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21-PAGE
HUNGARIAN GP
ANALYSIS

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Double ton for spot-on BUTTON

**Super-smooth Jenson
makes right calls again**

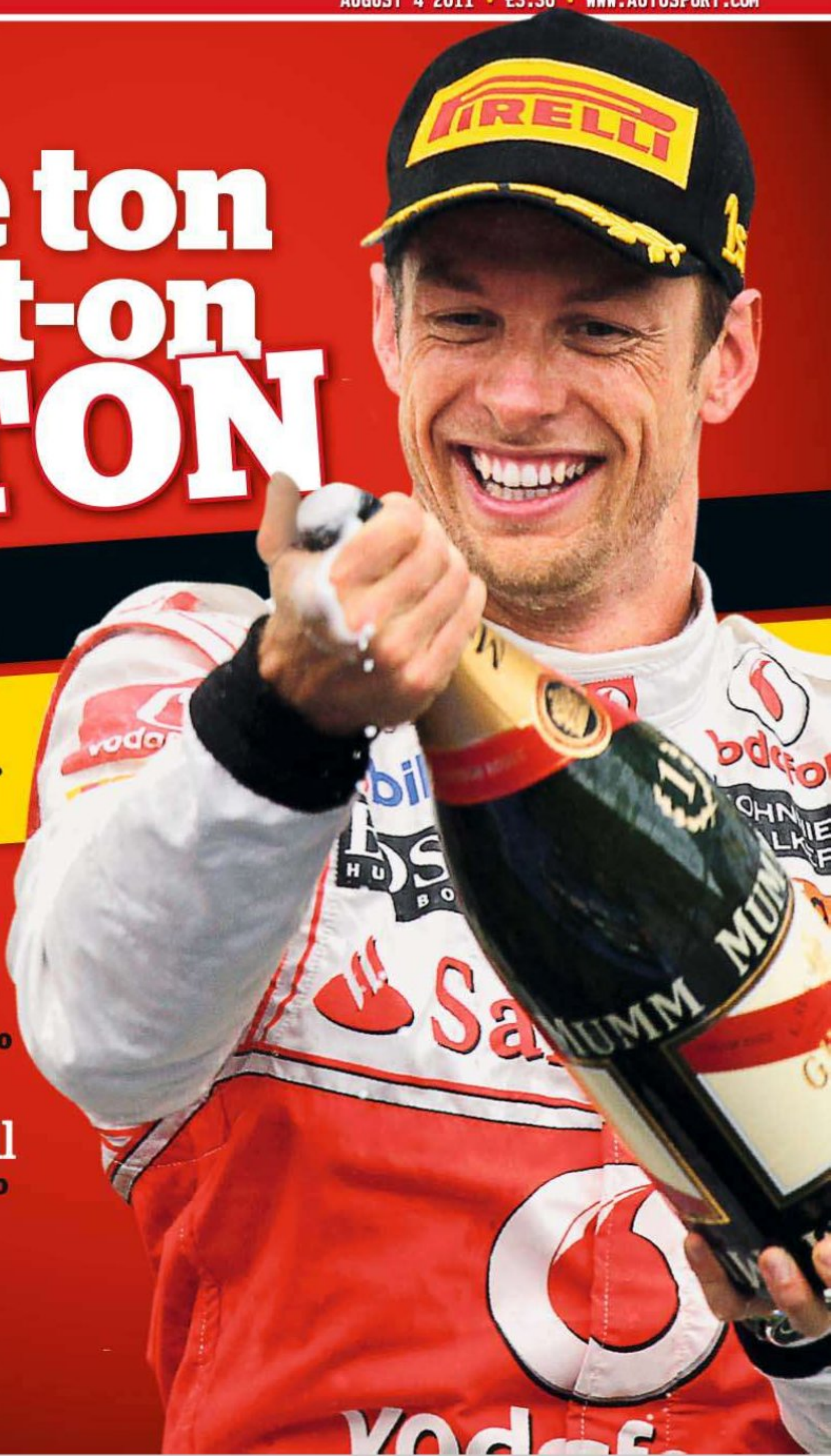
**"I was told to pit and
line up behind Lewis...
I was never going to!"**

**The highs and lows
of Jenson's 200 starts**

P40

**Why McLaren is able
to take fight to Red Bull**

P10



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Graham Rahal
2011 IZOD IndyCar Series
Rolex 24 at Daytona Winner
2005 Star Mazda Graduate



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August 4 2011 – vol 205 no 5



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“I think in the end people will be more happy with this than they are at the moment”

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The number of WRC wins scored by Citroen, which matches Ford’s record thanks to Seb Loeb’s Finland win. Looks like the French squad will move ahead next time – it’s Rally Deutschland!

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POLE POSITION

Counting the cost of F1's pay-to-view future



THE ACT OF BETRAYAL PROVOKES

serious emotion when it comes to sport. Whether it's your favourite driver or player defecting from the team or club you support, you might forgive in time but it just feels plain wrong.

Live Formula 1 coverage on free-to-air TV is something we've grown accustomed to, so to have half the races whisked away to Sky's pay-to-view model next year has provoked outrage. Rightly so, as being made to pay for something that was free is hard for anyone to take. But what are the consequences of Bernie Ecclestone's hard-nosed business rationale (aka avarice)?

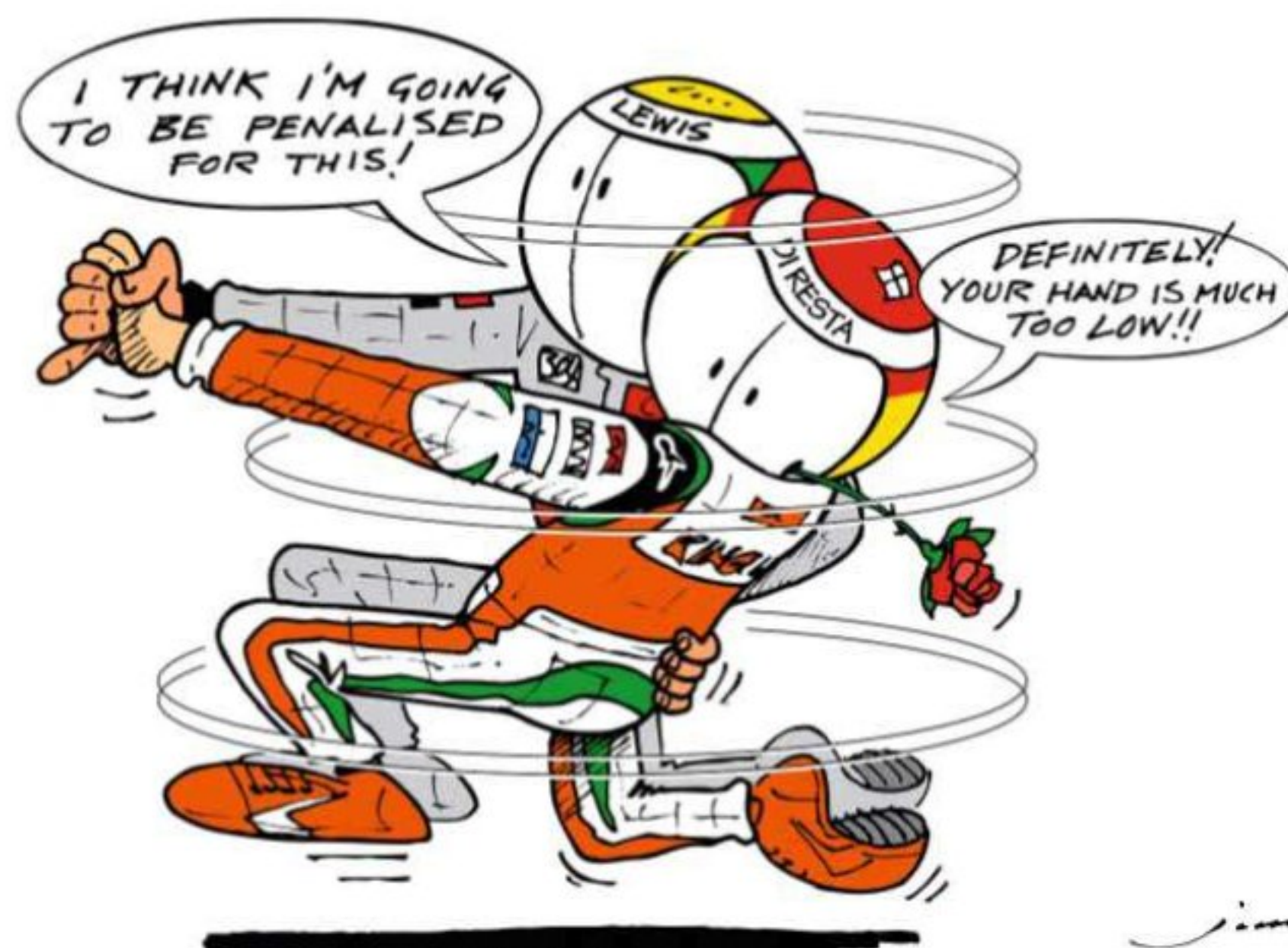
Reducing your potential audience — at least 50 per cent of the time — isn't going to do anything to grow F1's visibility. While die-hard fans might capitulate to Sky's 'believe in better' mantra, what about the future F1 fan, perhaps aged under 10?

"Daaaad, can we pay £31.95 so I can watch Lewis and Jenson racing this month?"

Dad: "Not when you can watch the Olympics, Tour de France and Wimbledon for free."

Charles Bradley, editor

BAMBER'S WEEK





FORMULA 1

Vettel gives Hamilton *just* enough room

Polesitter and early race leader Sebastian Vettel makes his Red Bull RB7 as wide as he can, edging Lewis Hamilton's McLaren MP4-26 onto the grass on the run down the hill into Turn 2 at the Hungaroring. Undeterred, the Brit would make it stick a few laps later. Hungarian GP report, page 26

Pic: Dunbar/LAT



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TV deal 'saves' free-to-air

Sky's intervention to cover F1 in the UK means BBC keeps role in face of government squeeze. By EDD STRAW

The deal for the BBC and Sky Sports to share Formula 1 coverage from 2012 to 2018 has saved free-to-air coverage in the UK, but cost the BBC half its live races.

The BBC will show 10 of next year's 20 races live, along with live practice and qualifying sessions for those events. Sky will broadcast every race and session live on its pay-to-view subscription channels.

The deal was announced last Friday to a barrage of complaints from British F1 fans. But it soon became clear that it was out of the question that the BBC could keep its current commitment to F1 amid swingeing cost cuts.

The BBC will show delayed coverage of those races that it does not broadcast live, although it is not yet clear how long after the race the delayed coverage will run. There are

mixed messages as to whether this will be a highlights package or full deferred coverage.

BBC F1 anchor Jake Humphrey wrote in his blog that the BBC could have lost F1 entirely. And, with no major free-to-air stations interested in bidding, the current deal is viewed as a compromise.

"It is important to point out the BBC didn't want to lose F1," wrote Humphrey. "However, a freezing of the licence fee actually means that keeping the sport is a success in itself."

This deal does not affect Radio 5 Live's coverage. Its contract runs until the end of 2013 and is likely to be extended beyond that.

GOVERNMENT PRESSURE FORCED MOVE

Under pressure from the UK government, the BBC has frozen the

TV licence fee for six years, which has led to a 20 per cent cut across all of its departments.

The broadcaster is currently paying £60million per year for the F1 rights. It will now reportedly pay only £20m per year, with Sky paying £45m. The BBC is expected to make further savings by sharing some production costs with Sky. By reducing its F1 output, BBC Sport is believed to have covered the vast majority of the cuts it needs to make.

The loss of free-to-air coverage for half the races will reduce audiences in the UK, but fans of other sports – such as Premier League football, cricket and rugby – have received much-improved coverage from Sky Sports.

While the BBC has drawn plaudits for its coverage of F1,

and received a Bafta award for its broadcast of the 2010 world-championship-deciding Abu Dhabi Grand Prix, Sky Sports managing director Barney Francis has guaranteed that the company will "give F1 the full Sky Sports treatment", with live race coverage uninterrupted by adverts, and many hours devoted to the sport outside race weekends, both on TV and other platforms.

If the BBC shares production costs and even commentary teams – a strategy that AUTOSPORT understands has been considered in other sports between the two broadcasters – non-Sky viewers could also benefit.

SKY'S NEW TEAM FOR 2012

As the ink has not yet dried on the contract, Sky is in the

READER FEEDBACK

As a Formula 1 fan of more than 20 years I am disgusted at the disrespect and disregard the BBC have shown the viewers.

ANDREW DALE, SWINDON

I am devastated to see the latest F1 deal with Sky. All involved in this decision should be ashamed of themselves!

KIM WILSON, GRAVESEND

I just can't get my head around the fact that the BBC will no longer be covering all the F1 races from next year. Clearly this is a huge blow to many fans of the sport.

LUCIANE SABISTON, OXFORDSHIRE

Bernie Ecclestone has just ruined F1 for many fans who can't afford to either go to a Formula 1 race or pay to watch it on TV. This is a huge kick in the teeth for many loyal British fans.

BRENDAN BUDGEN, WOODLEY

Viewing figures will plummet for F1 next year, and many millions of fans will be denied the ability to watch the races live and in full. This is desperately sad news for British F1 fans.

LAURENT CARGILL

I feel completely let down by the BBC who see one of its biggest viewing audiences as disposable and by the teams who are allowing this to happen.

IAN BROCK, KETTERING

What a disaster for us, the viewing public. Angry? You bet!

CHRIS SMITH



BBC's coverage has been award winning

embryonic stages of deciding on its commentary and presentation team.

Lead BBC commentator Martin Brundle, who is out of contract at the end of this year, is widely expected to be approached. Brundle is well-regarded for his professionalism as a broadcaster and Sky could view the veteran of 158 grand prix starts as an F1 equivalent of Andy Gray, who acted as commentator and star analyst in the first two decades of Sky Sports' football coverage.

Humphrey, who is regarded as a rising star of the BBC, is thought unlikely to defect, particularly with the London Olympics to host next year. Sky's motorsport anchor is ex-motorcycle racer Keith Huewen, who is likely to pitch for the role. Ex-ITV F1 anchor Steve Rider, who hosts the commercial terrestrial channel's British Touring Car Championship coverage, could also be a contender.

Sky has also traditionally brought fresh faces to its schedules, such as Georgie Thompson for its coverage of the A1GP single-seater series.

BBC COVERAGE



Humphrey is BBC 'rising star'

Half of the races covered live, along with the corresponding qualifying sessions

Delayed coverage of the races and qualifying sessions it doesn't cover live a few hours later

Radio 5 coverage continues and an extension to that deal is close to being signed

SKY COVERAGE



Foreign Sky networks already in F1

Full live coverage of all races, qualifying and practice sessions

No adverts during the races

Full coverage between races on Sky Sports News

Supplementary programming on Sky Sports beyond the race weekend coverage

AUTOSPORT SAYS...

EDD STRAW
F1 EDITOR

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The phrase "a good deal for F1" echoed through the Hungaroring paddock last weekend. The sport's main revenue streams are TV rights and race-hosting fees, so the BBC/Sky deal guarantees income to 2018 and is therefore good for the teams, right?

That depends on who you are. If you've finished in the top 10 of the constructors' championship twice in the past three years, you get a share in the 'historic' money. Then there is a sliding scale of payments to the top 10 in the previous year's standings, with anyone else on \$10million each for turning up.

So if you're a midfield team with limited sponsorship income, the deal is great. If you're at the back, nothing changes. If you're at the front, it depends whether you feel subscription TV equals a smaller TV audience – and less value to sponsors.

Criticism over the TV deal has been directed at Bernie Ecclestone, the teams, the BBC, Sky and even – judging by my inbox – AUTOSPORT! Given that the world of broadcasting is evolving towards pay-to-view, it was probably inevitable.

Less inevitable is what happens when the new Concorde Agreement is hammered out for 2013. If the teams had a stake in the sport, or equal status as franchise holders, it would ensure that their objectives would be better aligned. Then we could say, categorically, if a deal like this is good or bad for the sport.



Bernie says deal "good for F1" but fans disagree

HOW THE DIVISION COULD WORK

While Sky will show all the races, the BBC will carry live coverage of half of the season's 20 events.

Sources have told AUTOSPORT that the race selection will be made on a 'three-by-three' basis, with the BBC selecting three events to carry, then Sky selecting three that it will carry sole live broadcasts on, and so on.

The BBC has already committed to showing the British Grand Prix, the season finale in Brazil and the blue-riband Monaco GP.

Most likely, Sky's first three picks will include the Australian season opener, which attracted poor ratings on the BBC this year but

would allow the company to launch its F1 coverage immediately. Perhaps it would also then pick up one of the classic races, say the Italian GP, and the United States GP given that it is likely to be the penultimate round of the championship and could be a title decider.

The BBC will then likely focus on races that are held in the afternoon or in prime time, making European races and the Canadian GP attractive – although the Hungarian GP is doubtful as it clashes with the opening weekend of the London Olympics. Of the early-season flyaways, the Indian GP will be at the most-attractive time to the BBC.

POSSIBLE SPLIT OF RACES

BBC

India
Monaco
Canada
Britain
Europe
Germany
Belgium
Korea
Abu Dhabi
Brazil



SKY

Australia
Malaysia
China
Spain
Hungary
Italy
Singapore
Japan
Bahrain
USA



➔ **P23** AUTOSPORT poll

➔ **P96** More reaction

BIG NUMBER

£455 million

Total value of the 2012-2018 UK broadcast contract to F1

WINNERS IN THE MODERN V8 ERA - 100 RACES IN

WINNERS SINCE 2006

FERRARI (FERRARI/TORO ROSSO) 34

MERCEDES (McLAREN/BRAWN) 33

RENAULT (RENAULT/RED BULL) 31

BMW 1

HONDA 1

TOYOTA 0

COSWORTH 0

Seven engine manufacturers have raced in Formula 1 since the current 2.4-litre V8 era began in 2006. Last weekend's Hungarian GP was the 100th race for this configuration. Five manufacturers have shared the wins.



Toro Rosso added one to Ferrari total

Hungary proves McLaren form

Further tweaks to MP4-26 confirm that the team can take the fight to Red Bull for the rest of the season

Jenson Button's victory in last weekend's Hungarian Grand Prix has proved that McLaren has the pace to fight Red Bull for the rest of the 2011 season.

While team-mate Lewis Hamilton won the German Grand Prix the preceding weekend, there were still concerns that the cool track temperatures at the Nurburgring had hampered the standard-setting Red Bull.

McLaren made upgrades to its exhaust-blown diffuser for the Hungaroring, where Hamilton was beaten to pole position by Sebastian Vettel's Red Bull by just 0.163s. In race conditions, the McLaren MP4-26 again proved to be the stronger car.

Temperatures were relatively low at the Hungaroring, but McLaren team principal Martin Whitmarsh is confident that it was the team's development direction – not weather conditions – that allowed his squad to recover from its struggles in the European and British grands prix.

"If you look back at the beginning of the year, in the hotter part of the season, we had the quicker race car



McLaren is now wheel to wheel with Red Bull

but didn't quite have the results," said Whitmarsh, who also confirmed that McLaren has worked on solving its tyre-degradation problems in hot temperatures. "We have made some good decisions [technically]."

AUTOSPORT understands that McLaren ran modified engine maps at the Nurburgring that increased the downforce produced by the exhaust-blown diffuser. In Hungary, tweaks to the floor/diffuser package were introduced to maximise this effect, giving a net downforce gain and improving car balance. The Hungary package also included aero tweaks and new brake ducts

(see Drawing Board, p36).

Further upgrades are planned for the upcoming races at Spa and Monza, circuits that reward straight-line speed. Another major package is scheduled for the Singapore Grand Prix. The team will continue to focus on improving this year's car, despite work already being under way on its 2012 challenger.

McLaren has not given up hope of getting itself back into contention for the constructors' and drivers' championships. It is 103 points behind Red Bull in the teams' standings with 344 still available, while Hamilton and Button are 88

and 100 points behind Vettel.

Hamilton's title chances took a hit in Hungary after the team called him in for intermediate tyres when it started to rain, a decision that forced another pitstop for slicks. He also lost time with a penalty for forcing Force India driver Paul di Resta onto the grass as he spin-turned to rejoin after a spin at the chicane. Hamilton accepted the blame for costing the team what would have been a crucial one-two finish.

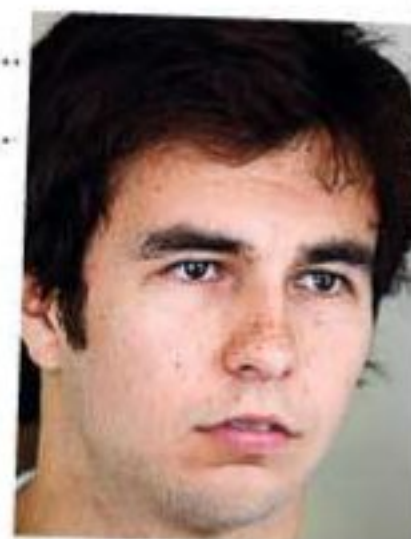
"At least one of us in the team got the win," said Hamilton. "It's a shame we didn't get a one-two but it's my fault."



Smokey end to Heidfeld's race

60 SECONDS WITH

SERGIO PEREZ Sauber driver



How happy are you with your progress so far?

It has been a very good year. The team knows about my speed, although in some ways my season has been unlucky. There have been some very good moments, but I haven't always been able to show it in the results.

How much did the crash in Monaco, which forced you to miss two races, set your season back?

When I had the accident it backed me off quite a lot because I was still not 100 per cent for a few races when I returned. Valencia and Silverstone were very tough for me and so was Nurburgring, but now I'm getting there.

How happy are you with your progress on the technical side?

In the understanding of the tyres and strategy, I'm getting better. So I'm very positive about being back here in 2012.

Are you getting close to showing 100 per cent of your potential yet?

Of course. You can always improve in your first year but I'm going in the right direction. I keep improving my consistency and am getting better every weekend.

This year, you are the rookie driver. Can you take over the lead role next year?

At the moment, I'm not thinking about that. I just want to finish the season on a high. There are eight races still to go and I want to maximise my results. Next year, who knows? I definitely want to beat Kamui. We are working well together, but the team can inevitably put more trust in me for next year.

Does the fact that you are signed for next year make it easier to focus on yourself?

Every time I go out I focus on myself. It helps to know what you are doing next year but I always try to get the maximum out of every day. I was always quite confident about what I could do.



Sergio Perez was talking to AUTOSPORT F1 editor Edd Straw



Perez has settled in with Sauber

Renault exhaust cleared to race

THE FIA HAS FOUND THAT

Renault's exhaust is not fundamentally dangerous in the wake of the failure that set fire to Nick Heidfeld's car as he exited the pits in last weekend's Hungarian Grand Prix.

Heidfeld typically revs the engine more than most in the pits in anticipation of being released. But a wheelgun glitch meant he was held for four seconds longer than expected, with the resulting heat build-up igniting the exhaust.

AUTOSPORT understands that the FIA investigated the

incident, as is standard procedure in such circumstances. It was satisfied that the exhaust would not have ignited had Heidfeld not been revving the engine for several seconds.

Renault team principal Eric Boullier confirmed to AUTOSPORT: "If the car stays on high revs [without moving] for too long, the exhaust catches fire. One wheelgun had an issue and we couldn't release the car safely."

Heidfeld left the pits and pulled off the track after the fire did not blow out. The 34-year-

old German later admitted that this was something that has happened before.

After Heidfeld exited the car, a secondary explosion occurred, believed to be caused by the nitrogen cylinder getting too hot. The nitrogen is used to feed the pneumatic system that closes the valves in the engine rapidly after they have been opened.

However, as nitrogen is inert at normal temperatures, the explosion was only a result of the decompression after the cylinder was burned rather than the nitrogen detonating.

F1 vacancies running out as Sauber commits

SAUBER'S DECISION TO

retain Kamui Kobayashi and Sergio Perez next season leaves Renault as the only team in the top six where there could be an opening.

Sauber has picked up the option it held on Kobayashi, while Perez's performance level ensures that he will continue into the second year of his contract.

Kobayashi has scored points in seven of this year's 11 races, while Perez has scored twice, despite his season being interrupted by injury in Monaco Grand Prix qualifying.

Kobayashi told AUTOSPORT: "It's great to be at Sauber for another year. Last year was very difficult and this year we have improved a lot."



Perez and Kobayashi stay

To make another step forward would be nice."

While Red Bull, McLaren, Ferrari and Mercedes are set for unchanged line-ups, Renault's Nick Heidfeld and Vitaly Petrov are not guaranteed to retain their drives, despite the Russian having a contract for 2012.

The injured Robert Kubica could return, while runaway GP2 points leader Romain Grosjean is also in the frame.

PURE sparks team unrest

FORMULA 1 TEAMS GROUP FOTA IS SET

to push for the FIA to prevent its personnel from switching to team or engine-manufacturer roles after new engine builder PURE announced Gilles Simon as its technical director.

PURE, headed up by BAR team founder Craig Pollock, plans to join the F1 grid when the 1.6-litre V6 turbo era starts in 2014. Rival engine manufacturers have reacted angrily to ex-Ferrari engine boss Simon, who was the governing body's head of powertrain, joining PURE.

Although there is no suggestion that Simon is in possession of any proprietary information, the manufacturers are concerned that his knowledge about their engine programmes gained with the FIA could give PURE an advantage.

This had led to calls for the FIA to include a clause in contracts, preventing them working for a team in F1 within two years of leaving their FIA role.

In 1999, Benetton sparked outrage by offering FIA technical delegate Charlie Whiting a job, before he gained a pay rise.



Valencia street track is not popular within F1

Newey: save our best tracks

Risk of losing permanent circuits to economically attractive street venues causes paddock concerns

Red Bull chief technical officer Adrian Newey has called on Formula 1 to protect permanent racing venues after the Turkish Grand Prix was dropped from the 2012 calendar.

Newey warned that temporary circuits such as Valencia and Singapore should not displace permanent venues like Istanbul Park, which are central to the appeal of F1.

Turkey has been dropped from the latest draft calendar presented to the

teams by Bernie Ecclestone. This follows the government refusing to invest more money for a new contract. Ecclestone was reportedly chasing an increase from \$13million (£7.9million) per year to \$26million (£15.8million). While there is still an outside chance that Turkey could return next year as it does remain on the official calendar ratified by the FIA's World Motor Sport Council, its F1 days appear numbered.

With the Valencia street circuit,

regarded by many as one of the worst tracks on the calendar, possibly in line either to share the Spanish GP with Barcelona, or even displace it entirely, Newey has warned against F1 allowing too high a proportion of temporary circuits.

"The key thing is that we don't go too far down the temporary-tracks route and that F1 as an industry supports the permanent tracks," said Newey. "There's a danger that Barcelona could be lost relative to Valencia and I think that would be a tragedy to end up going to a temporary Valencia rather than a permanent Barcelona."

WHAT HAPPENED TO TURKEY?

Although Ecclestone was also the promoter of the race, the Turkish Grand Prix was fundamentally a revenue-raiser for the sport based on the fees it paid. So its future hinged solely on whether

it would pay more in line with Ecclestone's increased demands.

The Turkish market is of limited value to the majority of sponsors and manufacturers because of the lack of interest. Organisers of this year's race claimed a race attendance of 42,000, but AUTOSPORT understands that the real figure for Sunday was under 20,000. This means that there is no reason to continue to go to Turkey other than for the sanctioning fee.

While Newey's warning might seem premature given that only five circuits out of the 19 used this season are temporary (Albert Park, Monaco, Montreal, Valencia and Singapore), there are sound reasons for F1 being wary of a trend towards such venues.

Commercially, city-based events are generally more popular with fans and therefore more financially viable. For governments putting money in to promote their country, it is logical to showcase a city rather than construct

STATUS OF CURRENT GP CIRCUITS

Turkey is not the only current track with an uncertain F1 future. Recently, the majority of tracks have had doubts raised over their viability as GP hosts. Many can't be sure of renewing their deals, some of which expire in the next few years.



Turkey is currently out for 2012

BAHRAIN

Government is committed to the event, although there remain concerns about the possibility of civil unrest flaring up.

AUSTRALIA

A race constantly under pressure, it's nonetheless contracted until 2015. Organisers are pushing for a lower sanctioning fee to secure Albert Park.

MALAYSIA

Secure, with firm

government support despite mediocre spectator attendances.

CHINA

Recently agreed what is believed to be a half-price deal to hold the race until 2016.

SPAIN

Barcelona is now out of contract and needs new pits and track upgrades. Spain is leaning towards one GP, so shared deal with Valencia is possible.

MONACO

Secure.

CANADA

Has three years to run on its current deal, but Montreal venue's future beyond that is unclear.

VALENCIA

Loss-making, but likely to sign a new deal to try to recoup the investment. Could end up sharing the Spanish GP with Barcelona, or even take the race over entirely.

BRITAIN

Silverstone signed a 10+7 year deal, of which last year's race was the first.

GERMANY

Hockenheim has a deal to hold GP in even-numbered years until 2012, while Nurburgring is out-of-contract and wants cut-price deal. It's also under pressure from the 'greens'.

HUNGARY

Contracted to 2016, although there is the



Singapore race helps promote the city itself



Michael (I) and Newey: keep permanent tracks

LATEST CALENDAR PROPOSAL FOR 2012

March 18	AUSTRALIA
March 25	MALAYSIA
April 8	CHINA
April 22	INDIA
May 13	SPAIN
May 27	MONACO
June 10	CANADA
June 24	EUROPE
July 8	BRITAIN
July 22	GERMANY
July 29	HUNGARY
September 2	BELGIUM
September 9	ITALY
September 23	SINGAPORE
October 7	JAPAN
October 14	KOREA
October 28	ABU DHABI
November 4	BAHRAIN
November 18	USA
November 25	BRAZIL

a track outside a populated area. But that does not create venues that can be used throughout the year or in the long-term.

GOOD RACING IS KEY

Permanent circuits also tend to produce better racing. While the likes of Monaco and Singapore add to the lustre of the sport, and parkland venues like Albert Park and Montreal produce dramatic events, a proliferation of temporary tracks could make F1 less entertaining.

Williams technical director Sam Michael told AUTOSPORT: "Whether they are permanent or non-permanent, you want to go to good tracks for racing."

"But there is probably better racing on permanent tracks. So it is a shame we are losing Turkey. One of the reasons you don't get good racing on non-permanent tracks is the best ones for overtaking are the ones with

"It would be a tragedy to end up at temporary Valencia rather than permanent Barcelona"

Adrian Newey

lots of natural undulations that have the ability to create different lines and sequences.

"Tracks that have a straight, a 90-degree corner and then a straight have no sequence. It's point and squirt. Some street circuits do have sequences, like Tabac to the last corner in Monte Carlo. That is the more important thing."

The sole driving force behind which races make the calendar is financial, with race-hosting fees a key revenue stream for F1. This is why government-backed events have become central to Ecclestone's business plan in recent years, as they can afford to bankroll loss-making ventures.

As that business model begins to look increasingly unsustainable, promoters are looking for cut-price deals that create profitable GPs. That, above all, could be the deciding factor in ensuring Newey's wish comes true.

expectation that it will invest in circuit improvements.



BELGIUM

Spa has financial woes and the local government recently revealed that it could be sold into private hands. Its deal expires at the end of '12, with a Germany or France race-share deal possible.



ITALY

Monza saw off pressure from environmental

groups a few years ago and is now secure.



SINGAPORE

Has two more races on its current deal and is expected to sign an extension to host a GP for at least five more years.



JAPAN

Honda, which owns Suzuka, insists the race will continue while it is profit making. However, dwindling interest in F1 in Japan, the weakness of

the Yen against the Dollar and declining crowds threaten those profits.



KOREA

Short-term future appears to be safe. But few expect it to continue beyond the end of its current contract in 2014.



INDIA

Long-term future depends on the commercial success of the project, which is run by JayPee Group.



BRAZIL

Contracted to 2015, and the Sao Paulo government remains committed to keeping the race on the calendar beyond that.



ABU DHABI

Some of the costs have been slashed on the 'money-no-object' Yas Marina circuit. The Abu Dhabi government is determined to keep its blue riband event.

THIS WEEK IN F1



RED BULL Sebastian Vettel's second place in the Hungarian Grand Prix means that he is only 22 points off the total he scored to secure the 2010 world championship. The German can eclipse that mark with one more victory.



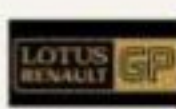
McLAREN A hacker posted a bulletin on Jenson Button's website claiming that the Briton had been seriously injured in a road crash on Saturday evening during the Hungarian Grand Prix weekend. It was quickly removed, although several news outlets did briefly carry the hoax.



FERRARI Team principal Stefano Domenicali expects upcoming upgrades to allow Ferrari to fight for pole position. "Our objective is to improve our Q3 performance because there is something that is still not there," he said.



MERCEDES Nico Rosberg started his 100th grand prix in Hungary last weekend. The German is the 60th driver to reach that mark.



RENAULT The team decided against running its Red Bull-style rearward exhausts in Hungary after trialling its new system in free practice at the German Grand Prix a week earlier. It is expected to try a refined version of the concept after the August break.



WILLIAMS Pastor Maldonado is hoping to be confirmed as a Williams driver for 2012 soon after team chairman Adam Parr said last month that retaining its current driver line-up is likely. "I hope to be confirmed as soon as possible to be ready for next year," said Maldonado.



FORCE INDIA Team principal Vijay Mallya insists that he will not finalise his 2012 driver line-up until after the end of the season. "I want all my guys to focus on the job at hand and not start speculating about their future," said Mallya. "I will make my decision around December 15."



LOTUS Jarno Trulli believes that the new power steering system run by Lotus for the first time in Hungary will turn around his season. "Before, I could not drive it but now I can really feel the car," he said.



VIRGIN The final upgrade package of the 2011 season is due to be introduced at the Singapore Grand Prix in September. The team's focus is now largely on design work for its 2012 car.



FOTA Formula 1 teams are now leaning towards holding the planned three-day in-season test at Barcelona next season. Mugello had been favourite after lobbying from Ferrari, but the Spanish track is now reckoned to be favourite.

LEE GAUG 1924-2011

Former Goodyear Formula 1 technical boss Leland 'Lee' Gaug has died at the age of 87. He retired in 1992, but the American played a key role in the company's F1 programme during the 1980s and early '90s.



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MPH Mark Hughes

AUTOSPORT grand prix editor

The Sky/BBC bombshell shows that Bernie Ecclestone remains the consummate deal-maker, but F1's business model is looking worryingly out of step with real-world issues

BBC and Sky for UK F1 coverage as from next year. It's fair to say not many saw that one coming. Fair to say also that not getting all the grands prix live and free-to-air has gone down very badly with F1's British fan base. After three seasons with the best of all worlds – free-to-air, ad-break-free, world-class coverage – it's come as something of a shock.

The impetus has of course come from budget cuts the British government has required the BBC to make. F1 is by far the most expensive BBC programme in terms of cost per minute and it thereby suggested itself as the obvious candidate for pruning. The fact that F1 is generating sensational viewing figures this year counts for nothing and has no commercial significance to the BBC because of its unique structure. As far as the corporation was concerned, it was double up with Sky or lose F1 in its entirety. The cost of getting out early – what would have been asked by CVC in severance – would have been prohibitive. This way it doesn't pay that – and it gets to keep F1

at least in some form for longer than was previously contracted.

But the budget cuts were just the impetus. What followed was an example of the sort of commercial wizardry that has marked Bernie's whole life, his bigger-picture perspective of the whole deal. With F1's future potentially at a crossroads as the Concorde Agreement nears its end – with CVC, the FIA and the teams as three separate groups that might not necessarily all be part of F1's future together – and the teams not allowed by the terms of the current Concorde to approach circuits or broadcasters until January 1, 2012, it's imperative from Bernie's perspective that he get as many circuits and broadcasters signed up before then as possible. That way he reduces the chances of any post-Concorde breakaway series from happening. In one fell swoop Ecclestone has signed up two of the world's major broadcasters and locked them in until 2018. You have to admit, it's a brilliant piece of opportunism.

A couple of months ago he said: "If you look at [Sky's] audience, they are nowhere. With these figures it would be almost impossible for teams to find sponsors. It would be suicidal." That was presumably when he was already deep in negotiation with Sky and trying to drive the price up. It was also said in response to the idea of the teams getting Sky coverage for any breakaway series, and it actually articulates a very real concern among the participants. As the fan backlash has illustrated, most people are not prepared to pay

for something they've previously enjoyed free. The market share of Sky programmes can get nowhere near that of the equivalent shown for free by the BBC and that will affect the value sponsors place on being in F1. So potentially the teams' external income will reduce – and they thereby become more reliant on income from the commercial rights holder, on their share of the TV money in other words. So the tentacles of control over them become tighter.

But maybe Bernie has been too good at negotiating. The partial BBC withdrawal has been created by the cuts imposed upon the corporation – but don't forget the huge fee negotiated by Ecclestone for the contract in the first place. If that had been more attuned to these more financially straitened times, might the BBC deal have survived?

F1's business model seems worryingly out of step with the outside world. CVC is taking huge fees from the circuits, which are being passed on in ticket prices – and spectator numbers are down. Meanwhile CVC takes huge fees from the broadcasters – and now the BBC has partly withdrawn. If sponsor income falls as a result of this trend, it's difficult to see how it all works. Other than for CVC.

Meanwhile the outside world sees a sport that had to be talked out of going to Bahrain at a highly sensitive time of human rights infringements now climbing into bed with Rupert Murdoch (39.1 per cent stake in Sky) right in the midst of the phone hacking scandal. Sometimes business sense and actual sense aren't the same. ☒

COATES/LAT



“For the BBC it was double up with Sky or lose F1 entirely”



BRITISH F3

WET WELCOME

Spa turned on the taps when the British and International Formula 3 championships visited last weekend. The second practice session was washed out, but not before Daniel Juncadella had this little moment.

INDYCAR

New IndyCar hits the tracks

The 2012 IndyCar prototype fires up at Dallara ahead of first track test next week. By MARK GLENDENNING

The prototype of the 2012-spec IndyCar was shaken down for the first time by car builder Dallara last weekend ahead of its first track test next week.

Fitted with a basic version of the Dallara road-course aero kit, the car was fired up and put through a series of systems checks at the Italian constructor's Parma base last week. It was then shipped off to Dallara's temporary facility in Indiana in preparation for its initial run in the hands of test driver Dan Wheldon, scheduled for next Monday and Tuesday.

IndyCar 2012 project manager Tony Cotman told AUTOSPORT that the first track sessions for the

Dallara has been working on new car



new car were about reliability and verification of the data gathered in the windtunnel and simulators rather than outright performance.

"We've spent a lot of time simulating things, and we

know what to expect," said Cotman. "The number-one goal is just to get out there and get running, and start to work on some of the reliability early on. We don't expect a lot of issues, but it's got a new engine [Honda for the first tests]; everything's new.

"We've just got to go and feel our way through it. I'm sure it will be slow going and there will be some bumps in the road initially, but we've got a pretty substantial plan to get through."

Will Phillips, IndyCar vice-president of technology, said that a total of six two-day tests on various configurations of circuits

are scheduled before the engine manufacturers begin their own track testing in October.

"[Next week] is just a systems check of everything, but we'll slowly get the car up to speed and take it from there," said Phillips.

"We need to make sure the parts from all aspects of the car are achieving their goals, so we've got aero targets and straight-line-speed targets that we're looking to see. If the real numbers don't match the simulation or CFD, then we obviously chase some changes, which is why we run the prototype and why we need to run it on all the configurations of circuits."

NASCAR/INDYCAR

Kahne open to IndyCar Vegas challenge

NASCAR FRONTRUNNER KASEY

Kahne has admitted that he is considering contesting the IndyCar season finale at Las Vegas in October.

IndyCar has offered a \$5m prize for any 'guest' driver who can enter and win the final race of the year. Series CEO Randy Bernard has long stated that a Sprint Cup driver is at the top of

his wish list. Kahne is the first to express a firm interest, although he said that a final decision would have to wait until the field for NASCAR's Chase for the Championship is settled.

"If I can spend the time to figure out what I'm doing and work with the right guys, it's something I would look at," the Red Bull driver said last weekend.

"It would be a little bit of a process before I'd know if I was going to do it. But I've always wanted to."

The Las Vegas event overlaps with the NASCAR race at Charlotte, which Kahne says would remain his priority.

"I wouldn't even think about IndyCar if it affected [the race at] Charlotte," he said.



Kahne is top of NASCAR possibles

GP2

Teams call for more clarity in GP2



Mixed opinions in GP2 pitlane

SOME LEADING GP2 TEAMS HAVE

called for the series to be more open with details of reliability problems suffered throughout the grid.

While the series has enjoyed a reasonable record of reliability with its new third-generation car this year, some teams have been disappointed to only be told of solutions to problems once they have had something go wrong on the car.

A source at one of the teams told AUTOSPORT: "We have a problem with the

car, and then they tell us that other teams have had this problem already, and there are things you can do. That's good, but we want to know about this before we have the problem. Why do we have to wait until something goes wrong?"

"I think they're worried that talking about the problems more openly will make the series look bad. But we would say thank you for giving us the chance to fix it."

Two more top teams confirmed similar feelings last weekend at the Hungaroring,

although such views are not shared throughout the paddock.

One team boss added: "I don't think there is a problem. The series gives us bulletins when they need to. The things they don't tell us about are only to do with parts of the car we shouldn't be dealing with anyway."

The series was unavailable for comment as AUTOSPORT closed for press on Tuesday.

P44 GP2 REPORT



Sims lost points lead

GP3

Sims accepts exclusion

FORMER GP3 SERIES LEADER

Alexander Sims has accepted the exclusion that cost him his points lead at the Hungaroring last weekend.

The Briton was excluded from fourth place in race one after the floor of his Status Grand Prix-run car was found to be fractions of a millimetre too low to pass post-race scrutineering.

Sims admitted that the penalty was harsh as the failure was a result of damage to his car. But he had no problem with the punishment.

"It was a shame to get thrown out like that, but if it had been someone else in that situation we would have wanted them excluded," he said. "We'll get over it and bounce back for the next one."

IN BRIEF



Speed didn't last long

SPEED'S NASCAR RETURN

Ex-Formula 1 racer Scott Speed made a brief NASCAR return at last weekend's Brickyard 400 with the Max Q squad. Speed, who retired on lap 19, is scheduled for a further two races with the team.

TRUCKS FOR SADLER

NASCAR Nationwide Series title contender Elliott Sadler is to contest a limited Truck schedule with Joe Denette Motorsports. He will race at Bristol and Martinsville.

TEENAGER IN BTCC AUDI

Renault Clio Cup racer Chris Swanwick will make his British Touring Car Championship debut later this year as a junior driver with Rob Austin Racing. The 17-year-old tested the team's NGTC-spec Audi A4 at Pembrey earlier this week, and is expected to contest one or two rounds.

BTCC BOOST CHANGE

BTCC organiser TOCA has once again lowered the boost limit for turbocharged cars. From this weekend's round at Snetterton, all Super 2000-spec turbos will have their maximum boost-pressure limits reduced by 0.05 bar.

LANCASTER INJURED

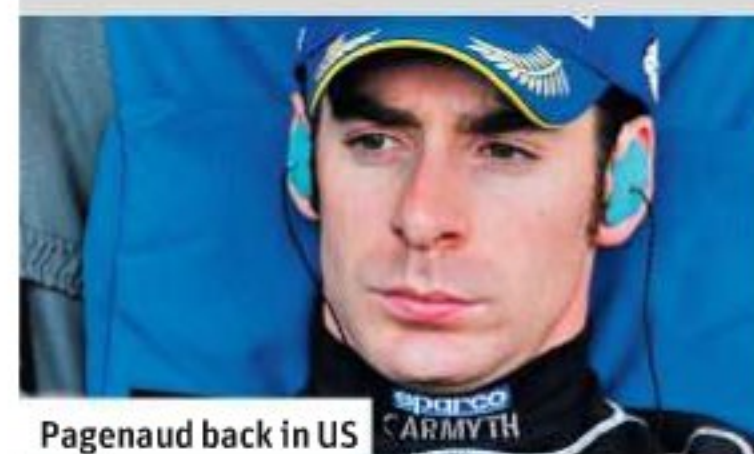
Briton Jon Lancaster was forced to withdraw from last weekend's Auto GP round at Oschersleben after suffering an ankle injury while training for a triathlon.

SUPERLEAGUE FINALE CANNED

Superleague Formula's planned season-finale in New Zealand has been cancelled. Taupo circuit was forced to pull the plug on the event, scheduled for December 10-11, due to a lack of funding.

PAGENAUD WANTS INDYCAR

Versatile Frenchman Simon Pagenaud is targeting a full-time IndyCar ride in 2012 after testing Alex Tagliani's Sam Schmidt Motorsports entry at Mid-Ohio last week. The Peugeot sportscar driver did a one-off with Dreyer & Reinbold Racing at Barber Motorsports Park earlier in the year.



Pagenaud back in US

FORMULA 3

Formula 3 heading to Bathurst in 2012

BATHURST WILL HOST ITS FIRST-EVER Formula 3 race in April next year.

The iconic Mount Panorama touring car circuit has long been on the Australian F3 Championship's wish list, but the track was not licensed for this level of single-seater.

This was overturned last month by CAMS, the governing body of Australian motorsport, and Aussie publication *Motorsport eNews* reports that the domestic F3 championship will open its 2012 season at the venue over the Easter weekend.

The series is looking to the Bathurst event to help reignite interest after struggling for numbers and quality over recent years, and has indicated that it is evaluating the possibility of opening the race to international teams and drivers.

High-powered single-seaters last raced at Bathurst in 1970, when Niel Allen set the then-lap record with a 2m09.7s lap in a McLaren M10B Formula 5000 car, although both Formula Vee and Formula Ford have raced there more recently.



Raise the ride-height, folks...

IN BRIEF



Grand-Am Ferrari tested last week

MWR FOR SPORTSCAR ENTRY

The Michael Waltrip Racing NASCAR squad is set to expand into Grand-Am for the first time. Team co-owner Rob Kauffman explained the team is closing on a deal to run the Ferrari 458 Italia from next year. "In terms of ready, aim, fire, we are at the aim stage," he said.

SRO CONSIDERS WORLD FINAL

The ideal of a world final to bring together the top finishers in the Stephane Ratel Organisation's multiple GT3 series has been proposed. Ratel said he liked the idea of a three-hour race in what he called an "exotic destination" from 2012.

GT1 DRIVER CHANGES

FIA GT1 World Championship regulars Mike Hezemans and Andreas Zuber have called time on their campaign with the Selleslagh-run Team Exim Chevrolet squad. Drivers have yet to be announced for the final three rounds of the series.

TWINS COULD DO MORE ENDUROS

British GT frontrunners David and Godfrey Jones are evaluating taking in more events in the Blancpain Endurance Series after finishing seventh with Mike Jordan in last weekend's Spa 24 Hours round in their Team Pyro-run Mercedes SLS AMG.

GIRL POWER AT MID-OHIO

American Le Mans Series regular Andrea Robertson and Melanie Snow will become the first all-female driver line-up in the championship's history at Mid-Ohio this weekend. They will share the Robertson Racing Doran Ford GT.

GRAND-AM LOOKS AT ST PETE

Grand-Am could join IndyCar at the St Petersburg street track next year. Grand-Am boss Tom Bledsoe said that new venues are under evaluation and that the series could grow from this year's 12 rounds.



Grand-Am to race in St Pete?



LMP1

More doubt for Aston racer

Team backs down on claims that troublesome AMR-One will definitely race again

Aston Martin Racing has backed away from its assertion that the AMR-One will definitely race again.

AMR announced last week that the future of the new LMP1 car, which has so far proven uncompetitive and unreliable, continues to undergo review. That follows Aston Martin chairman David Richards' statement to AUTOSPORT (July 14) that the car would return to racing action.

AMR managing director John Gaw explained that there was no technical reason why the car would not compete next season, but said commercial

considerations could come into play.

"There are two things we have had to do since the Le Mans 24 Hours," he said. "The first was to understand if we could get on the pace [of the top petrol cars], and we have found out that's possible. The next thing is to seek the view of our stakeholders to see what they want to do."

"Everything is a possibility, but we intend to continue the programme"

ASTON MARTIN RACING'S JOHN GAW

Gaw explained that he is visiting one of those stakeholders, primary sponsor Gulf Oil, this week. Other stakeholders include Aston Martin and the owners of the six AMR-Ones due to be built.

Asked if there was a chance that the straight-six-engined AMR-One would not race again, Gaw said: "Everything is a possibility, but we are saying that it is our intent

Lola to be brought out of mothballs



GRAND-AM

Grand-Am's triple crown

GRAND-AM IS PLANNING TO LINK ITS blue-riband enduros at Daytona, Watkins Glen and Indianapolis in a triple-crown mini-championship.

Grand-Am boss Tom Bledsoe explained that the confirmation of the three-hour race on the Indianapolis road course on

the same weekend as the Brickyard 400 NASCAR event next summer had been the catalyst for the idea.

He said that the triple crown, which would have its own prize fund and points structure, could become a reality as early as next season.

"It makes sense now that we have three such iconic tracks on our schedule," said Bledsoe. "It's something that we would like to accomplish in 2012 on a pro-am basis and on a full basis in 2013."

He explained that he hoped that the triple crown would encourage extra

entries from existing teams, as the Daytona 24 Hours already does, and those not wishing to partake in the full schedule.

Wayne Taylor, who runs the SunTrust Dallara team, said: "A triple crown is a great idea, but I'm sure that if we or a team like Ganassi were to enter an extra car it would have to be with an all-pro line-up of drivers."

Grand-Am is looking to attract European teams to Daytona next January. It hopes that manufacturers will produce kits to allow GT3 machinery to race in its GT class.



AMR-One has been slow and unreliable

to continue the programme."

AMR has confirmed that it is switching to its V12-engined Lola-Aston coupe, which it refers to as the Aston Martin DBR1-2, for the remainder of its 2011 campaign. It will field one car in the remaining three rounds of the Intercontinental Le Mans Cup at Silverstone, Road Atlanta and Zhuhai, as well as the penultimate round of the American Le Mans Series, at Laguna Seca in September.

Adrian Fernandez and Harold Primat, who bring sponsorship to AMR, will pair up in all four races and are likely to be joined by either Darren Turner or Stefan Mücke on each occasion.

The Lola-Aston competes as a so-called grandfathered car, and will not be eligible for the ILMC when it becomes the FIA World Endurance Championship in 2012.



Daytona gets a strong field

NASCAR

Ford tempts its star

FORD RACING HAS GONE to what it claims are "unprecedented" lengths to stop NASCAR star Carl Edwards from leaving Roush Fenway Racing at the end of this season.

Edwards, 31, is out of contract at the end of this year and is believed to be weighing up an offer to drive the #20 Joe Gibbs Racing Toyota occupied by Joey Logano.

But Ford Racing spokesman Kevin Kennedy told ESPN that the Blue Oval was pulling out all stops to keep Edwards at

Roush. He would not elaborate on the details, although it is understood that top-level Ford executives are involved.

"It was important enough that we were trying to make it [the offer] unprecedented," said Kennedy. "We've been in racing for 110 years and I don't think we've ever done this before."

Speculation was rife at last weekend's Brickyard 400 that Edwards has already decided upon a Gibbs move, although he refused to comment when asked by journalists.



Ratel has 20 cars in place for 2012

WORLD GT1

Ratel admits to Plan B for GT1 championship

FIA GT1 WORLD CHAMPIONSHIP boss Stephane Ratel has admitted that he has a Plan B should he fail to get 10 teams and manufacturers on the grid for next season.

Ratel made the admission on his announcement, ahead of last weekend's Spa 24 Hours, that he is pushing ahead with his plans for the world championship in 2012 after seven of the desired 10 teams signed up ahead of his self-imposed deadline last week.

"I am stubborn, but I might have to zig-zag," he said. "Each of the brands but one has three cars available, which would bring us to 20. The third car [for each 'brand'] would be a non-scoring car, an extra car for young drivers."

Ratel also said that he would be happy with 18 cars, the number specified by his contracts with race promoters.

"Twenty is ideal," he said, "but 18 is OK, because we are confident that others will join us in 2013."

Ratel said that AMG Mercedes and Chevrolet had agreed to produce kits to upgrade their respective GT3 and GTE (formerly GT2) contenders. He said he hopes to have teams in place to run these cars imminently.

Question marks remain against two of seven teams he announced last week. The Belgian WRT squad, winner of last weekend's Spa 24 Hours, has entered the series but has yet to conclude a deal with Audi to uprate the R8 LMS.

Team boss Vincent Vosse said: "We are talking to Audi, but nothing is done. We will not do anything without Audi."

Marc VDS is believed to be in a similar stage of negotiation with BMW to run the Z4 GT3.

AUTOSPORT SAYS...

GARY WATKINS
INTERNATIONAL
EDITOR-AT-LARGE



Aston Martin Racing's switch back to its V12-engined LMP1 coupe for the remainder of 2011 was probably the only way forward. Yet it has probably come a few months too late.

A sensible move might have been for AMR to hedge its bets ahead of the Le Mans 24 Hours and take one AMR-One and one coupe. It would almost certainly have avoided the PR disaster of both cars going out after only a handful of laps, and might have picked up a good result.

A top-six to emulate its results with the coupe in 2009-10 would have been unlikely, but don't forget the Kronos/Marc VDS version came home a decent – if distant – seventh. Momentum is everything in motorsport, and a finish at Le Mans could have averted the uncertainty that surrounds the project right now.

The problem for Aston is that it funds its programme in a unique way that leaves it stuck between a rock and a hard place. On the one hand it needs to keep its sponsors happy by finishing races, which means using the old car, but still putting racing history on AMR-One chassis purchased by collectors.

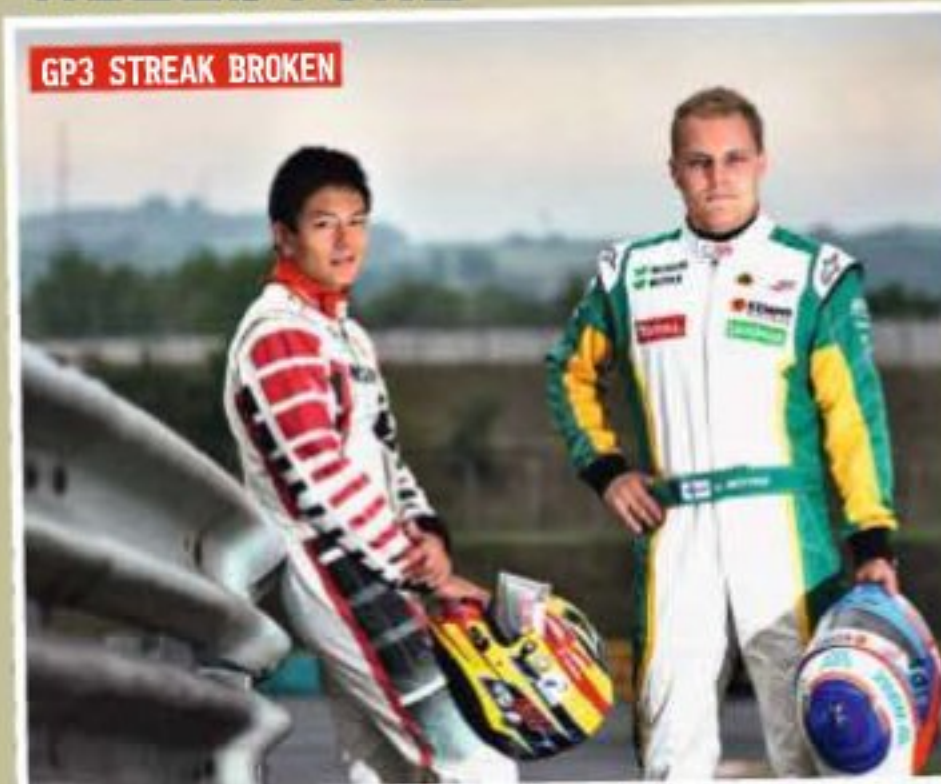
The shame would be if that dichotomy results in the demise of the AMR-One project.

AMR between 'rock and a hard place'



MILESTONE

GP3 STREAK BROKEN



One week after becoming the ninth and 10th GP3 winners in as many races, Rio Haryanto (left) and Valtteri Bottas ended that streak by becoming the first two-time winners of the year at the Hungaroring.

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AUTOSPORT
IMAGE

NEWS
PIT & PADDOCK



An artist's impression of the MG6 touring car racer

BTCC

MG primed for return to the BTCC

Teams approach Chinese-owned marque about possibility of returning to British series with the MG6 model

MG has received approaches from teams wanting to race its new MG6 model in the British Touring Car Championship.

The launch of the MG6 Magnette saloon and the fast-back GT in the UK has resulted in a number of outfits contacting MG Motor UK about touring car racing, according to sales and marketing director Guy Jones.

It is understood that these include high-profile teams seeking

a factory deal and privateers wanting to exploit the cost-effective Next Generation Touring Car rules.

"There is significant interest in MG6 for touring car teams," Jones admitted. "We would be interested, but it would have to make commercial sense."

BTCC boss Alan Gow welcomed the news from MG.

"We know there is interest and as a championship we would love to have them back," he said.

A full-scale return to the BTCC by MG, which ran a factory programme with WSR in 2001-2003, is likely to be a long way off for a manufacturer making the MG6 in tiny volumes.

Any high-profile motorsport campaign would have to wait until production grows with the introduction of new models.

MG made a long-term commitment to motorsport when it launched its sponsorship of Team

RLR's MG EX265 LMP2 last week.

"This allows us to get involved in high-level motorsport on a sensible, cost-effective basis," said Jones, "but as we grow and have more models, we will be able to invest more."

Jones refused to speculate where MG might go next.

"We will stay involved in motorsport at the grass roots (see Sports Extra, P81) and at a higher level," he said, "but where we go will depend on commercial factors."

BTCC

Carrot dangled for Skoda

MATT HAMILTON IS HOPING TO attract Skoda support once the TH Motorsport Octavia is developed next season.

THM announced last week that it is developing an NGTC-spec Skoda

Octavia for a 2012 BTCC campaign. Hamilton has already been confirmed as one driver and the team is considering a second entry.

Hamilton, who raced a Honda Civic-R for the squad in the BTCC in 2009-2010, said: "If we can work on the car and show it's competitive then hopefully it's something Skoda would seriously look at."

No engine has yet been confirmed for the Octavia, but Hamilton hopes to start testing at the end of this year.

"We plan to do a lot of testing to get through some of the teething problems," he said. "I see no reason why we can't run in the top 10."



THM will run Octavia in '12



LADA REVEALS RACER

Lada has revealed a racing version of its Granta model built to WTCC specifications ahead of a possible future return to the championship. The Russian manufacturer ran two 110 models in 2008 and 2009.

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PIT BITS

Facts and stats plus a readers' poll

NEWS
PIT & PADDOCK

Flashback

12 March, 2006

TORO ROSSO'S CENTURY

Scuderia (nee Squadra) Toro Rosso notched up its 100th race in Hungary last week. Its debut came in Bahrain in 2006, with Italian Tonio Liuzzi and American Scott Speed on driving duties.



TOP FIVE

Oldest maiden WTCC winners

1 Franz Engstler

German privateer broke his duck at Oschersleben last Sunday at the age of 50 years and six days.

2 Nicola Larini

Broke through at Marrakech in 2009 at 45 years and 14 days old.

3 Gabriele Tarquini

Italian was 43 years, two months and 13 days old when he won at Silverstone in '05.

4 Alain Menu

First of the former BTCC champ's wins came at Brands in 2006 when he was 42 years, nine months and 12 days old.

5 Alex Zanardi

The Italian (below) won at Oschersleben in 2005, aged 38 years, 10 months and five days.



Zanardi won for BMW

Formula 1 on pay TV

We asked AUTOSPORT forum users whether they would pay to watch Formula 1 on TV

Yes, if there was no legal alternative 6.9%

I'd stop watching F1 23%

I'd watch online illegally 41.1%

I already pay 10.9%

Depends on the price 14.1%

I might pay to stream some races 4%

top tweets



@H_Kovalainen

Just landed in Geneva, we took off after Schumacher but he just landed after us so it's the first time I overtake him this year!



@mwinterbottom

[Mark Winterbottom] Made Renee a chocolate cake today. It's not great but not too shabby either. That reminds me that bootcamp is tomorrow.



@AndyMeyrick

test drive the new mclaren this morning?well i don't mind if I do, thanks



@JensonButton

Woohoo!!



@jasonplato

Mrs P just made an amazing pasta dish, now it's time for a strong Assam cup o tea. No room for biscuits!



@alex_lloyd

Beautiful morning. Just walking into a meeting. Actually I'm trying to find the location of my meeting. Confused

NEXT WEEK



HOW GOOD IS SEBASTIAN VETTEL?

The world champion enjoys a big points advantage at half-term, so Edd Straw assuages any doubts

DOES GREEN STILL MEAN GO?

Is there still any substance to ozone-friendly motorsport?



PLUS

The British Touring Cars are back in action at Snetterton; DTM heads to Nurburgring; IndyCar from Mid-Ohio

ON SALE
AUG 11



WRC

EYVINDS ABOVE!

Eyvind Brynildsen was one of many drivers to crash out of the Hassi stage of Rally Finland on Friday. The Norwegian's Fabia rolled out when he overcooked this left over a crest.

WRC

Loeb closing on future decision

Seven-time champion will make up his mind on whether to stay in rallying before German WRC round later this month

Seven-time World Rally champion Sebastien Loeb will decide his future in the sport before Rallye Deutschland later this month.

Citroen, for which Loeb has taken all 66 of his WRC wins, wants to keep him next year and has reportedly offered €8m (£7m) to keep him in a DS3 WRC alongside current team-mate and chief rival Sebastien Ogier. Loeb is adamant he has not decided what he will do yet.

"They [Citroen] are waiting for me," Loeb told AUTOSPORT, "so I have to decide in the next week or two. I will decide whether I stay at Citroen, or stay in the rally but with somebody else, or retire and do something else. One thing is sure, I will not stop driving."

Financially, Volkswagen is Loeb's

only other option as neither Ford nor Mini would have the cash required to secure the 37-year-old's services. And Loeb said he would not be averse to moving to VW.

Asked if he would want to start developing a new car again, he replied: "Yeah, it's also an opportunity for me, maybe. I have to think, do I really want to continue? I have been thinking about this for a few days."

Loeb fell short of rating his second Rally Finland win as his best – Ford's Malcolm Wilson did that for him – but he admitted events like his 66th win made him think more about staying.

"It was a fantastic rally," Loeb said. "I know it can be a long time if you stop, but that's why I have to do something else. Finland was one of

the best for me. To win here, you have to be perfect and this was the perfect rally for me – and it showed I am still the fastest. I know I still have things to do in rallying."

Citroen team principal Olivier Quesnel said: "I hope he will stay with us, but at the end we will see. He has been with us for 10 years and one day he will stop. If he is not here, we will have to succeed without him. But my target is to have an agreement with Loeb and I won't speak about drivers who might replace him."

Quesnel added that he thought Ogier was now ready to lead the team, if Loeb did decide to stop.

"I am almost sure he [Ogier] will finish second in the championship," said Quesnel, "and, after this year, he will be more comfortable."



Will the WRC's best ever stay at Citroen?

Finland fans now want Ouninpohja to return



WRC

Finland route shake-up planned

THE LEGENDARY OUNINPOHJA STAGE

could return to Rally Finland next year, with the event looking at a longer route that may include a night away from its Jyväskylä base.

Finland's agreement with its traditional host city ends this year and, while the event is expected to remain based in Jyväskylä, it could spend a night in Tampere or Lahti in 2012.

Rally Finland general manager Jarmo Mahonen said next year's route would be

under review in September. He added that he hoped Ouninpohja would be back for the first time in five years. In an unusual move, the local council has repaired the 22-mile stage and tuned the repair to the requirements of the rally, narrowing the road and making it more twisty in places to reduce the average speed.

"Ouninpohja is an iconic stage," said Mahonen. "We used it a lot and the locals got a bit fed-up, but we haven't been there for a few years and now they want it back."

WRC

Rally GB focused on longer route

RALLY GB OFFICIALS ARE AIMING to return the event to a round-Britain format as soon as possible – but next year's edition could be sacrificed in the absence of a host venue and sponsor.

AUTOSPORT's sources say Rally GB could withdraw itself from next year's championship if a deal is not tied down in the next month. There remain hopes of an agreement with Wales or Yorkshire, but event chief executive Andrew Coe admitted the focus is now increasingly on 2013 and beyond.

"We have options beyond next year," said Coe. "Longer-term, we're looking to take the rally back to a tour around Britain. We've had 10 years of the cloverleaf format imposed on



Rally GB plan includes return to 1990s format

us, now we can break free from that. We now have the freedom to exploit the route more fully. There's scope to return the rally to what it was – and that's what we're working towards."

WRC Commission president Jarmo Mahonen said the door would always be open for Rally GB to return to the calendar, providing the event met all necessary criteria – and he is

a big fan of the longer route.

Mahonen said: "If they [Rally GB] are going to be off [the calendar] in 2012 then what's going to happen in 2013? We need to see the marketing plan and everything like that, but, personally, I think we need the UK."

"We have had discussions about the longer route and we are absolutely in agreement with this."

IN BRIEF

BRITS STAR IN X GAMES

British drivers Liam Doran and David Higgins collected first and third places at last weekend's X Games in Los Angeles. Double WRC champ Marcus Gronholm was runner-up (see Sports Extra, P85).

ATKO BINS AUSSIE PLAN

A lack of finance has forced Chris Atkinson to shelve his plans to contest Rally Australia in September, but the Australian is putting the cash he's raised so far towards a programme of four or five WRC rallies next year. "I really miss the WRC," he said. "It is where everything is at and I want to get back here."

CRONIN EYES IRC RETURN

Double British Rally Champion Keith Cronin is hoping to return to rallying on the next round of the IRC, the Barum Rally, with Proton. The Irishman was in Finland for last week's WRC round, where he was talking to VW about driving one of its two Skoda Fabia S2000s on Rally GB.

KETOMAA BACK FOR FRANCE

Jari Ketomaa, who led Rally Finland after the first stage last week, is hoping to contest Rally France in October and up to six rounds of the WRC next season, all in a Ford Fiesta RS WRC. Ketomaa crashed out of SS8 while running fifth.

RANTANEN STUCK AT HOME

Matti Rantanen's hopes of starring on Rally Finland were dashed when he rolled out of the event at over 100mph. Amazingly, his Mini was still repairable for Friday morning, but the Finn, who had been lying sixth after SS1, couldn't afford to reinsure the car.

MIKKO, THE OTHER STAR

Renault Clio driver Mikko Pajunen was the star of the Production Car WRC at the end of Friday night on Rally Finland. The 26-year-old held second in the category going into the final day, despite having half the horsepower and number of driven wheels of those around him. Saturday's twistier stages exploited his lack of traction and left him sixth at the finish.

FORD FANCY IN FINLAND

M-Sport unveiled its new hospitality centre on last week's Rally Finland. The lower deck is used for entertaining, while the top floor is taken by the Ford team's management and engineers.

The Blue Oval unveiled new centre



WRC

Richards: it's time for Mini to up the ante



DR (right) wants improvements

PRODRIVE CHAIRMAN DAVID

Richards has called on the Mini World Rally Team to step up its game on the next round of the World Rally Championship.

The factory cars of Dani Sordo and Kris Meeke were running comfortably in the points for the first half of the rally, before dropping out with overheating problems caused by the cars scooping up dirt.

"We have to step up our game now," said Richards. "The drivers tell me the car is sensational on asphalt. So, if that's the case, let's see some proof, please."

Prodrive is expected to take over the build and development of the Mini engine in the coming months and Richards added that he expected to solve the drivers' concerns over the lack of power.

"We're not far away with the engine – it's not night and day, it's two or three per cent," he said. "We believe this is achievable before the end of the year."

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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Part two of Volkswagen's arrival in the World Rally Championship is complete. After a slick launch in Sardinia, the VW Motorsport trucks rolled into a WRC service park for the first time in Finland last week.

It was an unusually sizey operation for a couple of cars running down the back, but this, as far as VW was concerned, was the bare minimum. The statement of intent will come next year, apparently.

VW's drivers Andreas Mikkelsen and Joonas Lindroos were told a finish was everything as the Hannover team sought meaningful time in the WRC service park. When the Finn went off the road twice on Friday, he was given fairly short shrift for his deviation from the plan. Mikkelsen also failed to finish, but a stone through the radiator was forgivable. "Flashes of brilliance" was how motorsport director Kris Nissen described his efforts.

Really?

I thought Mikkelsen was, at best, average. That doesn't change my view that he will be world champion – but it did lead me to question VW's motives in giving young drivers a glimpse of the dream ticket, before instilling the fear of failure. My frustrations at this perceived double-edged sword were not shared by everybody.

The overriding view of the numerous world champions I spoke to in Finland was that, if a driver, even a young driver, can't get the car to the limit, keep it there and bring it home, he's not the man for the job.

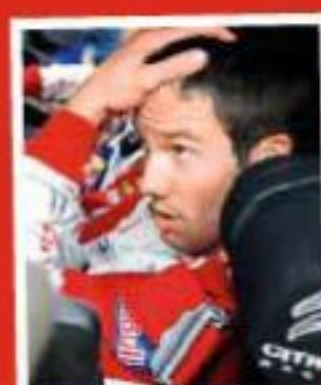


Mikkelsen: is he the real deal or not?

QUOTE OF THE WEEK



We're not going on holiday together"



Sebastien Ogier clarifies his relationship with his Citroen team-mate, and rival, Sebastien Loeb



HUNGARIAN GP

Hungaroring, July 31

ROUND 11/19

LAPS 70

WINNER

Jenson Button
1h46m42.337s

POLE POSITION

Sebastian Vettel
1m19.815s

FASTEST LAP

Felipe Massa
1m23.415s

RACE RATING

★★★★★

Great race livened up by rain and Hamilton and Button - a regular theme this summer!

DRIVERS STANDINGS

Vettel	234pts
Webber	149pts
Hamilton	146pts

MILESTONES

- 100th grand prix for Nico Rosberg and for Toro Rosso
- First time Alonso has been outqualified by Massa since last August's Belgian GP



JENSON HAS HIS CAKE AND EATS IT

There were celebrations already for the Briton before he started his 200th grand prix. Then he went and won a thriller. By MARK HUGHES



QUALIFYING

Red Bull is on the back foot, but Vettel rescues it with a qualifying special

⌚ This was a Red Bull save worthy of Gordon Banks. Right until the final sector of Sebastian Vettel's final run, this was shaping up to be the first non-RB pole of the season. The team had been in genuine trouble on Friday, running a new front wing, diffuser and rear suspension, then broke the curfew on Friday night (you're allowed to up to four times per season), changing the car back to a tweaked version of the older spec. Although Seb was immediately quick using this in Saturday-morning practice, he still seemed a little tentative into Q1 and Q2. Even his first Q3 run was a tenth down on Lewis Hamilton, who was revelling in a McLaren with modified exhausts to take fuller advantage of the new engine mapping introduced last time out at the German Grand Prix.

But Lewis's second run wasn't as good and Seb's was better. "I saw Lewis was really good in the last sector on the first run," said Vettel after securing his 23rd career pole, his eighth of this season, "and so on the last run I squeezed a bit more out of myself there next time. The car was much better today and I was able to start getting more out of myself."

Hamilton was 0.25s up after sector one on his final run, but made a couple of small errors in the final sector, going wide on the exit of Turn 9 and again on the final turn, meaning his first effort – with the extra fuel in – was his best. The McLaren continued its Nurburgring form, looking strong all weekend, quick to get its tyres up to temperature, plenty of low-corner grip, very effective off-throttle blowing. There were eight upgrades on the car, including the new exhaust. Lewis was able to exploit the car's competitiveness to use only the prime tyre in Q2, meaning after his two super-soft runs of Q3 he still had a brand-new set for the race. Just as at the



Vettel nervously monitors the times

Nurburgring, he changed his Carbone Industrie brakes for Brembos, this time between FP3 and qualifying, after suffering several lock-ups in the morning.

Team-mate Jenson Button – on Brembos for most of the season, just like Red Bull and Ferrari – was third quickest, around half a tenth off Hamilton and quite satisfied. "I just worked on dialling a bit more front end into the car through qualifying," he said. "By Q3 it was very good."

At Ferrari, Felipe Massa was ahead of Fernando Alonso for the first time this season, fourth and fifth respectively.

Massa worked away eradicating oversteer in the morning. He had too much understeer into Q1 but dialled it out with front wing as the session progressed.

Alonso was another to make a crucial error in the final sector on his last run, thereby allowing Massa to shade him by 0.015s. The Ferrari generally was comparably fast to anything on a run but, as tech chief Pat Fry observed: "We do need to improve our performance on a first flying lap."

Mark Webber suffered a disjointed session. He'd stayed with the newer-type Red Bull floor/rear suspension but had also reverted to the older-type front wing and diffuser overnight Friday, though he'd not been as dissatisfied as Vettel. Into qualifying he had no KERS, and it wasn't until his final Q3 run that it was available. Unfortunately he got caught on his out-lap behind Button's McLaren, which requires a much gentler out-lap than the Red Bull.

Forced to back off, Webber had tyres not fully up to temperature as he began his lap, and unknowingly he'd pressed his DRS button fractionally early onto the main straight (he was at 98 per cent throttle and it only opens at 100), meaning it didn't activate. Because he had KERS for the first time, he didn't realise his wing was still closed, "so my first sector was rubbish." From Turn 5 onwards his lap was almost identical to Vettel's. It put him sixth on the grid.

The remaining four places behind the

big three teams were filled out by the two Mercedes, a Force India and a Sauber. Nico Rosberg got all he reckoned was available from the Merc in slotting it seventh, 1.2s off pole. Michael Schumacher was 0.9s and two places further back. The trend all weekend was that he could not find as much time as Rosberg from the super-softs, his pace on the harder tyre quite comparable. As ever, the Mercedes was degrading its rear tyres very quickly. Adrian Sutil got through for the second successive race and did a good lap to slot the Force India eighth.

Sergio Perez made it through to Q3 for the first time since his Monaco accident and chose not to go out during the run-off, accepting 10th place with no new super-softs left. Paul di Resta was first of those not to make it into the run-off, his Force India heading Vitaly Petrov's Renault, Kamui Kobayashi's Sauber, Nick Heidfeld's Renault, the Williams of Rubens Barrichello and the Toro Rosso of Jaime Alguersuari. Pastor Maldonado opted not to run his Williams in Q2 in order to save tyres for the race.

Di Resta locks up. He missed out on Q3



P38 RESULTS
Stats from
Hungaroring





Hamilton and Vettel were wheel to wheel early on...



RACE CONDITIONS

Started on a damp track, but it was dry enough for slicks after 10 laps. Briefly rained late on. Track temp of 19 degrees.

They couldn't know it at the time, but for Jenson Button and Lewis Hamilton all the hectic wheel-to-wheel racing up until lap 52 – with only 18 to go – was just to get into position. That was the point at which the call that would decide victory was made, with rain hitting the drivers' visors hard and heavy, their slick tyres giving messages their brains were trying hard to ignore. Could it really be true that this rain would be over soon, that a stop now for intermediate tyres would lose the race? Surely it was raining too hard for that to be true... Perhaps inters were going to win this race for whoever got onto them early enough; the weather would decide the outcome – and the fight would determine first call of its favours.

HAMILTON'S PERSPECTIVE

For Hamilton it was about the emotion of emergency, of knowing how crucial this approaching decision was, the calls being made upon his brain, trying just to hold the car on the ever-wetter track on his worn slicks while racing the others wheel-to-wheel.

Worse, he was calling the team for information and not getting much in the way of replies, a radio glitch

meaning they couldn't hear him most of the time.

This race was threatening to get away from him after all that hard-charging effort. He'd tracked Sebastian Vettel's Red Bull on inters for the first four laps before making the pass, taking advantage of the way the McLaren instantly gets tyre temperature by pressuring Seb into running too deep into the slippery Turn 2. Hamilton nipped by on the inside and was 2.5s clear within a lap, building to 5s soon enough. Ordinarily that might be the foundation for the win, but this wasn't an ordinary day, with unsettled skies, a green track and masses of tyre degradation.

For Hamilton's next stint he was onto the new super-soft tyres he'd saved by being brilliant in qualifying. Button rather than Vettel was now the chaser, but some distance behind. Now he'd show them; here was his reward for being fast and bold enough yesterday to get into Q3 using only a set of primes, foregoing the extra 0.8-1.0s the options brought. By the 20th lap he had that gap over Jenson out to over 9s, the car's body language saying everything of a sublime talent just doing what he was born to, hustling a responsive, balanced McLaren, bending it to his will, slicing and shaving past backmarkers. Fantastic to watch, but was it the best way to run this race?

Then the front-left began giving out – and suddenly Button was cutting into that lead. A bit stressful that, but Hamilton was still over 4s in front as he made his second stop

on lap 26. With 44 laps still to go, and the way he was using up the tyre life, this was shaping up into a four-stop race for Lewis. That was OK – the simulations said that, all else being equal, a four-stop strategy was only 5s slower over the full distance than a three-stop.

McLaren was committing him to another three stints. The undercut on Button meant he began his third stint 7.3s ahead, but this time Jenson was pegging him. In fact, 13 laps later he was beginning to reduce it by 1s per lap – that front-left was finished again. So in came Hamilton again on lap 40 – and on went another set of super-softs. In the McLaren pits, they could see this was going Button's way, that he was potentially going to be able to do one stop fewer and that Lewis wasn't able to build a big enough gap to buy that extra stop. But what Button's strategy might be wasn't on Lewis' radar; he was just driving his race, at the front.

In stint three it happened again, but even more severely, the

front-left going just six laps in this time. Button was coming back at him again, the drizzle intensifying now, the track treacherous in places.

Hamilton was aggressive through the traffic, not interested in biding his time, forcing the issue always, yellow helmet in silver-and-dayglo car emerging from the gloom and into the mirrors of the HRTs, Virgins and such. Into the chicane, lap 46, and that left-front locked, forcing him to wind on more lock in order not to run wide – he put too much load onto the rear for the greasy surface and he spun like a top. This could not be happening! But it was. He caught it on the clutch and spin-turned... Oops, that Force India had to make an emergency avoidance on the outside as Button went by on the inside, taking his lead.

But Jenson was on the harder tyre – a disaster as the rain intensified, losing its temperature earlier – and Lewis was soon all over the back of him, prepared to fight him just like he'd fight anyone else. That spin ▶



...and then hung it out while battling Button

had brought Vettel right onto their tails though – so there was plenty of potential for it to go horribly wrong as the radar insisted heavier rain was on its way.

The McLaren radios were silent as Hamilton tracked his team-mate down. Button ran wide out of Turn 10 on the 50th lap, giving Hamilton vital momentum, and as they each entered the pit straight the second-place McLaren's DRS wing opened its slot, allowing Hamilton to slipstream back into the lead into Turn 1. Button replicated the move on Hamilton on the next lap, the rain beginning to fall heavier now, especially at the slippery Turn 2, where Button on his rapidly-cooling harder tyre ran out wide – allowing Hamilton back into the lead.

His crew may not have been hearing much of him, but he was hearing them loud and clear. "In this lap, Lewis." In the McLaren pit apron, the intermediate sets of both drivers were standing.

BUTTON'S PERSPECTIVE

On days like this, with a damp track and unsettled weather, Button can sniff opportunity in the air. Such races are rarely won on devastating pace alone. They call for a cool head and sensitive hands – and they never let him down.

Even with a damp surface layer and everyone on inters, there was still more grip on the left side of the grid and he was off the line better than Hamilton, moving to his outside as they rounded Turn 1 just behind the polewinning Red Bull of Vettel. He went round there side by side with Lewis, a fishtailing moment as he sought to avoid colliding, and was ideally placed to go down the inside into the left-handed Turn 2. But he didn't. He actually backed out of it early, allowed Hamilton to have the place even from the disadvantageous side.

"Hamilton was hearing his crew loud and clear. 'In this lap, Lewis.' The sets of inters were standing"

Button was already thinking ahead. This was going to be about tyre use, he'd decided, of not abusing the rubber and maximising the stint lengths. Had he allowed himself to pass Hamilton, he'd have had his charging team-mate – all fury and full attack and 'you make my strategy work around that' – hassling him, making him overwork those inters on a heavy fuel load. You could almost sense him thinking: 'No, off you go Lewis. I'll see you later.'

"We thought the correct way to go was two stints on the super-soft and then one on the soft because they could get 25, maybe 35, on the soft," said Pirelli's Paul Hembery. "It was the way that Jenson started in his mind."

Button watched Hamilton attack and then pass Vettel after four laps, as he in turned pulled quickly clear

of Mercedes pair Nico Rosberg and Michael Schumacher, each of whom had zapped Fernando Alonso at the exit of Turn 1 for the first time, the Ferrari's rear tyres not up to temperature and spinning furiously.

Alonso had retaliated past Schumacher before the end of the lap after a great Turn 12-13 sequence of side-by-side duelling, Michael briefly fighting for control of the car inches from the Ferrari while refusing to back out of it. Felipe Massa – outaccelerated from the slippery side of the grid – then took up the challenge of getting past Schuey while Alonso attacked Rosberg for fourth. Massa got by and so, by lap four, did Mark Webber's Red Bull.

Button stayed smooth and calm in third, eased back two-three seconds from Vettel, pulling away from the Rosberg/Alonso fight, just concentrating on keeping the car on the road and caring for the tyres. By the time Webber triggered the wholesale switch to slicks at the end of lap 10, Button was almost 8.5s down on Hamilton.

The timing of Webber's switch was brave, before the track was really ready. He'd moved up to sixth on lap



Button got Vettel after first stops



Relief on podium for the race winner...

DRIVER BY DRIVER by Edd Straw

1  **7/10**
Event rating

SEBASTIAN VETTEL

Red Bull-Renault RB7-3
Start: 1st. Finish: 2nd
Found his form after forsaking Red Bull's upgrade package to take another pole position. Led early on, but ran wide at Turn 2 under pressure from Hamilton and lost a place to Button by running a lap longer on inters. Hamilton's troubles gave him second late on.

2  **6/10**
Event rating

MARK WEBBER

Red Bull-Renault RB7-4
Start: 6th. Finish: 5th
Unlike his team-mate, stuck with new floor package and reckoned getting anywhere near Vettel in qualifying was impossible. Was first to pit for inters in the race, which was a good move, although gamble on inters late in the race backfired and he couldn't hold off Hamilton.

3  **6/10**
Event rating

LEWIS HAMILTON

McLaren-Mercedes MP4-26-03
Start: 2nd. Finish: 4th
A typical Hamilton weekend in some ways: exhilarating and infuriating in equal measure, he pressured Vettel into a mistake to take the lead and had the speed to win. But he was too hard on his tyres and the reckless recovery – and stop for inters – cost him in the end.

4  **9/10**
Event rating

JENSON BUTTON

McLaren-Mercedes MP4-26-04
Start: 3rd. Finish: 1st
Turned in a good qualifying performance and made all the right moves in the race. Was kind to his tyres, made few mistakes – aside from running wide and letting Hamilton past on lap 51 – and had no intention of pitting for inters. That added up to a classic win.

5  **7/10**
Event rating

FERNANDO ALONSO

Ferrari 150° Italia-290
Start: 5th. Finish: 3rd
The Ferrari lacks a little grip in slow corners and Alonso never expected to win this. A scruffy Q3 and a few errors early on, including a spin and straightlining the chicane, meant he wasn't in touch with the McLarens and Vettel. Undercut Webber to finally take third.

6  **5/10**
Event rating

FELIPE MASSA

Ferrari 150° Italia-288
Start: 4th. Finish: 6th
Outqualified Alonso for the first time this season and kept his team-mate in sight in first stint, briefly leading him after the Spaniard went off. Overcooked it at Turn 2 on lap eight, hitting the wall and condemning himself to a recovery drive back up the order from ninth.



Wheel to wheel
between McLaren duo



...after joy for his victory

seven when Massa had spun at the treacherous Turn 2, refusing to unwind the lock, fighting it all the way even as the Ferrari got onto the painted area. As the rears found the wet paint with the steering lock wound on, so it reversed him into the tyrewall. Felipe and his damaged rear-wing endplate got going again three places down.

There was a snake of a dry line through much of the track, but parts were still very wet as Webber came out on his super-softs, gliding and sliding spectacularly through the worst of it. Massa was in on the same lap. Such was Hamilton's lead over Vettel at this time (4.9s) that McLaren could afford to bring Button in first, on lap 11, with Lewis, Vettel and Alonso following on 12.

Button was yet more spectacular than Webber as he rejoined, huge armfuls of understeer, switching quickly to opposite lock before the McLaren's super-softs warmed up. The undercut and his strong pace reduced around half the deficit to Hamilton, and he was able to nail Vettel into Turn 2 after the Red Bull exited the pits just in front of a McLaren that had its tyres fully up to temperature.

McLaren was now running one-two and Button was sensing more than opportunity now – he was beginning to see how he was going to win: "It was in the first stint, when people were struggling about halfway through with their tyres and I was able to push on. I felt it was just a matter of time before I got the jump on Lewis in the dry."

A few seconds behind Vettel ran Webber (jumping two places through being quicker on his fresh slicks than Alonso and Rosberg were on their worn inters).

"I was looking after the tyres and the fuel early in each stint," said Button, confirming that there was a deliberate strategy to his driving.

Initially the deficit to Hamilton grew once more and Vettel stayed right with him, but by the 20th lap he was 9.1s behind his team-mate. Then the tide began to turn, Jenson rattling off a pummelling sequence between the 21st and 25th laps that neither Hamilton nor Vettel had an answer to. At McLaren it confirmed that he would probably be able to make a three-stop work and that Hamilton, complaining of that overheating left-front again by now, could not. Jenson had the gap down to 4.3s as Lewis was brought in for his second stop on lap 25.

Tyres in good shape, car still balanced, Button came in on the 27th lap, by which time he was 6s clear of Vettel. It was inevitable that Jenson was going to catch Lewis if this pattern was maintained and that Vettel was now his only threat. The extra stop Hamilton was going to have to make meant he would need to pull out around 20s over Button, and Jenson's pace and consistency was too good to make that possible.

Early in the stint Vettel was briefly flying, getting the gap to Jenson down from over 7s to under 5s, but then he was off the track at the fast right-hander of Turn 11 and his tyres were past their best. Thereafter he was able to maintain the gap to Button but could not close it.

A few seconds behind, Webber was on much the same pace – and Alonso, feeling that the Ferrari had a lot more pace into the second half of the stints, was getting frustrated at not being able to find a way by. The Ferrari was again kinder to its tyres than the Red Bull and it would have been interesting to see how Alonso's pace might have compared with Button's through a stint. But the early struggle to get temperature meant he was always on the back foot. A couple of offs in his first stint had cost him the time that meant he was jumped at the first stops by Webber. ▶

7  **5/10**
Event rating

MICHAEL SCHUMACHER
Mercedes MGP W02-09
Start: 9th. DNF
Same old story for Schuey. Couldn't get the best out of option rubber in qualifying and was way off Rosberg, then spun in the race while battling with Massa. Aside from that, was quick on race pace and climbed the order early on, before a gearbox failure put him out.

8  **6/10**
Event rating

NICO ROSBERG
Mercedes MGP W02-07
Start: 7th. Finish: 9th
Did exactly what he needed to in qualifying by taking seventh, and would likely have finished there in the race had he not gambled on switching to inters. Passed Kobayashi and Alguersuari when the pair had their Turn 1 coming-together to salvage two points.

9  **4/10**
Event rating

NICK HEIDFELD
Renault R31-04
Start: 14th. DNF
Sat out first session for Bruno Senna and was outqualified by Petrov. Dropped to 16th on lap one, then behind Glock and, crucially, Kovalainen. Spent first two stints losing seconds a lap behind the Finn and was out of points contention when his exhaust burned the car down.

10  **5/10**
Event rating

VITALY PETROV
Renault R31-05
Start: 12th. Finish: 12th
Did a solid-but-unspectacular job in qualifying, but was on course for points in the race on a three-stop strategy before gambling on running intermediates when it briefly rained. That dropped him behind the intense fight for the minor points, leaving him a distant 12th.

11  **7/10**
Event rating

RUBENS BARRICHELLO
Williams-Cosworth FW33-04
Start: 15th. Finish: 13th
A missed opportunity for the Brazilian, who drove superbly in the wet phase of the race to get himself into points contention. Had a punt on intermediates late in the race, which cost him, although scoring points once it dried up would have been tough.

12  **5/10**
Event rating

PASTOR MALDONADO
Williams-Cosworth FW33-02
Start: 17th. Finish: 16th
Gave up on qualifying to keep all three sets of option tyres fresh for the race, but any hope of a good result went out of the window when he got stuck behind Kovalainen's Lotus during the first two stints. Punt on intermediates didn't help, but risk didn't do any harm.

◀ It was in an attempt to break free of Webber that Ferrari brought Alonso in early – lap 36 – and fitted another set of super-softs. It was early enough to confirm that he'd been switched to a four-stop. He was mighty quick upon rejoining in clear air, the fastest man on the track by a considerable margin between laps 38 and 41. But it took too much out of the tyres and his pace would drop off quite drastically after that.

Throughout this time the drizzle had never fully gone away. Turn 2 remained very tricky, and virtually everyone had some sort of moment there, running wide onto the run-off and continuing. Massa's pace was intermittently good, but he was already half a minute behind Alonso and fending off Rosberg, who in turn was not that far clear of Paul di Resta, having a great controlled run in the Force India.

Button yet again was closing the gap to Hamilton as he approached what was going to be his third-and-final stop – under 6s by the time Hamilton was brought in at the end of the 40th lap. Button was in two laps later, Vettel the lap in between them. Sebastian, like Button, was fitted with a set of the harder tyres, on which they would stay for the remaining 30 laps. Hamilton, on his four-stop strategy, was given another set of super-softs.

The earlier stop had temporarily increased Hamilton's lead once more, but still Button tracked him, always on course to beat him by doing a stop fewer. This was even more certain as Jenson found the harder tyre was actually surprisingly grippy, and he began matching Hamilton's times from quite early in the stint. Vettel was still hanging on. He'd been leapfrogged by Alonso's earlier stop but was soon upon the now-gripless Ferrari, passing him easily around the outside of Turn 1 on the 45th lap.



Di Resta leads hectic scrap from Kobayashi



Alonso, here leading Massa, claimed third



Heidfeld got a bit hot and bothered

DRIVER BY DRIVER by Edd Straw

14  **4/10**
Event rating

ADRIAN SUTIL

Force India-Merc VJM04-04
Start: 8th. Finish: 14th
An excellent qualifying performance put him on the fourth row, but he lost it under braking for the chicane on the first lap and dropped to 20th. Couldn't make any progress from there, spending two stints in the train behind Kovalainen, which ruined his race.

15  **9/10**
Event rating

PAUL DI RESTA

Force India-Merc VJM04-02
Start: 11th. Finish: 7th
Didn't quite get the best out of the car in qualifying, but then turned in immaculate drive. Made key passes when he needed to, survived the team making the wrong tyre choice by sending him out on options in the third stint, and then passed Kobayashi late on to create a buffer.

16  **5/10**
Event rating

KAMUI KOBAYASHI

Sauber-Ferrari C30-01
Start: 13th. Finish: 11th
Didn't have Perez's raw pace and attempted a two-stop strategy. Defended well on shot tyres, but couldn't make the prime tyres in his first stint last long enough. Long stint to the finish on option tyres was never going to work and he had to make a late final stop.

17  **4/10**
Event rating

SERGIO PEREZ

Sauber-Ferrari C30-02
Start: 10th. Finish: 15th
Great in qualifying, but in the low-grip conditions early on he went off on lap one and dropped to 19th. Never recovered and lost huge chunks of time behind Kovalainen in first two stints, then passed him under yellow flags and got a penalty – a rookie error.

18  **9/10**
Event rating

SEBASTIEN BUEMI

Toro Rosso-Ferrari STR6-04
Start: 23rd. Finish: 8th
Had a five-place grid penalty hanging over him, so focus was on race set-up. Brilliant first lap to run 14th. From there was quick, consistent, made good overtaking moves and ended up eighth. Might even have been able to beat di Resta had he passed Kobayashi more quickly.

19  **7/10**
Event rating

JAIME ALGUERSUARI

Toro Rosso-Ferrari STR6-01
Start: 16th. Finish: 10th
Another good, solid weekend's work, although his aggressive attempt to follow Buemi past Kobayashi late in the race led to contact, a half-spin, and probably cost him a place or two. Reckoned seventh was on had di Resta not passed him after the final stops.



Then came lap 47 and Hamilton's spin. Button was confronted by the broadside sister McLaren as he exited the chicane, passing for the lead and lapping di Resta all in one move. But the yellow flags created by the spin were still showing into Turn 8 as he was about to put Adrian Sutil's Force India two laps down.

"Adrian braked trying to let me by," said Button, "but because the yellows were out I didn't want to pass, so I had to almost stop the car. It meant that Lewis was able to get going and be back on my bumper by the next corner, so that made it very tricky." Particularly now that the rain was intensifying, and Button was on the harder tyre...

Suddenly Hamilton had the advantage again, and for the next few laps they dived, passing and repassing – and the McLaren pit wall held its breath. "It was nerve-racking," confirmed team chief Martin Whitmarsh, "but we trusted them and they trust each other." Button actually held his pace on the harder tyre much better than Vettel, who fell away by several seconds

"The radio crackled: 'Cancel that Jenson. We're pitting Lewis this lap.' I had no intention of stopping anyway," he said"

during this time, the Red Bull clearly not generating the tyre temps of the McLaren. He was also nursing a brake-temperature issue. For him, this was a day to think of championship points.

The complexion of this race could have been about to turn. If the rain came down heavily enough for everyone to switch to intermediates, then Button's strategy advantage over Hamilton would be wiped out – he'd no longer be doing one stop fewer. At the end of the 50th lap Webber – in a distant fifth place and with not much to lose – decided to roll the dice, pitting for a set of inters. A bunch of the midfielders followed his example.

Their first-sector times were good. But then they would be, because the first sector was wetter than the rest of the lap. It wasn't a clear-cut decision at all as the strategists agonised, the radar saying that the rain was set to stay for a while. Those at McLaren realised their next call could decide which of their two drivers would win and which lose. The driver in front got the choice. "Pit this lap Jenson," his radio crackled into life. 'No way,' thought Button, 'it's still nowhere near ready for inters.' His skill on slicks in the wet means his changeover point can be considerably wetter than most, giving him a great bandwidth in such marginal conditions. At just this point, he ran wide onto Turn 2, so giving Lewis back the lead. "No, cancel that Jenson. We're pitting Lewis this lap."

"I had no intention of stopping anyway," said Button afterwards. Cool head and sensitive hands.

"He's so calm in those situations," marvelled McLaren technical director Paddy Lowe. "Perhaps calmer than us, actually!"

THE RESOLUTION

And it passed as quickly as it had arrived. Only the edges of the rain cloud had caught the track as it passed eastwards. By lap 52 it was already easing – as Hamilton was leaving the pits on his new inters. Button had effectively secured what the sudden rain had threatened to take from his grasp. But he'd not taken its bait.

"With Lewis, there was no real risk to switch," explained Lowe. "Because he would have needed to stop again anyway. His tyres were going and were only going to get worse." Besides which, that earlier spin-turn in front of di Resta had not impressed the stewards and Lewis, somewhat inevitably, was given a drive-through penalty.

Webber too had made his way in for the corrective stop – and Lewis was able to rejoin just behind him after switching back to slicks and then taking the penalty. Massa was briefly ahead, but Webber had already overtaken him before Felipe was forced to make a fourth stop. This left Lewis free to attack Webber, outfumbling him for fourth place as they made their way through the long line of cars queuing behind the Sauber of Kamui Kobayashi who was attempting – unsuccessfully – to get through on a two-stop.

Di Resta was another of the cars in the queue. He found his way by to take a great seventh, albeit a lap down. Hamilton sought him out afterwards to apologise. Then he headed back to the McLaren camp with good grace. "The better man won today," he said. ☺



Kovalainen and Glock were fantastic early on

20  **7/10**
Event rating

HEIKKI KOVALAINEN
Lotus-Renault T128-04
Start: 18th. DNF
Held off resurgent Trulli in qualifying, and starred in wet early on, keeping Maldonado, Perez and Sutil behind him. Stayed ahead of them throughout the second stint, but in dry conditions was fighting a losing battle and slipped behind. Retired with a water leak.

21  **6/10**
Event rating

JARNO TRULLI
Lotus-Renault T128-01
Start: 19th. DNF
Revitalised by a power-steering system that suits his very particular demands, but nonetheless couldn't beat Kovalainen on Saturday. Slipped behind Glock by staying out too long on intermediates, and soon dropped out with a water leak.

22  **7/10**
Event rating

DANIEL RICCIARDO
HRT-Cosworth F111-03
Start: 22nd. Finish: 18th
Pushed Liuzzi in qualifying and was able to beat his team-mate for the first time in the race. The Italian's first-lap off and d'Ambrosio's spin in the pits doubtless helped the Australian newcomer, but he did very well in the damp conditions and continues to improve.

23  **5/10**
Event rating

VITANTONIO LIUZZI
HRT-Cosworth F111-02
Start: 21st. Finish: 20th
Wasn't happy with the HRT's lack of grip in slow corners, but came very close to beating Glock in qualifying. Spun on the first lap at the chicane, claiming he was hit, and never came back from dropping to last after gambling on intermediates when the rain returned.

24  **8/10**
Event rating

TIMO GLOCK
Virgin-Cosworth MVR-02-02
Start: 20th. Finish: 17th
Held off the HRTs in qualifying and punched above his weight during the wet stint. Once it dried he dropped back to where a Virgin would be expected to be found, and finished exactly where you would expect a well-driven Virgin to end up.

25  **4/10**
Event rating

JEROME D'AMBROSIO
Virgin-Cosworth MVR-02-03
Start: 24th. Finish: 19th
Qualifying was better than it looked as he was only a couple of tenths off Glock. Led both HRTs in the early stages, but gamble on switching to intermediates – and spin in the pitlane – meant that he finished the race behind Ricciardo.

**FREEZE
FRAME**

Senna back on track

Bruno Senna was reunited with F1 in Hungary thanks to a practice session for Renault. The Brazilian tells MARK HUGHES how he got on

Senna, in a black-and-gold 'Lotus-Renault'. It's 1985-86 revisited as Bruno Senna takes over Nick Heidfeld's car during first practice on Friday, recording 15th fastest time of the session. He talks us through it: "The last time I drove this car was in early February when it was in a very different stage of development. It was difficult getting straight in and getting used to the tyres and DRS, learning everything at the same time.

"I knew I was limited to one set of tyres and that my own personal performance would be better at the end, by which time the tyres would be a lot slower and that's how it was. My fastest lap was the 21st, by which time the rears were pretty finished and the balance of the car was by then damaged.

"On that lap I was 0.5s down in sector one alone compared with when the tyres were fresh. I pushed hard early, just so I had some sort of lap time, but when you do that without knowing the car precisely, you overdrive. By knowing where the limit is as soon as you get in the car, the lap time is better and so is the tyre life. Had I been able to put on another set of tyres after getting used to everything, I'd have found a massive amount of lap time.

"Driving the car fast is not a problem, but just getting the finesse and feel of what the car can do and understanding the systems so that it all flowed takes a few laps. The team worked me pretty hard, trying to get my brain smoking. It's important to be pushed."





Drawing board



Gary Anderson, Mark Hughes and Giorgio Piola analyse the tweaks made by Ferrari, McLaren, Red Bull and Renault during the Hungarian weekend

RENAULT FRONT WING

→ Renault settled on this variation of its Monaco-spec front wing for Hungary (inset top is Monaco wing). A Valencia-style wing (inset bottom) was tried but discarded.

GARY ANDERSON: Renault is struggling to know which solution is the best. It's very easy in the windtunnel to come up with solutions that give more downforce or a more efficient assembly, but it's on the track that the front wing has to perform. As far as consistency goes, every team on the grid gets slightly different results from the front wing between track, windtunnel and CFD predictions. With the lack of testing, teams have to create many variations of small detailed

components to cover their requirements for a race weekend. The variations of the Renault wing are typical of this.

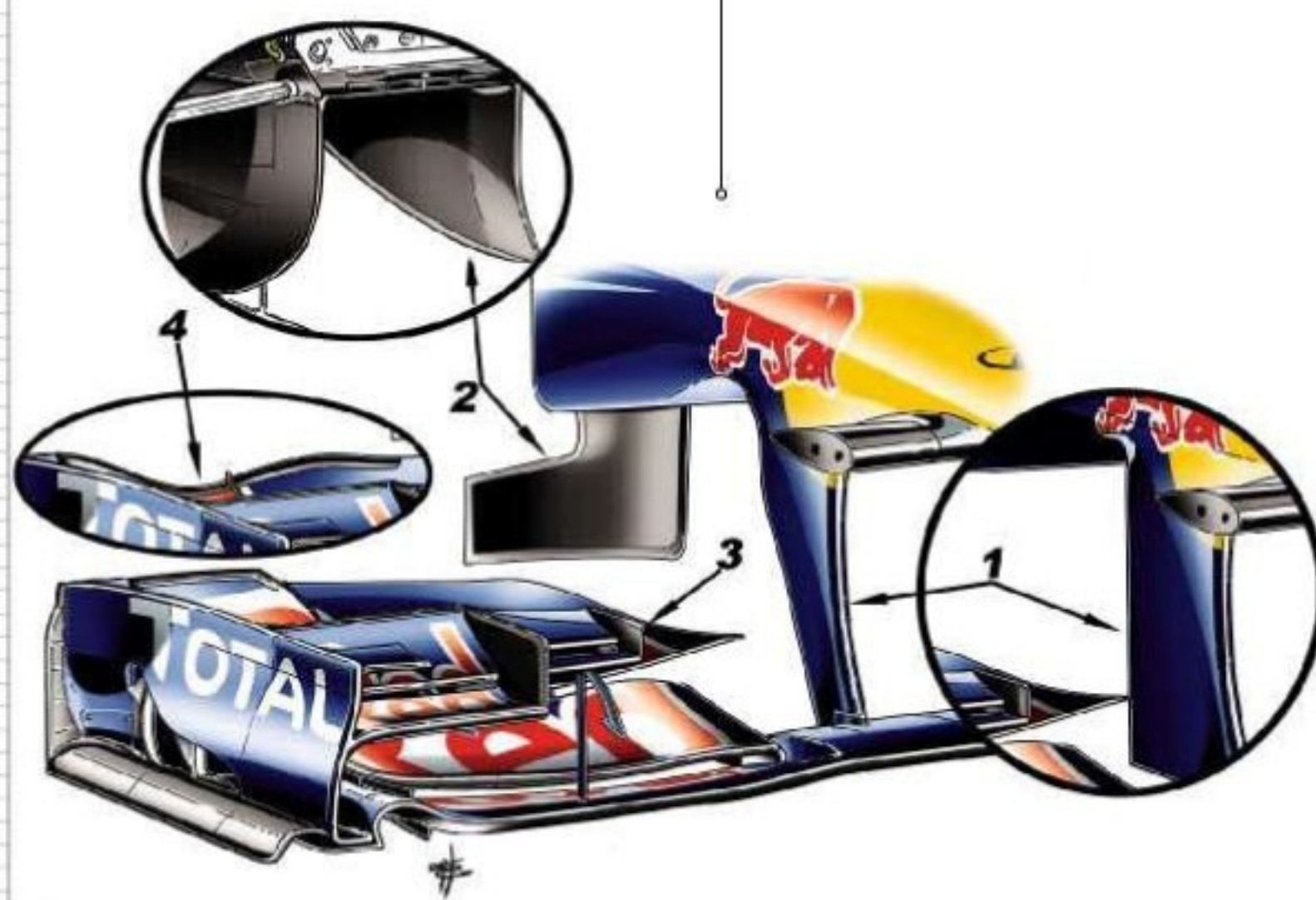


RED BULL FRONT WING

→ Red Bull endured a disruptive Friday-Saturday as the spec of both cars was changed late into Friday evening, in addition to changes made during the practice sessions to the front wing/nose package seen here. The final nose/wing package used is shown in the main picture. Inset right is what Vettel ran on Friday, showing the difference in pillar width (1). The turning vane beneath the chassis (2) was re-instated together with the front wing profile with the curved endplate (3) seen at the Nurburgring. Inset 4 is a variation of upper-wing profile briefly tried by Vettel in Friday afternoon practice with a big gurney attachment to the trailing edge.

GARY ANDERSON: Red Bull had a further variation of its front-wing assembly in

Hungary. It reverted to the shorter front-wing mounting pillars and carried out some small detail changes on the forward upper-wing inner endplate. But, more importantly, it has revised the trim line on the trailing edge of the rear flap and to suit the low-speed nature of the Hungaroring it added a gurney flap along most of the trailing edge of this revised trim line. Although there is no real way of checking the difference between front-wing flap angle and a gurney flap, the gurney flap always seems to give better low-speed grip that's so important for Hungary. The other changes to the wing pillars etc are all small steps but I think Red Bull is searching for a development that has lost them performance rather than the other teams actually catching it up.

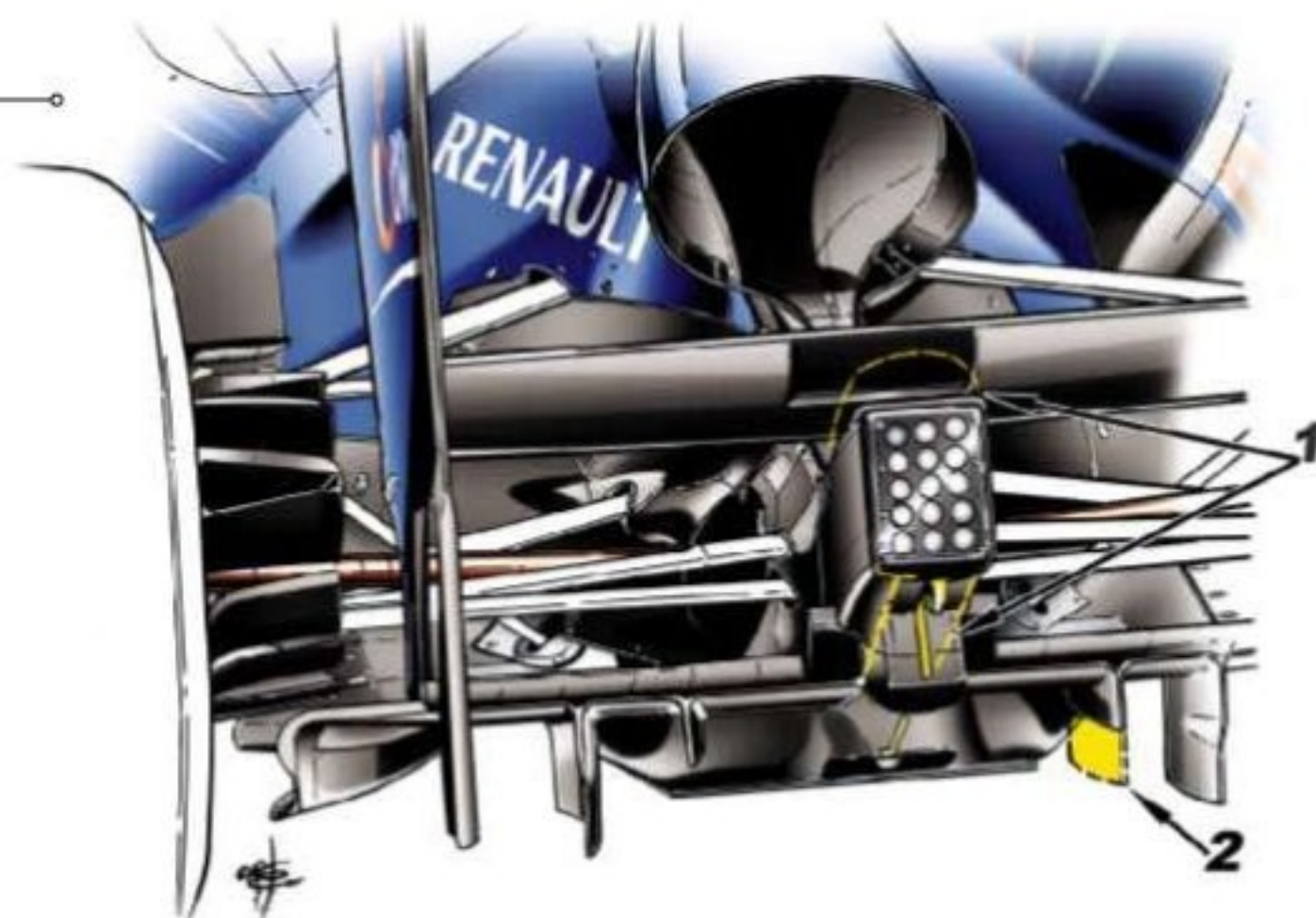


RED BULL DIFFUSER

→ Part of the aero package changes that were made to both cars on Friday and Saturday revolved around a new floor/rear suspension package. Only Mark Webber ran this on the Friday. It was fitted to Sebastian Vettel's car overnight, the switch also encompassing a change of rear suspension. There were also changes to the diffuser, Webber changing from the new type to the old for Saturday, Vettel retaining the old one throughout.

GARY ANDERSON: These small vertical turning vanes are an example of the

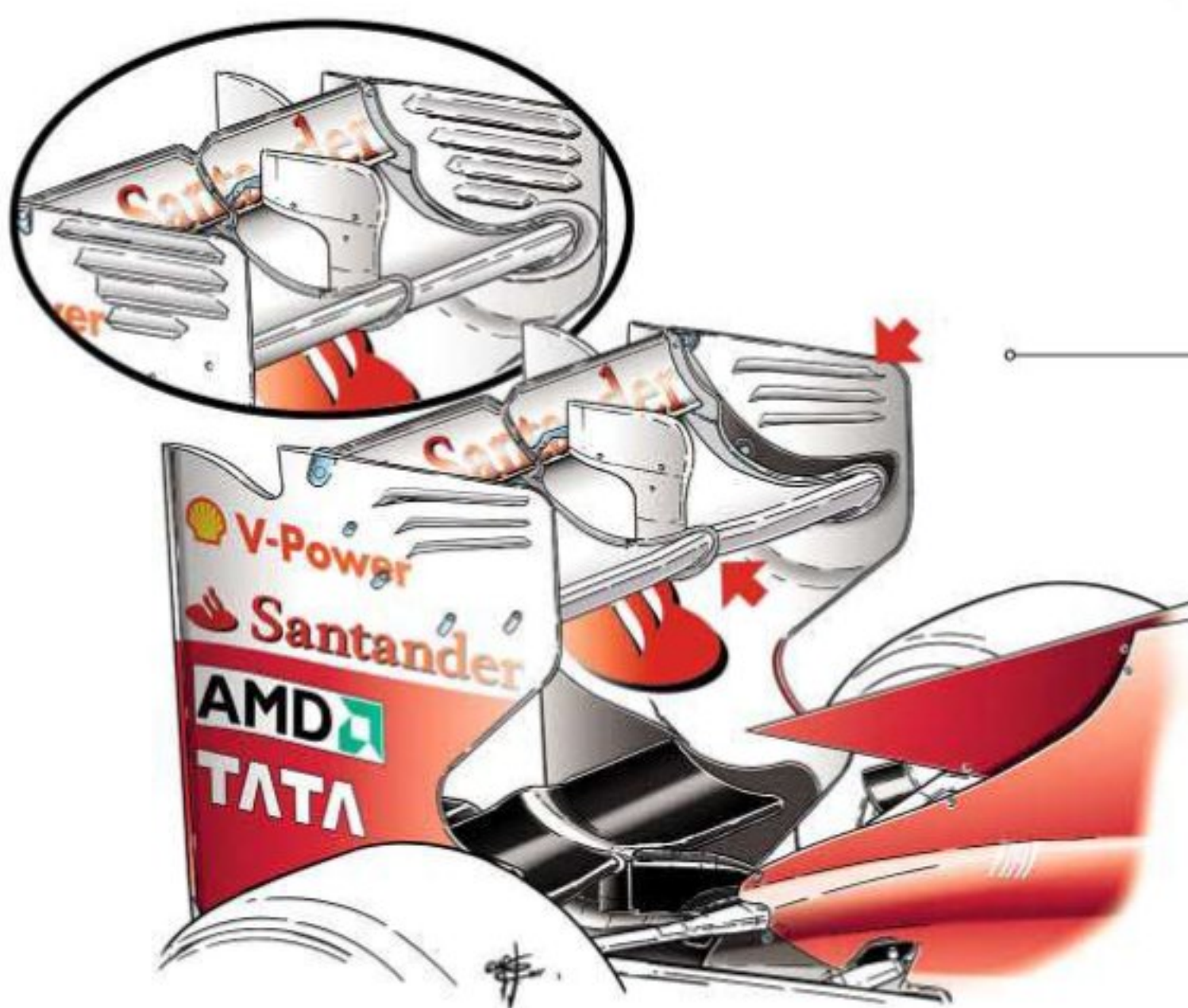
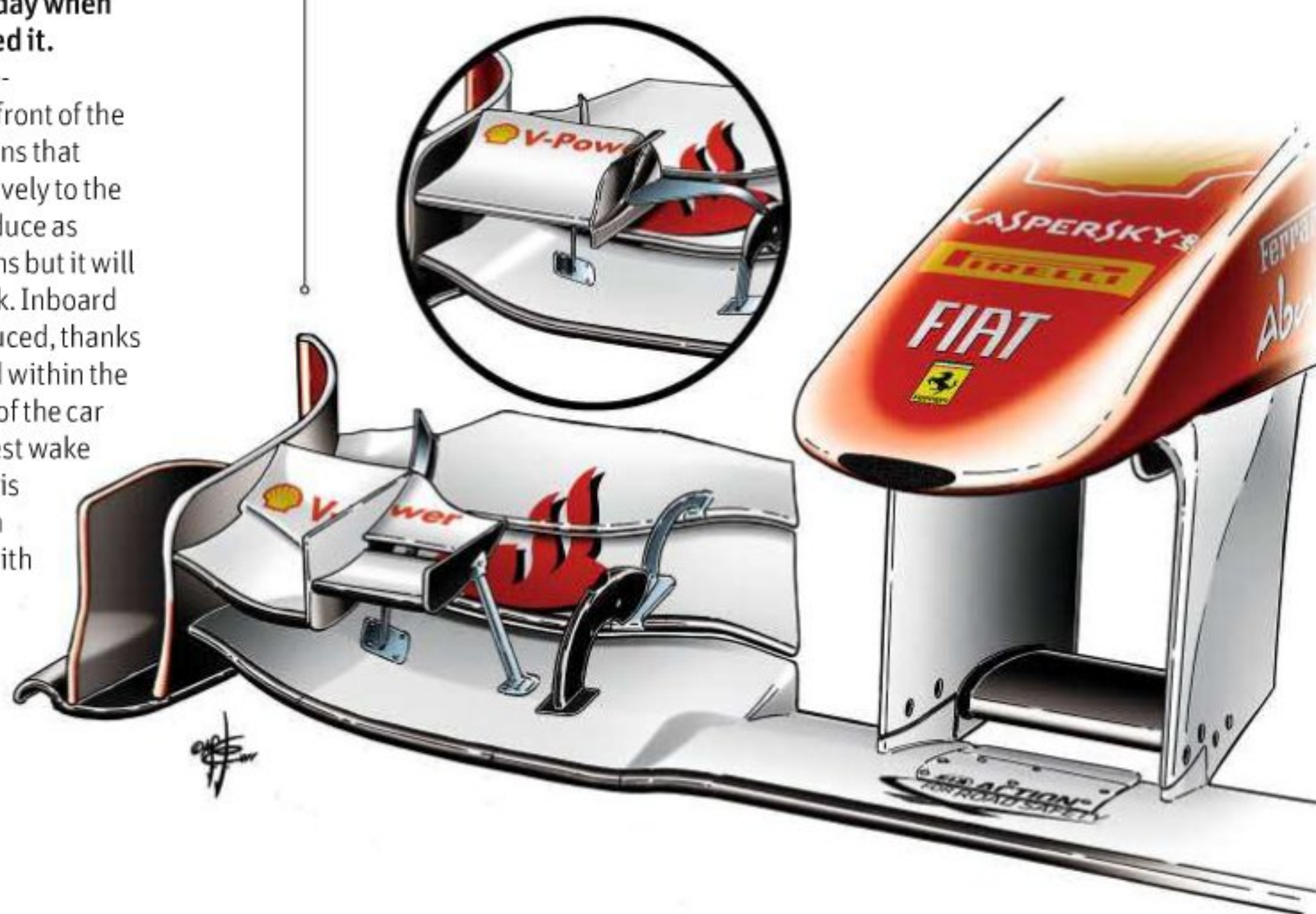
minute detail that is required to optimise how the surface flow on a large, downforce-producing component like the diffuser can change the characteristics of that component. If you can recognise the areas of potential separation and manage the airflow there that little bit better, the main downforce-producing surface will be much more consistent. It might not improve your total downforce figures but the average, through a complete ride-height sweep, will be improved, giving the driver that little bit more consistency and confidence.



FERRARI FRONT WING

➔ Ferrari used this new front wing only on Friday when both Fernando Alonso and Felipe Massa tried it.

GARY ANDERSON: The wing assembly is a very three-dimensional component, with the outer section in front of the front wheel having very low camber-to-wing sections that allow the endplate to curve outwards very aggressively to the outer edge of the front tyre. This detail will not produce as much downforce in this area as some other solutions but it will be much more consistent with varying steering lock. Inboard of this section is the area where downforce is produced, thanks to the having the maximum wing section permitted within the regulations. This is the area of airflow that the rest of the car has to work with so it is very important to get the best wake coming off the front wing but also important that it is consistent and that there are no airflow-separation problems. I'm not too sure how Ferrari gets away with the second element mounted between the wing-mounting pillars other than it being the forward-facing camera. It looks like a one-piece item to me so to call it two forward-facing cameras is pushing it a bit. If it can get away with it, it will improve the wing's central-section performance.



FERRARI REAR WING

➔ Ferrari practised for most of Friday morning with this rear wing before it was discarded. Massa ran for a time with flow-viz to check the airflow over it. It is expected to reappear for the Belgian GP at Spa.

GARY ANDERSON: As can be seen from the small slots in the endplates, it has slight adjustment on the overall wing angle and with a very short-cord rear flap. The airflow on the underside of the main plane will stall when the DRS is operated, giving a great drag reduction.

The trailing edge of the rear flap has an extra gurney flap mounted on it, increasing the downforce for Hungary while the DRS actuator is the component mounted on the top surface of the main wing with a small arm connecting to the leading edge of the rear flap. The arrowed louvres going through the endplate are there to improve efficiency. Interestingly, it's now created a small vortex generator on the outside surface of the endplate, scavenging the airflow through its louvre.

McLAREN BRAKE DUCT

➔ Part of McLaren's eight-part upgrade was this revised rear brake duct. It worked in conjunction with a revised exhaust that took fuller advantage of the new engine mapping introduced at the Nurburgring.

GARY ANDERSON: The brake duct itself has nothing to do with cooling the brakes; it is designed to optimise the location of the turning vanes – known more commonly as wings – that are mounted on its inner face. The lower two turning vanes can be seen in the picture and with the exhaust-outlet gas velocity

trained on the lower surface of these turning vanes it helps to create more downforce directly onto the wheel and upright assembly. Producing downforce on this component is more beneficial than creating it on the sprung mass as the force that is created is working directly through to the contact patch of the tyre without going through the suspension mechanism. McLaren is the only team that runs a mesh covering the brake duct inlet to reduce the risk of gravel and tyre debris going into the brake duct.

HUNGARIAN GP RESULTS



PRACTICE 1 - Friday

POS	DRIVER	TIME
1	HAMILTON	1m23.350s
2	VETTEL	1m23.564s
3	ALONSO	1m23.642s
4	WEBBER	1m23.666s
5	BUTTON	1m23.772s
6	MASSA	1m24.115s
7	ROSBERG	1m24.250s
8	SCHUMACHER	1m24.369s
9	PEREZ	1m24.620s
10	PETROV	1m25.093s
11	KOBAYASHI	1m25.113s
12	DI RESTA	1m25.336s
13	HULKENBERG	1m25.357s
14	BARRICHELLO	1m25.836s
15	SENNA	1m25.855s
16	BUEMI	1m25.890s
17	ALGUERSUARI	1m26.099s
18	MALDONADO	1m26.124s
19	KOVALAINEN	1m26.878s
20	TRULLI	1m27.352s
21	GLOCK	1m28.533s
22	D'AMBROSIO	1m28.903s
23	LIUZZI	1m29.059s
24	RICCIARDO	1m29.904s

Weather: dry

PRACTICE 2 - Friday

POS	DRIVER	TIME
1	HAMILTON	1m21.018s
2	ALONSO	1m21.259s
3	BUTTON	1m21.322s
4	WEBBER	1m21.508s
5	VETTEL	1m21.549s
6	MASSA	1m22.099s
7	ROSBERG	1m22.121s
8	SCHUMACHER	1m22.440s
9	DI RESTA	1m22.835s
10	SUTIL	1m22.981s
11	KOBAYASHI	1m23.030s
12	PEREZ	1m23.399s
13	BARRICHELLO	1m23.679s
14	HEIDFELD	1m23.861s
15	MALDONADO	1m24.181s
16	ALGUERSUARI	1m24.182s
17	PETROV	1m24.546s
18	BUEMI	1m24.878s
19	TRULLI	1m24.994s
20	KOVALAINEN	1m25.447s
21	GLOCK	1m26.823s
22	D'AMBROSIO	1m27.261s
23	RICCIARDO	1m27.730s
24	LIUZZI	1m28.255s

Weather: dry

PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	VETTEL	1m21.168s
2	ALONSO	1m21.469s
3	BUTTON	1m21.639s
4	WEBBER	1m21.645s
5	MASSA	1m22.002s
6	ROSBERG	1m22.534s
7	HAMILTON	1m22.667s
8	SCHUMACHER	1m23.037s
9	PETROV	1m23.175s
10	DI RESTA	1m23.276s
11	HEIDFELD	1m23.281s
12	PEREZ	1m23.375s
13	KOBAYASHI	1m23.626s
14	BARRICHELLO	1m23.663s
15	MALDONADO	1m23.894s
16	SUTIL	1m23.966s
17	ALGUERSUARI	1m23.998s
18	BUEMI	1m25.061s
19	TRULLI	1m25.141s
20	KOVALAINEN	1m25.501s
21	D'AMBROSIO	1m26.955s
22	RICCIARDO	1m26.991s
23	GLOCK	1m27.174s
24	LIUZZI	1m27.713s

Weather: dry



QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m21.740s	1m21.095s	1m19.815s
2	HAMILTON	1m21.636s	1m21.105s	1m19.978s
3	BUTTON	1m22.038s	1m20.578s	1m20.024s
4	MASSA	1m22.130s	1m21.099s	1m20.350s
5	ALONSO	1m21.578s	1m20.262s	1m20.365s
6	WEBBER	1m22.208s	1m20.890s	1m20.474s
7	ROSBERG	1m22.996s	1m21.243s	1m21.098s
8	SUTIL	1m22.237s	1m22.000s	1m21.445s
9	SCHUMACHER	1m22.876s	1m21.852s	1m21.907s
10	PEREZ	1m23.067s	1m22.157s	no time
11	DI RESTA	1m22.976s	1m22.256s	-
12	PETROV	1m23.070s	1m22.284s	-
13	KOBAYASHI	1m23.278s	1m22.435s	-
14	HEIDFELD	1m23.024s	1m22.470s	-
15	BARRICHELLO	1m23.075s	1m22.684s	-
16	ALGUERSUARI	1m23.285s	1m22.979s	-
17	MALDONADO	1m23.847s	no time	-
18	BUEMI	1m24.070s	-	-
19	KOVALAINEN	1m24.362s	-	-
20	TRULLI	1m24.534s	-	-
21	GLOCK	1m26.294s	-	-
22	LIUZZI	1m26.323s	-	-
23	RICCIARDO	1m26.479s	-	-
24	D'AMBROSIO	1m26.510s	-	-

Weather: dry

QUALIFYING

	Head to head	
VETTEL	8 3	WEBBER
HAMILTON	8 3	BUTTON
ALONSO	10 1	MASSA
SCHUMACHER	1 10	ROSBERG
HEIDFELD	3 8	PETROV
BARRICHELLO	6 5	MALDONADO
SUTIL	4 7	DI RESTA
KOBAYASHI	5 6	PEREZ/DE LA ROSA
BUEMI	8 3	ALGUERSUARI
KOVALAINEN	10 1	TRULLI/CHANDHOK
KAR'KEYAN/RICCIARDO	0 10	LIUZZI
GLOCK	9 2	D'AMBROSIO



THE GRID

1 VETTEL RED BULL 1m19.815s Inter	2 HAMILTON McLAREN 1m19.978s Inter
3 BUTTON McLAREN 1m20.024s Inter	4 MASSA FERRARI 1m20.350s Inter
5 ALONSO FERRARI 1m20.365s Inter	6 WEBBER RED BULL 1m20.474s Inter
7 ROSBERG MERCEDES 1m21.098s Inter	8 SUTIL FORCE INDIA 1m21.445s Inter
9 SCHUMACHER MERCEDES 1m21.907s Inter	10 PEREZ SAUBER no time Inter
11 DI RESTA FORCE INDIA 1m22.256s Inter	12 PETROV RENAULT 1m22.284s Inter
13 KOBAYASHI SAUBER 1m22.435s Inter	14 HEIDFELD RENAULT 1m22.470s Inter
15 BARRICHELLO WILLIAMS 1m22.684s Inter	16 ALGUERSUARI TORO ROSSO 1m22.979s Inter
17 MALDONADO WILLIAMS no time Inter	18 KOVALAINEN LOTUS 1m24.362s Inter
19 TRULLI LOTUS 1m24.534s Inter	20 GLOCK VIRGIN 1m26.294s Inter
21 LIUZZI HRT 1m26.323s Inter	22 RICCIARDO HRT 1m26.479s Inter
23 BUEMI TORO ROSSO 1m24.070s* Inter	24 D'AMBROSIO VIRGIN 1m26.510s Inter

*5-place penalty

THE RACE: 70 LAPS, 190.340 MILES

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PITSTOP	TIME IN PIT
1	BUTTON	McLAREN-MERCEDES	70	1h46m42.337s	1m23.937s	3	62.9s
2	VETTEL	RED BULL-RENAULT	70	+3.588s	1m23.875s	3	61.0s
3	ALONSO	FERRARI	70	+19.819s	1m23.711s	4	86.2s
4	HAMILTON	McLAREN-MERCEDES	70	+48.338s	1m23.661s	5	119.2s
5	WEBBER	RED BULL-RENAULT	70	+49.742s	1m23.718s	5	103.3s
6	MASSA	FERRARI	70	+1m23.176s	1m23.415s	4	87.0s
7	DI RESTA	FORCE INDIA-MERCEDES	69	-1 lap	1m25.935s	3	64.0s
8	BUEMI	TORO ROSSO-FERRARI	69	-1 lap	1m25.977s	3	64.2s
9	ROSBERG	MERCEDES	69	-1 lap	1m24.857s	4	84.5s
10	ALGUERSUARI	TORO ROSSO-FERRARI	69	-1 lap	1m26.025s	3	67.6s
11	KOBAYASHI	SAUBER-FERRARI	69	-1 lap	1m24.664s	3	67.8s
12	PETROV	RENAULT	69	-1 lap	1m24.664s	4	92.7s
13	BARRICHELLO	WILLIAMS-COSWORTH	68	-2 laps	1m25.018s	5	120.6s
14	SUTIL	FORCE INDIA-MERCEDES	68	-2 laps	1m25.579s	4	85.8s
15	PEREZ	SAUBER-FERRARI	68	-2 laps	1m24.999s	3	76.9s
16	MALDONADO	WILLIAMS-COSWORTH	68	-2 laps	1m25.724s	4	103.9s
17	GLOCK	VIRGIN-COSWORTH	66	-4 laps	1m28.022s	3	63.8s
18	RICCIARDO	HRT-COSWORTH	66	-4 laps	1m28.876s	3	68.1s
19	D'AMBROSIO	VIRGIN-COSWORTH	65	-5 laps	1m29.068s	4	118.6s
20	LIUZZI	HRT-COSWORTH	65	-5 laps	1m29.208s	5	119.4s
R	KOVALAINEN	LOTUS-RENAULT	55	water leak	1m27.149s	5	110.0s
R	SCHUMACHER	MERCEDES	26	gearbox	1m29.781s	2	42.0s
R	HEIDFELD	RENAULT	23	engine fire	1m30.826s	2	46.8s
R	TRULLI	LOTUS-RENAULT	17	water leak	1m35.252s	1	23.1s

Weather: Wet/dry. Fastest lap: Felipe MASSA 1m23.415s (117.490mph) on lap 61.
Lap leaders: 1-4 Vettel; 5-26 Hamilton; 27 Button; 28 Vettel; 29-40 Hamilton; 41-42 Button;
43-46 Hamilton; 47-50 Button; 51 Hamilton; 52-70 Button

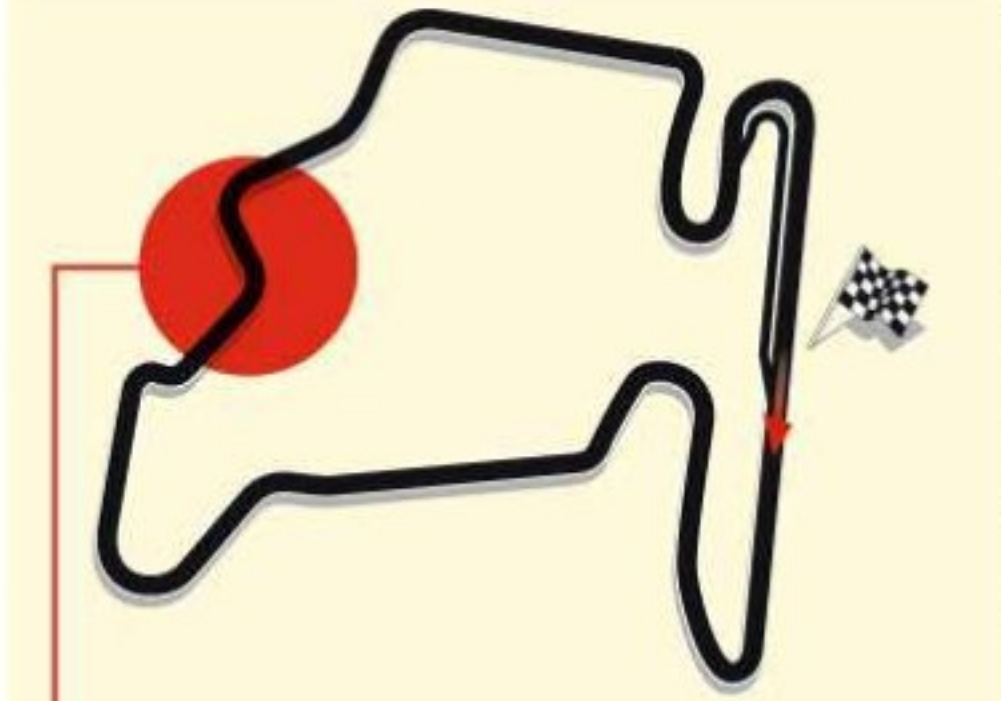
TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4	STINT 5	STINT 6
Inter	S-Soft	S-Soft	Soft		
Inter	S-Soft	S-Soft	Soft		
Inter	S-Soft	S-Soft	S-Soft	Soft	
Inter	S-Soft	S-Soft	S-Soft	Inter	Soft
Inter	S-Soft	S-Soft	Soft	Inter	Soft
Inter	S-Soft	S-Soft	S-Soft	Soft	
Inter	S-Soft	S-Soft	Soft		
Inter	S-Soft	Soft	Soft		
Inter	S-Soft	Soft	Inter	Soft	
Inter	S-Soft	Soft	Soft		
Inter	Soft	S-Soft	S-Soft		
Inter	S-Soft	Soft	Inter	Soft	
Inter	S-Soft	S-Soft	Soft	Inter	Soft
Inter	S-Soft	Soft	Inter	S-Soft	
Inter	S-Soft	S-Soft	Soft		
Inter	S-Soft	S-Soft	Inter	S-Soft	
Inter	S-Soft	Soft	Soft		
Inter	S-Soft	S-Soft	Soft		
Inter	S-Soft	S-Soft	Inter	Soft	
Inter	S-Soft	S-Soft	Soft	Inter	S-Soft
Inter	S-Soft	S-Soft	Soft	Inter	S-Soft
Inter	S-Soft	Soft			
Inter	S-Soft	Soft			
Inter	S-Soft				

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

TRACKSIDE VIEW

Mark Hughes
Grand prix editor





 The breeze has moisture in it and the Budapest sun has missed this year's race. Weather-bleached seats are only dotted with spectators, from a distance looking like pixelated screens as the drivers get re-acquainted with the patient-momentum rhythm of this place with its long corners. Felipe Massa is out doing installation laps, restraining it, but it's pulling at its leash, aching to be given its head, leaping forwards ready to reach for the horizon before he backs off, systems checks to complete, track data to gather. Sebastien Buemi is the first to do a full-attack run, at first just a motor off in the distance running harder than the others, accelerating now from turn five to the tight chicane, hear how much crisper and more aggressive are the downchanges as he brakes hard, engine on the point of cut-out as he brakes those rear wheels almost to locking on the still low-grip track. A flare of wheelspin as he accelerates out and now here he comes into vision

“The edges of the rear tyres are thudding over the exit kerb”

into turn eight, fourth gear left-hander, car dancing as he throttle-dabs, trying to get the front to load up, head cocked to the left, then hard on it, stable understeer taking him out wide, edges of the rear tyres thudding over the exit kerb – and away. He leaves an empty space still fizzing with the energy that was briefly channelled there. Lewis Hamilton is the first to breach the rear tyre grip here, a beautiful shallow oversteer that allows him to get outrageously early on the gas, well before the apex. His prep done, Massa carries more momentum into the turn than anyone in these early stages, his understeer never out of hand, just nudged into the next step with a couple of sharp but finely-judged inputs.

SEASON SO FAR - Points and positions

POS	DRIVER	PTS	AUS	MAL	PRC	TR	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	BR
1	VETTEL	234	1 st	1 st	2 nd	1 st	1 st	1 st	2 nd	1 st	2 nd	4 th	2 nd								
2	WEBBER	149	5 th	4 th	3 rd	2 nd	4 th	4 th	3 rd	3 rd	3 rd	3 rd	5 th								
3	HAMILTON	146	2 nd	8 th	1 st	4 th	2 nd	6 th	ret	4 th	4 th	1 st	4 th								
4	ALONSO	145	4 th	6 th	7 th	3 rd	5 th	2 nd	ret	2 nd	1 st	2 nd	3 rd								
5	BUTTON	134	6 th	2 nd	4 th	6 th	3 rd	3 rd	1 st	6 th	ret	ret	1 st								
6	MASSA	70	7 th	5 th	6 th	11 th	ret	ret	6 th	5 th	5 th	5 th	6 th								
7	ROSBERG	48	ret	12 th	5 th	5 th	7 th	11 th	11 th	7 th	6 th	7 th	9 th								
8	HEIDFELD	34	12 th	3 rd	12 th	7 th	8 th	8 th	ret	10 th	8 th	ret	ret								
9	PETROV	32	3 rd	17 th	9 th	8 th	11 th	ret	5 th	15 th	12 th	10 th	12 th								
10	SCHUMACHER	32	ret	9 th	8 th	12 th	6 th	ret	4 th	17 th	9 th	8 th	ret								
11	KOBAYASHI	27	dsq	7 th	10 th	10 th	10 th	5 th	7 th	16 th	ret	9 th	11 th								
12	SUTIL	18	9 th	11 th	15 th	13 th	13 th	7 th	ret	9 th	11 th	6 th	14 th								
13	BUEMI	12	8 th	13 th	14 th	9 th	14 th	10 th	10 th	13 th	ret	15 th	8 th								
14	ALGUERSUARI	10	11 th	11 th	ret	16 th	16 th	ret	8 th	8 th	10 th	12 th	10 th								
15	PEREZ	8	dsq	ret	17 th	14 th	9 th	ns	ns	11 th	7 th	11 th	15 th								
16	DI RESTA	8	10 th	10 th	11 th	ret	12 th	12 th	ret	14 th	15 th	13 th	7 th								
17	BARRICHELLO	4	ret	ret	13 th	15 th	17 th	9 th	9 th	12 th	13 th	ret	13 th								
18	DE LA ROSA	0	-	-	-	-	-	-	12 th	-	-	-	-								
19	TRULLI	0	13 th	ret	19 th	18 th	18 th	13 th	16 th	20 th	ret	-	ret								
20	LIUZZI	0	dnq	ret	22 nd	22 nd	ret	16 th	13 th	23 rd	18 th	ret	20 th								
21	MALDONADO	0	ret	ret	18 th	17 th	15 th	18 th	ret	18 th	14 th	14 th	16 th								
22	D'AMBROSIO	0	14 th	ret	20 th	20 th	20 th	15 th	14 th	22 nd	17 th	15 th	19 th								
23	KOVALAINEN	0	ret	15 th	16 th	19 th	ret	14 th	ret	19 th	ret	16 th	ret								
24	GLOCK	0	nc	16 th	21 st	dns	19 th	ret	15 th	21 st	16 th	17 th	17 th								
25	KARTHIKEYAN	0	dnq	ret	23 rd	21 st	21 st	17 th	17 th	24 th	-	-	-								
26	RICCIARDO	0	-	-	-	-	-	-	-	-	19 th	19 th	18 th								
27	CHANDHOK	0	-	-	-	-	-	-	-	-	-	20 th	-								



SEASON SO FAR - Points and positions

			AUS	MAL	PRC	TR	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	BR
POS	TEAM	PTS																			
1	RED BULL	383	35	37	33	43	37	37	33	40	33	27	28								
2	McLAREN	280	26	22	37	20	33	23	25	20	12	25	37								
3	FERRARI	215	18	18	14	15	10	18	8	28	35	28	23								
4	MERCEDES	80	0	2	14	10	14	0	12	6	10	10	2								
5	RENAULT	66	15	15	2	10	4	4	10	1	4	1	0								
6	SAUBER	35	0	6	1	1	3	10	6	0	6	2	0								
7	FORCE INDIA	26	3	1	0	0	0	6	0	0	0	8	6								
8	TORO ROSSO	22	4	0	0	2	0	1	5	4	1	0	5								
9	WILLIAMS	4	0	0	0	0	0	2	2	0	0	0	0								
10	LOTUS	0	0	0	0	0	0	0	0	0	0	0	0								
11	HRT	0	-	0	0	0	0	0	0	0	0	0	0								
12	VIRGIN	0	0	0	0	0	0	0	0	0	0	0	0								



JENSON 2000 NOT OUT

In Hungary, Jenson Button hit his F1 double century. In his own words he describes key career moments as we celebrate his milestone

2000 AUSTRALIAN GRAND PRIX

Formula 1 debut, aged 20

"It was important to prove myself. The race was pretty much how I expected it to be. At one stage I was closing on Jacques Villeneuve, and I thought, 'He's been a world champion'. I felt a little tired just before I made my pitstop, but the stop seemed to give me a boost and I felt fine again."



2000 BRITISH GRAND PRIX

Starts sixth finishes fifth

"It was amazing to get two points in my first F1 race here. A year ago I was camped out in a motorhome in the middle of the circuit and only went down to Stowe to watch the last couple of laps... amazing!"



2000 BELGIAN GRAND PRIX

Qualifies third

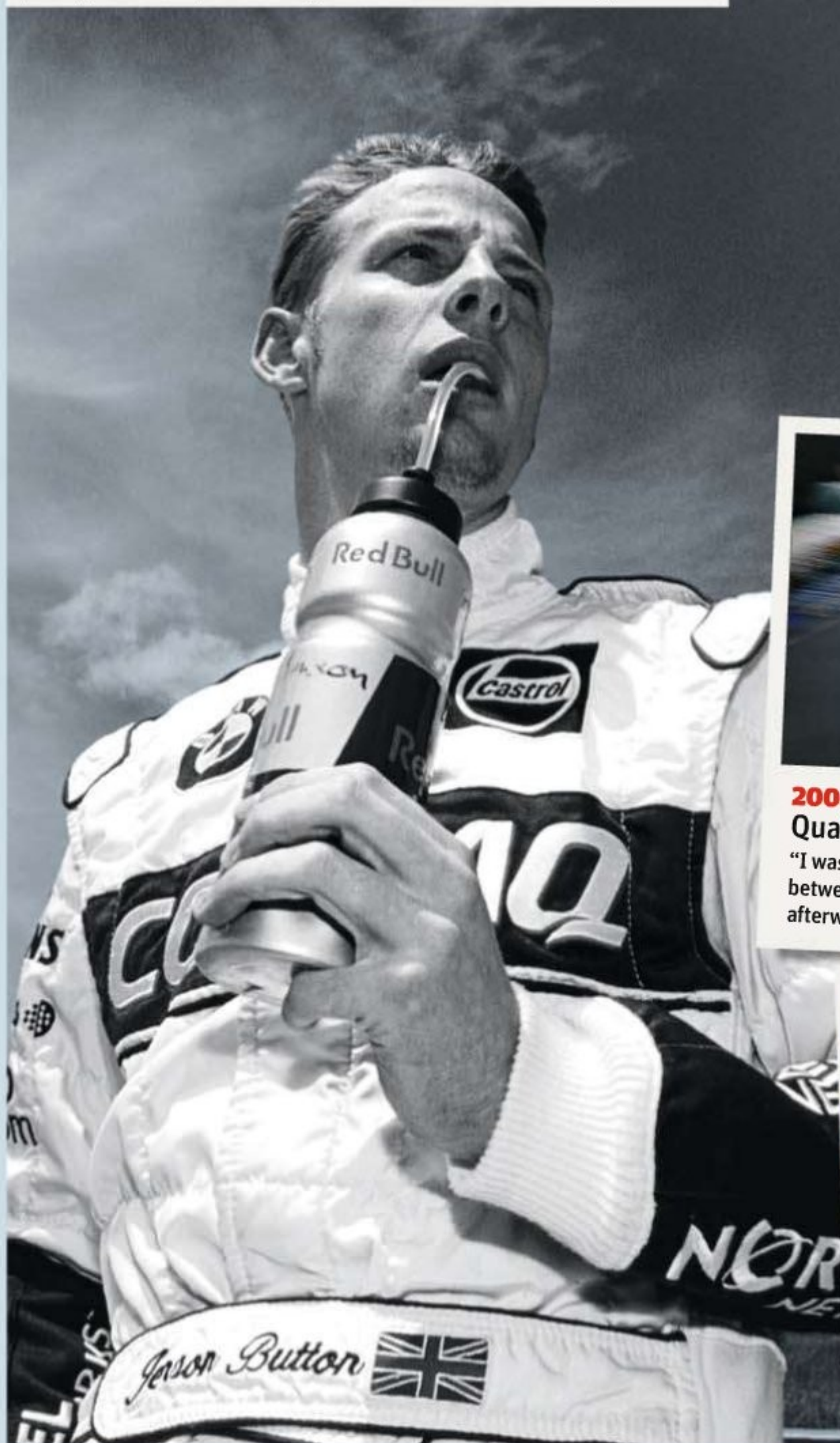
"I was amazed by the stir my qualifying performance created. The difference between walking up from the paddock to the garages before qualifying and then afterwards was a bit unsettling; everyone seemed to want to get an autograph."



2001 SEASON

Tough times with Benetton

"If you've never been told how to react in a difficult situation, it's difficult to know what to do. When you expect a little more and it does not go the way you would have liked, it's tough."





2003 AUSTRALIAN GRAND PRIX
Pitstop controversy on BAR debut

"Jacques [Villeneuve, above] didn't come in when he was supposed to, he came in on my lap. So that was it, really. I was a little bit shocked because I knew I was on the correct lap. He did apologise at the time, which was needed, I think."



2004 MALAYSIAN GRAND PRIX
First podium finish

"I never actually think about where I'm going to finish – I just drive my arse off and don't look at the pitboard too much. I did for the last stint and I saw 'P3'. Then I was waiting for something bad to happen, because it always does for me."



2003 MONACO GRAND PRIX
Massive crash exiting tunnel

"I don't remember how long I was unconscious for. I spoke to Sid Watkins, and he said I was talking but wasn't making much sense. I said, 'What's different? That's me all over.' I didn't have a clue where I was."



2004 ITALIAN GRAND PRIX
Close to a maiden victory

"We were nowhere near [the Ferrari's pace] and to still have them in my sights at the end – obviously it's a very long straight here – but that was pretty special for us because we didn't expect that."



2004 SAN MARINO GRAND PRIX
First pole position

"Qualifying is one thing, but winning a race is the real goal. It's the first time in my Formula 1 career that I've had nobody in front of me at the start."



2005 SEASON
BAR is banned from Spain and Monaco for a tech breach

"I'm sure I can find some way of looking after myself over the Monaco Grand Prix, but that will be the tough one. Waking up in my apartment and hearing the cars go round is going to be a bit weird."



2006 HUNGARIAN GRAND PRIX

First F1 victory

"If you win in your first season, that's one thing. But when you have to fight for so long it's the most amazing feeling. What did I say on the radio? It's probably not repeatable. It's a good thing it's distorted."



2007 EUROPEAN GRAND PRIX

Early charge halted

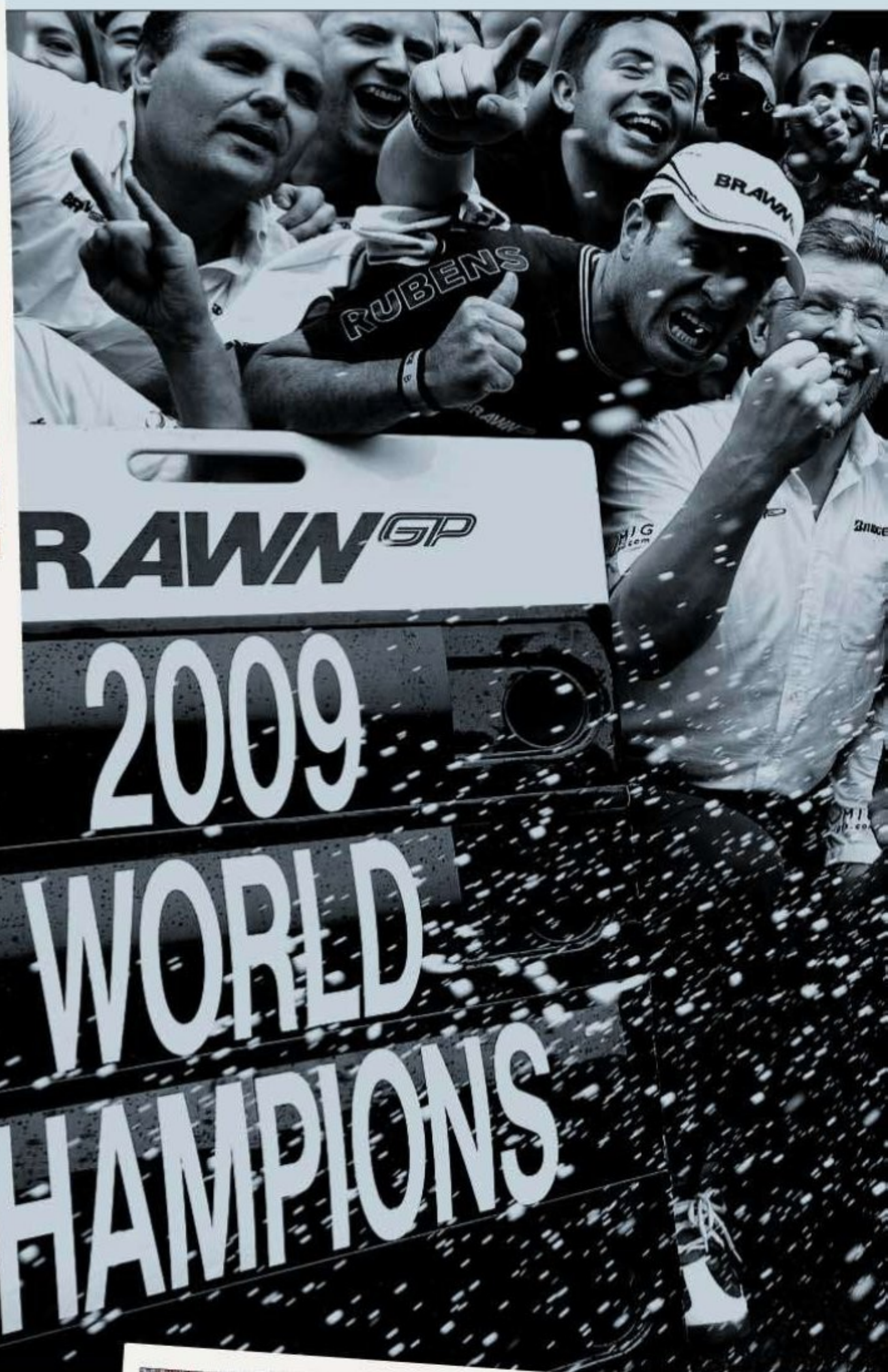
"I dropped to 20th, but I'd had a really good first lap and was up to sixth when I pitted for wets. After that it poured down and Turn 1 was a lake. By that time I was fourth. I just touched the brakes and all four wheels locked, then I hit the wall."



2008 SEASON

Honda pulls out of F1

"I found out at the same time as everyone in the team did, so it's just as much of a shock to me as it is to everyone else. So we've just got to try and stay positive."



2009 AUSTRALIAN GRAND PRIX

Debut victory with Brawn

"If I'd had this car in 2002 I might have had the chance of winning the championship, but I wouldn't have been a complete driver. But now I have 10 years of experience."



2009 BRAZILIAN GRAND PRIX World champion

"All the bad memories and the good memories go through your mind, not just from this year, but from previous years in the sport. It's great to be sitting here as world champion, and I think I thoroughly deserve it."

CELEBRATION BUTTON'S 200 GPs



2009 MONACO GRAND PRIX

Runs full-length of pitlane to the podium in race kit

"The race was pretty tough, but with your helmet on when you run, you realise how long the pitlane is!"



2010 AUSTRALIAN GRAND PRIX

Winning with McLaren for first time

"I just want to run around and scream because this is the most amazing experience. The car is taking me a bit longer to get used to than the team, but this wouldn't have happened if I wasn't happy in the car."



2010 KOREAN GRAND PRIX

Title hopes dealt a blow when brave tyre gamble backfires

"Looking at it written down on paper, you've got to admit it's a long-shot – but I'd regret it for the rest of my life if I chose not to go for it."



2011 CANADIAN GRAND PRIX

Lazarus trick in Montreal

"An amazing win – possibly my best. Definitely one of those grands prix where you are nowhere and then somewhere. The last one is the important one to be leading and I lead half of it. An amazing day."

HUNGARORING

HUNGARY
July 29-31
GP2 Series
Round 7/9



AT A GLANCE

- Race 1 **Romain Grosjean**
- Race 2 **Stefano Coletti**
- Pole position **Luiz Razia**
- Fastest laps **Bird/Grosjean**



Razia started on pole but fell to third



Ericsson was on course for his first feature-race win...

Swede and sour for penalised Ericsson

Drive-through for iSport ace denies him victory

THE SCENE WAS SET FOR

Marcus Ericsson to crown his recent upturn in form with a maiden GP2 Saturday victory at the Hungaroring.

He was doing everything right, proof that the work he and his iSport team had put in to rebuild his confidence this season has paid off handsomely. Having made the best-ever start the team has recorded in GP2, he opened up a comfortable lead in the opening stint.

After his pitstop, with that lead reduced, he had done a fine job of keeping dominant championship leader Romain Grosjean out of striking range for 14 laps. But part of the reason his lead fell from six seconds

to two during the stops was coming back to haunt him.

The Swede's car had stuttered away from his pitstop, meaning he exited into the path of the incoming Luiz Razia. Aware of this, Ericsson backed off, letting the AirAsia car through before resuming with his lead still in tact.

Ericsson suspected he might not have heard the last of the issue though, and after eight laps of deliberation his worst fears were confirmed: he had a drive-through penalty for an unsafe release at his pitstop. Grosjean, who jumped Razia during the stops, was through for win number five of the season.

But it was a heartbreaking way for Ericsson to lose a win that had been thoroughly deserved.

"I did everything right today, this was our race and it's a shame to lose it," he said. "I've been building up to this since Silverstone and we deserved to win it."

iSport has worked hard to get Ericsson on form after a tough rookie season in GP2 and an eventful but initially fruitless start to his 2011 campaign after switching to the British team. Incidents – often with team-mate Sam Bird – punctuated those early races, as did a lack of form in qualifying. But after plenty of soul searching Ericsson looked

the real deal last weekend, and he has his team convinced, too.

"It's a hard way to do it, but I think this could be the making of Marcus," said team boss Paul Jackson. "One day he could look back on this as the turning point of his career – it's his coming of age. He's been going from strength to strength recently and I'm confident that's going to continue."

Ericsson shed some more light on the turnaround he has gone through this year, citing the mental toughness that is required to succeed on the final rung of the

ladder before Formula 1.

"Last year I was struggling with Super Nova – GP2 was a big step up for me [from Formula 3]," he said. "Then we got the drive with iSport, but we needed to build my confidence up again. I wasn't able to put it together at the start of the year, and it's been tough. But you need to keep your head down and work hard. Then I had a great weekend with points finishes at Silverstone and that gave me the last boost of confidence that makes you feel you can really be up there and fight with the best. That makes the

... until this 'unsafe release' netted him a drive-through



RACE RATING

★★★★☆

More stunning racing as GP2 2011 continues to deliver on track without the need for DRS or KERS

MILESTONE

Coletti's win from P21 equals Sebastien Buemi's feat (right) at Magny-Cours in 2008



REPORT GP2 HUNGARORING

GLENN FREEMAN
reports



Ericsson (far left) makes stonking start from third



Grosjean is 'marching' towards title after win #5

difference when the level of the opposition is so high."

But the feeling of triumph was overshadowed by what iSport felt was a massive injustice with the unsafe-release penalty. The GP2 pitcrews use the same marker boards as Formula 1 teams to judge whether the coast is clear to release a car back into the action. When the lollipop went up Ericsson had enough space to rejoin, but his slow getaway left him in the path of Razia. There was also

disappointment that the stewards overlooked the fact that he had then managed to stay out of Razia's way.

"There was no common sense applied whatsoever," Jackson added. "When the lollipop went up Razia was not in the unsafe-release zone, and after Marcus was slow away he showed quick thinking considering he was trying to win the race. They consider that dangerous?"

Ericsson agreed: "When I saw Luiz coming my reflex was that we were going to

crash, so I stopped. Maybe I could have still got away in front of him; it could have gone either way. But I let him past so I don't see how there was any danger."

There was little sympathy from the man who inherited victory though, as Grosjean offered a ruthless opinion of his own and said there was nothing hollow about lucking into another win ahead of Charles Pic and Razia.

"It feels exactly the same," he said. "To win a race you have to do everything right – if the team did an unsafe release that is their fault. Who knows, the sooner you release a driver, maybe it makes a difference on track and you stay ahead of the others. I'm sorry for Marcus, but we did the job today."

Grosjean's hopes of fighting Ericsson on track were compromised when he had to pit earlier than he would have liked to cover off the early stop by Luca Filippi. But as is so often the case he made his Pirelli tyres last longer than the others – whispers of his knowledge from testing its F1 development rubber last year never go away – and he extended his title lead again. A sealed title beckons next time out at Spa. 🏆

Coletti reaps rubber reward

STEFANO COLETTI KNEW WHICH TYRES HE WAS STARTING

Sunday's GP2 race on as soon as he opened the curtains in his hotel room that morning. Rain was in the air, but from 21st on the grid he fancied taking slicks from the off.

Initially it didn't seem to have worked, as he and the others taking that gamble lost over a minute to the leaders on wets. And when everyone pitted to change to slicks under a safety car on lap 10, the Trident man had only recovered to 12th. But it was on the restart that his race would come alive. With warmer tyres than the rest he simply drove by them with ease. Before long he was all over the lead battle between Christian Vietoris and Romain Grosjean, and had just enough time to take avoiding action as the German spun and clipped the championship leader. Coletti was in the lead, and in control. He took wets with everyone else when the rain came again at the end, and pulled away from Grosjean who put on a used set while everyone else took new ones. Sam Bird had a sniff at victory when he pitted to change before most, but a second safety-car intervention left him scrapping for the minor points.

A classic race was capped off with a thrilling fight for second between Grosjean and Esteban Gutierrez, and the Mexican punched the air as if he had won the race when he crossed the line having taken the place at the final corner.



Coletti's tyre gamble paid off in the sprint

RESULTS

GP2 Series, Hungaroring (H), July 29-31, round 7 of 9

GRID	
1 RAZIA 1:30.411	2 FILIPPI 1:30.551
3 ERICSSON 1:30.557	4 PIC 1:30.742
5 GROSJEAN 1:30.746	6 BIANCHI 1:30.752
7 V.D. GARDE 1:30.760	8 LEIMER 1:30.803
9 GUTIERREZ 1:30.826	10 BIRD 1:30.890
11 CHILTON 1:30.935	12 KRAL 1:30.936
13 VIETORIS 1:30.974	14 HERCK 1:31.122
15 COLETTI 1:31.229	16 CLOS 1:31.239
17 ALESHIN 1:31.312	18 CARROLL 1:31.175*
19 VARHAUG 1:31.396	20 PALMER 1:31.513
21 MIROCHA 1:31.541	22 LEAL 1:31.542
23 CECOTTO 1:31.578	24 FAUZY 1:31.755
25 GONZALEZ 1:31.779	26 VALSECCHI 1:31.080**

RACE 1 - 38 LAPS, 103.419 MILES				
POS	NAME	TEAM	TIME	GRID
1	Romain Grosjean (F)	DAMS	1h00m36.334s	5
2	Charles Pic (F)	Addax Team	+2.641s	4
3	Luiz Razia (BR)	Team AirAsia	+8.107s	1
4	Giedo van der Garde (NL)	Addax Team	+15.161s	7
5	Marcus Ericsson (S)	iSport International	+18.864s	3
6	Luca Filippi (I)	Scuderia Coloni	+21.636s	2
7	Jules Bianchi (F)	ART Grand Prix	+24.891s	6
8	Christian Vietoris (D)	Racing Engineering	+35.059s	13
9	Josef Kral (CZ)	Arden International	+43.516s	12
10	Dani Clos (E)	Racing Engineering	+46.289s	16
11	Fabio Leimer (CH)	Rapax	+46.685s	8
12	Michael Herck (RO)	Scuderia Coloni	+51.910s	14
13	Pal Varhaug (N)	DAMS	+52.107s	19
14	Kevin Mirocha (D)	Ocean Racing Technology	+52.826s	21
15	Mikhail Aleshin (RUS)	Carlin	+53.120s	17
16	Davide Valsecchi (I)	Team AirAsia	+53.335s	26
17	Sam Bird (GB)	iSport International	+56.665s	10
18	Max Chilton (GB)	Carlin	+56.776s	11
19	Adam Carroll (GB)	Super Nova Racing	+57.839s	18
20	Julian Leal (CO)	Rapax	+58.286s	22
21	Stefano Coletti (MC)	Trident Racing	+1m10.982s	15
22	Jolyon Palmer (GB)	Arden International	-1 lap	20
R	Rodolfo Gonzalez (YV)	Trident Racing	21 laps-engine	25
R	Esteban Gutierrez (MEX)	ART Grand Prix	4 laps-engine	9
R	Johnny Cecotto Jr (YV)	Ocean Racing Technology	0 laps-accident	23
R	Fairuz Fauzy (MAL)	Super Nova Racing	0 laps-accident	24

RACE 2 - 23 LAPS, 62.586 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Coletti	45m53.684s	21
2	Gutierrez	+7.293s	24
3	Grosjean	+7.401s	8
4	van der Garde	+11.595s	5
5	Bird	+14.524s	17
6	Bianchi	+16.646s	2
7	Razia	+17.153s	6
8	Mirocha	+17.840s	14
9	Gonzalez	+19.602s	23
10	Vietoris	+32.077s	1
11	Leimer	+43.201s	11
12	Carroll	+49.030s	19
13	Pic	+59.579s	7
14	Valsecchi	+1m00.641s	16
15	Aleshin	+1m03.372s	15
16	Ericsson	+1m20.478s***	4
17	Kral	+1m21.280s	9
18	Palmer	-2 laps	22
R	Cecotto	19 laps-engine	25
R	Clos	16 laps-spin	10
R	Leal	15 laps-spin	20
R	Varhaug	13 laps-spin	13
R	Filippi	13 laps-spin	3
R	Fauzy	8 laps-spin	26
R	Chilton	7 laps-accident	18
R	Herck	1 lap-spin	12

CHAMPIONSHIP TABLES		
POS	DRIVER	PTS
1	Grosjean	74
2	van der Garde	49
3	Pic	42
4	Bianchi	35
5	Bird	35
6	Valsecchi	30
7	Filippi	28
8	Clos	26
9	Ericsson	25
10	Coletti	22
POS	TEAM	PTS
1	Addax Team	91
2	DAMS	74
3	iSport	60
4	ART Grand Prix	49
5	Team AirAsia	49
6	Racing Engineering	47

KEY R=Retired; *3-place grid penalty; **10-place grid penalty + 3-place grid penalty; ***20-second penalty

Race 1 Winner's average speed: 102.385mph. Fastest lap: Bird, 1m32.950s, 105.433mph.

Race 2 Winner's average speed: 81.815mph. Fastest lap: Grosjean, 1m47.730s, 90.968mph.

HUNGARORING

HUNGARY
July 29-31
GP3 Series
Round 6/8



AT A GLANCE

- Race 1 Valtteri Bottas
- Race 2 Rio Haryanto
- Pole position Bottas
- Fastest laps Christensen/Melker



Haryanto won in wet



GP3 becomes the Bottas empire

Finn takes championship lead after becoming first to double up on wins

IN TWO WEEKENDS

Valtteri Bottas has gone from 10th to first in the GP3 standings. After taking a win and a second-place finish in Hungary last weekend, to add to his win and third at the Nurburgring a few days earlier, he's managed to outscore previous series leader Alexander Sims by 24 points in that period.

The Finn also broke GP3's record of a different winner at every race this year. He had kept the streak alive by becoming the 10th winner in 10 last time out, but then broke it at the next attempt by winning from pole on Saturday. Considering the ex-F3 Euro Series ace made a disappointing start to his maiden GP3 season after being touted as one of the favourites, it's a remarkable

turnaround. But Bottas, who managed the first race from the front to take a lights-to-flag win ahead of Michael Christensen, put this down to his ART Grand Prix team finally hitting the car's sweet spot.

"I felt comfortable with the car straight away," he said on Saturday. "But if the team is struggling and the set-up is not there, then there is not a lot you can do. But finally we're looking good."

It's bizarre that ART should have hit trouble early in the season, considering it carried Esteban Gutierrez to the inaugural GP3 crown last year. But a change in tyre compound and reduction of downforce for 2011 seemingly caught the French squad out. With the form shown by Bottas and team-mate James



Melker was leading race two, but lost



Calado furious after clash with Evans

Calado in recent weeks, it's clear those struggles are a thing of the past.

The team locked out the front row for race one, but Calado's hopes of fighting for the win were gone after two corners. Having banged wheels with Mitch Evans off the line, and lost out to Christensen at Turn 1, the Briton went wide at Turn 2. Evans sniffed a chance and aimed for the gap on the inside, but it was always going to disappear as Calado recovered. The pair clashed, with Evans out and Calado dropping from contention.

Evans put the clash down to his car understeering on cold tyres, while a livid Calado pointed out that an experienced driver would be aware of that sort of thing on lap one. Still, it set the scene

RACE RATING

★★★★☆

Nothing really happened after the start in race one, but rain saved the day again for the second

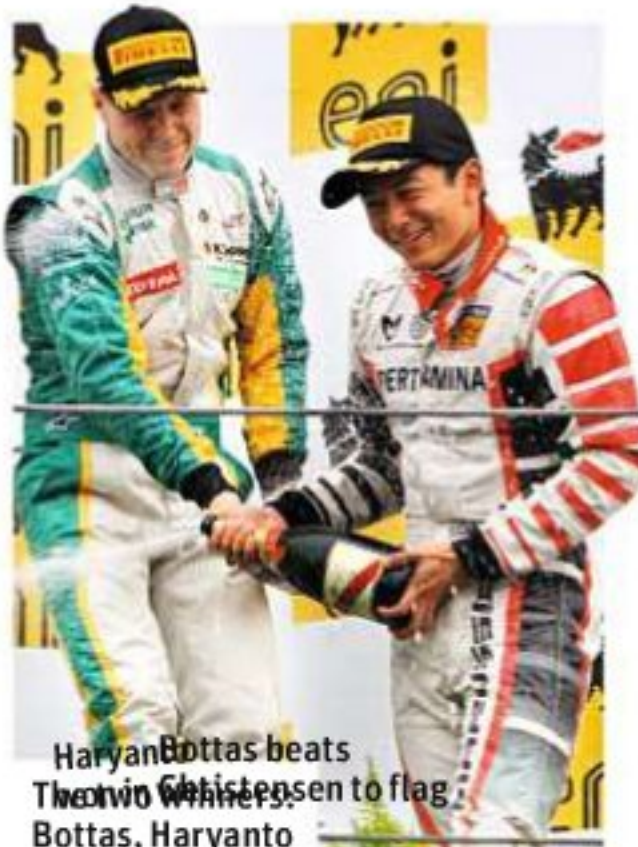
MILESTONE

First GP3 pole for Bottas. First career pole since Euro F3 at Oschersleben in 2010



REPORT GP3 HUNGARORING

GLENN FREEMAN
reports



Haryanto beats Bottas, Haryanto
The duo celebrates to flag.

and that's more points lost."

The late-race safety car had significant ramifications at the front, as it wiped out Nigel Melker's 7.9-second lead over Haryanto. The Dutchman slipped to fourth after the restart, and didn't know whether to be furious or burst into tears as he stood alone in the back of the RSC Mucke awning.

"They bring the safety car out for nothing," he said of Thomas Hylkema's crash between Turns 2 and 3. "Because I was so far ahead I spent longer going slow behind the safety car, so my tyres lost temperature. There was nothing I could do."

If Melker was down, former championship leader Alexander Sims could have been forgiven for feeling suicidal. His Status team struggled on set-up all weekend, and it was a miracle that he hauled the car to 11th on the grid. He turned that into fourth place in race one, only to be excluded when his Dallara failed a floor-height test by fractions of a millimetre. He now sits seven points behind Bottas with two rounds to go.

RESULTS

Race 1 1 Valtteri Bottas, 16 laps in 26m32.020s; 2 Michael Christensen, +0.986s; 3 Adrian Quaife-Hobbs; 4 Nico Muller; 5 Aaro Vainio; 6 Lewis Williamson; 7 Tom Dillmann; 8 Nigel Melker; 9 Rio Haryanto; 10 Tamas Pal Kiss. **Race 2** 1 Haryanto, 14 laps in 30m06.456s; 2 Bottas, +1.344s; 3 James Calado; 4 Melker; 5 Muller; 6 Antonio Felix da Costa; 7 Vainio; 8 Maxim Zimin; 9 Alexander Sims; 10 Quaife-Hobbs. **Points** 1 Bottas 41; 2 Sims 34; 3 Melker 32; 4 Williamson 31; 5 Calado 31; 6 Mitch Evans 28.



Giermaziak
broke his duck

PORSCHE SUPERCUP HUNGARORING (H), JULY 31, RD 7/9

Verva's better-sweet symphony

KUBA GIERMAZIAK scored a dominant first series win in a wet Porsche Supercup race in Hungary, the nearest thing to a home victory for the Polish driver and his Verva team.

There was a surprise in qualifying when Frenchman Kevin Este took pole, while Sean Edwards bounced back from his Nurburgring disappointment to claim second spot, ahead of points leader Rene Rast, Christian Engelhart and Giermaziak.

After Sunday-morning showers the track was very wet for the start. Rast had a good first lap and charged into the lead ahead of Este, Edwards and Giermaziak. Further down, Sebastiaan Bleekemolen was nudged into heavy contact with the tyrewall.

On a scrappy second lap, Rast tumbled down

to fourth as Este, Edwards and Giermaziak all got by. The lap after that, Giermaziak got by Edwards on the pit straight to claim second.

Benefiting from having tested in the wet at the circuit, the Pole was clearly the man on the move, and on the fifth lap he passed Este for the lead, as Edwards also got by to take second. Giermaziak pulled away at an impressive rate, but behind him it was anything but settled. After Rast retired from fourth with four laps to go, Edwards and Este were caught by Jeroen Bleekemolen, who harried Este into a quick spin.

As Giermaziak pulled away to win by 18 seconds, Tolimit team-mates Edwards and Bleekemolen became involved in an entertaining scrap that

saw them side-by-side for a while, with the Dutchman getting ahead right at the end to claim second place. The consolation for Edwards was that third at least allowed him to claim the championship lead from Rast, by a single point.

Norbert Siedler got ahead of Este to claim fourth, while Robert Lukas took sixth. On another frustrating weekend, Nick Tandy started sixth and finished ninth after an early spin.

● Adam Cooper

RESULTS


1 Kuba Giermaziak, 14 laps in 30m12.507s; 2 Jeroen Bleekemolen, +18.703s; 3 Sean Edwards; 4 Norbert Siedler; 5 Kevin Este; 6 Robert Lukas; 7 Stefan Rosina; 8 Alessandro Zampedri; 9 Nick Tandy; 10 Khaled Al Qubaisi. **Points** 1 Edwards, 106; 2 Rene Rast, 105; 3 Siedler, 97; 4 Giermaziak, 90; 5 Bleekemolen, 86; 6 Tandy, 79.

for the Racing Steps Foundation driver to be the star of race two.

From 25th on the grid, Calado scythed his way through the field in wet conditions. He was 11th by the end of the opening lap, and was into the points (top six) by lap 10. On a late-race restart he passed three cars in a lap, getting himself onto the podium behind Rio Haryanto and Bottas.

"It was a great race," said the Briton, who was unable to see the positives when he put in a similar charge at the Nurburgring a week before. "I'm still a little disappointed because I made a couple of mistakes — I could have won the race. And the incident yesterday shouldn't have happened. It's clear that Mitch drove straight into me,

SPA 24 HOURS

 BELGIUM

July 28-31

Blancpain Endurance Series
Round 3/5



AT A GLANCE

- Winners Timo Scheider/
Mattias Ekstrom/Greg Franchi
- Pole Maxime Martin
- F lap Mike Rockenfeller



Polesitting BMW went out with differential woes

Audi ushers in a new dawn at Spa

Four 'works' Audis turned up for the 24-hour Belgian classic in its new GT3-only guise. And it was the local-run WRT R8 that took the spoils



AUDI DOMINATED THE SPA 24 Hours last weekend, and quite rightly so. It turned up for the 63rd running of the Belgian classic with four factory-supported cars and a roster of drivers plucked from its DTM and prototype programmes. A sledgehammer to crack a nut? A sledgehammer, yes, but not a nut. That would

be downplaying the significance of this historic event as it enters a new era.

Victory went to the Audi R8 LMS GT3 entered by the Belgian WRT squad and driven by multiple DTM champions Timo Scheider and Mattias Ekstrom and experienced Belgian GT racer Greg Franchi. Second and third were the best of

the privateer entries representing BMW and Mercedes, but on another day and with a bit more luck, the Audi might have locked out the podium positions or even better.

The four 'works' Audi R8 LMSs, two entered by WRT and two by the Phoenix DTM squad, were the fastest around the 4.35-mile Spa-Francorchamps. They were routinely two seconds a lap clear of the opposition in the dry and even further ahead when the rain inevitably came down.

That was a surprise, at least based on the form of the R8 LMS in the first two events in the new Blancpain Endurance Series for GT3 machinery, of which Spa is now the blue-ribbon round.

WRT, Audi's only

representative in the full series, was a frontrunner at Monza and Navarra, but didn't win either, let alone dominate.

But then WRT isn't a works team in those races, even if Le Mans 24 Hours winner Marcel Fassler and DTM racer Filipe Albuquerque are on the driving squad. Audi stepped up its support of former Spa winner Vincent Vosse's year-old team for Spa, handing it the factory cars that Abt had raced in the Nurburgring 24 Hours, at the same time as bringing in Phoenix, which has also flown the flag for the German manufacturer on the Nordschleife.

The WRT and Phoenix Audis were prepared for Spa not by their respective

teams, but by quattro GmbH. That's the arm of Audi that builds the R8 for both the road and the race track.

The level of Audi's bid for its first outright victory at the Spa 24 Hours shows how important the race was to the German firm.

"Spa is a race worth winning because there are lots of other GT3 products here," said Audi Sport boss Wolfgang Ullrich. "We also want to help lift the value of special races like this and the Nurburgring 24 Hours and back the Belgian Audi Club [the co-entrant of the WRT cars], which has been racing with us for 25 years."

Perhaps Stephane Lemeret, who finished a distant third in the Black Falcon Mercedes SLS AMG together with Thomas Jager



The #99 Phoenix R8 led, then Haase crashed out

RACE RATING

★★★★☆

The predicted thriller didn't happen because the works Audis were just too fast

MILESTONE

Audi claimed its first outright Spa 24 Hours win with its first factory-backed effort since 1995



REPORT SPA 24 HOURS

GARY WATKINS
reports



The winning WRT Audi leads its Phoenix rival



Historic race has run day and night since 1924



Audi, BMW and Merc crews celebrate 1-2-3

and Kenneth Heyer, summed it up best: "Audi won this race because it really wanted to win it. If BMW or Mercedes had come with the same level of support, I think they could have won. Their cars aren't normally any slower than the Audi."

Dirk Werner, who led the line-up in the second-place Team Schubert BMW Z4, offered a similar view.

"The Audi was faster in some places, but they were just better prepared — we just showed up and raced," the German said.

Lemeret and Werner weren't criticising Audi's factory push, which came with just the kind of level of support that series boss Stephane Ratel wanted.

"I hope the outstanding support of Audi will be

emulated by others," he said.

Audi dominated the race from the third hour. After Andrea Piccini, who shared the #98 Phoenix car with Fassler and Mike Rockenfeller, took to the front, one of the works R8s sat at the top of the leaderboard for every lap until the chequered flag fell.

Marc Basseng, who drove the #99 Phoenix entry with Frank Stippler and Christopher Haase, reckoned his mount got better as the opening hours unfolded.

"The track came to the car," he said. "In the first stint, I had massive understeer, but in the middle of my second stint, the car was right there."

The #99 car moved into the lead during the third hour and stayed there, ►

Schubert BMW Z4 took a strong second place



GT3 move heralds a return to glory days

Packed grid has injected life back into 24 Hours



A NEW CHAPTER BEGAN IN the long, if interrupted history of the Spa 24 Hours last weekend. Ten years on from the event switching from touring cars to sportscars as a round of the FIA GT Championship, it has now effectively become a GT3-only event. That's got to be good for an event that has suffered in the malaise of the middle ground of sportscar racing in recent years.

The decline of the FIA GT Championship meant just nine GT1 entries went to the grid in 2009 and there were 10 cars, eight FIA-spec GT2s and the pair of invited BMW M3s running to Le Mans rules, going for gold last year. This time around there were 53 cars out there competing in the top class for GT3 machinery.

The decision to go GT3 was a common-sense move, though the architect of the class, Stephane Ratel, didn't propose it and was happy

to admit as much.

"I have to be grateful to the Royal Automobile Club of Belgium [the national sporting authority]," he explained. "They said after last year that we only had 10 GT2s, two of which were very controversial, so it was the right time to have only GT3."

Ratel is naturally predicting a bright future for the new-look 24 Hours, a race his eponymous organisation is now promoting, but he's not alone there.

Belgian Pierre Dieudonne was a three-time winner at Spa as a driver, has acted as a consultant to the RACB and is now sporting director at the WRT Audi squad. He also believes that the switch to GT3 as the primary class was the correct move.

"Having lots of one class of car competing for victory has to be the way to go," he says. "It makes it much easier for the spectator."



Ratel: not my idea but it makes sense

REPORT

SPA 24 HOURS

"I thought GT racing was a gentlemen's sport, but I didn't see many gentlemen out there. At the start it was like a crazy DTM race"

Mattias Ekstrom



Ekstrom survived "crazy" early running to win



Audi's Dr Ullrich (left) and WRT owner Vincent Vosse



Jager/Heyer/Lemeret Merc took final podium

except for the odd lap during the pitstop sequence, until shortly before half distance. Haase, running on slicks on a damp track, got on the kerbs at Bruxelles and hit the barriers, putting the car out on the spot.

Basseng and his team-mates had the measure of the chasing Scheider/Ekstrom/Franchi WRT car through Saturday night and into Sunday morning. It was faster on the track

and the Phoenix team gained vital seconds at every pitstop and when the rival Belgian squad unsuccessfully tried to double-stint its Michelin tyres.

"We had all the trump cards," reckoned Basseng "I don't blame Christopher — he was out there in very difficult conditions."

The retirement of the leader handed Ekstrom and co a one-lap lead over the Schubert BMW that Werner

shared with Claudia Hurtgen and Edward Sandstrom. The race, if indeed there was one, was now between WRT and this car, because the other two Audis had suffered major delays.

The #98 Phoenix car lost second gear shortly after Piccini took the lead, though he and his team-mates kept the car in the mix until third gear went west in the small hours, necessitating a change of gearbox. The second WRT

entry, which Albuquerque shared with Stephane Ortelli and Bert Longin, lost 12 laps when a bolt holding a wishbone to the upright unwound itself early on. The problem, which may or may not have been result of an early clash between the Black Falcon car and Ortelli, left them down in fourth at the finish.

Werner admitted there was little he and his team-mates could do about

the Audi. The car briefly came back into contention during the night when the BMW factory driver nipped past Scheider to unlap himself in traffic and then benefitted from the safety car that followed to move within seven seconds of the leader.

"Then they showed their speed," said Werner, "and there was nothing I could do, except watch them drive away." ❧

RESULTS

Spa 24 Hours, Spa-Francorchamps (B), July 28-31, Blancpain Endurance Series, round 3 of 5

GRID

2 SOULET 2:24.735	1 MARTIN 2:24.488
4 KOX 2:26.807	3 RUBERTI 2:26.713
6 SOUGNEZ 2:27.195	5 WESTBROOK 2:26.952
8 CADET 2:28.262	7 EKSTROM 2:27.842
10 R'FELLER 2:28.573	9 PARTISY 2:28.355
12 HEZEMANS 2:29.002	11 WAKONIECKI 2:28.686
14 TAXIS 2:29.484	13 BASSENG 2:29.250
16 PALTTALA 2:29.597	15 BADEY 2:29.515
18 PANIS 2:29.878	17 BOUVY 2:29.612
20 KECELE 2:30.026	19 JAGER 2:29.970
22 JOUSSE 2:30.730	21 VERDONCK 2:30.082
24 BRAVO 2:31.823	23 CLATRAY 2:31.170
26 BARTELS 2:32.243	25 JORDAN 2:31.824

545 LAPS, 2371.881 MILES

POS DRIVERS

1	Timo Scheider (D)/Mattias Ekstrom (S)/Greg Franchi (B)
2	Claudia Hurtgen (D)/Dirk Werner (D)/Edward Sandstrom (S)
3	Thomas Jager (D)/Kenneth Heyer (D)/Stephane Lemeret (B)
4	Stephane Ortelli (MC)/Filipe Albuquerque (P)/Bert Longin (B)
5	Frank Kechele (D)/Matteo Bobbi (I)/Giacomo Petrobelli (I)
6	Guillaume Moreau (F)/Ludovic Badey (F)/Franck Morel (F)/Jean-Luc Beaubelique (F)
7	David Jones (GB)/Godfrey Jones (GB)/Mike Jordan (GB)
8	Yann Clairay (F)/Julien Rodrigues (F)/Pierre-Brice Mena (F)
9	Matt Griffin (IRL)/Jack Gerber (ZA)/Niki Cadei (I)/Marco Cioci (I)
10	Simon Knap (NL)/Jeroen den Boer (NL)/David Hart (NL)
13	Richard Dean (GB)/Zak Brown (USA)/Johnny Herbert (GB)/Stefan Johansson (S)
14	Marcel Fassler (CH)/Andrea Piccini (I)/Mike Rockenfeller (D)
19	Alain Li (PRC)/Arie Luyendyk (NL)/Richard Meins (GB)/Henri Richard (F)
21	Richard Westbrook (GB)/Christian Menzel (D)/Mike Stursberg (D)/Hans Guido Riegel (D)
22	Alex Buncombe (GB)/Jordan Tresson (F)/Chris Ward (GB)
25	Phil Quaife (GB)/Adam Christodoulou (GB)/Glynn Geddie (GB)/Roger Wills (NZ)
R	Andrea Bertolini (I)/Michael Bartels (D)/Niek Hommerson (NL)/Louis Machiels (B)
R	Olivier Panis (F)/Nicolas Lapierre (F)/Gregoire Demoustier (F)/Eric Debarb (F)
R	Marc Goossens (B)/Jan Heylen (B)/Maxime Soulet (B)
R	Nico Verdonck (B)/Eric van de Poele (B)/Jean-Karl Vernay (F)
R	Paolo Ruberti (I)/Raffaele Giammaria (I)/Gianluca Roda (I)
R	Marc Basseng (D)/Christopher Haase (D)/Frank Stippler (D)
R	Matt Bell (GB)/Mark Patterson (ZA)/Eddie Cheever (USA)/Mark Blundell (GB)
R	Maxime Martin (B)/Bas Leinders (B)/Marc Hennerici (D)
R	Rob Bell (GB)/Chris Goodwin (GB)/Tim Mullen (GB)
R	Peter Kox (NL)/Marc Hayek (CH)/Jos Menten (NL)
R	Andrew Kirkaldy (GB)/Alvaro Parente (P)/Oliver Turvey (GB)

TEAM	CAR	TIME
Audi Sport Team WRT	Audi R8 LMS	24h01m22.333s
Team Schubert	BMW Z4	-2 laps
Black Falcon	Mercedes SLS AMG	-10 laps
Audi Sport Team WRT	Audi R8 LMS	-11 laps
Vita4One	Ferrari 458 GT3	-14 laps
SOFREV Auto Sport	Ferrari 458 GT3	-15 laps
Team Pyro	Mercedes SLS AMG	-16 laps
Hexis AMR	Aston Martin DBRS9	-18 laps
AF Corse	Ferrari 458 GT3	-19 laps
Faster by DB Motorsport	BMW Z4	-24 laps
United Autosports	Audi R8 LMS	-33 laps
Audi Sport Team Phoenix	Audi R8 LMS	-35 laps
United Autosports	Audi R8 LMS	490 laps-gear selection
Team Manthey	Porsche 911 GT3-R	485 laps-engine fire
RJN Motorsport	Nissan 370Z (GT4)	-69 laps
McLaren GT (CRS)	McLaren MP4-12C	-76 laps
Vita4One	Ferrari 458 GT3	401 laps-disqualified
Graff Racing	Mercedes SLS AMG	364 laps-lost drive
ProSpeed Competition	Porsche 911 GT3-R	331 laps-driveshaft
Vita4One	Ferrari 458 GT3	251 laps-gearbox
AutOrlando Sport	Porsche 911 GT3-R	233 laps-accident
Audi Sport Team Phoenix	Audi R8 LMS	224 laps-accident
United Autosports	Audi R8 LMS	112 laps-engine
Marc VDS Racing Team	BMW Z4	102 laps-differential mount
McLaren GT (CRS)	McLaren MP4-12C	88 laps-fire
Reiter Engineering	Lamborghini Gallardo LP600	65 laps-engine
McLaren GT (CRS)	McLaren MP4-12C	2 laps-accident

Winners' average: 98.73mph. Fastest lap: Rockenfeller, 2m20.286s, 111.68mph. GT4 winners: Buncombe/Tresson/Ward. There were 62 starters.

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

Blancpain points: 1 Franchi, 64.5; 2 Longin/Ortelli/Albuquerque, 50; 3 Ekstrom/Scheider, 46.5; 4 Kechele, 45; 5 Giammaria/Roda/Ruberti, 40; 6 Bobbi/Petrobelli, 38.



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NASCAR SPRINT CUP INDIANAPOLIS (USA), JULY 31, RD 20/36

Menard makes his mark at Indy as favourites fall short



Menard came to fore in final stint of race

FOR YEARS THE BRIGHT yellow Menards colour scheme was most synonymous at Indianapolis with big-block Buick-powered cars that invariably qualified on the front row but faded in the 500.

Last Sunday that image was supplanted forever as Paul Menard took his DayGlo Richard Childress Racing Chevy Impala to a stunning breakthrough win in the Brickyard 400.

Menard prevailed in a confusing encounter, where fuel strategy was key and

outright pace ultimately counted for little. But that's not to say his win was lucky – he had to fend off the attack of Hendrick's Jeff Gordon in the closing stages.

"I've been coming here since I was a little kid. My dad tried to win this race for 35 years [as a sponsor], so this is for him," said Menard. "I went to every Indy 500 from 1989 to 2003, I was here for the inaugural Brickyard 400 in '94. For my family, Indianapolis is a very special place."

Gordon's Chevy was

probably the fastest car in the race. He wasted little time in working his way up from eighth on the grid to run second, behind the Red Bull Toyota of Kasey Kahne, who led from the start after outdragging the Roush Ford of poleman David Ragan.

Kahne built up an impressive lead that stretched to over 7s as the race ran caution-free through the first round of pitstops. But a slow stop under yellow dropped him down the order and he never really recovered.

The final dent in his victory hopes came after he pulled off an amazing save when forced onto the infield grass to avoid the spinning Phoenix Chevrolet of Landon Cassill. But the trip through the undergrowth damaged the splitter on Kahne's Camry and he eventually came home 18th.

This should have left the way clear for Gordon to take his sixth Brickyard 400 win. But the race entered a strange closing period: many cars pitted and fuelled to the end during the

caution caused by the Cassill spin.

But a lot of the frontrunners – including Gordon, Juan Pablo Montoya and Jimmie Johnson – stayed out and pitted under green a handful of laps later for their final fuel stop.

This left Tony Stewart out in front, but the owner/driver was four laps short on fuel, so was forced to stop his Chevrolet. This handed the lead to Menard, who had saved enough gas to make it to the end.

Gordon was flying and carved through the rest of the fuel savers but fell 0.7s short, leaving Menard to celebrate a famous victory.

● Connell Sanders Jr

RESULTS

1 Paul Menard (Chevrolet Impala), 160 laps in 2h50m30s; 2 Jeff Gordon (Chevy), +0.725s; 3 Regan Smith (Chevy); 4 Jamie McMurray (Chevy); 5 Matt Kenseth (Ford Fusion); 6 Tony Stewart (Chevy); 7 Greg Biffle (Ford); 8 Mark Martin (Chevy); 9 Brad Keselowski (Dodge Charger); 10 Kyle Busch (Toyota Camry). **Points** 1 Carl Edwards, 682; 2 Jimmie Johnson, 671; 3 Kevin Harvick, 670; 4 Kyle Busch, 666; 5 Kenseth, 666; 6 Kurt Busch, 664; 7 Gordon, 630; 8 Ryan Newman, 618; 9 Stewart, 609; 10 Dale Earnhardt Jr, 606.

NASCAR NATIONWIDE INDIANAPOLIS RACEWAY PARK (USA), JULY 30, RD 21/34

Keselowski leaves it late to pounce

A LATE SURGE FROM PENSKE'S Brad Keselowski netted victory in Saturday night's Nationwide Series race at the Indianapolis Raceway Park short track.

The Dodge driver nerfed his way past longtime leader

Ricky Stenhouse Jr (Roush Ford) to win in a green-white-chequered finish, necessitated when third-placed runner Elliott Sadler spun out while battling with Stenhouse.

Stenhouse had threatened to dominate, leading over 180 laps, and was ahead by four seconds when the first of a sequence of late yellows disrupted the race and gave Keselowski his chance to pounce. Stenhouse lost second to James Buescher in

a photo finish, but it wasn't all bad news as he regained the points lead from Reed Sorenson, who placed ninth.

RESULTS

1 Brad Keselowski (Dodge Charger), 204 laps in 1h40m36s; 2 James Buescher (Chevrolet Impala), +0.987s; 3 Ricky Stenhouse Jr (Ford Mustang); 4 Aric Almirola (Chevy); 5 Carl Edwards (Ford); 6 Jason Leffler (Chevy). **Points** 1 Stenhouse, 740; 2 Reed Sorenson, 737; 3 Elliott Sadler, 716; 4 Justin Allgaier, 689; 5 Almirola, 671; 6 Leffler, 646.

PETERS SPINS AND WINS DURING FRIDAY NIGHT SHOW AT INDY Timothy Peters (17) bounced back from this blow-out to win Friday's Truck race at Indy's Raceway Park, his off-sequence strategy allowing him to run flat-out in the final laps



Keselowski celebrates win

PICT: LAT SOUTH & SMITH/GETTY

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INTERNATIONAL RACES & RESULTS

AUTO GP

Oschersleben (D),
Rd 5/7

QUICK RESULTS

- Race 1 **Sergei Afanasiev**
- Race 2 **Giovanni Venturini**
- Pole **Fabrizio Crestani**
- Points leader **Kevin Ceccon**

RACE RATING

★★★★☆

Tricky conditions produced good battles but thinned out an already-depleted grid

REPORTS

WORLD OF SPORT



First-corner chaos as Buttarelli hits Crestani

AUTO GP OSCHERSLEBEN (D), JULY 30-31, RD 5/7

Russia rules again in east Germany

SERGEI AFANASIEV WAS THE standout performer in a rain-hit weekend at Oschersleben in which Kevin Ceccon wrested the championship lead from Luca Filippi, who was on GP2 duty in Hungary.

Fresh from visa woes that robbed him of the chance to race last time out at Donington, Afanasiev coped

best in greasy conditions to take victory in race one and second in race two.

The DAMS driver's job was made easier in the first contest by an over-ambitious first-lap lunge by Samuele Buttarelli, who lost control under braking for Turn 1 and cleaned out polesitter Fabrizio Crestani.

Afanasiev slipped into a

lead he then built steadily until the pitstops, when Adrien Tambay was able to use the undercut to good effect and close to within 1s of the Russian — although he was never quite able to mount a full challenge.

Ceccon, meanwhile, benefitted from a late failure for Kevin Korjus — the Formula Renault 3.5 race

winner making a guest appearance — to clinch the final podium spot, moving to within three points of the absent Filippi.

Sixth in race two was enough to give Ceccon the title lead. This race, the reversed-grid event, gave Durango's Giovanni Venturini a win. The Italian withstood heavy pressure as Daniel de Jong, Tambay and Afanasiev formed up behind.

Venturini was finally handed a reprieve when de Jong ran wide, promoting Afanasiev into second and Tambay — with whom de Jong had earlier clashed — to third.

● Sam Tremayne

RESULTS

Race 1 1 **Sergei Afanasiev**, 24 laps in 32m58.137s; 2 Adrien Tambay, +0.644s; 3 Kevin Ceccon; 4 Fabio Onidi; 5 Adrian Campos Jr; 6 Daniel de Jong. **Race 2** 1 **Giovanni Venturini**, 17 laps in 30m25.268s; 2 Afanasiev, +1.183s; 3 Tambay; 4 Pasquale di Sabatino; 5 Kevin Korjus; 6 Ceccon. **Points** 1 Ceccon, 100; 2 Luca Filippi, 98; 3 Afanasiev, 83; 4 Venturini, 75; 5 Tambay, 68; 6 Samuele Buttarelli, 63.

IN BRIEF

FORMULA RENAULT NEC

Formula Renault UK ace Tio Ellinas won on an 'away' visit at Oschersleben. The Atech Reid-run Cypriot took the first race from Stoffel Vandoorne and Carlos Sainz Jr. Sainz won race two by half a second from Vandoorne, Daniil Kvyat and Ellinas.

VLN

Ex-ASCAR racer Roland Rehfeld teamed up with Alexander Roloff to win the latest race on the Nurburgring Nordschleife in a Rowe Racing Mercedes SLS. Ringmistress Sabine Schmitz shared a Porsche to second with Arno Klasen and Niclas Kantenich, after a race halted early due to a pile-up at Bergwerk.

SUD-AM F3

Fabiano Machado increased his points advantage to 59 on rival Guilherme Silva after winning two races at Rio de Janeiro. After leading the first race from pole, a struggling Machado fell to fifth place by the flag, leaving the win to Leonardo Souza, who passed Silva on the last lap. But Machado made up for this with two wins in the remaining races.

BRAZILIAN TOURING CARS

After two race wins, Valdeno Brito became the new points leader at Rio de Janeiro. With four victories in six races to his credit, the Chevrolet Astra driver has 15 points over Thiago Camilo, who lost the lead after collecting a sixth and a DNF.

ARCA

Teenager Ty Dillon held off a charging Ryan Blaney to win Thursday night's race at Indianapolis Raceway Park. It was his eighth victory in 15 career starts, his sixth this year.

SUPER GT SUGO (J), JULY 31, RD 4/8

Victory and points lead for Quintarelli/Yanagida

THE MOLA-RUN NISSAN GT-R of Masataka Yanagida and Ronnie Quintarelli scored its first win in round four of 2011 Super GT championship at Sugo.

A crowd of 27,000 spectators came to watch a race at a circuit that resides in the disaster area of March's huge earthquake.

Quintarelli took pole after setting the fastest time in a very wet 'super lap' qualifying session. In the dry on raceday, he established a big gap straight from the start.

The Italian handed a 20s lead to co-driver Yanagida, who brought the car home 22s ahead of the SARD

Lexus SC430 of Hiroaki Ishiura and Takuto Iguchi, which started second.

The result means Yanagida/Quintarelli take over the top spot in the championship, as erstwhile leaders Satoshi Motoyama/Benoit Treluyer could only manage a lapped 12th.

● Jiro Takahashi

RESULTS

1 Masataka Yanagida/Ronnie Quintarelli (Nissan GT-R), 68 laps in 1h33m14.162s; 2 Hiroaki Ishiura/Takuto Iguchi (Lexus SC430), +22.360s; 3 Ryo Michigami/Yuki



MOLA Nissan took honours

Nakayama (Honda HSV-010); 4 Hironobu Yasuda/Bjorn Wirdheim (Nissan); 5 Daisuke Ito/Kazuya Oshima (Lexus) 6 Toshihiro Kaneishi/Kodai Tsukakoshi (Honda). **Points** 1 Quintarelli/Yanagida, 41; 2 Kaneishi/Tsukakoshi, 30; 3 Satoshi Motoyama/Benoit Treluyer, 26; 4 Kogure/Duval, 24; 5 Oshima/Ito, 24; 6 Naoki Yamamoto/Takuya Izawa, 23.

Castrol **EDGE**
Rankings

CURRENT
STANDINGS

1	Sebastian Vettel	<>	28,921
2	Mark Webber	<>	21,835
3	Fernando Alonso	<>	20,600
4	Sebastien Loeb	<>	20,515
5	Lewis Hamilton	<>	18,926

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Sergei Afanasiev is the big gainer from Auto GP, moving up 98 places and onto the brink of the top 200. In Super GT, Masataka Yanagida has made even bigger gains, as victory at Sugo propels him 144 places and into the top 500 for the very first time.

To see the full list, visit castroldriverrankings.com

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RALLY FINLAND

Jyvaskyla, July 28-30

ROUND 8/13

WINNER

Sebastien Loeb
2h39m37.0s

RALLY RATING

★★★★★

Stunning win from the front from Loeb

DRIVERS' STANDINGS

Loeb	171pts
Hirvonen	144pts
Ogier	140pts

POWERSTAGE WINNER

Hirvonen

MILESTONES

Jari-Matti Latvala's 100th WRC start;
Loeb's second Rally Finland victory

DAVID EVANS
reports



Route 66 for Citroen's original flying Frenchman

The world champion vanquished Ford's local aces to take a 66th WRC win, his second in Finland

SEBASTIEN LOEB PRAYED for rain. He then hoped his rivals would fall for his tactic trick on Saturday night. Neither happened. But it didn't matter. The Frenchman had his genius to fall back on. And, for the 66th time in his career, that didn't let him down.

Astonishingly for Rally Finland, Loeb's biggest rival wasn't a Finn last week, it was his Citroen team-mate Sebastien Ogier. Ford's Mikko Hirvonen hit a tree on stage one, ruling him out of contention and broke hearts across Jyvaskyla, while Jari-Matti Latvala, winner last year, looked ill-at-ease throughout the rally. Latvala finished second, but never truly looked to have fully engaged in the fight for the win. For all his pre-event talk of

points and podiums rather than wins, Loeb celebrated his second Finland win well on Saturday night. In fact, he celebrated in the manner in which he'd driven these hallowed roads for the previous three days. He celebrated like a Finn.

LEG ONE (24.69 miles)

SUNNY AND RAIN - AMBIENT TEMPERATURE RANGE ON STAGES 17-23C

Five minutes was all it took to turn Hirvonen's dreams of winning his home round of the WRC into a complete nightmare. Granted, the incident had nothing like the impact of his vicious Urria roll of 12 months ago, but the outcome wasn't too dissimilar: any hope of repeating his '09 win looked to be out of the window.

Hirvonen had slid wide in

a left-hander and clattered a tree with the right-rear of the Fiesta in SS1. He lost 38 seconds in the 14-mile Lankamaa stage - a lifetime on this event. Arriving at the end of the stage, Hirvonen thumped the roof of the car in frustration.

"The engine," he shouted, "the engine died. We had no brakes and no steering."

As the Finn made his crab-like exit from the end of the stage, it was clear his troubles were far from over. The brake was damaged at the right-rear, locking the wheel solid for the final three miles of the next test and a damaged driveshaft left only the front wheels to drag the car through.

He was distraught and cut a forlorn figure when he arrived back in service. Maintaining his defence,



2010 winner Latvala took second this time

the telemetry refused to play ball and revealed nothing with the engine. What was slightly more telling was his speed at the entry to the corner being 12mph faster, courtesy of him braking 0.8s later than Latvala. Then the Fiesta met tree and Hirvonen's day was done.

The two-pronged silver lining in the big black cloud that sat over Ford was privateer Jari Ketomaa, who led after the first stage and Latvala who looked utterly assured in third on Thursday night.

The darkness of Ford's black cloud came courtesy of Citroen's one-two out



Hirvonen flew after day-one off in Fiesta

Loeb was mighty en route to second '1000 Lakes' win

front. Loeb led after Ogier slowed down in favour of running behind the championship leader on Friday. The two DS3s had looked trouble-free in their progression through the first evening.

POSITIONS AFTER DAY ONE

1 LOEB/ELENA	20m17.5s
2 OGIER/INGRASSIA	+2.8s
3 LATVALA/ANTTILA	+4.4s
4 KETOMAA/STENBERG	+7.0s
5 SOLBERG/PATTERSON	+12.6s
6 SORDO/DEL BARRIO	+14.3s

LEG TWO (83.64 miles)

SUNNY AND RAIN - AMBIENT TEMPERATURE RANGE ON STAGES 16-25C

Loeb was relieved. Latvala was stunned. Hirvonen was fastest. That was the story of the Friday's opener.

None of the frontrunners fell foul of Hassi, reckoned by seasoned Finns to be the

trickiest of the new stages (although one corner did claim several middle-order runners, including leading SWRC runner Eyvind Brynildsen). Instead, there was mutual appreciation for Hirvonen's time, which was 10s faster than anybody else's. Having moved up 16 positions in one stage, the 2009 winner was predictably modest.

"I think I had the best of the conditions," he said. "The road had cleaned a little bit. I was a bit cautious in the narrow section at the end. Maybe we could have taken more time - but we had a couple of small moments."

After his horrible start to the event, Hirvonen was the man on the move through day two, racing back through the field and into

the top 10 with five fastest times to end the day in sixth place - with a firm eye on fifth and an optimistic one on fourth.

Loeb was pleasantly surprised with the surface on the first two stages, which were largely free from gravel. He made the most of them and pushed as hard as he dared, taking 2.2s from Ogier on SS5. Just when he thought running first on the road might not be too bad, he happened upon stage six, which was covered in the stuff, forcing him to relinquish that hard-earned time to his team-mate.

The all-Citroen, all-Sebastien fight was forcing the pace of the DS3s to levels beyond what Latvala had seen before.

"It's definitely tougher than last year," said the

third-placed Fiesta driver. He had been unable to match the French cars on Friday morning and was struggling to find the feeling with his car.

"The car was too hard," said Latvala, "so I was working on the suspension to soften it to find some more traction, but then if we go too soft we are losing the precision in the corners. It's really hard work. They are going too fast."

Latvala sat in the back of Ford's catering truck, looked out over Lahti harbour and pondered his lot. After another helping of pasta and a session with the physio, he was ready to return to battle.

Whatever Ford put in the food, it seemed to work as Latvala posted his first fastest time immediately after lunch. He took more time from the Citroens in the next one, to go into the day's only re-run stage (the 18-mile Hyvaneula test) five seconds off Loeb's lead.

Much as Loeb knew Latvala would be pushing - he had the more pressing matter of Ogier just seven tenths behind him. Latvala's hopes of leading at home for the first time were dashed when he came within an ace of binning his Fiesta when the car bottomed-out in a slow right-hander.

He was mighty relieved to be at the end of the stage.

"We were thrown to the ditch," he said, "so we drove along the ditch for a while, but we were lucky there was no rock in there."

That he slipped a handful of seconds further back mattered not. He was still there. Just.

Ogier edged Loeb out of the lead by four tenths of a second and then, adding insult to injury, not only beat him at the side-by-side spectator stage that followed, but sent a rock flying across the track that broke the screen on Loeb's DS3.

With one stage remaining, Ogier had a 1.9-second advantage. Everybody knew what was coming in the day's final stage, but then, in a moment of drama, Loeb checked into the Mynnila a minute late.

Loeb's co-driver Daniel Elena broke radio silence. "There's a one-minute delay to the stage," he said, hoping nobody would notice their penalty - which would then drop them from first to third on the road for the final day.

Ogier wasn't buying it and he slowed at the end of the stage to make sure he remained behind Loeb.

"I had to do something," said Loeb, at the end of what had been another quietly understated but truly brilliant day. "I wanted to try to put some doubt in the mind of Ogier and Latvala. I wanted to make them think - and maybe to give them the chance to take 10 seconds on me and go first on the road, but they didn't want to. So now, it's the same. It's me again."

Loeb's move had tightened up what was an interesting-looking three-way fight for the lead into an absolute thriller. Just 2.6s split the trio going into the longest day.

Solberg was a downcast fourth, half a minute down on the potential podium ▶



Solberg slid to an unhappy fifth place



Meeke (r) and Nagle retired their Mini

STAGE TIMES

SS1 LANKAMAA (14.76 MILES)

Fastest: Ketomaa 11m44.5s
Leader: Ketomaa

SS2 LAUKAA (7.32 MILES)

Fastest: Loeb 5m49.7s
Leader: Loeb

SS3 LAAJAVUORI 1 (2.60 MILES)

Fastest: Loeb 2m37.3s
Leader: Loeb

SS4 HASSI (12.64 MILES)

Fastest: Hirvonen 11m14.3s
Leader: Loeb

SS5 EVO (5.53 MILES)

Fastest: Hirvonen 4m59.0s
Leader: Loeb

SS6 HYVANEULA 1 (18.57 MILES)

Fastest: Hirvonen 14m09.8s
Leader: Loeb

SS7 KOUKUNMAA (8.50 MILES)

Fastest: Latvala 7m09.8s
Leader: Loeb

SS8 KOIVUKEHA (11.06 MILES)

Fastest: Hirvonen 9m19.3s
Leader: Loeb

SS9 HYVANEULA 2 (18.57 MILES)

Fastest: Hirvonen 13m53.3s
Leader: Ogier

SS10 JOKIMAA (1.24 MILES)

Fastest: Ogier 1m33.4s
Leader: Ogier

SS11 MYNNILA (7.50 MILES)

Fastest: Loeb 5m47.4s
Leader: Loeb

SS12 LEUSTU 1 (13.26 MILES)

Fastest: Loeb 10m13.1s
Leader: Loeb

SS13 SURKEE 1 (9.10 MILES)

Fastest: Loeb 8m07.1s
Leader: Loeb

SS14 URRIA 1 (7.92 MILES)

Fastest: Hirvonen 6m01.9s
Leader: Loeb

SS15 JUKOJARVI 1 (8.89 MILES)

Fastest: Hirvonen 7m07.6s
Leader: Loeb

SS16 ISOJARVI 1 (3.01 MILES)

Fastest: Hirvonen 2m26.3s
Leader: Loeb

SS17 LEUSTU 2 (13.26 MILES)

Fastest: Hirvonen 10m07.8s
Leader: Loeb

SS18 SURKEE 2 (9.10 MILES)

Fastest: Latvala 8m00.3s
Leader: Loeb

SS19 URRIA 2 (7.92 MILES)

Fastest: Hirvonen 5m54.6s
Leader: Loeb

SS20 JUKOJARVI 2 (8.89 MILES)

Fastest: Hirvonen 7m01.7s
Leader: Loeb

SS21 ISOJARVI 2 (3.01 MILES)

Fastest: Hirvonen 2m25.1s
Leader: Loeb

SS22 LAAJAVUORI 2 (2.60 MILES)

Fastest: Hirvonen 2m39.6s
Leader: Loeb



Ogier led briefly but fell to P3 at the end

◀ dwellers and with little chance of catching them.

"I'm doing everything I can," he said with a pained look that has become his default expression on rallies. He said plenty more about it, but, frankly, you've read it all before.

Ostberg's day started steadily, before he spun not far out of the start of the day's third stage. Angry at his mistake, he pushed on and found his rhythm. His times improved for the rest of the day.

"I think I need to be a more angry person," he smiled at the end of day two.

Ostberg was half a minute down on Solberg and half a minute up on Hirvonen — his attentions would be focused on keeping the factory Ford behind him.

Behind Hirvonen were the works Minis of Dani Sordo and Kris Meeke. Sordo's John Cooper Works WRC suffered a sensor-related misfire in the morning and a brief trip to the Finnish undergrowth in the afternoon, while Meeke collected 20 seconds of penalties when his car refused to fire up before the start of SS8 making him two minutes late starting the stage. Otherwise, Meeke was taking no risks. "I'm not going to be cheeky enough to say this is a high-speed recce," he said, "but we're not taking any chances. I have to be at the finish of this rally."

One man who probably was taking chances was

SWRC leader Juho Hanninen (Skoda), who had taken over at the top of the class from Ott Tanak. Tanak had been the Thursday-night hero with a sixth-fastest time on SS1 in his Fiesta S2000, but a spin in SS8 cost him close to three minutes when the car refused to fire after the exhaust became clogged with dirt. Hanninen was a hugely credit-worthy ninth on Friday night.

POSITIONS AFTER DAY TWO

1 LOEB/ELENA	1m28m51.3s
2 OGIER/INGRASSIA	+1.5s
3 LATVALA/ANTTILA	+2.6s
4 SOLBERG/PATTERSON	+29.2s
5 OSTBERG/ANDERSSON	+1m00.1s
6 HIRVONEN/LEHTINEN	+1m28.7s

LEG THREE (86.99 miles)

SUNNY/OVERCAST - AMBIENT TEMPERATURE RANGE ON STAGES 18-23C

Loeb admitted he didn't fully understand the phenomenon that appeared to have made the surface of Leustu wet with no rain, but he didn't care. The loose gravel was bound by moisture from somewhere and that was good enough for him. He turned into the first corner and, instead of slithering on marbles, the DS3 dug in and went. This was good. He made it better. And took 6.4s out of everybody.

Understandably, he was bubbling at the end of the stage. "I'm happy with that," he smiled.

Ogier was magnanimous, saying: "He drove better than I did. It's a good time for him."

There was more to come in the next one, as Loeb found more dampness and built a lead of 9.5s. But what of Latvala? Wasn't this his big chance? The Finn was struggling.

"I can't match them," he said. "The back of the car is losing traction. Every time I go near the throttle, it's oversteering. We need to work on the pre-load in the diff."

Latvala shut the door and looked like a man preparing to push water uphill. When he got to lunchtime service with 20s between his third place and Loeb's lead, that was exactly what he was trying to do.

Ogier's mission was half of that, he needed to find 10.8s in the final 50 miles. With just a handful of those miles complete, his hopes were dashed. He suffered a front-left puncture on his Citroen and lost a further seven seconds to Loeb. That wasn't the end of the world, but what very well might have been was that he only had one spare Michelin and he didn't hold out much hope of being able to make them last all afternoon.

Latvala took full advantage, moving into second on the next stage, happy with his rear transmission set-up after lunch.

Ogier was not going down without a fight, however, and he hit back to take time from the Ford in Urria, but that was as close as he would get. The bottom step of the podium beckoned



Ostberg was chuffed with P6 for Stobart

— scant reward for what had been another great Finland drive from Ogier.

And Latvala could do nothing about Loeb. Going into the final two stages, he was faced with having to take two seconds per mile out of Loeb. He didn't do it.

Loeb was delighted and stood on top of his DS3 at the end of the final stage to savour his second win in these woods.

If Loeb took the points, Hirvonen certainly deserved a prize of some sort. Of the 19 stages he stood a chance of winning, he'd bagged 13 of them. He drove like an absolute hero through Friday and Saturday in a sensational fightback. He pulled a minute out of Solberg and Ostberg

through Saturday to jump from sixth to fourth, leaving 2003 world champion Solberg pretty stunned.

Solberg had little to offer in terms of technical explanation. He said: "This is my worst rally in the past three years. I haven't been on the pace since shakedown."

If fifth place had no appeal for him, Ostberg was chuffed with sixth, having turned the pace up in the second half of the rally.

Ostberg's Stobart team-mates Henning Solberg and Matthew Wilson were seventh and eighth, while Kimi Raikkonen and Juho Hanninen gave the Finns something to cheer with a top-10 finish for their 2007

F1 world champion, and SWRC success for the reigning IRC champion.

Both factory Minis retired late in the day, after they started ingesting dust on the cut-up second-run stages. Sordo had been on for sixth, while Meeke had struggled on Saturday's more technical stages and slipped out of the top 10.

Loeb was unusually emotional at the finish. His unassuming words of admiration for what a win on this rally stood for drew cheers from the typically enormous crowd. The Frenchman had won over the Finns on and off the stages and also taken a giant leap towards his eighth consecutive world championship title. ❧

RESULTS

Rally Finland, July 28-30, round 8 of 13

18 SPECIAL STAGES, 195.361 MILES

POS	NO	DRIVER/NAVIGATOR	CAR	TIME
1	1	Sebastien Loeb/Daniel Elena	Citroen DS3 WRC	2h39m27.0s
2	4	Jari-Matti Latvala/Mikka Anttila	Ford Fiesta RS WRC	+8.1s
3	2	Sebastien Ogier/Julien Ingrassia	Citroen DS3 WRC	+12.8s
4	3	Mikko Hirvonen/Jarmo Lehtinen	Ford Fiesta RS WRC	+1m09.1s
5	11	Petter Solberg/Chris Patterson	Citroen DS3 WRC	+1m16.2s
6	6	Mads Ostberg/Jonas Andersson	Ford Fiesta RS WRC	+1m27.8s
7	15	Henning Solberg/Ilka Minor	Ford Fiesta RS WRC	+3m25.5s
8	5	Matthew Wilson/Scott Martin	Ford Fiesta RS WRC	+3m53.2s
9	8	Kimi Raikkonen/Kaj Lindstrom	Ford Fiesta RS WRC	+3m59.8s
10	25	Juho Hanninen/Mikko Markkula	Skoda Fabia S2000	+5m13.7s

OTHERS

R	37	Dani Sordo/Carlos del Barrio	Mini John Cooper WRC	S21-cooling
R	52	Kris Meeke/Paul Nagle	Mini John Cooper WRC	S19-cooling

CLASS WINNERS WRC: Loeb/Elena; SWRC: Hanninen/Markkula; Starters/finishers: 124/66; Leaders: SS1 Ketomaa; SS28 Loeb; SS9-10 Ogier; SS11-22 Loeb

RALLY SUMMARY The rally underwent the biggest change since last year's switch from a three- to two-day route. This year's was a two-and-a-half-day event, but Friday was run around Lahti, south of Jyväskylä, in stages never seen by any of the current drivers. Thursday afternoon and Saturday were run on more familiar territory.

SWRC

Hanninen stretches lead with second straight win

 Juho Hanninen took his second straight SWRC-class win on Rally Finland.

The Skoda driver was forced to play second fiddle to Estonian Ott Tanak on the opening evening of the event as the Ford driver stunned the WRC with an astonishing opening loop, which included sixth fastest overall on the event's opener.

Tanak struggled to maintain that staggering speed into Friday and that, allied to a monster charge from Hanninen, allowed the Fabia to nose its way ahead. Tanak's rally was ruined in SS8, when a seemingly innocent spin left the car stranded in the middle of the road and refusing to start. The exhaust had become blocked with dirt. Unfortunately for Tanak, it took him almost three minutes to discover this. His hopes of winning had been dashed, but he still fought back to clinch third in SWRC.

Hanninen said: "I was not laughing when I saw Tanak's time in the first stage. So I pushed hard on Friday. It was a shame for him, it was a good fight, but it's nice for me."

Hanninen's victory moves him further ahead in the title race. Martin Prokop was second, maintaining his second place in the title race, with Tanak third the VW-run Skoda of Andreas Mikkelsen

retired with a broken radiator on Saturday afternoon.

PWRC

Kiwi Hayden Paddon maintained his 100 per cent PWRC-winning record.

The Subaru driver moved clear after an inch-perfect drive. His only problem had been the recurring issue of the Impreza's wandering rear. Paddon tried all manner of suspension settings to try to get the back of the car to stay in line, but in the end it didn't matter, he took his third straight PWRC win.

Sweden's Patrik Flodin suffered yet another event to forget, when the front-right suspension collapsed on his Subaru, dropping him from the lead. Flodin finished third in class, behind the sensational Jarkko Nikara. The former Pirelli Star Driver had invested in a new engine and gearbox for his Mitsubishi and set some blistering times. His hopes of victory were ruined when he put the Lancer on its side for two minutes near the end of the Hassi stage.

In the WRC Academy, Egon Kaur maintained his perfect score, with his third win of the year. The Estonian won a thriller, beating Craig Breen by just 2.6s. Alastair Fisher led early on, but crashed on day two having built up a lead of almost half a minute.



Hanninen took second straight SWRC victory

SWRC - Round 5 of 8

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Juho Hanninen/Mikko Markkula	Skoda Fabia S2000	2h44m50.7s
2	Martin Prokop/Jan Tomanek	Ford Fiesta S2000	+2m37.7s
3	Ott Tanak/Kuldar Sikk	Ford Fiesta S2000	+3m38.3s

SPA-FRANCORCHAMPS

 BELGIUM

July 28-30

International & British F3
Round 3/6 & 7/10



AT A GLANCE

- R1 winner **Roberto Merhi**
- R2 winner **Kevin Magnussen**
- R3 winner **Roberto Merhi**
- Poles **Roberto Merhi x 2**



Magnussen topped reversed-grid race



Merhi Merhi so fast it's scary

Euro Series points leader and FIA Trophy table topper dominates as the best of F3 comes together at Spa

Merhi was peerless for Prema Powerteam

IF ONLY EVERY FORMULA 3 event could be like this: 28 cars, from nine teams, on one of the best Grand Prix circuits in Europe – the perfect way to show the world that this category is a great place for junior single-seater drivers to refine their craft.

The new FIA F3 International Trophy, of which the seventh round of the 2011 British F3 season formed a part, was designed to bring the best of F3 together and safeguard the formula against the proliferation of alternatives.

The announcement came too late for many drivers to budget for the inaugural

season, so support so far has been modest, but British F3 planned to be in Belgium anyway last weekend and the third round of the F3 Trophy brought the best of the F3 Euro Series out to play too.

Four entries from French squad Signature, three cars from Italian powerhouse Prema, and a single machine from German F3 squad Van Amersfoort bolstered the usual score of BF3 drivers. Each of these outfits had their moment in the sun at Spa, but the star of the show was Prema's Spanish sensation Roberto Merhi.

This is the Mercedes-backed driver's third year in F3 and he put all that

experience to good use. His name was always at or near the top of the timesheets and, having made the correct call to switch to slicks in the latter stages of qualifying, he went on to convert a pair of pole positions into two utterly dominant wins in the main points-paying races.

"It's always nice to win when you have lots of competitors," said Merhi, 20, who became the youngest ever winner of an Italian Formula Renault race here back in 2007.

"You know if you make a mistake you can be P13, but if you do a good job it means more when you are P1."

Merhi's success owed mainly to being mighty through the sweeps of Spa's middle sector. Fortec race engineer Andi Scott described the Spaniard as "an animal" through the part of the track that takes the drivers from Les Combes, through the fearsome sixth-gear double-apex left-hander at Pouhon, and

up to Stavelot.

"The car was going really well in this sector," explained Merhi, who was often over a second quicker than anyone else through this part of the track alone. "I was giving it everything in this sector because it's the way you can make the time."

Merhi's prodigious speed left the rest to scrap for the minor places. Fortec and Signature led the chase, as the majority of rival squad Carlin's drivers made the wrong call to stay on rain tyres during the latter stages of a drying qualifying session, and thus made life a bit harder for themselves for the rest of the weekend.

Signature quickly got a handle on how to make the Cooper slicks work, as is often the case when Euro Series teams race in the British series. The French squad managed to finish in the top six in all three races, Marco Wittmann scoring a podium in the finale despite minimal dry running.

Meanwhile, Fortec's Will Buller followed his maiden win in the reversed-grid race at Paul Ricard last time out by top-scoring among the British series runners at Spa.

"We've had the car [to challenge] for a while but we just haven't got it together," said Fortec boss Richard Dutton, whose squad also benefited from some driver coaching and data sharing with double race winner Merhi, thanks to mutual links with Mercedes.

"For Will that win at Ricard did him the power of good because he's got some self-belief now."

Buller fended off Carlin's Jazeman Jaafar to take the first of those maximums. The Malaysian was later excluded from the reversed-grid race after deliberately hitting team-mate Rupert Svendsen-Cook along the Kemmel straight on the opening lap, before punting Merhi off at Les Combes. For many in the paddock, the resultant sanction was a



Buller continued good form by being top Brit

RACE RATING

★★★★☆

Merhi was too quick for the races to be close, but the large grid was a great advert for Formula 3

MILESTONES

Roberto Merhi is first Spaniard to win in BF3 since Jaime Alguersuari



REPORT INT'L/BRITISH F3 SPA

BEN ANDERSON
reports



justified comeuppance for a driver who has involved himself in far too many contact incidents during his time in the category.

Merhi felt Jaafar's punt denied him a realistic chance of completing a hat-trick of wins at Spa, but the Spaniard still marked

himself out as probably the best F3 driver in the world at the moment with a crushing display of dominance in the other races.

Merhi now needs just one more point to become the inaugural FIA F3 International Trophy champion. ☑

Wittmann was on the podium for Signature



Birthday boy Asmer's comeback

MARKO ASMER HASN'T raced much since a difficult season of GP2 back in 2008. The 2007 British F3 champ's career has stalled, but he's now resurfaced with hopes of following Edoardo Mortara into the DTM by winning the Macau F3 GP.

To help get himself ready for that end-of-season event, Asmer returned to the series that made him a champion at Spa. The Estonian finished seventh for Double R Racing at the Pau GP earlier this season and joined up with the squad again in Belgium.

Asmer qualified second fastest, behind only the dominant Roberto Merhi, but a late switch to slicks in that session meant he started only 20th for race one. Contact at the Bus Stop chicane pitched him out of that race, before a tyre-valve blowout forced him out of race two after just two laps. He fell out of contention by running too much wing in the finale, but still clung on to a creditable sixth.

"It was nice to remind everyone I'm still alive and be back racing again against

Asmer enjoyed eventful return



a really good field," said Asmer, who celebrated his 27th birthday last Saturday.

"Obviously we hoped for a better result starting P2, but it's good to show the car is capable of being at the front. It was a nice birthday present!"

RESULTS

FIA International Formula 3 Trophy, round 3 of 6
British Formula 3 International Series, round 7 of 10, Spa Francorchamps (B), July 28-30

RACE 1 - 13 LAPS, 56.58 MILES						RACE 2 - 8 LAPS, 34.82 MILES						RACE 3 - 17 LAPS, 73.98 MILES					
GRID	POS	DRIVER	TEAM	CAR	TIME	GRID	POS	DRIVER	TIME	GRID	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER
1 MERHI 2:19.228	1	(I) Roberto Merhi (E)	Prema Powerteam	DMB F308	29m18.572s	1	1	Magnussen	18m12.965s	1	1	1	(I) Merhi	38m06.645s	1	1	(I) Merhi
2 FORESTI 2:20.459	2	William Buller (GB)	Fortec Motorsport	DMB F311	+12.846s	3	2	Svendsen-Cook	+2.614s	2	2	2	(I) Wittmann	+23.298s	3	2	(I) Wittmann
3 BULLER 2:20.609	3	Jazeman Jaafar (MAL)	Carlin	DVW F308	+13.486s	9	3	(I) Juncadella	+3.369s	8	3	3	Buller	+25.355s	5	3	Buller
4 WITTMANN 2:22.111	4	(I) Carlos Munoz (CO)	Signature	DVW F308	+14.410s	5	4	(I) v.Asseldonk	+4.245s	12	4	4	(I) Vanthoor	+27.203s	9	4	(I) Vanthoor
5 MUNOZ 2:23.243	5	Jack Harvey (GB)	Carlin	DVW F308	+15.005s	7	5	(I) Wittmann	+6.118s	11	5	5	(I) Marciello	+28.451s	7	5	(I) Marciello
6 LLOYD 2:23.392	6	Rupert Svendsen-Cook (GB)	Carlin	DVW F308	+16.378s	11	6	(I) Munoz	+7.143s	4	6	6	(I) Asmer	+32.708s	2	6	(I) Asmer
7 HARVEY 2:26.782	7	Kevin Magnussen (DK)	Carlin	DVW F308	+16.912s	17	7	(I) Vanthoor	+7.862s	17	7	7	Nasr	+34.110s	18	7	Nasr
8 HYLKEMA 2:27.405	8	(I) Daniel Juncadella (E)	Prema Powerteam	DMB F309	+22.360s	14	8	Nasr	+8.485s	9	8	8	Magnussen	+35.399s	15	8	Magnussen
9 JAAFAR 2:27.863	9	Felipe Nasr (BR)	Carlin	DVW F308	+25.511s	10	9	(I) Abt	+13.043s	14	9	9	Huertas	+36.663s	10	9	Huertas
10 NASR 2:28.626	10	Carlos Huertas (CO)	Carlin	DVW F308	+30.999s	25	10	Buller	+14.563s	6	10	10	Harvey	+38.405s	11	10	Harvey
11 S-COOK 2:29.012	11	(I) Marco Wittmann (D)	Signature	DVW F308	+32.627s	4	11	Huertas	+14.866s	10	11	11	Foresti	+38.881s	6	11	Foresti
12 CUNHA 2:29.278	12	(I) Hannes van Asseldonk (NL)	Van Amersfoort	DVW F308	+32.982s	15	12	Harvey	+15.177s	3	12	12	Jaafar	+39.279s	19	12	Jaafar
13 PYE 2:29.515	13	Lucas Foresti (BR)	Fortec Motorsport	DMB F311	+34.351s	2	13	Foresti	+17.934s	13	13	13	(I) Abt	+47.520s	25	13	(I) Abt
14 JUNCADILLA 2:29.593	14	(I) Daniel Abt (D)	Signature	DVW F308	+35.452s	21	14	Fantin	+18.811s	19	14	14	Svendsen-Cook	+50.638s	20	14	Svendsen-Cook
15 ASSELDONK 2:29.843	15	Hywel Lloyd (GB)	Sino Vision Racing	DMB F308	+36.017s	6	15	(I) Merhi	+19.964s	7	15	15	Pye	+53.164s	24	15	Pye
16 FONG 2:30.313	16	Scott Pye (AUS)	Double R Racing	DMB F308	+37.502s	13	16	Pye	+26.246s	16	16	16	Tincknell	+1m02.012s	28	16	Tincknell
17 MAGNUSSEN 2:30.885	17	(I) Laurens Vanthoor (B)	Signature	DVW F309	+38.518s	20	17	(I) Marciello	+28.423s	27	17	17	Hylkema	+1m11.807s	13	17	Hylkema
18 ASHER 2:31.024	18	Pipo Derani (BR)	Double R Racing	DMB F308	+43.275s	22	18	Lloyd	+28.757s	15	18	18	Ilyas	+1m12.811s	22	18	Ilyas
19 ILYAS 2:31.382	19	Pietro Fantin (BR)	Hitech Racing	DVW F308	+45.137s	26	19	Cunha	+29.939s	23	19	19	Idafar	+1m23.129s	27	19	Idafar
20 VANTHOOR 2:32.962	20	Fahmi Ilyas (MAL)	Fortec Motorsport	DMB F311	+53.692s	19	20	Fong	+31.981s	21	20	20	Cunha	+1m26.350s	16	20	Cunha
21 ABT 2:32.984	21	Adderly Fong (PRC)	Sino Vision Racing	DMB F308	+56.479s	16	21	Derani	+33.185s	18	21	21	(R) Sakurai	+1m42.373s	23	21	(R) Sakurai
22 DERANI 2:33.051	22	Harry Tincknell (GB)	Fortec Motorsport	DMB F311	+56.646s	28	22	Hylkema	+39.149s	28	22	22	Fong	-1 lap	12	22	Fong
23 MARCIELLO 2:33.656	23	Yann Cunha (BR)	T-Sport	DVW F311	+59.179s	12	23	(R) Sakurai	+50.402s	24	23	23	(I) Juncadella	6 laps-withdrawn	21	23	(I) Juncadella
24 SAKURAI 2:34.680	24	(R) Kotaro Sakurai (J)	Hitech Racing	DMH F305	+1m16.779s	24	24	R Idafar	5 laps-collision	25	24	24	Derani	5 laps-damage	8	24	Derani
25 HUERTAS 2:35.333	25	R Menasheh Idafar (BRN)	T-Sport	DVW F311	8 laps-off	27	25	Tincknell	4 laps-damage	22	25	25	(I) v.Asseldonk	1 lap-damage	17	25	(I) v.Asseldonk
26 FANTIN 2:36.358	26	(I) Marko Asmer (EE)	Double R Racing	DMB F308	3 laps-crash	18	26	(I) Asmer	2 laps-blowout	26	26	26	Lloyd	0 laps-collision	14	26	Lloyd
27 IDAFAR 2:39.323	27	(I) Raffaele Marciello (I)	Prema Powerteam	DMB F308	2 laps-hit	23	27	Ilyas	2 laps-suspension	20	27	27	Fantin	+57.237s	26	27	Fantin
28 TINCKNELL no time	28	Bart Hylkema (NL)	T-Sport	DVW F311	0 laps-damage	8	EX	Jaafar	+24.116s	5	EX	EX	EX	EX	EX	EX	EX

CHAMPIONSHIP

POS	DRIVER	PTS
1	Nasr	267
2	Huertas	153
2	Buller	153
4	Magnussen	144
5	Foresti	140
6	Jaafar	134
7	Svendsen-Cook	128
8	Harvey	74
9	Tincknell	65
10	Fantin	64

CHAMPIONSHIP (ROOKIE CUP)

POS	DRIVER	PTS
1	Sakurai	267
2	Hylkema	214

FIA F3 INTERNATIONAL TROPHY

POS	DRIVER	PTS
1	Merhi	118
2	Wittmann	43
3	Juncadella	39
4	Abt	32

Key: D=Dallara; VW=Volkswagen/Spiess; MB=Mercedes-Benz/HWA; MH=Mugen Honda/Brown; (I)= Invitation entry; (R)=Rookie Cup. *5-place grid penalty.

Race 1 Winner's average: 115.82mph.
Fastest lap: Merhi, 2m14.403s, 116.57mph.
Race 2 Winner's average: 114.71mph.
Fastest lap: van Asseldonk, 2m15.525s, 115.58mph.
Race 3 Winner's average: 116.51mph.
Fastest lap: Merhi, 2m13.738s, 117.13mph.



After a brilliant weekend of racing alongside the FIA International Formula 3 International Trophy at Spa, Felipe Nasr maintains his lead in the Sunoco Daytona Challenge. William Buller (left) had a stunning weekend taking 2 class victories and climbs to 13th place in the overall challenge standings.

► 1 Felipe Nasr	Carlin/F3	90.00	► 6 Michael Guasch	United Autosports/GT3	49.17
► 2 Matt Griffin	MTECH/British GT3	58.33	► 7 Jay Shepherd	Hawthorns/Britcar	47.42
► 3 Marcus Clutton	A.B.G Motorsport/GT4	56.33	► 8 Craig Wilkins	GT3 Racing/Britcar	46.46
► 4 Javier Morcillo	Azteca/Britcar	55.92	► 9 Aaron Scott	GT3 Racing/Britcar	46.46
► 5 Matthew Bell	United Autosports/GT3	49.17	► 10 Peter Belshaw	A.B.G Motorsport/GT4	46.33



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OSCHERSLEBEN

GERMANY
July 30-31
WTCC
Round 8/12



AT A GLANCE

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



Muller jokes: "I'm catching you, Huffy!"

Chevy wins again, but BMW gives Franz something to cheer about

Yvan Muller led Chevrolet team-mate Rob Huff to a Cruze one-two in the opener, before Franz Engstler broke his duck later on



Muller leads Huff to fifth win of the year

FRANZ ENGSTLER'S MAIDEN

WTCC victory in race two may have finally ended Chevrolet's 11-race winning streak, but all three of the American marque's drivers were satisfied with their weekend's work at Oschersleben, as the title race looks increasingly set to go down to the wire.

For Rob Huff, the weekend was all about protecting a championship lead he's held since the very first round of the season – the Briton limiting the damage done by a charging Yvan Muller by finishing directly behind the Frenchman in both races.

"I can't be unhappy with the weekend – I'm still leading," Huff admitted in summary of his second- and sixth-place finishes. "The gap has been reduced, but you only need to win these things by one point."

For Muller, it was the fourth time in the past five rounds that he reduced his deficit to Huff, which now stands at just six points; while for Menu, it was a case of keeping his faint title ambitions alive with a podium in race two that did not feature either Huff or Muller for only the third time this season.

Qualifying set the tone for the weekend, with Muller on the front foot as an "almost perfect lap" put him on pole by more than

half a second. Huff was third and Menu sixth, with Robert Dahlgren a somewhat surprise second – the Swede giving Volvo its first glimpse of an international touring car podium finish since Jarama in 1986.

Huff followed Menu through at the start of race one and, as the field quarrelled behind, the leaders eked out more than 3s by the end of the first lap. Dahlgren, meanwhile, made a poor getaway in the greasy

conditions and dropped to seventh by the end of the lap, with Tom Coronel and Gabriele Tarquini moving into third and fourth.

By lap four Muller and Huff had extended their gap to over seven seconds, only for Huff – who had just set the fastest lap – to run deep and into the gravel at the left-hand hairpin of Hasseroder. He emerged with Tarquini, who had made his way past Coronel, all over his tail, but defended well to maintain his grip on second.

That marked the start of a remarkable comeback charge from the Briton as he found the perfect rhythm in the greasy conditions to often lap more than a second faster than Muller and Dahlgren, who in turn were well clear of the rest.

By the penultimate lap the gap to Muller was back

to 1s, and in the final few corners Huff was close enough to look to the inside, but Muller held his nerve to clinch victory – his third on the trot – by just 0.289s.

Dahlgren had also worked his way back through the field but, like Huff, ran out of time in his bid to close down Tarquini in third, finishing less than a second down on the Italian veteran.

Menu took a relatively quiet fifth ahead of the BMW of top Independent Stefano d'Aste, who had passed his SEAT rival Michel Nykjaer in the final three laps. There was drama in the battle for ninth, however, as Franz Engstler and Aleksei Dudukalo clashed at the penultimate corner of the final lap – Engstler pouncing on a mistake by Dudukalo through the Esses, only to



2009 champion Tarquini took his SEAT to two P3s

RACE RATING

★★★★☆

The Huff/Muller duels kept it exciting as the Chevrolet dominance was finally halted

MILESTONE

Yvan Muller's race-one win was his third on the trot, and his eighth consecutive podium finish – a WTCC record

REPORT WTCC OSCHERSLEBEN

SAM TREMAYNE
reports



Engstler's maiden win:
BMW's first since October

Race-two podium: justified and ancient

HAVING TURNED 50 ON THE Monday before the latest round at Oschersleben, his home race, Franz Engstler celebrated his milestone in style with his maiden World Touring Car victory in the second contest.

In a performance that was less about rolling back the years and more about drawing upon his wealth of experience to manage his tyres and keep the Chevrolet of Alain Menu at bay, Engstler celebrated in front of plenty of well-wishers and backers.

Helping him celebrate on the podium were two of the series' most venerable and august stars – Alain Menu, a two-time BTCC champion, and Gabriele Tarquini, a multiple touring car champion whose career also includes a nine-year spell in Formula 1.

At 50, 47 and 48 respectively – a combined total of 145 years – the trio not only represented the oldest podium in FIA World Touring Car history, but indeed in any FIA-backed

world championship. The previous oldest podium came in Formula 1 in 1950, when Giuseppe Farina, Luigi Fagioli and Louis Rosier filled the top three in the Swiss GP at Bremgarten.

Animated by his maiden victory, Engstler showed no signs of age in the post-race press conference.

"What a fantastic day – beautiful," he gushed. "Thank you so much to my team and BMW, who did a great job after my accident in the first race, and I was able to repay them with this. You can be sure there will be a big party tonight!"



Engstler topped the old-but-gold podium

be tipped into a spin as he tried to pass around the outside of Turn 8.

The reversed-qualifying format for race two provided the perfect tonic for Engstler, who started from pole, dropped to second on the opening lap and then re-inherited the lead when Norbert Michelisz spun of his own accord at the penultimate corner on lap eight.

From there Engstler never looked under serious pressure, even as Chevrolet's Alain Menu closed in. He held the Swiss driver at bay to take his maiden WTCC victory at his home race, and in front of a legion of family, friends and sponsors.

Tarquini again withstood heavy late pressure to

hang on to the final podium spot, beating BMW's Tom Coronel in a photo finish measured at just 0.039s as they took the flag.

Behind them, Muller and Huff were once again locked together on track in fifth and sixth respectively. Huff had started ahead of the Frenchman, but lost out when trying to pass SEAT's Tiago Monteiro on the inside, and then outside, of the left-right-hander of Turn 1 – Monteiro moving across to block and gifting Muller the chance to slip past both in one fell swoop.

Huff eventually found his way through and stuck with Muller for the remainder of the race, conceding just two championship points to ensure he retains his season-long lead heading

into the final European round at Valencia.

"I know I did the best I could – and there's not a lot else you can do," Huff said later. "When I had a big lead in the championship I never got excited about it because I know how quickly these things can change. I'm taking each race as it comes."

Muller, meanwhile, will be hoping that he can buck a quirk in Oschersleben's record books – not since Andy Priaulx in 2006 has a driver won there and gone on to win the title.

"I'm very happy, it was a good weekend," Muller said. "I closed the gap to Rob, which was a good way to start the holiday. I'm just focused on doing my job and not making mistakes – that will be the key."

RESULTS

World Touring Car Championship, Oschersleben (D), July 30-31, round 8 of 12

GRID RACE 1						RACE 1 - 14 LAPS, 32.152 MILES						GRID RACE 2						RACE 2 - 15 LAPS, 34.449 MILES						CHAMPIONSHIP TABLE		
POS	DRIVER	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	PTS	POS	DRIVER	PTS					
1	MULLER	1:33.712	2	DAHLGREN	1:34.215	1	Engstler	25m05.708s	1	1	Huff	289	1	Michelisz	79		1	Huff	289							
3	HUFF	1:34.290	4	TARQUINI	1:34.519	2	Menu	+0.750s	5	2	Muller	283	2	Poulsen	78		2	Muller	283							
5	CORONEL	1:34.635	6	MENU	1:34.673	3	Tarquini	+2.361s	6	3	Menu	220	3	O'Young	78		3	Menu	220							
7	MICHELISZ	1:34.884	8	NYKJAER	1:35.260	4	Coronel	+2.392s	8	4	Tarquini	145	4	Dahlgren	54		4	Tarquini	145							
9	ENGSTLER	1:35.370	10	MONTETIRO	1:35.501	5	Muller	+3.117s	9	5	Coronel	137	5	Fabiani	4		5	Coronel	137							
11	O'YOUNG	1:35.633	12	D'ASTE	1:35.656	6	Huff	+3.816s	7	6	Monteiro	105	6	Nykjaer	4		6	Monteiro	105							
13	BENNANI	1:35.724	14	ORIOLA	1:35.903	7	Dahlgren	+4.310s	10	7	Engstler	68	7	Dudukalo	3		7	Engstler	68							
15	BARTH	1:35.932	16	VILLA	1:36.071	8	Monteiro	+8.762s	2	8	Michelisz	66	8	Barth	3		8	Michelisz	66							
17	TANIGUCHI	1:36.657	18	DUDUKALO	1:36.666	9	d'Aste	+9.286s	12	9	Poulsen	59	9	Taniguchi	4		9	Poulsen	59							
19	POULSEN	1:35.730*	20	OKYAY	1:38.113	10	Villa	+12.352s	17	10	Dahlgren	54	10	Nykjaer	4		10	Dahlgren	54							
21	FABIANI	1:41.754				11	O'Young	+15.585s	11	11	O'Young		11	Barth	3		11	O'Young								
						12	Oriola	+17.167s	15	12	Oriola		12	Dudukalo	3		12	Oriola								
						13	Okayay	+44.757s	20	13	Okayay		13	Fabiani	4		13	Okayay								
						14	Taniguchi	+47.098s	18	14	Taniguchi		14	Nykjaer	4		14	Taniguchi								
						15	Dudukalo	+1m04.582s	19	15	Dudukalo		15	Nykjaer	4		15	Dudukalo								
						16	Fabiani	+1m30.934s	21	16	Fabiani		16	Nykjaer	4		16	Fabiani								
						17	Nykjaer	-4 laps	4	17	Nykjaer		17	Nykjaer	4		17	Nykjaer								
						18	Michelisz	10 laps-accident	3	18	Michelisz		18	Nykjaer	4		18	Michelisz								
						19	Barth	7 laps-accident	16	19	Barth		19	Nykjaer	4		19	Barth								
						20	Bennani	0 laps-accident	13	20	Bennani		20	Nykjaer	4		20	Bennani								
						21	Poulsen	0 laps-accident	14	21	Poulsen		21	Nykjaer	4		21	Poulsen								

Race 1 Winner's average: 74.45mph. Fastest lap: Huff, 1m49.734s, 75.34mph. **Race 2** Winner's average: 82.36mph. Fastest lap: Coronel, 1m36.185s, 85.95mph. *grid penalty.

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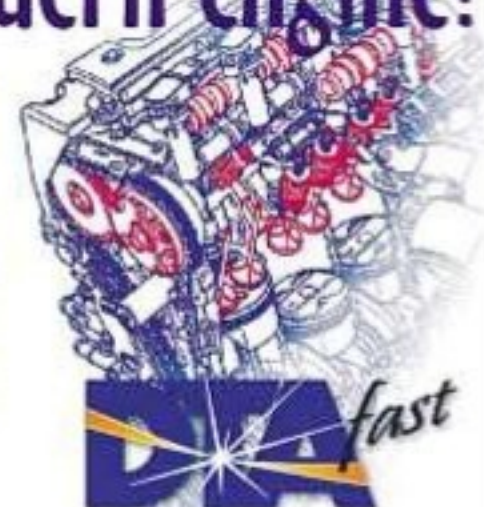


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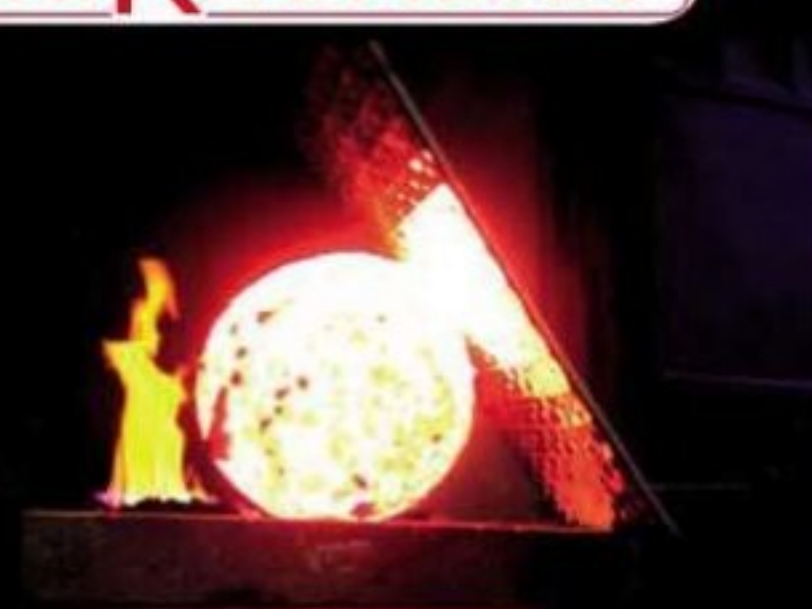
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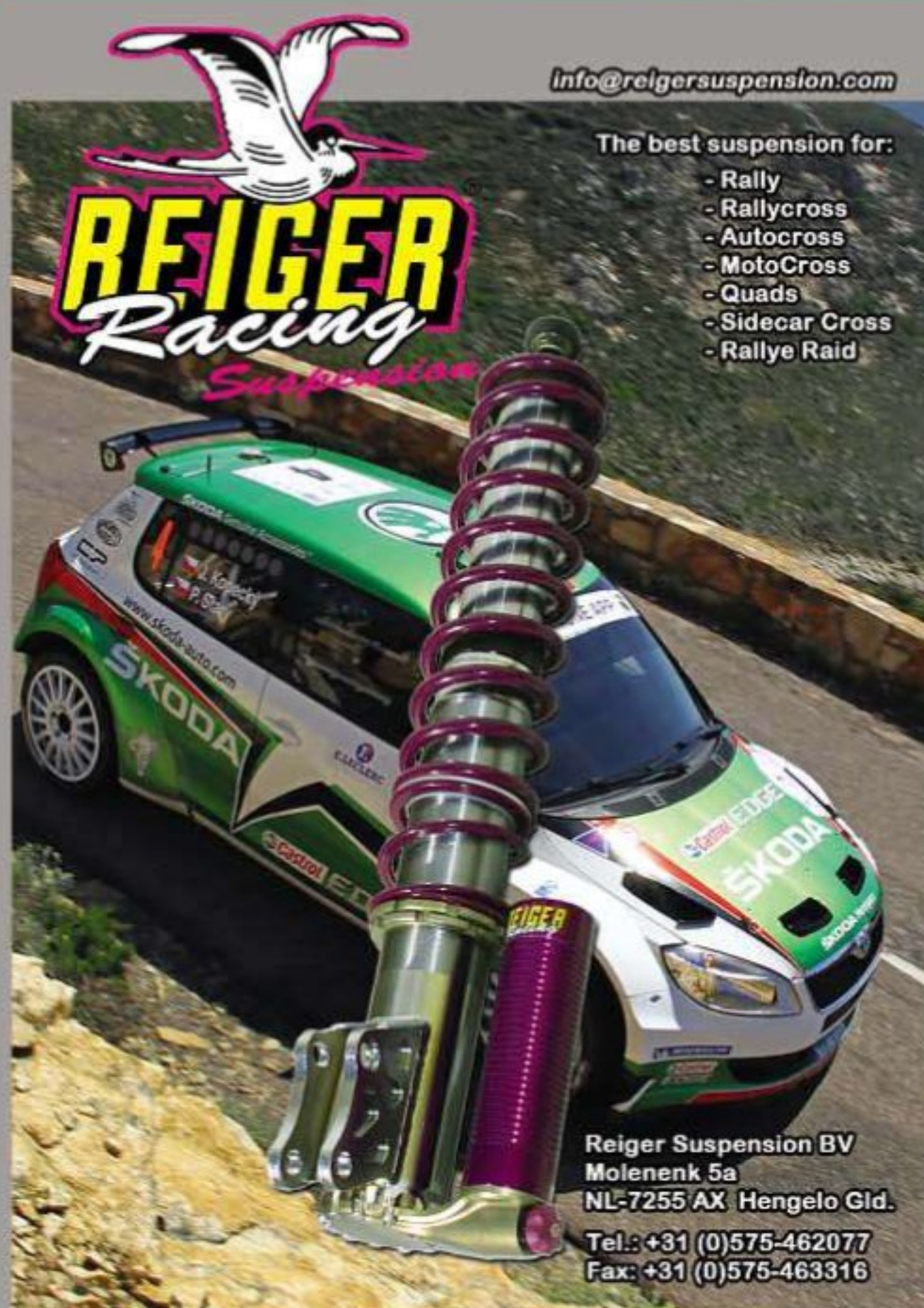


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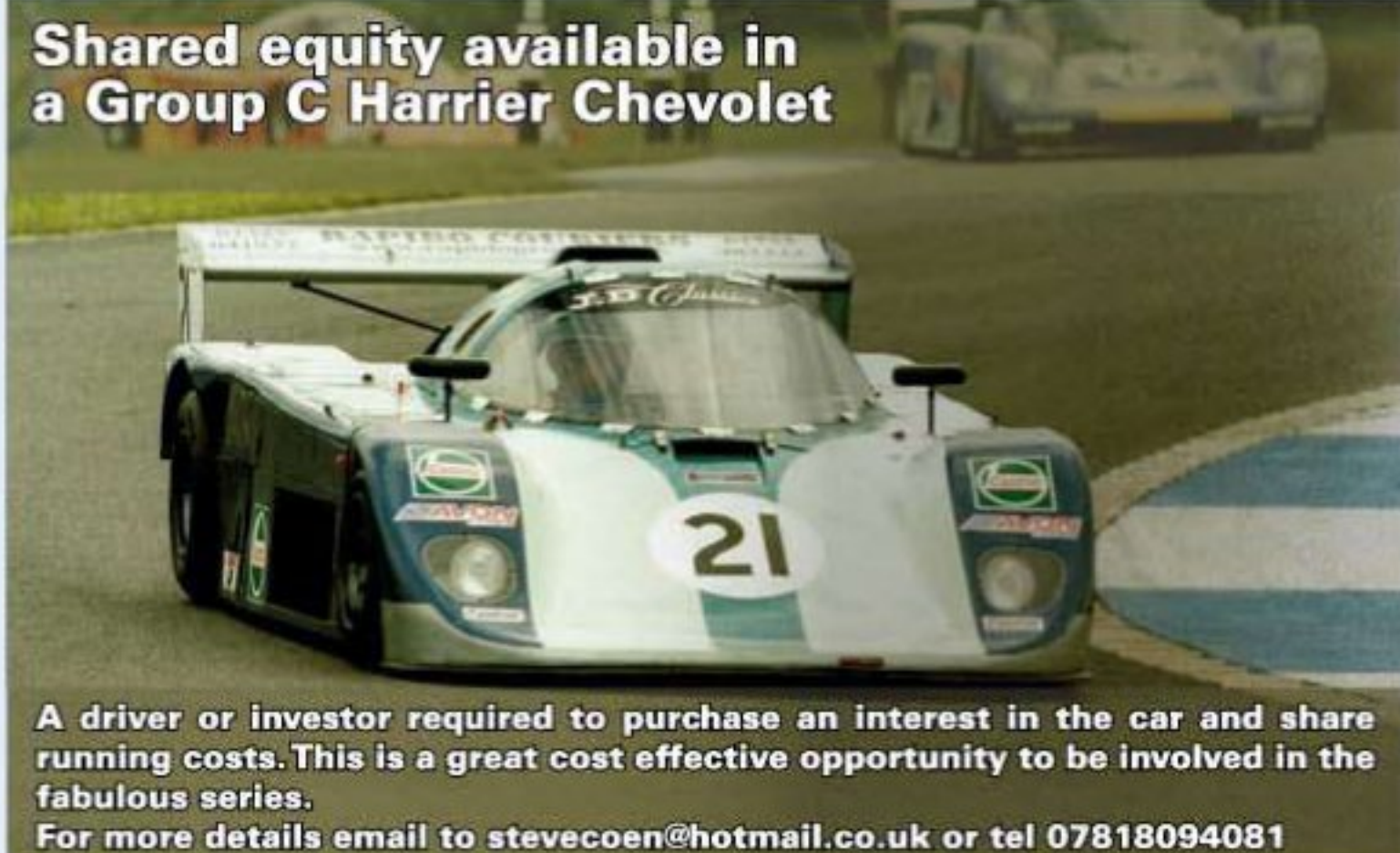
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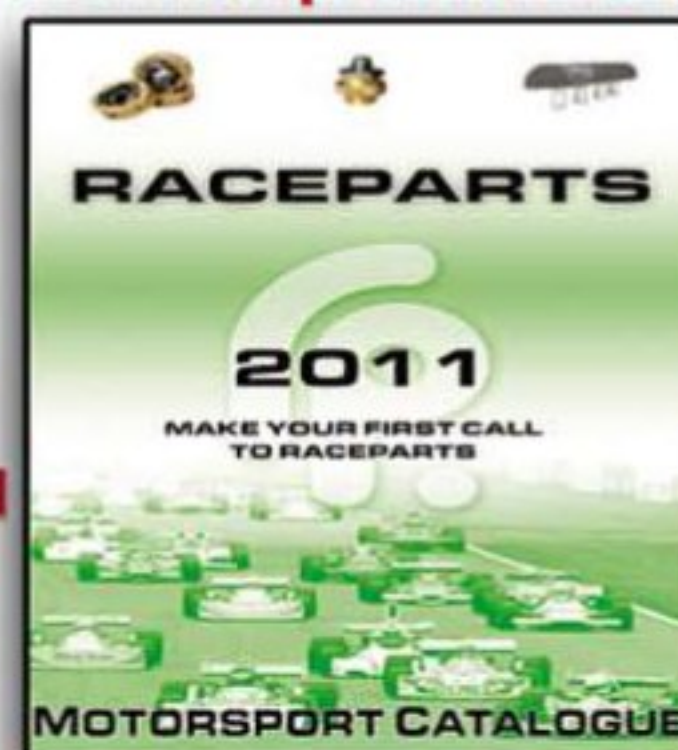
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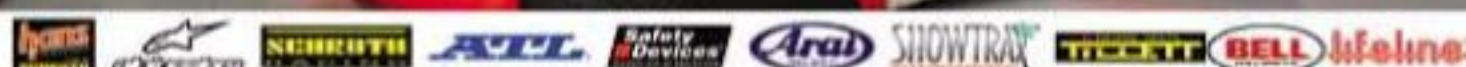
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British F3 star Felipe Nasr still maintains his lead in the Sunoco Rolex 24 At Daytona Challenge. Javier Morcillo unfortunately lowered his average point score after a DNF but gained points for placing pole position.

Driver standings – average per race*

1	Felipe Nasr	Carlin/F3	90.00
2	Matt Griffin	MTECH/British GT3	58.33
3	Marcus Clutton	A.B.G Motorsport/GT4	56.33
4	Javier Morcillo	Azteca/Britcar	55.92
5	Matthew Bell	United Autosports/GT3	49.17



Castle Combe Race Report

The Phil Dryburgh and John Gaw invitation class Ferrari 458 GT3 took the chequered flag at Castle Combe. In second place was the Mustill/Evans Aquilla CR1 closely followed by the Wilkins/Scott Dodge Viper.



Felipe Nasr Aaron Steele

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In the Sunoco GRAND-AM 200 Challenge the battle for the top spot still continues and Aaron Steele has edged his way back into the top spot. Adrian Churchill is in hot pursuit less than 4 points behind, and with the top 5 point scores being so close together it really is all to play for.

Driver standings – average per race*

1	Aaron Steele	MSV F3	106.40
2	Adrian Churchill	PTC	102.86
3	Stephen Treherne	Legends	89.17
4	Gary Duckman	PTC	72.11
5	Andy Ruhan	GT Cup class 1	71.48

* points correct at time of print

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MGCC will build on pilot Silverstone race

New car and series for MG

Latest MG3 model set to go racing; MG Car Club commits to two fresh series

» THE NEXT NEW CAR TO BE built in the UK by MG should be racing in 2012 in what could be a prelude to a one-make series.

MG, which is owned by Shanghai Automotive, has already had requests from potential customers wanting to prepare the supermini-sized MG3 for MG Car Club events. That could be followed by a one-make series in the spirit of the MG Metro Challenge of the 1980s.

MG sales and marketing director Guy Jones said: "We've had contact from potential customers who want to start racing the car. We would actively encourage anyone wanting to do that."

Asked if there was potential for a one-make series, he said: "With the history of the MG brand, I could definitely envisage that. There is potential if the demand is there."

The MGCC is receptive to the idea of the MG3 racing in its ranks, most likely against ZRs and Fs in the MG Trophy.

Competitions secretary Steve Carr said: "We want someone to build one so we can see where it fits in, but there will definitely be a place for it. I believe we will see one racing next year."

MGCC EXPANDS

As well as incorporating the new car, the MGCC will run a new series for 1950-65 Sports Cars and another for pre-1950 machinery next season.

The move follows the success of a trial at Silverstone's MGLive meeting in June, where 42 cars contested the initial 1950-65 race and a further 34 took part in the annual MMM & T Type race. A field of 23 cars then contested the 1950-65 event at Thruxton last Saturday.

Carr said: "We will stick to the same format, with FIA-specification cars on Dunlop historic tyres; it's what the competitors want. Races will be around the same duration [40-50 minutes]."

The success of the MMM & T Type

race at Silverstone has prompted the club to look at running a series of races for those too next year. "The response after Silverstone was good and we should have something like 25 or more cars running," said Carr. "It will give the T Types and other pre-'50 cars more chances to race."

The club is looking at running the races at six of its 2012 meetings with one or the other (but not both) taking a place on each programme.

COMBE RACE

Castle Combe will also hold a race for historic MGs and Alfa Romeos at its 2011 season finale on October 1.

The Alfa/MG Challenge will be for under-two-litre saloons and sportscars built by the two manufacturers between 1959 and '75. No Appendix K or HTP papers will be required, but heavily-modified cars will not be allowed.

Crispin Thomas, the man behind the initiative, said: "We want to offer an outlet where owners of nice cars with perhaps a few period modifications can have some fun. We will be subjective about the cars, so there is some flexibility, but we certainly aren't looking for homologation specials, and bodywork modification is definitely out."

"There are lots of owners out there who do not want the expense or hassle of building their car to FIA spec, even though their cars are quite original."

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

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SO, OUR ABILITY TO WATCH ALL the grands prix live for free has been taken away as of 2012.

I'm sure I'm not alone in my frustration and disappointment, but at least it means there'll be more time to actually go to meetings on the UK's packed calendar. I'd rather spend my money going to circuits to see the racing and machinery out there than on a Sky subscription.

And the last couple of weekends have shown the broad mix of what you can watch. As I said last week, the Silverstone Classic showcased great cars with close racing (though the spectator experience could be enhanced by better traffic control and a less-packed programme), and this week the budget-orientated 750 Motor Club put on one of its bumper meetings at Snetterton. Just take a look at page 86 to see how many races were decided on the last lap!

Elsewhere, there was a range of historic tin-tops at Pembrey, FF1600 battles at Oulton Park and Knockhill, and plenty of sportscars at Thruxton.

This weekend the BTCC and its support package heads to the new Snetterton 300 lay-out and Croft hosts its second Nostalgia Weekend.

F1 is still the pinnacle of the sport, but if it's determined to make life difficult for fans, there's always another option. Go elsewhere.

Extra contact details

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ben.anderson@haymarket.com

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GINETTA CHALLENGE

New MG3 is set to race in UK next year





Ginetta GT Supercup

Scuderia Vittoria to run G55

Successful new British GT and Renault Clio Cup squad targets TOCA package expansion

McDonald will join G55 grid



RACE-WINNING BRITISH GT and Renault Clio Cup squad Scuderia Vittoria will run a car in the Ginetta GT Supercup later this year as it targets an expansion into the series for 2012.

The team, which was formed at the end of last season, runs a Ferrari 458 and a Ginetta G50 in British GT, as well as

competing in the BTCC-supporting Clio Cup. It now wants to expand its TOCA programme and will campaign a G55 in selected GT Supercup events in the second half of this year.

The team's British GT racer David McDonald will drive in one event, possibly at Rockingham next month, while the squad is talking to potential

race winners for another two rounds.

Vittoria team boss Piers Masarati said: "We're looking at the GT Supercup for next year. We want to increase our presence on the TOCA package and the Ginetta is a lower budget than the Porsche Carrera Cup."

"We've got a good record with Ginetta in British GT4 and it'd be nice to run two

G55s next year. That's the aim."

Masarati also confirmed the team is hoping to contest the Ginetta Junior Championship, which it tried to break into this year, in 2012.

"The more-established teams have got cars in several series," he said. "I'd be surprised if we didn't have a car on the Ginetta Junior grid next year."

Porsche Carrera Cup GB

Carrera Cup bow for Nordstrom

LOTUS GT4 RACER FREDDY

Nordstrom will contest the Porsche Carrera Cup at Snetterton this weekend.

The Swede, who currently lies second in the British GT4 standings, will take advantage of a summer break for British GT to debut in Porsche's single-make GT3 category.

The former SEAT Cupra racer will drive in the Pro-Am 1 class for GT Marques, which will be making its seasonal debut at Snetterton with the latest 997 GT3.

Nordstrom, 22, may also race in the Silverstone finale on October 15-16. He

drove the Porsche for the first time in a test at Snetterton last Thursday.

"We spent as much of the time as we could out on track, changing the set-up," said Nordstrom. "It became better and better as the day developed."

"This is a good opportunity for me to sample the car and the series in a race situation. However, I'm still committed to my British GT campaign."



Nordstrom usually races Lotus Evora

Historic FF2000

Multiple champ to FF2000

TRIPLE FORMULA VEE AND

Porsche Club champion Jez Clark is plotting a return to single-seaters in Historic Formula Ford 2000.

The 2000, '01 and '03 FVee title winner will race Spyder Formula Vee constructor Mike Steley's Reynard SF79 in the Historic Sports Car Club's series.

The pair had hoped to have the refitted hillclimb car ready in time for the start of the 2011 season, but delays meant the SF79 was only completed recently.

Clark, who had not raced a single-seater since 2005, crashed out while leading his class in a Dutch Monoposto event at Spa last month, his first race with the car following a shakedown at Mallory Park.

He hopes to have the repaired machine out in the Oulton Park Gold Cup meeting at the end of this month, and also plans to race at Brands Hatch, Dijon and Silverstone ahead of a full campaign in 2012.

Clark will share driving duties with Steley, who is likely to contest the Pre-'80 FF2000 class within the HSCC's Classic F3 championship. Clark said: "We need to throw in a lot of testing, get the car up to scratch and get Mike up there so he's happy."

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Morgan Challenge

Morgan loans reigning champion a spare car after celebrity shunts

REIGNING MORGAN CHALLENGE

champion Simon Orebi-Gann was forced to use a borrowed car at Thruxton last weekend after his usual mount was shunted at the Silverstone Classic meeting a week earlier.

Holby City and *Silk* actor Jimmy Akingbola crashed Orebi-Gann's regular Morgan during the Celebrity Race at the Classic, following a spin at Copse.

Phil Thomas then offered his car for Orebi-Gann to race at Thruxton, but was later forced to withdraw his offer after former pro-footballer Luther Blissett

launched it into a triple roll.

Orebi-Gann eventually raced a replacement car supplied by the Morgan Motor Company. He drove the ex-Andrew Potter example to third in class, despite the car not having been raced for two years.

Orebi-Gann said: "A chap called Jimmy Akingbola, who is apparently an actor in *Holby City*, drove my car. He spun at Copse but rather than go to the outside where there is all that run-off, it came back and hit the inside barrier. It's done the entire front end and chassis."



Orebi-Gann was lent a car for Thruxton

Levesque scores Club Time Attack success at Cadwell

Romain Levesque (Honda CRX) took Club Class honours in the Time Attack round at Cadwell Park last Sunday, after the challenge of John Mathers (Subaru STi) faded in the final. Gavin Renshaw won overall.



HRDC Touring Greats

Minor result for BTCC ace O'Neill

TOURING CAR RACER

Paul O'Neill finished 24th in the HRDC Touring Greats race at Thruxton last Saturday.

The Tech-Speed Chevrolet driver shared the Morris Minor of Mark Cross to second in Class D in a 40-minute event at the Hampshire venue.

O'Neill was initially approached by Cross, who is race director for ITV's BTCC coverage.

Unknown to their rivals, the 1959-built car ran 2011 technology at Thruxton by incorporating its own

impromptu version of the Drag Reduction System employed in Formula 1.

The front numberplate is fitted under the bumper (as in period), but its positioning can be

altered to horizontal simply by pulling out the choke knob.

O'Neill, who currently lies 10th in the BTCC, said: "The car was brilliant - it oversteered everywhere!"



O'Neill loved Morris outing

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Croft is building on success of 2010 Nostalgia event

The inaugural Croft Nostalgia Weekend was among the highlights - and certainly the biggest surprise - of my 2010 season, so I'm excited at the prospects for the second edition this Saturday and Sunday. When the atmosphere and fare at a party are first class, and the right crowd makes a big effort to espouse it (as it did so enthusiastically last year), even my 330-mile trek from the south coast to the north-east will feel shorter.

We do retrospectives well in Britain and, while it's built around a Historic Sports Car Club event, it's very far from your average race meeting. A lifestyle event, at which attendees are encouraged to dress in outfits from the 1940s to the '70s, it features complementary military, civilian, fashion and music themes. A real family treat, whether you're five or 95!

Air displays proved very popular last August. On Saturday Supermarine Spitfire and Hawker Hurricane fighters will remind us of the Darlington autodrome's World War 2 airfield roots. A (Hunting Percival-originated) Jet Provost trainer is due to star in Sunday's aerial fun and will give a window on later RAF activity. Uniformed Military Vehicle Trust members will add to the period pathos with more than 100 jeeps and army vehicles.

On the ground, more than 400 classic cars are booked to attend a Teesside Yesteryear Motor Club

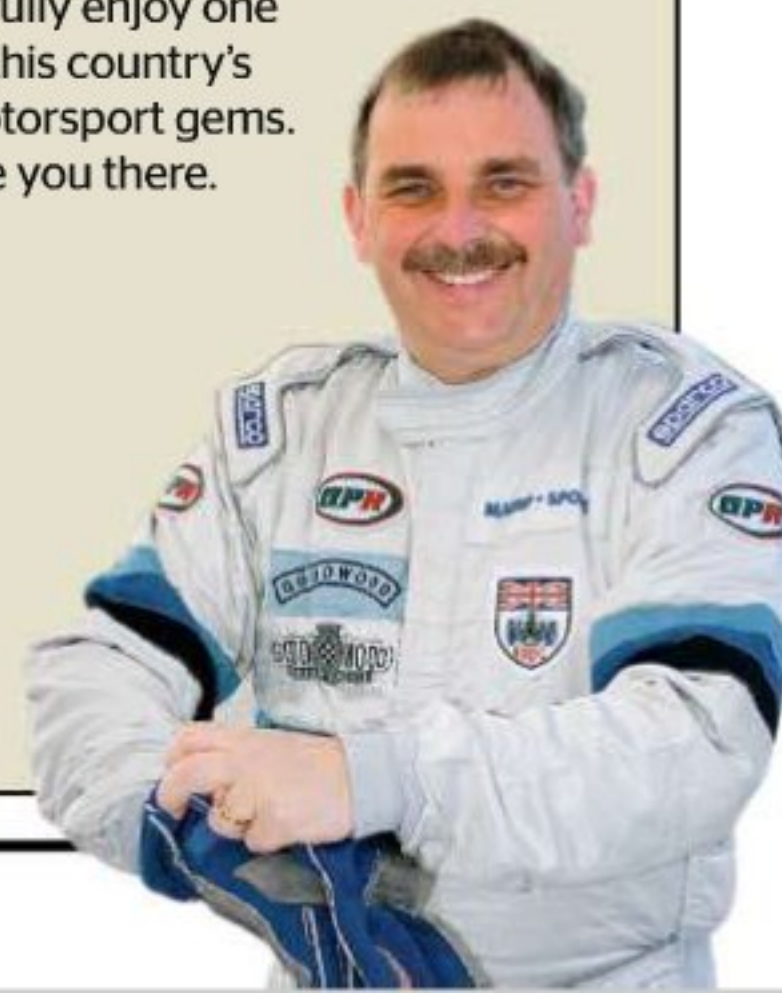
gathering, with a cavalcade a highlight. "In terms of numbers of race entries [250] and the activity we are packing into two days on the track, it will be the biggest event of the year at Croft," says circuit manager Tracey Morley. "Pretty much every inch of the site will be covered by race teams and cars, exhibits, displays and entertainers."

The racing itself should be fantastic - the demanding 2.1-mile circuit's layout is famed for it - embracing rounds of all the HSCC's domestic championship. A fine international driver line-up brings single-seaters from 500cc F3 to Formula 5000s via a cracking crop of 1000cc F3 machines (in the Classic Racing Cars fields) and the first five years of the ever-popular Formula Ford. Sportscars, GTs and saloons are also out - what price a repeat of last year's Mini Cooper S victory over the V8s?

Following the runaway success of last year's experimental event, more local businesses have seen the potential of becoming involved this time, and extensive media promotion throughout the region (Carl McKellar take a bow) should attract many more spectators.

Fortunately, the infield banking offers plenty of fine viewing and the weather forecast is cracking, so pack a picnic and arrive early to fully enjoy one of this country's motorsport gems. See you there.

The inaugural Croft Nostalgia Weekend was the biggest surprise of my 2010 season"





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INBRIEF



Stevens is back in FRenault

FORMULA RENAULT EURO CUP

racer Will Stevens will appear in the Snetterton rounds of the UK championship this weekend. The Fortec driver took a best finish of second during his last visit at the Brands Hatch meeting.

EX-MINI CHALLENGE CHAMPION

Martin Depper is hoping to be back out at Donington Park on August 13-14, despite injuring his wrist at Brands Hatch in a race-stopping incident last time out. As his own Forster Motorsport car was wrecked in the incident, he is planning to hire Gavin Bristow's machine.

FORMER CASTLE COMBE SALOON

champion Charles Atherton and race partner Richard Ryder have bought the ex-Julien Draper Ginetta G50 to contest some endurance events together. "We have been doing VdeV with a Radical SR3, but decided we wanted a car with a roof on as we are both getting older," said Ryder after they both tested the car for the first time at Donington last week.

EX-BRITISH AND AUSTRALIAN

touring car racer Jamie Wall is planning to have his first race for two years when he shares novice driver David Burke's Radical SR3 at Valencia in the Radical European Masters in October. The Prodrive Aston Martin chief instructor tried the Radical for the first time at Donington last week.

THE BRITISH RACING & SPORTS

Car Club has invited non-members to take part in the National FF1600 and Triple Crown meeting at Brands Hatch on August 14. There will be a 20-minute qualifying session and two 20-minute races on the Indy circuit.

CHRIS MIDDLEHURST, THE DOUBLE

Northern FF1600 race winner from Oulton Park last Saturday, is considering a step up into the British Formula Ford championship in 2012. The 16-year old racer has made good progress in his first season of racing, mentored by his former single-seater and touring car racer father Andy.



Middlehurst wants to move up



Doran beat Gronholm to X Games gold medal

X Games/Rallycross

Doran beats Gronholm to Gold

British Rallycross star wins X Games event, but misses out in Rallycross final

BRITON LIAM DORAN WON A GOLD

medal in his first X Games appearance last Saturday, the Citroën C4 driver beating world rally legend Marcus Gronholm in the Rally Car Racing event.

Moving away from the stadium-based track used for the past couple of years, the event used a course on the streets of Los Angeles, incorporating asphalt and gravel sections as well as a 'gap jump' and Joker Lap.

Doran progressed through the

elimination contest, beating Joseph Burke (Mitsubishi Lancer) and then defending champion Tanner Foust (Ford Fiesta) to meet Gronholm's Fiesta in the final. He beat the Finn in the first two races of the 'best-of-three' finale, making the third run unnecessary.

"I went out and I started winning and when you get on a winning streak you go," said Doran. "My team is the best team in the world. The car was the same from the first run to the last."

With David Higgins, who was knocked out by Gronholm, beating Foust in the bronze medal run-off, non-Americans bagged all three medals for the first time in X Games history.

Doran wasn't so lucky in Sunday's Rallycross event. He started from the front row and led to the first corner, but then clashed with Foust. That allowed motocrosser Brian Deegan through to win, while Foust and Gronholm completed a Ford 1-2-3.

British Historic Rally Championship

Stokes and Weaver take Harry Flatters victory



Stokes/Weaver Escort won last weekend

DAVID STOKES AND GUY WEAVER won the Harry Flatters Historic Rally last Sunday after a fight with Connor Corkill and Mark Perryman was resolved on the final stage.

The thrash over the Epynt ranges in Mid-Wales was the first round of the Water End Asphalt Cup, a sub-set of the British Historic Rally Championship.

All day it was nip and tuck between Stokes (Ford Escort Mk1) and Corkill

(Escort Mk2), and going into the final stage Stokes was just 0.3 seconds up on his young rival. A blistering run across the ranges sealed victory for Stokes by 5.2s.

Third overall and second to Stokes in Category 2 were Dessie Nutt and Geraldine McBride, back in their later Porsche 911 for the first time in two years for their best run of the season so far.

John Myerscough 1936-2011

FIFTH PLACE IN THE 1971 DUBLIN

GP at Mondello Park - driving John Butterworth's ex-Mike Walker McLaren M10B - marked the peak of the racing career of John Myerscough, who died on July 24, having battled Parkinsons Disease for several years.

Myerscough's exploits spanned a Mini and Ford Anglia in the 1960s to Alfasud and Alfa Romeo GTV6 in the British Saloon Car Championships through the '70s and '80s, and

included two finishes in the Spa 24 Hours. Following considerable success in special saloon events with the Anglia, he switched to F5000 with Butterworth's uncompetitive David Hepworth-built Brabham BT11/19 in '70.

After the subsequent McLaren was wrecked in practice for the Oulton Park Gold Cup F1/F5000 race, John discovered the joy of racing Alfas, which he did in both the national series and the AROC club series.



Myerscough raced an Alfa Romeo GTV6

NATIONAL RACES & RESULTS

750MC
SNETTERTON 200

QUICK RESULTS

→ FVee R1 Paul Smith
→ FVee R2 Paul Smith
→ FVee FLs Paul Smith x2



Cooper's Davis T7 doubled up in 750 Formula

750MC SNETTERTON, JULY 30-31

Smith dominates as AHS has its day



Smith (14) beat Farmer's GAC to win both Vee races

STRONG GRIDS AND A packed programme featured as the 750 Motor Club made its second visit to Snetterton's 200 circuit.

As usual, Formula Vee was one of the headline acts, with Paul Smith's AHS Dominator overhauling long-time leader Martin Farmer on the penultimate lap to grab victory in their opening event.

Having looked in control for much of the race, Farmer has his pace blunted when a section of his GAC's front bodywork fell off. "I lost a lot of speed and got a big vibration," he explained.

While Farmer struggled, Smith remorselessly closed, slipstreaming ahead on Bentley (formerly Revett) Straight after a backmarker slowed Farmer's momentum to secure the Dominator's maiden win.

Fraser O'Brien had a lonely run to third having taken the place when Peter Belsey spun at Murrays.

Smith made it a double in a restarted second race, leading from lights to flag,

chased throughout by Farmer. Aaron Trigwell held off series leader Michael Epps for his first Formula Vee podium. "It's about time! We bought a championship-winning car so I need to do it justice," Trigwell said of his ex-Daniel Hands GAC.

With poleman Mike Field stalling at the lights in race one, Bike-Sports points leader Richard Stables bolted clear in his Radical to win. A recovering Field guided his Stohr onto second-placed Christian Enderby's tail before the chequered flag cut short his charge.

Enderby drove superbly to win the sequel, holding off Field early on before the Stohr's demise left Enderby in the clear. A slow-starting Stables recovered to second.

Shane Stoney was always in control as he powered to double Saxmax victory. William Davison pulled a smooth move on William Plant to claim second in race one, before chasing Stoney in vain throughout race two.

Crank failure for Dave Robson's polesitting SDAR in the 750 Formula opener killed off a promising lead scrap, allowing rival Nathaniel Cooper to win easily. Roger Rowe surged from fifth to second.

Cooper won again in race two after a late challenge from Bill Rutter, Mick Harris and Robin Gearing. The trio closed in on the final lap, only for Rutter and Harris to collide at Nelson (the right-hander in the Esses), allowing

Gearing to inherit second.

After briefly losing the lead to Tim Gray on the opening lap, Paul Rogers reasserted his authority into Riches next time around and thereafter controlled the first RGB race. A fading Gray fell behind Gary Goodyear and John Cutmore in a close contest for second.

Once he'd reeled in fast-starting Gray to lead, Rogers was peerless again in race two. Cutmore overtook Gray and

Goodyear for second.

Cheng Lim had to work hard for victory in the first Kit Car/SRG T race. For much of it, his Cobra's mirrors were full of Nick Taylor's similar machine, before Taylor spun off attempting a brave move into the Bomb Hole.

The Kit Cars of Andy Hiley and Paul Boyd closed Lim down, with Hiley surging ahead round the outside of Coram on the last lap, only for Lim to eclipse him on the drag



Morley claimed Locost spoils on the last lap

"We've waited three years for this"

Paul Smith feels Dominator Vee success is long overdue



Stirling was star Allcomer

REPORTS SPORTS EXTRA



Cayzer (88) won after Rozier (26) hit tailender

to the flag. Tables were turned in race two, with Lim spinning off at the Bomb Hole while chasing Taylor's lead, gifting his rival a comfortable win.

Shaun Hagen kept his composure to lead the Stock Hatch A opener throughout in his Citroen Saxo, becoming the seventh different winner from seven races this year. Having briefly dropped behind Jake Farndon in the scrap for second, Andrew Tibbs reclaimed the place with a lap to go.

Craig Bell completed an impressive recovery through the huge field to finish 10th, having dropped to last when his gear lever fell off at the start.

Hagen won again in race two after soaking up pressure from Rory Cooper and then from Bell. Patrick Fletcher leapfrogged Cooper and Andrew Tibbs to take third.

Matt Rozier (Peugeot 205) looked on course to extend his points lead in the Stock Hatch B opener before a collision with a backmarker forced him out and handed victory to the Fiesta of Martin Cayzer.

Rozier lost out again in race two, succumbing to pressure from Pip Hammond (Vauxhall Nova), who moved around the outside at Riches. "This is a win I thought would never come - I always take my car home in bits from this track!" said Hammond.

A stranded car caused the first Locost race to be red-flagged before reaching its climax. With results counted back a lap, Alex von Ehrheim claimed his fourth 2011 win, ahead of Nicholas Morley.

Morley and von Ehrheim controlled race two, with Morley grabbing his first win of the year at Riches on the last lap. Scott

Mittell powered from the fifth row to finish third.

Andrew Tsang stole a last-gasp Compact Cup victory after pressuring long-time leader Simon Nunn into a last corner error. Mid-race contact between Tsang and Nunn at Coram proved decisive in race two, with Nunn taking the win while Tsang fell off.

Nick Taylor's Cobra and Robert Ball's Vauxhall Nemesis squabbled for the lead in a thrilling first Allcomers race, while polesitter Andy Stirling recovered from a trip down the Esses escape road when his engine light came on. He rejoined at the back before surging through the field and sweeping past the leaders through Coram to triumph on the final lap.

Taylor missed race two for SRTG duty, leaving Stirling to win easily.

● Oliver Timson

FORMULA 4 SNETTERTON, JULY 30-31

Sirrell hits his target with Formula 4 double

HAVING SET HIMSELF the target of winning both parts of the Formula 4 double-header, Oliver Sirrell started off in confident fashion in race one, coolly converting pole to the lead and never looking under threat.

Fellow front-row starter Robbie Watts slipped behind Jonathan Weston-Taylor's Mygale and spent much of the race trying to find a way past. He finally made it by into Brundle (the Esses), but by then Sirrell was out of sight.

Weston-Taylor retired shortly after with a holed radiator, allowing Ben Cater to take third on the road, fractions clear of a fast-closing Jennifer Scott. His subsequent disqualification for a ride-height infringement handed Scott the final podium place.

With the grid mixed up for race two, Sirrell started seventh, with

closest rival Watts sixth. They both quickly charged to the front, taking the top spots by the end of lap two.

With Watts on his tail throughout, Sirrell couldn't afford to relax for a moment. Despite a wide moment out of the Esses on the final lap, he held his nerve to make it a double. Behind them Scott started brightly but fell back in third as her car's handling faded.

RESULTS - RACE 1 (16 LAPS)

1 Oliver Sirrell (Van Diemen); 2 Robbie Watts (Van Diemen Raw 09) +21.62s; 3 Jennifer Scott (Van Diemen RF99); 4 Timothy Tudor (Tatuus RC96/7); 5 Paul Presgraves (Van Diemen); 6 Simon Davey (Swift SC92). **CW** Davey. **FL** Sirrell 1m12.88s (98.00mph) **record**. **RACE 2 (16 LAPS)** 1 Sirrell; 2 Watts +0.92s; 3 J Scott; 4 Malcolm Scott (Van Diemen RF00); 5 Presgraves; 6 Tudor. **CW** Scott Moakes (Ray 89). **FL** Watts 1m13.39s (97.33mph).



Sirrell dominated race one and held off Watts later on

FORMULA VEE (11 LAPS) 1 Paul Smith (AHS Dominator 2009); 2 Martin Farmer (GAC) +0.12s; 3 Fraser O'Brien (Dominator); 4 Peter Belsey (Spyder Mk2); 5 Aaron Trigwell (GAC); 6 Steve Ough (AHS Dominator). **Class winner** Ian Jordan (Sheane Jordan 1998). **Fastest lap** Smith 1m21.46s (88.39mph) **record**. **RACE 2 (7 LAPS)** 1 Smith; 2 Farmer +5.10s; 3 Trigwell; 4 Michael Epps (GAC 2010); 5 John Hughes (Scarab Mk5); 6 Belsey. **CW** Jordan. **FL** Smith 1m23.47s (85.57mph). **BIKE-SPORTS (16 LAPS)** 1 Richard Stables (Radical PR6); 2 Christian Enderby (Radical SR4) +21.34s; 3 Mike Field (Stohr DSR); 4 Graham Hill (Radical Proport); 5 Aaron Bailey (Radical SR3); 6 Shane Porter (Radical SR4). **CW** Enderby; Alan Wilshire (Radical Clubsport). **FL** Field 1m11.75s (100.35mph) **record**. **RACE 2 (16 LAPS)** 1 Enderby; 2 Stables +176s; 3 Bailey; 4 Anthony Maisey (Radical SR3); 5 Hill; 6 Porter. **CW** Stables; Wilshire. **FL** Stables 1m13.43s (98.05mph). **SAXMAX (10 LAPS)** 1 Shane Stoney;

2 William Davison +2.79s; 3 William Plant; 4 Jordan Annells; 5 Charles Laddell; 6 Jordan Willson. **FL** Stoney 1m32.73s (77.64mph) **record**. **RACE 2 (10 LAPS)** 1 Stoney; 2 Davison +1.10s; 3 Laddell; 4 Plant; 5 Jonathan Brown; 6 Henry Gilbert. **FL** Stoney 1m32.90s (76.89mph). **750 FORMULA (10 LAPS)** 1 Nathaniel Cooper (Davis T7); 2 Roger Rowe (Centaur Mk20) +9.49s; 3 Robin Gearing (Darvi); 4 Bill Rutter (Darvi Mk5); 5 Mick Harris (Darvi 877); 6 Chris Gough (CGR2 Evo). **CW** Gearing. **FL** Rutter 1m25.17s (83.86mph). **RACE 2 (10 LAPS)** 1 Cooper; 2 Gearing +6.27s; 3 Rutter; 4 Bob Simpson (SS/F); 5 Peter Bove (ADR 750F); 6 David Facer (Mallock Mk16). **CW** Gearing. **FL** Gearing 1m25.01s (84.02mph) **record**. **RGB (12 LAPS)** 1 Paul Rogers (Contour Cars RGB); 2 Gary Goodyear (Contour Cars RGB) +5.93s; 3 John Cutmore (Spire GT3); 4 Tim Gray (AB Performance Sabre); 5 Duncan Marshall (Spire GTR); 6 Alastair Boulton (STM Phoenix). **CW** Boulton; Tim Pell (Genesis EVO). **FL** Rogers 1m15.88s

(94.89mph) **record**. **RACE 2 (15 LAPS)** 1 Rogers; 2 Cutmore +8.27s; 3 Gray; 4 Goodyear; 5 Matthew Green (Spire GTR); 6 Pell. **CW** Pell; Boulton. **FL** Rogers 1m16.38s (93.52mph). **KIT CARS & SRTG (11 LAPS)** 1 Cheng Lim (RAM SC Cobra); 2 Andy Hiley (Taydec Mk2) +0.88s; 3 Paul Boyd (Eclipse SM1); 4 Nick Taylor (GD 427 Cobra); 5 Matthew Lewis (MNR Vortex); 6 David Caldecourt (Sylva Phoenix). **CW** Hiley; Caldecourt; Andrew Owen (Sylva Phoenix); Harry Gordon-Finlayson (Westfield SEW); Paul Richardson (Lotus 23 Tiger). **FL** Taylor 1m19.01s (90.40mph). **RACE 2 (11 LAPS)** 1 Taylor; 2 Hiley +4.89s; 3 Boyd; 4 Lewis; 5 Lim; 6 Caldecourt. **CW** Hiley; Caldecourt; Owen; Andrew Lancaster (Locost); Gordon-Finlayson; Richardson. **FL** Taylor 1m18.46s (91.04mph). **STOCK HATCH A (10 LAPS)** 1 Shaun Hagen (Citroen Saxo VTR); 2 Andrew Tibbs (Citroen Saxo VTR) +0.21s; 3 Jake Farndon (Citroen Saxo VTR); 4 Patrick Fletcher (Citroen Saxo VTR); 5 Rory

Cooper (Citroen Saxo VTR); 6 Matt Digby (Peugeot 106 Rallye). **FL** Tibbs 1m30.88s (78.60mph). **RACE 2 (10 LAPS)** 1 Hagen; 2 Craig Bell (Citroen Saxo VTR) +0.49s; 3 Fletcher; 4 Tibbs; 5 Cooper; 6 Farndon. **FL** Fletcher 1m31.08s (78.42mph). **STOCK HATCH B (10 LAPS)** 1 Martin Cayzer (Ford Fiesta XR2); 2 Stephen Ayres (Ford Fiesta XR2) +3.72s; 3 Andy Philpotts (Ford Fiesta XR2i); 4 Paul Thorpe (Ford Fiesta XR2i); 5 Pip Hammond (Vauxhall Nova GTE); 6 Edward Cooper (Vauxhall Nova GS). **FL** Ayres 1m32.64s (77.10mph). **RACE 2 (10 LAPS)** 1 Hammond; 2 Matt Rozier (Peugeot 205 GTi) +0.59s; 3 Philpotts; 4 Cayzer; 5 Thorpe; 6 Kieran Forinton (Peugeot 205 GTi). **FL** Hammond 1m32.52s (77.20mph) **record**. **LOCOST (7 LAPS)** 1 Alex von Ehrheim; 2 Nicholas Morley +0.08s; 3 Scott Mittell; 4 Richard Bradley; 5 Michael Comber; 6 James McAllister. **CW** Bradley. **FL** Lee McNamara 1m31.89s (77.73mph) **record**. **RACE 2 (10 LAPS)** 1 Morley; 2 von Ehrheim +0.07s; 3 Mittell; 4 Comber;

5 Robert Kerkhoven; 6 Nick Selby. **CW** Stuart Sellars. **FL** Morley 1m32.73s (77.03mph). **BMW COMPACT CUP (10 LAPS)** 1 Andrew Tsang (318 Ti); 2 Simon Nunn (318 Ti) +0.29s; 3 Paul McErlean (318 Ti); 4 Mark Tsang (318 Ti); 5 James MacIntyre-Ure (E30); 6 Warren Gazzard (E30). **CW** MacIntyre-Ure. **FL** Nunn 1m32.81s (76.96mph) **record**. **RACE 2 (10 LAPS)** 1 Nunn; 2 MacIntyre-Ure +3.82s; 3 A Tsang; 4 Kevin Denwood (E30); 5 Stuart Joyce (E30); 6 Simon Bassford (E30 320i). **CW** MacIntyre-Ure. **FL** Nunn 1m32.93s (76.86mph). **ALLCOMERS (10 LAPS)** 1 Andy Stirling (Dax Rush); 2 Nick Taylor (GD 427 Cobra) +1.35s; 3 Robert Ball (Nemesis Vauxhall); 4 Campbell Cassidy (Lotus Europa); 5 Pascal Green (Caterham); 6 Lee Bailey (Radical SR3). **FL** Stirling 1m14.98s (96.03mph). **RACE 2 (10 LAPS)** 1 Stirling; 2 Green +24.02s; 3 Ball; 4 Cassidy; 5 Bailey; 6 Richard Gilmour (Mallock). **FL** Stirling 1m16.24s (94.44mph).

**NATIONAL
RACES & RESULTS****SMRC****KNOCKHILL SPEEDFAIR****QUICK RESULTS**→ **David Leslie Trophy** **Kenneth Thirlwall**→ **Classic Enduro** **John & Robert Marshall**

Biplane demo was part of extravaganza



SMRC KNOCKHILL SPEEDFAIR, JULY 31

Thirlwall tops Scot festival

Thirlwall took all three
FF1600 encounters**FORMULA FORD**

racing certainly had its dramatic moments at Knockhill's Sixth Scottish Speedfair and Classic Festival. But through it all Van Diemen ace Kenneth Thirlwall continued his fine run this season by taking both championship rounds before adding the David Leslie Trophy to his CV.

The first championship race had to be red-flagged thanks to a shunt involving Michael Gray (Vector) and Jonathan Sinclair (Van Diemen). Thirlwall dominated the seven-lap restart, with Ali Dow (Ray) forced to watch the leader's steadily-receding gearbox all the way home.

Stuart Thorburn (Van Diemen), making his annual outing from the borders, maintained third throughout, while behind him Martin Pieraccini, Willie Hourie, Jordan Gronkowski and Ross McEwan tussled for fourth. Pieraccini's Van Diemen finally secured the place.

Dow's chances of taking on Thirlwall in race two were frustrated by the need to defend from a buoyant Pieraccini, who was

eventually pushed back to fourth by Thorburn.

The first running of the David Leslie Trophy, paying tribute to one of Scotland's most talented and popular racers, was always going to be hard fought. Contact between Scott Fraser and Thorburn at the hairpin led to Thorburn being sidelined, while Dow's excursion through the gravel trap at Clark due to oil on the track led to a four-car shunt behind him and another red flag.

The race restarted over 12 laps, with Thirlwall leading from pole and Dow chasing hard. Fraser, starting fourth, was unable to pass Gronkowski until the hairpin, leading to a long chase to take second from Dow on lap seven.

Despite steering damage sustained in the earlier incident with Thorburn, Fraser then gave chase to the leader, reducing the deficit to Thirlwall to less than 2.5 seconds in the remaining five laps and winning the Angel Burgueno Trophy for fastest lap in the process. Gronkowski fought off the attentions of Hourie to take a fine third.

Entries for Classic Sports and Saloons were sufficient for races to be run as pairs of classes, rather than all four together. The result was first and second places for John and Robert Marshall in their Ford Escorts in both Group B races, and an overall win for the pair in the two-driver race. The Group A races were won by

Andy Walker (Triumph Sport) and Nic Boyes (Mini Cooper), while Andrew Smith (Morgan +8) and Stan Bernard (Porsche 911) won Groups D and C respectively, with Smith pipping Bernard overall both times.

That the day was hard on some of the cars was evidenced by a somewhat depleted field appearing for

the 30-lap endurance race, only seven finishing. Nevertheless, the early stages of that race had Warren Dunbar, Willie Toye, Jimmy Crow and Richard Merrell all battling for position as if it were a six-lap sprint. This allowed the Marshall brothers to get on with driving an inch-perfect race to victory.

● Garry Stagg

Marshall Escort
won Classic enduro

SCOTTISH FF1600 (7 LAPS) 1 Kenneth Thirlwall (Van Diemen); 2 Alistair Dow (Ray GRS09) +1172s; 3 Stuart Thorburn (Van Diemen); 4 Martin Pieraccini (Van Diemen); 5 Willie Hourie (Van Diemen); 6 Jordan Gronkowski (Van Diemen). **Class winner** Ivor Mairs (Mondiale). **Fastest lap** Thirlwall 55.769s (82.63 mph). **RACE 2 (12 LAPS)** 1 Thirlwall; 2 Dow +1494s; 3 Thorburn; 4 Pieraccini; 5 Ross McEwan (Van Diemen); 6 Andrew Chesher (Van Diemen). **CW Mairs**. **FL** Thirlwall 56.079s (82.17 mph).

DAVID LESLIE TROPHY (12 LAPS) 1 Thirlwall; 2 Scott Fraser (Swift) +2.449s; 3 Gronkowski; 4 Hourie; 5 Dow; 6 Pieraccini. **CW Mairs**. **FL** Fraser 56.094s (82.15 mph). **SCOTTISH CLASSIC SPORTS & SALOONS CLASSES A & B (12 LAPS)** 1 John Marshall (Ford Escort 2000); 2 Robert Marshall (Escort RS) +0.622s; 3 Derek Hastings (Caterham 7); 4 Olly Ross (Lotus Europa); 5 Richard Merrell (Alfa Giulia GT); 6 Jimmy Crow (Escort). **CW** Andy Walker (Triumph Sport). **FL** J Marshall 1m00.746s (75.86 mph).

RACE 2 (12 LAPS) 1 J Marshall; 2 R Marshall +21.007s; 3 Crow; 4 Kenny Allen (Lotus Elan); 5 Ross; 6 Merrell. **CW** Nic Boyes (Mini Cooper). **FL** J Marshall 59.642s (77.26 mph). **CLASSES C & D (12 LAPS)** 1 Andrew Smith (Morgan +8); 2 Stan Bernard (Porsche 911) +1.254s; 3 Raymond Boyd (Porsche 911); 4 Steven Cumming (Porsche SC); 5 Michael Connon (Lotus Sunbeam); 6 David Gray (TVR Tuscan). **CW** Bernard. **FL** Barry Riddell (Triumph TR8) 59.893s (76.94 mph).

RACE 2 (12 LAPS) 1 A Smith; 2 Bernard +2173s; 3 Shonny Paterson (Triumph TR8); 4 Boyd; 5 Riddell; 6 Roy Smith (Ford Capri Piranha). **CW** Bernard. **FL** A Smith 59.623s (77.29 mph). **ENDURO (30 LAPS)** 1 R Marshall/J Marshall (Escort RS); 2 Jimmy Crow/Tom Wilson (Escort) +59.080s; 3 Grant Allan (Porsche 911); 4 Robin Benn (Ford Capri); 5 Roger Motherwell/Alan Barron (Alfasud Sprint); 6 Andy Walker/Ian Sinclair (Triumph Sprint). **CW** Allan; Motherwell/Barron. **FL** Marshall/Marshall 1m01.436s (75.01 mph).

BRITISH HILLCLIMB CHAMPIONSHIP WISCOMBE, JULY 30-31

Moran strolls to double but can't take record

IN A FREAKISH PAIR of run-offs – with identical top-seven finishers in each – Scott Moran continued towards his third British Hillclimb title at Wiscombe. Only an incredibly large slice of bad luck can now stop the Gould pilot.

Second each time was Trevor Willis, who closed to within 11 points of Scott's father Roger in near perfect conditions. Snatching the runner-up spot from Moran Sr is now his priority.

Despite being pushed hard by Willis and taking a double, Moran Jr couldn't quite crack the hill record. “I don't understand how Adam Fleetwood took that record,” said Moran, who was best man at ex-double champion Fleetwood's wedding. “I pushed hard all day and want to know where the shortcut is, because I can't find it.”

Willis was inevitably disappointed, but displayed his usual character in congratulating Moran before tilting his cap towards the second place he aspires to better in 2012.

Tom New continued his recent improvement with a pair of thirds, as his co-driver Chris Merrick struggled a little but still came away from the weekend with three points.

The first of two successful Scots, Wallace Menzies, took both fourth places on offer, but attention truly focused on 2011 sensation Lee Adams, who was making his first ever visit to the remote Devonshire hill. The diminutive Scot walked the course five times before his first run in his preparation for the battle, the final time on his own very early on Saturday, before many officials had arrived. The reward was a pair of fifths.



Moran took two more 2011 wins

Adams was not the only successful 1600cc competitor as Will Hall continued towards what should be a repeat of the 2009 eighth overall that he lost last year. But the two chargers were split by

master of consistency Roger Moran, who was finding the hill a bigger challenge than before.

Other 1600cc drivers tasting success were Eynon Price and Jos Goodyear, while 1991 Hillclimb

Leaders champion Mike Lee got his elderly OMS into one run-off, unfortunately without scoring, some 16 years after his last run-off qualification.

● Eddie Walder

ROUND 21 1 Scott Moran (3.5 Gould-NME GR6IX) 34.78s; 2 Trevor Willis (3.2 OMS-Powertec) 35.26s; 3 Tom New (4.0 Gould-Judd GR55) 35.45s; 4 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 35.60s; 5 Lee Adams (1.6 GWR-Suzuki Raptor Extreme) 35.93s; 6 Roger Moran (3.5 Gould-NME GR6IX) 35.97s; 7 Will Hall (1.6 Force-Suzuki PC) 36.11s; 8 Eynon Price (1.6 Force-Suzuki PC) 36.24s; 9 Chris Merrick (4.0 Gould-Cosworth GR55) 36.64s; 10 Tony Wiltshire (2.5 Gould-Cosworth GR55) 36.70s; 11 Jos Goodyear (1.6 DJ-Suzuki Firehawk) 36.77s; 12 Rob Turnbull (3.5 Gould-Cosworth HB GR55) 37.41s.

ROUND 22 1 S Moran 34.59s BTD; 2 Willis 34.92s; 3 New 35.06s; 4 Menzies 35.10s; 5 Adams 35.52s; 6 R Moran 35.74s; 7 Hall 35.90s; 8 Goodyear 35.97s; 9 Price 36.06s; 10 Merrick 36.58s; 11 Mike Lee (1.6 OMS-Suzuki 2000M) 37.22s; Unclassified Wiltshire Fail. **Class winners** Simon Neve (2.3t Mitsubishi Lancer Evo 6) 44.91s; Paul Sullivan (1.6 Westfield SEI) 48.30s; Ian Yeo (2.0t Nissan Pulsar GTiR) 44.36s; Graham Blake (2.0 Westfield SEI) 44.16s; Peter Knight (1.6 Austin Mini) 52.13s; Gary Pitt (2.0 Ford Escort MkII RS2000) 47.02s; Tim Painter (3.6t Porsche 997) 45.68s; Charlie Martin (2.0 Westfield

SeiW) 45.55s; Andrew Russell (1.1 Ginetta G15 Imp) 45.47s; Martin Perry (1.6 Opel Tigra) 50.35s; Geoff Twemlow (2.1t Subaru Impreza) 43.92s; Peter Turnbull (3.6 Porsche 911) 43.92s; Mark Mortimer (2.0 Mallock Mk18b) 42.48s; Graham Wynn OBE (1.6 Force-Suzuki LM001) 38.71s; Doug Bennett (2.3s Sylva Striker) 38.92s; David Uren (1.1 Force-Suzuki HC) 37.79s; Adams 36.09s **record**; Tony Hunt (1.3s Force-Suzuki PC) 38.87s; Willis 35.17s. **POINTS** 1 S Moran, 198; 2 R Moran, 152; 3 Willis, 141; 4 Menzies, 117; 5 Adams, 96; 6 Merrick, 85; 7 New, 82; 8 Hall, 73; 9 Price, 54; 10 John Bradburn (3.5 Gould-Cosworth GR55), 41.

MIGHTY MINIS & SUPER MIGHTY MINIS CADWELL PARK, JULY 31

First Mini wins for Slade and Ford

IT WAS A DAY OF FIRSTS in the Mighty Mini and Super Mighty Mini series at Cadwell Park last Sunday, when Chris Slade and Anthony Ford scored electrifying inaugural victories in their respective championships.

Frantic action in the Mighty Mini race meant the lead changed hands many times. After side-by-side antics throughout the

opening stages, reigning champion Louise Inch muscled her way to the front.

She briefly escaped, but was reeled back in again as Slade and poleman Wesley Dunford applied the pressure. Soon Adrian Tuckley, having started 15th in the 17-car field, wrestled his way into the action too.

Numerous lead changes came in the closing stages and, as they weaved around

the final tour, Slade brushed off the pressure from the chasing Tuckley for his first victory, while Inch narrowly beat Dunford to third.

Elliot Stafford's grip on the Super Mighty Mini title was loosened when red flags flew. That resulted in a thrilling chase after the restart as Ford took his first win in only his second race in this car.

Points leader Stafford had



Ford topped bustling Super Mighty field

controlled the race from the original start, pressured by David Young. Young's pursuit was put on hold for Pat Ford's and Scott Kendall's stricken machines to be rescued, after side-to-side contact fired Ford off the track and Kendall into a multiple roll.

With both deemed to be in better shape than their respective machines, the restart was a four-lap dash to the flag, which Ford took full advantage of. A move on the slowing Stafford on the

final lap gave him victory, followed by David and James Young.

● Leanne Fahy

RESULTS

MIGHTY MINIS (10 LAPS)

1 Chris Slade; 2 Adrian Tuckley +0.256s; 3 Louise Inch; 4 Wesley Dunford; 5 David Butler; 6 Nicholas Lyford. **FL** Tuckley 1m58.443s (66.47mph).

SUPER MIGHTY MINIS (4 LAPS)

1 Anthony Ford; 2 David Young +0.479s; 3 James Young; 4 David Berney; 5 Alex Comis; 6 David Hale. **FL** Ford 1m51.681s (70.49mph).

Slade won despite Inch's best efforts



NATIONAL RACES & RESULTS BRSCC OULTON PARK

QUICK RESULTS

→ Euro Saloons Williamson
→ Pre-'90 FF1600 R1 Dolan
→ Pre-'90 FF1600 R2 Jones

"I went as fast
as I had to"

Williamson kept calm



P93 SPORTS EXTRA
RESULTS ROUND-UP
for July 30-31



EURO SALOONS AND SPORTS OULTON PARK, JULY 30

Williamson grafts – and beats young charger

AFTER TWO MONTHS wrestling the engine in and out of his Ford Escort Cosworth, Nick Williamson made all the effort worthwhile with a resounding victory in the Euro Saloon and Sports Car Championship thrash at Oulton Park's BRSCC meeting last weekend.

"The last two months have been hell," admitted Williamson after rebuilding the engine twice thanks to the block cracking at Donington Park in May.

His run to victory was made easier when 20-year-old Brett Winstanley got bogged down in early traffic in his Porsche 965 Turbo, while Williamson fired the four-wheel-drive Escort into a handy lead. Once he had wriggled clear of the

fast-starting Mitsubishi Evo 9 of Barry Squibb and the Marcos Mantis of Doug Ellwood, Winstanley belied the fact that this was only his second race meeting and set off in pursuit of the far-more-experienced Williamson.

With an eight-second deficit and half of the 20-minute race to run, Winstanley faced a big challenge, but he chipped away at up to a second a lap with a commendably-determined pursuit that captured the fastest lap. The Porsche racer pegged back half of the margin and, when Williamson backed off on the final lap, the gap was down to a couple of lengths at the flag.

But Williamson was in control of the situation.



Williamson held on for narrow win

"Everything gets really hot on a day like this and the speed just goes away," he added, after lapping around three seconds a lap slower than his pole time. "Brett drove a very good race," added Williamson of his impressive novice pursuer.

Although unable to maintain the position acquired by a typical rallycross getaway, Squibb

fended off Ellwood in a lengthy battle for third.

In the battle of the touring cars, Richard Hawken worked his Nissan Primera Super Tourer ahead of the older Audi 80 of Jan van Nierop and the younger SEAT Leon of Ilsa Cox to make sure of fifth overall and took a class victory.

● Paul Lawrence

RESULTS (11 LAPS)

1 Nick Williamson (Ford Escort Cosworth); 2 Brett Winstanley (Porsche 965 Turbo) +1.063s; 3 Barry Squibb (Mitsubishi Evo 9); 4 Doug Ellwood (Marcos Mantis); 5 Richard Hawken (Nissan Primera); 6 Jan van Nierop (Audi 80). **Class winners** Hawken; Ian Craig (BMW M3); Craig Odams (Vauxhall Vectra); Simon Jackson (MG ZR). **Fastest lap** Winstanley 1m48.555s (89.27mph).



Loebell leads before failure took out Parkington (50)

NORTHERN FF1600 OULTON PARK, JULY 30

Loebell stars, but victories fall to Dolan and Jones

ONCE AGAIN, THE Northern FF1600 Championship delivered the best racing of the day at Oulton and it was John Loebell who starred, despite finishing only second to Stuart Jones in the second pre-1990 race.

After putting his Van

Diemen RF89 on pole, Loebell was concerned that a problem in the first race would wreck the day completely. His concerns were well founded when a driveshaft pulled out on the run to Cascades on the opening lap. As he spun out of the lead, he inadvertently

took out Ian Parkington's Reynard and prompted a safety-car period. "Ian was completely innocent," said an honest Loebell.

Instead, Nigel Dolan won the race from Jones, but it was the later race that was a thriller. Loebell started 31st on the grid, but scythed up the order and took second from Dolan with four laps to go. Despite a mid-race misfire, Loebell went after race leader Jones and pulled back two seconds on the penultimate lap to go into

the final tour side by side.

To his immense credit, Jones responded and drove a strongly-defensive final lap. They were side by side again into Lodge, but Jones had the inside line and that made sure of victory. "I just nipped that one," said Jones. "I knew he was going to come through the pack. He's an exceptionally good driver."

Chris Middlehurst's Van Diemen won both of the post-'89 races, but it was getting close in the opener when a red flag brought the race to a premature halt. After a shocker of a start that left him 10th at the first corner, Douglas Crosbie was chasing hard when Chris Chisnall and Samuel Carrington-Yates clashed at Lodge and shed three wheels between them.

Later, Crosbie again muffed the start and spent all race clawing back the deficit to be a tenth of a second shy of 16-year-old Middlehurst at the flag after a tense last lap. US

commuter Abdul Ahmed had another strong race to complete the podium.

● Paul Lawrence

RESULTS

PRE-'90 FF1600 (10 LAPS)

1 Nigel Dolan (Van Diemen RF86); 2 Stuart Jones (Reynard 89FF) +6.789s; 3 Matthew Ridge (Van Diemen RF86); 4 Mario Sarchet (Van Diemen RF85); 5 Colin Williams (PRS RH01); 6 Mike Stewart (Van Diemen RF86).

CW Jones; Williams. FL Sarchet

1m52.303s (86.29mph). **RACE 2**

(11 LAPS) 1 Jones; 2 John Loebell

(Van Diemen RF89) +0.169s; 3 Dolan; 4 Williams; 5 Ridge; 6 Sarchet. **CW Dolan; Williams. FL**

Loebell 1m50.616s (87.61mph). **POST-'89 FF1600 (7 LAPS) 1 Chris**

Middlehurst (Van Diemen LA10);

2 Douglas Crosbie (Van Diemen

RF00) +2.769s; 3 Martin Short

(Van Diemen RF00); 4 Abdul

Ahmed (Ray GRK09); 5 Rob Smith

(Van Diemen RF99); 6 Neil Winn

(Van Diemen RF92). **CW Winn.**

FL Short 1m50.028s (88.08mph).

RACE 2 (11 LAPS) 1 Middlehurst;

2 Crosbie +0.123s; 3 Ahmed;

4 Short; 5 Smith; 6 Winn. **CW Winn.**

FL Crosbie 1m48.932s (88.96mph).

AUSTIN HEALEYS PEMBREY, JULY 30-31

Healey honours even as agility takes on power

A TRUE DAVID-AND-GOLIATH battle ensued when the Austin Healeys took to the Pembrey circuit.

Championship sponsor Robin Lackford made the most of his featherweight Sprite to leapfrog the heavy-set cars of Chris Clarkson and David Smithies (Austin Healey 3000) off the line from the second row of the grid.

Lackford fought doggedly to retain his race-one premiership but was ultimately overhauled by the larger machine of Clarkson and took second place in the initial outing.

Meanwhile, the tussle ahead allowed Patrick

Harris (Sprite) to attack the less-nimble machine of Smithies for third. Places were won and lost every few yards among the top four, with power winning over agility in both duels.

But Lackford was buoyed by his performance and scythed into the lead again in the second race. He then managed to make his diminutive-but-potent Sprite impossibly wide to block Smithies before drawing away.

Further back, Brian Bedford and Patrick Harris enjoyed a titanic battle for fourth place in their similar Sprites. Bedford used every inch of the



Lackford beat the big Healeys in race two

road to keep Harris at bay around Honda on the final lap, while ahead Clarkson completed the podium.

● Ben Bostock

RESULTS – RACE 1 (17 LAPS)

1 Chris Clarkson (3000 Mk1); 2 Robin Lackford (Frogeye Sprite) +1.888s; 3 David Smithies (3000);

4 Patrick Harris (Sprite); 5 Neil Cameron (Arkley Sprite); 6 Brian Bedford (Sprite). **CW** Lackford; Smithies; Cameron. **FL** Lackford 1m08.863s (76.11mph).

RACE 2 (18 LAPS) 1 Lackford;

2 Smithies +9.067s; 3 Clarkson; 4 Bedford; 5 Harris; 6 Cameron. **CW** Smithies; Clarkson; Bedford. **FL** Lackford 1m09.330s (75.60mph).



Howard won twice despite threat from McLoughlin

CLASSIC THUNDER PEMBREY, JULY 30-31

Butcher cuts a double

KEITH BUTCHER

showed his experience at the Welsh circuit by taking the winning laurels in both Classic Thunder encounters. The Nissan Primera driver was not left alone though, with continual harassment coming from BMW M3 ace Garrie Whittaker.

Despite having more than enough outright pace on paper, Whittaker could not displace the erstwhile Welsh Sports champion and Pembrey regular.

Whittaker's task was made more arduous in race two with a spin at the first corner, leaving him languishing at the back of the pack, following a spirited lunge by Joss Ronchetti (Talbot Sunbeam) for second place.

Whittaker looked as though he would mount a challenge for the lead, having clawed his way back into contention after being more than 20 seconds adrift. But the win was not forthcoming and Butcher claimed his second lights-to-flag victory of the weekend in his immaculate

ex-David Leslie car.

Local man Martin Davies had the bit between his teeth after a sheared driveshaft flange in practice on his Sierra meant he missed the first race. Determined to make waves, Davies dispossessed Ronchetti, who had taken third in race one, and Vaughan Fletcher (Subaru Impreza) for third.

It was a short-lived meeting for Craig Davies in his ex-Chris Hodgetts Ford Sierra RS Cosworth, thanks to a costly excursion into the tyres at the Esses, having qualified a solid fourth in the 13-car field.

● Ben Bostock

RESULTS (BOTH 20 LAPS)

1 Keith Butcher (Nissan Primera); 2 Garrie Whittaker (BMW E46 M3) +0.491s; 3 Joss Ronchetti (Talbot Sunbeam Lotus); 4 Piers Grange (Sierra XR8 Chevrolet); 5 Vaughan Fletcher (Subaru Impreza); 6 Denis Bassom (Toyota Corolla GT).

FL Butcher 1m01.165s (85.69mph).

RACE 2 1 Butcher; 2 Whittaker +0.743s; 3 Martin Davies (Ford Sierra); 4 Ronchetti; 5 Fletcher; 6 Alexander Owen (Ford Sierra RS Cosworth). **FL** Whittaker 1m01.459s (85.28mph).

GROUP 1/POST HISTORIC & CLASSIC TOURERS PEMBREY, JULY 30-31

Howard's Big Cat is pride of the pack at Pembrey

DAVID HOWARD WAS relentless as he took a clean sweep of combined Group 1 and Post Historic and Classic touring car winning garlands at Pembrey last weekend. The Jaguar XJ12 racer romped home, but was pushed hard both times.

Jim McLoughlin took second in his resplendent Ford Capri, keeping Howard in sight, ahead of Tim Scott Andrews on both podiums.

Mark Osborne (Triumph Dolomite Sprint) and Mark Lucock (Ford Escort RS2000) put on a show, scrapping hard for the spoils in Class C, while William Jenkins in

his evocative BMW 3.0 CSL Batmobile ran well to eighth in race one but crashed later.

● Ben Bostock

RESULTS (BOTH 13 LAPS)

RACE 1 1 David Howard (Jaguar XJ12); 2 Jim McLoughlin (Ford Capri) +3.363s; 3 Tim Scott Andrews (Rover Vitesse); 4 Mark Osborne (Triumph Dolomite Sprint); 5 Mark Lucock (Ford Escort RS2000); 6 Steve Cripps (Ford Escort RS2000). **FL** Howard 1m08.444s (76.58mph).

RACE 2 1 Howard; 2 McLoughlin +0.511s; 3 Scott Andrews; 4 Cripps; 5 Riorden Welby (Rover SD1); 6 Andy Johnson (VW Golf).

FL Howard 1m09.176s (75.77mph).

IN BRIEF



Smith's 156 in front

ALFA ROMEOs

With a 14-second gap back to the third-fastest car in qualifying, Roger Evans (GTV) and Neil Smith (156) were always going to blitz the Alfa Romeo race at Oulton. They lapped everyone else as Smith gradually eased clear of Evans.

SAKER CHALLENGE

Four half-hour races for the fledgling Saker Challenge were a test of endurance for everyone present at Oulton and the six-car field was boosted by 13 invitation entries. Graham Pattle, Paul Rose and Steve Harris took wins.

MGOC

Gear-selection problems prevented Will Sharpe from fully capitalising on his front-row grid positions in the MGOC at Pembrey, claiming a fourth and a second-place finish. Peter Highton and Jody Bowcott had no such woes as they shared the wins.

BLUE OVAL SALOONS

Craig Rainer sailed to a comfortable double in the Blue Oval races at Pembrey, after his nearest rival retired. Poleman Graham Wait (Ford Sierra) expired in a cloud of white smoke early on, gifting the lead to Rainer in race one.

CLASSIC & HISTORIC

The Classic Saloon and Historic Touring Car races turned into a war of attrition at Pembrey. Tim Davies (Lotus Cortina) survived to take a double win with Roger Stanford in close proximity.

PRE-1993 TOURERS

Roger Stanford (BMW M3 E30) stamped his authority on both Pre-1993 Touring Car races. The veteran racer could not rest easy though, with Lawrie Dunster in his later M3 hot on his heels. The technical and twisty Welsh circuit suited the nimble older car.



Stanford won twice



Ludlow leapt to win

THRUXTON IN BRIEF



HRDC TOURING GREATS

Rob Newall led until half-distance when, following a safety-car period and pitstops, the complexion of the race changed. The rapid little Austin A40 of Mark Daniell (above), which had pressured Newall, emerged ahead and stayed there, despite the threat from Nigel Webb's Jaguar 3.4 Mk1. Newall finally recovered to third.

MORGAN CHALLENGE

A troubled season means that Keith Ahlers isn't in the title fight, but the Jersey resident shattered the lap record and lapped the entire field. Points leader Russell Paterson was second, while a tussle for third between Ray Higgs and Tony Lees ended with Higgs on top by 0.15s. Title contender Andy Green was only fifth in his class.

MGBCV8/MG MIDGETS

Adrian Beer (BGT V8) and Paul Sibley (Midget) shared the spoils with Beer leading home Chris Tilly and Sibley in the first race. Joe Parrington was fourth. The later race was far more dramatic, with Sibley capitalising as Beer suffered fuel-pump problems and Parrington stopped with half-shaft failure.

MG METRO CUP

Andrew Ashton continued his rich vein of form by following up his Silverstone double with victory at Thruxton. Fellow title hopeful Mike Williams's hopes ended early when his engine blew. Ashton (below) was left clear after Dick Trevett's spin approaching the chicane came close to wiping out Neal Gardiner and James Dunkley. Tom Sanderson and Iain Patterson were one-two in Class B to continue their title thrusts.



THOROUGHbred SPORTS CARS THRUXTON, JULY 30

Brothers McCarthy honour father Roy

RUSSELL AND SPENCER McCarthy fittingly staged a wonderful scrap and produced a close finish at the meeting named in memory of their late father Roy, as the MG Car Club visited Thruxton.

Once the threat from Simon Garrad (Jaguar D-type replica) had gone when he departed the scene at Church around half-distance, the brothers had it to themselves.

They were inseparable throughout, Spencer using the brute power of his late father's MGB GTV8 to stay ahead until lap 11 of 14. He then fought back against the nimbleness of the older MGA Roadster, honed over

many years by Roy and now skilfully handled by Russell.

On one lap Spencer arrived at the chicane with the back end of his car snaking wildly under braking, but he reasserted himself on lap 13 and headed onto the final tour with Russell nipping at his heels.

Russell found a way past once more and held the slenderest of leads up to the chicane and, in a blur of McCarthy yellow, the two dashed for the line. Russell just held on, taking victory by a mere 0.102s in the open sportscar.

Well back, Tony Lees just beat fellow Morgan



Russell (2) and Spencer celebrate after fitting tribute to father Roy

man Jonathan Edwards to complete the trio of podium visitors.

● Dud Candler

RESULTS (14 LAPS)

1 Russell McCarthy (MGA);
2 Spencer McCarthy (MGB GTV8)

+0.102s; 3 Tony Lees (Morgan +8);
4 Jonathan Edwards (Morgan +8);
5 Jeremy Knight (Jaguar D-type Replica); 6 John Wilkes (Jaguar D-type Replica). **CW** Knight; Ian Prior (MGB); Peter Hiscocks (MGA).
FL S McCarthy 1m28.999s (95.29mph).



Traffic helped Tice/Conoley take win

1950-'65 CLASSIC SPORTS CARS THRUXTON, JULY 30

Marcos men only split by backmarker clash

THE MARCOS GTs OF soloist Ian Cox and the shared version of Allen Tice and preparer Chris Conoley would have been inseparable throughout but for an incident with a backmarker.

Cox was narrowly ahead when they came across a slower car at the complex, where a misunderstanding led to contact. All three had various moments, the backmarker ending his race against the barrier.

Tice emerged ahead, but the damage had been done to Cox's car, which suffered body damage and a flapping door that required a

lengthier pitstop to have the offending item taped shut.

That left Tice/Conoley to win. Cox resumed to take second, ahead of the Morgan SLR of Keith Ahlers. ● Dud Candler

RESULTS (26 LAPS)

1 Allen Tice/Chris Conoley (Marcos GT); 2 Ian Cox (Marcos GT) +17.458s; 3 Keith Ahlers (Morgan +4 SLR); 4 Mark Ashworth/Graham Shrigley Jones (TVR Grantura); 5 Brian Arculus (Lotus Elite); 6 John Hewitt/Greg Thornton (TVR Grantura). **CW** Ahlers; Arculus; John Yea (MGB); Spike Milligan (HWM Jaguar). **FL** Cox 1m31.906s (92.28mph).

PBI CHALLENGE THRUXTON, JULY 30

Ludlow takes a double

DAN LUDLOW (MG ZR) maintained his status as Peter Best Insurance Challenge points leader with a brace of victories, but reigning champion Ollie Neaves made amends for an opening race spin by making him work every inch of the way in the later race.

Polesitter Ludlow didn't make the best of starts in race one and initially it was a Neaves family one-two with father Blaine leading son Ollie. Then Rob Spencer blasted his big BV8 past both on Woodham Hill to lead for a couple of laps.

A recovering Ludlow was up to second when Neaves Jr spun out of third at the chicane a lap later. He resumed down in 17th.

Ludlow swept ahead on lap three of 13 and went clear to leave Spencer embroiled in battle with Blaine Sr, who just lost out. Son Ollie charged back to a detached fourth.

Ollie Neaves made an early bid for glory in the later race, but Ludlow recovered from yet another

slow start to erode his advantage. Catching was one thing, passing another, as Neaves hurled his MGB all over the kerbs in his bid to stay ahead.

The seemingly inevitable happened on the penultimate lap, but Neaves fought back as they went into Allard for the final time, only for Ludlow to repass and secure a double.

MGs don't often race at Thruxton and Simon Cripps had cut short his holiday to be here. Having posted two earlier race retirements, his tenacity was eventually rewarded with third spot.

● Dud Candler

RESULTS (BOTH 13 LAPS)

RACE 1 1 Dan Ludlow (ZR); 2 Rob Spencer (BGT V8) +12.764s; 3 Blaine Neaves (B); Ollie Neaves (B); 5 Terry Holmes (BGT V8); 6 Alex Smith (ZS180). **CW** Smith; Nick Arden (Maestro EFi). **FL** Ludlow 1m31.880s (92.31mph).
RACE 2 1 Ludlow; 2 O Neaves +1.903s; 3 Simon Cripps (B); 4 Dan Neaves (B); 5 Spencer; 6 Holmes. **CW** Cripps; Arden. **FL** Ludlow 1m30.434s (93.78mph).

SPORTS EXTRA RESULTS ROUND-UP



Oulton Park



Pembrey



Thruxton

Graham Pattle was a Saker winner at Oulton



OULTON PARK INTERNATIONAL BRSCC, JULY 30

ALFA ROMEO CHAMPIONSHIP

(11 LAPS) 1 Neil Smith (156); 2 Roger Evans (GTV) +3.743s; 3 Guy Hale (147 GTA); 4 Andrew Robinson (155); 5 Emma Karwacki (147); 6 Andy Inman (156). **Class winners** Louise West (33); Robinson; Stephen Fletcher (33); Karwacki. **Fastest lap** Smith 1m50.797s (87.46mph).

SAKER CHALLENGE (15 LAPS)

1 Graham Pattle; 2 Tim Wheeldon +2.064s; 3 Steve Harris; 4 Robert Tomlinson; 5 Paul Rose; 6 Marcus Fothergill (Porsche 993). **FL** Pattle 1m50.414s (87.77mph).

RACE 2 (17 LAPS) 1 Pattle; 2 Brett Winstanley (Porsche 964 Turbo) +7.202s; 3 Wheeldon; 4 Harris; 5 Fothergill; 6 David Hinde (Vauxhall Vectra). **FL** Pattle 1m49.345s (88.63mph).

RACE 3 (16 LAPS) 1 Rose; 2 Harris +0.787s;

3 Fothergill; 4 Wheeldon; 5 Tomlinson; 6 Brian Murphy (Ginetta G20). **FL** Rose 1m50.042s (88.06mph). **RACE 4 (16 LAPS)** 1 Harris; 2 Rose +0.199s; 3 Wheeldon; 4 Winstanley; 5 Simon Parker (Vauxhall Vectra); 6 David Botterill (Porsche 964). **FL** Winstanley 1m49.484s (88.51mph).

PENBREY

BARC, JULY 30-31

MGOC (13 LAPS) 1 Peter Higton (F); 2 Will Sharpe (ZR 160) +0.376s; 3 Nick Golhar (ZR); 4 Jody Bowcott (ZR 160); 5 Sam Smith (F); 6 Jim Baynam (B). **CW** Sharpe; Baynam; Huds Johal (MG Maestro). **FL** Bowcott 1m10.783s (74.05mph).

RACE 2 (13 LAPS) 1 Bowcott; 2 Higton +1.037s; 3 Smith; 4 Sharpe; 5 Paul Clackett (ZS 160); 6 Paul Wisbey (F). **CW** Higton; Baynam; Johal. **FL** Higton 1m10.289s (74.46mph).

BLUE OVAL SALOON SERIES

(19 LAPS) 1 Craig Rainer (Ford Escort Mk2); 2 Jeffrey Windsor (Ford Sierra RS Cosworth) +29.877s; 3 Craig Jameson (Ford Sierra RS Cosworth); 4 Paul Nevill (Ford Escort RS Cosworth); 5 Demetris Neophytou (Ford Fiesta Mk1); 6 Brian Long (Ford Fiesta). **CW** Nevill; Neophytou; Long; Mike Webb (Ford Focus). **FL** Rainer 1m05.175s (80.42mph).

RACE 2 (18 LAPS) 1 Rainer; 2 Nevill +3.900s; 3 Windsor; 4 Neophytou; 5 Webb; 6 Graham Stephens (Ford Fiesta XR2). **CW** Nevill; Neophytou; Webb; Stephens. **FL** Rainer 1m05.814s (79.64mph).

CLASSIC SALOON AND HISTORIC

TOURING CARS (13 LAPS) 1 Tim Davies (Lotus Cortina); 2 Roger Stanford (Lotus Cortina) +1.680s; 3 Rodger Ebdon (Mini Cooper S); 4 Richard Sprigg (Ford Anglia 105E); 5 Elfin Jones (Lotus Cortina); 6 Steven Sprigg (Lotus Cortina).

CW Ebdon; Jim Burrows (Austin Mini Cooper); Andy Messham (Austin Mini Seven); Radford (Triumph 2000); Tim Dodwell (Austin Cooper). **FL** Stanford 1m10.975s (73.85mph).

RACE 2 (13 LAPS) 1 Davies; 2 Stanford +4.970s; 3 Burrows; 4 S Sprigg; 5 Steve Jones (Morris Mini Cooper S); 6 E Jones. **CW** Burrows; S Jones; Messham; Radford; Dodwell. **FL** Stanford 1m10.888s (73.94mph).

PRE-1993 TOURERS (14 LAPS)

1 Roger Stanford (BMW M3); 2 Lawrie Dunster (BMW E36 M3) +0.458s; 3 Ken Lark (Volkswagen Corrado); 4 Graham Myers (Ford Sierra Cosworth); 5 David Howard (Jaguar XJ12); 6 Andrew Busby (BMW E30 M3). **CW** Dunster; Howard; Chris Bright (BMW 325i). **FL** Dunster 1m06.199s (79.17mph).

RACE 2 (14 LAPS) 1 Stanford; 2 Dunster +4.494s; 3 Myers; 4 Lark; 5 Howard; 6 David Scriven (Toyota Supra Turbo). **CW** Dunster; Lark; Howard; Busby; Bright. **FL** 1m05.755 (79.17mph).



Davies took a Cortina double at Pembrey

THRUXTON MGCC, JULY 30

TOURING CAR GREATS (21 LAPS)

1 Mark Daniell (Austin A40); 2 Nigel Webb (Jaguar 3.4 Mk 1) +2.422s; 3 Rob Newall (Jaguar XK120); 4 Richard Butterfield/Pete Dorlin (Jaguar 3.4 Mk 1); 5 Matthew Moore (Austin A40); 6 Henry Mann (Ford 107E). **CW** Webb; Newall; Max Cawthorn (Wolseley 1500); Bruce Chapman (MG Magnette); Louise Kennedy (Fiat Abarth 850TC); Paul Wybrow/Gary Weston (MGA). **FL** Newall 1m38.901s (85.75mph).

MORGAN CHALLENGE (21 LAPS)

1 Keith Ahlers (+8); 2 Russell Paterson (+8) -1 lap; 3 Ray Higgs (+8); 4 Tony Lees (+8); 5 Jonathan Edwards (+8); 6 John Emberson (Roadster). **CW** Lees; Tony Rivers (Roadster Lwt); Tim Ayres (+8); Greg Dixon-Smith (+4SS); Ian Sumner (4/4). **FL** Ahlers 1m24.875s (99.93mph) record.

MGBCV8 & MG MIDGETS (14 LAPS)

1 Adrian Beer (BGT V8); 2 Chris Tilly (BGT V8) +23.298s; 3 Paul Sibley (Midget); 4 Joe Parrington (BGT V8); 5 Graeme Adams (Midget); 6 Phil Walker (BGT V8). **CW** Sibley; Walker; James Wheeler (B); Mike Harris (B); Bob Fisher (B); Ian Langford (Midget); Richard Homer (Midget). **FL** Beer 1m24.961s (99.82mph).

RACE 2 (14 LAPS) 1 Sibley; 2 Tilly +30.709s; 3 Adams; 4 Ed Reeve (Midget); 5 Martin Morris (Midget); 6 Walker.

CW Tilly; Walker; Spencer McCarthy (B); Howard Grundon (BGT V8); Fisher; Langford; Homer. **FL** Sibley 1m27.205s (97.26mph).

MG METRO CUP (13 LAPS)

1 Andrew Ashton (GTi); 2 Neal Gardiner (GTi) +3.328s; 3 James Dunkley (Turbo); 4 Dick Trevett (Turbo); 5 Tom Sanderson (GTi); 6 Iain Patterson (GTi). **CW** Sanderson; Callum Evison (Metro). **FL** Dunkley 1m34.686s (89.57mph).



Beer charges to Thruxton victory



Bruce Chapman's MG, Jason Kennedy's Lancia and the Austin of William Lynch at Thruxton

GINETTA GYRATOR

BEN ANDERSON got the chance to go up against his first motor racing idol thanks to a weekend in the Ginetta G40 Challenge



Anderson (r) celebrates with Ratcliffe (l) and Huyton

Like many lovers of our sport, I was lured into motor racing by family. In my case, by my father Phill, who built a Caterham Seven and went racing in the 1994 K-series – the forerunner to what is now Caterham Roadsports.

Travelling to circuits up and down the country to support my old man also turned Clive Richards into my first motor racing hero. Richards utterly dominated the category that season. His car carried the slogan ‘You can’t always catch a Metrobus’, which was entirely appropriate because nobody could.

Seventeen years later, my racing life has finally come full circle, for I am set to compete in the Ginetta G40 Challenge – the series in which Richards now drives.

The Ginetta Challenge is the first senior rung on the Leeds-based marque’s growing motorsport ladder. Formerly a single-make category for the venerable G20, the Challenge is gradually being taken over by the newer, more powerful, closed-top G40 design.

This technical facelift has given the series a more modern feel and also attracted a healthy crop of talented drivers into the

ranks. The likes of ex-Ginetta G50 racers Richards and Phil Sykes, G20 champion Mark Davies, ex-karting champion Sean Huyton, and former Renault Clio Cup frontrunner Mike Robinson have all jumped on the G40 bandwagon, helping to create the sense that this is an increasingly competitive category.

“I wanted to do GT Supercup but didn’t really have the budget,” explains Robinson, who has brought frontrunning Clio Cup squad TCR across with him. “But this series is good fun and the racing is hard and fair. The G40 is tricky to drive and Ginetta is really behind the series.”

My hero Richards races for his own Colards Motorsport outfit, which allows him to compete for considerably less than the estimated £25-35,000 it costs for a full season’s arrive-and-drive package. I will be racing for HHC Motorsport – the team set up at the end of 2009 by ex-Ginetta employees Charlie Kemp and Jody Hemmings (an ex-F1 mechanic).

HHC is tasked with running Ginetta’s ‘guest’ G40, alongside Sykes and former Haymarket ads salesman-turned-rock

covers band frontman Rick Parfitt Jr. Double VW Cup champion Phil House also raced for the team during the season-opener at Oulton Park, but quit the series ahead of AUTOSPORT’s appearance in round two on the new Snetterton 300 circuit on May 14-15.

Three 20-minute test sessions are my chance to get acquainted before the serious business begins. Davies clocks the fastest (unofficial) time of the day: a 2m09.5s set in the opener, and no one – not even him – gets near that later. The general pace for the rest of the running is high 2m10s to low 2m11s, but the best I can manage is a high 2m13s.

The car is trickier to drive than the bigger and more powerful G50 I raced at Silverstone in 2009, but requires a similar momentum-boosting style to make up for its relatively low power-to-weight ratio (150bhp/800kg). A look through the data reveals that most of my deficit to Sykes (who is on the pace in the afternoon) is due to a lack of commitment in the high-speed corners and a touch of over-commitment in the low-speed bends.

With a good night’s sleep behind me I come back to the track rejuvenated and



Anderson wondered if move out of new Coram was possible...



...and finds out the answer in race one



Recovery drive resulted in a podium



manage to find two seconds in Saturday morning's free practice session. This puts me eighth overall, 2.4s behind pacesetter Davies, just over a second off third-placed Richards, and just 0.044s shy of my team-mate Sykes, who winds up seventh.

Most importantly, I make all of this progress on the same set of worn tyres. With the prospect of a full set of new Michelin slicks (four sets are allocated to each car for the season and are estimated to be worth 1.5-2s per lap) for the afternoon's qualifying session, I'm starting to feel more confident.

As it turns out, qualifying plays right into my hands. A sharp shower panics many of the frontrunners into switching to wets in the assembly area, but the track dries out after just a couple of laps – forcing them back into the pits. I'm still building speed when the red flags fly for a G20 stranded precariously in the middle of Coram. With no time to restart the session an early halt is called, and to my surprise (and delight) I learn I will start my first Ginetta Challenge race from pole position. In fact, my novice team-mate Parfitt Jr makes it a one-two of sorts for AUTOSPORT publisher Haymarket by securing second-fastest time!

Our moment in the sun is short-lived, though, because we are both swamped by the lighter G20s come the start of Sunday's opening race. Stuart Pearson shuffles me back to second at the Montreal hairpin, before fast G40 starter Huyton (up from

12th on the grid) demotes me to third with a dive down the inside into Oggies.

I decide my best strategy is to try to stick with Huyton, but this is quickly undone by a failed attempt at going round the outside of Pearson on the exit of Coram, which results in a costly 360-degree spin across the dirt at Murrys. Miraculously, I'm able to resume unscathed – albeit now mired down in 11th.

The excursion knocks my car's tracking out of line and makes it quite unstable under braking, but this doesn't stop me picking my way back through the pack to finish third – behind runaway winner Huyton and Ginetta Junior graduate Ryan Ratcliffe.

Hopes of a wheel-to-wheel fight with Richards, however, are undone when my hero spins off right in front of me at Williams

midway through the race. He winds up 12th. "Experience told me to back out of it, but I kept my foot in," he rues, after congratulating me on my result.

Hopes of a repeat podium in the finale are dashed by a loose left-front wheel, which requires a pitstop after an early slide down the order. I wind up 18th, while my team-mate Sykes loses the lead on the final run through Coram, before a recurrent clutch problem causes him to spin and scatter the pack. There is at least some cheer at HHC for Parfitt's eighth-place finish.

I, on the other hand, am left to reflect on achieving a small ambition – racing against (and beating!) my first motor racing hero. Now I just need to convince Damon Hill to come out of retirement...✂

In pole position, with Parfitt Jr alongside



GINETTA G40 TECH SPEC

Engine: 1800cc Ford Duratec

Power: 150bhp

Gearbox: Quaife six-speed sequential

Weight: 800kg

Tyres: Michelin slicks

YOUR SAY

What you think of the motorsport news of the past week



What a turn-off: Sky TV deal gets thumbs down

Sky's the limit for TV deal anger

Well, I thought that by now I'd have calmed down a bit, a few days after finding out what Bernie Ecclestone and Barbara Slater (director of BBC Sport) have done to our sport.

But no, I haven't. Bernie and the Beeb have sold us out to Sky. For them both to say that this is good for the F1 fan shows how little they both understand about the F1 fan.

Hope the teams and the sponsors do something about this. They are not daft and don't want to end up in the boondock viewing figures of the WRC after spending all that money.

Steve Mundy, Gosport

EDITORIAL CONTACT mail@autosport.com

So F1 is off to Sky. Was it a shock? Yes. Was it a surprise? Unfortunately, no. It's frankly impossible to imagine how the BBC's coverage could be rivalled, so viewers have nothing to gain from this, yet a whole lot of money to lose.

I can't afford the extra cost, it's that simple. I am gutted. The part that hurts the most is that the teams have backtracked on what they said previously.

Apparently this is now a wonderful deal for both the teams and the fans.

David Herron
Washington,
Tyne and Wear

I was appalled to learn of the BBC sharing F1 with Sky from next year.

At a time when the Murdoch empire's ethics are being called into question, and when many people are still trying to recover from the recession, to climb into bed with Sky and hang those that can't afford it out to dry shows a total disregard for the fans.

Highlights are not enough for someone who watches every F1 race live, but I refuse to be bullied into paying for Sky. I'm not sure where that leaves me.

Jake Sanson
Chester

Wait a minute, the BBC cannot afford F1 because Bernie and CVC have set the price so high. The price is high because CVC is milking the sport.

The bottom line is that greed has got us to this point; it is not in the fans' interest to have coverage on a subscription channel.

So FOTA gets more money from Sky to keep the teams happy, but let's stop hearing the teams fret about sponsor exposure and worry about whether the fans can actually watch the races or not!

Andy Pidgeon
By email

I'm probably in the minority on this one, but thanks to the antiquated way it funds itself, the BBC is not free to air. If you don't pay £145.50 each year they'll give you your day in court whether or not you watch their programmes.

This year's coverage hasn't been great anyway: David Coulthard and Martin Brundle's commentaries have deteriorated into a cheesy double act, and Eddie Jordan's ramblings get more bizarre each race.

I for one will be embracing Sky's coverage.
Chris Robinson
Nottingham

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. **F1 TEAMS SEEK CLARIFICATION ON TV DEAL**
2. **2012 CALENDAR SET FOR MAJOR OVERHAUL**
3. **UNDER-PRESSURE RBR BREAKS CURFEW**
4. **NO ADVERTS DURING RACES ON SKY**
5. **HAMILTON QUICKEST AGAIN IN HUNGARY**

AUTOSPORT.COM PLUS

TOP STORY ONLINE

WHAT THE SKY DEAL REALLY MEANS FOR F1

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com. Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

● GP3 race winner Rio Haryanto is from Indonesia, not Malaysia (July 28, p50).

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

THE LATEST GEAR

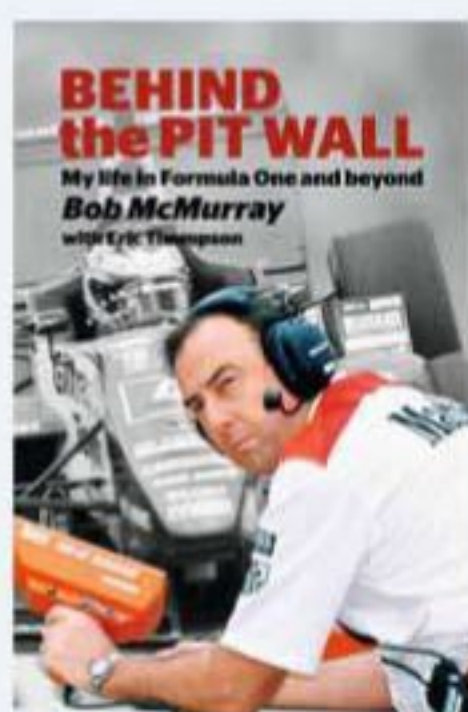
The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts



HALF-SIZE BUTTON/HAMILTON HELMETS

£74.99 each
autosport.com/shop

These half-size replicas – they measure approximately 12.5cm in height – of the helmets worn by McLaren-Mercedes F1 stars Jenson Button and Lewis Hamilton are incredibly detailed. They're manufactured from fibreglass, with high-quality and resistant polyurethane paintwork, and they feature all the correct vinyl sponsors' logos from the 2011 season. The visors are tinted and will open and close, just like the real thing. The inside of the lids come with realistic foam and an authentic D-ring buckle, although we don't recommend you try to get it on and done up!



BEHIND THE PITWALL BIOG

£16.99 (978 1 86950 854 8)
amazon.co.uk

If you're a Kiwi, love F1 and follow the McLaren team, you'll know all about the ebullient Bob McMurray.

The Kiwi worked in F1 for 30 years, before a stint in TV and a spell in A1GP.

McMurray describes it as 'Bob's Big Adventure', and it's hard to disagree: it's fun-packed and down-to-earth throughout.



IWI HAND-MADE WATCH

£1450
iwiwatches.com

Hand-built by young British watchmaker Ian Walsh, this R1 gent's retro watch is limited to 500 pieces and features Swiss automatic movement and a stainless-steel case.

IWI is already official timing partner to the Superleague Formula series so it's a young company in a hurry.



JIM BAMBER MODELS

£39.99 each
thejimbambercollection.com

Based on AUTOSPORT cartoonist Jim Bamber's classic works, these limited-edition creations celebrate Sir Stirling's 1955 Mille Miglia win (2000 pieces) and Sir Jackie Stewart's 1969 world title (1200).

A royalty from sales goes to Motorsport Safety Fund (Moss) and Grand Prix Mechanics' Trust (JYS).

HOT ON THE WEB THIS WEEK

YOUTUBE: MERC TRIUMPHS IN AFRICAN ADVENTURE



SEARCH FOR: Tripoli Grand Prix 1937 (9:42)

Fantastic footage, with trademark plummy narration, of the super-fast Libyan grand prix, featuring five Mercedes and five Auto Unions. And, yes, there are just palm trees for run-off around the 8.1-mile track...

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



Hopefully the action will be frenetic

SNETTERTON

TOCA

August 6-7

Admission £12 Saturday on the gate, £30 Sunday on the gate, £25 Sunday (online), £30 weekend (online)

Tel: 01953 887303

The British Touring Car Championship is back following its customary seven-week

summer break and is set to race on the new 300 circuit for the first time. Expect the turbocharged-versus-naturally-aspirated engine politicking to continue while Motorbase Ford driver Mat Jackson chases the works Honda of mid-season points leader Matt Neal. Support races include Formula Renault UK, Renault Clio Cup, Ginetta GT Supercup, Ginetta Junior and Porsche Carrera Cup GB.

CROFT

HSCC

August 6-7

Admission £12 Saturday, £15 Sunday, £22 weekend

Tel: 01325 721815

The Croft Nostalgia Weekend returns for a second year after a successful inaugural running in 2010. An 18-race programme features Historic FF2000, Formula Junior, '70s Road Sports, Historic FF1600, Historic Road Sports, Derek Bell Trophy, Classic Racing Cars, Guards Trophy, Historic Touring Cars and 500cc F3.

ANGLESEY

CSCC

August 6-7

Admission £12 each day or £15 weekend

Tel: 01407 811400

Swinging Sixties, Tin Tops, Future Classics, Magnificent Sevens, Classic K, Cockshoot Cup, RAFMSA, Jaguar Saloon/XJS, and Sports Car v Saloon with JEC Powered by Jaguar in North Wales.

OULTON PARK

AMOC

August 6

Admission £13 on the gate, £10 online

Tel: 01829 760301

GT4 Challenge, Aston Martin Championship, Intermarque, Austin Healey, Pre-'60 Series, Pre-'66 Series, Pre War Team Challenge, Ferrari Classic and Ferrari Open.

MALLORY PARK

Masters

August 7

Admission £15 on the gate, £13 in advance

Tel: 01455 842931

Cloth Cap including XK Challenge, Pre-1966 Touring Cars, Oldies but Goldies, Closed Wheel Allcomers, Stars of the '70s with Touring '70s, and a Formula Ford 1600 race for the Edwina Overend Trophy.

CRAIGANTLET

British Hillclimb

August 6

www.top12runoff.co.uk

INDYCAR SERIES

Rd 12/18

Mid-Ohio, USA

August 7

indyracing.com



IndyCar boys and girls will hope to avoid this

AMERICAN LE MANS SERIES

Rd 5/9

Mid-Ohio, USA

August 6

americanlemans.com

DTM

Rd 6/10

Nurburgring, Germany

August 7

dtm.de

F3 EURO SERIES

Rd 6/9

Nurburgring, Germany

August 7

f3euroseries.com

FORMULA NIPPON

Rd 4/8

Motegi, Japan

August 7

f-nippon.co.jp

JAPANESE F3

Rd 4/7

Motegi, Japan

August 6-7

j-formula3.com

NASCAR SPRINT CUP

Rd 21/36

Pocono, Pennsylvania, USA

August 7

nascar.com

INDY LIGHTS

Rd 10/14

Trois-Rivieres, Quebec, Canada

August 7

www.indyracing.com/roadtoindy

SUPERSTARS

Rd 6/8

Spa-Francorchamps, Belgium

August 7

superstars.it

ITALIAN F3

Rd 4/8

Spa-Francorchamps, Belgium

August 6-7

acisportitalia.it/F3

NASCAR NATIONWIDE SERIES

Rd 22/34

Iowa Speedway, USA

August 6

nationwide.nascar.com

Television

THURSDAY AUGUST 4

2205-0010 **Motors TV**
ALMS: Mosport highlights

FRIDAY AUGUST 5

0730-0800 **Eurosport**
WTCC: Inside WTCC
1005-1310 **Motors TV**
Spa 24 Hours highlights

SATURDAY AUGUST 6

0040-0315 **Motors TV**
Superleague Formula: Zolder
0015-0115, 0500-0600 **ESPN**
WRC: Access All Areas
0730-0800 **Channel 4**
British F3: Spa
0830-0900 **Eurosport**
Inside Racing
0900-1210 **Motors TV**
Spa 24 Hours highlights
0910-1010 **ITV4**
Motorsport UK
1300-1400 **Bloomberg**
Spa 24 Hours highlights
1430-1530 **Bloomberg**
WRC History
1515-1620 **Motors TV**
British F3: Spa

SUNDAY AUGUST 7

0245-0340 **Motors TV**
British F3: Spa
0340-0410 **Motors TV**
Porsche Supercup: Hungaroring
0410-0530 **Motors TV**
GP3: Hungaroring

0500-0600 Sky Sports 4

F2: Brands Hatch
0700-0730 **Channel 4**
The Grid
0900-1000, 1300-1400, 1700-1800,
2200-2300 **Sky Sports 4**
Nurburgring 24 Hours
1005-1100 **Motors TV**
Superstars GT: Spa race one
1100-1800 **ITV4 LIVE**
BTCC: Snetterton
Turbo/natural-aspiration politics
resume after a summer break.
1245-1430 **ESPN LIVE**
DTM: Nurburgring
1300-1400 **Bloomberg**
Spa 24 Hours highlights
1305-1400 **Motors TV**
International Superstars: Spa race one
1600-2100 **Premier Sports LIVE**
NASCAR: Pocono
1655-1750 **Motors TV**
International Superstars: Spa race two
1750-1845 **Motors TV**
Superstars GT: Spa race two
1930-2200 **Sky Sports 4 LIVE**
IndyCar: Mid-Ohio
2205-2305 **Motors TV**
WRC: World's Top 10 Rally Cars

MONDAY AUGUST 8

0900-1100 **Sky Sports 4**
IndyCar: Mid-Ohio
1330-1530 **Sky Sports 2**
IndyCar: Mid-Ohio
1830-1930, 2130-2230 **Sky Sports 2**
NASCAR: Pocono highlights

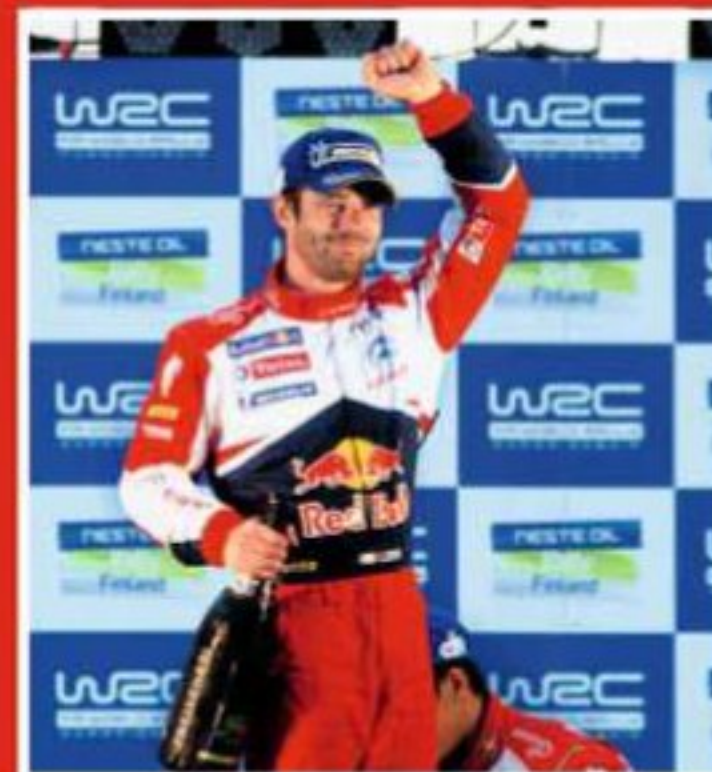
Online

AUTOSPORT.COM

Coming up on the web this week

RALLY KING SEB LOEB

Following another impressive win for Sebastien Loeb (right) on Rally Finland, rallies editor David Evans's latest column runs the rule over what it means for the rest of the season, plus there's all the usual up-to-the-minute AUTOSPORT.com coverage from IndyCar, DTM, BTCC and NASCAR as the likes of Dario Franchitti, Gary Paffett and Jason Plato aim to continue the great run of form for British drivers set by the McLaren boys in F1.



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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 deals



Bernie: "I assume you'll be wanting Sky's number?"

THE APOCALYPSE. Doomsday. Remember the date: July 29, the day the earth-shattering news that arguably the most commercially-driven sport in the world did a commercial deal to raise more revenue.

Yes, a billionaire, acting in the interest of other billionaires, did a deal with the two largest media organisations in Britain. A deal that's so incensed some hardcore F1 fans that they are never going to watch it again. Ever. Well, they'll see out the end of this season, and then that's it.

Instead of Hamilton, Alonso, Vettel, McLaren, Ferrari, Red Bull and the

rest, they're going to watch MotoGP – but only if it's on terrestrial. And not if there are any adverts during it. No. No ads. They don't want any money to be made from showing motorsport – it exists only for their entertainment. And if it's not free, they're going to steal it off the internet!

When the BBC, forced by a democratically-elected government to cut costs, announced that it had done a deal to share the F1 coverage with Sky, its own website comment board exploded with pure fury.

"This is a disgrace, the BBC suck!" one frothed. "More rubbish on TV

instead of something we enjoy. Sack all those involved in this sell-out immediately!" Why stop there? Flogging, public execution perhaps?

"WHAT A SHAM," shouted another. "BBC IS LIKE THIS COUNTRY, GOING DOWNHILL FAST." Why not move to Ireland, or Spain, or Greece then? They're doing really well.

"Seeing as the BBC are content to ignore this, I would urge people to contact Formula 100, the representative

organisation for all of F1's main sponsors." Yeah! And explain to them you can't afford to pay for Sky? That doesn't single you out as the sort of person they want to market to, does it?

On the same day, hundreds of innocent Somalian children died of starvation – their plight a freak of ill fortune due to where they were born. They don't even have electricity.

Perspective, anyone? *Revved Up*

"A billionaire, acting in the interest of other billionaires, did a deal with the two largest media groups in the UK"

THE WEEK IN PICTURES

Our lensmen pounding the beat from Los Angeles to Milton Keynes

MARCUS GRONHOLM FLIES HIS FIESTA IN THE X GAMES

The X Games stepped outside of its usual stadium-based surroundings in Los Angeles last weekend into a street-side setting, which included this huge jump



RALLY FINLAND TAKES NO PRISONERS

Estonia's Martin Kangur exited Rally Finland with this inversion on Urria in his Honda



WE ARE THE CHAMPIONS, AND RACE AT BARCELONA

Red Bull's F1 team donned Freddie Mercury 'taches to raise money for the Mercury Phoenix Trust



DON'T WALK ON - YOU'LL NEVER DRIVE ALONE

Former Liverpool legend Sami Hyypia swapped the footie pitch for the WRC co-driver's seat alongside Khalid Al Qassimi in Finland



FROM THE ARCHIVE

Philippe Alliot's F1 comeback with McLaren, Hungaroring, 1994



"I wasn't at 100 per cent and I did a much better job in much worse cars during my career"

Alliot found it tough in McLaren

PHILIPPE ALLIOT ADMITS THAT HE WASN'T IN a position to make much of his only Formula 1 opportunity with a front-line team. At the age of 40 and out of grand prix racing for the better part of a season, he was never going to set the world on fire when he was called up for a one-off race for McLaren at the 1994 Hungarian Grand Prix.

"I didn't drive well," he says of his unremarkable showing in the Peugeot-engined MP4/9. "I wasn't at 100 per cent and I did a much better job in much worse cars during my career."

Alliot got the gig for Hungary after McLaren team leader Mika Hakkinen received a one-race suspension for taking off David Coulthard's Williams and Tyrrell driver Mark Blundell at the start of the previous race in Germany. The Frenchman, who was nominally McLaren's test driver, lined up alongside Martin Brundle at the behest of new Peugeot Sport boss Jean-Pierre Jabouille.

Jabouille, who had taken over from Jean Todt after the end of Peugeot's sportscar programme with the 905 Group C car, had pushed McLaren to give Alliot a full-time drive when it signed up the British team

to use its 3.5-litre V10 for the '94 season.

"I was the quickest of the Peugeot 905 drivers in Group C, and Jean-Pierre wanted me to drive the McLaren," explains Alliot. "I did a test, but at the end of the day Ron Dennis preferred Martin Brundle and I ended up testing for the team, though I didn't do a lot."

"I have no problem with Ron. I understand why he decided to put Brundle in the car. I was already nearly 40 and coming to the end of my career."

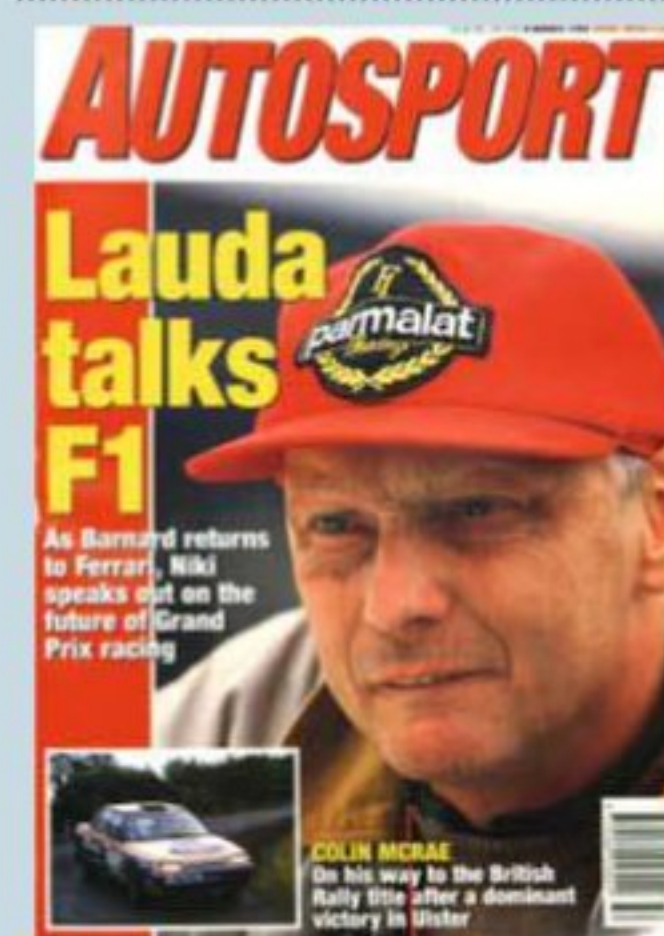
Brundle ended up eight tenths ahead of Alliot in qualifying in Hungary and there was no chance for the Frenchman to make amends in the race. A water leak resulted in an early retirement from 12th place.

The experience has given Alliot an insight into Michael Schumacher's predicament at Mercedes.

"When you are 40, you are not the same driver you are when you were 25 or 30," he reflects.

"When you stop for a while and when you are older, you need a lot of time in the car just to get back to 95 per cent. I'm not sure it is even possible to find the last one or two per cent. When you are young, nothing is impossible. The problem when you get older is that you think too much."

THIS WEEK IN...



AUGUST 6, 1992

THREE-TIME WORLD CHAMPION

Niki Lauda urged Formula 1 to encourage technological development to safeguard its future. The Austrian challenged Ayrton Senna's claims that more sophisticated racing cars would help slower drivers be competitive.

"You have only to look at aircraft," said Lauda. "They are becoming more technical and sophisticated by the day. But becoming more technical does not mean that the human being inside becomes any less important. Of course there is some work taken away from the driver, but he still has full responsibility for whatever is happening."

In the Spa 24 Hours (below), British saloon car ace Steve Soper snatched victory from a flagging Eric van de Poele on the penultimate lap.

Soper said: "The adrenalin got going and I thought, 'I've done this race eight times, I've never won this bloody race, I'm going to win it today!'"



PIC: LAT



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NICOLA LARINI

■ Canadian Grand Prix, Montreal ■ June 18, 1989 ■ Osella FA1M ■ Running third in the rain



Larini was running P4 when Osella failed

OSELLA WAS A LITTLE TEAM compared to the others, but the car was not so bad. Normally you couldn't score points, but if you got to the end of the race you could finish around ninth or 10th.

In Montreal my first commitment was to Ferrari. It was the fourth race after Gerhard Berger's crash at Imola. In Mexico and Phoenix I was ready to replace him, but he decided to drive. He took part in the races I remember, but only because he didn't want to lose the drive for the rest of the season, and he only did a few laps in Mexico and a few laps in Canada!

With Osella we were always in pre-qualifying – I seemed to spend all my F1 career, apart from when I drove for Ferrari and Sauber, in pre-qualifying! I did a very good time in pre-qualifying and was second fastest. Then every session I was always in a good position to fight maybe for points. I qualified 15th – that year there were 39 cars.

We arrived for the warm-up on Sunday morning and it was raining a lot – I was used to checking both cars, and decided to take the spare because I felt it behaved

"I think the history of Osella could have changed if we had got the result – we would have got out of pre-qualifying and got the FOCA bonus money we needed"

better. In 1989 we used to open the electronics box manually to change the engine mapping – we didn't do it on a computer in those days. I'm speaking for Osella – maybe McLaren could do it by computer!

There were maybe 20 holes to undo, and to be quick they used

to put maybe half the screws in, in case they needed to open it up again quickly. They changed the mapping on both cars, but they put silicon all round to stop water getting in – on the race car, not the car I had chosen to race.

In the race I got up to third, and

can remember leading Ayrton Senna. I was still fourth when suddenly the engine stopped. We found it was because they had forgotten to put silicon around the electronics box. I was 20 seconds ahead of Thierry Boutsen, who won, when I stopped, and I was ahead of Andrea de Cesaris who finished third, so a podium was achievable for me.

It was the most important F1 race I did – everyone discovered me! And the week after I got an offer from Ligier for 1990. I think the history of Osella could have changed if we had got the result – we would have got out of pre-qualifying and got the FOCA bonus money we needed so much. ✖
Nicola Larini was talking to Marcus Simmons

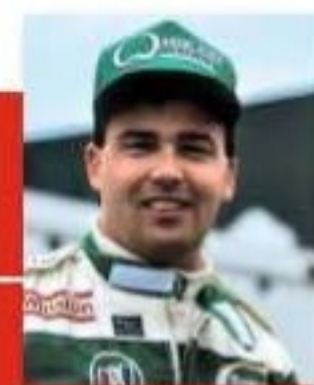
IN PROFILE

NICOLA LARINI WON THE 1986

Italian Formula 3 title, and even a slow Dallara F3000 car could not halt his progress to F1. Over 10 years, his best GP result was second at Imola in '94. A parallel touring-car career provided Italian Superturismo ('92) and DTM ('93) titles for Alfa Romeo. After a WTCC stint with Chevrolet, he quit full-time racing, but still competes in the N.Technology 'Ferrari' P4/5 on the Nurburgring Nordschleife. Son Gabriele races in Italian Formula Renault.



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