the new engine-and-chassis regulations to 2014, Lotus now has a car concept that it can develop for a further two seasons. As Gascoyne points out, the Williams windtunnel will enable it to use 100 per cent of the time available under the Resource Restriction Agreement rather than the current 60 per cent. The team's recruitment policy means that it now has experienced personnel in all of the key positions, and the closer ties with Red Bull next year give it the foundations to move forward.

How far forward it can move within the next 12 months will give strong indications as to where Team Lotus can ultimately get to. It might have missed some of its targets this year, but it has made impressive progress since being granted a place in F1 in September 2009. Even so, the hard part has yet to come as it bids to take the first win for the iconic name since 1987.

➔ Flying start for Team AirAsia in F1 feeder series



Breakthrough win for Valsecchi in Monaco

IT'S NOT ALL BAD NEWS FOR Tony Fernandes. While his Team Lotus outfit struggles to move forward in Formula 1, he is at least enjoying some success on grand prix weekends thanks to his GP2 team, the now snappily-named Caterham Team AirAsia.

Even after a troublesome weekend last time out at Silverstone, it still sits fourth in the teams' standings, two places ahead of ART Grand Prix – which just happens to be affiliated with the 'other' Lotus.

Lead driver Davide Valsecchi is on the fringes of the title fight, and he took the team's maiden victory in Monaco, in what was only its ninth GP2 race.

"For a start-up team to be so well up in the championship is a good job," says Fernandes. "This team is important to me – it's part of the F1 team. The whole team watches them, and Mike [Gascoyne] is on the pitwall the whole time."

The newboys are not universally popular among the GP2 fraternity, partly because of an aggressive recruitment drive over the winter that led to staff being poached from the

more-established outfits.

But Fernandes hasn't lost any sleep over the issue.

"I'm not worried," he says.

"It's dog-eat-dog, so people are going to poach my people if they're good as well. I want this team to be successful – my whole life has been about development and this team is about that too."

Valsecchi admits that he had his doubts about joining a brand new team for his fourth season in the category, but he has been impressed so far.

"We didn't start well, but the team reacted and we are improving," says the Italian.

"We are a new team, so we are not experts. Sometimes we get it perfect, sometimes we get it wrong. I was worried about the team, but I have to say thanks because they've worked really well."

With AirAsia enjoying a race-winning affiliation in GP3 with MW Arden this year, Fernandes is understandably proud of the ladder system he is putting in place in the junior categories.

Glenn Freeman



Fernandes has finger on pulse of junior class

Paul Warwick: a tragic talent

**Derek Warwick shares his
memories of his brother
Paul, killed 20 years ago.**

By ADAM COOPER

Twenty years ago today, on July 21, 1991, British motor racing lost one of its most promising young talents when Paul Warwick was killed in a Formula 3000 accident at Oulton Park.

He had often been in the right place at the wrong time, but that year things had fallen into place, and at the age of 22 he was on the cusp of a great future.

I can say with my hand on my heart that the lad was good, says his brother Derek, who at the time of Paul's death was racing for Jaguar in the World Sports Car Championship. He was a nice lad, he was intelligent, he was quick, and he would have been in F1. How good he would have been, no one will ever know.

Born in the same month as Michael Schumacher, Paul started his career in the rough and tumble of stadium racing, following in the Warwick family tradition.

Paul had a different upbringing than me, in as much as he actually had an education, rather than just a working experience, says Derek. He was quite bright at school, but he hated it as much if not more than me!

He started Ministox at the age of about 11/12 literally Minis with big, strong, iron bars and a standard engine. To be honest, he started off pretty rubbish he was pretty average. He didn't really have the bottle, and we didn't think he'd ever be strong enough to be a racing driver. The second year he became much stronger, started winning races, and then all of a sudden he was one of the stars of the show.

...before that fateful
day at Oulton Park



It was all coming
together in BF3000...

After success in F2 Superstox the next step was Formula Ford 1600, and in 1986 Paul appeared with the same blue helmet and yellow Warwick Trailers colours that Derek had run a decade earlier. With no karting background the 17-year-old had a lot to learn, and one early Goodwood test ended with the car over the barrier.

But by March he was on the pace. He won his first-ever race at Silverstone on a Saturday, triumphed at Thruxton the following day, and went on to take the prestigious junior titles.

There followed another year of learning in Formula Ford 2000, before Paul stepped up to Formula 3 in 1988. As is the case today, you had to be in the right team with the right engine. Through seasons with Eddie Jordan Racing, Intersport Racing and Superpower there were flashes of real promise, but few hard results.

"With hindsight it was a little bit my fault, because I didn't really put enough money into it," Derek concedes. "I had to see that he was serious about it. If he wasn't, I wasn't going to throw good money after bad."

In 1990 Paul became so frustrated that he dropped out of F3 halfway through the season. He then landed an FIA F3000 chance with Leyton House and, while the car was hopeless, he earned some respect in the four races he contested.

"It was then that I thought the guy looked like he was good enough to be a racing driver," says Derek. "It got a lot of people's attention, and he was against some serious drivers. With Paul, the more horsepower you gave him, the

better he was, the faster he went."

For 1991, Derek agreed that Paul should go into the British F3000 series, signing a deal with the Nigel Mansell-backed Madgwick Motorsport team: "I just felt that he should win it and then go to Europe. Then he'd be in front of F1, and he could start to make the move up. Already Arrows were using him for some straight-line testing, so he'd got the bug."

Despite the distraction of helping to run the family business, Paul won the first four races, all from pole. He was on pole again for the fifth round at Oulton Park. Derek, meanwhile, opted for a rare weekend away from the track, and was playing golf with wife Rhonda in Jersey. He kept in touch with Cheshire by mobile phone, speaking to Paul on the grid and then calling a friend for updates as the race progressed.

From his calls Derek first learned that Paul was leading, then that there was a red flag, then that Paul had been involved, and finally that he was injured: "Then the phone rings back, and it's

"He hit the barrier, which was backed up by earth, so there was no give at all. He ended up on the bank, still strapped to the seat"

Derek Warwick

dad. He said, 'Derek, it's not looking good, they've called for a helicopter...'"

He and Rhonda dashed by private plane to Manchester, to learn from the family on arrival that Paul had

died from his injuries.

It was later determined that a rose-joint had failed on the Reynard at the daunting Knickerbrook corner. The steering had locked, and the car had been pitched off the road.

"He hit the barrier, and the barrier was backed up by earth, so there was no give at all. The car broke its back, and he ended up on the bank several yards away, still strapped to the seat."

Derek would later insist on personally driving the hearse carrying Paul's body back to Hampshire: "People like Ayrton Senna and Bernie Ecclestone sent massive floral tributes. That meant a lot to us as a family."

Over the remaining six races nobody beat Paul's points total, and he won the title posthumously. Meanwhile, Derek created a legacy for his brother by channelling his energies into an impassioned push to improve safety at UK circuits, and to this day he still works with the MSA.

"I think Paul would have been a racing driver for a long time," he says. "He wouldn't have come in just for 10 years and then finished. Like me he loved the testing, he loved the driving, he loved the autographs, he loved being recognised, he loved the women, he loved the training. He didn't mind hard work."

"I sometimes feel cheated that I didn't have the next story of my life. And I think it would have been a good story. I think I would have had lots of opportunities to see a great racing driver win races, and maybe even championships. And my family feels cheated because they miss somebody they loved very much."

For a longer Derek Warwick interview – including how he faced his doubts about returning to racing after his brother's accident – check autosport.com later this week.



Warwick Jr cleaned up in Junior FF1600



Racing brothers: Derek with Paul

JUNIOR VETERAN



He's started as many GP2 Series races as Jackie Stewart did world-championship grands prix. So why, on the eve of his 100th, does Luca Filippi carry on?

By GLENN FREEMAN

Filippi: Super Nova, but hardly a stellar explosion

Luca Filippi has lost count of the number of times he has climbed out of a GP2 car assuming he will never get in one again. Yet this weekend, when he takes to the grid at the Nurburgring for Saturday's feature race, he will become the first driver to notch up 100 starts in the main GP2 Series. It's a landmark he knew was on the horizon, but he didn't know it was quite so close.

I knew that during this season I was getting to 100, but I didn't think about it and I didn't know somebody was counting! he says. In some ways I was hoping that nobody was going to discover it. Because even if I consider GP2 a successful part of my career, the number of victories is not so nice.

Two wins from 99 starts is a stat he understandably tries to avoid, but that as much paints a picture of the rollercoaster ride he has endured since his debut in 2006. Other category newboys on that day at Valencia's Ricardo Tormo circuit included Lewis Hamilton, Timo Glock and Lucas di Grassi, all of whom have since got to Formula 1. While 100 starts is an impressive landmark, Filippi accepts that it can be frowned upon in what is supposed to be an F1 feeder series.

Maybe it looks like you are someone who was good, but never so good to become something better, he says.

At the same time, he counters this argument. Everybody views GP2 as

a feeder series, but I wouldn't consider many of the drivers at the front as young drivers who are still developing, he says. I think we should be considered as professional drivers who are trying to reach F1. We are a very small circle of drivers, trying to get into an even smaller circle.

I love racing in GP2, and I wouldn't be happy to do anything else. I love to drive this type of car, and the racing is great. It's such a challenge once you have driven a GP2 car, it's difficult to accept something that's not as good.

When Filippi joined the sub-F1 fraternity in 2006 he was still very green. He had raced in Formula Renault for two years, and then won the Italian F3000 championship in 2005. When he looks back now, he realises how unaware he was of what it would take to race at the top level.

2006 was the most important year of my career, he says. When you are young you pretend to be unbeatable, then suddenly you get to a much harder challenge and you realise you have to work harder and harder every day. That season really explained to me how hard motorsport is, how much you have to sacrifice.

After a maiden win and a sniff at the title in 2007 with Super Nova, a move to ART Grand Prix seemed a match made in heaven. But Filippi didn't fit in with the more-regimented atmosphere at the French team, and by mid-season

MOST GP2 STARTS



Luca Filippi	99
Javier Villa	81
Andreas Zuber	80
Giorgio Pantano	77
Lucas di Grassi	74
Pastor Maldonado	72

GP2 CAREER



Starts	99
Wins	2
Poles	2
Podiums	12
Fastest laps	2
Points	126

he was racing for Arden. Super Nova still had faith in him and brought him back for '09, where he signed off a solid season with a victory in the finale at the Algarve circuit.

After 2009 I thought that was it, and I was happy, he says. I had a great time in GP2, 2009 was a nice season, and I was happy to win the final race. Going home after that I was a bit sad, because I thought that was my last race.

Then he was enlisted by Meritus for the Asia series, before Super Nova came calling in its hour of need when Josef Kral was injured mid-season. Some of those close to Filippi tried to warn him off returning, but he couldn't say no.

They were struggling like never before in their history, he says. But they had always tried to help me in my career, and now it was my time to help them. They deserved it.

Sure enough, the relationship remains strong with the David Sears-run squad. Not only is he spearheading its GP2 attack again this year, but he is leading the Auto GP series (won last year by Romain Grosjean as he launched himself back towards GP2) with Super Nova after a win at Brno. It's an environment he admits he thrives in, one where the atmosphere is not as clinical as some teams.

When I get to the circuit with Super Nova there is a good feeling, and this is crucial, he says. I love motor racing, and I don't want to get to the circuit with the atmosphere of doing a job in an office. I want to go there with people who are excited and really motivated.

That excitement still burns in this 25-year-old, but he knows that it won't be too long before he really does climb out of a GP2 car for the last time.

I never want to leave GP2, he says. But I know the moment will come soon where I go to do something else. I will always have great memories of GP2. I started here with not a fantastic reputation, but now teams ask me to drive for them, to improve their car and to get results. That's amazing. If my name is even a little bit known today it's because of this series, so I'm very thankful. ☺



Filippi scored a podium this year in Monaco

2006



19th

Leaves FMS after three rounds. Joins BCN to complete the season, taking a best finish of fourth at Monza.

2007



4th

Wins the opener with Super Nova, but his title hopes fall apart with three DNFs mid-season.

2008



19th

Doesn't fit in at ART, and scores only one more point following mid-season switch to Arden.

2009



5th

Only finishes half the races for Super Nova, but signs off in style by winning the season finale.

2010



20th

Best finish of fifth in 10 starts after returning to Super Nova in place of the injured Josef Kral.

2011



13th

Plenty of pace in what has so far been an incident-packed season with the Super Nova team.



Team-mates Newman (39) and Stewart finished 1-2

NASCAR SPRINT CUP LOUDON (USA), JULY 17, RD 19/36

Newman outruns his team boss

ON A GREAT DAY FOR Stewart-Haas Racing, Ryan Newman scored his first win of the year, chased across the line by team boss Tony Stewart.

Newman started from pole and usually had the best car over a long run at New Hampshire's magic mile. But in an event interrupted by an unusually

high nine caution periods, a number of teams gambled with a raft of fuel and tyre strategies and that shook up the order.

In the closing stages Newman was marginal on fuel, while Stewart—who pitted about 10 laps later for his final stop—was the fastest man on track. But Newman worked the traffic

perfectly to keep a gap he could defend to the flag.

Denny Hamlin was responsible for one of the caution periods after he spun his Joe Gibbs Racing Toyota Camry and was hit by Andy Lally, but he recovered in style to get back on the lead lap and work his way up to third. Team-mate Joey Logano

took fourth, but it was a bad race for the third Gibbs entry of Kyle Busch, the man who came into the race leading the point standings.

A blown tyre sent him crashing into the outside wall and meant a trip to the garage for repairs. He rejoined to finish way back in 36th.

Roush Ford driver Carl Edwards takes over at the head of the championship following his quiet run to 13th position.

● Connell Sanders Jr

RESULTS

1 Ryan Newman (Chevrolet Impala), 301 laps in 3h03m33s;
2 Tony Stewart (Chevrolet), +0.773s;
3 Denny Hamlin (Toyota Camry);
4 Joey Logano (Toyota); 5 Jimmie Johnson (Chevy); 6 Kasey Kahne (Toyota); 7 Bobby Labonte (Toyota); 8 Martin Truex Jr (Toyota); 9 Marcos Ambrose (Ford Fusion); 10 Kurt Busch (Dodge Charger). **Points**
1 Carl Edwards, 652; 2 Johnson, 645;
3 Kurt Busch, 641; 4 Kevin Harvick, 637; 5 Kyle Busch, 632; 6 Matt Kenseth, 626; 7 Jeff Gordon, 587;
8 Newman, 586; 9 Dale Earnhardt Jr, 577; 10 Hamlin, 570.

BUSCH REWRITES THE RECORD BOOKS IN NEW HAMPSHIRE

Kyle Busch scored his 100th NASCAR victory at Loudon on Saturday, beating Kevin Harvick in a late Nationwide Series shootout and tying Mark Martin's record 49 series wins



FORMULA NIPPON FUJI (J), JULY 17, RD 3/8

Lotterer chucks up more silverware

LE MANS 24 HOURS WINNER Andre Lotterer continued his stellar 2011 with his second Formula Nippon victory of the season at Fuji for his TOM S team.

The German's Toyota-powered Swift started from second spot on the grid, alongside 2010 champion Joao Paulo de Oliveira, after both drivers set exactly the same lap time in Q3 but,

crucially, the Brazilian had crossed the line first.

De Oliveira led before Lotterer passed him on lap two on the main straight. De Oliveira pitted early for the first of two mandatory pitstops, but lost time with a sticking rear tyre and fell to fourth. Lotterer ran strongly up front, and his stops went without delay.

De Oliveira's Team

Impul team-mate Kohei Hirate took up the chase of Lotterer, but failed to catch him by two seconds.

Round-two winner Kazuki Nakajima made a bad start from P3 to drop to sixth, but his early pit strategy gained him places and he regained third his third consecutive podium finish.

● Jiro Takahashi



Lotterer leads home Hirate

RESULTS

1 Andre Lotterer (Swift-Toyota), 44 laps in 1h06m08.906s; 2 Kohei Hirate (S-T), +2.623s; 3 Kazuki Nakajima (S-T); 4 Joao Paulo de Oliveira (S-T); 5 Koudai Tsukakoshi (S-Honda); 6 Hiroaki Ishiura (S-T). **Points** 1 Nakajima, 22; 2 Lotterer, 20; 3 de Oliveira, 14; 4 Tsukakoshi, 13; 5 Kazuya Oshima, 12; 6 Takashi Kogure, 10.

FIA GT3 EUROPEAN CHAMPIONSHIP PAUL RICARD (F), JULY 16-17, RD 4/6

Porsche beats Aston at Ricard

PORSCHE CLAIMED ITS FIRST European FIA GT3 victory of the season in the second of two races at Paul Ricard.

The ProSpeed 911 GT3-R of Paul van Splunteren and Maxime Soulet came from behind to seal the win with seven laps to go. Soulet overhauled a 3.4s deficit to the LMP Motorsport Aston Martin DBRS9, driven by Gael Lesoudier, after taking over from van Splunteren.

Maxime Martin had led from the start in the Aston, but the car's heavy tyre wear proved decisive.

Victory in the opening race went to the Reiter-run Lamborghini of Albert von Thurn und Taxis and Nikolaus Mayr-Meinhof. They led throughout the race on the way to a 2s win over the AF Corse Ferrari

of Federico Leo and Francesco Castellacci.

● Gary Watkins

RESULTS

Race 1 1 Nikolaus Mayr-Meinhof/Albert von Thurn und Taxis (Lamborghini), 27 laps in 1h00m32.674s; 2 Federico Leo/Francesco Castellacci (Ferrari), +2.023s; 3 Jerome Demay/Dino Lunardi (Audi); 4 Philippe Giauque/Mike Parisy (Mercedes); 5 Paul van Splunteren/Maxime Soulet (Porsche); 6 Dominik Baumann/Brice Bosi (Mercedes). **Race 2 1 van Splunteren/Soulet**, 27 laps in 1h00m29.036s; 2 Gael Lesoudier/Maxime Martin (Aston Martin), +9.668s; 3 Enzo Ide/Greg Franchi (Audi); 4 Leo/Castellacci; 5 Edward Sandstrom/Abdulaziz Al Faisal (BMW); 6 Csaba Walter/Claudia Hurgten (BMW). **Points** 1 Leo/Castellacci, 79; 2 Franchi/Ide, 75; 3 Sandstrom/Al Faisal, 73; 4 Martin/Lesoudier, 69; 5 Vos/den Boer, 67; 6 Mayr-Meinhof/Taxis, 62.

HOT CAR COOL SHINE



Dan Donati (right)
and Tim Hammond,
the builder of Dan's car.

Dan Donati's custom-built Ford 1934 roadster was voted 'Best in Britain' at the 2009 National Custom and Sports Car Show.

Everything about Dan's car is hot, from the highly modified V8 lump to the hand-built aluminium body with deep, pearl blue paintwork.

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INTERNATIONAL RACES & RESULTS

INTERCONTINENTAL RALLY CHALLENGE

Rally Azores (P), Rd 6/11

QUICK RESULTS

- Winner **Juho Hanninen**
- Most stage wins **Hanninen and Mikkelsen (6/17)**
- Points leader **Hanninen**

RACE RATING

★★★★☆

A close battle decided on the final day as Skoda dominated

REPORTS

WORLD OF SPORT



Hanninen took expected victory

INTERCONTINENTAL RALLY CHALLENGE RALLY AZORES (P), JULY 14-16, RD 6/11

Hanninen fends off Mikkelsen

SKODA DRIVER JUHO

Hanninen has moved back into the lead of the Intercontinental Rally Challenge, even though it's not his main focus this year, thanks to a victory sealed on the final morning of the Rallye Azores.

I wasn't really interested in finishing second, said the Super 2000 WRC star.

But this event was just like a rally should be, with real pressure from start to finish. That's what helped me find a little bit extra.

The Finn's closest rival was Skoda UK's Andreas Mikkelsen. Both drivers set six fastest stage times, but it was Hanninen who led over the first two days until Mikkelsen snatched the advantage on the opening stage of the final morning.

It was to be short-lived. With a blistering time that was 13.9s faster than anybody else, Hanninen reasserted his authority on the following stage to head into the final afternoon with a 10.9s advantage over

the young Norwegian.

Skoda's Czech bosses had seen enough, and at the service halt they decreed that the positions should stay as they were, particularly as the second factory Fabia of Jan Kopecky was a distant third (making up for last year, when the Czech driver crashed out of the lead on the final stage).

Kopecky was assured of his position in an ironic twist of fate after Peugeot Portugal driver Bruno Magalhaes—who inherited

the win in 2010 following the Skoda driver's accident—retired with a transmission problem on the final morning.

Monte Carlo Rally winner Bryan Bouffier finished fourth for Peugeot France, but the place would have gone to former Junior WRC champion Patrik Sandell had the Skoda driver not been penalised one minute for early check-in to SS9: the first time that co-driver Staffan Parmander had made such a mistake since starting his career in 1985.

Others had even more cause for upset: Peugeot UK driver Guy Wilks broke his 207's suspension arm against a bank on SS6, retiring on the spot, while Subaru's former Production Car title winner Toshi Arai had to super-rally after an electrical problem stopped him on the opening day.

● Anthony Peacock

RESULTS

1 Juho Hanninen/Mikko Markkula (Skoda Fabia), 2h19m03.7s; 2 Andreas Mikkelsen/Ola Floene (Skoda Fabia), +42.3s; 3 Jan Kopecky/Petr Stary (Skoda Fabia); 4 Bryan Bouffier/Xavier Panser (Peugeot 207); 5 Patrik Sandell/Staffan Parmander (Skoda Fabia); 6 Ricardo Moura/Sancho Eiro (Mitsubishi Lancer Evo 9). **Points** 1 Hanninen, 83; 2 Bouffier, 79; 3 Loix & Kopecky, 70; 5 Thierry Neuville, 48; 6 Mikkelsen, 46.

IN BRIEF

GT4 EUROPEAN CUP

WTCC stalwart Stefano d'Aste (Lotus Evora) charged through the field to win the opening event at Zolder. Jeroen Bleekemolen beat him in race two by 0.4s, and then shared his Chevrolet Corvette with Peter van der Kolk to win again in the pitstop race.

MASERATI TROFEO

Cedric Sbirrazzuoli and Gaetano Ardagna picked up a win apiece at Donington. David Baldi was second both times, with Mathijs Bakker completing the race—one podium and Nicolo Piancastelli finishing third in race two.

JAPANESE F3

Yuhi Sekiguchi finished first in both races at Fuji, but was given a 40s penalty for racing on the wrong tyres in the second event, giving a victory to Nissan-powered Hironobu Yasuda. Expat Brit Richard Bradley finished fourth in the opener, but crashed out with his team-mate at the first corner of the second.

AUSTRALIAN F3

Mat Sofi took a clean sweep of all three rounds at Eastern Creek, beating Britain's James Winslow each time.

TC2000

First-time winner Guido Falaschi became the seventh different victor of the season at Rio Hondo in his Sportteam-run Renault Fluence, the first time since 2005 that a privateer team has won a final. Christian Ledesma (Chevrolet Cruze) and Jose Maria Lopez (Fiat) were next up.

BRAZILIAN TOURING CARS

The Chevrolet Astras of Valdeno Brito and Thiago Camilo triumphed in the second round of this new TC2000-style series. Denis Navarro (Toyota Corolla) was on course for race-two victory, but broke a driveshaft on the final lap.

NASCAR TRUCKS

Matt Crafton held off a charging Austin Dillon to take his second career victory in Iowa. Dillon dropped to fifth from the lead at the final pitstop, but was unable to depose Crafton from top spot.

ITALIAN FORMULA 3 IMOLA (I), JULY 16-17, RD 3/8

Statuesque Liberati

EDOARDO LIBERATI

maintained his hold on the lead of the Italian Formula 3 Championship with a lights-to-flag victory from pole at Imola.

Sergio Campana chased the Team Ghinzani driver after gaining two places at the start, with Argentina's Facu Regalia passing Brandon Maisano for fourth, which became third when Maxime Jousse ran wide at Acque Minerali.

Starting from reversed-grid pole, Kevin Giovesi

won race two, ahead of Maisano and Campana. ● Carlo Bradlinelli

RESULTS

Race 1 1 Edoardo Liberati, 18 laps in 31m03.378s; 2 Sergio Campana, +4.208s; 3 Facu Regalia; 4 Brandon Maisano; 5 Maxime Jousse; 6 Michael Lewis.

Race 2 1 Kevin Giovesi, 18 laps in 31m13.721s; 2 Maisano, +0.692s; 3 Campana; 4 Lewis; 5 Raffaele Marciello; 6 Eddie Cheever. **Points** 1 Liberati, 58; 2 Campana, 52; 3 Lewis, 43; 4 Giovesi, 42; 5 Maisano, 41; 6 Jousse, 38.

SUD-AM FORMULA 3 INTERLAGOS (BR), JULY 15-17, RD 2/9

Three wins for Machado

FABIANO MACHADO EMERGED

as the new Sud-Am Formula 3 series leader by easily winning all three rounds held at Interlagos.

Benefiting from the absence of rival Guilherme Silva, the Cesario Formula driver started two races from pole position, and led both of them from the lights to the flag. He took the lead of the reversed-grid second race by the first turn, despite starting from sixth.

Bruno Bonifacio was best of the rest. ● Lito Cavalcanti

RESULTS

Race 1 1 Fabiano Machado (Dallara F309), 20 laps in 30m43.892s; 2 Augusto Scalbi (F301), +14.861s; 3 Leonardo de Souza (F309); 4 Fernando Rezende (F309); 5 Hernan Bueno (F301); 6 Joao Leme (F301). **Race 2 1 Machado**, 20 laps in 30m47.037s; 2 Bruno Bonifacio (F301), +4.045s; 3 Scalbi; 4 Rezende; 5 Vinicius Alvarenga (F301); 6 Bueno. **Race 3 1 Machado**, 20 laps in 30m36.937s; 2 Bonifacio, +11.883s; 3 Scalbi; 4 Denis Navarro (F309); 5 Souza; 6 Bueno. **Points** 1 Machado, 120; 2 Rezende, 81; 3 Guilherme Silva, 75; 4 Ronaldo Freitas, 57; 5 Souza, 55; 6 Leme, 52.

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INTERNATIONAL RACES & RESULTS

AUTO GP

Donington Park (GB), Rd 4/7

QUICK RESULTS

- Race 1 **Jon Lancaster**
- Race 2 **Samuele Buttarelli**
- Pole **Adam Carroll**
- Points leader **Luca Filippi**

RACE RATING

★★★★☆

Changing conditions and Lancaster's race-one drive made for good entertainment

REPORTS

WORLD OF SPORT

AUTO GP DONINGTON PARK (GB), JULY 16-17, RD 4/7

Lancaster flies the flag to turn tables on team-mate



Lancaster leads Ceccon in spray

MIXED CONDITIONS, A HOME win and a high-profile cameo combined to make for an entertaining pair of Auto GP races at Donington as Jon Lancaster triumphed in the main event.

Former A1GP champion Adam Carroll was called up for the weekend to race with the Campos team, and made an instant impression by taking pole for the opening race. This caused a touch of consternation within the Super Nova garage, where Luca Filippi had felt that he had the pace to go quicker but had elected not to go out for a final run.

It didn't take long for fortune to swing back in Super Nova's favour. With the opening race starting behind the safety car in

heavy rain, teams had been instructed that they could make their mandatory pitstops after three laps, but differing interpretations of this proved to be Carroll's undoing. Virtually the entire field pitted at the end of lap three, while he stayed out for one more lap; Campos believing its driver needed to complete three laps before he came in.

That left Carroll completely exposed, and when he made his own stop a lap later he rejoined deep in the field. He fought back to fifth, and was philosophical about how things had panned out.

I'm just glad it was a rolling start, he said. I had a clutch problem, so if it been a standing start I probably

wouldn't have got away.

Once the race had gone green, Filippi shot off and quickly built what seemed to be an insurmountable gap, but British team-mate Lancaster had other ideas. He closed down a 4.0s lead within just three laps, passed Filippi at Coppice, and promptly vanished to win by a massive 7.6s.

It was surprising even for myself, he said. When I passed Luca, I flew away.

Filippi claimed he'd opted not to chase Lancaster for fear of spinning and compromising his title bid, but it also transpired he was carrying extra fuel due to a pick-up problem.

The reversed-grid race finally provided the season with its first repeat winner,

courtesy of a lights-to-flag effort from TP Formula's Samuele Buttarelli. Carroll was next, albeit hampered by a misfire.

● Mark Glendenning

RESULTS

Race 1 1 Jon Lancaster, 21 laps in 38m46.643s; 2 Luca Filippi, +7.675s; 3 Fabrizio Crestani; 4 Kevin Ceccon; 5 Adam Carroll; 6 Daniel de Jong; 7 Bruno Mendez; 8 Samuele

Buttarelli; 9 Giovanni Venturini; 10 Pasquale di Sabatino. **Fastest lap** Lancaster, 1m35.637s, 93.63mph.

Race 2 1 Buttarelli, 17 laps in 22m36.788s; 2 Carroll, +2.160s; 3 Crestani; 4 Lancaster; 5 Filippi; 6 Ceccon; 7 Venturini; 8 de Jong; 9 Adrian Campos Jr; 10 Francesco Dracone. **FL** Ceccon, 1m18.421s, 114.18mph. **Points** 1 Filippi, 98; 2 Ceccon, 80; 3 Buttarelli, 62; 4 Crestani, 57; 5 Venturini, 53; 6 Lancaster, 51.



Buttarelli heads Carroll in second race

Castrol **EDGE** Rankings

CURRENT STANDINGS

- 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

Auto GP's maiden visit to Donington gave four drivers triple-figure gains. Adam Carroll soars 289 places to 622nd thanks to a pole, a second and a fifth, while race-one winner Jon Lancaster is up 119 to 339th. Race-two victor Samuele Buttarelli (395) picks up 88 spots.

To see the full list, visit castroldriverrankings.com

DONINGTON

Great Britain

July 16-17

WTCC

Round 7/12



AT A GLANCE

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



Muller celebrates first series double

Muller down the middle as Huff plays second fiddle

Yvan Muller halved Chevrolet team-mate Rob Huff's points advantage after beating him twice in the Brit's backyard



MONROE MONROE

ONE WIN AND 12 PODIUMS

from 14 races. Taken in isolation, it doesn't sound like a bad record. But overlay it with this: 13 wins and 17 podiums from those same 14 races. Those first numbers no longer seem quite so hot.

The second group of stats represents Chevrolet's running total in this year's WTCC after last weekend's seventh round at Donington; the first bunch are what the rest of the field collectively has managed to produce in opposition. The scale of Chevrolet's domination can't be overestimated this year, and it's only the team's willingness to allow its

drivers to race one another that is keeping the championship alive.

There are signs that Chevrolet's noble emphasis upon equality could be coming at an increasing cost to team harmony though, particularly between main title rivals Rob Huff and Yvan Muller.

Muller achieved a clean sweep of pole and two wins at Donington last weekend, once again leaving Huff to put his hopes of a home win on ice for at least another year. But that wasn't the reason why the Briton was speaking through gritted teeth on Sunday afternoon.

A friendly-fire incident

with Muller in the second race had cost him a chance at victory, and played a significant part in the Frenchman cutting Huff's championship lead in half.

The pair had started a few rows back in the reversed-grid race and were beginning to work their way through the field when Muller dived past the Bamboo-Engineering Chevrolet of Darrell O'Young for eighth at the entry to Goddards on the second lap. He made it, but had braked so late that getting himself out of the corner on something vaguely resembling the racing line appeared unlikely without some sort of help.

Assistance came in the form of the rear of Huff's car; the impact knocking it into a half-spin that the championship leader did well to save. While he was doing so though, Muller tucked inside him and claimed the position. With 10 laps still to run the cars ahead were more or less sitting ducks, meaning that the pass was effectively for the lead.

It was not the first time that the Chevys have clashed on the track this year. Muller knocked Alain Menu out of second place and into the wall in the first race at Monza, and followed it up by tapping Huff in the rear in the second race.



Turkington gets turned round in second thrash

RACE RATING

★★★★☆

Driving standards weren't great, but at least it kept things entertaining

MILESTONE

Franz Engstler's race-two podium was his best-ever finish in the WTCC



REPORT WTCC DONINGTON

MARK GLENDENNING
reports



Chevy trio head off to a race one 1-2-3



SEAT/Volvo/BMW in a typical midfield scrap



Dahlgren went well in light Volvo

Huff got one back at Porto two weeks ago, although on that occasion the contact was door-to-door rather than a thump from behind.

Muller's view of the latest incident was fairly straightforward.

I hit Rob's car, and I overtook him at the same time, he said. Just like he hit me at Porto and passed me at the same time, and like many other people in the race hit other people and passed them at the same time. Of course it was not intentional.

The hit certainly didn't look malicious, but what had Huff fired up was that it hadn't been redressed.

That's the agreement we have within the team, said Huff. We were told at the beginning of the season that we've got to redress if we do it to anyone – not just within ourselves. But it doesn't sink in with some people. If that agreement is off, then I was never told that it was off. I'd like to think that it isn't, but then from the result of that race, I'd say that it is. The first time we'll find out what the limits are will be when I do it to him.

He hit me from behind, he took advantage of it, and he overtook me. If that's allowed then that's allowed, and we're going to have

some serious bumper cars for the rest of the season.

Muller was summoned by the stewards after the race, but escaped with a three-place grid penalty for the next race, suspended for two rounds.

Chevrolet Europe motorsport manager Eric Neve said that while he'd obviously rather not see his cars hitting one another on the track, it was still preferable to telling them to hold station.

It's the price we pay to keep this championship a sporting one, he said. You can imagine how easy it would be for us to say, this is how we want to see you

on the podium. That's not what we want.

You see competition from outside coming closer and closer, and every time they have a chance to translate that into something, they spoil it. There is competition from outside the team, but none of it is consistent. So that leaves us on our own, and our decision is to leave the championship open. The first non-Chevrolet is so far behind. So we will have situations. Eventually they'll get solved at the Christmas party.

Despite the clash, Chevrolet still ended the weekend with a 1-2-3 finish

in race one and a 1-2 in race two. And once again, when things went really wrong, it was Alain Menu who was on the receiving end. The Swiss was third in the opening race, but he was a victim of one of many race two incidents in the midfield – several of which happened to occur within the proximity of Gabriele Tarquini's SUNRED SEAT.

Menu was just ahead of Javier Villa's Proteam BMW and Tarquini early in race two when Tarquini tapped the Spaniard in the rear on the approach to the Esses, knocking him into Menu and sending the Chevrolet bouncing over the kerb. ▶



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Date	12 Sept 2011
Driver Registration	14:00 hrs
Race Start	16:00 hrs
Chequered Flag	18:00 hrs
Drinks Reception	19:00 hrs
Carriages	24:00 hrs



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"I don't think the regulars were happy to see me"

Colin Turkington spent a lot of time in his cameo races being hit by rivals

MILESTONE

Rob Huff has finished second in Britain five times. He's still not managed a home WTCC win



REPORT WTCC DONINGTON

Coronel/Villa BMWs lead at race-two start



Turkington's forced induction at home

COLIN TURKINGTON MADE AN EVENTFUL return to racing on home soil with a one-off appearance for the independent Wiechers-Sport BMW team.

The 2009 BTCC champion, who is currently racing in the Scandinavian championship, made three appearances in the WTCC last year before receiving a late call-up to stand in for Stefano d'Aste.

Despite not knowing the team and not having driven the BMW in turbo spec, Turkington was quick from the outset. He qualified a respectable fifth in tricky conditions, but a trip across the grass on the opening lap put him on the back foot in race one. He lost a ton of places, but was doing a good job of making them up when he went off at McLeans midway through the race while trying to get past Michel Nykjaer for seventh, dropping him back through the

field. He ended up 10th, and achieved the same position in the second race after losing a lot of time to an induced spin at the Melbourne Hairpin early on.

"It's never easy doing a one-off race and trying to be fast," said Turkington. "The speed was sort of there through practice and qualifying, but I just had no luck. In the first race I was running fifth and in the next one I was running third, but both times I think other drivers were too anxious. It only takes a small contact and you're away."

Turkington had been cautious about his chances due to inexperience with the turbo, but said he got to grips with it fairly quickly.

"It changes the driving style a little bit," he said. "There's a fair bit of torque from the engine, so it's easy to lose the grip on the exit of the corner. But so long as you know it is going to happen it's no problem."

◀ Villa was hit by Gabriele, so he couldn't slow down the way he wanted to, said Menu. That meant Villa and I touched. It cost me three places plus a bent car, and I had loads of understeer after that. It's a shame, because I was going to win that race.

Earlier, Tarquini managed to account for two of the other SUNRED cars when he tried to follow Menu past Tiago Monteiro and Michel Nykjaer on the opening lap. Menu had pulled off the three-wide move at Coppice with aplomb, but Tarquini's effort ended in contact that left Nykjaer in the barriers and Monteiro retiring with broken steering. It ended a frustrating weekend for the Porto podium finisher, who'd dropped out of race one with broken suspension.

Also worthy of note was the Polestar Volvo of Robert

Dahlgren, which clearly benefited from being liberated of 60kg of ballast, but failed to translate its pace into results. More fortunate was independent BMW driver Franz Engstler. Several of the BMWs looked quick, but virtually all but Engstler squandered their pace through incidents. The German veteran's reward was his first-ever outright podium in race two.

Occasionally this year, it seems that the problem with Chevrolet's would-be rivals has been as much a lack of consistency as a lack of relative pace, and that was very much in evidence at Donington. Neve is sympathetic, but he's won't do anyone any favours.

The others have to roll up their sleeves and come and compete with us, he said. Nobody waited for us when we were behind. ❧



Turkington (l) had an unlucky series return

RESULTS

World Touring Car Championship, Donington, July 16-17, round 7 of 12

GRID RACE 1		RACE 1 - 13 LAPS, 32.335 MILES					GRID RACE 2		RACE 2 - 13 LAPS, 32.335 MILES					CHAMPIONSHIP TABLE		
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	PTS
1	HUFF	1 MULLER				1	2 NYKJAER	1:41.392	1	1	Muller	21m33.182s	10	1	Huff	263
1:38.551	1:38.470					1:41.392	3 VILLA	1:41.221	2	2	Huff	+0.957s	9	2	Muller	248
4 MONTEIRO	3 MENU					1:41.214	5 ENGSTLER	1:40.995	3	3	Engstler	+3.676s	5	3	Menu	192
1:39.167	1:38.794					1:40.965	7 O'YOUNG	1:40.895	4	4	Coronel	+4.826s	1	4	Coronel	124
6 O'YOUNG	5 TURKINGTON					1:40.838	9 HUFF	1:40.526	5	5	Menu	+8.392s	8	5	Tarquini	115
1:39.471	1:39.332					1:40.422	11 TARQUINI	1:41.450	6	6	Dahlgren	+9.016s	20	6	Monteiro	101
8 CORONEL	7 ENGSTLER					1:41.530	13 BARTH	1:41.557	7	7	Tarquini	+11.587s	11	7	Michelisz	66
1:39.966	1:39.686					1:41.590	15 BENNANI	1:42.179	8	8	O'Young	+13.031s	7	8	Poulsen	59
10 TARQUINI	9 NYKJAER					1:42.576	17 DUDUKALO	1:42.871	9	9	Bennani	+13.959s	15	9	Villa	44
1:41.450	1:40.152					1:45.720	19 FABIANI	1:55.478	10	10	Turkington	+14.662s	6	10	Engstler	43
12 BARTH	11 POULSEN					1:45.720	20 DAHLGREN	1:48.569	11	11	Barth	+19.693s	13			
1:41.557	1:41.530					1:48.569			12	12	Michelisz	+24.802s	18			
14 VILLA	13 ORIOLA								13	13	Taniguchi	+31.646s	16			
1:40.047*	1:41.590								14	14	Dudukalo	+33.495s	17			
16 TANIGUCHI	15 BENNANI								15	15	Oriola	+1m26.671s	14			
1:42.576	1:42.179								16	16	Villa	-1 lap	3			
18 MICHELISZ	17 DUDUKALO								17	17	Poulsen	9 laps-damage	12			
1:45.720	1:42.871								18	R	Monteiro	1 lap-damage	4			
20 FABIANI*	19 DAHLGREN								19	R	Nykjaer	0 laps-accident	2			
1:55.478	1:48.569															

Race 1 Winner's average: 90.73mph. Fastest lap: Huff, 1m37.380s, 91.95mph. **Race 2** Winner's average: 89.91mph. Fastest lap: Muller, 1m37.993s, 91.37mph.

*Villa five-place grid penalty from previous round. Fabio Fabiani (I), Proteam Racing BMW 320si, excluded from both races for breaches of regulations.

PAUL RICARD

FRANCE

JULY 16-17

British F3

Round 6/10

AT A GLANCE

- R1 winner Felipe Nasr
- R2 winner Will Buller
- R3 winner Felipe Nasr
- Pole Kevin Magnussen x 2



Buller scored his first win in reversed-grid race



Another double for Nasr

Young Brazilian follows in some famous wheeltracks by winning at Paul Ricard, as his rivals again capitulate

Nasr now holds a 104-point lead in title race

THE LAST TIME BRITISH F3 visited Paul Ricard, future three-time F1 champion Nelson Piquet took victory. Thirty-three years later, his fellow Brazilian and family friend Felipe Nasr underlined his own current dominance of the category by winning twice on the modern version of Le Castellet circuit.

Last time out at the Nurburgring, Kevin Magnussen — you can call him the unluckiest man in British F3 — and points leader Nasr were a class apart as they fought for victory, eventually scoring one win each when a recurrent misfire struck Magnussen's Carlin Dallara-Volkswagen and denied the Dane a double.

Two weeks later at Paul Ricard, this duo became a trio as GP3 interloper Antonio Felix da Costa joined the fun at the front.

After a successful but controversial debut at the Nurburgring, da Costa (who unlike his main rivals had

extensive experience of the Ricard High Tech Test Track) was again drafted into the Hitech Racing line-up. His performances proved the team's Dallara-VW is capable of challenging for victory in the right hands.

Separating the trio was tough: Magnussen had the edge initially, topping the second free practice session and going on to claim the third and fourth poles of his BF3 career with a late flourish in Saturday's qualifying session.

"Magnussen is really fast," said former F3 frontrunner Bruce Jouanny, who coaches Magnussen's Carlin team-mate Jazeman Jaafar. "For me, he's the fastest driver in the team. He changes direction really well and his downshifts are always the latest, but so smooth and calm. If you watch him at Turn 14 [the left-hander at Tour], it is just beautiful!"

Magnussen may be the fastest driver in Carlin's team at the moment, but

he's definitely not the most fortunate. A terrible getaway in the first race (reportedly due to some confusion over the start marshal's use of the five-second warning board) dropped him to seventh, as a mistake-free drive from fellow front-row starter Nasr kept da Costa at bay.

"After all the contact I had at the Nurburgring I couldn't afford to risk it," explained da Costa. "For Hitech, it was more important to get a podium than to crash."

Da Costa's words would ring hollow in the aftermath of race three, but before the finale he put in another sterling effort to make the podium in race two, behind Carlin's Rupert Svendsen-Cook and maiden victor Will Buller (Fortec Motorsport).

Race two will forever be infamous for a calamitous start procedure that eliminated three cars in a needless accident, caused around £50,000 worth of damage to the cars involved, and led to the series' first red flag of the season.

There was debate as to whether the start official pressed the wrong button, or the system malfunctioned. Whatever, the start gantry flashed from red to yellow to green in quick succession.

In scenes mirroring the chaos inflicted on the Le Mans Series season opener here in April, several drivers were unsure whether the race had started, or the start had been aborted. Some accelerated towards Turn 1, while others backed off.

Double R's Scott Pye clattered into the back of team-mate Pipo Derani's Dallara-Mercedes, while T-Sport's Bart Hylkema

wrecked his Dallara-VW by pinballing between Lucas Foresti and Nasr.

After marshals had cleared the debris, Buller fended off fellow front-row starter Svendsen-Cook at the restart to take command of the race and reel off his maiden win by 1.6s. That result, coupled with a race-three podium, helped make up for a disappointing qualifying display.

Da Costa claimed his third consecutive BF3 podium by driving around the outside of Carlin's Magnussen and Jack Harvey on the opening lap, but his weekend ended with a cloud of controversy

Derani suffered from botched start procedure



PICS: EBREY/LAT

RACE RATING

★★★★☆

A weekend characterised by crashing, high drama, and more bad luck for Kevin Magnussen

MILESTONES

Will Buller scores his maiden win; Jack Harvey's largest points haul; Fahmi Ilyas takes his first top six

REPORT BRIT F3 PAUL RICARD

BEN ANDERSON
reports



Da Costa punt cost Magnussen a win

hanging over him.

Having thrown away his chance of victory in race one, Magnussen was determined not to repeat the mistake in the finale. He led throughout as the top three ran together, with Nasr, then da Costa, taking turns to challenge him.

With Magnussen just one corner from his fourth win of 2011, sometime Carlin racer da Costa tried a desperate lunge that tipped

Magnussen off the track and handed a seventh win of the season to Nasr.

Da Costa crossed the line second, but a penalty was inevitable. Before the race, ex-Formula Renault rivals Magnussen and da Costa had spoken about how much they enjoy racing with each other. It's doubtful the Dane still shares that sentiment, after losing yet another victory to circumstances not of his own making.

Racing Steps man finds his feet

RACING STEPS FOUNDATION driver Jack Harvey has been largely upstaged in the rookie stakes this season.

Fortec Motorsport's Harry Tincknell in particular has appeared to get to grips with the demands of British F3 a bit sooner than his fellow Brit, but Harvey showed signs of improvement with a maiden win in the reversed-grid race at the Nurburgring last time out. He followed that by putting together the best weekend of his year so far at Paul Ricard.

The Carlin racer was at the sharp end all weekend in France. He ended Friday's free practice sessions inside the top seven and went on to qualify an F3 career-best fifth for the main points-paying races.



Harvey showed strongly at Ricard

The 2010 Formula BMW Europe runner-up then recorded top six finishes in all three races – easily his best points haul so far.

"This weekend on the whole has run a lot smoother and I haven't had as many niggly problems," explained the former European karting champion. "A lot of the problems we've had in

the last few races have come in qualifying, which is probably the most important part of your weekend.

"Also, this track has been a bit of a leveller because most people haven't been here before. Everyone needs reminding that I've raced on European circuits since I've come out of karting, so this is more of what I'm used to."

RESULTS

British Formula 3 International Series, Paul Ricard, July 16-17, round 6 of 10

GRID		RACE 1 - 14 LAPS, 50.82 MILES						RACE 2 - 6 LAPS, 21.78 MILES						GRID		RACE 3 - 17 LAPS, 61.71 MILES					
POS	DRIVER	TEAM	CAR	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	TIME	GRID
1	MAGNUSSEN			2:00.528		1	Nasr	2:00.661		1	Nasr	40m52.715s		1	Nasr	40m52.715s		1	Nasr	40m52.715s	
2	NASR			2:00.691		2	Buller	12m25.918s		2	Buller	+3.248s		2	Buller	+3.248s		2	Buller	+3.248s	
3	DA COSTA			2:00.870		3	Svendsen-Cook	+1.621s		3	Harvey	+3.734s		3	Harvey	+3.734s		3	Harvey	+3.734s	
4	HUERTAS			2:00.943		4	da Costa	+2.288s		4	Svendsen-Cook	+9.626s		4	Svendsen-Cook	+9.626s		4	Svendsen-Cook	+9.626s	
5	HARVEY			2:01.060		5	Magnussen	+3.289s		5	Huertas	+10.327s		5	Huertas	+10.327s		5	Huertas	+10.327s	
6	S-COOK			2:01.105		6	Harvey	+9.693s		6	Ilyas	+17.462s		6	Ilyas	+17.462s		6	Ilyas	+17.462s	
7	FANTIN			2:01.358		7	Foresti	+12.409s		7	Lloyd	+24.990s		7	Lloyd	+24.990s		7	Lloyd	+24.990s	
8	BULLER			2:01.544		8	Fantini	+13.009s		8	Hylkema	+26.775s		8	Hylkema	+26.775s		8	Hylkema	+26.775s	
9	JAFAAR			2:01.628		9	Jaafar	+16.888s		9	da Costa**	+31.504s		9	da Costa**	+31.504s		9	da Costa**	+31.504s	
10	FORESTI			2:02.102		10	Lloyd	+18.748s		10	Derani	+32.711s		10	Derani	+32.711s		10	Derani	+32.711s	
11	IDAFAR			2:02.161		11	Idafar	+19.410s		11	(R) Sakurai	+43.028s		11	(R) Sakurai	+43.028s		11	(R) Sakurai	+43.028s	
12	HYLKEMA			2:02.178		12	Fong	+20.134s		12	Idafar	+54.094s		12	Idafar	+54.094s		12	Idafar	+54.094s	
13	TINCKNELL			2:02.220		13	Cunha	+20.958s		13	R Magnussen	16 laps-collision		13	R Magnussen	16 laps-collision		13	R Magnussen	16 laps-collision	
14	ILYAS			2:02.313		14	Ilyas	+37.466s		14	R Fong	16 laps-collision		14	R Fong	16 laps-collision		14	R Fong	16 laps-collision	
15	PYE			2:02.409		15	(R) Sakurai	+39.201s		15	R Cunha	16 laps-collision		15	R Cunha	16 laps-collision		15	R Cunha	16 laps-collision	
16	DERANI			2:02.489		16	Nasr**	+44.173s		16	R Foresti	11 laps-damage		16	R Foresti	11 laps-damage		16	R Foresti	11 laps-damage	
17	LLOYD			2:02.515		17	Tincknell***	+50.685s		17	R Jaafar	0 laps-collision		17	R Jaafar	0 laps-collision		17	R Jaafar	0 laps-collision	
18	CUNHA			2:02.766		18	Derani	0 laps-collision		18	R Fantin	0 laps-collision		18	R Fantin	0 laps-collision		18	R Fantin	0 laps-collision	
19	FONG			2:04.201		19	Pye	0 laps-collision		19	R Pye	0 laps-collision		19	R Pye	0 laps-collision		19	R Pye	0 laps-collision	
20	SAKURAI			2:05.451		20	Hylkema	0 laps-collision		20	R Tincknell	0 laps-collision		20	R Tincknell	0 laps-collision		20	R Tincknell	0 laps-collision	

CHAMPIONSHIP

POS	DRIVER	PTS
1	Nasr	237
2	Huertas	133
3	Foresti	127
4	Jaafar	115
5	Magnussen	113
6	Buller	106
7	Svendsen-Cook	104
8	Tincknell	64
9	Fantini	61
10	da Costa & Christodoulou	51

CHAMPIONSHIP (ROOKIE CUP)

POS	DRIVER	PTS
1	Hylkema	214
2	Sakurai	213

Key: D=Dallara; VW=Volkswagen/Spiess; MB=Mercedes-Benz/HMA; MH=Mugen Honda/Brown; (R)=Rookie Cup. *back-of-the-grid penalty; ** includes 30s penalty; *** drive-through penalty.

Race 1 Winner's average: 105.76mph. Fastest lap: Nasr, 2m02.857s, 106.38mph.

Race 2 Winner's average: 105.14mph. Fastest lap: Buller, 2m02.977s, 106.25mph.

Race 3 Winner's average: 90.10mph. Fastest lap: da Costa, 2m02.604s, 106.57mph.



2012 Sunoco Rolex 24 At Daytona Challenge

Consistently at the top. Although Kevin Magnussen had the speed in qualifying he could not match the current Sunoco Daytona Challenge leader Felipe Nasr who again proved to be the man to beat. With two wins and one fastest lap from the two qualifying races. As a result Filipe increases his average score again! Keep up with the latest news and standings at: www.sunocodaytonachallenge.com

1	Filipe Nasr	Carlin/F3	95.00	6	Michael Guasch	United Autosport/GT3	49.17
2	Javier Morcillo	Azteca/Britcar	61.50	7	Lucas Foresti	Fortec Motorsport/F3	47.50
3	Matt Griffin	Mtech/GT3	58.33	8	Peter Belshaw	A.B.G Motorsport/GT4	46.33
4	Marcus Clutton	A.B.G Motorsport/GT4	56.33	9	Glynn Geddie	CRS Racing/GT3	45.83
5	Matthew Bell	United Autosports/GT3	49.17	10	Jay Shephard	Hawthorns/Britcar	45.50



PAUL RICARD

FRANCE

July 16-17

FIA GT1 World Championship
Round 7/10



AT A GLANCE

- Qual race M Krumm/L Luhr
- Champ race Krumm/Luhr
- Pole Richard Westbrook
- F laps Krumm/Cam'-Walter



Krumm (left) and Luhr now lead the GT1 title race

JR duo proves: you can in a Nissan

Two wins in France for the JR Motorsport Nissan GT-R crew of Michael Krumm and Lucas Luhr has given the German crew the lead of the championship



The #23 Nissan GT-R waltzed to two wins

MICHAEL KRUMM AND LUCAS Luhr swept to two victories in the FIA GT1 World Championship at Paul Ricard last weekend and, with it, vaulted to the head of the points table. It was a dominant display by the German JR Motorsports pairing who now shoulder Nissan's title ambitions.

There's no doubt that Krumm and Luhr are now the crew within the four-car JRM/Sumo camp. They produced a sublime performance at the former home of the French Grand Prix, one made all the more impressive by the 20kg of success ballast the #23 Nissan GT-R was carrying.

It wasn't always that way, however. Their team-mates at JRM, Richard Westbrook and Peter Dumbreck, had the

edge at the start of the season, and it shouldn't be forgotten that Krumm and Luhr notched up their first victory of the year in the Championship Race at the Algarve circuit when the British crew went out with gearbox failure.

There are any number of reasons for the shift in power within JRM.

One is that Krumm and Luhr have gelled. That process inevitably took some time, not least because Luhr came into the line-up at the last moment.

"It was difficult at the beginning because Lucas had no testing whatsoever," says Nigel Stepney, who heads up Nissan's assault on the world championship at JRM/Sumo. "We started with a car more in Michael's

direction, but we've tried hard to get it more suitable for Lucas. It's been coming together for the past three races and I think we've achieved it.

"They now make an excellent pairing. There's a good balance of personalities there. Michael is very focussed and full-on, whereas Lucas is more

relaxed. I think that helps keep Michael calm."

Luhr reckons that he and his team-mate are now driving their Japanese machine almost identically.

"When we look at the data and overlay the steering traces, sometimes you can't even see the different colours," he says. "It doesn't matter now if I set up the

car, or Michael sets up the car. We can both drive it how we want to."

There's also the small matter of what Stepney calls "momentum", or what Westbrook and Dumbreck would describe as bad luck. It would be wrong to say that the British duo's championship challenge has been derailed, more that it never even made it out of the siding.

That gearbox failure in Portugal is only one example of the ill fortune they have suffered this season. There was no improvement last weekend, the Brits notching up a fourth in the first race and losing the same position in the second with a suspension failure.

"We can't buy a result right now" was how



Enjalbert/Rossi 'Vette fought for two top-10s

RACE RATING

★★★★☆

The combination of Circuit Paul Ricard and Nissan domination didn't make for a thriller

MILESTONE

The Young Driver AMR Aston Martin squad got two cars on the podium for the first time in GT1 series history



REPORT WORLD GT1 PAUL RICARD

GARY WATKINS
reports



Westbrook summed it up.

It always helps when you've got momentum on your side, said Stepney.

Michael and Lucas definitely have that.

Of course, there is the suggestion that Krumm and Luhr are the pairing that Nissan and JRM want to win the title. Krumm, don't forget, is a long-time Nissan factory driver and #23 has always been the favoured car within any factory-supported team from the Japanese manufacturer for the simple reason that 23 reads as *ni san* in Japanese.

Stepney, of course, denies that there's a number-one car within the JRM/Sumo flotilla, insisting that there's no difference between any of the four GT-Rs and that there is a free flow of information between them. What he can't deny is that

he, personally, has more focus on Krumm and Luhr, because he took over engineering duties on the #23 Nissan after Abu Dhabi.

Krumm and Luhr look like an unstoppable force in the championship, but Stepney isn't so sure. He points out that the Chinese races in Ordos and Beijing are both point-and-squirt circuits that will favour the All-Inkl.com Lamborghini squad, whose lead pairing of Marc Basseng and Markus Winkelhock led the points prior to Ricard.

They only need another race like Navarra [when the All-Inkl Lambos finished one-two in both races] and we will be back where we were, he says.

We know we will be strong at San Luis, so the pressure is on them to make hay while the sun shines. ☼

Tyre management key to wins

Tricky Ricard surface is tough on the tyres



THE FIA GT1 WORLD Championship has always been about tyre management, never more so than on the quirky surface at Paul Ricard. And Michael Krumm and Lucas Luhr were the masters last weekend.

Richard Westbrook had edged out Krumm for pole and co-driver Peter Dumbreck led Luhr to the pitstops in the Qualifying Race, but a quicker stop for the #23 car reversed the positions. Westbrook came

back at Krumm and even edged ahead of the sister car at the end of its first flying lap out of the pits.

Krumm held the inside line, was able to stay in front and then edge away as his tyres came in. By the end of the race, he was 8s ahead.

The Championship Race followed a similar pattern, though this time Luhr and Krumm were ahead all the way. Krumm led Tomas Enge's Young Driver AMR Aston Martin to the pitstops

and then Luhr had to hold off Darren Turner in the sister Young Driver that had jumped to second in the pits.

As the Nissan's tyres came up to temperature it was once again able to edge away from its pursuer, though Luhr was never much more than a second ahead.

"It looks like we manage the tyres better," Luhr said. "If you slide early on, the temperatures go up because you have no pressure. You'll cook them and pay later."



Turner/Mucke Aston took P2 in main race

RESULTS

GT1 World Championship, Paul Ricard (F), July 16-17, round 7 of 10

29 LAPS, 105.271 MILES

POS	DRIVERS	TEAM	CAR	TIME
1	Michael Krumm (D)/Lucas Luhr (D)	JR Motorsports (JRM Group)	Nissan GT-R	1h01m51.498s
2	Stefan Mucke (D)/Darren Turner (GB)	Young Driver AMR (Fischer)	Aston Martin DBR9	+0.843s
3	Tomas Enge (CZ)/Alex Muller (D)	Young Driver AMR (Fischer)	Aston Martin DBR9	+11.602s
4	Jamie Campbell-Walter (GB)/David Brabham (AUS)	Sumo Power GT (JRM Group)	Nissan GT-R	+12.232s
5	Christian Hohenadel (D)/Andrea Piccini (I)	Hexis AMR	Aston Martin DBR9	+13.832s
6	Frederic Makowiecki (F)/Maxime Martin (B)	Marc VDS Racing Team	Ford GT	+14.730s
7	Nicky Catsburg (NL)/Enrique Bernoldi (BR)	Sumo Power GT (JRM Group)	Nissan GT-R	+27.576s
8	Markus Winkelhock (D)/Marc Basseng (D)	All-inkl.com Munnich	Lamborghini Murcielago R-SV	+28.140s
9	Nicky Pastorelli (NL)/Dominik Schwager (D)	All-inkl.com Munnich	Lamborghini Murcielago R-SV	+34.715s
10	Dimitri Enjalbert (F)/Michael Rossi (F)	DKR Engineering	Chevrolet Corvette C6.R	+37.893s
11	Clivio Piccione (MC)/Stef Dusseldorp (NL)	Hexis AMR	Aston Martin DBR9	+39.835s
12	Bas Leinders (B)/Marc Hennerici (D)	Marc VDS Racing Team	Ford GT	+40.429s
13	Vanina Ickx (B)/Christoffer Nygaard (DK)	Belgian Racing (Marc VDS)	Ford GT	-1 lap
14	Richard Westbrook (GB)/Peter Dumbreck (GB)	JR Motorsports (JRM Group)	Nissan GT-R	26 laps-suspension
R	Antoine Leclerc (F)/Yann Clairay (F)	Belgian Racing (Marc VDS)	Ford GT	16 laps-acc dam/splitter
R	Mike Hezemans (NL)/Andreas Zuber (A)	Exim Bank China (Selleslagh)	Chevrolet Corvette C6.R	0 laps-puncture

CHAMPIONSHIP TABLE

POS	DRIVERS	PTS	POS	DRIVER	PTS
1	Luhr/Krumm	111	6	Schwager/Pastorelli	67
2	Winkelhock/Basseng	97	7	Brabham/C-Walter	61
3	Piccini/Hohenadel	84	8	Dusseldorp/Piccione	60
4	Turner/Mucke	79	9	Martin	53
5	Enge/Muller	74	10	Hezemans	46

GRID

1 WESTBROOK 2:03.419	2 KRUMM 2:03.498
3 ENGE 2:03.772	4 C-WALTER 2:03.800
5 MUCKE 2:03.840	6 HOHENADEL 2:03.963
7 HEZEMANS 2:04.137	8 PASTORELLI 2:04.298
9 MARTIN 2:04.080	10 DUSSELDORP 2:04.204
11 ROSSI 2:04.293	12 BERNOLDI 2:04.494
13 HENNERICI 2:04.766	14 BASSENG 2:05.060
15 ICKX 2:07.219	16 CLAIRAY no time

QUAL RACE: 27 LAPS, 98.011 MILES

POS	DRIVERS	TIME
1	Luhr/Krumm	1h01m48.063s
2	Muller/Enge	+8.350s
3	Turner/Mucke	+9.406s
4	Dumbreck/Westbrook	+10.375s
5	Martin/Makowiecki	+17.171s
6	Piccini/Hohenadel	+21.142s
7	Basseng/Winkelhock	+23.547s
8	Rossi/Enjalbert	+25.986s
9	Bernoldi/Catsburg	+37.111s
10	Brabham/Campbell-Walter	+58.282s*
R	Zuber/Hezemans	17 laps-electrics
R	Schwager/Pastorelli	15 laps-engine
R	Clairay/Leclerc	15 laps-acc damage
R	Hennerici/Leinders	4 laps-acc damage
R	Nygaard/Ickx	3 laps-acc damage
R	Dusseldorp/Piccione	2 laps-accident

Winners' average: 102.11mph. Fastest lap: Campbell-Walter, 2m04.909s, 104.62mph.

Qualification race winners' average: 95.15mph. Fastest lap: Krumm, 2m05.803s, 103.88mph.

Driver listed on grid set qualifying time. First-named driver in each car in table started the race.

Finishing order of qualification race determined grid for main race, but with the following grid penalties: three positions for Hohenadel/Piccini, Ickx/Nygaard, Campbell-Walter/Brabham, Westbrook/Dumbreck, Leinders/Hennerici; five positions for Pastorelli/Schwager; eight positions for Enjalbert/Rossi. * Includes 30-second penalty.

REPORT
S'LEAGUE ZOLDERCHARLES BRADLEY
reports

ZOLDER

BELGIUM

July 17

Superleague Formula
Round 2/8

AT A GLANCE

- Race 1 Craig Dolby
- Race 2 John Martin
- Super final Frederic Vervisch
- Pole position Dolby

Benelux benefit for Vervisch

Big cash payout for Luxembourg's Belgian, but it's Australia who lead the points after triumph then disaster for England



Vervisch was on exuberant form

BELGIUM'S FREDERIC

Vervisch, representing Luxembourg, pocketed €100,000 from his home circuit of Zolder on Sunday, while the other big winner was John Martin, who grabbed the lead of the Nations Cup for Australia.

Martin's weekend hadn't begun well, as he fell at the first hurdle in Superleague's unique knockout qualifying format and was restricted to eighth on the grid. More annoyingly for him, it was against southern hemisphere rival Chris van der Drift of New Zealand.

Series returnee van der Drift progressed to pole, despite the fact that he was beaten in the final by England's Craig Dolby. But

stewards reversed the top two positions as Dolby stalled in the pitlane before his semi-final against Neel Jani (Belgium/Anderlecht), and received illegal outside assistance to restart.

Van der Drift charged into the lead at the start of race one, chased by Dolby and Jani, who locked up at Turn 1 but just held on to his third place from Robert Doornbos (Japan). Doornbos tried again under braking for the final chicane, but clobbered the inside kerb, and his compromised exit allowed Vervisch to pass him for fourth on the run to Turn 1.

The mandatory pitstops would shape the race's outcome: van der Drift

opted not to pit at the first opportunity, and Dolby seized his chance. Dolby almost hit the Kiwi's car as he attacked the pitlane entry, and his crew turned him around in the quickest time. Then a 1m53.6s out-lap meant he heaped pressure on van der Drift's stop.

When van der Drift pitted a lap later, it was nowhere near as quick, reflected in his 1m59.5s out-lap – a 6s time loss.

This was also enough for Jani to grab second during the stops. Van der Drift ran third for much of the second stint, but then he surrendered his podium spot to Vervisch through the Jochen Rindt kink on the final lap. Doornbos finished fifth, ahead of Holland's Yelmer Buurman.

Spanish striker Andy Soucek stalled in the pits, and would therefore be on the front row for the reversed-grid second race. He led the field into Turn 1, chased by Brazil's Antonio Pizzonia, who had jumped the start from fifth.

Once again, Soucek's car refused to get going when he pitted in race two.

And, with Pizzonia being penalised for his hasty getaway, it meant that Martin would be leading after the pitstops.

Martin had battled early on with Englishman Duncan Tappy (driving for Turkey), who made a great move on the Australian at the Bianchi right-hander on the opening lap. Martin then set some stellar lap times following his pitstop, meaning that he was leading once Russia's Mikhail Aleshin made his late stop.

Aleshin rejoined third, behind the South Korea car of Max Wissel, while Vervisch came through to fourth ahead of Tappy and Buurman. Dolby failed to finish when the pneumatics that power his gearchange broke, robbing him of the chance to progress into the super-final.

In that five-lap dash for cash, poleman Vervisch rocketed into a 2.5s lead as Martin and Jani duelled for second. But Vervisch was too cautious when a rain shower swept across the track, allowing Martin and Jani to get right onto his tail.

Vervisch survived a

scare when his car snapped sideways under braking for the chicane on the final lap. Both he and Jani straight-lined it, but Martin was unable to capitalise as he too slewed sideways. The top four – Vervisch, Martin, Jani and Wissel – crossed the line covered by less than a second.

RESULTS

Race 1 1 Craig Dolby (England),

29 laps in 41m15.487s; 2 Neel Jani (Belgium/Anderlecht), +3.051s; 3 Frederic Vervisch (Luxembourg); 4 Chris van der Drift (New Zealand); 5 Robert Doornbos (Japan); 6 Yelmer Buurman (Netherlands/PSV); 7 John Martin (Australia); 8 Max Wissel (South Korea); 9 Antonio Pizzonia (Brazil); 10 Duncan Tappy (Turkey).

Race 2 1 Martin, 29 laps in

40m33.607s; 2 Wissel, +5.383s; 3 Mikhail Aleshin (Russia); 4 Vervisch; 5 Tappy; 6 Buurman; 7 Doornbos; 8 van der Drift; 9 Jani; 10 Filip Salaquarda (Czech Republic/Sparta Prague).

Super-final 1 Vervisch, 5 laps in

6m52.538s; 2 Martin, +0.268s; 3 Jani; 4 Wissel; 5 van der Drift; 6 Doornbos; 7 Buurman; 8 Aleshin.

Points 1 Australia, 158;

2 Japan, 136; 3 Luxembourg, 134; 4 Netherlands/PSV, 130; 5 Belgium/Anderlecht, 125; 6 England, 124.



Dolby won, but was forced out of race two

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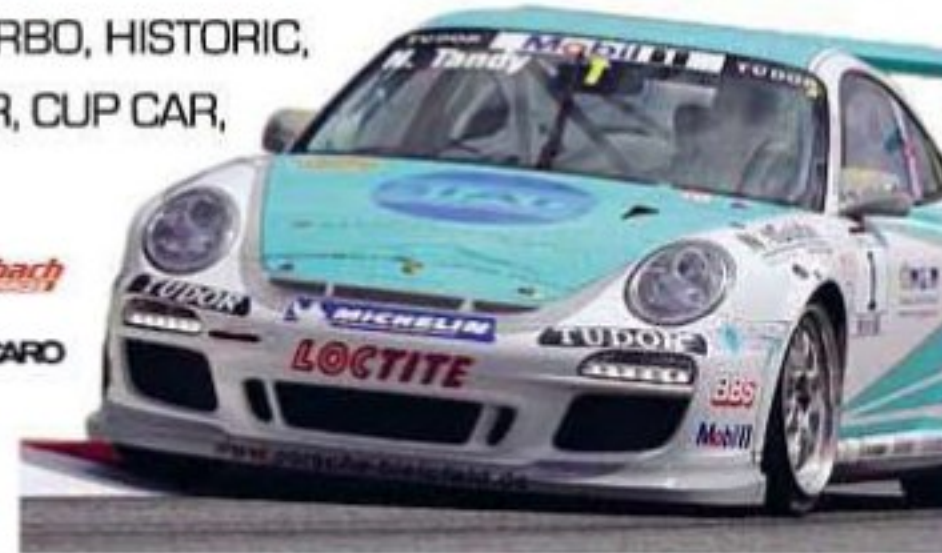
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Jacobs (22) went off under yellows and narrowly missed recovery crew



MSVR's driver clampdown

Clashes and accidents lead to penalty points as Brands drivers misbehave

» UK RACE ORGANISER MotorSport Vision Racing has promised to continue cracking down on driving offences following an unprecedented spate of serious incidents at Brands Hatch last weekend.

The most serious involved Radical racer David Jacobs, who was excluded from the meeting, handed 10 penalty points on his licence, and suspended from competition for 30 days following two separate accidents.

Jacobs, 55, was initially given four penalty points for running Roger Bromiley into the Druids gravel trap during the first of two Radical UK Cup races.

A later Clubmans Cup race, in which Jacobs was also competing, was being run under waved yellow flags to allow a live recovery of Gary Baxter's car from the gravel trap at the foot of Paddock Hill bend. Jacobs, lying third, passed the incident successfully once before going off and ploughing straight into the vehicle that was being recovered.

No marshals or rescue-vehicle operators were struck, though one marshal had to dive out of the way. The race was stopped and not restarted.

Following a review by clerk of the course Brian Poulter and MSVR race

operations manager David Scott, Jacobs was excluded and handed a further six penalty points on his licence. The stewards, who have also referred the matter to governing body the MSA which may take further action against Jacobs, suspended his licence for 30 days following a further review.

Jacobs was unavailable for comment as AUTOSPORT closed for press.

The Mini Challenge was also blighted by incidents at Brands, with one race abandoned following a heavy crash for frontrunner Martin Depper and one competitor, Finlay Crocker, handed a one-race ban for abusing officials.

Mini Challenge coordinator Paul Harvey said: On the whole the driving standards in 2011 have been very good.

At Brands the changeable weather and temperatures caught some drivers out and there were a lot of incidents.

Scott said: I don't know if the Kentagon [restaurant] had been serving raw meat for breakfast, but over the course of the weekend there were loads of incidents and 23 judicial reviews that resulted in points on licences.

I haven't totted it up, but there was something like 100 points issued. It was unprecedented. I've not known anything like it and I was deeply concerned.

The point is that we're just not going to put up with this sort of thing. I know we're not playing badminton or tiddlywinks, and there will be crashes and contact incidents, but we will come down very firmly on them.



This shunt led to Mini race being abandoned

AUTOSPORT SAY

BEN ANDERSON
EDITORIAL ASSISTANT

ben.anderson@haymarket.com



IT SEEMS MSVR OFFICIALS HAD their work cut out at Brands.

According to race operations manager David Scott, there were 23 judicial reviews of incidents that led to around 100 penalty points being issued on licences.

Those are extraordinary numbers that illustrate two points. One, the driving standards must have been terrible in Kent and two, the officials must have been taking a zero-tolerance approach to bad driving.

Given they are often criticised for not doing enough when drivers crash into each other, this approach is laudable especially given the amount of time, effort and paperwork often involved.

However, it is important these same officials are fair and consistent when it comes to applying sanctions. It is rare that drivers deliberately set out to knock each other off the circuit, or drive unsafely, and sometimes officials can be quick to judge situations from the outside that are very different in the cockpit.

That said, these same drivers are often slow to acknowledge their own culpability when things go awry. That's why the use of on-board cameras is such a good idea, helping to give neutral views that can clear any clouds of doubt.

The technology is cheaper and more prevalent than ever, so in the interests of safety and sport their use across the board is a no-brainer.

Extra contact details

Kevin Turner, national editor
kevin.turner@haymarket.com

CONTENTS

p81 REPORT
PAGEANT OF POWER

p82 REPORTS
FFORD/BHC/BRSCC

p84 REPORTS
BARC/MSVR

p87 SPORTS EXTRA
RESULTS ROUND-UP



Silverstone Classic

Fabri's DBR4 will be raced by Verdon-Roe

Verdon-Roe gets Aston GP outing

Ex-TVR Tuscan champ part of bumper Silverstone Classic entry this weekend in Aston and Ferraris



HISTORIC ACE BOBBY

Verdon-Roe will race an Aston Martin DBR4 for the first time at the Silverstone Classic this weekend.

Verdon-Roe, who will also drive the Leventis family's Ferrari sportscars at Silverstone, will contest the HGPCA Pre-1961 races in Hubert Fabri's DBR4.

I was racing at Dijon last month and Hubert was there, said Verdon-Roe. He won't be racing it at the Classic

so he asked me to drive it. Hubert was running in the top five so I think it should be competitive. I'll be giving it some.

Verdon-Roe will face Tony Smith's Ferrari 246 Dino, the Scarab of Julian Bronson, Philip Walker's Lotus 16, the Lister-Jaguar Monzanapolis of Rod Jolley, and last year's winner Gary Pearson (BRM P25) in the double-header, which has attracted over 40 entries.

Willie Green, who made his racing

return at the Classic last year, is due to share Carlo Vogele's Maserati A6GCS and 300S in the Woodcote Trophy for pre-1956 sportscars, and the Ferrari 330GTO in which the duo won the RAC Tourist Trophy last year. He also plans to share a Jensen 541 R with Malcolm Verey in the same event, and a Ferrari 275 GTB/C with Vincent Gaye in the Italian Historic and GT Sports Car Cup, which has attracted four Ferrari 512s.

Other big fields include Formula Junior and U2TC, both of which have attracted around 70 entries, and the 60-strong Pre-1966 GT Cars pack.

The 28-car Group C/GTP entry includes two Lancia LC2s, the Bob Berridge/Gareth Evans Mercedes C11, Nissans for Katsu Kubota, Kent Abrahamsson, Martin O Connell and Martin Stretton/Steve Tandy, plus Australian Wayne Park in a Porsche 962.

Porsche Carrera Cup

Barker to race in Carrera Cup GB

EX-FORMULA FORD CONTENDER

Ben Barker will contest the next two rounds of this season's Porsche Carrera Cup GB with Parr Motorsport.

Barker, who won a British Formula Ford race at Knockhill in 2009, moved to Australia last year and pipped current GP3 star Mitch Evans to the national Formula 3 title.

He lies sixth in this year's Carrera Cup Australia standings, and will compete at the Snetterton and Knockhill rounds of the British series during a break in the Australian calendar.

I'm very excited to be returning to the UK during the break, said the

20-year-old. After some decent seat time in Australia, I'm confident I can show pace and produce good results.

The main aim is to get my name a little more known back in Europe and it will keep me on my toes for Australia.

Parr's Paul Robe, who already runs

Pro-am 2 driver Richard Denny, said:

We're excited to have Ben on board. He's been identified as a rising star in British motorsport.

He's got some experience in the car and of the circuits, and with some testing we feel that he'll do well.



Barker has been racing Porsches in Australia

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MSV F3 Cup

Newer machines to be brought in to boost MSV F3 series for 2012

THE MSV F3 CUP WILL ALLOW

newer machinery into its ranks next season in a bid to bolster grid sizes.

The category is currently limited to cars from the 2002-to-04 Formula 3 chassis cycle or earlier, and numbers have struggled to break the mid-teens because of a lack of available cars.

Mainstream F3 will adopt a new design for next season, freeing up cars that were built between 2005 and 07 and which are currently eligible for the British F3 Rookie Cup.

The series will also introduce the

Spiess OPC Volkswagen engine (as used currently in the German Formula 3 Cup) next year, to improve reliability and reduce rebuild costs.

MSVR race operations manager David Scott believes the current cars can still be competitive against newer machinery, and cited the example of current series frontrunner Aaron Steele beating Austrian F3 drivers (using 2005-07 cars) at Spa recently.

We said that we look at equalisation if the reality is that the newer cars are faster, said Scott.

There are mixed views from the [existing] competitors, but we want to listen to them.

Additionally, a new invitation class for 2012 will permit F3 cars of any age to race in the F3 Cup, subject to approval from the organisers.

Club F3 will welcome newer cars in 2012



New GT1-style super-Mosler hits the track

Mosler's latest racer, the 600bhp GT600, broke cover at Donington Park last week. First customer Rafael Unzueta then raced the car, which has developed aero, in Estoril's Spanish GT round last weekend.



British Formula Ford

Welsh backing for racer Parry

FORMULA FORD

rookie Matt Parry will receive financial backing from Sport Wales this season.

Sport Wales is the main advisor on sporting matters to the Welsh Assembly Government. Parry's support will come through the Elite Cymru scheme, which aims to assist Welsh sports talent, and was awarded on the recommendation of the Welsh Association of Motor Clubs.

It is hoped the backing will assist the former karting champion, who

is also a member of the AirAsia Team Lotus Driver Development Programme, in his Formula Ford campaign with the works Van Diemen team.

It's great news that Sport Wales has

recognised my potential, said the 17-year-old. The support will make a big difference to my season, and I will do everything I can to justify Sport Wales' faith in me and continue to progress in the junior formulae.



Parry has Sports Wales backing

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Historics were different when Green won in '77

As I write, on Monday, July 18, I can help but drift back to the same day in 1977, my first as an AUTOSPORT staffer. I reported a Snetterton clubbie previously (hand-written first draft, followed by cutting-and-shutting, then typing up with copious applications of Tipp-Ex), but this was for real. A career move.

I already worked in Central London for a year, but joined the office in Dean Street, in the heart of trendy Soho (ironically, less than 200 metres from where my future wife would be employed in her pre-Haymarket Publishing days, many moons later) directly from the British GP meeting at Silverstone.

James Hunt won on the Saturday (as raceday was then), sweeping his McLaren M26 past long-time leader John Watson, whose glorious Brabham-Alfa Romeo BT45BW engine went lame, although the debuts of Gilles Villeneuve, Patrick Tambay and the sizzling 1500cc Renault V6 turbocar of Jean-Pierre Jabouille excited us too.

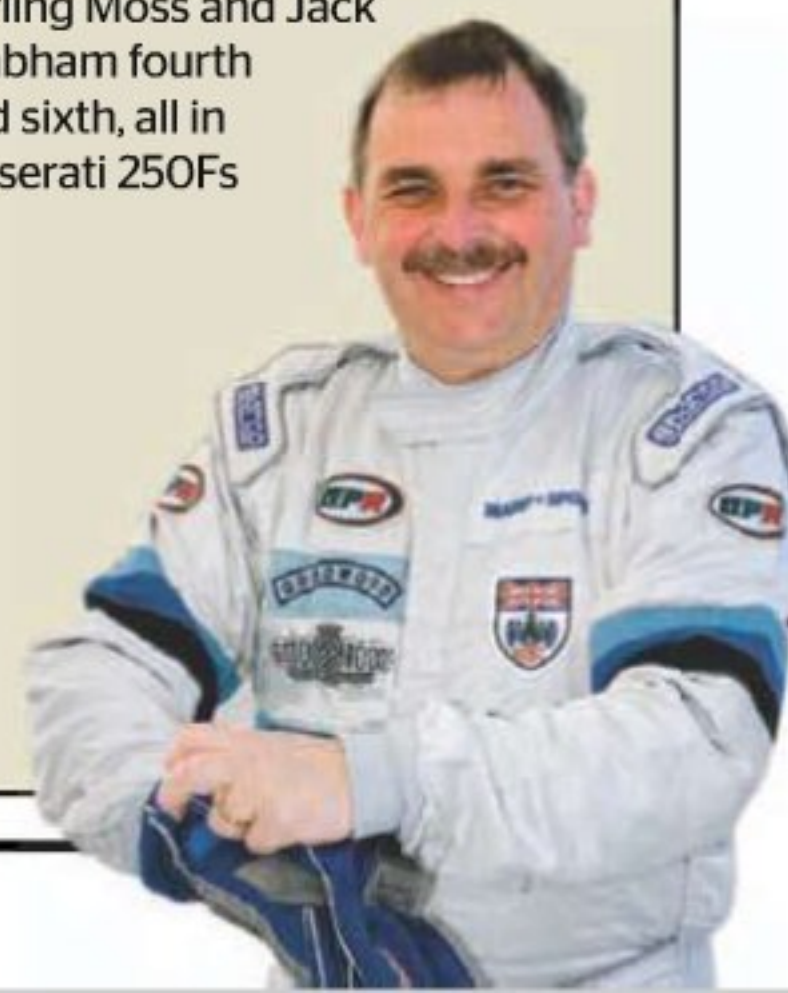
We lost count of my visits to the home of British motor racing in the interim, but a fortnight after this year's British GP I'm returning this weekend for the annual Silverstone Classic. We missed just two of these annual showpieces since its inception as the BRDC Historic Festival and one of those was to get married 20 years ago so I always look forward to some of the season's most eye-catching racing.

I look forward to some of the season's most eye-catching racing at the Silverstone Classic

A surfeit of power over grip in the classes that run treaded Dunlop tyres guarantees a wonderful spectacle, particularly in the Becketts complex, where star drivers stand out. Watch there for at least one session.

This year, the Jaguar E-type Challenge races should be very special. I was working at the Goodwood Festival of Speed when the 50th Anniversary series opened at Brands Hatch earlier this month, thus it will be new to me. But I will see the big cats at the Nurburgring (AvD 39th Oldtimer GP) and Oulton Park (HSCC Gold Cup) next month, and the Goodwood Revival extravaganza in September.

Leaving aside the arrival of 7000 cars from 120 car clubs, including 1000 E-types, the magnitude of the 2011 Silverstone Classic competition focus is daunting. With more than 1000 entrants spanning 22 races and a logistically scary twin-centre layout, with grids split between the Formula 1 Wing and previous pits (plus paddocks behind) multi-car preparation teams were scheduled to arrive yesterday (Wednesday), followed by the rest during Thursday's test day. All a far cry from the British GP of '77, when Historics provided the meeting's curtain-closer. Willie Green won that day, with Stirling Moss and Jack Brabham fourth and sixth, all in Maserati 250Fs



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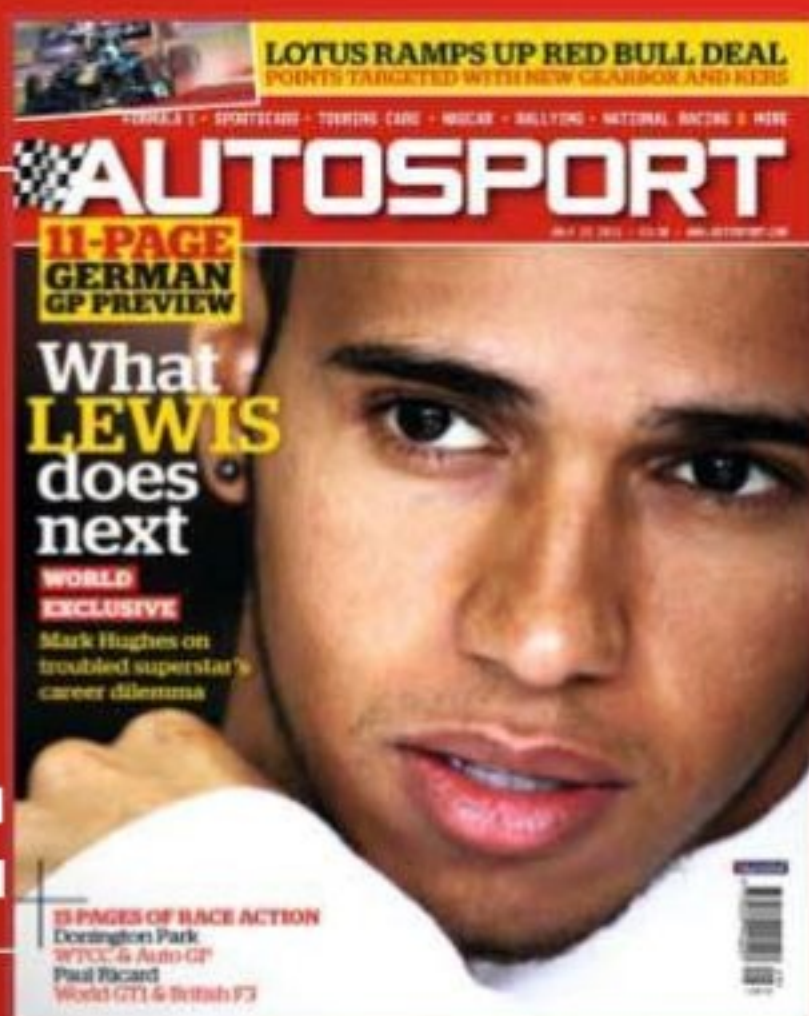
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IN BRIEF



THE BENTLEY DRIVERS CLUB 75TH anniversary celebration at Silverstone on August 13-14 will include a wheel-changing pitstop Keston Pelmore Memorial race to commemorate the club's founder. Demonstrations of the 2003 Le Mans-winning EXP Speed 8, the ex-John Cobb Napier-Railton, and the Continental Supersports Convertible IceV Car (above), in which WRC legend Juha Kankkunen broke the world ice speed record earlier this year, are also planned.

MANOR COMPETITION STRIO OF Formula Renault UK racers are to contest the NEC round at Oschersleben on July 30-31. Fresh from his Formula 2 outings, Jordan King will race with Dutch team MP Motorsport. Josh Hill will compete with Belgian squad KTR, while Alice Powell is hoping to join up with German team SL Formula for the weekend.

THE CATERHAM ACADEMY RACES that were scheduled for the Donington Park meeting on August 6-7 have been moved to the Britcar Endurance Championships weekend at Snetterton on August 13-14.

BRITISH HILLCLIMBER TOM NEW won his second career run-off at Val des Terres last weekend, in the same car in which the legendary Roy Lane took his last-ever victory in 2003. Lane's win came at the same venue and Roy's widow Bette witnessed New's success.

CASTLE COMBE HAS GAINED planning permission to run more sprint dates from next season. The move follows the loss of a number of local venues, such as Colerne airfield.

BMW WILL BE CELEBRATED AT THE third New Zealand Festival of Motor Racing at Hampton Downs on January 20-22 and 27-29 next year. The event will include a Group A and Invited Touring Car Challenge, in which it is hoped BMW M3s and 635s (left) will compete.

VETERAN GERMAN HILLCLIMBER Georg Plasa died recently following a crash on the Coppa Carotti hillclimb in Italy. The 51-year-old left the road in Rieti, near Rome, at high speed in his Judd-powered BMW 134. He lost consciousness in the resulting accident and succumbed to his injuries.



One-litre F3 will not be welcome in Monaco in '12

Monaco Historique

Monaco drops F3 screamers

U-turn by organiser means one-litre F3 will not race in Monte Carlo until 2014

ONE-LITRE FORMULA 3 HAS BEEN dropped from the eighth Monaco Grand Prix Historique next May.

The screamers of the 1964-1970 period made their debut at the event last year, triggering a surge of interest in the category.

But despite the Automobile Club de Monaco's event (run in alternate years) growing to three days in 2012, track time has been compromised.

Keith Messer of the 1000cc Historic F3 Association said: We have been offered a race at Monaco in 2014 and will be doing everything in our power to celebrate the 50th anniversary of the class then.

The class is not the only one to be hit by a U-turn. The 1600cc F3 cars (1971-73), which bolstered the maiden two-litre (1974-84) race last time, have been dropped in favour of an exclusive

grid of the larger-engined cars. As per French F3 Classic rules, later ground-effect chassis such as the Ralt RT3 will have to run flat-bottom sidepods.

In a rejig of the event, single-seaters from 1947-51 will now be admitted to the earliest split, 1500cc F2 cars from 1957-60 will join the Pre-W1 GP field, and three-litre F1 grids will be pegged at 1966-72 and 1973-78, rather than being divided at '74.

British Endurance Championship

Works Mazda to race for charity at Silverstone

ONE OF MAZDA UK'S

Silverstone 24 Hours entries this year will run in support of the Armed Forces.

Sometime Lotus Elise and Trackday Trophy racer Jim Cameron, who is a squadron leader in the Second Royal Tank Regiment and recently returned from Afghanistan, is behind the effort. He will

drive the car along with another member of the armed forces, a journalist and a celebrity.

Cameron hopes the Jota Sport-run Production MX5 will raise awareness and a bit of money for military charities, such as Help for Heroes and Not Forgotten. I've got guys who have

life-changing injuries and it's made me focus on the groups that can help them, said Cameron.

Silverstone 24 Hours boss James Tucker

confirmed the event has already attracted over 30 fully-paid entries, a further 23 deposits, and enough interest to suggest a full grid will be possible.



Mazda MX5 will aid forces

GT Cup

First multi-make outright win for Chevron GR8



Witt beat Porsches and Ferraris at Brands

THE CHEVRON GR8 TOOK ITS first outright victory outside of the GR8/Crossle challenge in the GT Cup at Brands Hatch last weekend.

Jordan Witt won the second race in the car he shares with Anthony Reid in the British GT Championship.

The operation was run by Chevron engineer Andrew Baynham, who confirmed the car was running less

aero than in British GT guise, as the Pirelli tyres (mandatory in the GT Cup) required a higher ride-height.

We are keen to show what the car can do, he said.

AUTOSPORT understands Witt, who missed the last British GT round due to illness, plans to contest the GT Cup races at Donington Park next month, although the focus remains British GT.

Pressure builds



Sunoco is the official fuel of



Massive Sunoco GRAND-AM Challenge weekend at Brands Hatch with Mini Challenge, MSV F3 and GT Cup and at Donington with Dunlop Production Touring Car Trophy all doing their best to score maximum points. The Mini guys tried hardest with race one red-flagged and cancelled. Biggest climber this weekend was Gary Duckman in PTC climbing from 7th to 4th overall. At the top Aaron Steele and Adrian Churchill kept their positions.

Photos by Oliver Read



Sunoco GRAND-AM 200 Challenge – latest results*



Driver standings – average per race www.grand-am.com

*correct at time of print

1	A Steele	Grays Motorsport/MSV F3	106.40
2	A Churchill	Courtenay Sport/PTC	102.86
3	S Treherne	Handy Motorsport/Legends	89.17
4	G Duckman	Excelr8/PTC	72.11
5	A Ruhan	JMH/GT Cup	71.48

6	C Knox	Excelr8/Mini	68.89
7	L Caudle	Excelr8/Mini	66.11
8	L Allen	Truck Align/Mini	64.44
9	C Needham	MSV F3	55.85
10	J Richardson	Dart Motorsport	54.44

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Touring Car Trophy, Britcar
Production and GT Cup

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It's great to see these cars. Tom [Wheatcroft] was fond of this event

Historic racer Rick Hall was impressed with the F1 machinery



Williams burns rubber

REPORTS
SPORTS EXTRA

CHOLMONDELEY PAGEANT OF POWER, JULY 15-17

Lambo leaps to top of Cholmondeley Pageant



Faulkner was fastest in Lamborghini Gallardo

IN A BATTLE OF THE supercars, Lamborghini claimed the major bragging rights at the fourth Cholmondeley Pageant of Power. Niki Faulkner set the fastest time of the weekend, as he did in last year's event.

However, poor weather, including a soaking Sunday, left the magic 60-second mark unbroken for another year.

For three days, the

peaceful parkland of the Cholmondeley Castle estate reverberated to high-revving engines, as the 1.2-mile speed event course hosted five timed runs from close to 120 cars and bikes. When Faulkner got a largely dry track on Saturday afternoon, he set a best of 63.54s to see off allcomers, including the rest of the increasingly competitive supercar class.

Faulkner's Lamborghini

Gallardo Spyder flew the highest over the bridge on the sprint to the finish, to again set the mark, but with Mark Higgins (Subaru), Andy Middlehurst (Nissan GTR), Matt Prior (Ariel Atom V8) and Oli Webb (BAC Mono) in pursuit, the importance of this category was clear to see. Faulkner got the verdict from Higgins by two and a half seconds, but Formula Renault 3.5 racer Webb was fastest on the first runs, even though a heavy landing over the bridge broke the suspension on the single-seater Mono.

Much of what is best about the event is the focus on classic and historic machinery, and it was fitting that the first timed run of the weekend on Friday afternoon was taken by Chris Williams in the Napier Bentley. Seventy-five yards of burnt rubber christened the startline and set the tone for a weekend only dampened by increasingly grotty weather on Sunday.

The brave Williams went on to win the pre-war class



Morris went for times in F1 Lotus

at a canter, with only Mike Littlewood's blown Bentley coming within 20s of the car Williams describes as the ultimate laxative.

Simon Taylor fired the Stovebolt Special to the top of a strong pre-1958 sportscar class, but had to push on to see off Keith Fell's Lister Bristol.

Fell then took his reward in the post-57 sports cars, with a narrow victory in his Lotus Elan 26R. In one of the hardest fought of the classes, barely a second split Fell from Crispin Harris, in his airborne Lister Jaguar, and Tony Bianchi in the thundering Farrallac Allard.

GT Cup racer Tom Andrew headed the

sports-racing car class in his Morgan Aero 8, before two Cholmondeley regulars slugged it out in the touring and rally car class. The four-wheel-drive Audi 80 of Jan van Nierop got the verdict by under a second as Justin Law attacked on a final dry run with his Lancia Delta Integrale.

Andrew Morris boldly brought his Lamborghini-powered Lotus 102 F1 car and opted for the competition element rather than taking demonstration runs. His 67.46s best was only bettered by the fastest of the supercars and the sight and sound of the Lotus in flight was one of the highlights of the event.

● Paul Lawrence

Bentley's Brian Gush gave '03 Speed 8 a run



Van Nierop Audi 80 took narrow class win



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FORMULA FORD QUICK RESULTS
→ Race 1 **Scott Malvern**
→ Race 2 **Scott Malvern**

**Slaghekke was faster
than me late on**

Malvern had team-mate threat



P87 SPORTS EXTRA
RESULTS ROUND-UP
for July 16-17



FORMULA FORD EURO CUP ZOLDER, JULY 16-17

Malvern continues run as Jamun dominates

SCOTT MALVERN extended his win tally to 14 from 17 races this season with a double at the EuroCup event at Zolder last weekend. The Jamun Mygale driver set the pace throughout the weekend and has now won three EuroCup mini 'titles' this year, with just the final round at Zandvoort next month left to go.

Malvern led race one from pole and was never headed as team-mates Nick McBride and Jeroen Slaghekke battled for second. McBride held the place initially, after starting on the front row, but Slaghekke surprised him into the first corner and set off after Malvern.

The Dutchman closed during the late stages, but

couldn't find a way through. "I needed a couple more laps, but passing Scott would have been difficult on this track," he admitted. "I was able to close up onto his gearbox a few times, but passing a backmarker in the final part of the race ruined my chances to challenge."

Antti Buri beat Dutch series leader Joey van Splunteren to be best of the rest in fourth.

Jamun's main challenger on pace this year has often been JTR's Geoff Uhrhane, but once again he had bad luck. "We certainly had the pace to keep up with the Jamun cars – I'm sure a podium finish was possible, but after six laps I lost the gearbox," he said.

Malvern led all the way



Malvern topped 25-car Zolder field

again in a damp race two. Gambling on rain tyres, John Svensson (Van Diemen) and Jesper Egebart (Ray) challenged for the top three early on before falling back as the track dried.

A mistake from McBride allowed Slaghekke through to second as Malvern again led a Jamun 1-2-3.

Uhrhane took fourth,

while Matt Parry showed promise with the new Van Diemen in fifth.

RESULTS (BOTH 12 LAPS)

RACE 1 1 Scott Malvern (Mygale SJ11); 2 Jeroen Slaghekke (SJ11) +0.973s; 3 Nick McBride (SJ11); 4 Antti Buri (SJ11); 5 Joey van Splunteren (SJ08); 6 Spike Goddard (SJ11); 7 Milton Lundstrom (Van Diemen DP08);

8 Bas Schouten (SJ08); 9 Steijn Schothorst (SJ10); 10 Michel Florie (SJ08). **Fastest lap** Buri 1m35.358s (93.83mph). **RACE 2** 1 Malvern; 2 Slaghekke +1.022s; 3 McBride; 4 Geoff Uhrhane (SJ11); 5 Matt Parry (Van Diemen LA11); 6 Lundstrom; 7 Schothorst; 8 van Splunteren; 9 Jesper Egebart (Ray GR08); 10 Schouten. **FL** Buri 1m37.682s (91.60mph).



Menzies was on good form last week

BRITISH HILLCLIMB BOULEY BAY & VAL DES TERRES, JULY 14 & 16

Menzies the high scorer; Moran still way ahead

WITH A WIN AT BOULEY Bay, two second places and a fifth over the trip to the island events last weekend, Scotsman Wallace Menzies has rocketed to fourth place in the British Hillclimb Championship. Whether he can improve further this season is debatable, and there seems little doubt that Scott Moran, who scored

two wins and two fifths, is well on his way to another hillclimb title.

Moran's father, Roger, is now in a clearer second in the table after a mistake at the end of the week by OMS driver Trevor Willis. The third-placed man scored well at Jersey's Bouley Bay with two seconds, then was fourth in

the first event at Guernsey's Val des Terres. But he then failed to score in the finale thanks to a spin and now has Menzies closing in.

The final winner of the weekend was therefore Tom New. He scored reasonably well in the first three run-offs, but the Val des Terres win came as a surprise. His success was helped by co-driver Chris Merrick's decision not to take any further action after he spun out on his first qualifying class run.

I owe this success to the selfless decision by Chris in pulling out to allow me to concentrate on scoring as

many points as possible, said a thankful New.

There were a number of islanders who registered for the championship in expectation of their annual national events. Guernseyman Geoff Guille (OMS-Vauxhall) was the most successful with fifth and eighth places at his home Val des Terres hill, but did not score in Jersey.

Fellow Guernseyman Darren Warwick, in the ex-Paul Haines Dallara, did score a fourth in the last run-off with a time that was not defeated until Menzies, New and Roger Moran took their runs, while a third Guernseyman, Andy Bougourd, made his first-ever run-off at Bouley and took eighth.

● Eddie Walder



New took a Val des Terres victory

BOULEY BAY

ROUND 17 1 Scott Moran (3.5 Gould-NME GR61) 38.35s BTD; 2 Trevor Willis (3.2 OMS-Powertec 25) 38.53s; 3 Roger Moran (3.5 Gould-NME GR61X) 38.60s; 4 Chris Merrick (4.0 Gould-Judd EV GR55) 38.64s; 5 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 39.06s; 6 Will Hall (1.6 Force-Suzuki PC) 39.22s; 7 Tom New (4.0 Gould-Judd EV GR55) 39.31s; 8 Andy Bougourd (1.6 Force-Suzuki HC) 39.32s; 9 Eynon Price (1.6 Force-Suzuki PC) 39.49s; 10 Jason Mourant (1.3s OMS-Suzuki CF07) 39.70s; 11 Nick Saunders (1.6 Reynick-Suzuki) 40.64s;

12 Alastair Crawford (2.8 Gould-NME GR55) 41.12s.

ROUND 18 1 Menzies 38.74s; 2 Hall & Willis 38.79s; 4 R Moran 39.07s; 5 S Moran 39.24s; 6 Merrick 39.31s; 7 New 39.78s; 8 Saunders 40.31s; 9 John Bradburn (3.5 Gould-Cosworth GR55) 40.41s; 10 Crawford 41.15s; 11 Bougourd 69.47s; 12 Darren Warwick (2.0 Dallara-Opel F397) DNS.

VAL DES TERRES

ROUND 19 1 S Moran 35.86s; 2 Menzies 36.37s; 3 R Moran 36.93s; 4 Willis 37.43s; 5 Geoff Guille (2.0 OMS-Vauxhall CF04) 37.52s; 6 New 38.24s; 7 Bradburn 38.63s; 8 Saunders 38.66s;

9 Mike Manning (2.0 Ford-Cosworth Puma 4WD) 38.71s; 10 Steve Owen (1.6 OMS-Suzuki 25) 38.80s; 11 Price 38.82s; 12 David Uren (1.1 Force-Suzuki HC) 39.08s.

ROUND 20 1 New 32.50s BTD; 2 Menzies 33.07s; 3 R Moran 33.21s; 4 Warwick 33.97s; 5 S Moran 34.13s; 6 Hall & Saunders 34.38s; 8 Guille 34.49s; 9 Bradburn 34.74s; 10 Price 35.42s; 11 Owen 37.25s; 12 Willis Fail.

POINTS 1 S Moran, 178; 2 R Moran, 142; 3 Willis, 123; 4 Menzies, 103; 5 Lee Adams (1.6 GWR-Suzuki Raptor Extreme), 84; 6 Merrick, 82; 7 New, 66; 8 Hall, 65; 9 Price, 49; 10 Bradburn, 41.

BRSCC PORSCHE ROCKINGHAM, JULY 16-17

Clark finally beaten as Taylor makes his mark

A BRILLIANTLY TIMED move by Gerry Taylor ensured that David Clark was defeated for the first time this term in the Porsche Boxster class.

After half a lap, the opening race looked like being another benefit for the ex-British GT racer, but former 924 champion Taylor chipped away at Clark's lead and got it down to as little as 0.3 seconds amid traffic on lap seven of 12.

Clark kept his advantage as the leaders negotiated more of the less-powerful 924s, but Taylor got alongside over the line at the start of the final lap

and grabbed the inside line and the lead at Turn 1. Richard Stylin finished more than half a minute back in third.

Meanwhile, the 924s enjoyed an equally thrilling battle. Andrew Hannington was in the ascendency into the closing stages, but Steven Brown took the lead at Turn 1 on the penultimate lap and seized the opportunity to pull away, with Hannington distracted by the chasing Adam Croft and Mark McAleer.

Clark made life easy for Taylor in the second race by overshooting Deene hairpin on the second lap



Taylor (right) twice defeated Clark

and dropping to third. Clark recovered second from Stylin at Tarzan a lap later, but Taylor went on to win by seven seconds.

After the excitement of the earlier 924 scrap, Brown dominated from Croft in race two.

● Ian Sowman

RESULTS – RACE 1 (12 LAPS)

1 Gerry Taylor; 2 David Clark +0.761s; 3 Richard Stylin; 4 David Bearman; 5 John Bearman; 6 Mike Sellar. **924 winner** Steven Brown. **FL** Taylor 1m34.720s (73.73mph).

RACE 2 (13 LAPS) 1 Taylor; 2 Clark +7.087s; 3 Stylin; 4 D Bearman; 5 Sellar; 6 Dave Hughes. **924** Brown. **FL** Taylor 1m33.320s (74.83mph).



Colbourne took two Rockingham podiums

FORD FIESTAS ROCKINGHAM, JULY 16-17

Fiesta double for Grady

FIESTA ACE DAVID

Grady extended his lead of the ST division with a nine-second victory in the opening Rockingham encounter. Much of that advantage had been amassed by the fourth corner, with the rest of the field falling over one another and Jason Cooper being nerfed into a spin.

Harry Cockill grabbed second at Yentwood on lap four (of 11) before he drew away from a scrap between birthday boy Matthew Parr and Michael Bushell. Parr had established himself in third by the time Bushell planted his Fiesta in the Tarzan gravel.

Grady and Cockill were at the forefront of race two as well, but Parr finished last after hitting problems three laps from home.

John Langridge's eight-race winning streak came to an end after he was forced to start the first Si/Zetec race from the pitlane due to a delay in a pre-race tyre change. He climbed through the field to split the Zetecs of Scott Baines and Nik Barton and was first

Si runner home.

After a first-lap mistake in the dry second race, Langridge passed three cars in quick succession to take the win. The second-place fight ended in acrimony when Baines and Nick Peters (Si) made contact at Chapman, with Barton left with nowhere to go. Only Baines survived.

● Ian Sowman

RESULTS – FIESTA ST RACE 1

(11 LAPS) 1 David Grady; 2 Harry Cockill +8.870s; 3 Matthew Parr; 4 Nicholas Bowers; 5 Ashley Sutton; 6 Matthew Foley. **FL** Grady 1m48.046s (64.63mph).

RACE 2 (13 LAPS) 1 Grady; 2 H Cockill +1.351s; 3 Sutton; 4 Jason Cooper; 5 Bowers; 6 Ed Cockill. **FL** H Cockill 1m37.539s (71.60mph).

SI/ZETEC RACE 1 (11 LAPS) 1 Scott Baines (Zetec); 2 John Langridge (Si) +0.319s; 3 Nikolas Barton (Zetec); 4 Ken Bateman (Zetec); 5 Ian Scruton (Si); 6 Claire Kemp (Zetec). **CW** Langridge. **FL** Langridge 1m53.051s (61.77mph).

RACE 2 (12 LAPS) 1 Langridge; 2 Baines +14.888s; 3 Bateman; 4 Kevin Stirling (Zetec); 5 James Appleby (Zetec); 6 Keith Chapman (Zetec). **CW** Baines. **FL** Langridge 1m41.719s (68.65mph).

VW GOLF PRODUCTION GTI ROCKINGHAM, JULY 16-17

Colbourne wins before Porter takes race two away

JAMES COLBOURNE

became the fourth different winner of a Production GTI race, converting pole and a solid start into a race-one victory by more than four seconds.

Nick Porter assumed second position, while after a strong start David Parris retired from third spot, promoting Andy Knowlton.

Porter grabbed the lead of the second race at Chapman Curve on the opening lap, with Colbourne dropping from second to fourth two laps later. Knowlton passed John Mawdsley for second at Brook on lap four, but

dropped out of the running with three laps remaining.

Despite an error on the penultimate lap, Dawn Boyd recovered to take a second win of the weekend in the class for eight-valve cars.

● Ian Sowman

RESULTS (BOTH 12 LAPS)

RACE 1 1 James Colbourne; 2 Nick Porter +4.356s; 3 Andy Knowlton; 4 John Mawdsley; 5 Chris Webb; 6 Verity Young. **Class winner** Dawn Boyd. **FL** Knowlton 1m42.118s (68.39mph). **RACE 2 1 Porter;** 2 Mawdsley +3.468s; 3 Colbourne; 4 David Parris; 5 Webb; 6 Duncan Holder. **CW** Boyd. **FL** Knowlton 1m43.009s (67.79mph).

ROCKINGHAM IN BRIEF



PORSCHE CLUB

Ex-rally man John McCullagh (968, above) was the third new winner in as many rounds after taking the lead at the beginning of the first race. Poleman Mark Sumpter recovered from a moment on the fourth lap to reclaim second. Mark McAleer (968) came from row four to win the second race, passing Sumpter at Deene with three laps to go. McCullagh struggled to adapt to the dry conditions and fell to ninth.

CATERHAM ACADEMY

After a fraught first lap or so, the Group 2 race settled down with Andrew Welch just having the measure of David Robinson. Having struggled in wet qualifying, Brad Smith climbed from 12th to third. Charlie King and Charles Bowmont traded the lead of the Group 1 race, but King prevailed as his rival lost out to Elliott Norris on the penultimate lap.

FORD XR CHALLENGE

Mark Robinson dominated the opening race, having taken the lead at the exit of Deene on lap one. Peter Lancaster missed qualifying, but climbed from the back of the grid to finish second, with fastest lap. Lancaster went one better in the second race as Robinson retired with concerns over his right-rear wheel.

500cc F3

It was a scrappy getaway for the mainly Norton and JAP-motivated field, with Mike Fowler grabbing the early initiative. But by the second lap, qualifying order had been restored, with the Kieft of Richard Ellingworth (below) pulling clear of Fowler's Cooper. The best scrap was for fifth, with Shirley Monro, in the ex-Stirling Moss Cooper Mk4, getting the better of Martin Sheppard's later Mk12.



NATIONAL RACES & RESULTS BARC/WTCC SUPPORTS DONINGTON PARK

QUICK RESULTS

→ PTCT R1 Adrian Churchill
→ PTCT R2 Gary Duckman
→ PTCT R3 Gary Duckman

The car was undriveable!

Adrian Churchill found his Astra hard work



Hunter led Minis home but was also excluded

DONINGTON IN BRIEF



TVR CHALLENGE

Mike Saunders (Cerbera) and Darren Dowling (Sagaris) won both TVR races. They ran their cars outside the rules and elected to start from the pitlane. Saunders won the opener after leader Tim Hood was slowed by an oil leak, while Dowling (above) took race two with Hood a retirement after a bonnet pin pulled out and the flapping bodywork couldn't be restrained. Behind Dowling came GT Cup refugee Danny Winstanley.



INTERSTEPS

Patryk Szczerbinski (above) mastered the wet conditions to win the opener from points leader Jake Dennis and James Peace, who fought his way onto the podium. Dennis ran out the winner of race two from Fortec team-mate Alex Walker, while the third race fell to Dennis after Walker's charge to catch him ended with him sliding off the road. He rejoined behind Szczerbinski for third.



FORMULA JEDI

Two Formula Jedi races ran with the meagre InterSteps field, championship leader Richard Mitcham (above) taking the honours. He claimed victory in race one on a wet track, before hunting down early leader James Fletcher to win race two on a dry road. Behind them came a battle between Barry Armstrong and Matt Bett, until they tangled at Goddards, allowing category veteran Stuart Abbott to take third. Dan Clowes also starred by taking fourth from the pitlane.

PRODUCTION TOURING CAR TROPHY DONINGTON PARK, JULY 16-17

Double bill for Duckman

THREE TENSE RACES were fought out between Gary Duckman (SEAT Leon) and Adrian Churchill (Vauxhall Astra VXR), with Duckman taking two victories.

Duckman headed race one, but reigning champion Churchill moved ahead at the Old Hairpin on lap three. Duckman refused to give up and stayed on the tail of the Astra, which struggled with a lack of brakes late on.

Churchill led race two as well, until he ran wide at the Old Hairpin and allowed Duckman ahead. A safety-car period closed

them up, but Duckman continued to lead as Churchill fell away, only to regroup by adapting to the brake issue and extra success ballast. He caught Duckman but lost ground on the run uphill from the Melbourne Hairpin.

The showdown was a corker. Churchill led, but contact at the first corner put the handling out. Duckman caught him and duly moved ahead at Redgate at half-distance.

Churchill retook the place, but Duckman was irresistible and he moved back ahead to take a second win.

● David Addison

www.donington-park.com



Duckman twice beat Churchill in tin-top duel

RESULTS - RACE 1 (12 LAPS)

1 Adrian Churchill (Vauxhall Astra VXR); **2** Gary Duckman (SEAT Leon) +0.567s; **3** Jann Mardenborough (Nissan 370Z); **4** Dan Malone (SEAT Leon); **5** Kevin George (Astra); **6** Joe Girling (Astra). **Class winners** Josh Wakefield (Abarth 500); Mardenborough. **FL** Churchill 1m44.978s (85.29mph).

RACE 2 (11 LAPS) 1 Duckman;

2 Churchill +0.754s; **3** Josh Cook (Renault Megane); **4** Malone; **5** Ryan Bensley (Astra); **6** George. **CW** Bryan Heitkotter (Nissan 370Z); Wakefield. **FL** Duckman 1m44.484s (85.70mph). **RACE 3 (11 LAPS) 1** Duckman; **2** Churchill +1.420s; **3** Cook; **4** Heitkotter; **5** Girling; **6** Mardenborough. **CW** Heitkotter; Wakefield. **FL** Mardenborough 1m45.298s (85.03mph).



Pittard took pole and won a race in S2000

SPORTS 2000 DONINGTON PARK, JULY 16-17

Debut Pinto win for Pittard

ALARIC GORDON AND David Pittard won thrilling Sports 2000 Pinto races, both narrowly defeating category veteran Paul Streat.

Streat (Swift) led the opener, but was caught by Gordon (Carbir), who dived past at Melbourne Hairpin.

Toyota MR2 racer Pittard, having his first outing in a Swift, won the wet second race, his caution in traffic allowing Streat to catch up.

Robert Oldershaw asked too much of his tyres in the Duratec opener, so Patrick Sherrington assumed the lead. Oldershaw won the second race, while Mike Jenvey's pursuit was halted by a black flag for not having his rear light switched on.

● David Addison

S2000 PINTO (15 LAPS) 1 Alaric

Gordon (Carbir); **2** Paul Streat (Swift) +0.474s; **3** Andy Mathew (Shrike); **4** David Pittard (Swift DB2); **5** Jim McDougall (Tiga); **6** Rob Lacey (Royale). **FL** Pittard 1m40.860s (88.78mph). **RACE 2 (14 LAPS) 1** Pittard; **2** Streat +0.548s; **3** Peter Needham (Tiga); **4** Mathew; **5** McDougall; **6** Russell Hennessy (Royale). **FL** Needham 1m49.485s (81.78mph). **S2000 DURATEC (18 LAPS) 1** Patrick Sherrington (MCR); **2** Mike Jenvey (Jenvey-Gunn) +3.017s; **3** Robert Oldershaw (Gunn); **4** Justin Everitt (March); **5** Nick Bates (Lola); **6** Rupert Russell (Van Diemen). **FL** Paul Tickner (Carbir) 1m39.742s (89.77mph). **RACE 2 (17 LAPS) 1** Oldershaw; **2** Sherrington +12.450s; **3** Tickner; **4** Craig Mitchell (Lola); **5** Russell; **6** Harry Chapman (Lola). **FL** Jenvey 1m48.373s (82.62mph).

MINI SE7EN & MINI MIGLIA DONINGTON PARK, JULY 16-17

Hunter pounces twice but gets thrown out

MAX HUNTER WON A thrilling Mini Se7en race last Saturday, but was excluded from race two.

Hunter was part of a superb squabble for the lead that included Andrew Deviny and Paul Spark, with all three taking turns in the lead, but Hunter asserted himself to move back ahead on the last lap.

Sunday's race was wet and was led by Deviny until he was passed by Spark. The wet road caught out Spark, who slipped into the Old Hairpin gravel, allowing Hunter ahead. But a technical infringement caused Hunter's exclusion and gave Gareth Hunt a maiden win.

Endaf Owens and Kane Astin headed the Mini Miglia opener, but Welshman Owens's car succumbed to gearbox problems and Astin's engine lapsed on to three

cylinders. That handed the lead to Tony Le May, who just beat Sarah Munns to the flag.

Astin was excluded from his race two win after ignoring the meatball flag, displayed for excessive noise. Le May won, just 0.017s ahead of Aaron Smith.

● David Addison

MINI SE7EN CHALLENGE (8 LAPS)

1 Max Hunter; **2** Paul Spark +0.941s; **3** Andrew Deviny; **4** Darren Thomas; **5** James Coulson; **6** Ian Deviny. **FL** Spark 2m03.259s (72.64mph). **RACE 2 (7 LAPS) 1** Gareth Hunt; **2** A Deviny +1.712s; **3** Tristan Knight; **4** Graeme Davis; **5** I Deviny; **6** Thomas. **FL** Hunt 2m19.231s (64.31mph). **MINI MIGLIA CHALLENGE (8 LAPS) 1** Tony Le May; **2** Sarah Munns +0.324s; **3** Paul Thompson; **4** Mark Sims; **5** Aaron Smith; **6** Paul Clark. **FL** Kane Astin 1m52.507s (79.58mph). **RACE 2 (8 LAPS) 1** Le May; **2** Smith; **3** Dave Drew; **4** Sims; **5** Thompson; **6** Clark. **FL** Smith 2m06.418s (70.83mph).



GT Cup field gets under way

GINETTA CHALLENGE BRANDS HATCH, JULY 16-17

Davies and Richards up to the challenge



Richards led Huyton and Davies home

FORMER GINETTA G20 king Mark Davies and multiple Caterham champ Clive Richards shared the spoils in a brace of thrillers at Brands Hatch.

Davies drew first blood by leading narrowly from lights to flag, while Richard Sykes, Sean Huyton and Mike Robinson squabbled over

the final podium positions.

Huyton dampened Sykes's hopes when he nudged him into a spin going into Graham Hill Bend. Sykes recovered to finish fifth.

The safety car was deployed after Kevin Begley dumped his car in a precarious spot at Paddock. No sooner had the race got

underway again than James Owen was joined in the Paddock gravel by Rick Parfitt Jr and Tony Robinson. Red flags flew and a result was declared.

Richards made amends for a race-one spin (he finished eighth) with a brilliantly-taken win in the later race. Held in dry conditions, the race was a nailbiter, with Richards locked in a mighty battle with Huyton and Davies.

Sykes led early on, but once headed he slipped back. Meanwhile, Richards drew ever closer to Huyton and Davies. Having ousted Davies, Richards pounced on Huyton at Druids with three laps left.

Little more than a blink of an eye covered Huyton

and Davies at the flag, while Ryan Ratcliffe was within striking distance.

The G20 class was equally keenly contested in both races, Gary Simms and Dominic Pettit sharing the plaudits. Stuart Pearson maintained his title thrust by finishing second twice.

● Dud Candler

RESULTS – RACE 1 (14 LAPS)

1 Mark Davies (G40); 2 Sean Huyton (G40) +1.535s; 3 Mike Robinson (G40); 4 Pat Gormley (G40); 5 Richard Sykes (G40); 6 Ryan Ratcliffe (G40). **CW** Gary Simms (G20). **FL** Davies 59.746s (72.78mph). **RACE 2 (21 LAPS)**

1 Clive Richards (G40); 2 Huyton +0.456s; 3 Davies; 4 Ratcliffe; 5 Sykes; 6 Rick Parfitt Jr (G40). **CW** Dominic Pettit (G20). **FL** Richards 53.846s (80.76mph).

MINI CHALLENGE BRANDS HATCH, JULY 16-17

Allen makes the right call as Minis cause mayhem

REIGNING CHAMPION Lee Allen went to Brands as joint points leader, but left on Sunday as the sole table topper courtesy of winning both races.

The first race on Saturday was abandoned after a hefty accident, while mayhem also caused Sunday's opening race to be halted.

This one was bizarre to put it mildly. Declared a wet race, some chose to run slicks(!), and spectators were treated to the sight of cars pitting during the warm-up lap to change to the correct rubber. The front two in the re-run pitted at the end of lap one.

Allen's decision to pit on the first warm-up lap was

justified, the Essex man winning by 35 seconds. Yet another mishap, involving Ben Gridley, caused an early stoppage.

Allen doubled his haul in the final race, in which Chris Knox was his nearest pursuer.

● Dud Candler

RESULTS – RACE 1 (12 LAPS)

1 Lee Allen; 2 Luke Caudle +35.853s; 3 Jason Richardson; 4 Anthony Whorton-Eales; 5 Chris Knox; 6 Dean Raymond. **CW** Whorton-Eales. **FL** Knox 59.053s (73.63mph). **RACE 2 (19 LAPS)**

1 L Allen; 2 Knox +4.043s; 3 Chris Panayiotou; 4 Caudle; 5 Sam Osborne; 6 George Allen. **CW** Whorton-Eales; Bob Hosier. **FL** Caudle 59.959s (72.52mph).



Currie (right) won FF1600

CHAMPION OF BRANDS FF1600 BRANDS HATCH, JULY 16-17

Currie wins a hot one

CRAIG CURRIE'S Van Diemen RF91 took the honours in a race that truly deserved the fabled old Champion of Brands tag.

In a safety car-interrupted thriller, a mere 1.6 seconds embraced the top half-dozen cars, while the next two were just a further second away!

Adam Quartermaine and Jonathan Hoad played cat and mouse (with Hoad performing some really cheeky manoeuvres), while Currie jumped both to sweep ahead.

Quartermaine redressed the situation, but Currie saved his best driving until the last lap.

As Quartermaine ran wide at Paddock (as he had

done on several previous occasions) so Currie pounced. Hoad was not quite able to capitalise and had to settle for third, ahead of the ever-present Miles Johnston.

Slow-starting American poleman Austin Kimberley ran fifth until three-quarters distance, when fellow youngster Chris Middlehurst ousted him.

● Dud Candler

RESULTS (13 LAPS)

1 Craig Currie (Van Diemen RF91); 2 Adam Quartermaine (Van Diemen RF99) +0.234s; 3 Jonathan Hoad (Van Diemen RF90); 4 Miles Johnston (Mygale SJ01); 5 Chris Middlehurst (Van Diemen LA10); 6 Austin Kimberley (Van Diemen RF03). **FL** Middlehurst 51.555s (84.34mph).



Allen (front left) leads Challenge field away

BRANDS IN BRIEF



MSV F3 CUP

Aaron Steele was understandably miffed at not winning both races. He led Saturday's race easily until he went off on oil (above), as did four of the top eight runners. It gifted Chris Needham the win, but Steele won impressively on Sunday.

MSV TRACK DAY TROPHY

Clio Cup racer Jack Goff set up what seemed a winning margin, but co-driver Phill Capstick was slow and very wary in traffic. His hesitancy allowed James Britton to peg him back and take the lead at Druids on the final lap.

RADICAL UK CUP

Fastest in qualifying, Terrence Woodward (driving solo last weekend) won an action-packed race on Saturday, despite an early visit to the Paddock gravel trap. Sunday's race was held in fearfully wet early conditions, Mark Smithson/Stuart Moseley taking the lead three laps from the end.

GT CUP

Ferrari 430 driver David Tomlin was in imperious form last Sunday morning, despite seeing his margin trimmed by points leader Andy Ruhan and Simon Blanckley. Jordan Witt (Chevron GR8) put in a stunning drive in a horribly wet later race to defeat Ruhan and Tomlin.

HERITAGE GTCC

Joss Ronchetti/Julian Westwood (below left) won by over a lap in Ronchetti's Sunbeam Lotus, but that margin was grossly exaggerated by the enforced stop (oil leak) of the Thurtle family Chevrolet Camaro. Boysie Thurtle drove solo in the later wet race and won on merit by over a lap.





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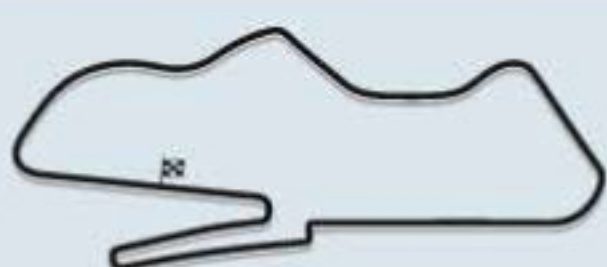



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DONINGTON PARK BARC, JULY 16-17

TVR CHALLENGE (9 LAPS) 1 Mike Saunders (Cerbera); 2 Tim Hood (Sagaris) +8.169s; 3 Danny Winstanley (Sagaris); 4 Martin Crass (Tuscan); 5 Hugh Marshall (Tuscan); 6 Perry Wadhams (Tuscan). **CW** Crass; Andy Race (Tuscan); David Chant (Tasmin). **FL** Hood 1m37.008s (92.30mph).

RACE 2 (13 LAPS) 1 Darren Dowling (Sagaris); 2 Winstanley +17.482s; 3 Andy Holden (Sagaris); 4 Crass; 5 Marshall; 6 Darren Smith (Tuscan). **CW** Crass; Race; Chant. **FL** Dowling 1m36.067s (93.22mph).

INTERSTEPS/FORMULA JEDI (11 LAPS) 1 Patryk Szczerbinski (Mygale FB02); 2 Jake Dennis (Mygale FB02) +14.016s; 3 James Peace (Mygale FB02); 4 Alex Walker (Mygale FB02); 5 Sarah Moore (Mygale FB02); 6 Ash Robinson (Mygale FB02). **CW** Richard Mitcham (Jedi Mk6). **FL** Peace 1m52.943s (79.99mph).

RACE 2 (13 LAPS) 1 Mitcham; 2 James Fletcher (Jedi Mk6) +4.667s; 3 Stuart Abbott (Jedi Mk6); 4 Dennis; 5 Dan Clowes (Jedi Mk6); 6 Walker. **CW** Dennis. **FL** Mitcham 1m30.497s (98.94mph).

RACE 3 (13 LAPS) 1 Dennis; 2 Szczerbinski +5.424s; 3 Walker; 4 Jones; 5 Peace; 6 Moore. **FL** Walker 1m35.591s (93.67mph).

BRANDS HATCH INDY MSVR, JULY 16-17

RADICAL CLUBMANS CUP (22 LAPS)

1 Darron Anley (SR3); 2 Steve Burgess (SR3) +24.910s; 3 James Birch (SR3); 4 Tony Wells (SR3); 5 James Abbott (SR3); 6 Andy Cummings (SR3). **CW** Mark Abbott (PR6); Jon Morris (Clubsport). **FL** Birch 54.650s (79.57mph).



Saunders Cerbera leads TVR field

MSVR F3 CUP (16 LAPS) 1 Chris Needham (Dallara F302); 2 Mark Terry (Dallara F302) +0.573s; 3 Dave Karaskas (Dallara F300); 4 Kat Impey (Dallara F302); 5 Louis Hamilton-Smith (Dallara F301); 6 Matt Payne (Dallara F302). **FL** Aaron Steele (Dallara F302) 53.717s (80.95mph).

RACE 2 (23 LAPS) 1 Steele; 2 Matt Draper (Dallara F304) +26.403s; 3 Hamilton-Smith; 4 Terry; 5 Stuart Wiltshire (Dallara F302); 6 Robbie Watts (Lola F103/03). **CW** Watts. **FL** Steele 51.260s (84.83mph).

RADICAL UK CUP (41 LAPS) 1 Terrence Woodward (SR8); 2 Mark Smithson/Stuart Moseley (SR3) +9.437s; 3 James Abbott/Alex Brundle (SR3); 4 Tony Wells/James Littlejohn (SR3); 5 Phil Abbott/Roger Green (SR8); 6 Manhol Allos (SR8). **CW** Smithson/Moseley. **FL** Zac Chapman (SR8) 45.780s (94.98mph).

RACE 2 (40 LAPS) 1 Smithson/Moseley; 2 Jonathan Wright/Tom Ashton (SR3) +2.499s; 3 Roger Bromiley/Shawn Balfe (SR8); 4 David Thorburn/Rob Wheldon (SR3); 5 Wells/Littlejohn; 6 Allos. **CW** Bromiley/Balfe. **FL** Thorburn/Wheldon 52.454s (82.90mph).

GT CUP (28 LAPS) 1 David Tomlin (Ferrari F430); 2 Andy Ruhan (Porsche 997 GT3) +2.997s; 3 Simon Blanckley (Porsche 997 GT3); 4 Paul Cope (Venturi 400 GTR); 5 Gary Eastwood (Ferrari F430 GTC); 6 Don Grice (BMW M3 GTR V8). **CW** Cope; Russell Foster (BMW M3). **FL** Tomlin 49.295s (88.21mph).

RACE 2 (25 LAPS) 1 Jordan Witt (Chevron GR8); 2 Ruhan; 3 Tomlin;

4 Peter Bamford (Ferrari F430 GTC); 5 Eastwood; 6 Cope. **CW** Cope; Mark Radcliffe (BMW M3). **FL** Bamford 56.095s (77.52mph).

HERITAGE GTCC (49 LAPS) 1 Joss Ronchetti/Julian Westwood (Sunbeam Lotus); 2 Rikki Cann (Aston Martin DBS V8) 1 lap; 3 Neil Merry/Christian Dick (Chevrolet Corvette Stingray); 4 Tim Mashman (Ford Escort V8); 5 Phil Brough/John Clonis (Porsche 911 RSR); 6 Chris Lord (Ford Escort RS). **CW** Cann; Lord; Bob Searles/Dave McCutcheon (Porsche 924). **FL** Ronchetti/Westwood 52.470s (82.87mph).

RACE 2 (28 LAPS) 1 Boysie Thurtle (Chevrolet Camaro); 2 Rod Birley/Robert Brown (Ford Escort Mk1 BDA) 1 lap; 3 Ronchetti/Westwood; 4 Merry/Dick; 5 John Dickson/Cheng Lim (Lotus Esprit); 6 Lord. **CW** Birley/Brown; Ronchetti/Westwood; Lord. **FL** Thurtle 1m01.425s (70.79mph).

TRACKDAY TROPHY (40 LAPS)

1 James Britton (BMW M3); 2 Jack Goff/Phil Capstick (Lotus Elise S1) +3.334s; 3 David Thomas/Dan Croft (Renault Clio Cup); 4 John Hamilton (Renault Clio Cup); 5 Paul Drummond/Andrew Green (Saab C5 Aero); 6 Lee McCormack/Peter Longworth (Subaru Impreza WRX STi). **CW** Goff/Capstick; Tom & Jamie McHugh (Porsche 944 S2); Ray Honeybone/Steve Brown (Renault Clio); Ben & Graham Newman (Caterham Roadsport). **FL** George Wright/James Cameron (Porsche 993 C4) 57.118s (76.13mph).

ROCKINGHAM

BRSCC, JULY 16-17

PORSCHE CLUB (13 LAPS)

1 John McCullagh (968); 2 Mark Sumpter (Carrera) +11.308s; 3 Ben Demetriou (968); 4 Mark McAleer (968); 5 Richard Higgins (968); 6 Paul Pollett (968). **Class winner** Chris Dyer (944). **Fastest lap** Higgins 1m53.612s (61.47mph).

RACE 2 (16 LAPS) 1 McAleer; 2 Sumpter +2.850s; 3 Peter Morris (968); 4 Pollett; 5 Demetriou; 6 Richard Ellis (993). **CW** Dyer. **FL** McAleer 1m34.512s (73.89mph).

CATERHAM ACADEMY GROUP 1 (9 LAPS) 1 Charlie King; 2 Elliott Norris +0.927s; 3 Charles Bowmont; 4 Robert Chappell; 5 Achille Corbellati; 6 Glenn Freeman. **FL** Norris 1m39.907s (69.90mph).

GROUP 2 (9 LAPS) 1 Andrew Welch; 2 David Robinson +1.718s; 3 Brad Smith; 4 Robert Smith; 5 Jake Bradshaw; 6 Charlie Mizon. **FL** Welch 1m39.368s (70.28mph).

FORD XR (12 LAPS) 1 Mark Robinson

(XR2); 2 Peter Lancaster (XR2) +2.262s; 3 Simon Sheridan (XR2); 4 Steve Poole (XR2); 5 Michael Heath (XR2); 6 Jason Hennefer (XR3i). **CW** Hennefer. **FL** Lancaster 1m40.121s (69.75mph).

RACE 2 (12 LAPS) 1 Lancaster; 2 Sheridan +14.538s; 3 Poole; 4 Heath; 5 Hennefer; 6 John-Ian Jones (XR3i). **CW** Hennefer. **FL** Robinson 1m40.601s (69.42mph).

500cc F3 (9 LAPS) 1 Richard Ellingworth (Kieft); 2 Mike Fowler (Cooper Mk5) +4.958s; 3 Darrell Woods (Stanide Mk3); 4 Roy Hunt (Martin); 5 Shirley Monro (Cooper Mk4); 6 Martin Sheppard (Cooper Mk12). **CW** Woods; Monro. **FL** Ellingworth 1m48.092s (64.61mph).

PORSCHE GT3 CUP (15 LAPS)

1 Oly Mortimer; 2 Grame Mundy +17.668s; 3 Steven Liqueorish; 4 Peter Smallwood; no other finishers. **FL** Mortimer 1m42.544s (68.10mph).

RACE 2 (18 LAPS) 1 Mortimer; 2 Mundy +0.618s; 3 Yucel Ozbek; 4 Liqueorish; 5 Christopher Whittle; no other finishers. **CW** Whittle. **FL** Mundy 1m24.290s (82.85mph).



Birley/Brown Escort scored podium finish in Heritage GT

YOUR SAY

What you think of the motorsport news of the past week

Post-GP tests could be solely for third drivers



Put third drivers first at tests

With all the debate about the possibility of reintroducing some testing into F1 mid-season, why can't they use a Monday after a GP as a test day three or four times during the season?

The crews are there, as is the track infrastructure. Restrict the driving to each team's third driver, thus ensuring 12 additional drivers get a chance to show their capabilities at three or four tracks during the season, before the tests at the end of the year.

Monday after the British GP would be an ideal date!

Mike Chilvers, March, Cambs

EDITORIAL CONTACT mail@autosport.com

Totally agree with James Quatermass (Letters, July 14). Only four races is an insult to the average fan who has to save/work hard to go to the British GP.

There are plenty of championships in the UK to invite to the GP. Or does Bernie Ecclestone put such a high premium on support races that they can't afford to participate?

The perimeter of the track behind the stands was in a terrible state. Forget putting a hotel on the site, sort out the race schedule and value all visitors.

Jane Ward
Lowestoft, Suffolk

Twenty grands prix and 12 teams next year; how about the top 10 teams running a third car in two races each? The races count towards the championships, the teams get to run new sponsors like in the '70s, so extra income for some and something new for us to look at.

This will give the teams extra testing during the weekend, and mix the championship up a little for the leaders with third cars taking away points from their rivals.

Sean Wallace
Leighton Buzzard, Beds

So, Michael Schumacher states that he has asserted himself over team-mate Nico Rosberg (This Week in F1, July 14). Really? He has been outqualified 8-1 and outscored in races 6-3.

So, can we now add delusional to his other failings? A very successful career, yes – but most achieved with the vastly superior advantage he enjoyed in his Ferrari years.

Sadly, at Mercedes he has proved to be little better than average. Move over Michael and let Paul di Resta take over.

John Thompson
Petts Wood, Kent

Re your story 'F1 tests jet-fighter cockpit protection' (July 14). Not new. Already tried by Vanwall – for aerodynamic advantage rather than protection.

There's a photo in the book *Vanwall – The Story of Tony Vandervell and his Racing Cars* by Denis Jenkinson and Cyril Posthumus. The caption reads: "Vanwall tried out a plexiglass 'bubble-top' in practice for the 1958 Italian Grand Prix, but it proved too hot and claustrophobic."

It uncannily resembles your artist's impression...

Chris John
Whitecross, Linlithgow

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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

● Stewart Robb Sr had not already been confirmed as British Sprint champion prior to the cancellation of August's Lydden rounds, as claimed on page 85 last week. The championship standings had no bearing on the decision to cancel the meeting.

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

THE LATEST GEAR

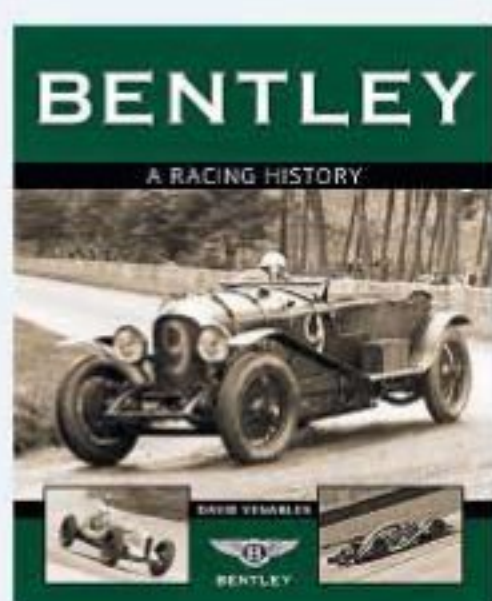
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As retroformula1's website suggests: some things are too important to be left in the past. And that includes 1970s F1 team and sponsors' logos. And you won't get a better collection than here. This range of classic Ts, in 100 per cent cotton and in all the usual sizes, includes Arrows, Brabham, Hesketh, Ligier, March, Shadow, Surtees, Williams and Wolf.

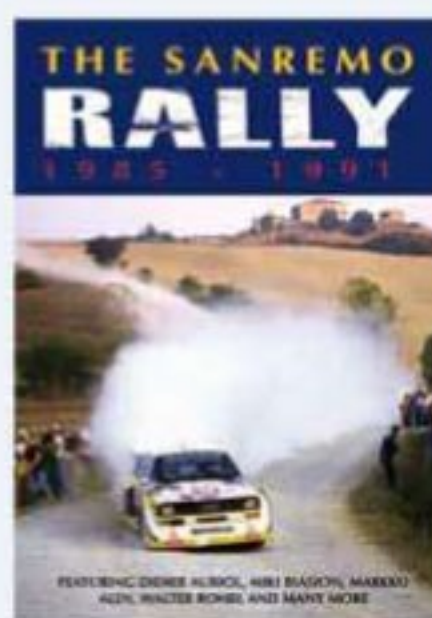
Fashion fever at its finest.



BENTLEY HISTORY BOOK
£40 (978 0857 3302 15)
autosport.com/shop

Marque historian David Venables's exhaustive recall of 90 years of British motorsporting endeavour, from the Brooklands debut in the 1920s, to the final Le Mans win with the EXP-Speed 8 prototype in '03.

This 203-page hardback is surely the definitive work on the flying spurs' competition exploits.



SANREMO RALLY DVD
£16.99
dukevideo.com

Open a bottle of Chianti, slice some parmigiano and prosciutto, then slide this DVD into the player for almost four hours of Italian WRC heaven. This film recalls the Sanremo at its absolute best, touring the best gravel and asphalt roads the north of the country has to offer – day and night. Sensational.



QSTARZ GPS LAP TIMER
£139.99 +VAT
gprdirect.com

Trackday warriors can now log their every on-track move with this compact GPS timing and lap-analysis recording device from Grand Prix Racewear.

Fully mobile, it'll capture lap times (and splits), circuit layouts and in-car habits for download and analysis.

Perfect for all self-critical frustrated racing drivers.

HOT ON THE WEB THIS WEEK

YOUTUBE: MANSELL WINS LAST GP AT BRANDS HATCH



SEARCH FOR: Nigel Mansell Wins at Brands Hatch - 1986 British GP (10:16)
Twenty-five years ago last week, Brands Hatch hosted its final world championship GP, with the Kent venue witnessing classic Mansell-mania. Watch 'Our Nige' and his trademark post-race wobbles out of the car.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



Silverstone Classic action entertains

SILVERSTONE

CEEL/HSCC

July 22-24

Admission £40 Friday, £50 Saturday, £50 Sunday, £80 Fri & Sat, £90 Sat & Sun, £110 for all three days

Tel: 08704 588 200

Rocking and Racing is the theme of this three-day historic motorsport festival, always one of the best attended events of

the season. It includes races for Group C/GTP, Grand Prix Masters, the 50th anniversary Jaguar E-type Challenge, Historic Touring Cars, Formula Junior, the Woodcote Trophy (pre-'56 sportscars), the Stirling Moss Trophy ('50s sportscars), the Italian Historic Car Cup, Pre-'66 GP cars, Pre-'66 GT cars, Pre-'61 Front-engined GP cars, Pre-'61 sportscars, RAC Historic TT, U2TC, World Sportscar Masters and minor celebrities in Morgans.

BRANDS HATCH

MSVR

July 23-24

Admission £12 Saturday, £21 Sunday, £21 weekend ticket (only available online)

Tel: 01474 872331

Formula 2 is in town for the UK leg of its 2011 season. A home contingent that includes Will Bratt, Jack Clarke, Alex Brundle, Jordan King and James Cole will be hoping to upstage runaway championship leader Mirko Bortolotti. Support races include International GT Open, European F3 Open, Lotus Elise Trophy, Lotus Cup UK, MR2 Series and the Nippon Challenge.

CASTLE COMBE

CCRC

July 23-24

Admission £8 Saturday, £15 Sunday
Tel: 01249 782417

Britcar is in Wiltshire this weekend for the latest round of the British Endurance Championship, plus local FF1600 and GTs, the CCRC's new Formula Free single-seaters category, and the SMART 4two Cup.

CROFT

BARC

July 23-24

www.croftcircuit.co.uk

Formula Renault BARC, MG Trophy, NW Sports Saloons, plus Scottish Fiestas.

SNETTERTON

BRSCC

July 23

Admission £13

Tel: 01953 887303

CADWELL PARK

CSCC

July 24

Admission £13

Tel: 01507 343248

KIRKISTOWN

500MRCI

July 23

www.kirkistown.com

MONDELLO PARK

CCC

July 24

Admission £15

Tel: +353 45 860200

FORMULA 1 WORLD CHAMPIONSHIP

Rd 10/19

German Grand Prix, Nurburgring, Germany
July 24

formulal.com



Can McLaren's 'Silver Arrows' fly in Germany?

GP2 SERIES

Rd 6/9

Nurburgring, Germany

July 23-24

gp2series.com

GP3 SERIES

Rd 5/8

Nurburgring, Germany

July 23-24

gp3series.com

PORSCHE SUPERCUP

Rd 6/9

Nurburgring, Germany

July 24

porsche.com

INDYCAR SERIES

Rd 11/18

Edmonton, Alberta, Canada

July 24

indyracing.com

INDY LIGHTS

Rds 8 & 9/14

Edmonton, Alberta, Canada

July 23-24

www.indyracing.com/roadtoindy

FORMULA 2

Rd 5/8

Brands Hatch, Great Britain

July 23-24

formulatwo.com

EUROPEAN F3 OPEN

Rd 4/8

Brands Hatch, Great Britain

July 23-24

www.gtsport.es

AMERICAN LE MANS SERIES

Rd 4/9

Mosport, Ontario, Canada

July 24

americanlemans.com

GRAND-AM

Rd 9/12

New Jersey Motorsports Park, USA

July 24

grand-am.com

EUROPEAN TOURING CAR CUP

Salzburgring, Austria

July 24

fiaetcc.com

Television

FRIDAY JULY 22

0855-1035 **BBCi LIVE**

F1: German GP first practice

1255-1435 **BBCi LIVE**

F1: German GP second practice

2340-0010 **Motors TV**

Formula Ford Eurocup: Spa

SATURDAY JULY 23

0100-0200 **ESPN**

FIA GT1: Paul Ricard highlights

0700-0730 **Channel 4**

Formula Ford: Brands Hatch and Spa

0730-0755 **Channel 4**

The Grid

0850-0950 **ITV4**

Motorsport UK

0955-1105 **BBCi LIVE**

F1: German GP third practice

1115-1350 **Motors TV**

Superleague Formula: Zolder

1210-1420 **BBCi LIVE**

F1: German GP qualifying

1350-1455, 2225-2330 **Motors TV**

F2: Brands Hatch race one

1455-1630 **Motors TV**

International GT Open: Brands race one

1630-1725 **Motors TV**

European F3 Open: Brands Hatch race one

1745-1845 **Eurosport 2**

GP2: Nurburgring race one

1755-1830 **Motors TV**

European GT4: Zolder

2050-2120 **Motors TV**

Formula Ford Eurocup: Zolder

2120-2225 **Motors TV**

British F3: Paul Ricard

SUNDAY JULY 24

0800-0900 **Eurosport**

GP3: Nurburgring

Race one action followed by race two live.

1000-1030, 1330-1400 **Eurosport 2 LIVE**

ETC: Salzburgring

1015-1050 **Motors TV**

Formula Ford Eurocup: Zolder

1045-1130 **Eurosport LIVE**

Porsche Supercup: Nurburgring

1050-1150 **Motors TV**

British F3: Paul Ricard

1150-1250 **Motors TV**

European F3 Open: Brands Hatch race two

1205-1515 **BBCi LIVE**

F1: German GP

1250-1415 **Motors TV**

International GT Open: Brands race two

1300-1400, 2000-2100 **Bloomberg**

FIA GT1: Paul Ricard highlights

1415-1520, 2310-0115 **Motors TV**

F2: Brands Hatch race two

1515-1615 **BBCi LIVE**

F1: German GP post-race forum

1900-2000 **BBC3**

F1: German GP highlights

1930-2200 **Sky Sports 4 LIVE**

Indycar: Edmonton

What will happen when Dario Franchitti and Will Power race wheel-to-wheel this time?

1945-2310 **Motors TV**

ALMS: Mosport

2100-2200 **Eurosport**

GP3: Nurburgring

MONDAY JULY 25

1300-1500 **Sky Sports 2 & Sky Sports 4**

Indycar: Edmonton highlights

Online

AUTOSPORT.COM

Coming up on the web this week

GERMAN GRAND PRIX

Ferrari will be determined to make sure that Fernando Alonso's Silverstone win (right) is repeated at this weekend's German GP, and as ever AUTOSPORT.com will be there in the paddock to bring you expert analysis, the most up-to-date news and all the session reports from the Nurburgring. Plus all the essential news from international motorsport and an in-depth look by Adam Cooper at the life of the late Paul Warwick.



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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



Munich: rubbish racing but excellent bratwurst

A NEW PHRASE has entered the English language. From now on, should a racing driver, or rugby front-row player perhaps, be at a loss to describe how hard he was trying, he can now utter "I pushed like monkey".

Whether this refers to one of our distant mammalian cousins or the cloud-riding, badly-dubbed, kung-fu hero of *Revved Up*'s childhood only Renger van der Zande knows, for it was Merc's DTM-driving Dutchman who brought the bizarre phrase to life.

Van der Zande's simian-like efforts came during the DTM's non-points-paying race

at the Olympic Stadium in Munich. Think the Race of Champions, but without the buggies and with pitstops, on ESPN.

Sunday's live coverage kicked off with a recap of Saturday's action, which strangely featured an identical format of racing. Clearly people forgot to tell the punters, and the cavernous stands at the former home of Bayern Munich were largely empty as Bruno Spengler and 'Edo' Mortara produced a dead-heat in the opening leg of the two-part final.

The fans were out in force on Sunday, either out of curiosity or the fact that they enjoy watching

cars 'racing' at 30mph far more than I do.

In the commentary box, Andrew Marriott and David Richardson did their best to inject some excitement into proceedings, but given that the cars were racing on one continuous piece of track and started half a lap apart, you needed the eyes of Marty Feldman to be able to keep abreast of what was going on.

"Who is in the lead? I've got no sense of it at all," admitted Marriott at

one stage, and he was not alone. For a man who usually commentates as if being irritated by a wasp, Marriott reached new levels of frustration, especially when Mattias Ekstrom was penalised for doing a spin turn in the wrong area.

Spengler won an uncontested final after Mortara (yes, it was the same line-up on both days) shunted, and that neatly summed the whole event up. Pointless. *Revved Up*

"The fans were out in force, either out of curiosity or they enjoy cars 'racing' at 30mph far more than I do"

THE WEEK IN PICTURES

Our lensmen pounding the beat from Zolder to Moscow, via the Azores

OUT OF LUCK ON RALLY AZORES

Bruno Magalhaes couldn't repeat his 2010 win - or outrun this helicopter



RUSSIANS SEND PULSES RACING (PART ONE)

Russia might be hosting the World Cup, but its Superleague Formula team isn't quite getting the results. Here's Mikhail Aleshin launching it at Zolder



RUSSIANS SEND PULSES RACING (PART TWO)

Formula 1 cars wowed the cars in the streets of Moscow this week, and these beheaded ladies caught the snappers' eyes



HOPE THEY PAID THE CONGESTION CHARGE

This Ford Fiesta WRC was highlight of the Motorsport Industry Association's summer reception at the House of Lords

FROM THE ARCHIVE

Paul Warwick's first British F3000 win, Oulton Park, March 29, 1991



"I didn't want to risk everything to pass him. I really wanted to score points"
Paul Warwick

Dean holds off Warwick and Westwood early on

WINNING WAS NOTHING NEW FOR SUCH A

precocious talent as Paul Warwick, but his maiden victory in the 1991 British Formula 3000 season almost reduced him to tears after the race.

The younger brother of F1 racer Derek had spent the past three years toiling in British F3 for little reward. His early success in what would tragically turn out to be a posthumous BF3000 title-winning campaign was particularly pertinent for Paul, whose victory for Madgwick Motorsport in the Oulton Park season opener on Good Friday broke a personal four-year drought.

His most recent triumph before that weekend had come way back in the 1987 EFDA FF2000 Euroseries at Zolder, so it was with particular delight that he climbed from his Madgwick Reynard 90D, having crossed the line 5.33 seconds clear of Julian Westwood's Lola.

Warwick set the pace throughout practice and was the only man to get below 1m19s. His 1m18.83s best gave him pole and put him nearly four tenths clear of nearest challenger Richard Dean, who bumped Westwood to the second row by just 0.004s.

"I am looking for points today," said a cautious Warwick in the build up to the 30-lap race. "A win would be a bonus." Warwick would ultimately achieve that bonus, but made life harder for himself with a poor getaway. Oil on his grid spot was Paul's excuse for not

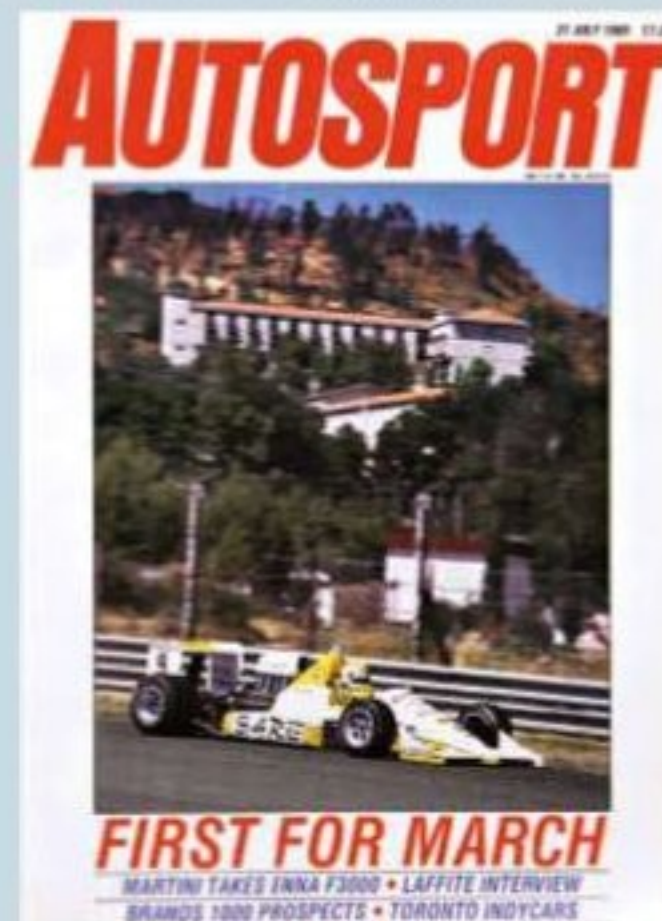
making the most of his pole position, plus "too many revs and too much wheelspin". Dean's Superpower Lola-Mugen surged into an immediate lead, as Westwood, Dean's team-mate Phil Andrews and Swede Fredrik Eklom tucked in behind Warwick.

Dean did not pull away from the chasing pack, but remained comfortably in command of the race, despite suffering from an upset stomach. "Deany was going well," said Warwick, who tracked his rival through the twists and undulations of the 2.77-mile Cheshire circuit. "It was going to be hard to pass and I didn't want to risk everything to pass him. I really wanted to score points most of all."

Andrews and Eklom had already been served with one-minute penalties for jumping the start when the complexion of the race changed completely on lap 11. Dean ran wide onto the grass at Druids, knocking the front wing off his Lola and handing Warwick the lead. Dean retired to the pits on the next lap as Westwood took up the chase. The Welshman couldn't get on terms with Warwick though.

"Either Dean or Warwick was throwing out a lot of oil and I was having trouble seeing through my visor in the sunshine," explained Westwood. "So I waited until lap 18, pulled off my last rip-off [visor] then went for it. Trouble was, I had left it too late." ❧

THIS WEEK IN...



JULY 21, 1988

ITALIAN PIERLUIGI MARTINI TOOK the first Formula 3000 win for the FIRST team at the picturesque Enna circuit in Sicily, which made our cover.

Runner-up in the race in each of the past two seasons, Martini defeated GDBA Lola team-mates Olivier Grouillard and Michel Trolle (who rolled in practice) to break constructor March's duck in the category.

We also published an interview with French ex-F1 driver Jacques Laffite, who had recovered from his leg-breaking shunt at the 1986 British GP at Brands Hatch and was now racing in European touring cars with BMW.

Laffite spent 14 hours in surgery to repair his shattered legs and pelvis after that '86 crash, and just missed out on breaking Graham Hill's then record for number of GP starts as a result. "I wasn't upset not to break the record," he said. "But it annoys me that I had to leave F1 because of that [crash]."



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KRIS NISSEN

■ European Formula Ford 2000, Zandvoort ■ August 29, 1981 ■ Delta T81 ■ Winning after oversleeping



Nissen's Delta (#47) leads into Tarzan

COMING TO ZANDVOORT

was always a pleasure. The old circuit was one of my favourites and a massive challenge because it had everything: the fast corners around the back, banked corners like Tarzan, and a big long straight where you could slipstream.

For the 1981 FF2000 round, I remember arriving at the track with my mechanic Hans Top and seeing all the cups, which for some reason the organisers had placed together in the pitlane very close to the control tower.

I said to Hans, I will win one of these this weekend. He told me to forget about that, as it was just the two of us running my car – a Delta with a Nelson-prepared engine, and on one of only three sets of Dunlop tyres we'd use all year.

The next morning was one you remember forever. I woke up to the sound of Formula Ford 2000 engines on track and freaked out.

Hans, Hans, we've overslept, I shouted. No, no, we're not out on-track for another hour, he said.

He was wrong. We'd forgotten all about summer time ending and the clocks going back overnight. I was

"We changed positions on every lap, and coming out of the last corner on the last lap I used the slipstream to come from third to win by half a car's length"

right. We were supposed to be out on-track, but instead we were hurrying around, trying to get ourselves sorted.

Having no practice turned out not to be so bad though, because later on I managed to qualify quite well – inside the front two rows

and with Basil Mann and Ron Kluit very close to me on the grid.

The race – in front of the 30,000 people who were there for the Dutch GP later – was fantastic. We changed positions on every lap, and coming out of the last corner on the last lap I used the slipstream

to come from third to win by half a car's length. Nobody was upset on the podium, we were just so happy to have been part of a great race – and I got my cup.

The next day, once we'd got back to Denmark – Hans and I always went home on Sunday night as he worked for Fiat and I was doing national service, so we both had to be at work early on Monday – the papers were full of stories about how this young guy Kris Nissen was going to be a big star. The big hero in Denmark at the time was Jac Nilleman, who was a very nice guy, but didn't think I'd make it. He said, One swallow doesn't make a summer. I thought, I'll show you, Jac Nilleman. ❧
Kris Nissen was talking to Jamie O'Leary

IN PROFILE

DANE KRIS NISSEN WON HIS national karting title twice before single-seaters beckoned. A native FF2000 title in 1982 led to the German F3 crown in '86. After suffering severe burns in a sportscar crash at Fuji in '88, he returned to win the Nurburgring 24 Hours in '91 and the Nordic Touring Car Cup in '92. He spent 10 years in DTM, German Super Touring and V8 STAR, winning several races. After retiring he became VW's motorsport director in 2003, a position he still holds.



NEXT
WEEK

Hannu
MIKKOLA



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[^]Specifications may vary by model. *Lower CO₂ emissions based on the improvements made to the new SEAT Alhambra when compared to previous model.

[†]Requires driver control. Model shown Alhambra SE Lux 2.0 TDI CR Ecomotive 140PS at £29,440 RRP with bi-xenon headlights (£805 RRP) and custom palette paint (£635 RRP).

Official fuel consumption for the SEAT Alhambra range in mpg (litres per 100km); urban 30.1(9.4) - 42.2 (6.7); extra-urban 42.8 (6.6) - 57.6 (4.9); combined 37.2 (7.6) - 50.4 (5.6). CO₂ emissions 178-146 g/km.

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