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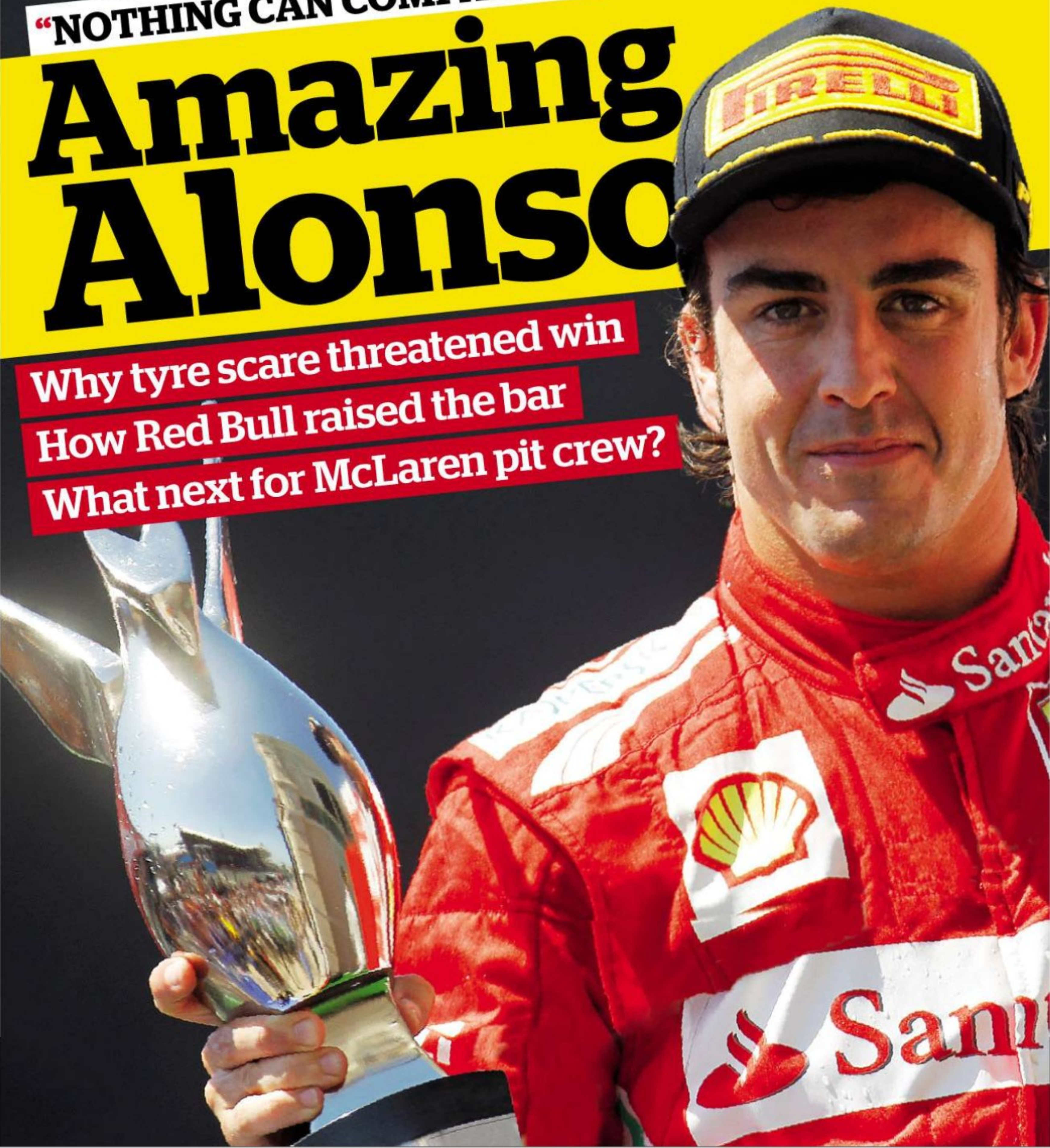
"NOTHING CAN COMPARE TO THIS WIN"

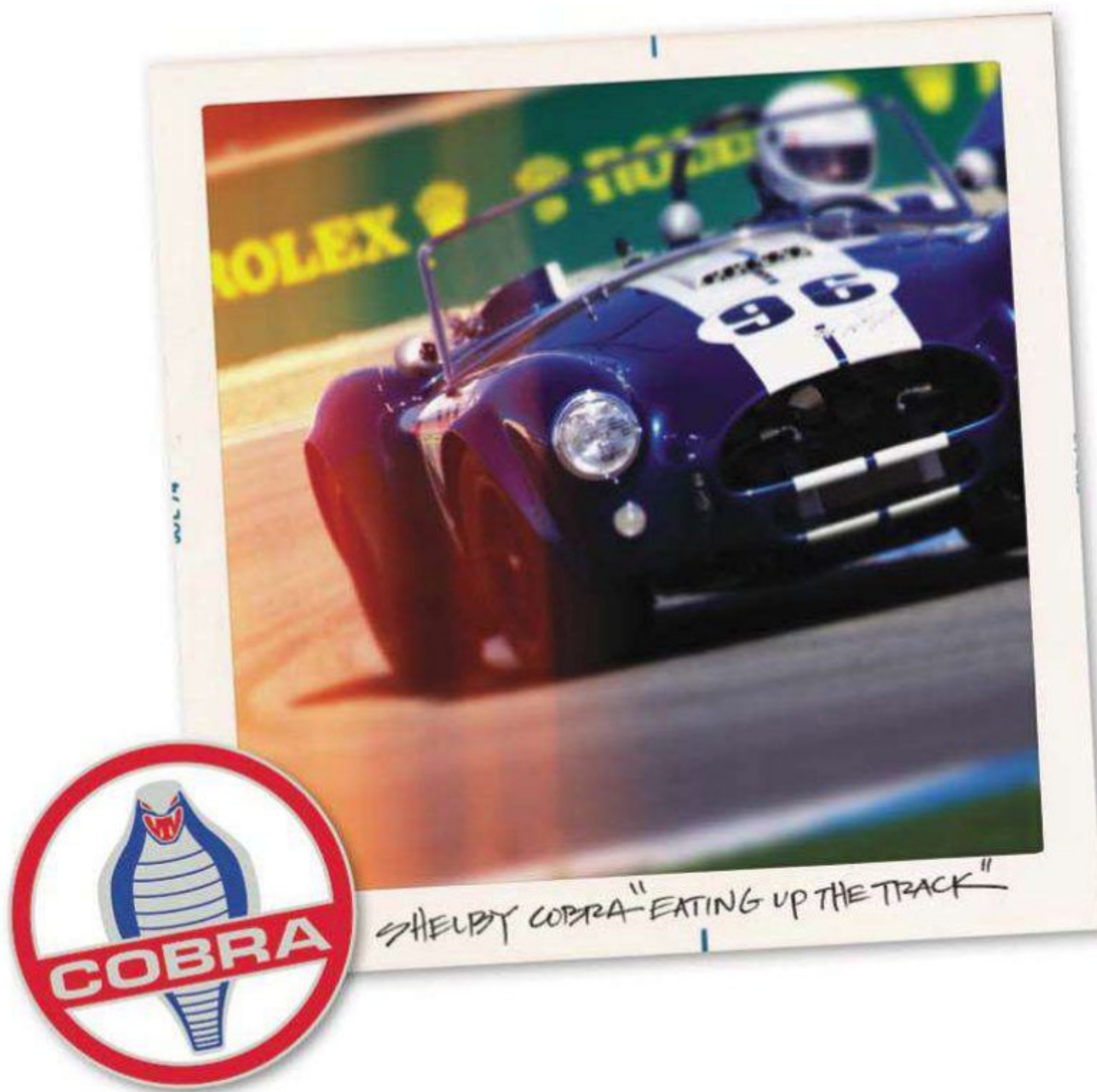
Amazing Alonso

Why tyre scare threatened win

How Red Bull raised the bar

What next for McLaren pit crew?





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DARIO FRANCHITTI'S IOWA IS OVER BEFORE IT'S EVEN BEGUN

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The team's performance has been a real surprise, and it's clear that the team is looking to make a big statement in the coming season



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POLE POSITION

Lewis should get wise to stay in the title hunt



ONCE AGAIN ON SUNDAY, HOPES OF English sporting success were dashed. I'm not talking about the football, but Lewis Hamilton's late-race exit from the European GP that could prove costly to his hopes of a second world title.

Sure, he was destined to lose his points lead in Valencia – his McLaren's tyre degradation saw to that – but this is F1 2012: swings, roundabouts, then back to swings again. It's all about hanging on in there; remember Fernando Alonso's dogged P5 in Canada?

The ultimate blame for the crash lay with Pastor Maldonado, but the 'new, improved Lewis' should have seen it coming, especially with their history. He'd wisely allowed Romain Grosjean and Kimi Raikkonen through – with his tyres shot, he should have ceded again.

Hamilton's vague demeanour later on might have been him biting his lip, as opposed to shooting from the hip, but McLaren's got enough on its plate with botched pitstops and Jenson Button's struggles without Lewis reverting to his bad old ways. It needs him back to his pre-Valencia best.

Charles Bradley

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BAMBER'S WEEK





F1

Alonso is Ferrari's harbour master

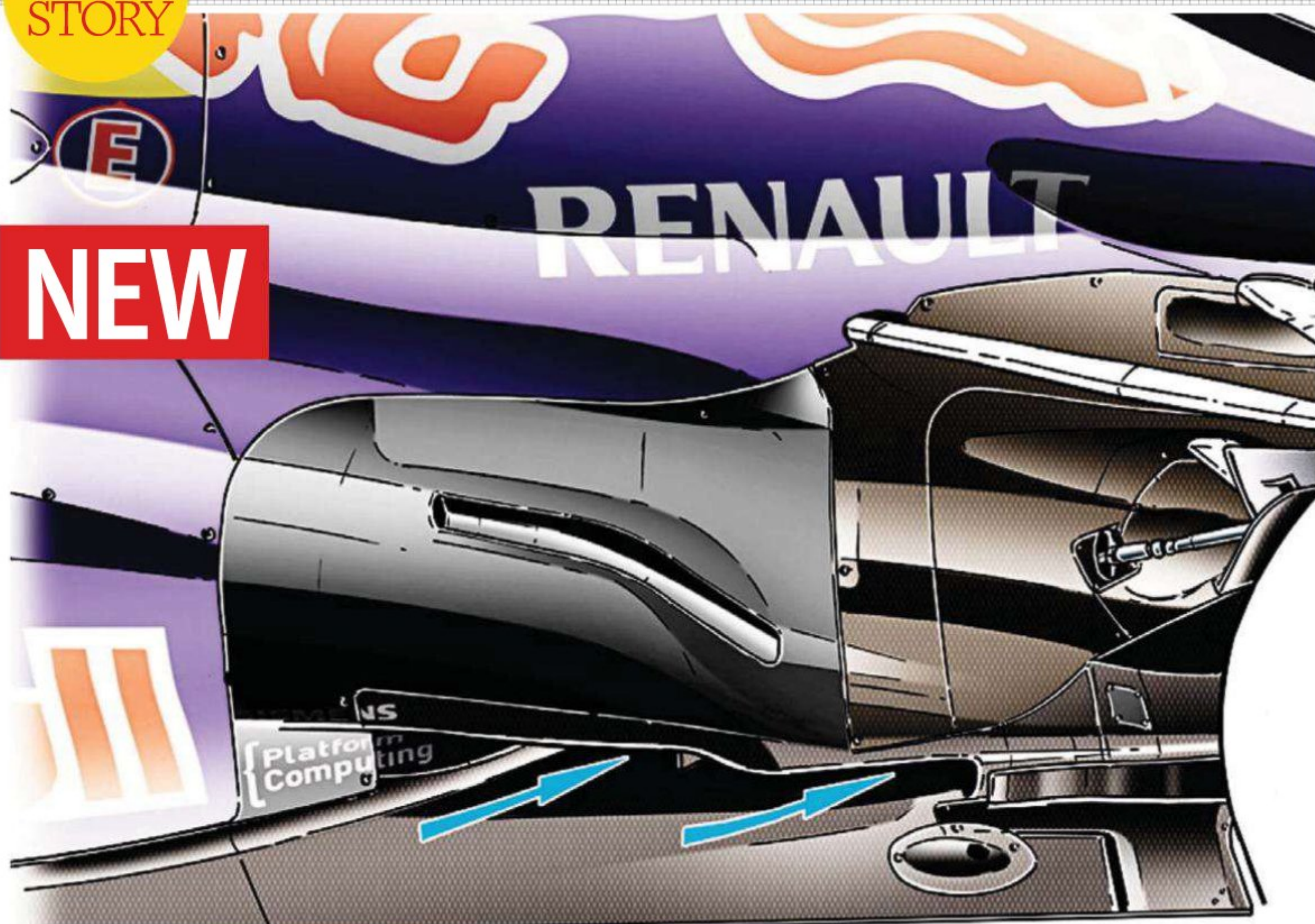
Fernando Alonso makes his move through the traffic at the start of last weekend's European GP, en route to a sensational win from 11th on the grid. Here, he goes round the outside of Paul di Resta, while team-mate Felipe Massa battles with the slow-starting Jenson Button. Full GP report, [p24](#).

Pic: Gilham/Getty



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NEW



Red Bull raises the bar in F1

Sebastian Vettel retires from lead in Valencia, but Red Bull's form after 'd-spec' upgrade has left rivals worried

Red Bull has taken a potentially decisive advantage in the F1 development war after its 'd-spec' car dominated the European Grand Prix until Sebastian Vettel's retirement just past half distance.

Although an alternator failure cost Vettel victory, his 0.334-second advantage over the field in qualifying and the way that he controlled much of the race suggests that Red Bull could be on the brink of emerging as

"The Red Bull that I saw this weekend is the quickest in terms of pure performance"

Ferrari's Stefano Domenicali

the team to beat. This is thanks to changes to the way that airflow is channelled to its diffuser (see technical analysis, above). As with the

double diffuser and exhaust-blown technologies that have since been effectively outlawed, this increases the downforce produced by the rear of the car by directing more airflow to that area. While not offering as big a gain as the other concepts, with the field so tight it is a huge advantage.

This means that the development race has been ramped up further in a season that is already the closest in F1 history, with many teams evaluating

Red Bull-style tweaks to their cars and having to consider investing in tiny gains that previously would have been rejected.

When asked by AUTOSPORT if Red Bull had raised the stakes, McLaren sporting director Sam Michael said: "There's a lot of development still to come and that's going to be the story of the rest of the year. The development rate this year is going to be really fierce."

Ferrari, whose European GP winner Fernando Alonso now leads the drivers' championship by 20 points, believes that Red Bull's Valencia step means that it is still the team to beat. Alonso is unlikely to have won the race without Vettel's failure and team principal Stefano Domenicali admits that Ferrari still has work to do to get on level terms with its rivals.

"The Red Bull, or the Red Bull that I have seen this weekend, is the quickest in terms of pure performance," said Domenicali.

"In the race, it was leading



THE SECRET OF RED BULL'S SUCCESS: REVAMPED BODYWORK

➔ At Valencia, Red Bull ran a revamped version of its tunnelled lower rear bodywork as part of its 'd-spec' car. It was a refinement of the principle used at the start of the season, only for Red Bull to have to blank off the tunnel because it wasn't working as hoped, as revealed by flo-vis tests. Now, the rear lower bodywork has been flattened out and the tunnel (blue arrows, left image), which feeds airflow from the bottom of the sidepods into the centre of the diffuser, has been reshaped.

GARY ANDERSON: "Red Bull's earlier 'b-spec' version still had this slot

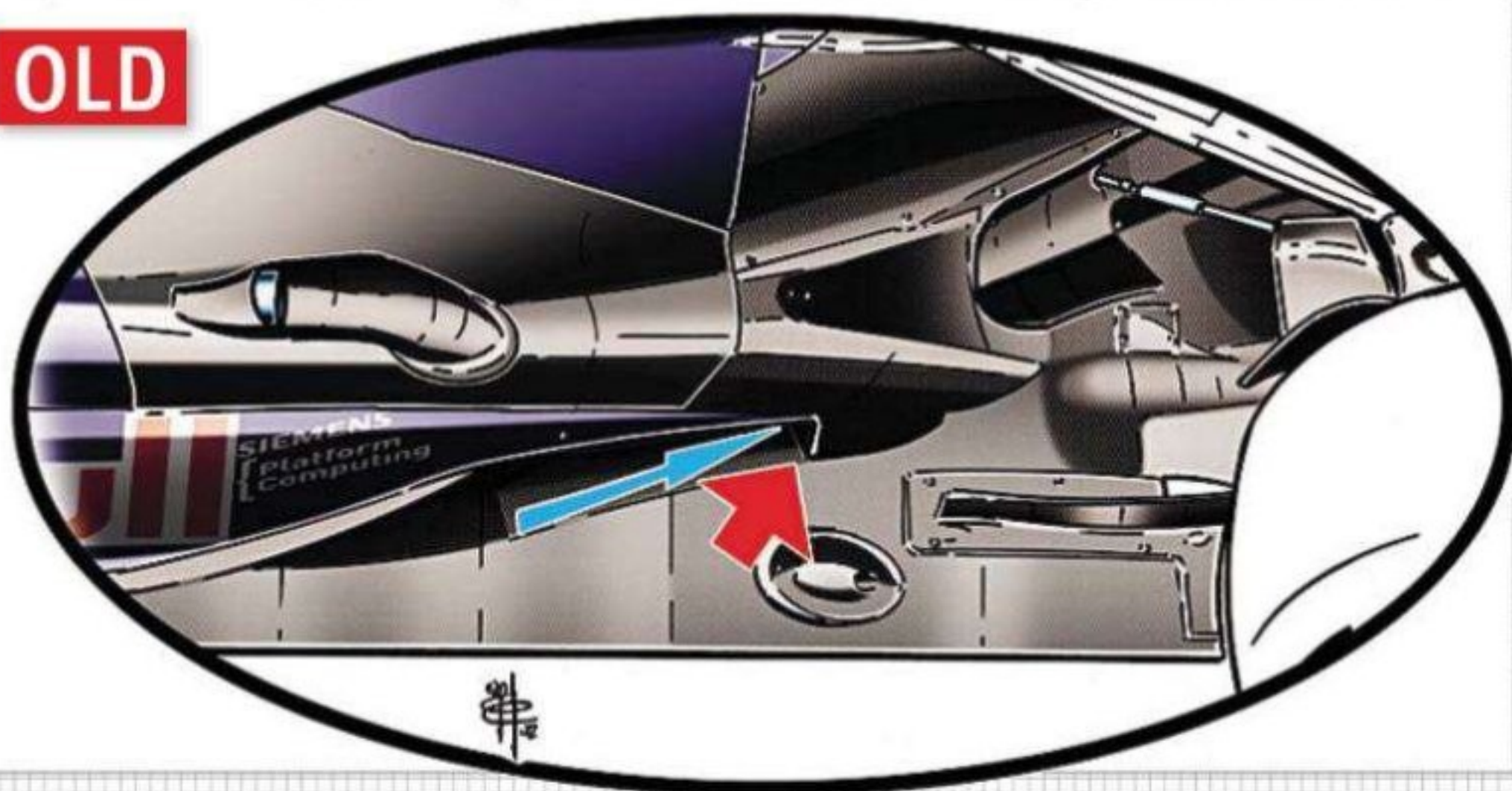
(indicated by the red arrow, below) but it was in the Coke-bottle body profile, so was facing in the 'wrong' direction. But it still used the low pressure through the starter hole and diffuser to suck air through, meaning that at low rideheights at high speeds, the plank area in the middle would stall. That starter hole keeps the flow attached until the rideheight rises, meaning the diffuser reinstates itself much earlier under braking.

Red Bull blanked off the holes in Bahrain, giving it more consistency, but the revised version seems to work well. The inlet duct now faces more towards the airflow and is closer to parallel to the centre line of car. Low

pressure still sucks it through but it's got more chance of doing this now because it has a better pressure on the inlet end, which creates a bigger differential from the low-pressure outlet area. Half of it seems to go to the starter hole and half of it to the back of the diffuser.

At the same time, Red Bull has flattened out the bodywork. The RB8 contains the hot air from the radiators in a double panel section, continuing it through to the driveshaft where the radiator exit is now located. Previously, it was further forward, and this means that the turbulent, weak flow is now being contained a bit further back."

OLD



comfortably and the pace was very strong. They did something very good this weekend, they improved the car. From what I can see, they did perform a step in Q3."

Red Bull's performance in next weekend's British Grand Prix should give a clear indication of whether its advantage will hold. Silverstone features significantly more long, high-speed corners than Valencia and is traditionally a circuit at which the strongest cars aerodynamically have excelled.

Red Bull team principal Christian Horner said: "Silverstone has a completely different nature to this track, but I think the car is pretty strong in most conditions now. We just need to keep pushing and trying to put performance on the car."



Horner: pushing for more performance



Vettel led from pole until his car failed

AUTOSPORT SAYS...

GLENN FREEMAN
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At three minutes to 12 last Saturday morning, the Valencia paddock still didn't know how good Red Bull's big upgrade package was. All eyes were on Sebastian Vettel sitting in the garage, preparing to go out for one qualifying simulation hot lap at the end of free practice.

The team left it until the last second to send him out. But the first time he hit the brakes on the lap that was going to reveal all, he realised he was going in too hot. Rather than flat-spot his front tyres and render them useless for the weekend, he simply drove down the Turn 2 escape road and turned around. The lap was gone.

But it did not escape the eyes of those on the pitwall that on his in-lap Vettel delivered two devastating sector times before slowing for the pits. In Q3, and during the first 33 laps of the race, it was more of the same, and it looked ominous for his championship rivals.

On the face of it, Red Bull has set itself up to run away with the rest of the season. But 2012 is like no other year. It's not all about 'bolting on' outright performance, it's about bringing upgrades that get the car working in the very narrow performance window of the tyres that everyone is trying to master this year. Red Bull nailed that last weekend, but don't bet against the tables turning a few more times before this season is out.



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➔ FOR MORE TECHNICAL ANALYSIS OF THE RED BULL RB8 AND ITS MAIN RIVALS, DRAWING BOARD P32

Drawing board





McLaren breaks pitstop record, then blunders again

Teams are taking more risks in the pits this year, as proved by McLaren suffering another disaster shortly after its quickest stop

McLaren's European Grand Prix pitstops have highlighted the knife-edge that teams face between delivering ultimate performance while not making errors in their rush to make quick wheelchanges.

Off the back of a total overhaul of its pit procedures by its new sporting director Sam Michael for 2012, McLaren delivered what is believed to have been the fastest tyre change in Formula 1 history in Valencia last Sunday: Lewis Hamilton's first stop was recorded at just 2.6 seconds stationary.

But its celebrations at such an achievement were short-lived because a problem at the second stop,

where the release mechanism on the front jack was triggered after it was hit by Hamilton as he entered the pit area, led to a disastrous 14.2s stop.

PUSHING THE STOPWATCH

With the F1 grid being so competitive, teams have worked to exploit all areas where performance improvements can gain time, and pitstops have been a priority.

Mercedes and Red Bull led the way in 2011. This season, McLaren, Ferrari and Force India have taken big steps in developing equipment and personnel to lift their performances.

Ferrari hit the ground running, emerging as the fastest team at the start of the year. It has set the fastest

pitstop time in four of the eight races to date, with the 2.78s tyre change for Fernando Alonso in the Chinese GP standing as the fastest of the season before last Sunday.

This was marginally slower than what is believed to have been the previous record, when Mercedes changed Michael Schumacher's tyres in 2.6s in last year's Korean GP.

But the time to green light (the moment the driver is signalled to go, thereby not including his reaction time) for that stop was 2.43s. McLaren's Valencia time to green light was independently recorded at 2.32s.

While there was a time when teams believed that practice was the only way to improve stops, a more



Michael (l) keeps working on stops

"We've worked on fitness, choreography and people being in the right places"

McLaren's Sam Michael

PITSTOP REPORT

How podium finishers have fared in the pits

RED BULL

It's difficult to fault Red Bull's stops. Although it has only produced the quickest pit time once, it has been consistently fast and trouble-free.

McLAREN

Its worst error came in Bahrain, when finger trouble with the left-rear wheel meant Hamilton's first two stops lasted 9.9s and 12.1s respectively.

FERRARI

Ferrari has had the quickest stop in half of this season's races and has been, on average, the fastest at pitstops all season.

MERCEDES

Schumacher was released from box in China while failed left-rear wheelgun was being replaced, forcing his retirement while in podium spot.



Schu's doomed China pitstop



McLaren's fastest-ever stop in Valencia

HOW MCLAREN DELIVERED ITS FASTEST PITSTOP



TRAFFIC LIGHTS



AIRGUN TECH



SWIVEL JACKS



FITNESS WORK



RETAINED WHEELNUTS

scientific approach has now been taken, with resources thrown at technology and staff improvements.

HOW HAVE TEAMS IMPROVED?

McLaren's efforts to deliver that fastest stop began with a total rethink of equipment, which included retained wheelnuts in the rims, quick-release swivel jacks and a traffic-light system (see above right).

Furthermore, the team ramped up a cooperation agreement with the English Institute of Sport to improve the fitness and agility of its pit crew. Michael said: "We've worked on fitness, choreography and making sure the right people are in the right places. It's very good motivationally for the

mechanics to have that feedback to analyse things properly. You're applying proper engineering to all aspects now, not just the car."

One avenue McLaren has not yet pursued is an area in which Ferrari is believed to have a big advantage, whereby the wheelnuts turn fewer times before being fully engaged with the hub. This reduces the time it takes to remove and attach them.

AVERAGE IS KING

While delivering the ultimate best time is good for bragging rights, of more importance is delivering a consistently quick performance without human error costing more time than is gained in the quick stops.

Williams chief operations engineer Mark Gillan said: "You have to be very careful. You want a fast, but more importantly a consistent, stop. It's easy to introduce the lights-based system, which we could do, but the chance of having a mess-up is higher, so we need to stagger it."

AUTOSPORT's data (see right) shows Ferrari on top based on average stop time this year, with McLaren eighth. So the focus at Woking has to be on improving performance consistently rather than producing one-off supreme efforts.

Michael is well aware of that, but at least its record-breaking stop gives the team the right foundations to move forward and achieve his target of an average pitstop time of less than three seconds.

"Ferrari's average is very good, but its absolute time is not that far away," he said. "If we get our averages down, we should be able to beat them."

LOTUS

In the Chinese GP, wheelgun trouble at second stop cost Romain Grosjean 4s and any hope of finishing higher than sixth place.

SAUBER

No major problems for the Swiss outfit, but Sauber is usually between 0.5s and one second slower than the fastest teams at pitstops.

WILLIAMS

Trouble getting the left-rear attached meant that Maldonado was stopped for 6s during a potentially decisive tyre change in Barcelona.

PITSTOP RANKING

Taking the times from every regular pitstop (excluding car repairs, but including those where mistakes were made), this is the average ranking so far for the 2012 campaign:

1 Ferrari	
2 Mercedes	
3 Red Bull	
4 Force India	
5 Lotus	
6 Toro Rosso	
7 Williams	
8 McLaren	
9 Sauber	
10 Caterham	
11 Marussia	
12 HRT	



F1 open to tyre-warmer ban

The idea of racing on cold tyres doesn't sit well with Michael Schumacher, but there isn't much resistance elsewhere

The majority of Formula 1 drivers are open to the challenge of racing without tyre warmers, after it emerged that the idea has been discussed by the teams.

A ban on tyre warmers is one of several cost-saving measures being suggested for the future of the sport. While its case does not stack up particularly well from a financial standpoint (see panel right), the effect it would have from a sporting perspective became a topic for

discussion last weekend.

Michael Schumacher ramped up the debate when he completely dismissed the idea, saying that racing without tyre warmers was "for categories that have low power, maybe Formula Ford, Formula 3". But there was very little resistance elsewhere in the paddock.

WHAT THE DRIVERS THINK

Drivers who have recent experience of racing in junior categories such as GP2 are familiar with racing

without tyre warmers, so it's little surprise that Romain Grosjean, Pastor Maldonado and Bruno Senna are open to a ban in F1. Fears have been raised over how long it would take cars to get up to speed on cold tyres, but Grosjean — who helped develop Pirelli's GP2 tyres for that purpose — doesn't believe it would create too many problems.

"In the worst case, it means one out lap and one timed lap to get the tyres warm," said Grosjean. "And if Pirelli does a good job like

it has with the GP2 tyre then it is not the end of the world. At the beginning of the race it is a little more slippery, but everyone gets used to it."

Of the more experienced drivers, Jenson Button and Kimi Raikkonen said they would be open to it as well. And Button believes it could even make tyre use more simple for the teams.

"If the tyre is better suited to not having blankets I think it is a good thing," said the 2009 world champion. "Sometimes having tyre warmers makes our life more difficult. We have blankets, drive down the pitlane and the temperatures plummet, which then means you cannot get it back into the working range. If you have a tyre that's designed to work in that range it is not such a bad thing."

WHAT THE TEAMS THINK

Cost issues aside, there is a belief from some teams that getting rid





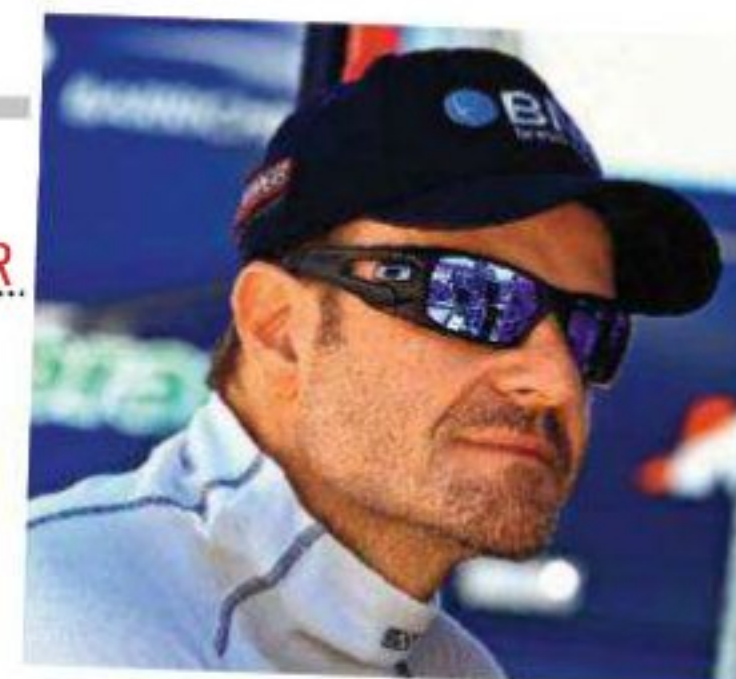
F1 is not averse to a tyre-warmer ban

EXPERT VIEW

RUBENS BARRICHELLO F1'S MOST EXPERIENCED DRIVER

Talking as a Formula 1 driver, when you go to the cold Nurburgring with tyre warmers, you feel like without them you are going to kill yourself. But now I'm an IndyCar driver and I've driven without them. It's a different philosophy. Although you feel some insecurity in the first three or four corners, the tyre rises to the temperature quite quickly because the ones we have here have been designed to do that. You couldn't do it with the current F1 tyres, there would just be crashes everywhere. But Pirelli do it in other series already, so that's not a problem.

One other thing: with the warmers, when it rains the temperature of the tyre goes down



and it's really difficult because you can't bring the temperature back. In Formula 1 it's undrivable, but in IndyCar, you can make a slick tyre work. So in a damp race it's much safer and you can manage it.

Both types of racing are good, warmers or no warmers. It depends how much you save money. That's the question for me.

Rubens Barrichello was talking to US editor Mark Glendenning

Barrichello leads the IndyCar pack on cold tyres



Button thinks ban could improve tyres

"Do blankets and generators add to the show or do they just get in the way?"

McLaren's Martin Whitmarsh

WHAT PIRELLI THINKS

A tyre-warmer ban would require Pirelli to develop a new range of compounds. While Pirelli already has tyres designed for this in GP2, those are only similar to the current F1 rubber in appearance. Pirelli motorsport boss Paul Hembery described the difference between the tyres for the two categories as "substantial".

"Can we do it? Of course we can," Hembery told AUTOSPORT. "But you need to do it properly, and if we got told to do it today we could probably have them ready in a year and a half, so for 2014."

"While we describe the current tyres as soft, the forces involved with a Formula 1 car are so high that you actually need a lot of resistance. If you get rid of tyre warmers you'll want to go softer, and then you need to strike a balance. It's possible, don't get me wrong, but whether Formula 1 wants to do it is another matter."

of tyre warmers could have some positive effects.

The balance of when to make a pitstop could change if a driver had to rejoin on colder rubber. Mercedes team principal Ross Brawn described the idea of cars struggling to defend on cold tyres after a pitstop as "an interesting proposition".

McLaren team boss Martin Whitmarsh also questioned if tyre warmers add much to the spectacle.

"Having all these noisy generators on the grid, and the cost of the blankets, do they add to the show or just get in the way?" he said. "We've just got ourselves into a niche in F1 where it is a fairly pointless thing we do. We all spend £300,000 on blankets and dragging generators around the world, just to make noise and take up space."

Would it really save money?

Banning tyre warmers has been brought up as a potential cost-saving measure. While it is by no means the biggest of the ideas being discussed, there is doubt as to whether it would actually offer any cost benefits at all.

The freight costs involved with transporting the equipment to

20 races is unlikely to be vastly different from the cost of teams running their cars for extra laps to get tyres up to temperature.

Mercedes chief Ross Brawn said that teams would still buy the kit so they could save time in testing, making cost savings a "close call".

Pirelli motorsport boss Paul Hembery believes that the sport's tyre supplier would have to "spend millions" going testing to develop the new compounds, and would need a fully up-to-date car to test with rather than the two-year-old machines it has had so far.

Hembery added: "One ex-driver said to me that it would only take one car to have an accident on cold tyres and any cost saving for the season would be wiped out."



Brawn would still want kit for testing

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THIS WEEK IN F1

SCHUEY IS OLD GOLD

Michael Schumacher's third place in last weekend's European Grand Prix, aged 43, made him the oldest man to finish on an F1 World Championship podium since Jack Brabham, who was 44 years old when he took his Brabham-Ford BT33 to second in the 1970 British GP.



ROSBERG SAVES HAMILTON

Nico Rosberg inadvertently helped Lewis Hamilton avoid a penalty for holding the German up in Q3 last weekend. Rosberg complained that Hamilton had been going excessively slowly in the final corners of the lap, but the McLaren man was not penalised because data showed that Rosberg had gone even slower through the final sector on his previous lap.



NEW JERSEY WON'T FIT FOR BERNIE

Bernie Ecclestone believes it is very unlikely that the grand prix planned for a New Jersey street circuit in the US will take place next year. He said: "What I've



seen up to now, and what's been going on, I'm not quite as sure as [the organisers] are. I don't think they will [be ready on time]."

0.214

Seconds that covered the top 10 cars in Q2 in Valencia, over a 1m38s lap covering 3.367 miles

"I'm flattered, obviously. I've always said that Ferrari is a great team with a great history, a great tradition. But as I've said before, I'm very happy where I am at the moment."



Sebastian Vettel responds to praise from Ferrari team boss Stefano Domenicali

RAIKKONEN DENIES RIFT

Kimi Raikkonen has dismissed rumours that he is not seeing eye to eye with his Lotus team at the moment. "I don't know where you hear this stuff," he said. "There is no difference to the first time I met the team."



Castrol GRAND PRIX
EDGE PREDICTOR

Canadian Racing topped the eighth round of the Castrol EDGE Grand Prix Predictor, landing 120 points at Valencia after perfectly predicting a Fernando Alonso/Kimi Raikkonen/Michael Schumacher podium and scooping a big bonus. To play the game, visit predictor.autosport.com



GLOCK MISSES OUT

Timo Glock withdrew from the European Grand Prix weekend before qualifying due to illness. He was believed to be suffering from an intestinal infection, and was advised not to race "given the severity of the complaint," according to his Marussia team.



ALONSO'S FERRARI POWER

Fernando Alonso has admitted that he does have a say in who his team-mate is at Ferrari. "In the past, never. Now at Ferrari, yes," he said about being consulted on driver decisions. "I'm in Italy every week, sometimes I see the president [Luca di Montezemolo], sometimes I see Stefano [Domenicali, team principal]. We talk about many things, and also about the future and team-mates."

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MARK HUGHES GRAND PRIX EDITOR

Opinions might vary as to why this year's field is so much closer, but with the mystery of tyre wear largely unresolved and aero technology still advancing, it's unlikely to change any time soon

Peter Sauber will tell you that this year's mixed up competitive order and the closing of the middle order teams to those at the front is nothing to do with tyres. It's all about two key technical limitations – the outlawing of blown diffusers and flexi wings. Peter is convinced this combination was finding the top teams as much as 2s per lap last year over those without the resource or knowledge to fully exploit the technologies.

Software that meshes CFD with FEA (finite element analysis) was the key. It allowed teams – firstly Red Bull, but the knowledge inevitably spread – to understand exactly what carbon lay-up is needed to get components to flex to extremely precise tolerances and in highly complex arcs. It made for a Red Bull with a miraculous ability to run its nose close to the ground when running, but which met both the minimum height and flexibility regulations when measured.

McLaren was not far behind, with Mercedes and Ferrari also getting into it. Not only did this

allow the blown diffuser to be much more effective, it allowed the front wing and leading edge of the floor to be much more aerodynamically efficient.

It's the sort of clever, highly research-intensive technology that modern day F1 does so brilliantly, shaving at the very margins of the regulations. The double diffuser of 2009 was another such brilliant ruse – and again smaller teams were left having to play expensive catch-up and never really managed it. The 2012 regs, with exhaust position and function prescribed, together with the much tougher front-wing flexibility test, have given us a more closely-matched field of cars aerodynamically. So understanding the complex effects of tyre temperatures has – if only temporarily – assumed far greater importance than before.

Red Bull turned up at Valencia with a car described by one team member as a 'D-spec', the feeling that 'B-spec' didn't do justice to how thoroughly the car had been re-engineered. The unique rear bodywork tunnels that had appeared on the car at the beginning of the season but which were then blocked off from Bahrain onwards, reappeared in enhanced form here. The lower bodywork area aft of the rear wheels had been re-fashioned, flattened out so that the flow coming off the bottom of the sidepods can be separated much more definitively from that coming off the top.

Each of these two flows is routed to a different part of the diffuser – the lower one through the tunnel to the centre section, the higher one coming down to the sides of the diffuser wall, effectively sealing

it. A rival team engineer described the tunnel arrangement as 'effectively a second diffuser' (though another thought that such a term was provocatively stretching the point a little).

Regardless of what you term it, the tunnel system has taken Red Bull several months to get working. But now that it is, it may have opened up the next development path everyone else is obliged to follow. If Peter Sauber's theory about it being nothing to do with tyres is correct, then the smaller teams such as his might soon be back in the familiar territory of being left behind. But if he's wrong, and it is all about the tyres, it might not much matter just how much extra downforce Red Bull's simulation tells them the tunnel system should be giving them.

"It absolutely is about the tyres," said a senior engineer whose car showed very well at Valencia. "We've learned a lot this weekend because we've had consistent weather day to day. Our drivers tell us that when the tyres come on, it really is like a switch, it becomes easy. This weekend we've seen some good indicators as to what variables are switching them on and off – as we could see things switching so dramatically from one day to the next. At the very least, we're beginning to understand what we don't know."

So if it is possible that these tyres can be understood, the order in which teams achieve this will determine the competitive picture in the short term. But as everyone then reaches this understanding, so it will likely become once more about the sort of aero ingenuity just displayed by Red Bull. ☼

PIC: TEE/LAT



“When the tyres come on, it's like a switch, it becomes easy”



Last WRC programme was with Corolla in '99

WRC

Toyota plotting WRC return

Japanese manufacturer eying comeback to world rallying with Yaris model in 2014. By DAVID EVANS

Toyota Motorsport president Yoshiaki Kinoshita says the firm will investigate running a World Rally Championship programme alongside its established endurance racing commitments.

Kinoshita said an entry into the 2014 WRC has been targeted with the all-new Yaris-based rally car, but conceded there remained much work to do on what could be Toyota's first factory WRC entry since the firm departed the series in 1999.

Kinoshita said: "We hope we are ready in 2014. Of course the final

target is the WRC programme, but to get back in WRC we need several steps. Because we stopped the rally programme in 1999 and since then most of the people have gone, there is no know-how inside this company. What we need is to prepare engines, and homologated chassis and build up our knowledge again. Then we are ready."

Toyota is now committed to a three-year programme in the FIA World Endurance Championship with the TS030 HYBRID, but Kinoshita admitted that a parallel

WRC entry was possible.

"The future is unknown," he added. "But we need to prepare the rally project. Nobody knows the economic situation in the future, if we have a very good situation we can do both. You never know."

Toyota has successfully sought a waiver from the FIA and the manufacturers involved in world rallying to run the Yaris, which is 15cm short of the 3.9m required length, and to work on the 1.6-litre turbo engine that will power the Yaris. The chassis itself is already

well underway.

Ford team principal Malcolm Wilson said that he would welcome the Japanese manufacturer back to the sport. "We want to see as many manufacturers as possible in the championship – especially ones of the stature of Toyota," he said. "It's also really important to have a Japanese manufacturer involved – they used to be the best represented nationality in the sport."

Toyota won 43 WRC events plus four drivers' and four manufacturers' crowns during its time in the series.

TOYOTA'S BIG-HITTERS IN WORLD RALLYING



Celica TCT gave Juha Kankkunen wins in 1985



Carlos Sainz took first crown in '90 in Celica GT-Four



All-new GT-Four was a controversial winner in '95

WRC

Keep New Zealand, says Loeb

WORLD RALLY CHAMPION

Sebastien Loeb has led calls for Rally New Zealand to remain in the series in place of Rally Australia.

There was intense speculation regarding the future of the Auckland-based event in New Zealand last weekend, with many feeling the rally's time in the WRC was finished. Rally New Zealand is expected to be missing from the calendar next season, to be replaced by Australia, as the FIA continues the deeply unpopular rotation of the two Australasian events. The question remains about 2014 and beyond.

"If the choice is Australia or here [New Zealand], I take this rally every time," said rally winner Loeb. "The roads are beautiful here, so much fun. I love driving here, it's so fast and flowing – it's like Finland but without the danger of the trees being so close. And as well, it's a nice place in Auckland. I like it here."

Those sentiments were echoed by Loeb's Citroen team-mate Mikko Hirvonen, who said: "I know I'm a



Loeb has led calls to keep Rally NZ

Finn and maybe I shouldn't say this, but this is the best rally in the world – it's amazing."

Rally New Zealand director Chris Carr said that his team would be fighting to keep Auckland on the WRC calendar for the foreseeable future.

He said: "We've heard the same stories as you, but we have not been told we're out [for 2014 and beyond].

Sure, we're off the calendar for next year, but there's nothing about the years after. You've heard what the drivers have said – these are the best roads in the world and we're determined to keep them in the championship."

P56 NZ REPORT

WRC

Uncertain Ford future for youngster Tanak

OTT TANAK'S FUTURE WITH THE

M-Sport Ford team has been called into question after Malcolm Wilson refused to confirm he will compete on the next World Rally Championship round in Finland.

Tanak has endured an accident-plagued start to his first full season in a Fiesta RS WRC and his

high-speed roll on last weekend's Rally New Zealand has further angered Wilson.

"I'm not happy and I'm not impressed with him at the moment," said Wilson. "I have always been very positive about him and I've always told you that he will go [to Finland], but I have to think about

things now. It's just so frustrating. He'd come here and showed good speed, it looked as though he had turned it around, but I am hugely disappointed with this."

The 24-year-old Estonian was fighting to stay ahead of Thierry Neuville to keep his fifth place in New Zealand when he crashed.

AUTOSPORT SAYS...

DAVID EVANS
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Just before Sebastien Loeb removed the word 'is' from the sentence 'winning is everything', Japanese manufacturers were at the forefront of our sport. If a driver wanted a title, an association with the land of the rising sun was almost a must.

Between 1992 and the start of Loeb's reign in 2004, 10 of the drivers' titles and seven manufacturers' crowns were celebrated in Japan. And Toyota was right in the thick of it, with the ultra-successful Celica. Up until the Turbo GT4, the firm had been known largely for its efforts on marathon slogs in Africa in cars like the rear-drive Twin Cam Turbo, but that all changed with the four-wheel-drive Celica.

And the Celica Turbo 4WD changed the game again to deliver Toyota its first makes' title, while making three different drivers world champion. Then, in an effort to land the ultimate Celica, Toyota crossed the line with its, let's just say, laidback approach to restricting the air bound for the turbocharger. A ban beckoned.

The team returned with the Corolla WRC in 1997 and won the manufacturers' title two years later, but that was the end of the road. Formula 1 was calling.

Toyota and Japan coming back to the table would be a massive step forwards in putting the world back in the World Rally Championship.

Didier Auriol won '94 title in Celica



IN BRIEF

ROBERTS TRIBUTE

Factory cars on last week's Rally New Zealand and Ypres Rally carried decals remembering Gareth Roberts, who died in an accident on the Targa Florio Rally earlier this month. Former world champion Petter Solberg said: "Gareth was a proper, proper guy. It's terrible that he has gone. He was a great co-driver and a good guy to have around."



Roberts remembered

NEUVILLE TO GOODWOOD

Thierry Neuville is looking forward to his first trip to the Goodwood Festival of Speed this weekend. Off the back of his fifth place on Rally New Zealand, the Citroen Junior Team driver said: "I've heard a lot about it and this will be my first time – I want to see the old cars and see what it's about."

LATVALA DEAL DUE SOON

Finnish media is reporting that Ford WRC driver Jari-Matti Latvala's two-year agreement with Volkswagen will be announced in August at Rally Finland. The Finn has himself admitted he was talking to the German firm, but denies that a deal has been concluded.



Latvala to VW?

THREE-CAR PLAN FOR 2013

The FIA is investigating a regulation change that would require manufacturer teams to run three cars on every World Rally Championship round next season. The plan would be to run a younger driver in the third car.

REMEMBER WHEN...



...New Zealand fell off the WRC calendar?

The rally first appeared on the world stage in 1977, but was not held in 2009. In 2011 the event ran as part of the domestic series and was won by Subaru's Hayden Paddon (left).



Rosenqvist leads hectic 2011 Masters

FORMULA 3

F3 'master' aims for double

Rosenqvist hopes for late deal to emulate Valtteri Bottas as two-time Zandvoort Masters F3 winner

Swedish Formula 3 ace Felix Rosenqvist is aiming to defend his Masters title at Zandvoort, despite not appearing on a provisional entry list for the event.

Rosenqvist's team, Mucke Motorsport, has two entries for the July 15 race, and had only confirmed team-mate Pascal Wehrlein as AUTOSPORT went to press. But Rosenqvist hopes to conclude a deal within the next seven days.

"It wasn't that high on my list of priorities for this year compared to the Euro Series and the FIA European title, because the Masters isn't part of a championship [unlike last year], and because I've already won it," said Rosenqvist. "But it would of course be good to win it again."

Rosenqvist, 20, believes that he will be one of the favourites for glory at the Dutch track, largely thanks to his experience with the Kumho tyres used in the race.

"I know what the tyres do better than a lot of the other guys, so that will help me," he said. "And also I've always gone well at Zandvoort. I'd be sure of doing a good job."

The provisional entry list contains

most of the leading Euro Series teams, although Ma-Con Motorsport's British pair of Tom Blomqvist and Emil Bernstorff is not present.

All five teams from British F3 are featured, although leading squad Carlin is only taking its Euro Series line-up of Carlos Sainz Jr and Will Buller along with Dutchman Dennis van de Laar, who is competing this season in the German F3 Cup.

Carlin's British F3 leader Jazeman Jaafar and runner-up Jack Harvey are not entered. Team boss Trevor Carlin said: "It's not in their budgets."

Fortec Motorsport – which won the event with Fabio Carbone in 2002 – and Double R Racing both return to Zandvoort for the first time since '09. Both teams are set to run their regular drivers from British F3.

In this transitional season of F3, an invitation class for old-spec cars is included. This provisionally includes British F3 National Class regulars Double R, T-Sport (at Zandvoort for the first time since 2005) and CF Racing (which last did the race in '10).



P60 BRANDS F3 REPORT



Swede wants to return

MASTERS OF FORMULA 3 ENTRY

Mucke	Pascal Wehrlein, Felix Rosenqvist?
Carlin	Dennis van de Laar, Carlos Sainz Jr, Will Buller
Prema	Raffaele Marciello, Daniel Juncadella, Michael Lewis, Sven Muller
Fortec	Felix Serralles, Alex Lynn, Hannes van Asseldonk, Pipo Derani
Double R	Fahmi Ilyas, Geoff Uhrhane, Duvashen Padayachee*
Jo Zeller	Andrea Roda, Sandro Zeller*
Angola	Luis Sa Silva
GU	Philip Ellis
T-Sport	Spike Goddard*, TBA*
CF	Adderly Fong*

*Invitational class entries

INDYCAR

IndyCar heat format set for tweak

INDYCAR CEO RANDY BERNARD

admits that the heat-race qualifying system is likely to be tweaked to provide more incentive for drivers to push if it is used again at Iowa Speedway next year.

The grid for last weekend's race was decided by three short heat races, the first two of which determined grid positions from ninth downwards, and the third setting pole. Drivers were allocated to heats based upon their times in the second practice session, meaning that it turned into a de facto qualifying session as they fought for a spot in the top eight and a chance to race for pole.

The system was generally well received across the paddock, although several drivers suggested that the winners of the first two heats be given a space in the third heat, rather than going into the race knowing that they could qualify no higher than the fifth row. Bernard said that the idea will be examined further before next year.

"I thought [the heat races] had potential," said Bernard. "We've learned



Franchitti got prize for pole; other heat winners got none

a lot, but we still have a lot to learn. I think there needs to be points or [prize] money to give a little more incentive, and we possibly need to take the winners of the first two heats and bring them into the last heat. Also, how we qualify for those heats may be

something to take into consideration."

Bernard also confirmed that the heat system is unlikely to be used at any track other than Iowa.

➔ P42 IOWA REPORT



Healthy field expected

SUD-AM F3

Sud-Am F3 saved for 2012

THE SOUTH AMERICAN FORMULA 3

Championship has been saved, and will kick off its 2012 season with a World Touring Car Championship support date at Curitiba next month.

The series – which produced Nelson Piquet Jr, Helio Castroneves, Cristiano da Matta, Ricardo Zonta, Bruno Junqueira and Christian Fittipaldi – looked doomed after poor support in recent seasons.

But new promotion from VICAR, which runs the V8 Stock Car and two-litre Touring Car championships, means hopes are high for a grid of 15 cars.

Sud-Am F3 will run alongside Brazilian Touring Cars, and will feature five more Brazilian dates. Rounds in Argentina and Uruguay are also being sought.

A test last week at Curitiba was topped by Nicolas Costa, who is dovetailing his Euro Formula Abarth campaign with an F3 programme with Hitech Brazil.

➔ P38 VALENCIA REPORT

GP2

More tyres available to GP2 teams from Silverstone

RACE STRATEGY IN THE GP2 SERIES could be blown open with the addition of an extra set of Pirelli control tyres for teams to use, according to iSport International boss Paul Jackson.

From the next round at Silverstone onwards, teams will have two sets of both the prime and option (softer) tyre available for qualifying and the two races. An additional fifth set of the prime will be made available solely for use in free practice.

"It does open up some strategy choices that weren't available before," said Jackson of the extra

set of option tyres. "We were very restricted on strategy with just one set of the softer tyre, but now we'll be able to choose whether to use both sets of softs in qualifying, or perhaps save one set for a stint in the race."

But fellow team chief Trevor Carlin does not expect strategy to change that much. "It doesn't really make much difference," he said, "It's the same for everyone, and you still have to save a decent set of tyres for Sunday [the sprint race] anyway."



Extra tyres will open-up strategy

IN BRIEF



St Pete stays put

ST PETE SIGNS NEW INDY DEAL

St Petersburg will remain a fixture on the IndyCar calendar until at least 2017 after organisers signed an extension of its current deal last week. Next year's race has been scheduled for March 24.

LOTUS TO MAKE UPGRADES

Lotus has been given the green light to upgrade specific parts of its IndyCar engine that would otherwise be frozen from development. Series rules allowed one mid-season window in which engine manufacturers can apply to change homologated parts if they can prove a 2.5 per cent power deficit to their rivals.

NO CHINA REPLACEMENT

IndyCar has opted not to replace the cancelled Chinese round on this year's schedule, meaning that it will remain at 15 rounds. Meanwhile, the series finale at the Fontana oval in California has been extended from 400 to 500 miles.

STARS FOR SURTEES RACE

BMW DTM driver Andy Priaulx is the latest big name to confirm his spot in the Henry Surtees Foundation Team Challenge kart race at Brooklands on July 4. He will be joined by Jaime Alguersuari, Sam Bird, Kevin Magnussen, Harry Tincknell and Jack Harvey. For more information, contact sharon@henrysurtreesfoundation.com.

DALY GIVEN GRID PENALTY

GP3 racer Conor Daly was given a 10-place grid penalty for last weekend's first race at Valencia. The Lotus/ART-run American was judged to have been responsible for the accident that led to him flying into the catchfencing in Monaco.

ANDRETTI'S V8 DRIVE

IndyCar race winner Marco Andretti will make his Australian V8 Supercar debut at Surfers Paradise this year, sharing a Kelly Racing Holden with Todd Kelly. Nick Heidfeld will join David Reynolds at Ford Performance Racing, while Darren Turner will take part with an unspecified team.



Marco will drive a Holden



Patrick will convert an LMPC car for LNG use

ALMS

Patrick to return with gas racer

Legendary US squad to convert ALMS prototype to natural gas for use in sportscar foray. By GARY WATKINS

Three-time Indianapolis 500-winning team Patrick Racing is returning to motorsport to develop a prototype powered by natural gas.

The Michigan-based team founded by Pat Patrick, whose core business is oil and gas exploration, is about to start work converting an ORECA-Chevrolet FLMO9 from the LMPC class of the American Le Mans Series to run on liquefied natural gas. The programme marks the return of Patrick to motorsport after a seven-year hiatus, following its withdrawal from IndyCar at the end of 2004.

The plan is for Patrick to have a car up and running inside the next

three months with the aim that the LMPC class will switch wholesale to gas power in 2013. Patrick would provide the conversion kits for existing LMPC machinery.

Long-time Patrick Racing team boss Jim McGee, who is heading up the programme, said: "The aim is to promote natural gas as a safe fuel that has good performance characteristics, but one that is also clean and green. Pat still has the racing bug and this was something that he felt that racing needed."

McGee explained that the technology to run a racing car on LNG already existed.

"It has been used on trucks for years," he said. "Our job will be to

simplify and reduce the size of the hardware to make it suitable for racing. There are lots of development areas, but we see no reasons why it can't be done, and that includes the refuelling system."

The major change to the ORECA FLMO9 chassis will be in the area of the fuel tank. The monocoque will require modification to allow a rigid double-skin tank for the LNG, which is stored at -160C.

McGee said that the team would also be exploring the use of LNG in other classes in the ALMS.

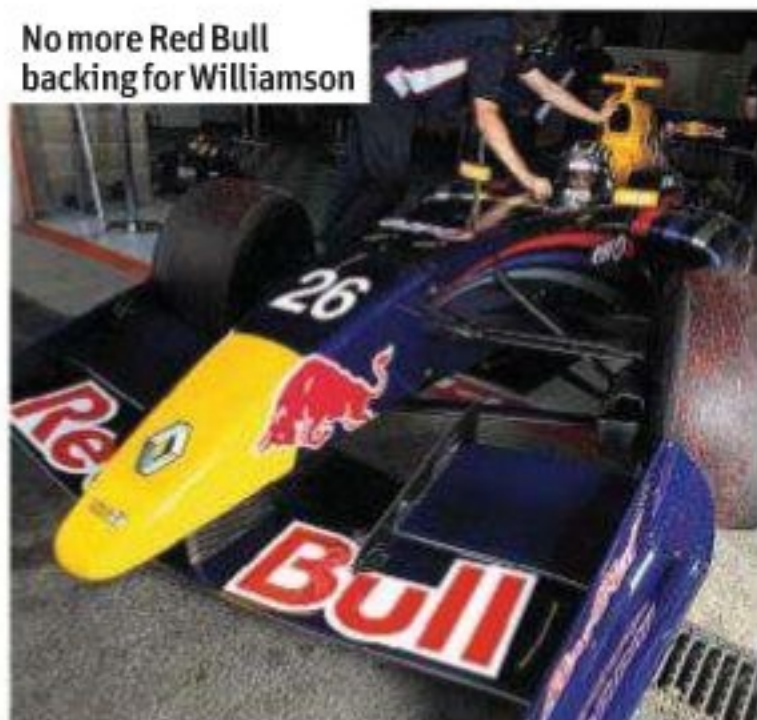
Patrick's announcement comes at a time during which the Automobile Club de l'Ouest at Le Mans is evaluating the use of a



Gordon Johncock won '82 Indy in Patrick-built car

variety of alternative fuels in the LMP1 class. It wants to expand the number of fuels it allows in the years after the new-for-2014 energy-based formula comes into effect (see AUTOSPORT, June 21).

No more Red Bull backing for Williamson



FORMULA RENAULT 3.5

Williamson loses Red Bull junior status

BRITISH SINGLE-SEATER RACER LEWIS Williamson has lost his place on Red Bull's junior-driver programme.

AUTOSPORT sources suggest that Williamson, the 2010 McLaren AUTOSPORT BRDC Award winner, will be replaced in the Arden Caterham Formula Renault 3.5 Series team by Portuguese driver Antonio Felix da Costa – possibly as

early as this weekend's Nurburgring round.

Williamson, 21, attracted Red Bull backing on the eve of last season, when he was a race winner in the GP3 Series.

The energy-drinks company promoted him to FR3.5 this season. Although early results were disappointing, Williamson was in line for a top-five finish at Spa before having his chances ruined by a safety car,

which came out before he had made his mandatory pitstop and after most of the other leading runners had made theirs.

Ian Hart, from Williamson's Highland Arena management group, said: "We are fully committed to our arrangement with Red Bull, and will honour and maintain it."

Da Costa is believed likely to also continue with his Carlin GP3 programme.

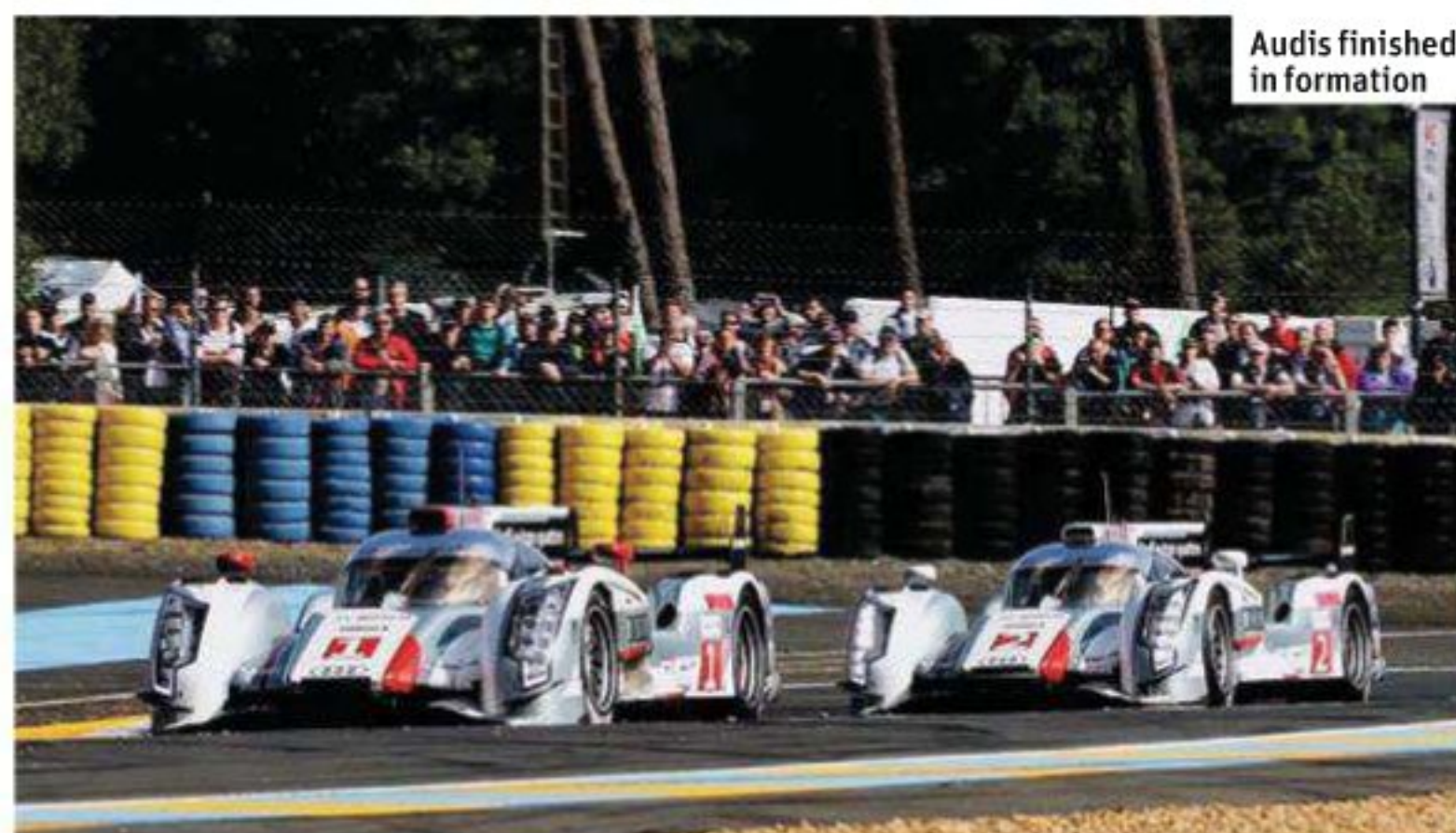
LE MANS

LM winner in hybrid 'switch off'

THE LE MANS 24 HOURS-WINNING AUDI R18 e-tron quattro finished the race in non-hybrid mode.

The R18 shared by Andre Lotterer, Benoit Treluyer and Marcel Fassler suffered intermittent issues with its hybrid system for much of the 24 Hours. It was switched off, or put into safety mode, once the challenge from the sister e-tron hybrid disappeared in the 22nd hour when Allan McNish crashed.

Audi was able to solve the problem with the hybrid system by resetting the electronics on more than one occasion in much the same way as it was able to cure gear-selection issues with the third-



Audis finished in formation

placed non-hybrid R18 ultra. It explained that it opted to turn off the system once the battle for the lead had dissipated.

An Audi spokesperson said: "During Le Mans, the hybrid system in the winning R18 e-tron quattro twice did not deliver full power. The drivers of car #1 informed the engineers by radio. During the next stops the software was reset to restore full functionality.

"For safety reasons – and in order to

not jeopardise victory – the technicians switched the system to safety mode to ensure the car could complete the race."

It is understood that the problems with the system did not play a part in the differing strategies of the two e-trons: the winning R18 completed 11 laps on a tank of diesel while the car McNish shared with Tom Kristensen and Rinaldo Capello was able to go one lap further between fuel stops.

IN BRIEF



More of the same for Yoko

YOKOHAMA STAYS WITH WTCC

Yokohama will remain as the World Touring Car Championship's tyre supplier until at least the end of 2015 after signing a new three-year deal with the series.

KLIEN'S A SUPERSTAR

Former Red Bull and Jaguar F1 driver Christian Klien will make his Superstars debut at the Hungaroring this weekend in the Swiss Racing Maserati already raced by Mika Salo and Johnny Herbert this year.

FLYBRID SET FOR SILVERSTONE

The squad that ran the ORECA-Lehmann O1 hybrid at Le Mans last year plans to enter the Silverstone FIA World Endurance Championship round. Morand Racing (formerly Hope Racing) tested its car with the latest Flybrid energy-retrieval system at Hockenheim with Steve Zacchia driving.

SPA DRIVE FOR KRISTENSEN...

Eight-time Le Mans winner Tom Kristensen will make his Spa 24 Hours debut next month. He will share a works-backed Audi R8 LMS ultra with this year's Le Mans victors Andre Lotterer and Marcel Fassler in the Blancpain Endurance event.

...AND FOR JARVIS

Audi sportscar driver Oliver Jarvis will also make his Spa 24 Hours debut this year with his regular FIA GT1 World Championship outfit WRT. The Briton will be teamed with Marco Bonanomi and Edward Sandstrom in one of two R8s.



Jarvis gets Spa 24H drive

WTCC/DTM/WEC/WRC

Nissan evaluates big return

NISSAN HAS REVEALED THAT IT could launch a major new motorsport programme in the next two years.

The Japanese manufacturer said in January that it had decided against a factory assault on a major global series, such as the FIA World Endurance Championship or the World Rally Championship, in the short term. Now, it has stated that it is still evaluating an entry into a number of series, including the WEC, WRC, World Touring Car Championship and DTM.

Nissan global marketing communications boss Simon Sproule, whose remit includes motorsport, said the company evaluates options annually.

"We have not been idle and in the next six months we will make some decisions; budget cycles mean we have to," he said. "If we are to enter a new arena next year or the year after, we have to start working soon, but we are also looking at where we will take our motorsport

programme over the next 10 years.

"The same candidates as before are all on the table and we will evaluate each on a market-return basis."

Sproule said that Nissan's involvement in the DeltaWing experimental racer that competed at the Le Mans 24 Hours earlier this month had taught the company important lessons.

"DeltaWing has proved motorsport is ready for something new," he said. "Motorsport needs radical ideas because we have to appeal to a new fan base."

Nissan could expand motorsport horizons



BTCC

Gow: we need better driving

BRITISH TOURING CAR BOSS ALAN

Gow hopes penalties being handed out will improve driving standards in the series.

After an incident-filled meeting at Oulton Park, drivers were briefed on standards prior to last weekend's Croft races. But race three was also dramatic and included two safety car periods.

Gow said: "For some reason Oulton produced too many incidents and robust manoeuvres and I told them it was unacceptable. It sometimes happens. If you remember Thruxton, it was the opposite. I think the frequency with which we give penalties this year is increasingly concentrating their minds."

Dave Newsham, Rob Collard, Will Bratt and Adam Morgan were penalised or warned at Croft for Oulton incidents.



P46 CROFT REPORT

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MIS
MOTORSPORT



EUROPEAN GP

Valencia, June 24

ROUND 8/20

LAPS 57

WINNER

Fernando Alonso
1h44m16.649s

POLE POSITION

Sebastian Vettel
1m38.086s

FASTEST LAP

Nico Rosberg
1m42.163s

RACE RATING

★★★★★

Drama and excitement
in abundance, by far
the best Valencia GP

DRIVERS STANDINGS

Alonso	111pts
Webber	91pts
Hamilton	88pts

MILESTONES

- Alonso is first double winner of 2012
- Vettel joins Jim Clark and Alain Prost in third on all-time pole positions list
- At 43, Schumacher is oldest driver on podium since Jack Brabham in the 1970 British Grand Prix



EL MATADOR TAMES THE CHARGING BULLS

From 11th on the grid a win scarcely seemed conceivable. But Alonso delighted his home fans in a race Vettel's Red Bull seemed to have covered



QUALIFYING

Sensational Vettel ruins the illusion of equality with storming pole lap

➤ In Q2 there was the illusion that the field was incredibly closely matched. Just 0.214 seconds covered the top 10, and that closeness was responsible for such fancied runners as the Ferraris and Michael Schumacher's Mercedes not making it through to Q3 after less-than-perfect laps. But in Q3 that whole concept of closeness was blown away by Sebastian Vettel in the extensively upgraded Red Bull. His gap over second-fastest Lewis Hamilton was double what had covered the Q2 top 10.

The great balance the RB8 had enjoyed on Friday and into Saturday morning was not there in Q1 and Q2, as the rising track temperature played its tricks on the rubber. As a consequence Seb used up two sets of the options (softs) in Q2 and – like the McLarens, Romain Grosjean's Lotus and the Force Indias – was obliged to make just one run in Q3. The earlier run of Grosjean was the target, and it did look beatable, given that Romain had got a little crossed up on an exit and locked up on the following entry on part of his lap, and had dropped around 0.15s from his best sector two as a result.

All weekend Vettel had been exploring the outer limits of the track, trying to find his own groove and, when he finally put the pieces of that acquired knowledge together in one sublime lap, it was devastating. Even had Grosjean repeated his better sector one and two times from Q2, he'd have still been almost 0.3s shy of the Red Bull. As it was, he was 0.5s adrift – and into that gap slotted Hamilton's McLaren and Pastor Maldonado's Williams.

Hamilton's car had been ill-balanced on Friday and it took a rethink on set-up to get it in the ballpark for Saturday. His lap was compromised by a couple of small errors and he believed Vettel's time was achievable. Both McLarens were now fitted with the reduced anti-dive/squat rear suspension, though Lewis was still frequently to be seen with locked front wheels.

Maldonado's lap came out of the blue in a Williams that had looked up until that point solidly competitive and vice-free rather than outright quick. It was another terrific, if typically ragged, lap. The car had been



Vettel sailed his way onto pole

quick on the prime tyre (medium) through Friday but less so on the option. This switched around on Saturday.

Scorching track temperatures of up to 47°C seemed to suit the Lotus, though the E20 also benefited from similarly extensive developments to the Red Bull, with resited radiator exits (moved further back), front wing and floor. Kimi Raikkonen, with another new steering system, was reasonably happy with the car and, with an extra set of softs enabling him to run twice in Q3, he lapped within less than one hundredth of Grosjean for fifth fastest – although, like his team-mate, a small error on the crucial lap lost him a couple of places. Like the Red Bull, the Lotus was among the very slowest at the end of the straights, around 7mph down on the double-DRS-equipped Mercedes, but was clearly getting onto those straights much quicker than most.

Nico Rosberg, in the only Merc to make it through to Q3, went sixth quickest and, although he had given himself two sets of softs with which to do two Q3 runs, he was left relying on the first of them after a contretemps with Hamilton at what was set to be the beginning of Nico's second

attempt. Earlier in the weekend there had been an instruction from Charlie Whiting that 'cars should not be driven excessively slowly between Turns 21 and 25' – the last few corners, where drivers in qualifying tend to back off to make space for their lap and give the tyres an easy preparation time, but in the process back up the traffic behind.

Rosberg felt that Hamilton had not respected this request, but the stewards found that Hamilton's speed through there was actually greater than Rosberg's had been previously! Prior to the incident the car had looked a contender for the front row.

As it was, Rosberg only just squeaked ahead of the Sauber of Kamui Kobayashi, who was terrifically disciplined and error-free in doing single runs in each of the three sessions, signing off with a Q3 lap that he reckoned "was within a tenth of what the car could do".

The Force Indias of Nico Hulkenberg and Paul di Resta sandwiched Jenson Button's McLaren in eighth, ninth and 10th, a disappointing outcome for all three. The Force Indias had been flying earlier, with di Resta having gone third quickest in Q2 with a time that would have got him sixth in Q3, but he made a crucial lock-up error in his single run there. Hulkenberg was in spectacular, kerb-attacking form but felt that the increase in track temperatures had made the car a little nervous under braking.

Button finally seemed to have nailed his recent difficulties, with a set-up that reverted pretty much to what he used at the beginning of the season, before going off in a different direction in reaction to the poor rear grip the McLarens suffered on race day in Bahrain. He also reverted to the same rear suspension as Hamilton and was quickest in Saturday morning practice, and

continued being quick in Q1 and Q2. He then failed to put together a good Q3 lap on his single run, finding understeer in the final sector, probably as a result of a compromised preparation lap.

The Ferrari wasn't really slow – it failed to make fastest Q2 time by just over 0.2s – but that was enough to leave it out of Q3, with Fernando Alonso and Felipe Massa 11th and 13th respectively. They'd been confident enough to do just one soft-tyred run each in Q2, to give themselves two sets for Q3, and this choice ultimately probably cost them their places there. Both drivers felt the further revised car was actually working very well and, on a track with such limited passing places, this had been a real wasted opportunity. Schumacher's Mercedes nestled between the Ferraris, too aggressive on his first Q2 run, too conservative on his second. Behind Massa were Bruno Senna's Williams, Sergio Perez's Sauber and an overachieving Heikki Kovalainen, who outqualified both Toro Rossos in the Caterham with a lap that was just 1.5s off the Ferraris.

If one RB8 was working beautifully, it was as if they were still building the other, Mark Webber marooned in Q1, 19th, after a single late run in which a hydraulics failure left him with a serious gearshift problem and no DRS. This was after he'd lost part of Saturday morning practice to a leaking brake master cylinder.



"Christian, what the hell is wrong with it?"



P34 RESULTS
Mirror to the vital stats





Vettel and Hamilton at front, Alonso tucked down field in 11th



RACE CONDITIONS

Under clear blue skies, the race started with a track temperature of 44C that rose even higher under the summer sunshine.

The wildly partisan crowd who'd turned up in the blazing heat of a Spanish June day were hoping for a miracle – that their idol Fernando Alonso might deliver them a victory from 11th on the grid. And in their wish's granting, we got a mesmerising race.

It was a colourful narrative of locking wheels and dashed hopes, games of nerve both in the cockpit and on the pit wall. Passing is possible between the walls and down the snaking 'straights' of Valencia, but it involved the extension of the DRS zone by 120 metres, a mix of strategies that gave a vast tyre-performance difference, and sheer, bloody-minded commitment in sitting it out wheel to wheel despite the intimidating presence of the walls.

Down the field, Jean-Eric Vergne tried to add to that intimidation by leaning on Heikki Kovalainen as he passed him, but misjudged it and hit the Caterham, carbonfibre debris everywhere. This was lap 26, and the safety car the incident triggered formed the punctuation between the two phases of the race.

The first phase was all about Sebastian Vettel revisiting his 2011 groove with an upgraded Red Bull

that was utterly dominant, not only devastatingly fast but relatively easier on its tyres than in other races this year. Vettel's advantage was accentuated by Lewis Hamilton struggling in second with a McLaren that was hard on its tyres – also just as in 2011 here. This held up the one guy – Romain Grosjean – who might have been able to take the fight to Vettel.

Seb was away right from the beginning, with Hamilton slotting behind him. The fast-starting Lotus of Kimi Raikkonen tried to get a run down the inside of Pastor Maldonado, but was brought up short by the Williams's ruthless chop across his bows, wheels actually lightly touching through the flat-in-top kink that is Turn 1. This soaked up the momentum of both cars and the slower-starting Grosjean took audacious advantage, shimmying around the outside of Raikkonen and switching to the inside of Maldonado, scrabbling into Turn 2 just ahead of the Williams.

Maldonado hung determinedly on around the outside, but that only got him pincer towards the wall for his trouble, and the loss of momentum allowed the Sauber of Kamui Kobayashi down his inside into the following tight left of Turn 4. Raikkonen's loss of momentum had dropped him to sixth, having to get his elbows out to fend off Nico Hulkenberg's Force India.

Alonso's day depended heavily upon a good start – which in a Ferrari in 2012 is pretty much a given. But Fernando made aggressive



Kobayashi poised to pass Maldonado

use of it, sitting it out with Jenson Button through the kink, forcing the McLaren man to lift to avoid them both going into the wall, this losing Jenson several further places. From there, Alonso stayed committed around the outside approach to the second turn, passing Paul di Resta and Nico Rosberg. Eleventh to eighth on the opening lap was a great foundation for what would follow, and by his own admission he'd been prepared to risk a lot in those opening moments. Felipe Massa was initially just a couple of places back and another to pass Rosberg on the opening lap. Schumacher was just behind Rosberg, the two Mercedes drivers trying for a one-stop.

Vettel completed the opening lap almost 2s clear, a margin he doubled next time around. Hamilton's McLaren was clearly not in good

shape and was being monstered relentlessly by Grosjean, who could see Vettel just disappearing up the road. Here was Grosjean's pain for not having strung his qualifying lap together better, and he was even briefly under attack from Kobayashi. Just behind them, Raikkonen tried to go around Maldonado's outside at the hairpin of Turn 17, but Pastor simply hung him out to dry over the kerbs, absolutely refusing to give even an inch, just as he'd been at the first turn.

Grosjean finally made a move on Hamilton stick on the 10th lap, and it was a beauty, using his DRS and squeezing through the small gap Lewis was obliged to leave to his outside as they rushed towards the big braking zone of Turn 12. Side-by-side they turned in, Grosjean crowding the McLaren to the inside, keeping the passing ▶

gap open where the right of 12 changes to the left of 13. In this way he was able to finally grind the Lotus past the McLaren and he pulled away at around 1s per lap. But Vettel was already 11.5s ahead and lapping at about the same pace. Unless the Red Bull's tyres suddenly gave up, it looked unfeasible that Grosjean could do much about it. But it would have been interesting to see how his performance would have compared with Vettel's had he been with it from the start, rather than using up his tyres trying to find a way by Hamilton.

Alonso, after many laps of trying, passed Hulkenberg on the 12th lap at the end of the DRS zone and, thanks to Hamilton's relatively slow earlier pace, the seventh-place Ferrari was still within 10s of second. The sister car of Massa had faded with aero-compromising debris damage.

The McLarens were among the very earliest to run out of rear-tyre grip, with Button coming in for a fresh set of mediums on lap 10, Hamilton on lap 13. "The inherent pace today, like many races this year, depended on where you were at with your tyres," said team boss Martin Whitmarsh, "and we were struggling, especially on the first set of options [softer tyres]. It was better on the primes, but even they ultimately went away early." The team had made a wholesale set-up change to both cars between Friday and Saturday as the initial one was simply too slow, so the long-run data gathered on Friday was not really relevant.

Raikkonen finally found a way by Maldonado for fifth on the 13th lap, dummying Pastor into defending the outside approach into the Turn 17 hairpin, then simply diving for the inside, using his Lotus's greater grip.

Just four laps after being passed by Grosjean, Hamilton was 5s behind the Lotus when he made his stop. At what McLaren reckons was a stationary

time of 2.6s, this was unofficially F1's fastest-ever pitstop. The next one would not go quite so well...

Fourth, fifth and sixth-placed Kobayashi, Raikkonen and Maldonado all made their stops at the end of the 14th lap. Ferrari responded and pitted Alonso a lap later — but as it turned out, he was able to leapfrog past all three of them, as they all encountered problems at their stops! It was as if the sea was parting for Alonso. Kobayashi's front-left wheel was initially jammed on, costing around 4s, Raikkonen suffered brainfade with his clutch procedure as he left the box, the Lotus almost stalling and losing around 2s, while Maldonado's stop was simply slow. This was the first big slice of luck for Fernando — enhanced by a typically slick and quick Ferrari stop — but there would be another couple to come. Alonso, Raikkonen, Kobayashi, Maldonado was the new order behind the lead three.

Vettel and Grosjean each pitted on the 16th lap for another set of softs, Seb getting under way again without losing the lead, Romain coming out behind the yet-to-stop di Resta (who was one-stopping) and Rosberg, and taking a couple of laps to clear them.

The Lotus was now around 16s behind the Red Bull but still a comfortable few seconds ahead of Hamilton and, on his faster tyres, Grosjean was lapping quicker.

The mix of strategies at this point caused some laps of chaos as cars on fast, fresh new tyres came out behind those trying to one-stop or run long. Schumacher, in a temporary sixth, was lapping around 4s off a fresh-tyred pace, as were Bruno Senna's Williams and Mark Webber's Red Bull just behind, but catching fast were Alonso, Raikkonen, Kobayashi, Maldonado and Hulkenberg. There were all sorts of desperate passing and defending attempts amid one long madly-snaking line of ducking and diving cars, and it seemed just a

Dejected Vettel lost a likely victory



Grosjean sprints away early in the race...



DRIVER BY DRIVER by Glenn Freeman

1  **10/10**
Event rating

SEBASTIAN VETTEL

Red Bull-Renault RB8-04
Start 1st. DNF

Put in two outright best sectors after the chequered flag in FP3, and never looked back. Pulled a 2011-style Q3 lap out of the hat for the second race running, and had everyone in his pocket in the race only for the car to let him down just after half-distance.

2  **8/10**
Event rating

MARK WEBBER

Red Bull-Renault RB8-03
Start 19th. Finish 4th

Recovered from a disruptive first two days of the weekend that were blighted by reliability issues. Q1 exit wasn't his fault as he had barely driven the car in practice and had no DRS, and a sensible drive on Sunday was rewarded with P4 among all the chaos.

3  **6/10**
Event rating

JENSON BUTTON

McLaren-Mercedes MP4-27-04
Start 9th. Finish 8th

Went into the weekend hoping he had seen the back of his recent struggles. Making Q3 in such a tight qualifying was an achievement, but it was the last thing of note he would do all weekend. Timing of the safety car didn't help matters, but he has bigger issues.

4  **8/10**
Event rating

LEWIS HAMILTON

McLaren-Mercedes MP4-27-03
Start 2nd. DNF

Got all he could out of the McLaren in qualifying to be best of the rest behind Vettel, and he knew that his best hope for race was to achieve the same. Struggled with pace and tyre management on Sunday, but didn't deserve more pitstop woes and an assault from Maldonado.

5  **9/10**
Event rating

FERNANDO ALONSO

Ferrari F2012-295
Start 11th. Finish 1st

Put in a typical relentless show on Sunday, meaning he was in the right place at the right time to capitalise on Vettel's misfortune. After narrowly missing the Q3 cut, he showed plenty of speed when required in the race, once in front was able to manage gap to his pursuers.

6  **6/10**
Event rating

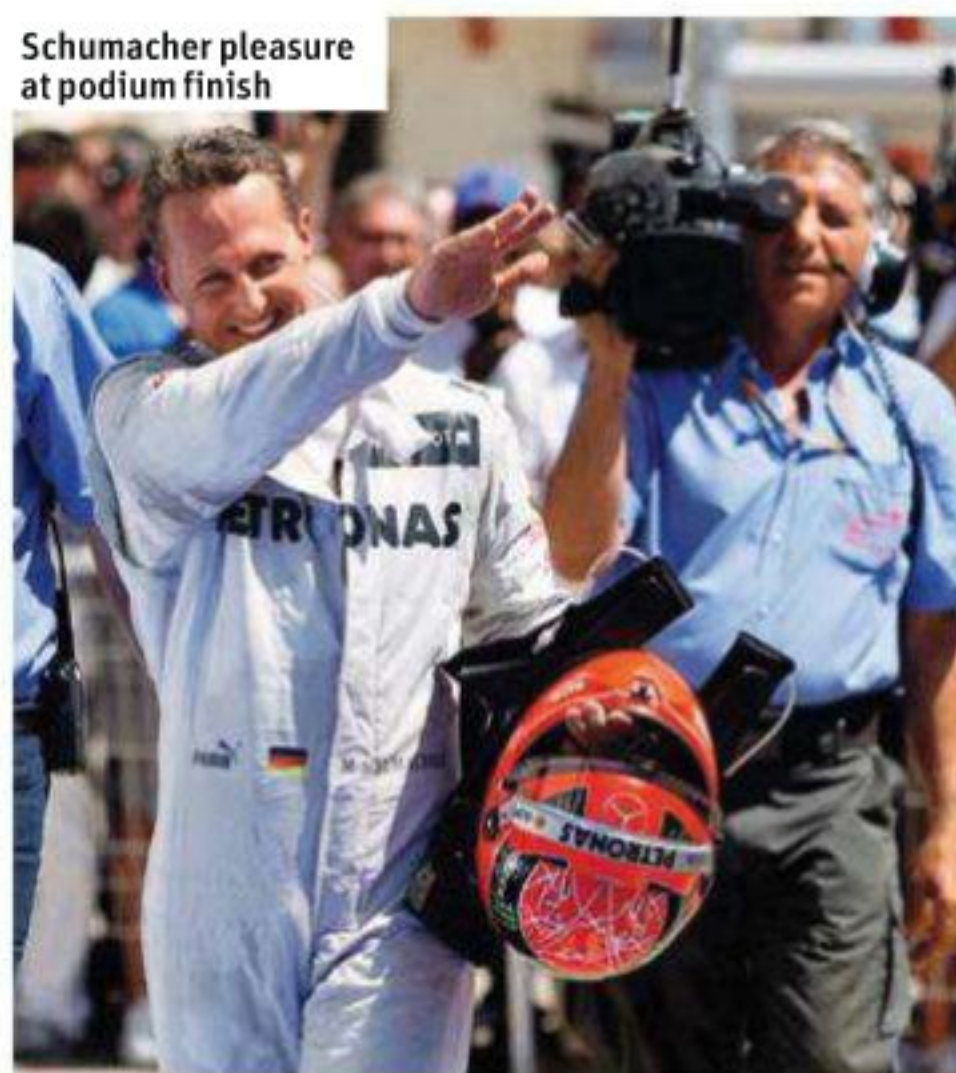
FELIPE MASSA

Ferrari F2012-294
Start 13th. Finish 16th

Scratch beneath the surface of Massa's GP and it turns out he didn't do a lot wrong. Qualified just 0.073s slower than Alonso, and made up as many places at the start. But it all started to unravel once he picked up debris in his front wing, and Kamui Kobayashi clattered him later on.



Alonso battles with
starring Hulkenberg



Schumacher pleasure
at podium finish



...but Alonso outfoxed the
Frenchman at the restart

matter of time before it all ended in tears. Alonso quickly began making his way through them, his passing of Schumacher carrying more than a little edge as they each tried to intimidate the other. Raikkonen had found his way past Senna just before the kinking right-hand curve of the back 'straight'. Kobayashi was keen to follow Kimi through past the slower car, but Senna didn't realise he was coming; the Sauber was squeezed into the wall, ripping off its front wing, and the Williams spun through a spectacular 360 degrees, Senna neatly gathering it up and continuing to the pits for a new nose and tyres, and possibly underpants too.

Then Vergne went and made his cack-handed move on Kovalainen...

The second phase that resulted was all about the second big present that fate had gifted Alonso, and what

“At what McLaren reckons was a stationary time of 2.6s, this was unofficially F1's fastest-ever stop”

fantastic use he made of it. Just before the safety car came out on lap 28 he had been 11s behind Grosjean in fourth place. But upon the restart he was already third, having benefited from McLaren's latest pitstop drama, and that deficit to Grosjean had been wiped.

Vettel, Grosjean, Hamilton, Alonso and several others had taken the opportunity of the safety car period to pit for their final sets of tyres. In the McLaren pit, the new-design front trolley jack went under the car before it had even stopped, the guy put his weight on it as the wheelmen began aligning their guns to the wheels, the car began to rise – and then collapsed back down on the

jack, which had burst its seal. A reserve jack man stands by for just such sort of eventuality and he instantly moved into action as the original jack was removed. It cost only a couple of seconds but it had given the front-left wheelman all sorts of problems as the car had initially risen then dropped – and this took the delay out to around 10s, enough for Alonso and Raikkonen to get under way and out ahead of the McLaren.

Vettel, Grosjean and Alonso was the order behind the safety car, all with a brand-new set of prime tyres fitted, ready for the restart. In fourth place, having elected not to pit and still on the tyres he'd had fitted 14 laps earlier, was Toro Rosso's Daniel Ricciardo, Raikkonen and Hamilton right behind him and doubtless cursing. The safety car was good news for Rosberg, Schumacher and Webber in seventh to ninth, helping the feasibility of one-stopping. Maldonado's stop during the safety car had dropped the Williams behind them and he lay ahead of Hulkenberg and di Resta. The Scot was still planning to one-stop and hadn't got the luckiest of breaks with the timing of the safety car; he now lay behind his fresh-tyred two-stopping team-mate, who had effectively got his stop over him for free.

The safety car had been disastrous timing for Button, who had made his second stop just two laps earlier. He'd taken the positional hit of that but was still consigned to the 31-lap final stint on his primes.

As the safety car's lights went out on lap 33 so Vettel prepared for the restart perfectly, choosing his moment to sprint and leaving Grosjean gasping. In fact it was Alonso who'd timed his move to perfection, getting the perfect jump on the Lotus through the final corner and greater momentum down the pit straight and through the flat-out kink. As they rushed to the ▶

7  **7/10**
Event rating

MICHAEL SCHUMACHER
Mercedes F1 W03-05
Start 12th. Finish 3rd
First comeback podium didn't come from one of his better weekends. Held his hands up for not getting it together in Q2, and only came alive in the race once any thoughts of a one-stopper were abandoned and he got some fresh rubber. Retirements also played their part.

8  **6/10**
Event rating

NICO ROSBERG
Mercedes F1 W03-03
Start 6th. Finish 6th
Shot himself in the foot by charging up to a cruising Lewis Hamilton just before flying lap in Q3, and kicked off the race with a poor start. Like Schumacher, once the team switched him to a two-stopper he was able to work his way back up the order.

9  **5/10**
Event rating

KIMI RAIKKONEN
Lotus-Renault E20-05
Start 5th. Finish 2nd
Yes, he finished second, but he was outshone by his less experienced team-mate all weekend. Had he not taken so long to pass a struggling Hamilton, he could well have given Alonso something to think about up front. Instead, by the time he got into second he'd used up his tyres.

10  **9/10**
Event rating

ROMAIN GROSJEAN
Lotus-Renault E20-04
Start 4th. DNF
Long runs on Friday suggested he would be the man to beat, but a slightly scrappy Q3 lap left him fourth. Put a great move on Hamilton for second in the first stint, but couldn't get near Vettel's pace. Would have made Alonso's life difficult if car had kept going.

11  **8/10**
Event rating

PAUL DI RESTA
Force India-Merc VJM05-02
Start 10th. Finish 7th
Was big enough to take responsibility for missed opportunity in Q3, and then effectively paid the price for doing a good job with tyre management in the race. Had he been harder on his tyres, the team probably would have switched him to the two-stopper that he in fact needed.

12  **8/10**
Event rating

NICO HULKENBERG
Force India-Merc VJM05-03
Start 8th. Finish 5th
Like his team-mate, didn't make the most of the car in qualifying. But despite a KERS failure in the race he hung in there, and took advantage of the safety car to switch to a two-stopper, which turned out to be enough for a top five finish.

◀ braking zone for Turn 2 Grosjean covered the inside – and Alonso stayed on the gas and went for the outside, repeating his opening-lap move. They banged wheels but Alonso was through, his raw desire and audacity very much on display. The crowd roared its approval as the move was relayed on the big screens all around the circuit. But they were about to get a special bonus.

For the last two laps of the safety car period the Red Bull guys could see that Vettel's alternator was no longer functioning, and they knew what was inevitably coming a couple of laps later. Vettel's engine cut as he went to get on the power exiting Turn 17, its electrical fuel pump no longer functioning. He pulled off to the side and climbed out – and the crowd went wild. Red Bull reflected on its first mechanical breakdown since Korea 2010, while Ferrari pinched itself just to make sure this wasn't a dream.

Ricciardo's pace on his old tyres was causing all sorts of problems as another frantic queue built up behind him. On the first lap of the restart Raikkonen was wrong-footed by him, allowing Hamilton to nip past the Lotus – and a lap later Lewis was able to get up the inside of the Toro Rosso into Turn 3, to be followed through by Kimi.

There was a lot of pushing and shoving in the queue behind the Toro Rosso and Rosberg got shuffled

back several places. Schumacher was the next one looking for a way by Ricciardo, with Webber, Maldonado, Hulkenberg, di Resta, Button and Sergio Perez all now ahead of the second Mercedes.

Schumacher found his way by the Toro Rosso, which now had Webber swarming all over it. As Mark desperately tried to get down Ricciardo's inside into the final turn, so the Toro Rosso pulled into the pitlane anyway, and Webber was left scrabbling on the exit kerb as Maldonado passed him on the inside, with Hulkenberg following past as they screamed down the straight. The following lap both Schumacher and Webber pitted for new tyres, each realising there was no way these ones were going to do another 16 laps. It turned out to be a great call for them both. In the meantime, Schumacher's stop moved di Resta – still determined to do the one-stop – up to sixth, just behind his team-mate and lapping at much the same pace despite the older tyres.

At the front Grosjean, showing absolutely no intention of surrendering, had been coming back relentlessly at Alonso, getting in the DRS zone and trying around the outside of Turn 12, but Fernando was placing the Ferrari perfectly. But by lap 40 the Lotus team could see exactly what Red Bull had a few laps earlier – an ominous message from the telemetry of alternator failure.



Collision forced end of Senna's race



Watch out folks: it's Hamilton v Maldonado

There was clearly a common problem with both Renault engines. Just like Vettel before him, Grosjean pulled over to the side, his engine starved of fuel. It had been a magnificent run while it lasted and that breakthrough win is surely not far away.

Alonso's task had suddenly just been made a whole lot easier. Hamilton was within 3.5s of him, but the McLaren was unable to make its tyres last long enough to be a threat and in fact Lewis now had his hands full fending off a resurgent Raikkonen, the Lotus with visibly more grip, able to use parts of the track out of bounds to the McLaren. Several times they were side-by-side, their judgement and fairness in battle great to see – but by now everyone was beginning to run out of tyres, not only the McLaren.

"With eight laps to go I radioed the team that I had lost the rear tyres and that we needed to do something," explained Alonso. "They said: 'Wait one more sector because they are not quicker than you at this

moment.' The next sector [Hamilton and Raikkonen] were the same as me. As each lap went by, so they were no quicker than me. The tyres were just as finished as they were in Canada, but it was for everybody this time."

That was emphasised by how much faster those who had got onto fresh rubber were. Rosberg had followed Schumacher's and Webber's example and all three were scything back through the field. On the 50th lap Rosberg, on his fresh, soft tyres, lapped in 1m42.6s, around 2.7s faster than the leaders. At this rate a 19s pitstop could be bought and paid for within seven laps. But there were now only seven laps to go, so if you hadn't made the call by the time Rosberg did that laptime it was too late – something that Button later pondered on.

Meanwhile, Schumacher and Webber were charging through together, picking off Button for eighth and ninth with eight laps to go and closing fast on Perez, who had been briefly very quick upon the restart but had now worn out his

DRIVER BY DRIVER by Glenn Freeman

14  **7/10**
Event rating

KAMUI KOBAYASHI
Sauber-Ferrari C31-01
Start 7th. DNF
Capitalised on others not hooking their qualifying laps up to impress on Saturday, and followed that up with a first stint spent right at the sharp end. Aimed himself at an ever-decreasing gap with Senna which ended in tears, then bashed Massa off the road later on.

15  **6/10**
Event rating

SERGIO PEREZ
Sauber-Ferrari C31-02
Start 15th. Finish 9th
Started 15th for the second race running, but there were no tyre management heroics and podium champagne this time. Started on the mediums in the hope of a Canada repeat, but was aware early on that degradation was "huge" and had to fight to hang onto any points.

16  **6/10**
Event rating

DANIEL RICCIARDO
Toro Rosso-Ferrari STR7-04
Start 17th. Finish 11th
Only consolation on Saturday was that he beat his team-mate, but Ricciardo performed much better a day later. Raced his way up the order to get in the mix for points, only to fall out of sync when the safety car came out, and later clash with Petrov.

17  **0/10**
Event rating

JEAN-ERIC VERGNE
Toro Rosso-Ferrari STR7-03
Start 18th. DNF
Mark Webber's hobbled Red Bull should have given Vergne a free pass out of Q1. But he couldn't beat Kovalainen's Caterham. Fell behind the other Caterham of Petrov too in the race, then retired after an outrageous swerve at Kovalainen damaged his car.

18  **8/10**
Event rating

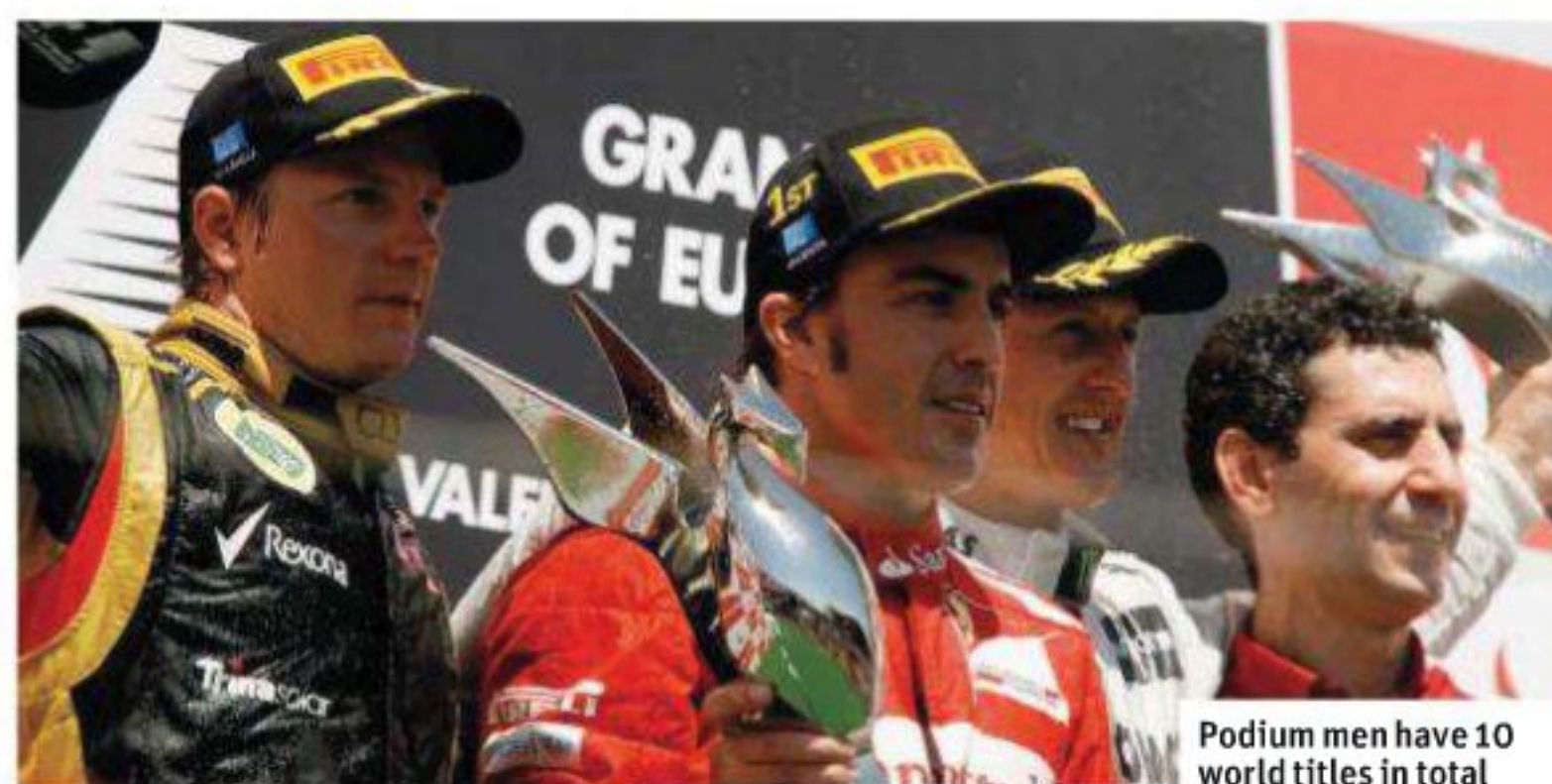
PASTOR MALDONADO
Williams-Renault FW34-02
Start 3rd. Finish 12th
Was a handful of laps from completing a faultless weekend and bagging a podium finish when he disconnected the plug marked 'brain' while fighting tyre-crippled Hamilton. He was always going to get the McLaren, but took a risk and paid the price.

19  **4/10**
Event rating

BRUNO SENNA
Williams-Renault FW34-03
Start 14th. Finish 10th
Nowhere near a match for Maldonado in a car that was capable of running at the front. Drive-through penalty for collision with Kobayashi seemed harsh, but he plugged on and made a one-stopper work. Then picked up a point when team-mate was penalised.



Rosberg climbed order after late tyre change



Podium men have 10 world titles in total

Sauber's tyres. He was helpless to fend off the advancing Mercedes and Red Bull. Next in their advancing sights were the Force Indias, which succumbed over the next couple of laps.

Raikkonen, meanwhile, had more tyre grip left than Hamilton and after trying, but not quite making, a pass at the end of the DRS zone on lap 56, Kimi pulled a switchback move exiting the hairpin to get up to second place. That, though, was as far as he was going to progress. "I had just enough tyres to pass Hamilton," he explained, "but there was nothing left to try to do anything about Alonso."

Hamilton was now in dire grip trouble and in no time at all Maldonado was upon him. On the 55th lap the Williams got its DRS flap open and got alongside and ahead – but on the outside – as they reached the Turn 12 braking zone. Maldonado was doing exactly what Grosjean had done to Hamilton here earlier, trying to crowd him to the inside of the turn. But this time Hamilton wasn't having it, coming across and forcing Maldonado over the kerb and off the circuit. At which point Hamilton really needed to have allowed the Williams the room to rejoin as they switched to the left-hander of 13.

Maldonado, in turn, really needed not to have tried to force his way back on there – he had masses more tyre grip and was inevitably going to pass Hamilton somewhere in the remaining lap and a bit. But there was adrenalin and pride involved, and as Lewis made for the apex what he found instead was the Williams's right-front, pitching the McLaren into the air and then the tyre barriers. Maldonado's wing was wiped off and he limped the remaining distance to cross the line 10th, but a time penalty for the incident dropped him a couple of places. It was an expensive incident

for Hamilton's championship aspirations on a day when Alonso was making himself the first two-time winner of the season.

There were other championship implications on the final lap too, as Schumacher and Webber became the immediate beneficiaries of the Hamilton/Maldonado incident to go third and fourth. The yellows were still flying there for Hamilton's wrecked car on the last lap, denying Webber any chance of using his DRS to try for a pass on Schumacher, who thus took the first podium of his second career. Rosberg had used his

"The tyres were just as finished as in Canada, but it was the same for everybody this time"

Fernando Alonso on hanging on for victory

new tyres to scythe past Button, Perez and – on the last lap – di Resta to take a last-gasp sixth, Hulkenberg just out of his reach as they crossed the line. Perez's tyres were completely destroyed now, enabling Button to repass him for eighth. Senna was the single-point beneficiary of his team-mate's time penalty.

This had been a very special race. As Alonso stopped his car between the grandstands around the back of the circuit – so as to have enough fuel left in it to allow the FIA to take a sample – so he climbed out, waving the Spanish flag he'd picked up from a marshal. For five minutes or so he interacted with the adoring crowd and afterwards spoke with real eloquence about the difficulties the economic crisis is placing upon the people of his country and how he was glad to be able to relieve them of that worry – at least for a passing moment or two. ☼

20  **8/10**
Event rating

HEIKKI KOVALAINEN
Caterham-Renault CT01-3
Start 16th. Finish 14th
Took advantage of Webber's problems to nail qualifying and get into Q2 ahead of both Toro Rossos. KERS issue in the race meant he couldn't even fight with Petrov. Vergne did his best to wipe him out, but Kovalainen made the finish.

21  **7/10**
Event rating

VITALY PETROV
Caterham-Renault CT01-2
Start 20th. Finish 13th
Couldn't match his team-mate's qualifying heroics, but didn't put a foot wrong in the race to bag what could be a valuable 13th place. Popped up in the points briefly, but knew he had faster cars behind and kept his head rather than trying anything silly.

22  **5/10**
Event rating

PEDRO DE LA ROSA
HRT-Cosworth F112-02
Start 21st. Finish 17th
After a spin and a crash in free practice, it was hard to judge his qualifying performance with Glock's Marussia not out there. The HRT looked torrid in race conditions, which inevitably meant that it destroyed its tyres, making for a painful final few laps.

23  **4/10**
Event rating

NARAIN KARTHIKEYAN
HRT-Cosworth F112-03
Start 22nd. Finish 18th
Other than getting clipped by Pic, Karthikeyan's only action of note this weekend was speeding in the pitlane. Struggled with tyre degradation like his team-mate, meaning the only satisfaction he could take was that he at least joined de la Rosa in making it to the end.

24  **N/A**
Event rating

TIMO GLOCK
Marussia-Cosworth MR01-02
Did not start
Stomach bugset in on Thursday, but Glock still managed 28 laps during Friday's free practice. Still under the weather after getting through FP3 on Saturday he decided to sit out qualifying. He was actually suffering from a serious infection so was sent home.

25  **6/10**
Event rating

CHARLES PIC
Marussia-Cosworth MR01-03
Start 23rd. Finish 15th
Glock's illness meant Pic had a lot more responsibility for Marussia during free practice. Qualifying behind both HRTs was a disappointment, but despite a little clash with Karthikeyan he kept his head down in the race and got a solid result.

Drawing board

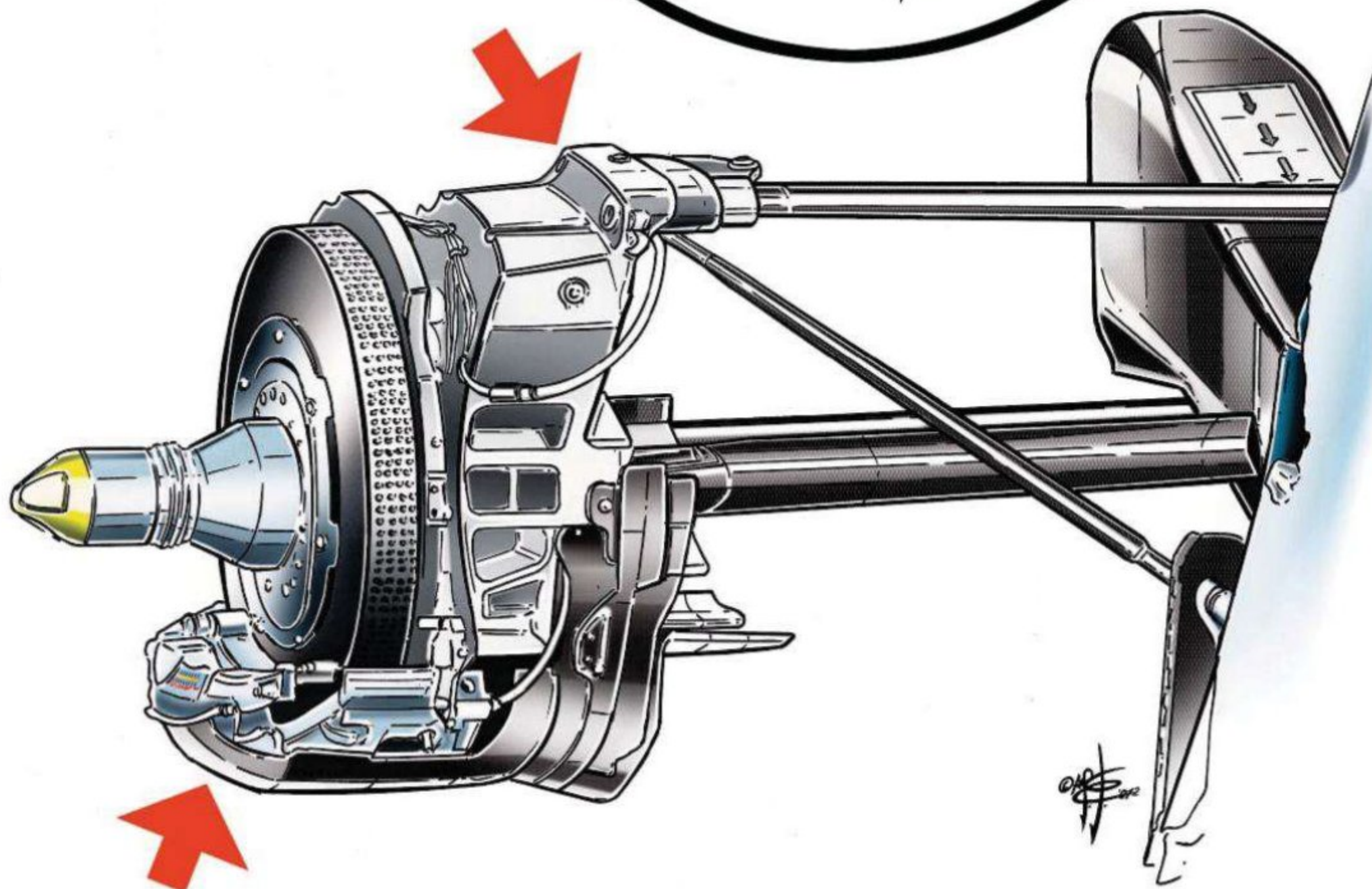
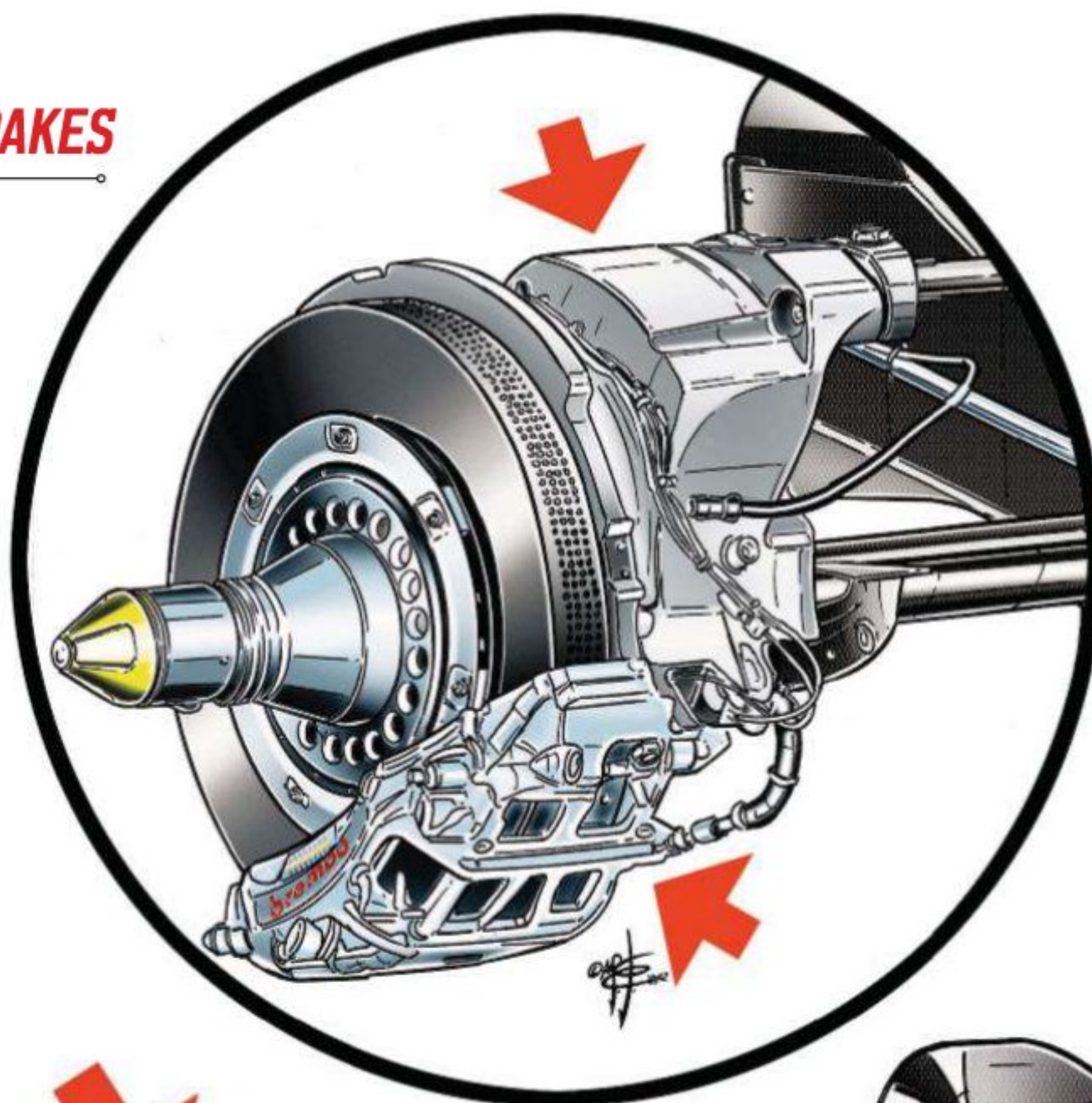


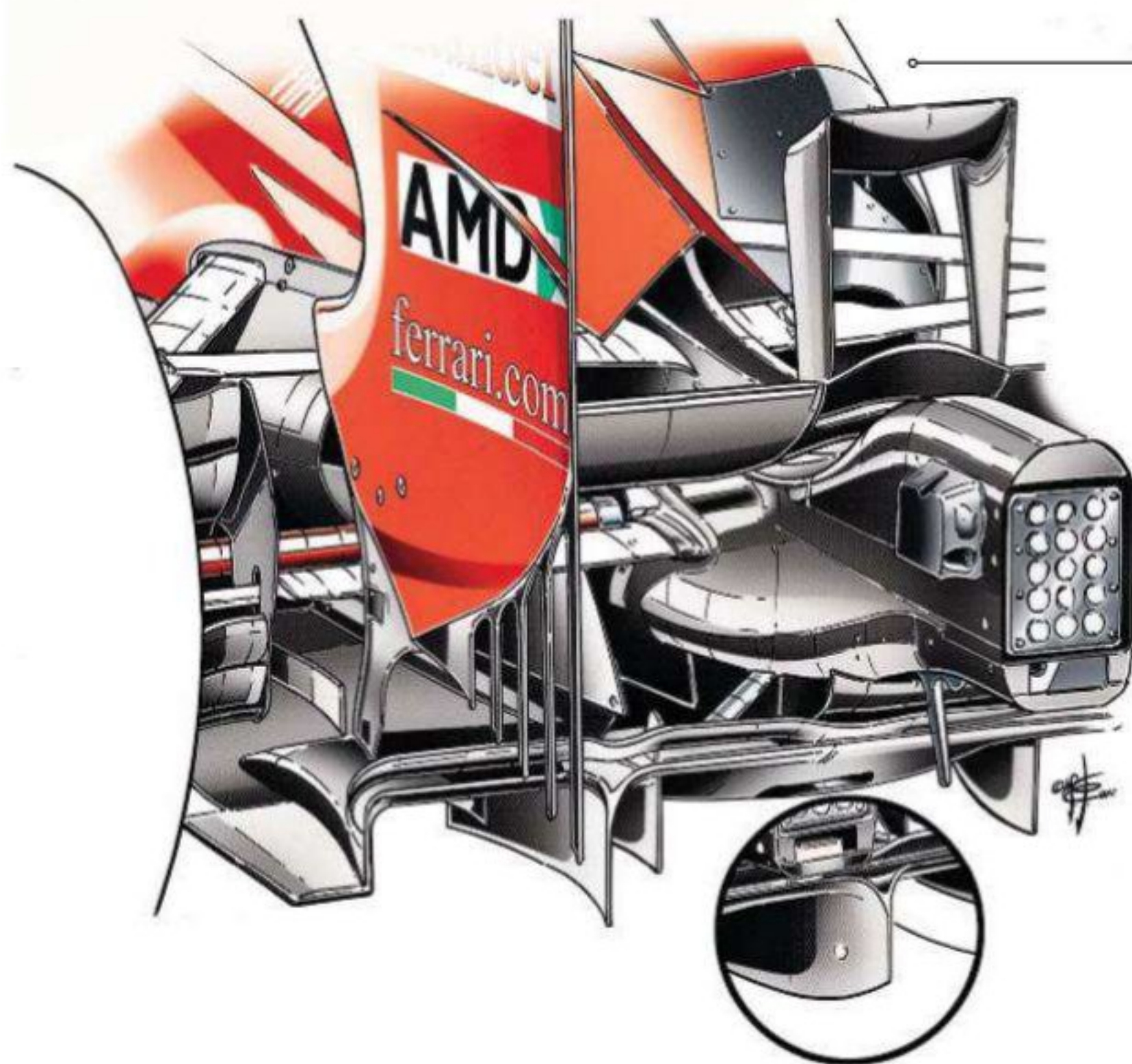
Gary Anderson, Mark Hughes and Giorgio Piola review technical tweaks made by the top four teams - Red Bull, McLaren, Lotus and Ferrari - ahead of the Valencia GP weekend

RED BULL ROTATES BRAKES

➔ From Montreal Red Bull introduced an all-new rear upright/brake caliper assembly. The caliper was moved from a '5-o'clock' position (inset right) on the wheel to completely horizontal at the bottom of the wheel. The hub design is all-new and has been used in conjunction with more aerodynamically aggressive brake ducts.

GARY ANDERSON: Changing the caliper from 5 o'clock to 6 o'clock is not a big deal in itself - it will have minimal effect. I would assume, therefore, that it's been done in association with changes to the brake ducts for aerodynamic reasons. The upright, and how you get the flow through it, needs to change to improve the airflow while still cooling the brakes.





FERRARI'S BACK END BEATS THE HEAT

➔ Ferrari had a significantly modified diffuser, with alterations to the profiles of the central walls and a bigger exhaust opening for better cooling in the intense heat of Valencia. It also experimented with a totally new front wing on Friday. This was not used again but will likely reappear at Silverstone.

GARY ANDERSON: The outboard outer wall is a very important part, while the big footplate area allows the flow to come off the back of the floor nice and smoothly. But the very square section

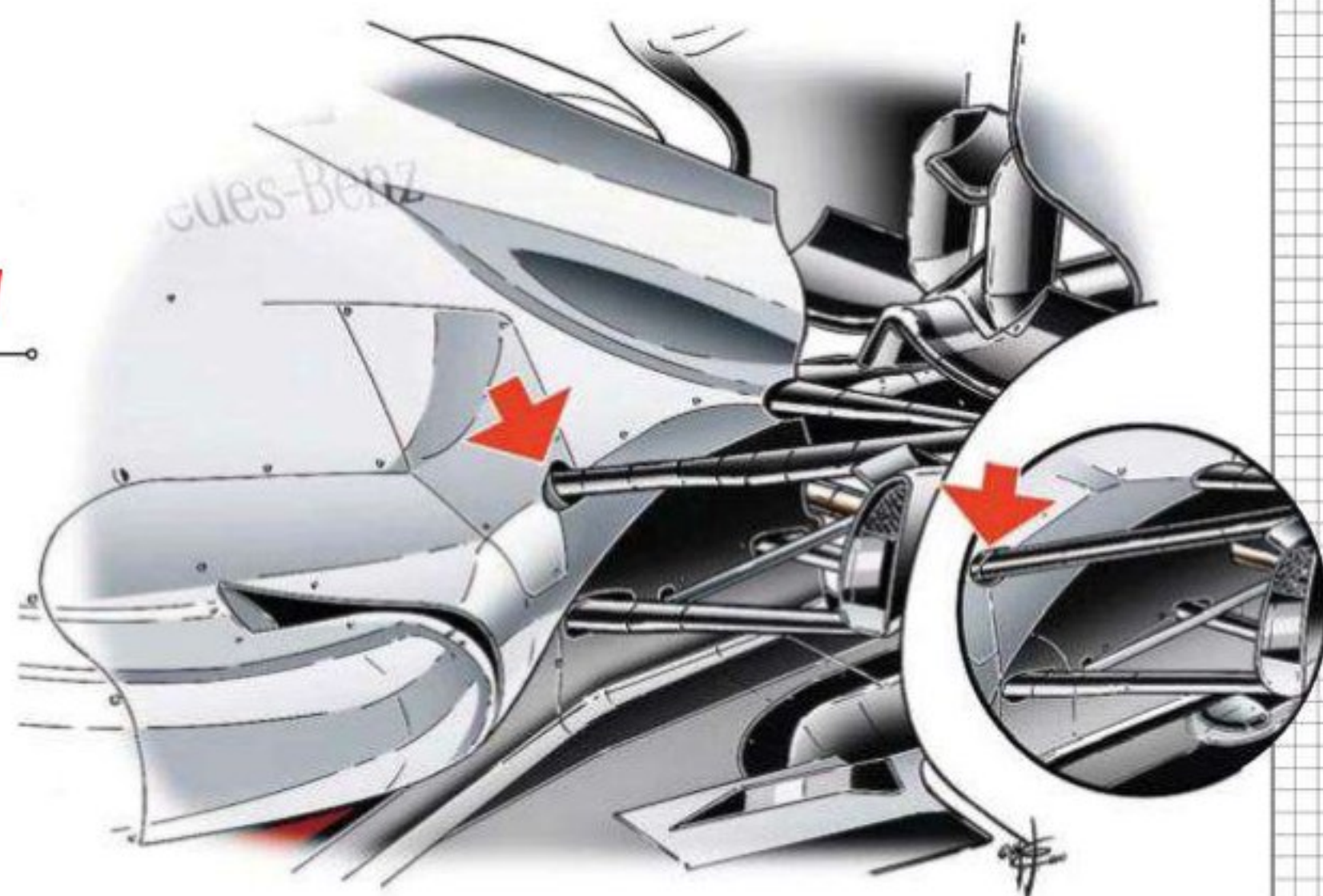
of the lower corner of that foot means Ferrari is not trying to get the back of the tyre – which is a huge low-pressure area – to influence that flow. It is thereby missing a trick. However, the radius in the corner further in will give the air a more robust flow, which is good. But the team is only halfway there by ignoring that outer wall. This looks more like a general tidy-up rather than aggressively going for the next chunk of performance. If you have a diffuser that stalls you need to control it and not let the airflow spread across the whole width – the splitters are there to help with that.

HIGHER REAR SUSPENSION FOR McLAREN

➔ McLaren ran both cars with this higher top rear wishbone (inset), giving less anti-dive and squat than the standard system (main picture). Lewis Hamilton ran the newer option throughout the weekend, while Jenson Button ran the standard system on Friday before copying Hamilton from Saturday onwards.

GARY ANDERSON: Everyone's looking at

rear-tyre usage and trying to find a cure for tyre degradation. One way is to use less anti-lift and anti-squat. With the lower leg there will be less anti-squat, transferring a bit more weight to the rear, getting you a bit more traction, though aerodynamically it's not quite as good. The rear tyres need help and this will provide that – albeit at the expense of a bit of understeer.

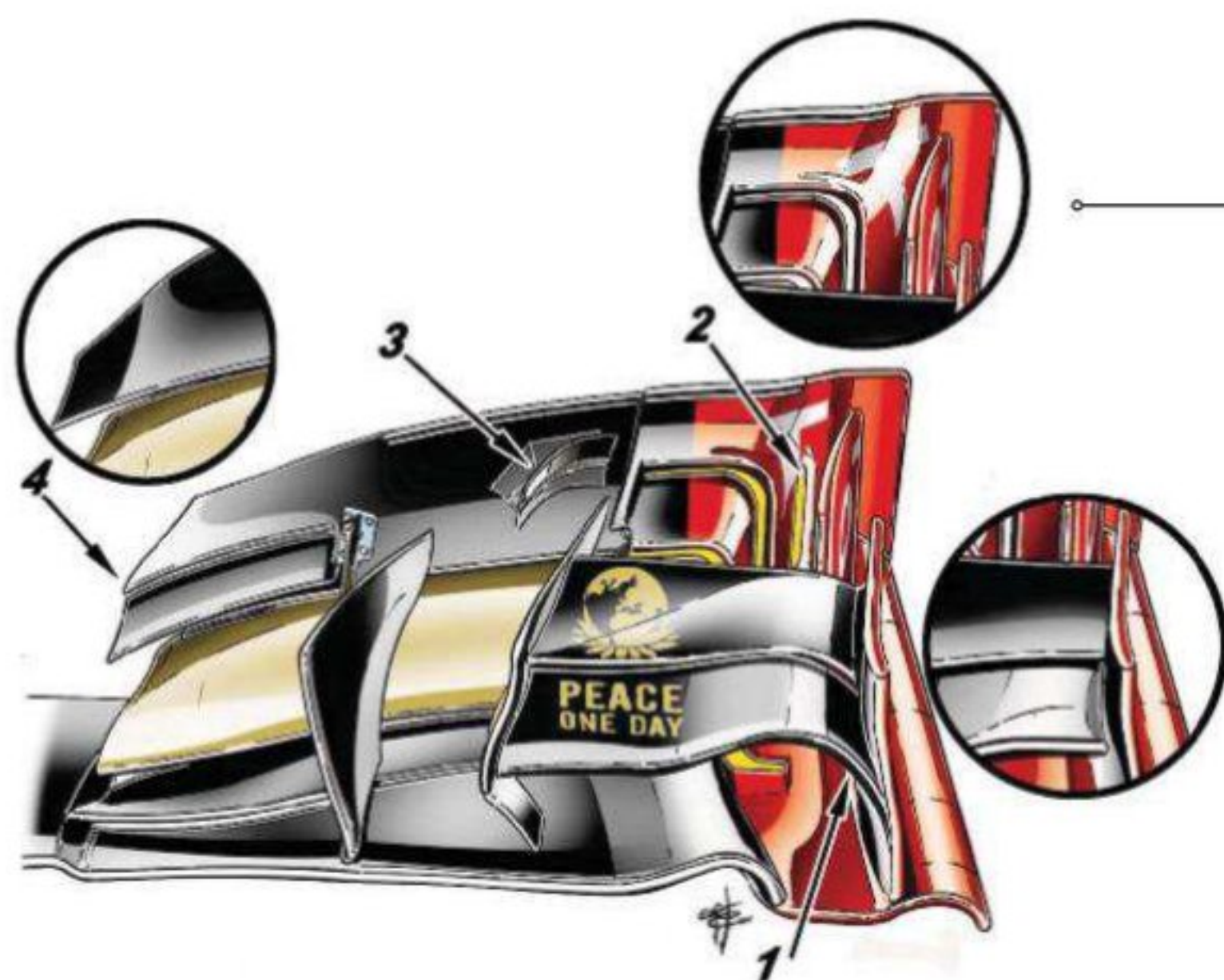


LOTUS BUILDS FRONT WING BRIDGE

➔ As part of a big package of upgrades, Lotus had this modified front wing with bridge link (1) between endplate and main plane, an extra slot (2) in the endplate, an extra gurney (3) on the main plane and extra slots (4) on the inboard edge of the main plane. The car also had re-sited radiator cooling exits – moved further back – and a new floor.

GARY ANDERSON: The team has had quite a few combinations of this wing. The double-flap assembly keeps the flow neatly attached to the rest of the car because the airflow the car sees is what comes off this section. Lotus must have been having a problem with separation.

Looking at the endplate, the vertical outward curvature you see takes the flow aggressively around the wheel. Having the wheel there means you need a very expansive duct to make the wing work and that's what this is. But then, when you steer the wheel that blockage behind the outboard end of the wing just disappears. Without this three-dimensional layout here, the front wing stalls because now you've got decent flow off the back of it, it over-works and causes the stall. This set-up is a compromise between having all three slot gaps that will reduce peak downforce and having the downforce mid-corner.



EUROPEAN GP RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	MALDONADO	1m40.890s
2	VETTEL	1m40.973s
3	WEBBER	1m40.984s
4	BUTTON	1m40.994s
5	ALONSO	1m41.065s
6	DI RESTA	1m41.105s
7	SCHUMACHER	1m41.117s
8	HAMILTON	1m41.158s
9	ROSBERG	1m41.182s
10	RAIKKONEN	1m41.620s
11	GROSJEAN	1m41.784s
12	KOBAYASHI	1m41.838s
13	PEREZ	1m41.861s
14	MASSA	1m42.109s
15	BIANCHI	1m42.175s
16	BOTTAS	1m42.299s
17	KOVALAINEN	1m42.442s
18	VERGNE	1m42.758s
19	RICCIARDO	1m42.777s
20	PETROV	1m43.209s
21	PIC	1m44.173s
22	DE LA ROSA	1m44.996s
23	KARTHIKEYAN	1m45.120s
24	GLOCK	1m45.338s

Weather: dry

PRACTICE 2: Friday

POS	DRIVER	TIME
1	VETTEL	1m39.334s
2	HULKENBERG	1m39.465s
3	KOBAYASHI	1m39.595s
4	SCHUMACHER	1m39.601s
5	SENNA	1m39.644s
6	DI RESTA	1m39.700s
7	ALONSO	1m39.733s
8	GROSJEAN	1m39.868s
9	WEBBER	1m39.901s
10	ROSBERG	1m39.926s
11	RAIKKONEN	1m39.945s
12	BUTTON	1m39.990s
13	MALDONADO	1m40.075s
14	HAMILTON	1m40.147s
15	MASSA	1m40.244s
16	PEREZ	1m40.511s
17	PETROV	1m40.963s
18	RICCIARDO	1m41.121s
19	KOVALAINEN	1m41.197s
20	VERGNE	1m41.263s
21	GLOCK	1m42.424s
22	PIC	1m42.958s
23	KARTHIKEYAN	1m44.201s
24	DE LA ROSA	1m44.260s

Weather: dry

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	BUTTON	1m38.562s
2	GROSJEAN	1m38.655s
3	RAIKKONEN	1m38.759s
4	HULKENBERG	1m38.819s
5	DI RESTA	1m38.892s
6	PEREZ	1m39.084s
7	SCHUMACHER	1m39.141s
8	HAMILTON	1m39.178s
9	MASSA	1m39.318s
10	MALDONADO	1m39.357s
11	KOBAYASHI	1m39.358s
12	ALONSO	1m39.395s
13	VETTEL	1m39.434s
14	SENNA	1m39.543s
15	ROSBERG	1m39.946s
16	VERGNE	1m40.037s
17	RICCIARDO	1m40.134s
18	KOVALAINEN	1m40.681s
19	WEBBER	1m41.282s
20	PETROV	1m41.931s
21	DE LA ROSA	1m42.758s
22	PIC	1m42.815s
23	KARTHIKEYAN	1m42.943s
24	GLOCK	1m43.124s

Weather: dry

FRIDAY TESTERS



1 JULES BIANCHI

FORCE INDIA 1m42.175s



2 VALTTERI BOTTAS

WILLIAMS 1m42.299s



QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m39.626s (14)	1m38.530s (4)	1m38.086s
2	HAMILTON	1m39.169s (5)	1m38.616s (8)	1m38.410s
3	MALDONADO	1m38.825s (1)	1m38.570s (7)	1m38.475s
4	GROSJEAN	1m39.530s (12)	1m38.489s (1)	1m38.505s
5	RAIKKONEN	1m39.464s (11)	1m38.531s (5)	1m38.513s
6	ROSBERG	1m39.061s (4)	1m38.504s (2)	1m38.623s
7	KOBAYASHI	1m39.651s (15)	1m38.703s (10)	1m38.741s
8	HULKENBERG	1m39.009s (3)	1m38.689s (9)	1m38.752s
9	BUTTON	1m39.622s (13)	1m38.563s (6)	1m38.801s
10	DI RESTA	1m38.858s (2)	1m38.519s (3)	1m38.992s
11	ALONSO	1m39.409s (8)	1m38.707s	-
12	SCHUMACHER	1m39.447s (9)	1m38.770s	-
13	MASSA	1m39.388s (7)	1m38.780s	-
14	SENNA	1m39.449s (10)	1m39.207s	-
15	PEREZ	1m39.353s (6)	1m39.358s	-
16	KOVALAINEN	1m40.087s (17)	1m40.295s	-
17	RICCIARDO	1m39.924s (16)	1m40.358s	-
18	VERGNE	1m40.203s	-	-
19	WEBBER	1m40.395s	-	-
20	PETROV	1m40.457s	-	-
21	DE LA ROSA	1m42.171s	-	-
22	KARTHIKEYAN	1m42.527s	-	-
23	PIC	1m42.675s	-	-

Weather: dry

QUALIFYING STATISTICS

	HEAD TO HEAD	
VETTEL	4	WEBBER
BUTTON	0	HAMILTON
ALONSO	8	MASSA
SCHUMACHER	3	ROSBERG
RAIKKONEN	2	GROSJEAN
DI RESTA	5	HULKENBERG
KOBAYASHI	5	PEREZ
RICCIARDO	7	VERGNE
MALDONADO	6	SENNA
KOVALAINEN	8	PETROV
DE LA ROSA	8	KARTHIKEYAN
GLOCK	5	PIC



THE GRID

2 HAMILTON McLAREN 1m38.410s Soft	1 VETTEL RED BULL 1m38.086s Soft
4 GROSJEAN LOTUS 1m38.505s Soft	3 MALDONADO WILLIAMS 1m38.475s Soft
6 ROSBERG MERCEDES 1m38.623s Soft	5 RAIKKONEN LOTUS 1m38.513s Soft
8 HULKENBERG FORCE INDIA 1m38.752s Soft	7 KOBAYASHI SAUBER 1m38.741s Soft
10 DI RESTA FORCE INDIA 1m38.992s Soft	9 BUTTON McLAREN 1m38.801s Soft
12 SCHUMACHER MERCEDES 1m38.770s Medium	11 ALONSO FERRARI 1m38.707s Soft
14 SENNA WILLIAMS 1m39.207s Soft	13 MASSA FERRARI 1m38.780s Soft
16 KOVALAINEN CATERHAM 1m40.295s Soft	15 PEREZ SAUBER 1m39.358s Medium
18 VERGNE TORO ROSSO 1m40.203s Medium	17 RICCIARDO TORO ROSSO 1m40.358s Soft
20 PETROV CATERHAM 1m40.457s Soft	19 WEBBER RED BULL 1m40.395s Medium
22 KARTHIKEYAN HRT 1m42.527s Soft	21 DE LA ROSA HRT 1m42.171s Soft
	23 PIC MARUSSIA 1m42.675s Medium

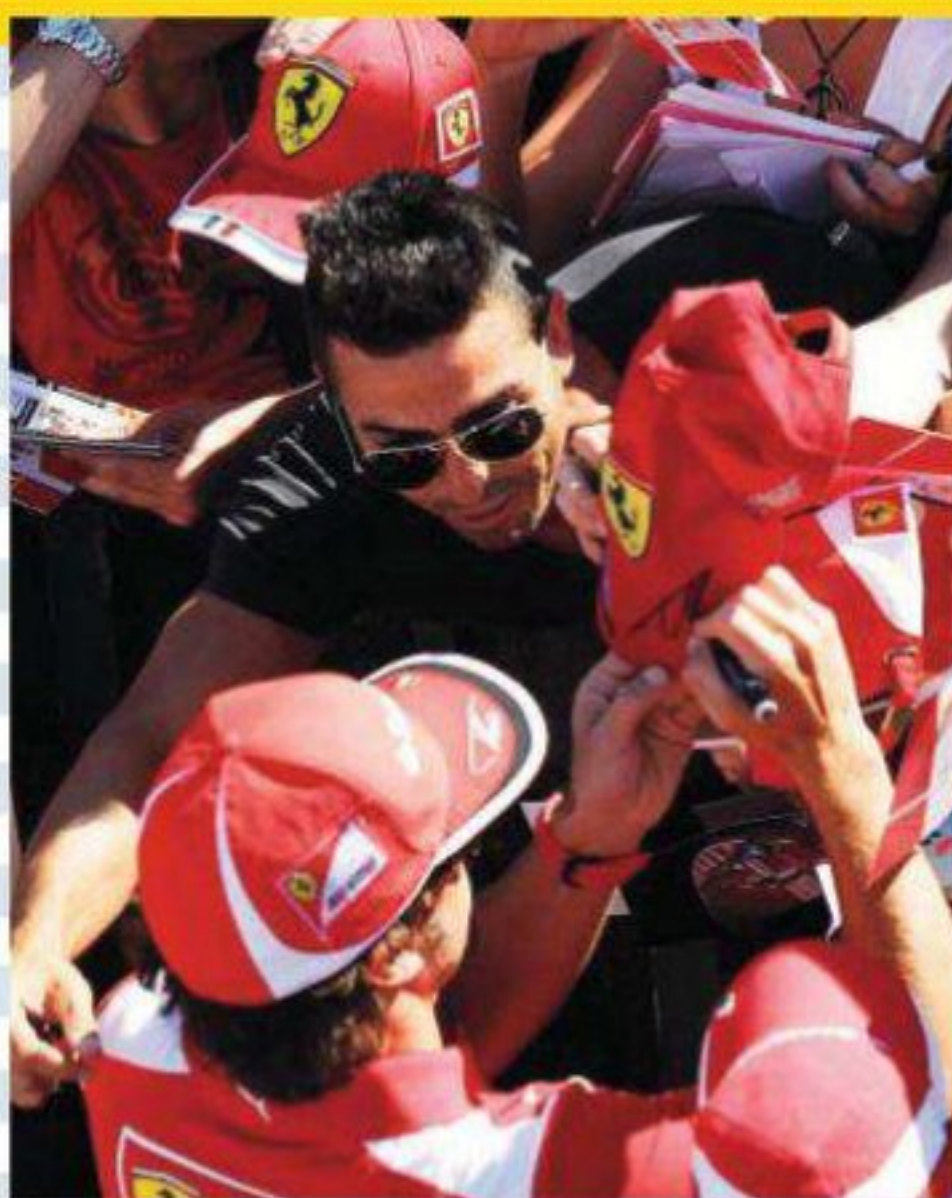
THE RACE: 57 laps, 191.94 miles

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PIT STOP	TIME IN PITS	GRID
1	FERNANDO ALONSO	FERRARI	57	1h44m16.649s	1m43.666s	2	40.507s	11
2	KIMI RAIKKONEN	LOTUS-RENAULT	57	+6.421s	1m43.686s	2	42.982s	5
3	MICHAEL SCHUMACHER	MERCEDES	57	+12.639s	1m43.099s	2	40.518s	12
4	MARK WEBBER	RED BULL-RENAULT	57	+13.628s	1m42.717s	2	40.468s	19
5	NICO HULKENBERG	FORCE INDIA-MERCEDES	57	+19.993s	1m44.226s	2	41.530s	8
6	NICO ROSBERG	MERCEDES	57	+21.176s	1m42.163s	2	40.740s	6
7	PAUL DI RESTA	FORCE INDIA-MERCEDES	57	+22.866s	1m44.101s	1	20.295s	10
8	JENSON BUTTON	McLAREN-MERCEDES	57	+24.653s	1m44.806s	2	39.886s	9
9	SERGIO PEREZ	SAUBER-FERRARI	57	+27.777s	1m43.526s	2	41.936s	15
10	BRUNO SENNA	WILLIAMS-RENAULT	57	+35.961s	1m44.111s	1	28.440s	14
11	DANIEL RICCIARDO	TORO ROSSO-FERRARI	57	+37.041s	1m43.674s	2	43.806s	17
12	PASTOR MALDONADO	WILLIAMS-RENAULT	57	+54.630s*	1m44.064s	2	42.867s	3
13	VITALY PETROV	CATERHAM-RENAULT	57	+1m15.871s	1m44.253s	4	1m34.157s	20
14	HEIKKI KOVALAINEN	CATERHAM-RENAULT	57	+1m34.654s	1m45.294s	2	45.485s	16
15	CHARLES PIC	MARUSSIA-COSWORTH	57	+1m36.551s	1m46.701s	2	54.474s	23
16	FELIPE MASSA	FERRARI	56	-1 lap	1m44.431s	4	1m40.141s	13
17	PEDRO DE LA ROSA	HRT-COSWORTH	56	-1 lap	1m46.799s	2	46.252s	21
18	NARAIN KARTHIKEYAN	HRT-COSWORTH	56	-1 lap	1m46.388s	2	1m04.080s	22
19	LEWIS HAMILTON	McLAREN-MERCEDES	55	accident	1m44.007s	2	50.436s	2
R	ROMAIN GROSJEAN	LOTUS-RENAULT	40	alternator	1m43.764s	2	43.662s	4
R	SEBASTIAN VETTEL	RED BULL-RENAULT	33	alternator	1m44.555s	2	40.380s	1
R	KAMUI KOBAYASHI	SAUBER-FERRARI	33	damage	1m45.082s	2	48.790s	7
R	JEAN-ERIC VERGNE	TORO ROSSO-FERRARI	26	damage	1m45.491s	1	21.303s	18
DNS	TIMO GLOCK	MARUSSIA-COSWORTH	-	illness	-	-	-	-

Weather: dry. Winner's average speed: 110.440mph. Fastest lap: Nico ROSBERG 1m42.163s (118.658mph) on lap 54.
Lap leaders: 1-33 Vettel; 34-57 Alonso. * Includes 20-second penalty for causing a collision.

DRIVERS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	USA	BR
1	ALONSO	111	5 th	1 st	9 th	7 th	2 nd	3 rd	5 th	1 st												
2	WEBBER	91	4 th	4 th	4 th	4 th	11 th	1 st	7 th	4 th												
3	HAMILTON	88	3 rd	3 rd	3 rd	8 th	8 th	5 th	1 st	19 th												
4	VETTEL	85	2 nd	11 th	5 th	1 st	6 th	4 th	4 th	ret												
5	ROSBERG	75	12 th	13 th	1 st	5 th	7 th	2 nd	6 th	6 th												
6	RAIKKONEN	73	7 th	5 th	14 th	2 nd	3 rd	9 th	8 th	2 nd												
7	GROSJEAN	53	ret	ret	6 th	3 rd	4 th	ret	2 nd	ret												
8	BUTTON	49	1 st	14 th	2 nd	18 th	9 th	16 th	16 th	8 th												
9	PEREZ	39	8 th	2 nd	11 th	11 th	ret	11 th	3 rd	9 th												
10	MALDONADO	29	13 th	19 th	8 th	ret	1 st	ret	13 th	12 th												
11	DI RESTA	27	10 th	7 th	12 th	6 th	14 th	7 th	11 th	7 th												
12	KOBAYASHI	21	6 th	ret	10 th	13 th	5 th	ret	9 th	ret												
13	SCHUMACHER	17	ret	10 th	ret	10 th	ret	ret	ret	3 rd												
14	HULKENBERG	17	ret	9 th	15 th	12 th	10 th	8 th	12 th	5 th												
15	SENN	16	16 th	6 th	7 th	22 nd	ret	10 th	17 th	10 th												
16	MASSA	11	ret	15 th	13 th	9 th	15 th	6 th	10 th	16 th												
17	VERGNE	4	11 th	8 th	16 th	14 th	12 th	12 th	15 th	ret												
18	RICCIARDO	2	9 th	12 th	17 th	15 th	13 th	ret	14 th	11 th												
19	KOVALAINEN	0	ret	18 th	23 rd	17 th	16 th	13 th	18 th	14 th												
20	PETROV	0	ret	16 th	18 th	16 th	17 th	ret	19 th	13 th												
21	GLOCK	0	14 th	17 th	19 th	19 th	18 th	14 th	ret	dns												
22	PIC	0	15 th	20 th	20 th	ret	ret	ret	20 th	15 th												
23	KARTHIKEYAN	0	dnq	22 nd	22 nd	21 st	ret	15 th	20 th	18 th												
24	DE LA ROSA	0	dnq	21 st	21 st	20 th	19 th	ret	ret	17 th												



CONSTRUCTORS' STANDINGS

POS	TEAM	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	US	BR
1	RED BULL	176	30	12	22	37	8	37	18	12												
2	McLAREN	137	40	15	33	4	6	10	25	4												
3	LOTUS	126	6	10	8	33	27	2	22	18												
4	FERRARI	122	10	25	2	8	18	23	11	25												
5	MERCEDES	92	0	1	25	11	6	18	8	23												
6	SAUBER	60	12	18	1	0	10	0	17	2												
7	WILLIAMS	45	0	8	10	0	25	1	0	1												
8	FORCE INDIA	44	1	8	0	8	1	10	0	16												
9	TORO ROSSO	6	2	4	0	0	0	0	0	0												
10	CATERHAM	0	0	0	0	0	0	0	0	0												
11	MARUSSIA	0	0	0	0	0	0	0	0	0												
12	HRT	0	-	0	0	0	0	0	0	0												



TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4	STINT 5
Soft	Soft	Medium		
Soft	Soft	Medium		
Medium	Soft	Soft		
Medium	Soft	Soft		
Soft	Medium	Medium		
Soft	Medium	Soft		
Soft	Medium			
Soft	Medium	Medium		
Medium	Soft	Soft		
Soft	Medium			
Soft	Soft	Medium		
Soft	Medium	Medium		
Soft	Soft	Soft	Medium	Medium
Soft	Soft	Medium		
Medium	Soft	Medium		
Soft	Medium	Soft	Medium	Soft
Soft	Soft	Medium		
Soft	Soft	Medium		
Soft	Soft	Medium		
Soft	Medium	Medium	dnf	
Soft	Soft	Medium	dnf	
Soft	Soft	Medium	dnf	
Medium	Soft	dnf		
dns				

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

SECTOR 1 TIMES

POS	DRIVER	TIME
1	ROSBERG	27.138s
2	WEBBER	27.236s
3	ALONSO	27.256s
4	SCHUMACHER	27.306s
5	MASSA	27.311s
6	PEREZ	27.386s
7	HAMILTON	27.428s
8	MALDONADO	27.433s
9	SENN	27.480s
10	GROSJEAN	27.490s

SECTOR 2 TIMES

POS	DRIVER	TIME
1	ROSBERG	46.325s
2	WEBBER	46.639s
3	SCHUMACHER	46.662s
4	RAIKKONEN	46.842s
5	RICCIARDO	46.920s
6	PEREZ	46.989s
7	GROSJEAN	46.996s
8	HAMILTON	47.054s
9	ALONSO	47.075s
10	DI RESTA	47.081s

SECTOR 3 TIMES

POS	DRIVER	TIME
1	ROSBERG	28.700s
2	WEBBER	28.797s
3	SCHUMACHER	29.026s
4	ALONSO	29.147s
5	PEREZ	29.151s
6	RICCIARDO	29.195s
7	RAIKKONEN	29.201s
8	SENN	29.226s
9	MALDONADO	29.227s
10	GROSJEAN	29.250s

SPEED TRAP (MPH)

POS	DRIVER	SPEED
1	SCHUMACHER	199.2
2	PEREZ	198.7
3	RICCIARDO	197.7
4	ROSBERG	197.2
5	HAMILTON	196.4
6	MALDONADO	195.7
7	SENN	195.2
8	KOBAYASHI	194.9
9	MASSA	194.9
10	DI RESTA	193.9

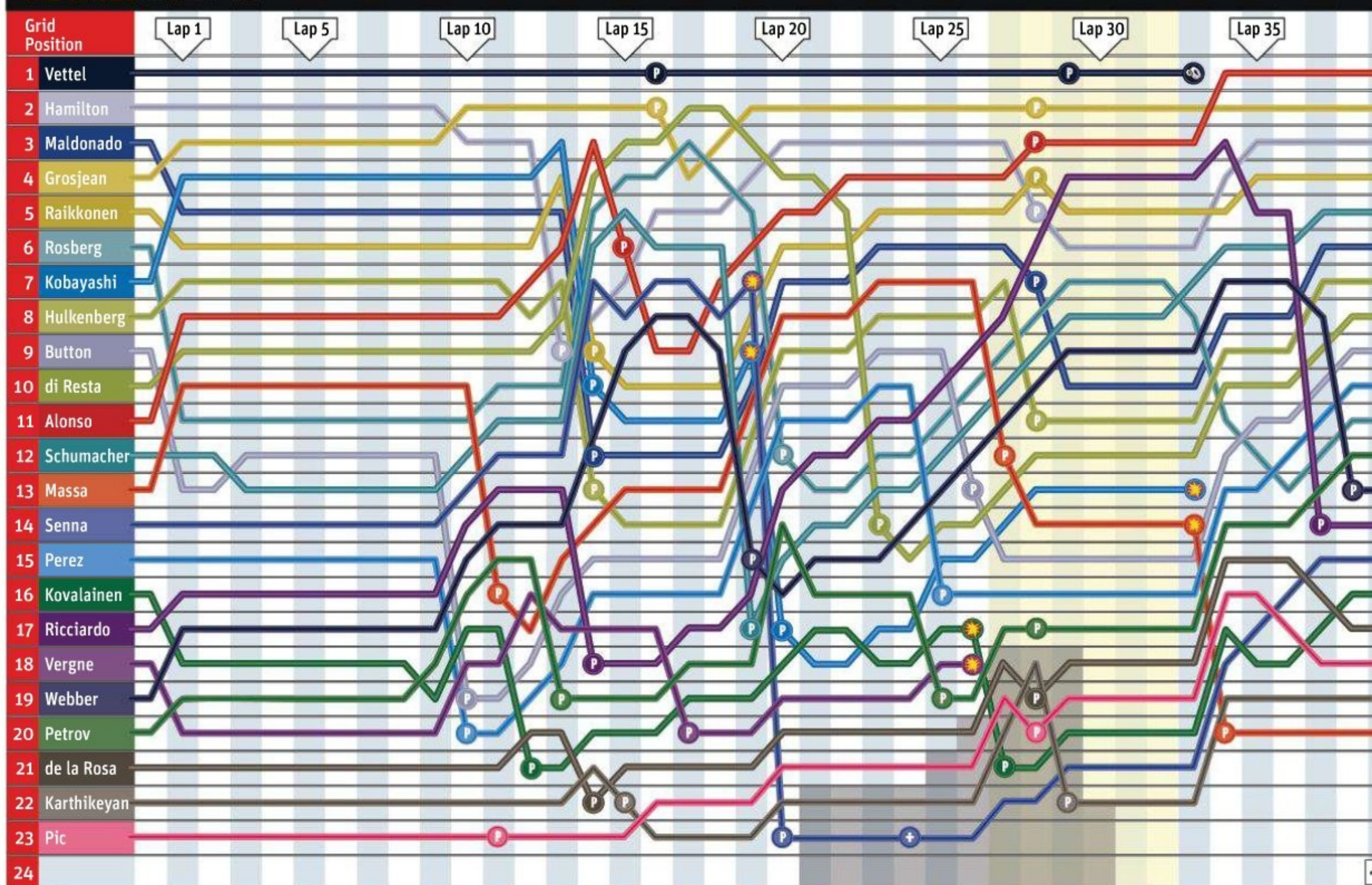


FOR IN-DEPTH F1 RESULTS

FORIX

EUROPEAN GP THE FINAL WORDS

THE RACE: LAP BY LAP



TRACKSIDE VIEW

MARK HUGHES
GRAND PRIX EDITOR



It's a strong, gusty tailwind for the cars as the drivers hit the brakes for the tight right-left of turns 12-13, a different feeling beneath them each time as the wind is forever changing. Getting enough speed off is proving problematic. You hear engines in top gear straining for the last couple of hundred revs against the squaring resistance of the air, then the sudden cut, four explosive downshifts and, if they've jettisoned enough speed, the clean, piercing sound of the V8 on low-gear acceleration. But if they've over-committed, you can hear it even before they arrive in sight; after the final downchange there is relative silence, as

they stay off the gas, wrestling the wheel – and they will then arrive off-line, already heading for the exit kerb. Or – if they've really overdone it – won't even try to make the corner, will just open up the steering and head for the run-off. The sequence of this corner has a distinct aural phase to it, accentuated by the fuel-saving cylinder cut programmes, each of which have their own tone. You can pick out a Red Bull without seeing it. After the clear-throated acceleration between the two turns, there's the warbling part-throttle sound as they get turned in to 13 – the whole thing amplified by the walled confines of the cranes and warehouses.

THURSDAY

1301 @NicoHulkenberg: "Nice view from my room in the Motorhome – wondering, whose boat that is :)"



1348 Williams driver Pastor Maldonado says that the midfield teams will continue to be a thorn in the side of the big guns for most of the season.

1400 Sergio Perez talks down his chances of winning at Valencia... but expects Sauber to be very strong at Silverstone.

1515 Lewis Hamilton admits that he expects "tough" contract negotiations with McLaren over his mooted new deal.



1528 Fernando Alonso reveals that he does have a say in who his future team-mate will be at Ferrari.

1537 Hamilton and Alonso both describe losing 2007 world title to Kimi Raikkonen at the final race as the lowest point of their time together at McLaren. Honest...

1557 Sebastian Vettel says he is "flattered" by Stefano Domenicali's suggestion that he could "co-exist" with Fernando Alonso at Ferrari.

1605 @WilliamsF1Team: "Valtteri [Bottas] is a very proud man: his girlfriend Emilia has been selected for the Finnish Olympic team!"



1634 Michael Schumacher talks down his victory chances. "We hope to be in a good position, but to call it a victory here, that would be too optimistic."

GRAND PRIX DIGEST

The weekend in a nutshell - on-track incidents, team radio and tweets that you might have missed...

SATURDAY

1140 Pedro de la Rosa spins at the last corner during FP3.

1345 Marussia confirms that Timo Glock will not take part in qualifying because of a stomach complaint.

1421 Mark Webber fails to make the cut in Q1 after hydraulic problems mean he can't use the DRS.

1449 After missing Q3, Fernando Alonso tells Spanish TV: "You sell the race to the people any way you want, but the podium is not possible."

1501 **Jenson Button in Q3: "Massive understeer on that tyre - arrrrgh! I can't understand why we're getting so much locking, it's everywhere."**

1611 Button apologises via Twitter for negative comments about Valencia. He criticised the circuit for producing boring races because overtaking isn't possible.

1701 **@H_Kovalainen: "Great quali today, got two great laps in, well done to all in our team, hard work paying off little by little!"**

1720 Michael Schumacher takes the blame for his disappointing qualifying. "I didn't perform as I'm used to performing," he said.

1844 Stewards take no action against Hamilton for impeding Nico Rosberg during qualifying.

2213 **@pauldirestaf1: "Tough day, had some good speed in the car. Just made a mistake in Q3, top 5 was possible. Looking to go forward in the race, pushing on."**



SUNDAY

0945 Marussia confirms that Glock will not race due to an intestinal infection.

1437 Bruno Senna hits Kamui Kobayashi and spins. Senna is hit with a drivethrough penalty for the incident.

1512 **@InsideFerrari: "Lotus and Hamilton are very quick, it will be hard to keep them behind"**

1536 Stewards hit Kobayashi with a five-place grid drop for the British Grand Prix after crashing into Felipe Massa.

1557 Lewis Hamilton claims that victory wasn't possible even without the delay at his second pitstop. "We were a long, long way off today," he said.

1558 Hamilton and Pastor Maldonado called to the stewards for their collision. Maldonado later loses 10th place after a 20-second penalty.

1809 **@NicoHulkenberg: "What a Race!! It was hard work without KERS but I'm very happy with P5. :)"**

1822 Jean-Eric Vergne given a five-place grid penalty for Silverstone for side-swiping Heikki Kovalainen.

1913 **@JeanEricVergne: "All my apologies to @H_Kovalainen, rookie, not rookie, just my mistake and will learn from it..."**

1932 **@alo_oficial (Alonso): "G R A C I A S !!!!!!! Thanks so much to all of you!!!!!! #valenciaAlo"**



FRIDAY



1022 Fernando Alonso takes to the track in FP1 with his front wing, floor and turning vanes covered in flo-vis paint.

1043 **Jenson Button locks up and takes to the escape road at Turn 3. Reports that KERS "is just not working properly".**

1428 Michael Schumacher reports a possible engine problem in FP2, complaining of a "drive" issue. Investigations reveal no problem.

1444 Pedro de la Rosa crashes at Turn 14 (right). The Spaniard accepts the blame for the shunt.

1459 Sergio Perez has a big spin at Turn 17.

1511 Romain Grosjean locks up and flies up an escape road while trying to get ahead of Schumacher, who does well to avoid him.

1539 Sebastian Vettel is cautious on Red Bull's updates, described by one source as a 'd-spec' package. He insists that they don't have "a fair conclusion".

1542 Schuey says "I guess he is still a bit green" of Grosjean after near-miss.

1545 Lewis Hamilton talks up Force India. "The Force India is unbelievably quick today," he said. "I don't know where they found their time."



2059 **@Pastormaldo: "Was a good day, we complete all the test plan, we are still working in the car to improve it... Qualy will be very close..."**

VALENCIA

SPAIN

June 22-24

GP2 Series

Round 6/12



AT A GLANCE

- Race 1 **Esteban Gutierrez**
- Race 2 **Luiz Razia**
- Pole position **James Calado**
- Fastest laps **Gutierrez/Nasr**



Razia made good progress before taking race two lead



Calado, Razia and Leimer on podium

Razia takes centre stage

Brazilian's double podium in Valencia has taken him to within one point of the title lead. But the streets saw plenty of drama...

MORAL VICTORIES ARE OFTEN a worthless beast and last Saturday's GP2 race was a case in point. The record books will show only that James Calado finished eighth on the streets of Valencia, but we all know history is bunk...

Calado had a narrow squeak before qualifying, when he nearly hit Johnny Cecotto Jr in the pitlane. His Lotus team was fined €1000 for an unsafe release, but Calado escaped censure. He set the pace on his first qualifying run on softs, despite upshifting when he hit a kerb, an error worth about 0.2s, but then failed to improve when he found the supersoft relatively grippless. He eventually spun, but his earlier lap was quick enough for pole by 0.007s.

Calado started well while his front-row neighbour

Felipe Nasr suffered an immediate throttle damper failure, leaving the DAMS man with a choice of full power or almost none at all. He would soon tumble.

Calado led initially from Caterham's Giedo van der Garde, Lotus man Esteban Gutierrez, Nasr, Racing Engineering's Fabio Leimer and iSport's Marcus Ericsson, while Max Chilton's Carlin car was bundled over a kerb, dropping him from fourth to 13th, and Jolyon Palmer, after a good start – was tipped into a spin by Leimer that cost the Brit his front wing.

Gutierrez shoved van der Garde wide at the hairpin on lap 10, allowing Leimer and Ericsson to profit, and the Dutchman headed straight to the pits for fresh rear Pirellis. The right-hand rim jammed,

however, and several seconds were lost. Most of the lead group had stopped by lap 12, by which time Calado was in a parallel universe, but when Tom Dillmann lost part of his rear wing, the erratic Rodolfo Gonzalez hit the debris, the scattered carbon shards triggering a safety car.

With Lotus too slow to react, Calado's immaculate afternoon turned sour.

The restart at the end of lap 17 saw the yet-to-stop Calado leading Leimer, Gutierrez, Ericsson and Luiz Razia, but was neutralised again almost straight away. Nasr finally lost all throttle response, causing the following Palmer to jink to his right on the approach to Turn 10... where he arrived to find Fabrizio Crestani turning in. Contact flipped the Italian and everything



Valsecchi (3) had a disastrous weekend

slowed once more. "It was probably my fault," Palmer said. "But I didn't see him." Stewards gave him a 10-place grid penalty for the sprint.

The green flag came at the end of lap 21, whereupon Gutierrez elbowed Leimer wide at the final turn and Arden man Razia clipped Ericsson. The Brazilian briefly gained second, but

had damaged his front wing and soon slipped behind Gutierrez and Ericsson again.

The safety car was required once more on lap 23, when Gonzalez shoved Giancarlo Serenelli into a wall. Stewards gave Gonzalez a grid penalty, but could have done us all a favour by dropping his car into the marina and making him walk.

RACE RATING

★★★★★

For the drivers at the front. Certainly NOT for the hapless Rodolfo Gonzalez

MILESTONE

GP2 debut for Dutch Auto GP racer Daniel de Jong with Rapax



REPORT GP2 VALENCIA

SIMON ARRON reports



Gutierrez scored first win of 2012

Calado dropped to 10th with his stop, so Gutierrez took his first feature win – the time limit reached two laps ahead of schedule – from Ericsson, Razia, Leimer, Rio Haryanto (Carlin), Nathaniel Berthon, Chilton, Cecotto and points leader Davide Valsecchi, who ended lap one in 15th. Moral victor Calado gained two positions, though – and pole for the sprint – when Valsecchi and Cecotto were penalised, the former for overtaking behind the safety car, the latter for unsafe release.

The sprint started with a bang as Berthon elbowed Ericsson towards the Turn 2 wall and triggered a crash that eliminated the Swede, Gutierrez and Stefano Coletti, triggering one safety car and another soon followed when Palmer and Cecotto collided.

Calado led, but his tyres were several laps older than most rivals' and he endured huge pressure from Haryanto and Chilton.

"With six laps to go I was a sitting duck," he said. "I had no grip." Haryanto took a lunge on lap 20, prompting his own retirement and forcing Calado wide, but the Brit stayed ahead and gave a perfect demonstration of firm, clean defence from Leimer. The Swiss squeaked in front on the final lap, but took a short cut and had to cede the place. As he did so, Razia cut through to pass both. "I knew some of the guys ahead had tyre trouble," he said. "So I thought I might make the podium. But a win? No way."

It was an uplifting conclusion to a pantomime weekend. Calado had been its star, but he wasn't alone. ❧

PORSCHE SUPERCUP

Rast has a blast in the city

➤ Rene Rast won an entertaining Porsche Supercup race on the streets of Valencia while a raft of jumped-start penalties completely jumbled up the order, fortunately without affecting the top three.

A winner of the last Porsche race on the Spanish track in 2010, Lechner driver Rast took pole ahead of Konrad Motorsport's Sean Edwards, Norbert Siedler (Lechner) and Kevin Estre (Attempto).

Several drivers jumped the start; most obviously Konrad's Christian Engelhart, who challenged Edwards for second and made side-by-side contact at the kink, but emerged unscathed.

Edwards slotted into second behind Rast, while further back, Lechner's Michael Ammermueller found himself squeezed into the wall and Siedler dropped back after a poor first lap.

As Rast and Edwards maintained station, Engelhart lost third to Estre. He still managed to punt the Frenchman into a spin though before taking his

As close as anyone got to Rast in Spain



own drive-through penalty.

Out front Rast was in a class of his own, eventually opening up a gap of 11.5s on Edwards. The Brit was himself some 6s clear of third placed Robert Lukas (Forch), up from eighth on the grid. VERVA's Kuba Giermaziak had been third but had a late spin that promoted Estre to fourth. Giermaziak crossed the line fifth, ahead of Siedler, Nicki Thiim (Attempto) and the frustrated Engelhart.

But there was still more drama to come when the stewards reviewed the start videos after the race. Estre, Giermaziak, Siedler and Engelhart were all deemed to have jumped the start, and all received 30s penalties. Fourth

thus went to Thiim, who had been seventh, while fifth was inherited by Philip Eng (ninth at the flag) and sixth by Sebastiaan Bleekemolen (from 10th spot).

Meanwhile the championship is finely poised with Edwards leading the standings on 61 from Siedler on 59 and Rast on 58.

● Adam Cooper

RESULTS

1 Rene Rast, 14 laps in 30m40.893s; 2 Sean Edwards, +11.539s; 3 Robert Lukas; 4 Nicki Thiim; 5 Philipp Eng; 6 Sebastiaan Bleekemolen. **Points** 1 Edwards, 61; 2 Norbert Siedler, 59; 3 Rast, 58; 4 Christian Engelhart, 49; 5 Kevin Estre, 47; 6 Kuba Giermaziak, 36.

RESULTS

GP2 Series, round 6 of 12, Valencia Street Circuit (E), June 23-24

RACE 1 GRID

1	CALADO	1:47.342
2	NASR	1:47.349
3	VD GARDE	1:47.543
4	CHILTON	1:47.674
5	GUTIERREZ	1:47.444*
6	VALSECCHI	1:47.458*
7	LEIMER	1:47.779
8	PALMER	1:47.801
9	ERICSSON	1:47.972
10	HARYANTO	1:47.996
11	RAZIA	1:48.155
12	DILLMANN	1:48.176
13	COLETTI	1:48.222
14	RICHELMI	1:48.288
15	BERTHON	1:48.518
16	ONIDI	1:48.578
17	CECOTTO	1:48.390*
18	TRUMMER	1:48.565*
19	KRAL	1:48.626
20	LEAL	1:48.641
21	CRESTANI	1:48.846
22	GONZALEZ	1:48.936
23	MELKER	1:49.021
24	GUERIN	1:49.335
25	DE JONG	1:49.900
26	SERENELLI	No time

RACE 1 - 28 LAPS, 94.282 MILES

POS	NAME	TEAM	TIME	GRID
1	Esteban Gutierrez (MEX)	Lotus GP (ART)	1h00m31.895s	5
2	Marcus Ericsson (S)	iSport International	+1.615s	9
3	Luiz Razia (BR)	Arden International	+6.064s	11
4	Fabio Leimer (CH)	Racing Engineering	+6.408s	7
5	Rio Haryanto (RI)	Carlin	+6.928s	10
6	Nathanael Berthon (F)	Racing Engineering	+7.605s	15
7	Max Chilton (GB)	Carlin	+8.384s	4
8	James Calado (GB)	Lotus GP (ART)	+11.099s	1
9	Stefano Coletti (MC)	Scuderia Coloni	+15.404s	13
10	Simon Trummer (CH)	Arden International	+15.782s	18
11	Giedo van der Garde (NL)	Caterham Racing	+15.962s	3
12	Julian Leal (CO)	Trident Racing	+16.869s	20
13	Fabio Onidi (I)	Scuderia Coloni	+17.715s	16
14	Stephane Richelmi (MC)	Trident Racing	+18.338s	14
15	Rodolfo Gonzalez (YV)	Caterham Racing	+22.983s	22
16	Daniel de Jong (NL)	Rapax	+23.456s	25
17	Victor Guerin (BR)	Ocean Racing Technology	-1 lap	24
18	Davide Valsecchi (I)	DAMS	+30.573s**	6
EX	Josef Kral (CZ)	Barwa Addax Team	+19.580s	19
EX	Johnny Cecotto Jr (YV)	Barwa Addax Team	+39.627s	17
R	Giancarlo Serenelli (YV)	Venezuela GP Lazarus	21 laps-accident	26
R	Felipe Nasr (BR)	DAMS	18 laps-throttle damper	2
R	Fabrizio Crestani (I)	Venezuela GP Lazarus	17 laps-accident	21
R	Jolyon Palmer (GB)	iSport International	17 laps-accident	8
R	Tom Dillmann (F)	Rapax	11 laps-lost rear wing	12
R	Nigel Melker (NL)	Ocean Racing Technology	1 lap-brake failure	23

RACE 2 - 23 LAPS, 77.446 MILES

POS	DRIVER	TIME/REASON	GRID
1	Razia	46m07.255s	6
2	Calado	+1.179s	1
3	Leimer	+1.587s	5
4	Chilton	+2.425s	2
5	Berthon	+2.957s	3
6	van der Garde	+4.969s	11
7	Trummer	+8.415s	10
8	Leal	+9.501s	12
9	de Jong	+13.591s	15
10	Valsecchi	+17.564s	16
11	Kral	+21.005s	26
12	Dillmann	+34.565s	21
13	Melker	+46.929s	22
14	Nasr	+50.083s	19
15	Gonzalez	+51.366s	24*
16	Serenelli	+57.490s	18
17	Onidi	+1m03.342s	13
18	Guerin	+1m03.439s	17
R	Haryanto	19 laps-accident	4
R	Richelmi	5 laps-accident	14
R	Palmer	3 laps-accident	23*
R	Cecotto	3 laps-accident	25
R	Ericsson	0 laps-accident	7
R	Gutierrez	0 laps-accident	8
R	Coletti	0 laps-accident	9
NS	Crestani	transmission	20

CHAMPIONSHIP TABLES

POS	DRIVER	PTS
1	Valsecchi	141
2	Razia	140
3	Calado	95
4	Chilton	93
5	van der Garde	89
6	Gutierrez	87
7	Leimer	65
8	Ericsson	52
9	Berthon	41
10	Cecotto	31
POS	TEAM	PTS
1	Lotus	182
2	DAMS	169
3	Arden	144
4	Carlin	119
5	Racing Engineering	106
6	Caterham	95

All in Dallara-Mecachrome GP2/11. * grid penalty; ** penalty applied after race.

Race 1 Winner's average speed: 93.453mph. Fastest lap: Gutierrez, 1m49.360s, 110.844mph.

Race 2 Winner's average speed: 100.751mph. Fastest lap: Nasr, 1m50.556s, 109.645mph.

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- c. Fernando Alonso

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VALENCIA

SPAIN

June 22-24

GP3 Series

Round 3/8



AT A GLANCE

- Race 1 **Mitch Evans**
- Race 2 **Patric Niederhauser**
- Pole **Evans**
- Fastest laps **Evans/da Costa**

REPORT GP3 VALENCIA

SIMON ARRON
reports



Evans comes of age, then turns 18



Evans (4) leads away as Visio is launched

YOU COULD HAVE BEEN

forgiven for not being sure which championship was which, given some of the antics in the preceding GP2 race, but Mitch Evans was a paragon of maturity as he controlled last Saturday's GP3 Series race on the streets of Valencia... and he was still a few hours off his 18th birthday.

Evans's awareness of the bigger picture was obvious during qualifying. Already on provisional pole, the Kiwi had set better times in the first two sectors of his last lap, but backed off when he spotted yellow flags to make sure the stewards got the message. "It was a pity not to complete the lap properly,"

the MW Arden man said. "But I knew nobody else could improve either."

He led the field away, from Lotus (ART) driver Aaro Vainio and Manor's Tio Ellinas, both of whom profited from front-row qualifier David Fumanelli's slow getaway, while the Italian's MW Arden team-mate Matias Laine and Daniel Abt (Lotus) ran fifth and sixth respectively.

Things were less fruitful for the Anglo-Irish contingent. Alice Powell hit some oil at Turn 2 and rammed her Status team-mate Marlon Stockinger, while Fabiano Machado tapped Alex Brundle into a spin, damaging the Carlin

car's right-rear suspension

Things were no better for Conor Daly: the Lotus man arrived to learn of a 10-place grid penalty for causing a collision in Monaco (where he'd been unavailable for stewardly interview because he was having a hospital check-up in the wake of the spectacular accident that followed), and then earned a drive-through for starting too briskly from 16th.

At the front, Evans was rarely able to relax. "Aaro always seemed to be there," he said. "But on lap nine [of 14] he made a mistake at the hairpin and I didn't have to worry so much about my mirrors."

The Finn's error bought the leader another 0.5s, so Evans went after fastest lap instead, bagging it to net a maximum 31 points.

Vainio ran second to the end, but with three laps to go Fumanelli's persistent pressure paid off and he earned his maiden GP3 podium after forcing Ellinas into a mistake.

Kevin Ceccon took

seventh and Will Buller was the best of the UK drivers, although he slipped from eighth to 10th as Patric Niederhauser and Tamas Pal Kiss passed him during the final five laps. Daly was 11th.

Jenzer driver Niederhauser led all the way from pole in the reversed-grid sequel, while Abt took second after passing Ceccon's Ocean Racing Technology car during the opening lap.

Ceccon faced fierce pressure from Ellinas for the morning's balance, but the Cypriot moved ahead after launching himself over the kerbs at the final corner. Loss of momentum dropped Ceccon behind Laine too, while Evans completed the top six. Ellinas was later given a time penalty that dropped him back behind Ceccon and gifted Laine a podium.

Saturday's winner Evans swapped places a couple of times with closest title rival Vainio, but the decisive moment came on lap 11 when the Finn ran wide at Turn 2.

Carlin-run Antonio Felix

da Costa started the first race from the back, for brake discs below the minimum permitted thickness, and was sent there again for the second, having caused a collision on his way through the field. At the second time of asking, the Portuguese made it all the way to eighth.

Buller took ninth and Brundle 14th, while Powell was the innocent party in a first-lap shunt triggered by Daly. The American's weekend ended as it began, with a 10-position grid penalty to be served next time out at Silverstone.

RESULTS

Race 1 1 **Mitch Evans**, 14 laps in 28m13.357s; 2 Aaro Vainio, +2.190s; 3 David Fumanelli; 4 Tio Ellinas; 5 Matias Laine; 6 Daniel Abt; 7 Kevin Ceccon; 8 Patric Niederhauser; 9 Tamas Pal Kiss; 10 Will Buller. **Race 2** 1 **Niederhauser**, 14 laps in 28m13.702s; 2 Abt, +0.924s; 3 Laine; 4 Ceccon; 5 Ellinas; 6 Evans; 7 Vainio; 8 Antonio Felix da Costa; 9 Buller; 10 Kiss. **Points** 1 Evans, 78; 2 Vainio, 74; 3 Abt, 42; 4 Laine, 40; 5 Marlon Stockinger, 39; 6 Niederhauser, 39.

Niederhauser won race two



IOWA

UNITED STATES

June 22-23

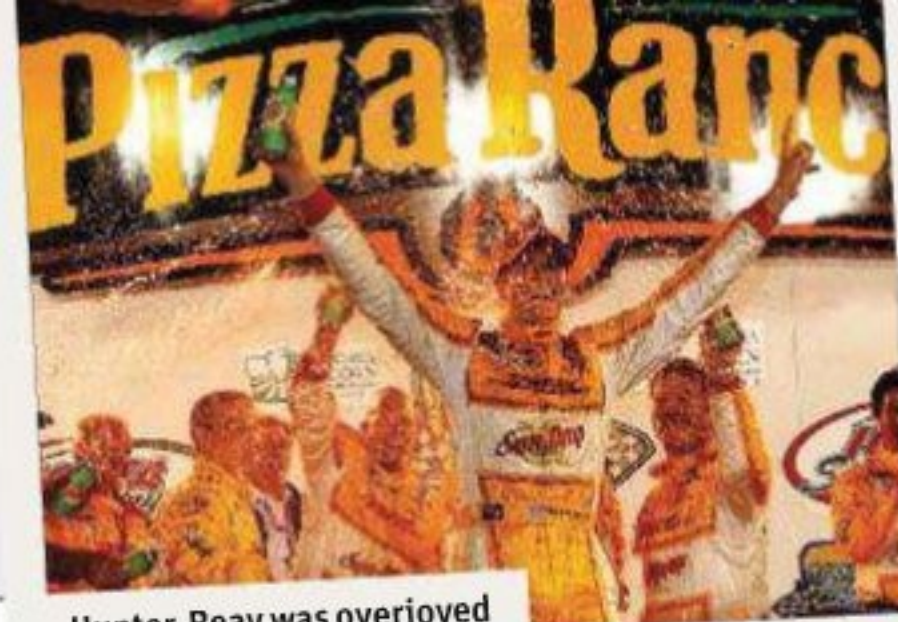
IndyCar Series

Round 9/15



AT A GLANCE

- Winner **Ryan Hunter-Reay**
- Pole **Dario Franchitti**
- Most laps led **Castroneves**
- Fastest lap **Ed Carpenter**



Hunter-Reay was overjoyed



Hunter-Reay is on his way

A second successive win for the American - amid chaos for the other leading title contenders - has pushed him right onto the tail of points leader Power

AMERICAN HORROR WRITERS have spun an entire genre around the theme of strange things emerging from the cornfields of America's rural farm belt and wreaking unholy mayhem.

Murderous children with pitchforks and glowing eyes were in short supply at Iowa Speedway last Saturday night, but that didn't stop things getting weird. A thunderstorm two hours before the scheduled start prompted an hour-long delay to the start, taking IndyCar's tally of rain-affected weekends in 2012 to eight out of nine. The normally benign driver introductions,

a centrepiece of the pre-race ceremony, took an odd turn when Will Power's name was announced, only for Dario Franchitti to appear on the stage. Franchitti's name was then accompanied by fireworks but no driver, with a bemused-looking Power finally emerging into darkness a few moments later. All of this set the tone for what was to follow.

Only Andretti Autosport seemed vaguely immune to whatever Iowan forces were at work, with Ryan Hunter-Reay leading a team one-two and picking up his second win in as many weeks, but even that success carried a

slight taint when the team's main championship contender James Hinchcliffe eliminated himself in a crash.

The only thing that might have softened the blow of his exit was that just about every other driver in the title hunt had something go

wrong as well, although whether the Canadian will view that as damage limitation or an opportunity squandered will depend upon how things shake out at the end of the year.

For Hunter-Reay, the race was relatively straightforward.

Marco Andretti had tested at the track a week earlier and, while the series then mandated a maximum rear-wing angle to limit downforce (a measure that proved successful in Texas), the work done by Andretti was solid enough that Hunter-Reay was able to take his set-up, tweak it a bit, and beat him with it.

Both Hunter-Reay and Andretti had run with the lead group throughout the race and, with every crisis that befell one of the cars racing alongside them, their situation looked ever

Kanaan (11) raced his way up to third from 19th on the grid



RACE RATING

★★★★☆

Wall-to-wall strangeness, but never a dull moment

MILESTONE

Tony Kanaan was Andretti's last back-to-back winner in 2007, at Michigan and Kentucky



REPORT INDYCAR IOWA

MARK GLENDENNING
reports



Hunter-Reay battled with team-mate Andretti



Dixon led at times...



The reason for the late start



...while engine troubles ruined Franchitti's race

stronger. The pair went into the final quarter of the race running in a group just behind leader Scott Dixon, who had gone off-strategy in the hope that a favourably-timed yellow might help him to overcome his struggles with awkward handling.

Fighting behind the New Zealander was fierce, not least between the team-mates themselves, but Hunter-Reay managed to move himself to the head of the pack just as Dixon's front tyres began to fade. He picked an increasingly defenceless Dixon off with apparent ease 14 laps before the end, with Andretti repeating the trick a couple of minutes later. At that point the stage seemed set for an intra-team duel to the finish, but that was derailed when Katherine Legge put her Dragon entry into the fence four laps before the chequer, forcing the race to finish under yellows (but

no doubt doing wonders for team boss Michael Andretti's blood pressure).

Tony Kanaan squeezed in a couple of late passing moves right before the caution with his KV Racing car to earn himself the final spot on the podium, a deserved result after an evening spent in the company of the contenders. His last two scalps were Simon Pagenaud, who had no business being that far up the field in the first place after starting from last on the grid in his Schmidt-Hamilton car, and Dixon.

But the story was not about who was up at the front, but rather who wasn't. Franchitti, starting from pole after dominating the final heat the previous evening, probably climbed into his car feeling optimistic that the driver-intro hiccup would be as bad as things would get. Fate proved otherwise when his engine exploded during

the warm-up lap, putting the Chip Ganassi Racing machine out before the green flag had even waved. Alex Tagliani was lucky not to suffer the same fate when he spun just before Franchitti's smoky exit, but he was able to get going again. Unfortunately an engine failure also accounted for the Canadian late in the race.

Power was fortunate to escape the weekend with his championship lead intact when he departed the race in a crash with EJ Viso. Drivers' reputations tend to precede them, and at first look it was widely assumed that Viso — who had cleanly passed 16 cars up to that point — had regressed into some old habits and taken the Team Penske entry out, but the Venezuelan was exonerated by a replay that clearly showed Power moving down the track and into him. Power took the blame, explaining that his spotter hadn't ▶

Andretti team on the up

Go back and read virtually any 2012 IndyCar season preview, and you'll likely find some reference to the prospect of the new DW12 chassis breaking the Penske/Ganassi stranglehold on the championship battle.

Yet during the first half of the season, it seemed that the two powerhouses of the series had been underestimated, with Team Penske winning the first four races and Chip Ganassi Racing claiming the next two (including the Indy 500). Dale Coyne Racing livened things up with Justin Wilson's victory in Texas, but with two wins on the trot and two drivers, Ryan Hunter-Reay and James Hinchcliffe, in the top five in points, it's Andretti Autosport that stands the best chance of ushering in a new era. At least, that's what

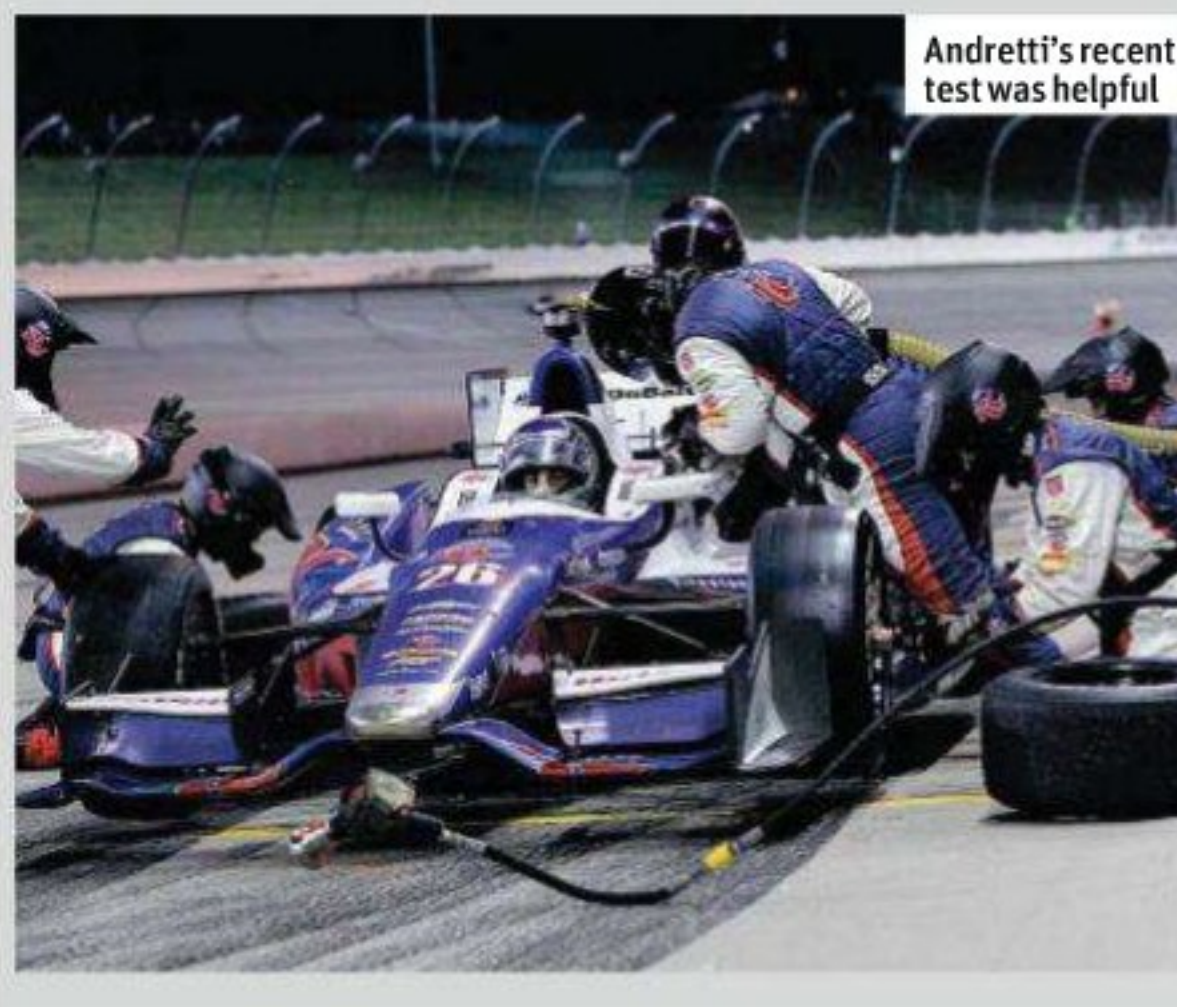
Marco Andretti — currently the lowest-placed of the team's three full-time drivers in 14th — thinks.

"Definitely, that [one-two in Iowa] was a statement," he said. "Andretti is back on top, so it feels good."

His father, team boss Michael, is more circumspect, but even he admits that consecutive wins at Milwaukee and Iowa bode well.

"I hope Marco's right," he said. "We have been competitive all year, and we have been knocking on the door, and finally to break through the last two weekends has been great."

"Now hopefully we can carry this momentum for the rest of the year. We have two guys in a serious fight for the championship, which is great odds for us. So I'm real happy about that."



Andretti's recent test was helpful

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Castroneves led the most laps

“Normally I want Dario’s luck. Not today”

Marco Andretti has a revised perspective

REPORT INDYCAR IOWA



Pagenaud chases down Wilson



Penske’s nightmare, as Power crashes...



...and Briscoe follows him into retirement later

informed him that Viso was moving to the inside.

A similar incident also meant an early shower for Power’s team-mate Ryan Briscoe, who had followed Dixon in going off-strategy. He was posting strong lap times and just moving into the phase of the race that would have determined whether his gamble was going to pay off when he fell victim to a lunge from rookie Josef Newgarden. Despite playing no part in the accident other than being in the wrong place at the wrong time, Briscoe was generous to the 21-year-old afterwards (“he’s a rookie, so he’ll learn from it”), although the Tennessean stopped short

of accepting responsibility.

The culling of so many threats should have presented a gilt-edged opportunity to Hinchcliffe, who went into the weekend second in the points thanks to a campaign built around getting up towards the front and making it to the finish. He was gently admonished by his engineer over the radio early in the race for seeking confirmation that Franchitti and Power were out, and the pitwall’s caution proved well-founded when a combination of cold tyres and dirty air caused his rear to snap around on a restart, spitting him into the barrier.

A single-car shunt also accounted for JR Hildebrand,

who was fiddling with his car’s settings in the hope of balancing out the handling, and instead managed to dial in just enough understeer to put himself into the wall. It was an unfortunate end for the American, who was doing a good job of making up ground after losing three laps to a front-wing change

on the Panther Racing Dallara at the start.

Amid the spate of yellows there were some genuine heroics. Rubens Barrichello was unfortunate to be bumped out of the third heat race on Friday, which would have given him a shot at pole, but his ongoing adaptation to the world of

oval racing ended with a strong seventh place, just behind Brazilian compatriot Helio Castroneves. Oval specialist Ed Carpenter, meanwhile, saved face by climbing from the rear of the field to eighth after failing to make an impression early in the weekend.

Iowa marked the end of the mid-season oval swing, and the series now returns to a battery of road and street courses, starting with a visit to the streets of Toronto next week. Less than a month ago, Power was flagging Dixon as his main title rival. With two wins on the trot, Andretti Autosport may yet have something to say about that.

RESULTS

IndyCar Series, round 9 of 15, Iowa Speedway (USA), June 22-23

GRID

1 FRANCHITTI	2 CASTRONEVES
3 ANDRETTI	4 HINCHCLIFFE
5 BRISCOE	6 POWER
7 HUNTER-REAY	8 DIXON
9 TAGLIANI	10 NEWGARDEN
11 BARRICHELLO	12 HILDEBRAND
13 WILSON	14 KIMBALL
15 SERVIA	16 LEGGE
17 CONWAY	18 JAKES
19 KANAAN*	20 RAHAL
21 CARPENTER	22 SILVESTRO
23 SATO	24 VISO*
25 PAGENAUD*	

250 LAPS, 223.500 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Chevrolet DW12	1h43m39.3031s	7
2	Marco Andretti (USA)	Andretti Autosport	Dallara-Chevrolet DW12	+0.1103s	3
3	Tony Kanaan (BR)	KV Racing Technology	Dallara-Chevrolet DW12	+2.7245s	19
4	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda DW12	+3.0075s	8
5	Simon Pagenaud (F)	Schmidt-Hamilton Motorsports	Dallara-Honda DW12	+3.8468s	25
6	Helio Castroneves (BR)	Team Penske	Dallara-Chevrolet DW12	+5.0361s	2
7	Rubens Barrichello (BR)	KV Racing Technology	Dallara-Chevrolet DW12	+5.9890s	11
8	Ed Carpenter (USA)	Ed Carpenter Racing	Dallara-Chevrolet DW12	+6.9856s	21
9	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda DW12	+7.1607s	20
10	Justin Wilson (GB)	Dale Coyne Racing	Dallara-Honda DW12	-1 lap	13
11	Charlie Kimball (USA)	Chip Ganassi Racing	Dallara-Honda DW12	-2 laps	14
12	Takuma Sato (J)	Rahal Letterman Lanigan Racing	Dallara-Honda DW12	-3 laps	23
13	James Jakes (GB)	Dale Coyne Racing	Dallara-Honda DW12	-5 laps	18
14	Simona de Silvestro (CH)	HVM Racing	Dallara-Lotus DW12	-6 laps	22
15	Katherine Legge (GB)	Dragon Racing	Dallara-Chevrolet DW12	243 laps-accident	16
16	Alex Tagliani (CDN)	Bryan Herta Autosport	Dallara-Chevrolet DW12	207 laps-engine	9
17	James Hinchcliffe (CDN)	Andretti Autosport	Dallara-Chevrolet DW12	195 laps-accident	4
18	Ryan Briscoe (AUS)	Team Penske	Dallara-Chevrolet DW12	178 laps-accident	5
19	Josef Newgarden (USA)	Sarah Fisher Hartman Racing	Dallara-Honda DW12	178 laps-accident	10
20	Mike Conway (GB)	AJ Foyt Racing	Dallara-Honda DW12	123 laps-handling	17
21	Oriol Servia (E)	Panther/Dreyer & Reinbold Racing	Dallara-Chevrolet DW12	98 laps-engine	15
22	JR Hildebrand (USA)	Panther Racing	Dallara-Chevrolet DW12	95 laps-accident	12
23	Will Power (AUS)	Team Penske	Dallara-Chevrolet DW12	67 laps-accident	6
24	EJ Viso (YV)	KV Racing Technology	Dallara-Chevrolet DW12	67 laps-accident	24
25	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda DW12	0 laps-engine	1

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Power	286
2	Hunter-Reay	283
3	Dixon	271
4	Castroneves	261
5	Hinchcliffe	256
6	Pagenaud	246
7	Kanaan	235
8	Franchitti	216
9	Briscoe	205
10	Rahal	193

Winner's average: 129.371mph.
Fastest lap: Carpenter, 17.7343s, 181.478mph.
Qualifying: Grid determined by results of three 30-lap heat races, entry for which decided by practice speeds.
Heat 1: 1 Rahal; 2 Newgarden; 3 Hildebrand; 4 Viso; 5 Servia; 6 Conway; 7 Carpenter; 8 Sato.
Heat 2: 1 Kanaan; 2 Tagliani; 3 Barrichello; 4 Wilson; 5 Kimball; 6 Legge; 7 Jakes; 8 de Silvestro; 9 Pagenaud.
Heat 3: 1 Franchitti; 2 Castroneves; 3 Andretti; 4 Hinchcliffe; 5 Briscoe; 6 Power; 7 Hunter-Reay; 8 Dixon.
* 10-place grid penalty

CROFT

 GREAT BRITAIN

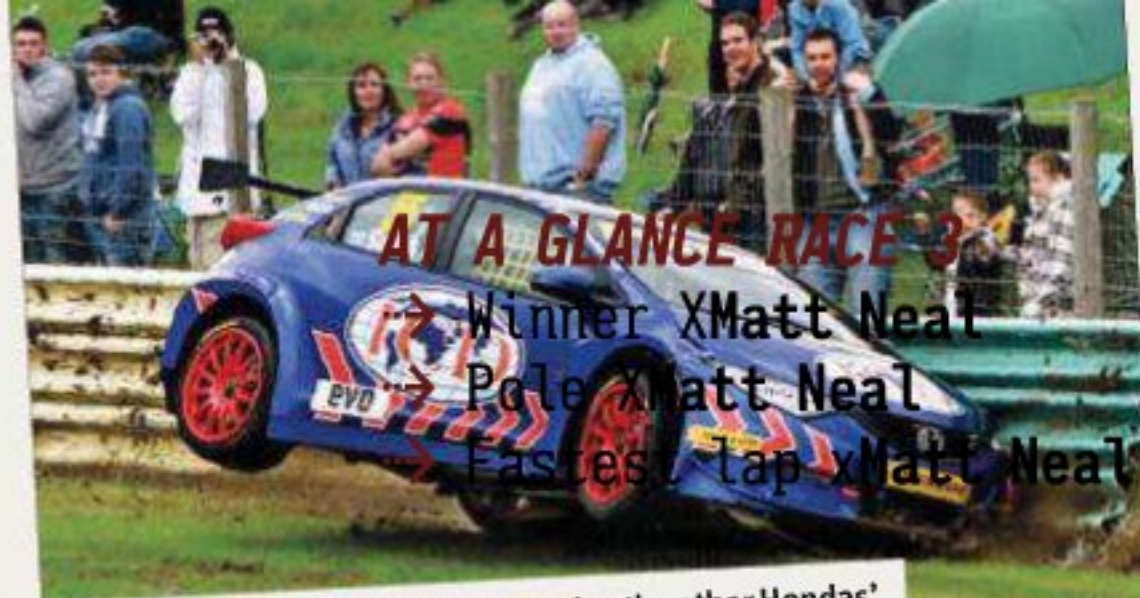
June 23-24

British Touring Car Championship
Round 5/10



AT A GLANCE RACE 1

- Winner **Matt Neal**
- Pole **Neal**
- FL **Tom Onslow-Cole**



Jeff Smith's weekend wasn't as good as the other Hondas'

AT A GLANCE RACE 3

- Winner **Matt Neal**
- Pole **Matt Neal**
- Fastest lap **Matt Neal**



Honda's rivals need a break

Matt Neal and Gordon Shedden give the Civic another two wins at Croft, but the rest now have the summer to come up with an answer.



THE BRITISH TOURING CAR Championship reached its halfway point at Croft, and the statistics point to this being the most dominant season by a manufacturer since the days of the Vauxhall Astra Coupe in the

early years of the century. The Honda factory team has won 10 of the 15 rounds so far. Its drivers Matt Neal and Gordon Shedden are one and two in the standings, separated by only a single point, while

the squad leads the manufacturers' and the teams' tables. Shedden and Neal took another win apiece in North Yorkshire last weekend, but this title fight is far from over, for Jason Plato and the MG team are still coming. Plato fought back from a weekend filled with mechanical problems to take the reversed-grid win in race three and it was, as he described it, "the last page of the first chapter". He left the circuit smiling because he had his 70th BTCC career victory in his back pocket, but there was more to his grin than that. There is now a seven-week gap before the championship fight reconvenes at Snetterton on August 11-12 and the

development race is on. The trouble for the dominant Civic duo, which is run by Team Dynamics, is that their car is almost perfect. For Plato and MG, there is a long way to go in terms of refining the hardware. "There is another second a lap in this car, no question. We just need to unlock it" Plato is confident the MG6 is still getting better

got to keep pushing because we are always going to be certain that Triple Eight and MG will. Nothing's won yet, by a long way. "I had a misfire and a brake problem in the second race of the weekend, so to come away with a win and a second and a title lead is fantastic, but we are just looking at the others. The fight's going to come." There was a certain air of optimism from the entire MG camp over the weekend, although it had been severely tested. Just as at Oulton Park two weeks ago,



Three Hondas lead the way in race one

RACE RATING

★★★★☆

Tense races, but the action didn't really break out until late in race three

MILESTONES

Jason Plato's 70th BTCC victory; Paul O'Neill's first 2012 outing, and first race in NGTC machine; ninth and 10th victories for Honda's latest Civic

REPORT BTCC CROFT

MATT JAMES
reports



Plato stayed in contention with 70th BTCC victory



Engine change spoiled Jackson's weekend



Austin's Audi was rapid on its race return

Neal and Shedden share wins before Plato strikes

For Honda, Croft has always been a happy hunting ground. And, from first and third on the grid, it was pretty certain that would continue last Sunday.

Given the fact that Shedden (45kg) and Neal (36kg) were saddled with the extra weight for previous successes, it must have been depressing for the rest to watch the factory duo, split initially by Andrew Jordan's Eurotech car, scamper away at the start of the opening race.

Neal, running in third after a broken clutch caused him to drag at the start, was the most feisty and his robust move down the inside of Jordan on lap six meant that the Civics rubbed side-to-side, which damaged the exhaust on the privateer's machine. It also served to delay Jordan enough for Rob Collard to dive ahead at the start of lap seven. Neal still had his race-leading teammate to contend with and got on the car-to-pit radio. "I told them I was faster than Gordon," said Matt. "I told them that either he let me through, or Collard would be all over me."

"I got the call, but I wasn't going to make life easy for him," said Shedden. It took until lap 12 for the move to come, and Neal dived down the inside of his sister car to take the lead. In a mirror image of what happened before, Neal's robust move put Shedden off line and Collard followed him into second.

Shedden would finish third ahead of Jordan, Rob Austin's remarkable Audi and Andy

Neate, who had his best performance in an MG yet.

Neal knew he was in trouble as he got up to speed in race two. He was having difficulty stopping the Civic and there was an increasing concern about a misfire, which was later traced to an oil-pressure problem with the turbo. All that would, this time, play to Shedden's benefit. After a couple of tours, Neal was passed by Shedden and that was it in terms of competition at the front.

Jordan was again in their wheeltracks early on, but a locking differential was causing him some concern and that meant that he was using his rubber harder than he should have been. He ceded third to Austin's Audi and only just managed to fend off Collard and Tom Onslow-Cole on the dash to the finish line.

In race three, Nick Foster's early advantage from pole only lasted for four laps before Andy Neate launched his MG down the inside of the BMW at Tower. A lengthy mid-race safety car period, caused when Lea Wood's Vauxhall and Liam Griffin's Ford made contact entering Tower, left a seven-lap sprint for honours.

Jason Plato leapt from fourth to second when Collard and then Frank Wrathall's Toyota slewed wide on the slippery surface at Tower. Plato tracked Neate before making a move that stuck. As Neate and Foster slipped back, Onslow-Cole forged up to second and Jordan only just held third from Neal at the flag.

Plato had been unable to start the opening race of the weekend when there was a failure on his car that was related to a mandated control part — nothing to do with the Triple Eight Race Engineering team. It was a recurrence of an electrical problem that had happened in qualifying, and which had denied him a final tilt at pole position.

Twelve months ago, this might have prompted histrionics from the man at the controls, but not now. He knows that the car has untapped potential and the break before the next rounds will give him the chance to find it.

"There is another second a lap in this car, no question," said Plato — even after winning race three.

"We just need to unlock it. The failures that we have had are embarrassing because they're nothing to do with MG or with Triple Eight, but it's hard to relay that to the outside world.

"We've got new parts coming for the suspension, which will be delivered next week. We can bolt them on the car, go testing and find out how to increase the car's performance."

The Honda Racing team had its new Civic in build from September last season and it hit the track at the end of February this year. It had time to iron out the bugs that several of the teams have found with some of the control parts they are obliged to use under the new Next Generation Touring Car

rules. And there were plenty of glitches. The stuttering start to Shedden's campaign — when he only finished one of the three races at Brands Hatch — proved it was a long process.

For Plato, MG and Triple Eight, it could be accused of overachieving at Brands back in April, when it won at its debut meeting with a machine that hadn't so much as turned a wheel before the opening free practice session.

"We haven't had hundreds of kilometres like some of the others," said Triple Eight boss Ian Harrison. "We have a good team of engineers who know how to win championships and we have a driver who knows how to do that as well. That means we were



MG twins Neate and Plato get close in R3



O'Neill enjoyed his return despite woes

AT A GLANCE RACE 2

- Winner Gordon Shedden
- Pole Matt Neal
- FL Andrew Jordan

AT A GLANCE RACE 3

- Winner Jason Plato
- Pole Nick Foster
- FL Plato

able to block off a number of blind alleys at the start of the season just through experience and knowledge, and that led to the win at Brands Hatch. But we have so much further to go."

Plato admits that some of the races this season have been about trying set-ups that aren't traditional in an attempt to unearth more from the MG6.

"We're accumulating everything we can because, as far as we're concerned, the season will start from Snetterton onwards," said the man who has used the mid-season break to launch title bids in the past.

"There's a big lead time when you order new bits; you have to be sure they're what you want and you have to be sure that when you get them, they won't detract from what are some very strong aspects of the car. That's hard to do in the middle of a rapid-fire season. Take the second right-hander at Croft, Hawthorn: it's a long, long

corner where you're hard on the power. The grip that we can generate through there is simply stunning. That's one of the hallmarks of a great car, and I know that from all of the different BTCC chassis I have driven through there. If we can work on the body roll and a couple of other small aspects of the MG and find just a part of the extra second we know that we've got, then we're going to be a real thorn in Honda's side."

Meanwhile, the independent Eurotech Honda of Andrew Jordan could be the buffer for the works Civics to keep the MG wolf from their door.

At Croft, Jordan stretched his lead in the Independents' standings with three top-four finishes.

While it was the NGTC Hondas and MGs that stole the show in North Yorkshire, there were signs that there's still life in the Super 2000 cars of Rob Collard, Tom Onslow-Cole and Nick Foster. Although



Gilham was another to have a tough weekend

"Don't think these are old cars. There's a lot to get to grips with"

Bennetts and WSR are still learning the turbo BMWs



Jordan maintained Independents' points lead

the BMWs are six years old, the fact that the WSR-run machines are mated to a new Neil Brown Engineering turbo motor means that there is a lot of set-up pace to be found. Dick Bennetts and his crew are known for number-crunching, and the calculator will be working overtime in July.

Tom Onslow-Cole scored his season's best result with second place in the third race of the weekend, and Rob Collard also finished just behind the winning Civic in the opening event.

Bennetts said: "Don't think that these are old cars – not by any stretch. The work that has gone in to them in re-engineering them makes them virtually new cars, and there are things the drivers and the team need to get to grips with. Yes, we're getting there, but we aren't there yet. That has still to come."

So while Honda may be counting its trophies from the first half, there are plenty nipping at its heels. ☼

WSR BMWs were again in the mix





Wrathall was quick but hit trouble

NEXT ROUND

SNETTERTON August 11-12



REPORT BTCC CROFT

DRIVER BY DRIVER

Matt Neal (1/2/4)



Feisty R1 win and overcame car issues in R2. Fourth in R3 meant a fine weekend.

Gordon Shedden (3/1/6)



Unhappy with balance in the opening race, but happy with winning R2 pace. Survived R3 chaos for sixth.

Jason Plato (NC/7/1)



Electrics ruined R1, and R2 was a learning process. Moved up nicely in R3 before striking to win.

Andy Neate (6/9/9)



More comfortable with car. Led R3 until his team-mate came by, but looked more competitive.

Mat Jackson (8/NC/12)



Collided with Onslow-Cole in R1 but finished eighth. Engine change before R2 meant climb to 12th in R3.

Aron Smith (10/R/R)



Puncture ruined R1 and a suspension failure in R2 caused crash. Steering then failed in R3.

Liam Griffin (14/14/R)



Jumped the start in R1 and got a drivethrough. Finished R2, but suffered fiery R3 crash.

Rob Collard (2/5/5)



Survived tyre drop-off in R1 to come home second and then banked fifth in R2. Slid wide in R3 lead fight.

Tom Onslow-Cole (7/6/2)



Finished seventh with a puncture after R1 contact in a heroic drive. Second in R3 was season's best.

Nick Foster (18/10/8)



Another to get caught in a startline shunt in R1. Drove well to bag pole in R3, but shuffled back.

Andrew Jordan (4/4/3)



Damaged exhaust hampered R1 and differential ruined R2. Had pace for R3 podium and extended his Indy lead.

Jeff Smith (R/13/11)



Self-perpetuated shunts in R1 and R2 spoiled weekend, but 11th in R3 was some solace.

Dave Newsham (R/12/16)



Never got on top of new tyres in qualifying and suffered as a result. Start crash in R1.

Chris James (16/16/17)



Seemed like he would get through without hitting anything. Eventually did hit something!

Will Bratt (9/18/R)



Ninth in R1 a result of feisty battle, but small off in R2 and alternator issue in R3.

Rob Austin (5/3/7)



Finally found a sweet set-up for the races and was quick in all of them. Third in R2 a highlight.

Frank Wrathall (R/8/15)



Wrathall dropped it early in R1, which meant he had to fight back in R2. Good in R3 until off at Tower.

Adam Morgan (15/20/14)



Went off and suffered overheating in R1, then got driven into in R2. Points in R3.

Paul O'Neill (17/R/13)



Throttle-moderation issue in R1 and gearbox problem in R2, but scored points in R3.

Tony Gilham (12/11/R)



Diff problems in the races after a catalogue of woe in practice. Picked up some damage in races too.

Dan Welch (R/17/10)



Caught up in R1 startline shunt and investigated the fields in R2. Top 10 in R3 was redemption.

Ollie Jackson (11/15/R)

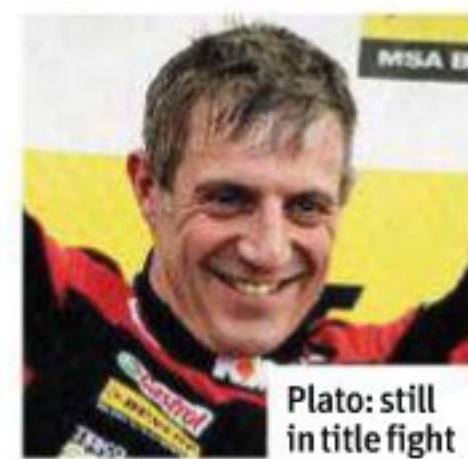


Jackson said he was pleased with car upgrades, but got involved in too many scrapes.

Lea Wood (13/19/R)



Couldn't continue Oulton form. Race one a highlight, damage in R2 and crash in R3 were depressing.



Plato: still in title fight

RESULTS

British Touring Car Championship, round 5 of 10, Croft (GB), June 24

GRID	
1	NEAL 1:24.900
2	JORDAN 1:25.037
3	SHEDDEN 1:25.114
4	WRATHALL 1:25.156
5	PLATO 1:25.221
6	COLLARD 1:25.371
7	AUSTIN 1:25.410
8	M JACKSON 1:25.461
9	NEATE 1:25.580
10	O-COLE 1:25.589
11	MORGAN 1:25.814
12	J SMITH 1:26.060
13	A SMITH 1:26.079
14	WELCH 1:26.123
15	NEWSHAM 1:26.133
16	FOSTER 1:26.388
17	WOOD 1:26.420
18	O'NEILL 1:26.564
19	GILHAM 1:26.845
20	O JACKSON 1:26.965
21	BRATT 1:27.078
22	GRIFFIN 1:27.440
23	JAMES 1:28.757

RACE 1 - 18 LAPS, 38.250 MILES					
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME/REASON	GRID
1	Matt Neal (GB)	Honda (Team Dynamics)	Honda Civic	28m55.451s	1
2	Rob Collard (GB)	WSR	BMW 320si	+0.401s	6
3	Gordon Shedden (GB)	Honda (Team Dynamics)	Honda Civic	+4.923s	3
4	Andrew Jordan (GB)	Eurotech	Honda Civic	+12.910s	2
5	Rob Austin (GB)	Rob Austin Racing	Audi A4	+22.538s	7
6	Andy Neate (GB)	MG KX (Triple Eight)	MG6	+27.387s	9
7	Tom Onslow-Cole (GB)	WSR	BMW 320si	+30.639s	10
8	Mat Jackson (GB)	Motorbase Performance	Ford Focus	+30.972s	8
9	Will Bratt (GB)	Rob Austin Racing	Audi A4	+37.738s	21
10	Aron Smith (IRL)	Motorbase Performance	Ford Focus	+50.725s	13
11	Ollie Jackson (GB)	AmD Tuning	Volkswagen Golf	+52.965s	20
12	Tony Gilham (GB)	Gilham Racing	Honda Civic	+54.104s	19
13	Lea Wood (GB)	Team Wood	Vauxhall Vectra	+1m03.042s	17
14	Liam Griffin (GB)	Motorbase Performance	Ford Focus	+1m04.487s	22
15	Adam Morgan (GB)	Speedworks Motorsport	Toyota Avensis	+1m09.972s	11
16	Chris James (GB)	Team ES Racing	Vauxhall Vectra	+1m14.503s	23
17	Paul O'Neill (GB)	Speedworks Motorsport	Toyota Avensis	-1 lap	18
18	Nick Foster (GB)	WSR	BMW 320si	-2 laps	16
R	Frank Wrathall (GB)	Dynojet	Toyota Avensis	13 laps-acc damage	4
NC	Jason Plato (GB)	MG KX (Triple Eight)	MG6	-8 laps	5
R	Jeff Smith (GB)	Eurotech	Honda Civic	9 laps-accident	12
R	Daniel Welch (GB)	Welch Motorsport	Proton Persona	3 laps-accident	14
R	Dave Newsham (GB)	Team ES Racing	Vauxhall Vectra	0 laps-accident	15

DRIVERS' CHAMPIONSHIP

POS	DRIVER	PTS
1	Neal	221
2	Shedden	220
3	Plato	192
4	Collard	171

5	Jordan	171
6	M Jackson	139
7	Onslow-Cole	125
8	Newsham	84
9	Wrathall	80
10	J Smith	79

RACE 2 - 15 LAPS, 31.875 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Shedden	21m55.113s	3
2	Neal	+4.448s	1
3	Austin	+10.863s	5
4	Jordan	+14.864s	4
5	Collard	+14.961s	2
6	Onslow-Cole	+15.280s	7
7	Plato	+22.814s	20
8	Wrathall	+32.312s	19
9	Neate	+33.109s	6
10	Foster	+39.335s	18
11	Gilham	+46.955s	12
12	Newsham	+47.563s	23
13	J Smith	+47.697s	21
14	Griffin	+50.440s	14
15	O Jackson	+54.021s	11
16	James	+1m13.171s	16
17	Welch	+1m31.933s	22
18	Bratt	-1 lap	9
19	Wood	-1 lap	13
20	Morgan	-2 laps	15
R	A Smith	7 laps-susp/acc	10
R	O'Neill	6 laps-gear linkage	17
NC	Jackson	-14 laps	8

RACE 3 - 18 LAPS, 38.250 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Plato	29m53.281s	4
2	Onslow-Cole	+2.595s	5
3	Jordan	+5.703s	7
4	Neal	+5.951s	9
5	Collard	+6.164s	6
6	Shedden	+7.048s	10
7	Austin	+8.241s	8
8	Foster	+11.056s	1
9	Neate	+14.133s	2
10	Welch	+14.582s	17
11	J Smith	+15.144s	13
12	M Jackson	+15.876s	23
13	O'Neill	+16.132s	22
14	Morgan	+18.709s	20
15	Wrathall	+19.065s	3
16	Newsham	+39.949s	12
17	James	+56.191s	16
R	O Jackson	16 laps-acc damage	15
R	Gilham	12 laps-acc damage	11
R	Bratt	11 laps-alternator	18
R	A Smith	11 laps-steering	21
R	Griffin	5 laps-accident	14
R	Wood	5 laps-accident	19

Race 1 Winner's average: 79.34mph.
Fastest lap: Onslow-Cole, 1m25.927s, 89.03mph.
Race 2 Winner's average: 87.25mph.
Fastest lap: Jordan, 1m26.098s, 88.85mph.
Race 3 Winner's average: 76.78mph.
Fastest lap: Plato, 1m26.026s, 88.92mph.

P50
Support races





- Race 1 **Rory Butcher**
- Race 2 **Butcher**
- Points lead **Michael Meadows**



Butcher beat Gelzinis for first Porsche win

PORSCHE CARRERA CUP & SCOTTISH MINIS CROFT, JUNE 23-24

Butcher breaks through with Porsche double

RORY BUTCHER REIGNED supreme at Croft, winning both Carrera Cup races from pole position and setting a new lap record.

The Scot has always looked a potential winner from his first outing in the VIP car at Knockhill in 2008, but it has taken until now for everything to fall into place.

Things might have been different had Michael

Meadows not tangled with Redline Racing team-mate Yucel Ozbek in qualifying, the resultant damage costing the championship leader the chance of going for pole in the closing stages of the session.

Early in the first race, while running third, Meadows clipped a tyre bale at the chicane, which removed the front splitter and upset his car's handling.

This caused him to flat-spot a tyre, which led to a puncture and his first retirement of the year.

Seeing that Meadows had problems, Jonas Gelzinis drove a controlled race to finish second rather than go all-out for a win, while the tyres displaced by Meadows gave Daniel Lloyd an anxious moment on the grass that dropped him to sixth behind Glynn Geddie, Sam Tordoff (whose battle for third went the way of Tordoff after a bold move at the hairpin) and Ben Barker.

Meadows briefly grabbed the lead into Clervaux at the start of race two, but Butcher boldly stuck to his inside line from pole and Meadows had to slot in behind the Celtic Speed car.

For the rest of the race Butcher impeccably withstood everything that Meadows could throw at him to cross the line just 0.270s in front.

Gelzinis was again on the podium to maintain his championship challenge, while Lloyd this time kept ahead of Tordoff and Geddie.

Pro-Am 1 provided Ahmad Al Harthy with his

third double-header victory of the season with relative ease, ahead of Derek Pierce and Oly Mortimer, while the poorly supported Pro-Am 2 category provided excellent entertainment as Will Goff and Tautvydas Barstys were locked in combat throughout, Goff just gaining the verdict in both races.

Celtic Speed not only runs Rory Butcher's Porsche but also title-sponsors the Scottish Mini Cooper Cup, which brought along two races to support the BTCC at Croft.

English interloper Carl Bradley saw off the Scottish regulars in the first encounter, after passing reigning champion David Sleigh early on.

Sleigh fell back to third, behind brother Tim, after poleman Kenneth Brewster had retired with a broken gearbox.

The reversed grid for race two enabled newcomer Malcolm McNab, sixth on Saturday, to lead almost throughout and take his first win.

Another newcomer, George Orr, grabbed the lead for a couple of laps

mid-race before dropping back to fifth as Bradley and the Sleighs came through.

With his gearbox repaired, Brewster drove a spectacular race from 23rd on the grid to reach seventh place, but the top six were out of reach.

● Ian Titchmarsh

RESULTS

Porsche Carrera Cup GB (15 laps)

1 Rory Butcher; 2 Jonas Gelzinis +3.602s; 3 Sam Tordoff; 4 Glynn Geddie; 5 Ben Barker; 6 Daniel Lloyd. **Class winners** Ahmad Al Harthy; Will Goff. **Fastest lap** Butcher 1m22.982s (92.18mph) **record. Race 2 (15 laps) 1 Butcher**; 2 Michael Meadows +0.270s; 3 Gelzinis; 4 Lloyd; 5 Tordoff; 6 Geddie. **CW** Al Harthy; Goff. **FL** Butcher 1m22.997s (92.17mph). **Points 1 Meadows, 175**; 2 Gelzinis, 157; 3 Butcher, 134; 4 Tordoff, 132; 5 Lloyd, 124; 6 Barker, 113.

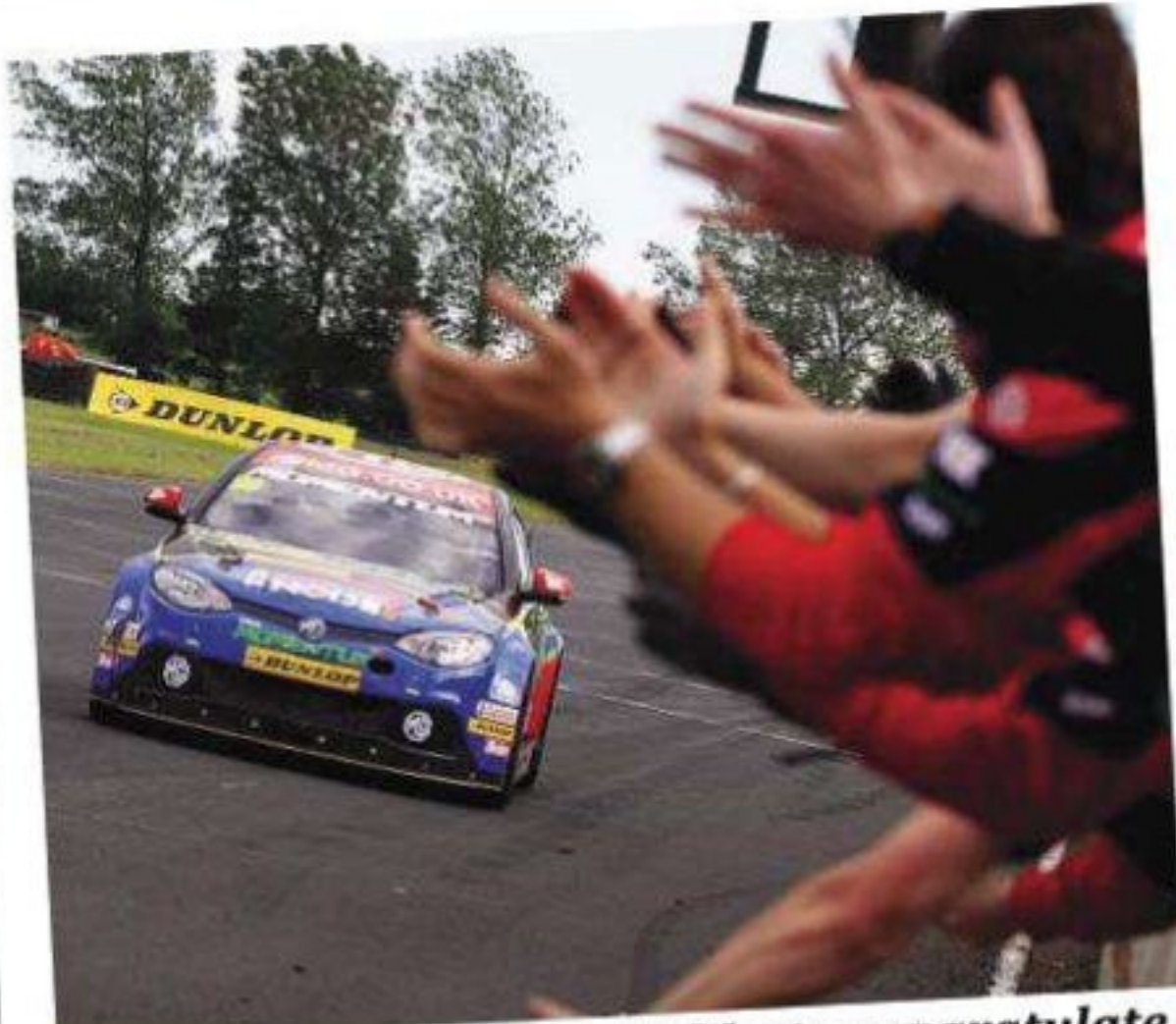
Scottish Mini Cooper Cup (10 laps)

1 Carl Bradley; 2 Tim Sleigh +2.255s; 3 David Sleigh; 4 George Orr; 5 Hamish Brandon; 6 Malcolm McNab. **CW** Orr; Elaine Marshall. **FL** Kenneth Brewster 1m43.872s (73.64mph). **Race 2 (10 laps) 1 McNab**; 2 Bradley +0.809s; 3 T Sleigh; 4 D Sleigh; 5 Orr; 6 Ross Wylie. **CW** Marshall. **FL** Bradley 1m43.784s (73.71mph) **record**.



'Interloper' Bradley won Scottish Minis

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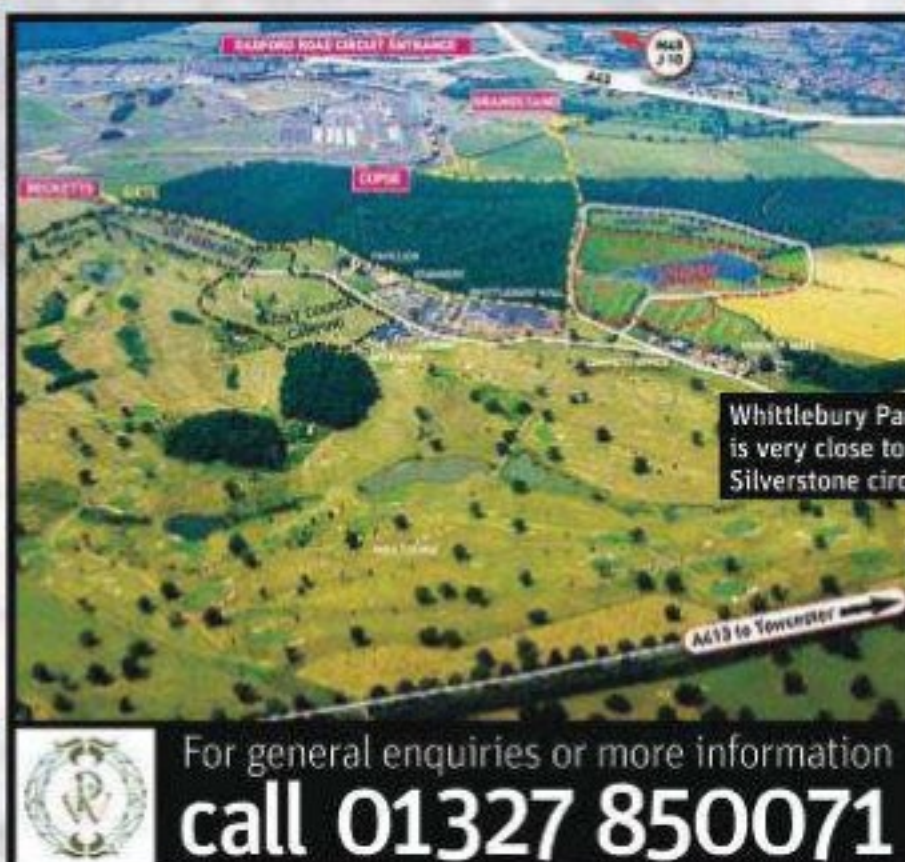
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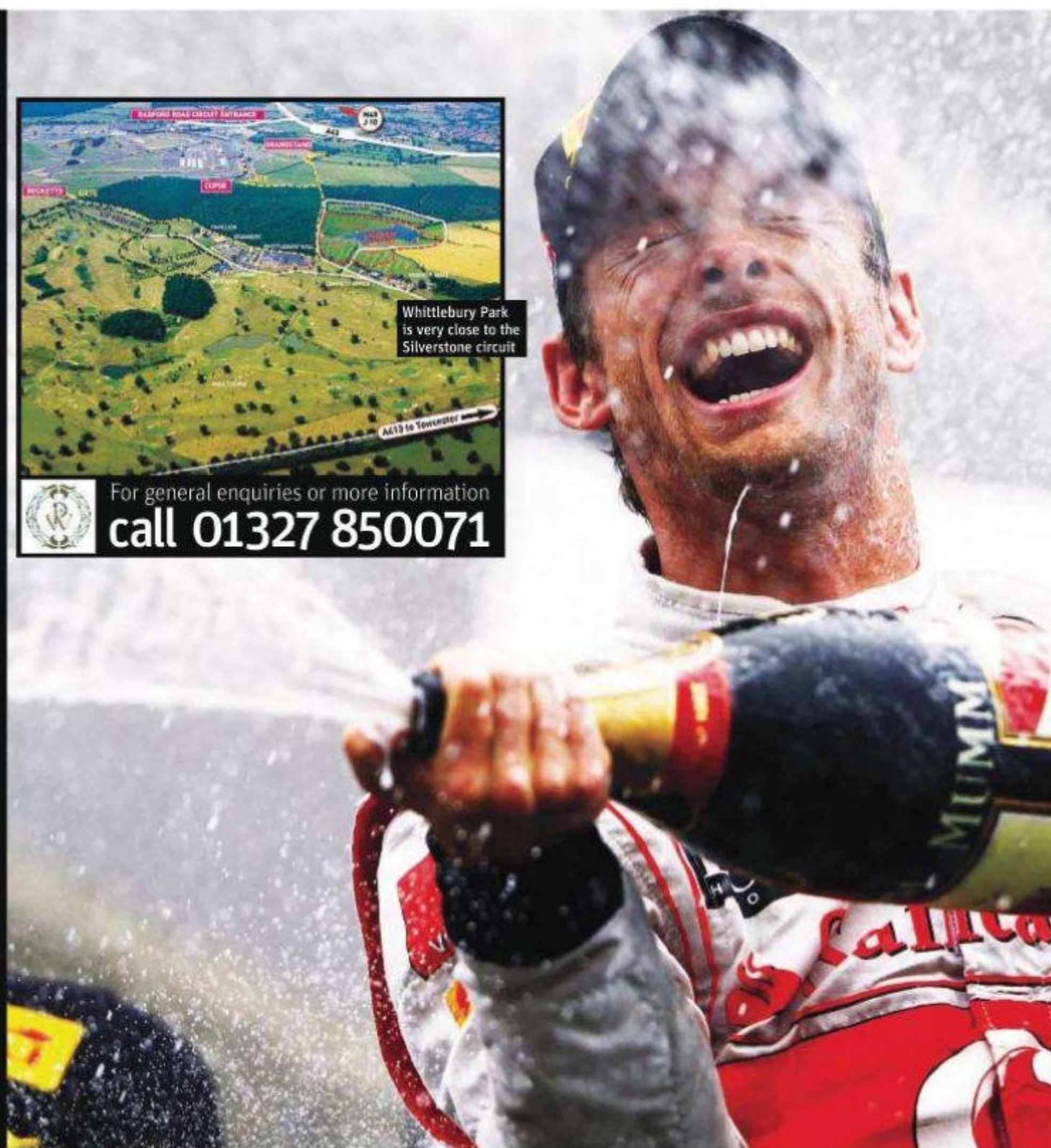
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June 23-24

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Round 5/10

**GINETTA GT SUPERCUP AT A GLANCE**

→ Race 1 Carl Breeze

→ Race 2 Tom Ingram

→ Race 3 Tom Sharp

→ Points lead Sharp

**REPORT
TOCA CROFT**

OTHER BTCC SUPPORTS OULTON PARK, JUNE 9-10

Breeze is back in business at Croft

CARL BREEZE BEGAN THE season some way off his usual pace, but a switch back to his 2011 team TCR before Oulton Park served notice that things were about to change.

Two second places in Cheshire have now been followed by two more at Croft, and his first win of the year, after three enthralling Ginetta GT Supercup encounters involving Breeze and the two young Toms: Sharp and Ingram.

Runaway championship leader Sharp's weekend began badly after he clipped a tyre stack and lost half the qualifying session, leaving him seventh on the grid for race one.

Ingram took pole from Breeze, but it was Carl who scorched off the line to lead into Clervaux and stay ahead throughout, despite Ingram's best efforts to pass.

Sharp, meanwhile, pulled off some good moves to climb up to third.

Breeze led the first five laps of race two from pole, until he left a slight gap into the hairpin, enough for Ingram to slip through.

When Sharp tried a similar move near the end, he inadvertently tagged Breeze into a spin, necessitating a post-race time penalty to restore the status quo.

Ironically, the loss of

second place enabled Sharp to start the reversed-grid race three from the front row, from which he led throughout while Breeze just kept Ingram at bay for his second runner-up spot of the weekend.

In the G50 Cup, Max Coates was back and battled mightily with Mark Davies to take the win on Saturday.

Sunday was not so good for the underfunded teenager at his local circuit. A broken propshaft flange in race two and a high-speed spin into the fields in the third race left Davies to take the honours.

Sennan Fielding was superb all weekend among the Ginetta Juniors, the former British and European KF3 karting champion taking pole position for both races and leading every lap.

Fielding withstood all the pressure that was thrown at him in race one by impressive Spanish rookie Pepe Massot, and in the later race by Charlie Robertson (once he had broken free of his regular rival Niall Murray).

In the first race it had been a little too close for comfort between these two on the last lap at the hairpin. Murray was ahead across the line, but a time penalty dropped him to fourth behind Robertson.

The Irish driver has also lost the championship lead



Breeze scored his first win of 2012 with TCR

to Fielding.

An interesting mixture of Scottish Classic Sports and Saloon cars, principally from the '60s and '70s, provided a different kind of supporting event for the BTCC.

Local driver Mark Campbell's rapid Triumph TR5 took on the Morgan Plus 8s of Andy Smith and Russell Paterson at the front of the field.

Spins delayed all three at the first corner of Saturday's race, Smith the least so that he had regained the lead by the end of lap one — pursued by the TR5.

Paterson stormed back from a distant last to salvage third.

Campbell should have triumphed over Malvern's finest in race two, but he lost the plot by spinning at Clervaux on the last lap, when under no real pressure from behind.

The Morgans thus took the flag with Paterson this time just fending off Smith in a tight finish.

A disappointed Campbell recovered to take third, some way clear of Raymond Boyd's well-driven Porsche 911, and the rapid Ford Escort RS1800 Mk2 of Robert Marshall, which lost time with a spin.

● Ian Titchmarsh

Fielding leads Massot, Robertson and Murray

**RESULTS****Ginetta GT Supercup (10 laps)**

1 Carl Breeze; **2** Tom Ingram +0.263s; **3** Tom Sharp; **4** Jake Hill; **5** Andrew Richardson; **6** Colin White. **G50 winner** Max Coates.

Fastest lap Breeze 1m24.122s (90.94mph) **record**.

Race 2 (15 laps) 1 Ingram;

2 Breeze +7.604s; **3** Sharp; **4** White; **5** Richardson; **6** Hunter Abbott. **G50** Mark Davies. **FL** Ingram 1m24.839s (90.17mph).

Race 3 (15 laps) 1 Sharp; **2** Breeze +1.055s; **3** Ingram; **4** Richardson; **5** Davies; **6** Hill. **G50** Davies. **FL** Josh Wakefield 1m25.843s (89.11mph).

Points 1 Sharp, 445; **2** Ingram, 360; **3** Breeze, 349; **4** Abbott, 247; **5** White, 218; **6** Wakefield, 199.

Ginetta Junior (both 8 laps)

1 Sennan Fielding; **2** Pepe Massot +2.664s; **3** Charlie Robertson; **4** Niall Murray; **5** Harry Woodhead; **6** Andrew Watson.

CW Massot. **FL** Murray 1m37.173s (78.72mph) **record**.

Race 2 1 Fielding; **2** Robertson

+0.466s; **3** Murray; **4** Massot; **5** Ollie Chadwick; **6** Keith Donegan. **CW** Massot. **FL** Murray 1m37.308s (78.61mph).

Points 1 Fielding, 262;

2 Murray, 260; **3** Robertson, 241; **4** Woodhead, 173; **5** Massot, 172; **6** Watson, 148.

Scottish Classic Sports & Saloons (both 10 laps) 1 Andy Smith

(Morgan Plus 8); 2 Mark Campbell (Triumph TR5) +2.941s; **3** Russell Paterson (Morgan Plus 8); **4** Robert Marshall (Ford Escort RS1800 Mk2); **5** Willy Toye (Triumph TR7 V8); **6** Raymond Boyd (Porsche 911). **CW** Nic Boyes (Morris Mini-Cooper S); **Keiron Baillie** (Ford Escort RS1600 Mk 1); **Marshall; Boyd; Campbell. FL** Paterson 1m35.203s (80.35mph).

Race 2 1 Paterson; **2** Smith +0.567s; **3** Campbell; **4** Boyd; **5** Marshall; **6** Barry Riddell (Triumph TR7 V8). **CW** Boyes; **Baillie; Marshall; Boyd; Smith. FL** Paterson 1m34.888s (80.62mph).

Paterson led home Smith in a Morgan one-two





RALLY OF NEW ZEALAND

Auckland,

ROUND 7/13

WINNER

Sebastien Loeb
4h04m51.2s

QUALIFYING STAGE

Latvala

POWERSTAGE WINNER

Latvala

RALLY RATING

★★★★★

Hirvonen was close,
Loeb was closer.
Sound familiar?

DRIVERS' STANDINGS

Loeb	145pts
Hirvonen	107pts
Solberg	90pts

MILESTONES

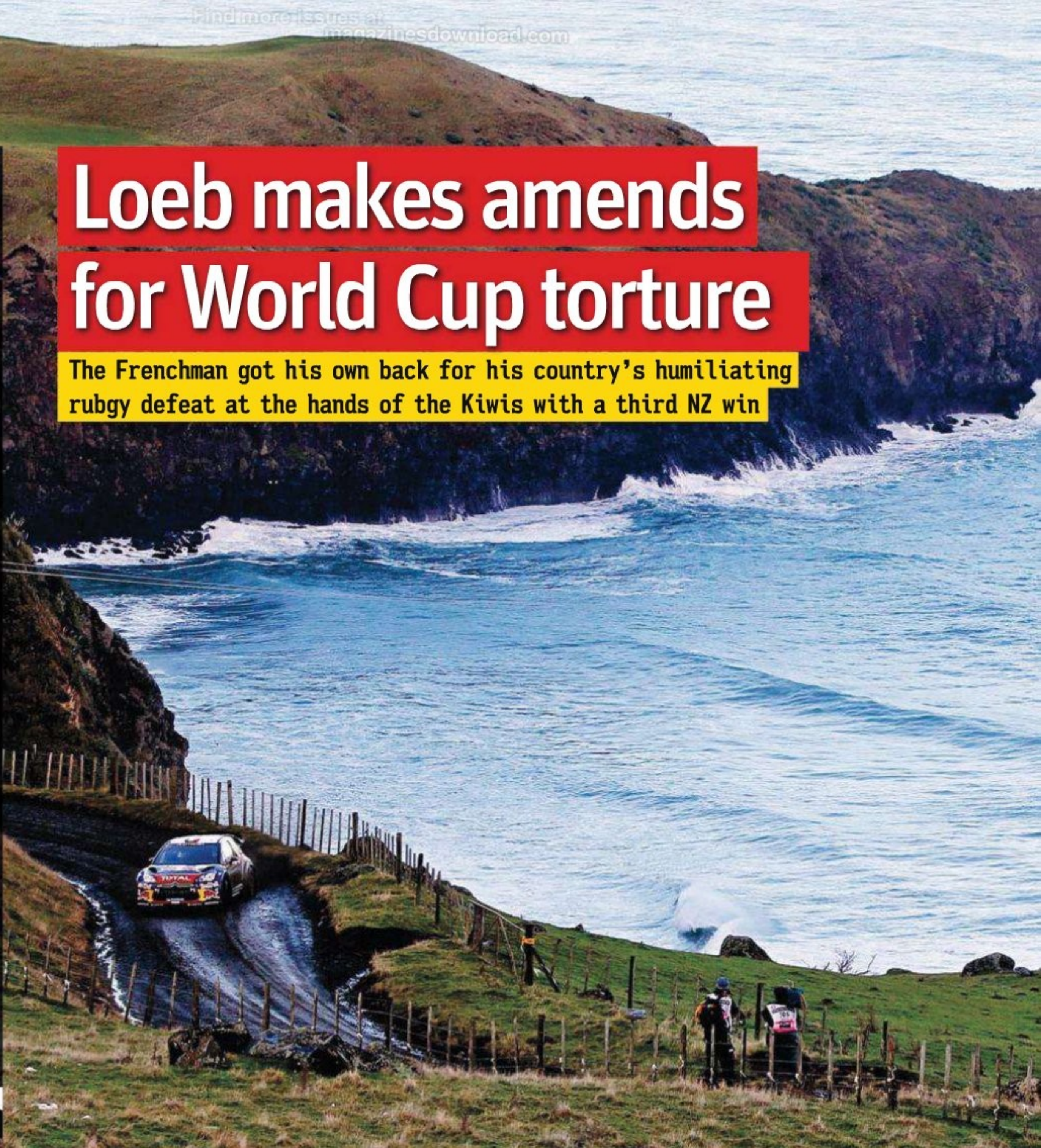
- Loeb leads Hirvonen to fourth Citroen one-two of the season
- Ligato takes first PWRC-class win

DAVID EVANS
reports



Loeb makes amends for World Cup torture

The Frenchman got his own back for his country's humiliating rugby defeat at the hands of the Kiwis with a third NZ win



AFTER BEING ROBBED IN Auckland last October, the French were back in town last week and Sebastien Loeb and Citroen helped a nation erase the memory of a miserable Rugby World Cup Final with victory in Rally New Zealand. The French firm dominated the latest WRC round from start to finish. Loeb did not. As was the case in Argentina earlier this year, the eight-time world champion was made to work for his victory by team-mate Mikko Hirvonen. As for Ford, the Fiesta RS WRCs were also present on the North Island, but a combination of the wrong tyres and a barbed wire fence thwarted the Brit-based challenge.

LEG ONE (130.24 miles)

OVERCAST AND RAIN - AMBIENT
TEMPERATURE RANGE ON STAGES 12-19C

There was a brief moment of panic in Ford's service area on Friday morning. Jari-Matti Latvala had changed his mind. Soft was the new hard, tyre-wise, for his Fiesta RS WRC. The team had debated the thing to death. Latvala stuck his head out and looked to the sky to see how the clouds were gathering. That was no help - it was still dark. Further along the quayside at Citroen, there was serenity and espresso. Both DS3 WRCs would be going on soft tyres. It would rain.

The fruition of the French prediction would be doubly bad news for Latvala, who

had won the qualifying stage and was banking on dry conditions. He had elected to run at the back of the pack, forcing those ahead to sweep the plentiful loose gravel from the Waikato roads south of Auckland.

Latvala's team-mate Petter Solberg was the only one of the 'factory four' going on hard tyres. It didn't take long to figure out that Ford had lost the tyre battle. And it wasn't much longer before realisation dawned that it might have been wrong about the running order, too.

Latvala did lead the event after the opening stage, pulling 2.8 seconds out of Hirvonen's DS3, but everybody had to give best to the Finn's Citroen on the

first run through Whaanga Coast. And what a run that had been high above the Tasman: 10.2 seconds faster than everybody.

Having looked lost in Greece a month ago, Hirvonen had found his way again on the North Island - and that was despite his pre-NZ test being cut short by a big, big accident.

"That felt good," smiled Hirvonen. "The car feels really nice again. I had this

feeling in Argentina, but it went away again on Acropolis, but now it's working. I've never had such a good car in that stage."

Not used to being cast into the shade, Loeb hit back in Te Akau South and North, the latter back in service for the first time since 1997.

By the time the crews reached the remote service in the beautiful town of Raglan, the champion had slashed his team-mate's advantage

Hirvonen's P2 has put him second in title race





Once again, Solberg was best non-Citroen



Loeb: five wins from seven rallies in 2012

to just 3.9 seconds.

The pair was all smiles and Loeb not in the slightest bit concerned about his Whaanga Coast defeat.

"Look where he took the time," said Loeb, "it was in the section towards the end where it got quite muddy. First on the road, he would have had it a little bit cleaner than me."

First of the Fords, Latvala was already 16 seconds off the lead. And struggling.

"I feel too much oversteer with the car," he said. "I didn't make any changes between the stages, but we will have a look now."

The Finn conceded that on the morning's results, he had been wrong to run at the back — but he pointed out that his late call to switch

to soft Michelins had saved some Ford face.

Talking of faces, the one that emerged from the sister Fiesta RS WRC to that of J-ML was like thunder. Shod in hard boots, Solberg had struggled to source any resistance from a surface ranging from damp to flat-out wet. He was seventh, almost a minute and a half off the lead.

"Don't ask," said Solberg. "The road was slippery, that's all you need to know. Now, did you have a good breakfast?"

Not bothering to wait for the answer, Solberg engaged himself with his mobile phone and looked like a man who wanted to be elsewhere. A day with more than half of the entire rally's mileage

was not a day to be on the wrong tyres.

The only positive for Solberg was that he now had a set of soft tyres in his back pocket on a rally that was promising monsoon-like conditions for Sunday. Having been fed and watered, Solberg's mood lifted sufficiently for this point to be offered. His mood hadn't lifted that much.

"It doesn't matter," he spat, "this morning was still the longest loop and we got it wrong. Basically, it's shit and I'm pissed off."

And now they had to do it all again. Typically for a Kiwi winter, the weather was all over the place. Standing at the side of the sea, coats were on and off, umbrellas up then down.

Loeb smiled at the question of tyre choice. "It's sunny," he said, "and it's raining..."

The conundrum was captured by Ford's tyre engineer George Black. Lowering his baseball cap to keep the sun out of his eyes, he pointed to the surrounding hills.

"Problem is," he said, "that's where we're going."

The hills he pointed to were nowhere to be seen. All that could be seen was the set from *Gorillas in the Mist*. Soft tyres were the option for the afternoon, although Loeb did chuck a couple of hards in the boot for spares. He then furthered his run of fastest times to narrow the gap to 1.5s to Hirvonen, before the leader worked his Whaanga magic for a second time, piling 6.1s back into his account on stage six.

What had looked increasingly unlike a three-way scrap for the lead became a firmly French-Finnish affair on the day's penultimate test.

Eyeing what looked to be a well-used cut through a right-hander in Te Akau South, Latvala chucked his Fiesta at the grassy patch on the inside of the second-gear corner. And paid the price immediately. The right-front wheel caught a hole, spinning the Ford around.

This year being this year and this year not being Latvala's year, the barbed-wire fence wrapped itself around the Michelin and as he shunted the car forwards and backwards with increased frustration, the wire became completely entangled.

"In the end, the farmer had to come and cut the wire off," said Latvala. "I don't believe it. Nothing, nothing is working for me."

He dropped four minutes and slipped from P3 to ninth.

Loeb was fastest, trimming Hirvonen's lead to 4.6s. But, more importantly, on hearing news of Latvala's troubles, Loeb reached into the boot and pulled out his trump cards in the shape of those two harder covers.

The rain had held off for much of the afternoon and the re-run stages, swept clean of the loose gravel, were proving more abrasive. So, while Hirvonen struggled to find traction from his already well-used Michelins, his rival was on it with fresh rubber. And an even bigger incentive.

Arriving back in Auckland four seconds in front, Loeb led at the time he thought it might matter most.

"I wanted to be in front in case the team told us to hold position," said Loeb.

Hirvonen rued his decision not to follow Loeb's lead on the tyre front, but was mighty relieved to hear that his boss Yves Matton was still talking about both cars being at the finish, rather than the order he wanted to see them at the finish. This race was still on.

The demise of Ford's factory Fiestas left the door open for the privateers. In the absence of Mads Ostberg — missing due to a lack of cash — it was Evgeny Novikov who turned in the perfect day to claim the bottom step of the podium on day one. Solberg was just 8s behind the Russian, with Ott Tanak relieved to

STAGE TIMES

SS1 TE HUTEWAI 1 (6.92 MILES)

Fastest: Latvala 7m38.4s
Leader: Latvala

SS2 WHAANGA COAST 1 (18.43 MILES)

Fastest: Hirvonen 20m51.8s
Leader: Hirvonen

SS3 TE AKAU SOUTH 1 (19.77 MILES)

Fastest: Loeb 18m21.9s
Leader: Hirvonen

SS4 TE AKAU NORTH 1 (19.96 MILES)

Fastest: Loeb 17m04.3s
Leader: Hirvonen

SS5 TE HUTEWAI 2 (6.92 MILES)

Fastest: Loeb 7m33.5s
Leader: Hirvonen

SS6 WHAANGA COAST 2 (18.43 MILES)

Fastest: Hirvonen 20m41.3s
Leader: Hirvonen

SS7 TE AKAU SOUTH 2 (19.77 MILES)

Fastest: Loeb 18m09.9s
Leader: Hirvonen

SS8 TE AKAU NORTH 2 (19.96 MILES)

Fastest: Loeb 16m54.1s
Leader: Loeb

SS9 BATLEY (10.94 MILES)

Fastest: Solberg 9m45.3s
Leader: Loeb

SS10 MITITAI 1 (14.42 MILES)

Fastest: Latvala 12m14.4s
Leader: Loeb

SS11 GIRLS HIGH SCHOOL 1 (16.77 MILES)

Fastest: Solberg 15m34.6s

Leader: Loeb

SS12 WAIPU GORGE (7.07 MILES)

Fastest: Loeb 6m34.2s
Leader: Loeb

SS13 BROOKS (8.45 MILES)

Fastest: Loeb 8m00.7s
Leader: Loeb

SS14 MITITAI 2 (14.42 MILES)

Fastest: Latvala 12m13.6s
Leader: Loeb

SS15 GIRLS HIGH SCHOOL 1 (16.77 MILES)

Fastest: Hirvonen 15m36.2s
Leader: Loeb

SS16 BURNSIDE/WECH ACCESS 1 (4.53 MILES)

Fastest: Neuville 4m13.6s
Leader: Loeb

SS17 PUHOI 1 (11.14 MILES)

Fastest: Neuville 10m22.6s
Leader: Loeb

SS18 AUCKLAND DOMAIN 1 (1.27 MILES)

Fastest: Sordo 1m44.0s
Leader: Loeb

SS19 AUCKLAND DOMAIN 2 (1.27 MILES)

Fastest: Sordo 1m41.7s
Leader: Loeb

SS20 PUHOI 2 (11.14 MILES)

Fastest: Neuville 10m22.2s
Leader: Loeb

SS21 AHURA (4.19 MILES)

Fastest: Latvala 3m58.6s
Leader: Loeb

SS22 BURNSIDE/WECH ACCESS 2 (4.53 MILES)

Fastest: Latvala 4m14.3s
Leader: Loeb



J-M. L. salvaged P7 after another trying event

◀ turn in a troublefree day in fifth. Tanak's fellow North Island debutant Thierry Neuville was a solid sixth, his only problem being a spin on SS3. Dani Sordo was seventh, having been hampered by hard tyres and a broken flat-shift sensor in the gearbox.

POSITIONS AFTER DAY ONE

1 Loeb/Elena	2h07m35.0s
2 Hirvonen/Lehtinen	+4.0s
3 Novikov/Giraudet	+1m31.0s
4 Solberg/Patterson	+1m39.3s
5 Tanak/Sikk	+1m47.0s
6 Neuville/Gilsoul	+2m18.0s

LEG TWO (88.86 miles)

SUNSHINE AND RAIN - AMBIENT
TEMPERATURE RANGE ON STAGES 12-18C

The sun was just coming up as the drivers headed across the Auckland Harbour Bridge, bound for NZ's northernmost city of Whangarei. The big question centred on the sun and how long it would be shining for.

Solberg was dancing for the rain in the hope he could make best use of the soft tyres he was running. Loeb had a foot in both camps, with softs at the rear of the lead Citroen with harder Michelins leading them.

Solberg was fastest on two of the morning's three stages, but it wasn't nearly as much as he hoped for.

"We thought it would be more wet," he said glumly at the Whangarei regroup. "We're on hards this afternoon and then we'll try again tomorrow - and hope the rain does come."

The upside for Solberg was that he had moved into a

podium position, deposing Novikov, but he remained 84 seconds off Loeb's lead.

In the all-Citroen fight, Loeb made a great start, taking 2.7s and 1.8s out of Hirvonen in the first two stages, despite hitting a bridge in Mititai. Hirvonen was worried he had been too sideways in places, dropping valuable tenths. After giving himself a good talking to, he was back on it in the stage known as Girls High School (the name of the road the stage finished on, although apparently there's never been a Girls High School there).

At the wrong end of an 8.5-second gap, and fearing that most-feared discussion with the team principal, Hirvonen needed to find some speed.

For the first time in the day, he was faster than Loeb throughout the stage, taking a tenth here and there until he got 12 miles in and the road turned much muddier and Hirvonen pulled 6.8s in the final couple of miles.

"Nothing happened," said Loeb defensively, "Mikko was just faster than me in this section."

Predictably, Hirvonen was all smiles. "I'm loving this," he said. "It's a proper fight."

After a quiet lunch, with no mention of the words 'orders' and 'team', the Citroen pair pressed on and Loeb took back his morning advantage, although he admitted he wasn't relishing the fight - especially in the gathering gloom.

"I don't want this big race with my team-mate," he said, "but in the end I understand

I have to."

After a dash down Waipu Gorge, a quick flight over the famous Hella bridge at the end of Brooks and a repeat of Mititai, Loeb was 5.4s ahead again.

"Now for that shit stage where I lost the time to Mikko this morning," said Loeb. "I have done a good afternoon so far, it's important not to lose everything we have gained so far this afternoon."

Loeb did lose some - and in the same section as the morning - but he still returned to Auckland with 6.4s in hand.

Hirvonen was slightly downbeat, fearing the news that awaited him back in the City of Sails.

"The car wasn't perfect in the last stage," he said.

"We made some changes for the one before and I needed to change it back but didn't have time. It's a good fight though, but Seb has more soft tyres than me for tomorrow."

Asked how many soft tyres he had for the final day, Hirvonen smiled.

"I've got 10," he said, "but they're all fucked!"

Matton had talked of needing 90 seconds to feel comfortable enough to tell his boys to stay where they are on the final day. Solberg was 1m33.3 off the number one DS3.

With everybody on the same tyres, Solberg's chances of taking time were severely reduced, so he bided his time and took a middle-of-the-road approach to the afternoon. Consolidating



Sordo and Mini had strong run to sixth



Russian youngster Novikov was fourth

his third place and waiting to set fire to the rain...

The man on the move through the early afternoon was Tanak. The Estonian felt more at home on the wider roads and posted second and third fastest times to close to just 8.6s behind Novikov. A big moment near the end of the afternoon's second test steadied his attack for the final two, however. Novikov went into the final day with 21.3s in hand over his fellow Fiesta driver. Neuville was doing a fine job to hold off Sordo in sixth place and still loving the roads, despite a slightly wayward Citroen in the afternoon.

POSITIONS AFTER DAY TWO

1	Loeb/Elena	3h27m51.9s
2	Hirvonen/Lehtinen	+6.4s
3	Solberg/Patterson	+1m33.3s
4	Novikov/Giraudet	+2m02.5s
5	Tanak/Sikk	+2m23.8s
6	Neuville/Gilsoul	+2m47.2s

LEG THREE (38.11 miles)

RAIN - AMBIENT TEMPERATURE RANGE ON STAGES 9-15C

After waiting for the rain or two days, Solberg elected not to push and to settle for third place. And with the two drivers ahead of them having already been told they would be settling for first and second, it's a good job Neuville got out of bed in the mood for a fight.

He started the day 23.4s behind Tanak and the same again behind Novikov. But he'd been given the green light to push. So he pushed. And then pushed some more.

Looking as though he'd been driving these roads for years, the Belgian went quickest in SS16, taking 0.6s from Tanak. Realising that wouldn't be enough, he redoubled his efforts and took 8.1s in the next

stage, bringing the difference down to 14.7s. Tanak took a couple back over a brace of runs around the streets of Auckland Domain, leaving Neuville with it all to do over the final three stages.

In the end, Neuville didn't have to do anything. Tanak went off the road at high speed on SS20, the second run through Puhoi, rolling his Fiesta. With Novikov still half a minute away, after another great performance from the Russian, Neuville called it a day and accepted fifth, with Sordo's Mini sixth and Latvala moving up to seventh.

And so, seven months later than the French might have hoped, La Marseillaise rang out over Auckland. The All Blacks might know rugby, but nobody does rallying like Loeb. ☘

RESULTS

Rally New Zealand, June 21-24, round 7 of 13

22 SPECIAL STAGES, 257.222 MILES

POS	NO	DRIVER/NAVIGATOR	CAR	TIME
1	1	Sebastien Loeb/Daniel Elena	Citroen DS3 WRC	4h04m51.2s
2	2	Mikko Hirvonen/Jarmo Lehtinen	Citroen DS3 WRC	+29.6s
3	4	Petter Solberg/Chris Patterson	Ford Fiesta RS WRC	+1m36.4s
4	6	Evgeny Novikov/Denis Giraudet	Ford Fiesta RS WRC	+2m13.6s
5	7	Thierry Neuville/Nicolas Gilsoul	Citroen DS3 WRC	+2m42.4s
6	37	Dani Sordo/Carlos del Barrio	Mini John Cooper WRC	+3m03.1s
7	3	Jari-Matti Latvala/Miikka Anttila	Ford Fiesta RS WRC	+4m52.9s
8	12	Armindo Araujo/Miguel Ramalho	Mini John Cooper WRC	+9m36.4s
9	43	Ken Block/Alex Gelsomino	Ford Fiesta RS WRC	+10m30.3s
10	9	Manfred Stohl/Ilka Minor	Ford Fiesta RS WRC	+11m26.3s

OTHERS

12	31	Hayden Paddon/John Kennard	Skoda Fabia S2000	4h20m17.4s
23	33	Per-Gunnar Andersson/Emil Axelsson	Proton Satria S2000	4h53m37.1s

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Sebastien Loeb	145
2	Mikko Hirvonen	107
3	Petter Solberg	90
4	Mads Ostberg	80
5	Evgeny Novikov	55
6	Jari-Matti Latvala	54
7	Martin Prokop	36
8	Thierry Neuville	32
9	Dani Sordo	29
10	Nasser Al-Attiyah	23

MANUFACTURERS' POINTS

1	Citroen Total WRT	237
2	Ford WRT	144
3	M-Sport Ford WRT	103

Starters/finishers: 41/35. Leaders: SS1 Latvala; SS2-7 Hirvonen; SS8-22 Loeb

RALLY SUMMARY After a year away from the WRC last season, the event returned with only four of the 2010 stages remaining in their original form. There was new mileage for the current crop of WRC drivers around Raglan on day one, in Northland on day two and closer to the event's base in Auckland on day three.

SWRC & PWRC

Paddon cruises to half-hour win on home soil



SWRC

Hayden Paddon could have pulled over, watched virtually the whole first half of the All Blacks' demolition of Ireland on Saturday night, got back on it and still won his home round of the SWRC.

Skoda driver Paddon celebrated a 35-minute victory over P-G Andersson in Auckland last Sunday night. But the Kiwi hadn't had it all his own way, with Proton's Swedish star setting an astonishing pace through the first two stages before dropping his Satria and retiring on the third. Such was Andersson's speed in the rally-opening Te Hutewai he left plenty of World Rally Cars trailing in his wake as he posted eighth fastest overall. But as soon as the Proton's wheel parted company with the North Island on a tighter-than-expected left-hander in Te Akau South, his hopes of a second successive SWRC win were ruined. Andersson bounced back and finished second, courtesy of Rally 2.

But the podium was all about Paddon. He'd suffered gearbox and clutch trouble on day one, which made his trip back into the city on Friday night a bit hairy, but otherwise he had dominated the event.

"This is the perfect result for

me," said Paddon. "The gap gave us a chance to make some changes to the car and do a bit of testing, but taking maximum points for the second time is what we were after."

Ford Fiesta S2000 driver Maciek Oleksowicz was third, with Britain's Alister McRae fourth. McRae had been hoping to step up and hustle Paddon for the win before a problem with the wiring loom on his Proton put him out of day one.

PWRC

Argentinian Marcos Ligato ended a decade of disappointment with his maiden PWRC victory on last week's Rally New Zealand.

The Subaru Impreza driver bossed the series from the start, seeing off Mitsubishi challengers Valeriy Gorban and Ramona Karlsson to win the class by six minutes. Gorban was the first to fall when his Lancer was hit by turbo trouble on Friday, while Swedish lady driver Karlsson suffered a fire on Saturday afternoon.

Subhan Aksa (Mitsubishi) eventually finished second, with fellow Lancer driver Ricardo Trivino third and Gorban recovering to fourth.

Ligato was understandably delighted at the finish. "I waited a long time for this and now I am very, very happy."



Paddon was miles ahead for SWRC win

SWRC - Round 4 of 8

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Hayden Paddon/John Kennard	Skoda Fabia S2000	4h20m17.4s
2	P-G Andersson/Emil Axelsson	Proton Satria S2000	+33m19.7s
3	Maciej Oleksowicz/A Obrebowski	Ford Fiesta S2000	+43m37.9s

BRANDS HATCH

 GREAT BRITAIN
June 23-24
British Formula 3
Round 5/10



AT A GLANCE

- Wins **Harvey/Derani/Harvey**
- Poles **Harvey x 2**
- Fastest laps **Jaafar/Tincknell/Harvey**



Harvey with Fong, who took a National Class hat-trick

Jack is virtuoso in the Jaz club

The man on form is again Jack Harvey, but 'Jaz' Jaafar continues to lead the points



Jaafar chases Harvey: story of the weekend

FOR THE SECOND BRITISH Formula 3 weekend running, it was Jack Harvey versus Jazeman Jaafar. Just as at Rockingham, Harvey had the edge on pace around the Brands Hatch Grand Prix circuit. Also just as at Rockingham, Jaafar scored strongly across all three races during the weekend to retain a seven-point lead as the British F3 International Series reaches its halfway point.

Harvey won the two main races, with Carlin Dallara-Volkswagen team-mate Jaafar finishing second twice, and once more it was a case of this duo being the only pairing with the pace to win and not stumbling.

There was a third who was quick enough: Carlos Sainz Jr. His testing pace on Friday – half a second clear of the rest – was sensational, even more so bearing in mind that

he had never driven the GP circuit before Wednesday. Of the leading runners, only Sainz and Hannes van Asseldonk had not raced on the track, so Sainz had taken part in a track day, starting with a Radical SR3 and moving onto a beefier SR8. Thing is, at 17 he's too young to do a track day on his own, so his lanky Carlin engineer Jose Manuel Lopez Garcia had to strap himself in alongside. The result? A 1m26s, weaving in and out of traffic, with a wide-eyed Garcia reporting 150mph on the approach to Hawthorns...

But when it came to the crunch, Sainz couldn't deliver. He leapfrogged to the top of the times very late on his

"Jack drove really well and kept it consistent. We were pushing"

Jazeman Jaafar enjoyed battle in the first race

first set of Cooper tyres in qualifying, delaying his stop for fresh rubber in order to burn more fuel. On his new tyres he hit traffic, and fell to fifth as he failed to improve until the final lap – by which time there wasn't much grip left in the rears.

Brands GP is an awesome track, but – like Oulton Park – it's very hard to pass in aero-dependent cars with all those long, high-speed turns and daunting barriers. Sainz,

effectively, was out of contention for any wins.

Harvey edged Jaafar by just under a tenth, the two driving beautifully but the Lincolnshire man going top of the class on that Test of Manliness: speed out of Sheene Curve. It's at this point that the second sector ends, and the speed traps read: Harvey (with an astounding 125.4mph); Alex Lynn (124.0 – great effort for an F3 rookie); Harry Tincknell (122.9); Sainz (122.7).

Again it was close in the first race, with Jaafar keeping Harvey on his toes throughout an absorbing contest. "I never lifted my foot but Jack drove really well and kept it really

Sainz was joined by Derani in gravel



RACE RATING

★★★★☆

Tense Harvey/Jaafar fight in race one, and some amusing reversed-grid stuff

MILESTONE

Nissan cracks qually top-six with McBride's T-Sport Dallara



REPORT BRITISH F3 BRANDS HATCH

MARCUS SIMMONS
reports



consistent – through the race he only made two mistakes on the kerbs,” said Jaz, admiringly. “We were really pushing each other, playing it fair.”

Harvey admitted Jaafar – who claimed fastest lap – was slightly quicker this time out, although the Malaysian had used his fresher set of tyres in this race. Come Sunday's race, with Harvey on his newer set, it was likely to be game over if he got to the first corner in front. Sure enough he did and, although Jaafar again pushed for half the race, from two-thirds distance on he seemed to be lacking a little bit of grip – and admitted to a few errors on the GP loop.

By contrast, Harvey remained absolutely on it, the car sweeping through Paddock visibly faster than the rest, about 90 per cent over the exit kerb, an occasional little squirm at the rear as it settled. He looked like a guy at one with his machine as he sped to a 10-second advantage. “We seem to be really strong here,” he said. “I seem to go well where it's high-speed and bumpy – here, Oulton, and I was quick through the chicane at Pau.”

“We worked a lot on preparation for here. The balance feels really strong and that allows me to get into a



Tincknell held off Lynn for podium

rhythm at quite a high level. Then I just need to chip away. There's still a little to improve on – the good thing at Carlin is that as good a lap as you think you've done, there's always someone who's quicker in one corner.”

But only Jaafar could come close over a lap... The closest ‘opposition’ to these two came from Harvey's fellow Brits Tincknell and Lynn. Carlin man Tincknell, third in qualifying, was relegated to fifth on the first-race grid for a track-limits offence, but used his second-row position for the finale to take a morale-boosting first non-reversed-grid podium since the opening round.

He was much happier with qualifying, although felt his race pace fell away – not helped by a sticking throttle in the closing stages of race three: “Quite unnerving going into Westfield!”

That allowed Lynn to close up, but the Fortec Motorsport Dallara-Mercedes man fell just short

of his second podium of the weekend. He had held Sainz at bay in the first race, and was pleased to have made progress since Friday's test to qualify on the second row.

Lynn was close at hand when Sainz's weekend finished with a tangle with Felix Serralles at the start of race three. Fast-starting Serralles swept around the outside at Paddock Hill Bend, and Sainz was furious that the Puerto Rican apparently moved over on him, pitching him into a spin and the gravel. Serralles claimed he knew nothing until he felt the bump. Lynn said he tapped his brakes to avoid getting pincered, and that Serralles possibly hadn't realised Sainz was there.

The result? Sainz is 37 points adrift of Jaafar; 30 behind Harvey. And it's all because, for one reason or another, he can't convert his equal pace into results. And while he's not managing to do that, his team-mates are scampering clear. ☼

The ups and downs of reversed-grid races

➤ You've got to feel a bit sorry for Alex Lynn. He's been the fastest driver at Fortec Motorsport this season, although he isn't quite there yet when it comes to poles or wins. But he's too quick to have any chance in reversed-grid races, and has been frustrated to watch slower team-mates Pipo Derani and Felix Serralles win three of the four between them.

It was Derani's turn this time, the Brazilian having struggled for pace but turning it on to defeat Serralles. To be fair to Serralles, he was quicker than Lynn in testing but had a slow puncture on the left-rear on his second set of tyres in qualifying. He blasted from sixth to third off the line, but could not pass Derani.

Fahmi Ilyas, the reversed-grid poleman, stamped on the front wing of Double R team-mate Geoff Uhrhane off the line (to the Aussie's fury), and led for four laps before he understeered into the gravel at Paddock. Derani moved in front, and Serralles – much quicker through Clearways and Paddock – could not outbrake him into Druids as it was damp off-line after overnight rain.

Predictably, Derani – a super little fella who loves his racing when it's going well – enjoys the reversed-gridders: “It's good that British F3 gives drivers these opportunities to improve over the weekend. That's what it's all about – learning as much as you can to get ready for the next step.”

And these races are also significant from a title point of view: Jazeman Jaafar worked through from 10th to sixth, while Jack Harvey could only go from 11th to ninth. Admittedly Harvey lined up on the more slippery side of the grid, but it's Jaafar's ability to jink around the midfielders on the opening lap that's keeping him ahead in the points.



Derani was delighted to hold off Serralles

RESULTS

British Formula 3 International Series, round 5 of 10, Brands Hatch (GB), June 23-24

GRID	RACE 1 - 22 LAPS, 53.533 MILES	RACE 2 - 15 LAPS, 36.500 MILES	GRID	RACE 3 - 30 LAPS, 72.999 MILES
1 HARVEY 1:17.271	POS DRIVER TEAM CAR TIME GRID	POS DRIVER TIME GRID	1 HARVEY 1:17.048	POS DRIVER TIME GRID
2 JAAFAR 1:17.287	1 Jack Harvey (GB) Carlin DVW F312 28m54.308s 1	1 Derani 20m12.024s 3	2 JAAFAR 1:17.131	1 Harvey 40m32.384s 1
3 LYNN 1:17.455	2 Jazeman Jaafar (MAL) Carlin DVW F312 +0.527s 2	2 Serralles +0.122s 6	3 TINCKNELL 1:17.310	2 Jaafar +9.574s 2
4 SAINZ 1:17.518	3 Alex Lynn (GB) Fortec Motorsport DMB F312 +11.917s 3	3 Fantin +1.555s 4	4 LYNN 1:17.340	3 Tincknell +19.246s 3
5 TINCKNELL 1:17.713*	4 Carlos Sainz Jr (E) Carlin DVW F312 +12.175s 4	4 Sainz +3.990s 8	5 SAINZ 1:17.492	4 Lynn +19.806s 4
6 MCBRIDE 1:18.141	5 Harry Tincknell (GB) Carlin DVW F312 +23.108s 5	5 Ilyas +19.036s 1	6 SERRALLES 1:17.935	5 Fantin +30.700s 8
7 FANTIN 1:18.176	6 Felix Serralles (USA) Fortec Motorsport DMB F312 +24.584s 8	6 Jaafar +19.663s 10	7 MCBRIDE 1:17.974	6 McBride +40.541s 7
8 SERRALLES 1:18.297	7 Nick McBride (AUS) T-Sport DN F312 +28.724s 6	7 McBride +20.157s 5	8 FANTIN 1:18.024	7 van Asseldonk +41.400s 11
9 DERANI 1:18.726	8 Pietro Fantin (BR) Carlin DVW F312 +34.494s 7	8 Lynn +20.929s 9	9 DERANI 1:18.436	8 Uhrhane +51.096s 10
10 UHRHANE 1:19.101	9 Pipo Derani (BR) Fortec Motorsport DMB F312 +38.207s 9	9 Harvey +21.522s 11	10 UHRHANE 1:18.896	9 Serralles +1m02.228s 6
11 FONG 1:19.953	10 Geoff Uhrhane (AUS) Double R Racing DMB F312 +41.193s 10	10 van Asseldonk +22.071s 15	11 ASSELDONK 1:19.412	10 Ilyas +1m02.261s 15
12 GODDARD 1:20.011	11 Fahmi Ilyas (MAL) Double R Racing DMB F312 +49.427s 15	11 Uhrhane +26.433s 2	12 FONG 1:19.504	11 Fong +1m15.091s 12
13 ASSELDONK 1:20.324	12 Adderly Fong (PRC) CF Racing DMH F308 +1m03.551s 11	12 Fong +27.462s 12	13 GODDARD 1:19.748	12 Padayachee -1 lap 14
14 PAD*CHEE 1:21.131	13 Spike Goddard (AUS) T-Sport DMH F308 +1m13.194s 12	13 Goddard +38.103s 13	14 PAD*CHEE 1:20.991	R Goddard 22 laps-accident 13
15 ILYAS no time	R Duvashen Padayachee (AUS) Double R Racing DMH F308 21 laps-off 14	14 Padayachee +38.590s 14	15 ILYAS 1:28.158	R Derani 0 laps-accident 9
	R Hannes van Asseldonk (NL) Fortec Motorsport DMB F312 17 laps-off 13	15 Tincknell -1 lap 7		R Sainz 0 laps-accident 5

CHAMPIONSHIP

POS	DRIVER	PTS
1	Jaafar	174
2	Harvey	167
3	Sainz	137
4	Serralles	124

5	Lynn	123
6	Fantin	95
7	Tincknell	93
8	Derani	92
9	van Asseldonk	57
10	McBride	44

CHAMPIONSHIP (NATIONAL CLASS)

POS	DRIVER	PTS
1	Goddard	207
2	Padayachee	187
3	Fong	62

D=Dallara; VW=Volkswagen/Spies; MB=Mercedes-Benz/HWA; MH=Mugen Honda/Brown.

*best time removed (1:17.427). Tincknell also had his fastest lap disallowed in race two (1:18.678) but still retained fastest lap with his second-best time.

Race 1 Winner's average: 111.12mph. Fastest lap: Jaafar, 1m17.961s, 112.36mph.

Race 2 Winner's average: 108.41mph. Fastest lap: Tincknell, 1m18.870s, 111.06mph.

Race 3 Winner's average: 108.04mph. Fastest lap: Harvey, 1m18.641s, 111.39mph.

BRANDS HATCH

UNITED KINGDOM GREAT BRITAIN

June 23-24

British GT

Round 4/7



BRITISH GT AT A GLANCE

- **Winners** Alex Buncombe/
Jann Mardenborough
- **FL** Jonathan Adam
- **Pole** Stephen Jelley



Scott/Dhillon took season's best sixth

BRITISH GT BRANDS HATCH GP, JUNE 23-24

Nissan pips Aston in closest finish ever



Adam tries to come round the Nissan at the finish

BRITISH GT ROOKIE JANN

Mardenborough just held off Jonathan Adam for victory at Brands Hatch, his winning margin of just 0.022 seconds the smallest in championship history.

The RJN Nissan was started by Alex Buncombe from a lowly ninth but, on a track made greasy by pre-race rain, he made his way up to take the lead from Steve Parish in the Motorbase Porsche at Clark Curve at the end of lap two.

Also enjoying the tricky conditions was Luke Hines in the Optimum Motorsport Ginetta G55. He followed Buncombe up the order into second, before starting to whittle away at the gap, taking back 2s from Buncombe's 6s advantage.

Other fancied runners found trouble in the first half of the race. Two Ferrari 458 Italias made contact

at Druids, Hector Lester spinning his and leaving points leader Duncan Cameron with no chance to avoid contact that ripped an oil line from the front of his MTECH entry and forced retirement. The spilt fluid almost caught out Buncombe at Graham Hill Bend, a slide wide erasing the rest of the gap between the Nissan and Hines.

Buncombe's lead was further kept in check by two safety car periods in the first 50 minutes – the first for debris, the second brought out when Benji Hetherington crashed his JMH Nissan heavily at Stirlings in pursuit of third-placed Charles Bateman in the new United Autosports Audi R8 LMS ultra.

The Optimum Ginetta lost time in the pits, dropping Hines's co-driver George Murrells behind

Stephen Jelley (replacing Parish), Matt Bell (holding onto Bateman's third) and Oliver Bryant, who was now up to second in the Ecurie Ecosse BMW Z4 GT3 started by Alasdair McCaig.

With Mardenborough battling rear tyre wear on the Nissan, Bryant edged to within 2s before a rain shower hit the GP loop.

"It was slippery through Hawthorns up to Dingle Dell," said Bryant. "But you've got a lot of rain on the screen so it's quite deceptive how much is coming down. The track was shiny but then one lap later it was bone dry again!"

In the same rain shower Mardenborough pushed on again, trying to capitalise on Bryant's cautious spell. The lead thus grew back out to nearly 6s, a buffer that would prove vital.

Adam, meanwhile, was gaining on both leaders at over 1s per lap. Beechdean had effectively built a new Aston Martin Vantage GT3 in four days (after the Rockingham crash for Andrew Howard that preceded Le Mans) and Howard survived problems getting heat into the tyres early on to hand over to Adam in seventh – with

a 20s deficit to the leaders.

His charge up the field was helped by delays for several of those ahead. Bell and Jelley were called in to serve penalties for pitstops that were too quick, while a left-rear puncture forced Tim Harvey to pit the Trackspeed Porsche started by Jon Minshaw.

"Once I got past Tim and into P3 then it was game on," said Adam. "The last 40 or 45 minutes was like qualifying – every single lap was on the money."

The lead trio was covered by just 2s as the race entered its final minutes. Adam passed Bryant at Paddock Hill Bend for second on the penultimate lap and started the final tour of the two-hour race chasing down the Nissan.

"I knew I was going to have to defend into the last corner," Mardenborough said. "If I hadn't he would have dived up the inside and that would have been that, so I defended for the right-hander, but over the crest I had a bit of oversteer and I thought, 'He's going to pip me here.'"

With greater momentum Adam moved to the outside, initiating a dramatic drag race to the line. "If they

painted the line a bit further up we would have got there," lamented Adam.

Behind the top three, Nicolas Armindo moved the Trackspeed Porsche he shared with David Ashburn into fourth, the result enough to move his co-driver into the points lead with Cameron and Matt Griffin not scoring.

● James Broomhead

RESULTS (2 hours: 74 laps)

- 1 Alex Buncombe/Jann Mardenborough (Nissan GTR GT3):** 2 Andrew Howard/Jonathan Adam (Aston Martin Vantage GT3) +0.022s; 3 Alasdair McCaig/Oliver Bryant (BMW Z4 GT3); 4 David Ashburn/Nicolas Armindo (Porsche 997 GT3 R); 5 Luke Hines/George Murrells (Ginetta G55); 6 John Dhillon/Aaron Scott (Ferrari 458 Italia); 7 Hector Lester/Allan Simonsen (Ferrari 458 Italia); 8 Steve Parish/Stephen Jelley (Porsche 997 GT3 R); 9 Jon Minshaw/Tim Harvey (Porsche 997 GT3 R); 10 David Jones/Godfrey Jones (Mercedes AMG SLS GT3). **GT4** Warren Hughes/Jody Fannin (Ginetta G50). **Fastest lap** Adam 1m27.200s (100.45mph). **GT3 points** 1 Ashburn, 96.5; 2 Duncan Cameron/Matt Griffin, 88; 3 Buncombe/Mardenborough, 87.5. **GT4** 1 Hughes/Fannin, 150; 2 Zoe Wenham, 97.5; 3 Sailesh Bolisetti/Phil Glew, 71.



Hines/Murrells scored strong fifth in G55

MILESTONE

Joey Foster adds the revived Champion of Brands crown to his Formula Ford Festival and Walter Hayes Trophy wins



FORMULA FORD AT A GLANCE

- Race 1 Antti Buri
- Race 2 Buri
- Race 3 Buri
- Pole positions Buri x 3

REPORTS BRANDS HATCH GP

F3/GT SUPPORTS BRANDS HATCH, JUNE 23-24

Buri's streak continues at Brands



Buri scored second successive hat-trick

BRITISH FORMULA FORD

incorporated rounds of the EuroCup and Benelux championship to make the strongest grid of the season so far at Brands Hatch.

Antti Buri continued his success streak with three more wins, although he almost threw victory away in the first race. The Finn stamped his authority from the start, in complete contrast to Jamun's Eric Lichtenstein, who crawled off the second row of the grid with a slipping clutch.

Luke Williams took up the chase, followed by Jake Cook and Cavan Corcoran.

Buri steadily pulled away until on the last lap, with a 4s lead, he inexplicably slid straight onto the infield at Graham Hill Bend.

Williams snatched the lead briefly but Buri had a better run down the straight and scraped past at Westfield as his rival flirted with the gravel.

Cook's brilliant battle with Jamun team-mate Williams ended when he was forced to retire with a faulty throttle cable, so Corcoran ended up a strong third, well clear of fourth finisher Julio Moreno.

Dutch champ Bart van Os was a lonely fifth after his

sparring partner Jos Kiekens fell back when his Mygale SJO8 developed a misfire.

Buri made his second win look all too easy. The threat from the jousting Jamun trio dissipated when Cook dropped a wheel into the gravel at Paddock and Williams spun out at Clark Curve. This left Lichtenstein to fly the flag for the Rochester team and he finished almost one and a half seconds behind the eventual winner.

Cook recovered to finish third, ahead of Fred Martin-Dye and Corcoran, with Moreno in sixth.

Seventh finisher Jos Kiekens was the best of a spirited Dutch contingent and he also won the Duratec class.

The JTR team's flying Finn completed his hat-trick – and extended his already considerable championship lead – with another dominant win in race three.

Lichtenstein, now clutchless, chased hard all the way to finish a strong second, but behind him the positions changed frequently.

Cook's challenge evaporated when his car suddenly slowed, and

Martin-Dye went off at Westfield after a clash with the wayward Williams (who had already tangled with Corcoran at Paddock). All this attrition allowed Moreno to pick up the final podium place.

Somehow Williams was able to continue to claim fourth, ahead of his hampered team-mate Cook.

Once again van Os was the best of the Duratecs.

Mike Robinson held on to win the first Ginetta GT5 Challenge race by a whisker despite race-long pressure from Sean Huyton, who set the fastest lap.

Ryan Ratcliffe started from 10th on the grid but raced through to third.

Robinson made the best start to the second race as well, but a mid-pack melee at Paddock prompted a

safety car and a red flag.

William Burns, Ratcliffe and eventual winner Huyton beat Robinson away at the restart.

After plenty of place-swapping, Ratcliffe snatched second from Burns.

Huyton led the third race from start to finish and he set the fastest lap as he pulled away from Robinson, Burns and Ratcliffe.

Ian Payne led the first Caterham R300 race all the way and just held on to win by a nose despite intense pressure from Mark Shaw.

James Sharrock was a close third, no more than a length ahead of Terry Langley, who clearly enjoyed his first race in an R300.

Payne turned up trumps again in race two as a scintillating six-pack shuffled and reshuffled close behind.

Towards the end Shaw broke free and went on to secure second by a whisker from Langley.

Wilson survived a brief off and fought back well to set a new lap record on his way to fifth, behind fourth man Peter Ratcliff.

There was a fairytale end to the meeting when Joey Foster, back on top form after two spine-shattering shunts, took a hugely popular Champion of Brands FF1600 win.

Better still, the Ray driver was presented with the magnificent Bert Ray Trophy in memory of the legendary designer.

The Cornishman lowered the lap record by half a second as he chased Adrian Campfield for most of the race, before a last-lap error by the leader allowed Foster

to snatch victory. "I got a run on Adrian and then he slid wide at Dingle Dell," said the delighted winner.

Campfield recovered to finish second, ahead of Oliver White and Keith Dempsey.

● Kerry Dunlop

RESULTS

British Formula Ford (all 12 laps)

1 Antti Buri (Mygale M12-SJ);

2 Luke Williams (M12-SJ) +4.087s;

3 Cavan Corcoran (M12-SJ); 4 Julio

Moreno (M12-SJ); 5 Bart van Os

(Mygale SJO9); 6 Max van

Splunteren (Mygale SJ10).

Duratec winner van Os. Fastest lap

Williams 1m29.531s (97.84mph).

Race 2 1 Buri; 2 Eric Lichtenstein

(M12-SJ) +1.451s; 3 Jake Cook

(M12-SJ); 4 Fred Martin-Dye

(M12-SJ); 5 Corcoran; 6 Moreno.

DW Jos Kiekens (Mygale SJO8).

FL Williams 1m28.952s (98.47mph).

Race 3 1 Buri; 2 Lichtenstein

+0.736s; 3 Moreno; 4 Williams;

5 Cook; 6 van Os. **DW** van Os.

FL Buri 1m29.571s (97.79mph).

Points 1 Buri, 349; 2 Cook, 233;

3 Moreno, 208; 4 Corcoran, 204;

5 Williams, 199; 6 Martin-Dye, 198.

Ginetta GT5 Challenge (9 laps)

1 Mike Robinson; 2 Sean Huyton

+0.203s; 3 Ryan Ratcliffe; 4 Gary

Simms; 5 William Burns; 6 Brad

Bailey. **G20 winner** Matt Flowers.

FL Huyton 1m40.963s (86.76mph).

Race 2 (8 laps) 1 Huyton;

2 Ratcliffe +7.663s; 3 Burns; 4 Stuart

Pearson; 5 Graham Johnson; 6 Clive

Richards. **G20** Mark Wania.

FL Huyton 1m42.115s (85.78mph).

Race 3 (9 laps) 1 Huyton;

2 Robinson +7.309s; 3 Burns;

4 Ratcliffe; 5 Johnson; 6 Simms.

G20 Wania. **FL** Huyton 1m41.630s

(86.19mph).

Caterham Superlight R300

(both 19 laps) 1 Ian Payne; 2 Mark

Shaw +0.038s; 3 James Sharrock;

4 Terry Langley; 5 Stuart Simpson;

6 Adam Balon. **FL** Simpson

1m38.257s (89.15mph).

Race 2 1 Payne; 2 Shaw +2.958s;

3 Langley; 4 Peter Ratcliff; 5 Paul

Wilson; 6 Balon. **FL** Wilson

1m38.191s (89.21mph) **record.**

Champion of Brands FF1600

(10 laps) 1 Joey Foster (Ray

GR2010); 2 Adrian Campfield

(Spectrum 011) +3.033s;

3 Oliver White (Van Diemen RF01);

4 Keith Dempsey (Ray GR08/09);

5 Jonathan Hoad (Van Diemen

RF90); 6 Josh Barnett (Van Diemen

BR001). **FL** Foster 1m36.260s

(91.00mph).



Payne grabbed a pair of R300 wins

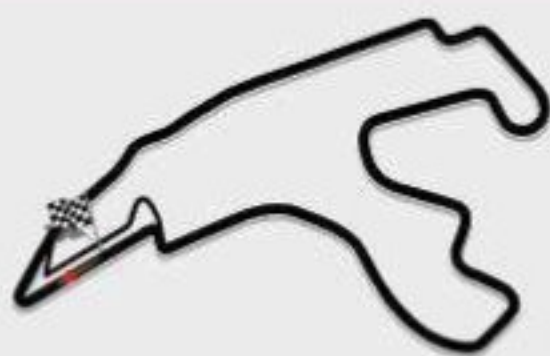
SPA

BELGIUM

June 23-24

Formula 2

Round 4/8



AT A GLANCE

- Race 1 Markus Pommer
- Race 2 Luciano Bacheta
- Poles Pommer/Bacheta
- FLs Marinescu/Bacheta



Pommer won in dry

Circuit
Spa-Francorchamps

Sunday, bloody Sunday

Markus Pommer redisplayed his pre-season form with an impressive showing in race one. Come Sunday, though, and the whole thing was a washout...



Pommer led McKenzie into La Source in race one

MARKUS POMMER BLITZED the field in the Formula 2 pre-season test at Silverstone. Out of the four sessions, he was quickest in three of them, comfortably faster than any of his rivals. It was surprising, then, that come the opening race weekend at Silverstone he finished eighth and seventh in the first two races.

He looked a little better at the next round at Algarve, picking up a podium, but at the Nurburgring he once again got lost in the midfield. Perhaps it was this poor performance at his home circuit that finally brought the German F3 graduate to life, as he took pole position for the first F2 race of the weekend at Spa.

"I've struggled with the set-up since the first test, so

we decided in practice to just focus on making the set-up perfect," he said. But he was still not confident that he could get the job done in qualifying — where many frontrunners opted to use one set of fresh tyres in the first session, subsequently saving a new set for the race. Pommer felt it best to use both sets.

Ultimately, this turned out to be the right strategy, as only Daniel McKenzie was able to convert the one run into a strong time, lining up alongside Pommer, whose decision to do two runs gave him pole. Luciano Bacheta, Christopher Zanella and Alex Fontana all struggled on their one run, leaving them to start the race in the lower reaches of the top 10.

It was McKenzie who was

thought to be in the best position, with the freshest tyres, going into the race, but a wheel vibration meant he was unable to push. Pommer's relentless pace allowed him to open up the one-second gap he needed to avoid the 'boost zones', and from there comfortably managed the gap to take the win.

He was helped by a first lap crash that took out two potential protagonists. Kevin Mirocha tried to pass Mihai

Marinescu for third position on the exit of Raidillon, but was forced onto the grass and subsequently spun across the Kemmel Straight in front of the chasing pack. Miraculously, no one made contact with him, but most had to take evasive action, which brought Bacheta and Zanella together; points leader Bacheta backing into the barriers and retiring from the race. It was his first non-finish of the season, but with F2's dropped scores

system the damage was not as bad as it could have been.

Once the pack settled down and McKenzie got used to his vibration, he began to consolidate his second place, leaving Marinescu and Matheo Tuscher to battle over the final podium position. Tuscher managed to squeeze past on the run up to Les Combes, but the gap to McKenzie ahead was too great so the Swiss driver had to be content with third. The most entertaining drive was that of Fontana, who despite being caught up in the first lap incidents, climbed back up to eighth place.

The race featured the most retirements of the season so far, as on the second lap Max Snegirev and Kourosh Khani — who survived a 78g impact

Full pelt through Eau Rouge — in the dry



RACE RATING

★★★★☆

Saturday was decent, but Sunday was a non-event

MILESTONE

Formula 2 debut for ex-GP3 racer Vittorio Ghirelli at Spa



REPORT
F2 SPA

JACK NICHOLLS
reports



Bacheta recovered to win slow race two

in a crash at Eau Rouge during free practice — came together, ending both of their races. Axcil Jefferies also retired, after an ambitious move on Plamen Kralev into Pouhon didn't go well, but the Bulgarian Kralev was able to continue.

The first thing that Pommer said on Sunday morning was that he needed to reset, and not rest on his laurels. He did it almost perfectly, taking second place in qualifying behind Bacheta. The race, though, turned into a washout. After starting behind the safety car, the race got underway properly at the start of lap two, where Bacheta began to pull away. Pommer consolidated second, but it was not long before the safety car came out again after McKenzie had aquaplaned into the wall at La Source.

Just as the race director was about to call the red flag

because of the torrential conditions, Zanella hit the back of Mirocha behind the safety car, eliminating them both, but when the red flag was called the two drivers were re-instated in their positions. With the clock running down and conditions not improving, the race was abandoned with half points being awarded after just one and a half racing laps.

It may not have been as spectacular, but Pommer's second place on Sunday afternoon cemented his first strong weekend in this year's championship.

He may only be fifth in the standings at the halfway stage of the season, but more performances like this could well see him challenging for the top three positions, which bring with them a GP2 test at the end of the year, but it seems as though Bacheta may be just a little out of his reach at the top. ☹

Tuscher: teetotal, talented teenager



It's been difficult not to focus on Matheo Tuscher this season.

The 15-year-old Swiss is already carving himself a reputation within F2, and surely it won't be long before the recognition becomes more widespread. When he's on the track, his age is forgotten. There were suggestions that he didn't really know how to overtake in big single-seaters, being so new to formula racing in general, but any such suspicions were quashed last weekend. In the battle for third in the opening race, we saw what Tuscher is made of.

Mihai Marinescu is no

lightweight. In fact, he's probably one of the most aggressive drivers out there when defending.

The majority of the time he remains within the rules, but he was certainly on thin ice in his defence of third in race one. On the eighth lap, Marinescu made a mistake through Eau Rouge, allowing Tuscher alongside.

Marinescu moved inside on the run up to Les Combes, forcing Tuscher to put two wheels on the grass. The data showed there was no hint of a lift from Tuscher — at 170mph — and he forcefully made his way past the Romanian. Any doubters of his overtaking

prowess were silenced.

It's Tuscher's refreshing off-track attitude that is also hard to ignore. When asked whether he's considering how results affect his title challenge, I expected to hear the dull "one race at a time" PR line of his peers.

Instead, he insists "of course I'm thinking about points, after all, points mean prizes!" Tuscher's age may be forgotten when he's on the circuit, but when he doesn't drink champagne on the podium and has "eat my shorts" emblazoned on his helmet, you are reminded of just how impressive this young man is.



Teenaged Tuscher is seriously quick

RESULTS

FIA Formula 2, Spa-Francorchamps (B), June 23-24, round 4 of 8

GRID	
1 POMMER	2:04.623
2 MCKENZIE	2:04.673
3 MARINESCU	2:04.796
4 MIROCHA	2:04.811
5 TUSCHER	2:04.933
6 GHIRELLI	2:05.036
7 BACHETA	2:05.095
8 FONTANA	2:05.236
9 ZANELLA	2:05.247
10 SUR*WAREN	2:05.317
11 ZAMP*ELLI	2:05.577
12 KRALEV	2:06.086
13 CALAMIA	2:06.142
14 JEFFERIES	2:06.427
15 SNEGIREV	2:06.442
16 HURST	2:06.473
17 KHANI	2:07.227
18 ZHU	2:07.260

RACE 1 - 17 LAPS, 73.985 MILES			
POS	NAME	TIME	GRID
1	Markus Pommer (D)	36m38.117s	1
2	Daniel McKenzie (GB)	+5.291s	2
3	Matheo Tuscher (CH)	+7.276s	5
4	Mihai Marinescu (RO)	+15.468s	3
5	Christopher Zanella (CH)	+17.254s	9
6	Vittorio Ghirelli (I)	+23.219s	6
7	Dino Zamparelli (GB)	+27.941s	11
8	Alex Fontana (CH)	+28.681s	8
9	Hector Hurst (GB)	+40.918s	16
10	David Zhu (PRC)	+45.570s	18
11	Parthiva Sureshwaren (IND)	+45.816s	10
12	Mauro Calamia (CH)	+56.262s	13
13	Plamen Kralev (BG)	+1m07.345s	12
R	Axcil Jefferies (ZW)	6 laps-accident	14
R	Kourosh Khani (IRN)	2 laps-accident	17
R	Max Snegirev (RUS)	2 laps-accident	15
R	Kevin Mirocha (D)	0 laps-accident	4
R	Luciano Bacheta (GB)	0 laps-accident	7

GRID	
1 BACHETA	2:03.925
2 POMMER	2:04.091
3 FONTANA	2:04.203
4 MIROCHA	2:04.453
5 GHIRELLI	2:04.585
6 ZANELLA	2:04.683
7 MCKENZIE	2:04.956
8 JEFFERIES	2:05.283
9 HURST	2:05.442
10 SUR*WAREN	2:05.448
11 TUSCHER	2:05.492
12 ZAMP*ELLI	2:05.586
13 MARINESCU	2:05.688
14 KRALEV	2:06.000
15 CALAMIA	2:06.138
16 ZHU	2:06.281
17 KHANI	2:06.369
18 SNEGIREV	2:06.043

RACE 2 - 3 LAPS, 13.056 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Bacheta	9m38.007s	1
2	Pommer	+2.398s	2
3	Mirocha	+3.297s	4
4	Zanella	+4.580s	6
5	Fontana	+5.894s	3
6	Ghirelli	+9.397s	5
7	Jefferies	+12.249s	8
8	Tuscher	+14.875s	11
9	Hurst	+20.828s	9
10	Zamparelli	+23.600s	12
11	Sureshwaren	+33.484s	10
12	Marinescu	+34.078s	13
13	Zhu	+35.578s	16
14	Calamia	+36.398s	15
15	Khani	+39.868s	17
16	Snegirev	+41.726s	18*
17	Kralev	+43.810s	14
18	McKenzie	-1 lap	7

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Bacheta	138.5
2	Zanella	98
3	Tuscher	96
4	Marinescu	86
5	Pommer	85
6	Fontana	64
7	McKenzie	56
8	Mirocha	39.5
9	Zamparelli	36.5
10	Zhu	21

*5-place grid penalty

Race 1 Winner's average speed: 121.07mph. Fastest lap: Marinescu, 2m07.722s, 122.67mph.

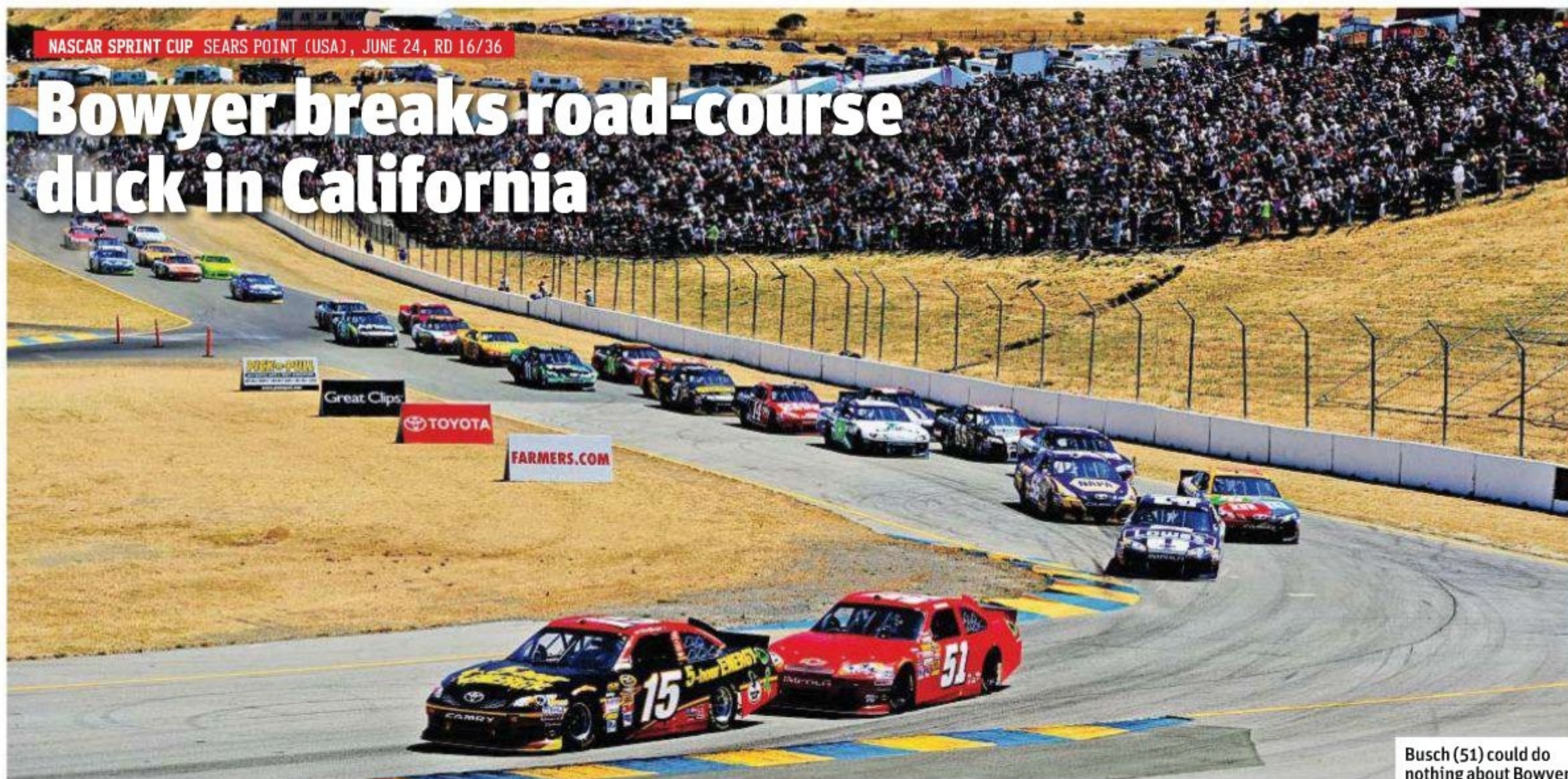
Race 2 Winner's average speed: 81.32mph. Fastest lap: Bacheta, 2m39.504s, 105.80mph.

REPORTS WORLD OF SPORT

**INTERNATIONAL
RACES & RESULTS**
NASCAR SPRINT CUP
Sears Point (USA),
Rd 16/36

QUICK RESULTS
→ Winner **Clint Bowyer**
→ Pole **Marcos Ambrose**
→ Most laps led **Bowyer**
→ Points leader **Matt Kenseth**

RACE RATING Not the greatest
★★★★☆ road race in
history. Stewart
charge helped



Bowyer breaks road-course duck in California

CLINT BOWYER HELD OFF determined efforts from past and present Cup champions Kurt Busch and Tony Stewart to take his maiden road-course win in NASCAR's premier series at Sears Point last Sunday.

Bowyer passed Jeff Gordon's Hendrick Motorsports Chevrolet for first place on lap 25 and only lost the lead thereafter during pit cycles. The 33-year-old American was untroubled by the tyre-wear issues that plagued many of his rivals and drove consistently to take his first victory since moving to Michael Waltrip Racing's Toyota team last winter.

Busch looked set to challenge Bowyer following the final stops, but sustained suspension damage to his Phoenix

Chevy after clipping an inside barrier at Turn 1 during the late stages, and lost second to the freshly-tyred Stewart on the final lap as the Stewart Haas Chevy man slipped by.

"I didn't think that I was going to be able to hold Busch off," Bowyer said. "He was strong in a couple of areas off Turn 10 where I knew that sets you up for a good passing zone, and I was trying to get better in there. But every time I tried to push a hard lap, I would slip up and actually lose time."

Despite only racing in the Cup for the second time this year, Bowyer's team-mate Brian Vickers finished fourth after copying Stewart's strategy of stopping for tyres at the first caution on lap 82, while Jimmie Johnson

completed the top five.

His Hendrick team-mate Gordon ran out of fuel just prior to his final pitstop, but recovered to sixth, while polesitter Marcos Ambrose failed to replicate his qualifying speed into long runs and dropped to eighth by the flag in his Richard Petty Ford.

Championship leader Matt Kenseth was only 13th in his Roush Ford, while Hendrick's Dale Earnhardt Jr was involved in a late incident and finished way back in 23rd.

Earnhardt Ganassi Racing driver Juan Pablo Montoya — an expected victory contender with his road-course background — ran inside the top 10 early on, but was hampered by electrical problems.

● Dylan Jacobs

RESULTS
1 Clint Bowyer (Toyota Camry), 112 laps in 2h39m55s; 2 Tony Stewart (Chevrolet Impala), +0.829s; 3 Kurt Busch (Chevy); 4 Brian Vickers (Toyota); 5 Jimmie Johnson (Chevy); 6 Jeff Gordon (Chevy); 7 Greg Biffle (Ford Fusion); 8 Marcos Ambrose

(Ford); 9 AJ Allmendinger (Dodge Charger); 10 Joey Logano (Toyota).
Points 1 Matt Kenseth, 596; 2 Biffle, 585; 3 Dale Earnhardt Jr, 582; 4 Johnson, 571; 5 Stewart, 533; 6 Kevin Harvick, 532; 7 Bowyer, 529; 8 Denny Hamlin, 523; 9 Martin Truex Jr, 520; 10 Brad Keselowski, 490.

Busch (51) could do nothing about Bowyer

PIQUET TAKES MAIDEN NATIONWIDE WIN AT ROAD AMERICA
Nelson Piquet Jr took his first NASCAR Nationwide pole and win at Road America, the Turner Chevrolet driver beating part-timers Michael McDowell, Ron Fellows and Max Papis.



Castrol EDGE
Rankings

CURRENT
STANDINGS

- | | | | |
|---|------------------|----|--------|
| 1 | Sebastian Vettel | <> | 26,130 |
| 2 | Mark Webber | <> | 20,362 |
| 3 | Lewis Hamilton | <> | 19,867 |
| 4 | Fernando Alonso | <> | 19,645 |
| 5 | Jenson Button | <> | 17,448 |

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Clint Bowyer's first NASCAR road-course win moves him up three spots to 31st, while at the sharp end Carl Edwards drops three spots to 12th, ceding his position as the highest-ranked Cup driver to Tony Stewart (9). Nelson Piquet Jr (712) climbs 75 places.

To see the full list, visit castroldriverrankings.com

INTERNATIONAL RACES & RESULTS

IRC
Ypres Rally (B),
Rd 6/13

QUICK RESULTS

→ Winners **Hanninen/Markkula**
→ Most stage wins **Hanninen**
→ Points leader **Andreas Mikkelsen**

RACE RATING

★★★★☆

Classic Ypres
with intrigue,
and a new winner

REPORTS WORLD OF SPORT

INTERCONTINENTAL RALLY CHALLENGE YPRES RALLY (B), JUNE 21-23, RD 6/13

Hanninen in a class of his own to beat Loix

SKODA DRIVER JUHO

Hanninen has never had the best of luck in Belgium, but he emphatically put the record straight this year to make it 10 IRC wins from 28 starts.

Hanninen led from the second stage, but his task was made easier when his biggest rival, Skoda UK's Andreas Mikkelsen, went off on SS7 and retired with broken suspension. It wasn't the 2011 champion's first misadventure either: on SS5 he slithered into one of the many ditches and got stuck for a minute.

As a result, Hanninen was able to secure a 46-second victory over Freddy Loix – the most successful driver in Ypres, with seven event victories to his name – who felt that his Peugeot's top speed was no match for the Skodas.

Nonetheless, the Belgian driver still managed to pull out a minute and a half over the Fabia of his compatriot Pieter Tsjoen, who admitted that he 'really hated' driving a Super 2000 machine after



Hanninen scattered the opposition

stepping out the World Rally Car that he normally uses in the Belgian domestic series. It was Tsjoen's best IRC result.

"This was one of the most important wins of my career," said Hanninen. "To beat Freddy on asphalt on his home territory – that is really quite something. I didn't actually think we could do it at the start of the rally, but we surprised ourselves."

Local legend Patrick

Snijers was fourth in his Mini Countryman, but was unable to score points due to the make still not being registered for the series.

Swedish driver Patrik Flodin made his debut with the Petter Solberg Engineering team in an ex-Nasser Al-Attiyah Ford Fiesta Super 2000 and finished sixth, despite being hampered by a broken driveshaft and an injured shoulder.

● Graham Lister

RESULTS

1 Juho Hanninen/Mikko Markkula (Skoda Fabia S2000), 2h36m52.7s; 2 Freddy Loix/Lara Vanneste (Peugeot 207 S2000), +46.5s; 3 Pieter Tsjoen/Eddy Chevaillier (Skoda); 4 Patrick Snijers/Johan Gitsels (Mini Countryman S2000); 5 Michal Solowow/Maciej Baran (Peugeot); 6 Patrik Flodin/Goran Bergsten (Ford Fiesta S2000). **Points** 1 Andreas Mikkelsen, 89; 2 Jan Kopecky, 83; 3 Hanninen, 68; 4 Sepp Wiegand, 40; 5 Bryan Bouffier, 27; 6 Dani Sordo, 25.

IN BRIEF



Tunjo on form at Spa

FORMULA RENAULT ALPS

Colombian Oscar Tunjo took his maiden win at Spa after passing Tech 1 team-mate Paul-Loup Chatin. Points leader Norman Nato (RC) also demoted Chatin. Koiranen driver Daniil Kvyat won race one from Chatin.

STAR MAZDA

Sage Karam took a dominant win in a rain-shortened race at Iowa Speedway. Martin Scuncio was classified second, with third enough to give Connor de Phillippi the series lead. Brit Jack Hawksworth crashed out.

SPEED EUROSERIES

Ivan Bellarosa took a double win at Imola for the Avelon Wolf team, the Italian overcoming a 32s penalty for a pitlane infringement and 20kg of success ballast during the weekend.

BRAZILIAN GT3

Allam Khodair and Marcelo Hahn won both races from pole at Interlagos in their Lamborghini Gallardo. Sergio Jimenez/Paulo Bonifacio took a pair of seconds in their Mercedes SLS.

FORMULA RENAULT NEC

Two Nurburgring wins gave Stoffel Vandoorne (Kaufmann) the points lead as Fortec's Jake Dennis was 12th and seventh. Jordan King (MP) and Nyck de Vries (R-ace) each had a second.

EUROPEAN TOURING CARS

Fernando Monje clinched the title in race one at Imola and then made it a double in his SUNRED SEAT, despite starting eighth on the reversed grid. Igor Skuz was second in a similar Leon.



Monje took title

GRAND-AM ROAD AMERICA (USA), JUNE 23, RD 7/13

Normal service resumed in Wisconsin

THE MOST SUCCESSFUL

pairing in Grand-Am history ended a nine-race victory drought last Saturday at Road America as Memo Rojas and Scott Pruett took advantage of typically astute strategy by the Chip Ganassi Racing team and a little good fortune to claim their first win since New Jersey last

year. They also increased their series lead to five points over Starworks duo Enzo Potolicchio/Ryan Dalziel, who finished second.

"It was a total team effort," said Pruett, who led the final seven laps and comfortably withstood a challenge from Dalziel. "It's so great to be back in Victory Lane."

Their slice of fortune came when qualifying was cancelled due to heavy rain, meaning the grid was set according to team-owner points, and again on lap 43, when Ricky Taylor crashed the leading Wayne Taylor Racing Dallara Corvette DP while attempting to keep its tyres warm during a caution.

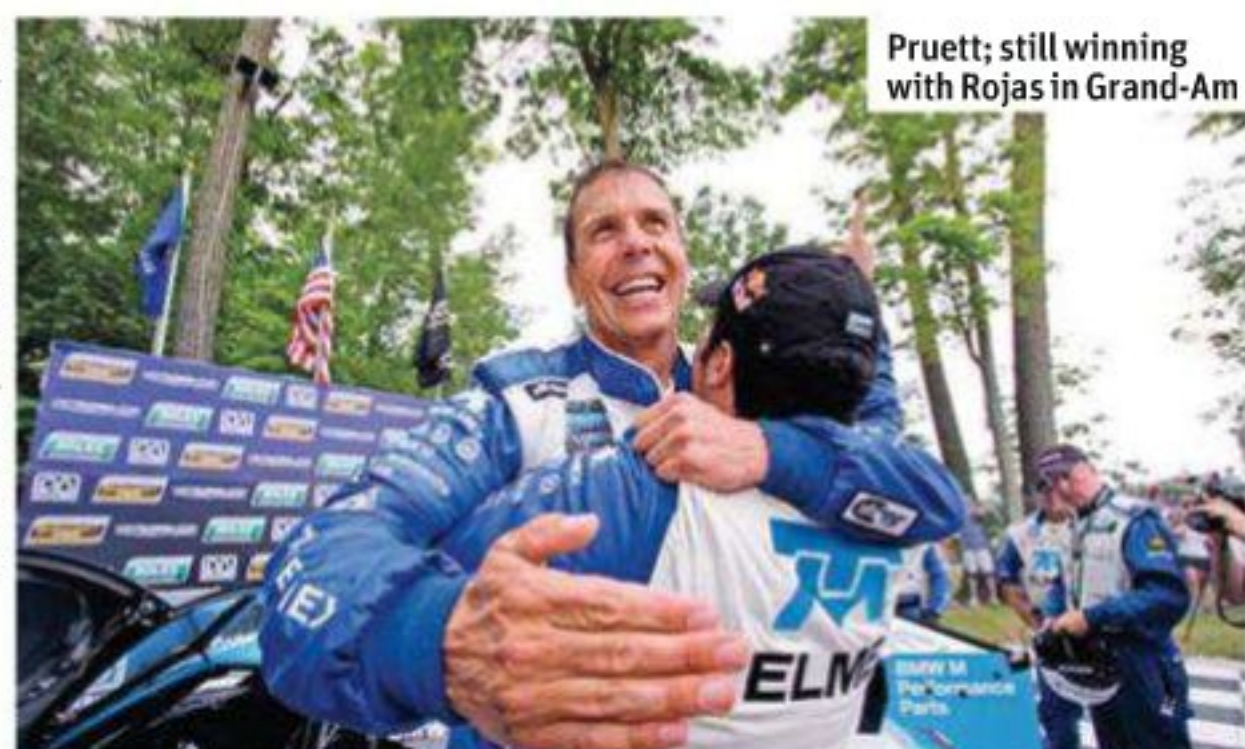
Misfortune also struck several other potential contenders, including the Spirit of Daytona Corvette DP of Antonio Garcia/Richard Westbrook, which was knocked out of contention by an errant GT car, and the Bob Stallings Corvette DP of Jon Fogarty/Alex Gurney, which retired

with suspension failure.

Pro-am pair Jeff Segal and Emil Assentato combined to win the GT class for the third time this season in their AIM Autosport Ferrari. ● Jeremy Shaw

RESULTS

1 Scott Pruett/Memo Rojas (Riley-BMW MkXXVI), 49 laps in 2h00m02.193s; 2 Enzo Potolicchio/Ryan Dalziel (Riley-Ford), +3.747s; 3 John Pew/Oswaldo Negri Jr (Riley-Ford); 4 Terry Borcheller/David Donohue (Coyote-Chevrolet); 5 Scott Mayer/Colin Braun (Riley-Ford); 6 Darren Law/Joao Barbosa (Coyote-Chevy). **Points** 1 Rojas/Pruett, 205; 2 Potolicchio/Dalziel, 200; 3 Donohue, 196; 4 Pew/Negri, 191; 5 Law, 191; 6 Richard Westbrook, 190.



Pruett; still winning with Rojas in Grand-Am

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**INTERNATIONAL
RACES & RESULTS****INTERNATIONAL GT OPEN**Spa-Francorchamps (B),
Rd 3/8**QUICK RESULTS**

- Race 1 Bruni/Leo
- Race 2 Tandy/Holzer
- Pole Nick Tandy
- Points leaders Pilet/Narac

RACE RATING Decent racing,
as long as the
weather allowed

REPORTS
WORLD OF SPORT

INTERNATIONAL GT OPEN SPA-FRANCORCHAMPS (B), JUNE 23-24, RD 3/8

Tandy's Manthey Porsche bounces back at Spa

Tandy/Holzer
won in wet**NICK TANDY AND MARCO**

Holzer moved back into title contention thanks to a battling victory in atrocious weather conditions at Spa last weekend.

Holzer inherited the lead in his Manthey Porsche at the start of race two when the polesitting Villois

Racing Aston Martin, due to be driven by Matteo Malucelli and Alvaro Barba, pitted with a faulty throttle at the end of the formation lap. But Holzer was soon put under pressure by the Imsa 911 GT3-RSR of Patrick Pilet, forcing a stern defence of his advantage.

Holzer did manage to pull out a few seconds before the mandatory driver changes, and quicker pitwork allowed British ace Tandy to make his escape from Pilet's co-driver Raymond Narac during the second half of the race.

The win was some

consolation for race one, in which polesitter Tandy had fought off the attention of Barba for the duration of his stint, but which featured a disappointing retirement of the Manthey Porsche for Holzer with tyre problems.

Fresh from his Le Mans class win, Gianmaria Bruni partnered Federico Leo to victory in the opener for AF Corse, the Italian's Ferrari having grabbed the lead from Tandy on the Kemmel straight on the first lap.

Second went to Malucelli/Barba, while reigning champion Andrea Montermini, partnered by Juan Manuel Lopez in the Villorba Ferrari, took the final podium spot.

GTS-class runners Daniel Zampieri/Michael dalle Stelle claimed third in race two after Raffaele Giammaria collided with Peter Kox, dropping

the V8 Corvette and the Reiter Lamborghini down the order.

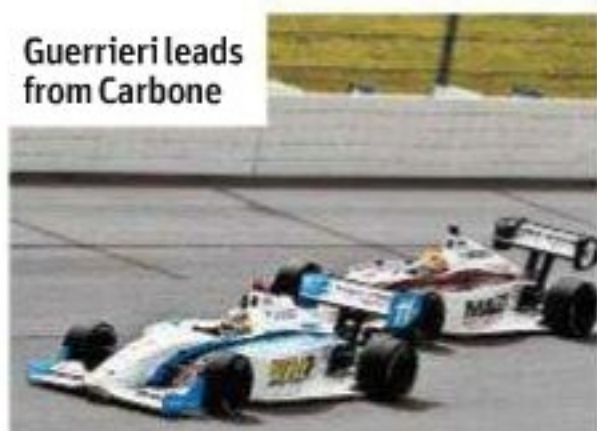
● Jack Nicholls

RESULTS

Race 1 1 Gianmaria Bruni/Federico Leo (Ferrari 458 Italia), 29 laps in 1h10m58.776s; 2 Matteo Malucelli/Alvaro Barba (Aston Martin Vantage), +28.057s; 3 Juan Manuel Lopez/Andrea Montermini (Ferrari); 4 Patrick Pilet/Raymond Narac (Porsche 911 GT3-RSR); 5 Raffaele Giammaria/Miguel Ramos (Chevrolet Corvette C6.R); 6 Philipp Peter/Michal Broniszewski (Ferrari). **Race 2** 1 Nick Tandy/Marco Holzer (Porsche), 18 laps in 50m31.198s; 2 Pilet/Narac, +34.050s; 3 Michael dalle Stelle/Daniel Zampieri (Ferrari GT3); 4 Emanuele Moncini/Diederich Sijthoff (Corvette); 5 Bruni/Leo; 6 Peter/Broniszewski. **Points** 1 Pilet/Narac, 80; 2 Tandy/Holzer, 76; 3 Malucelli/Barba, 64; 4 Stefano Bizzarri, 57; 5 Bruni/Leo, 53; 6 Peter/Broniszewski, 47.

INDY LIGHTS IOWA SPEEDWAY (USA), JUNE 23, RD 7/12

Guerrieri moves to head of the standings with win

Guerrieri leads
from Carbone

ESTEBAN GUERRIERI TOOK the points lead by winning a delayed race in Iowa.

Thunderstorms during the afternoon meant that the start was pushed back until midnight, but for the Sam Schmidt Motorsports driver the wait was worth it.

He spent the opening laps of the race battling his polesitting team-mate Tristan Vautier, and snatched the lead when the French driver was given a drive-through penalty for blocking.

With Vautier's threat gone, Guerrieri dealt with pressure from Gustavo Yacaman. The Team Moore Racing man's chance came when Oli Webb crashed and brought out the yellows late on. But Yacaman, by his own admission, "fell asleep" at the restart, allowing Guerrieri to pull clear.

Victor Carbone finished third, with Vautier recovering from his penalty to take fourth.

● Mark Glendenning

RESULTS

1 Esteban Guerrieri, 115 laps in 40m58.749s; 2 Gustavo Yacaman, +0.401s; 3 Victor Carbone; 4 Tristan Vautier; 5 David Ostella; 6 Jorge Goncalvez. **Points** 1 Guerrieri, 289; 2 Vautier, 280; 3 Sebastian Saavedra, 244; 4 Yacaman, 227; 5 Carbone, 217; 6 Carlos Munoz, 198.

EUROPEAN F3 OPEN SPA-FRANCORCHAMPS (B), JUNE 23-24, RD 3/8

Raimondo battles the main Mans

GIANMARCO RAIMONDO clung onto his championship lead at Spa as the RP Motorsport driver took a win and a second place at the Belgian track.

Raimondo and his title rival, Emilio de Villota Motorsport's Swedish charger Mans Grenhagen, swapped the lead of race one numerous times, with the Canadian making the crucial move into Les Combes on the final lap as he dived down the inside of his rival.

Grenhagen turned the tables on Raimondo in race two, running fourth initially but then mastering wet conditions on slick rubber when the heavens opened and carving his way to the front. His win was assured

when the safety car came out to lead the field for the final laps.

Raimondo's team-mate Niccolò Schiro was third in both races while West-Tec man Sam Dejonghe took a pair of fourths.

● Jack Nicholls

RESULTS

Race 1 1 Gianmarco Raimondo (Dallara-Toyota F312), 12 laps in

31m38.031s; 2 Mans Grenhagen (F312), +0.481s; 3 Niccolò Schiro (F312); 4 Sam Dejonghe (F312); 5 Moises Soriano (DT F308); 6 Matteo Beretta (F312). **Race 2** 1 Grenhagen, 12 laps in 34m24.028s; 2 Raimondo, +1.453s; 3 Schiro; 4 Dejonghe; 5 Kevin Giovesi (F308); 6 Roberto la Rocca (F312). **Points** 1 Raimondo, 120; 2 Grenhagen, 114; 3 Schiro, 78; 4 Dejonghe, 77; 5 Juan Carlos Sistos, 50; 6 Facu Regalia, 49.

Raimondo
managed a win

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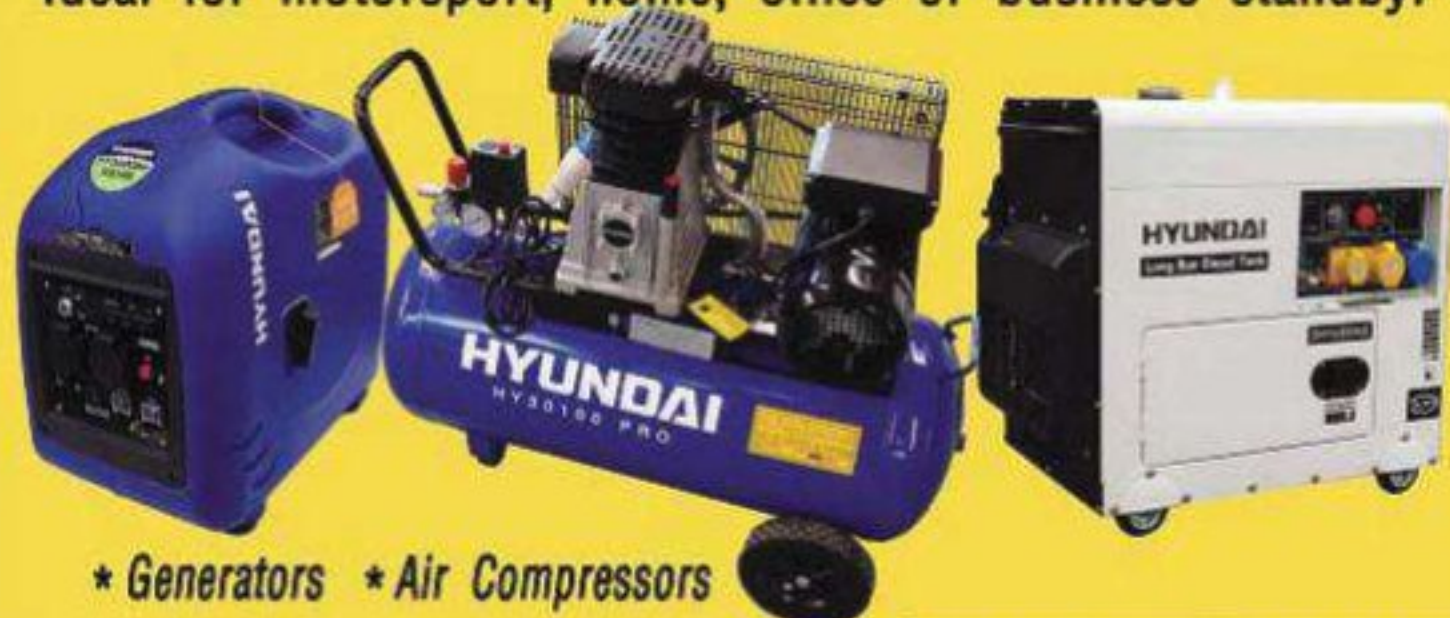
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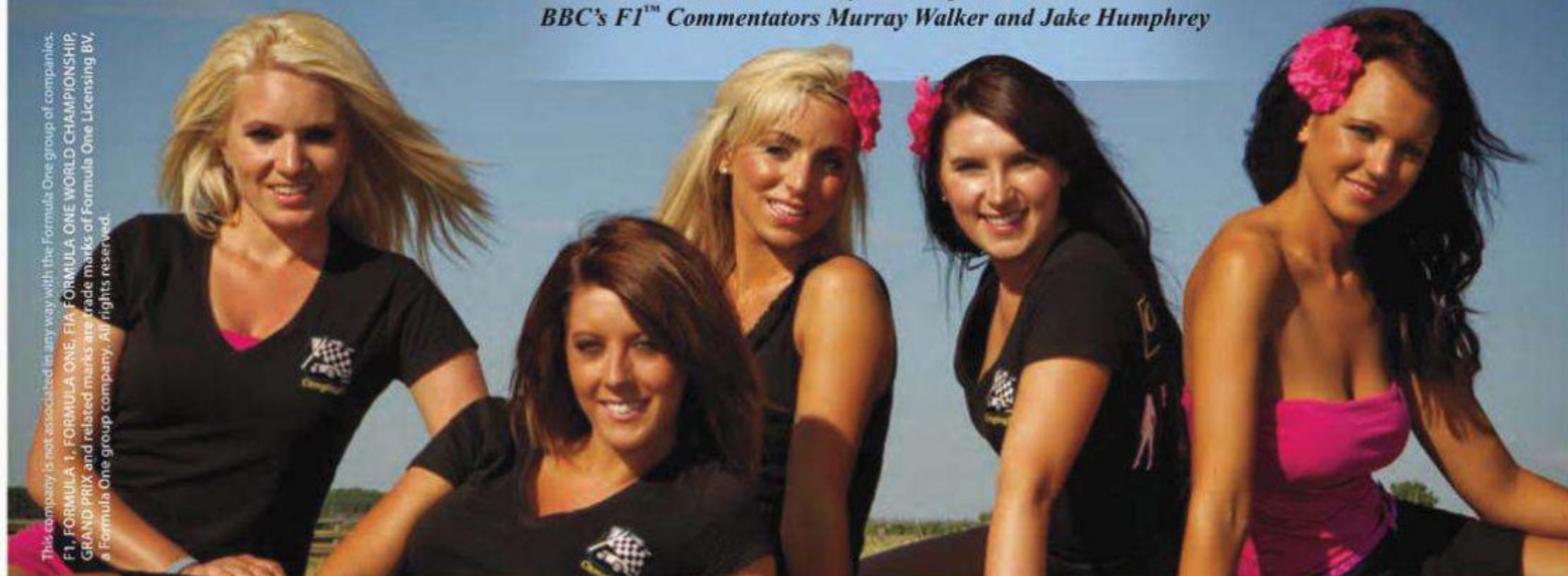
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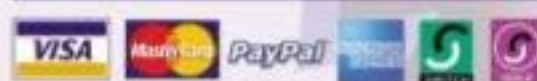
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Radical launches new entry-level racing car

Sportscar maker unveils its latest SR1 design



New SR1 made its track debut at Brands Hatch



BRITISH SPORTSCAR

manufacturer Radical has launched a new bike-engined sports prototype racer that it hopes will feed more drivers onto its established motorsport ladder.

The Radical SR1, which was launched last Friday at Brands Hatch, is based around an updated SR4 chassis. It features revised aerodynamics to reduce downforce and a standard, 1380cc RPE-Suzuki Hayabusa K8

engine that produces 210bhp.

Radical is pitching the new two-seater car as a step below its popular SR3 model – a move reflected by a price tag of £29,850 that makes it more than £10,000 cheaper than a new SR3. Radical boss Phil Abbott believes the new car marks a return to the marque's club racing roots.

Abbott said: "We're one of the few manufacturers that trade in used cars and we get a lot of interest in that area for £30,000. You can get a nice used car for

that money but we wondered whether we could do a new car for that price.

"It's using tried and tested components – the best of everything – but keeping it cheap. The chassis is an updated SR4, but we've reduced the downforce. It's a nice easy car to drive – more like the Clubsport sort of early cars we made – with a nice, revvy engine."

The 480kg car completed more than 15 laps of the Brands GP circuit in its first public appearance at a track day last week, with Radical marketing manager Roger Green driving.

It is hoped the car will be raced in open club series, such as the 750 Motor Club's Bike-Sports, the BRSCC's OSS, and Castle Combe's Sports & GTs.

Abbott suggested the car may be given its race debut in Radical's own Clubman's Cup championship later this year, and could form the basis of a new one-make series if demand is high enough.

"We may do a future series – to feed into the SR3 – and we'd like to race it in the Clubman's Cup, but it's very often oversubscribed," Abbott added.

"It may well be an idea to squeeze it onto the back of the grid before the end of the year. We'll see how it goes."



210bhp two-seater is cheaper option for Radical aspirants

AUTOSPORT SAYS...

BEN ANDERSON
NATIONAL
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WHETHER OR NOT YOU AGREE

with Radical's single-minded, single-make motorsport philosophy, it's impossible to argue with its level of success.

As recession bites harder, and car companies around the world look further over their shoulders with each passing day, here is a racing manufacturer that is launching its second new car in as many years.

Okay, so the SR1 (and the SR3 SL that preceded it) is not entirely new, but re-working and updating the SR4 to produce a new rung on Radical's highly successful sportscar racing ladder is still a bold step in these chastened times.

On first glance, it appears to be a puzzling move from a manufacturer that already offers a very similar car within its existing range. The weight, power, speed, braking and cornering figures for the SR1 are the same as the venerable PR6, which still runs competitively in the Radical Clubman's Cup, and open formulas such as 750MC Bike-Sports.

Apart from a slightly bigger fuel tank, less aero, and the fact the SR1 is a two-seater, there is virtually no difference between the technical specifications of the two cars.

Radical is pinning its hopes on the SR1's superior versatility (two seats are better than one they say), and the fact it costs nearly £10,000 less to buy than a new PR6. Only time will tell if its instincts are right.

Extra contact details

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

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KX Akademy

Plato backs Hodgetts and Ingram

New KX Akademy selects the first two drivers to support in its tin-top talent quest

Plato will play mentor to Hodgetts (l) and Ingram



RENAULT CLIO CUP frontrunner Stefan Hodgetts and Ginetta GT Supercup race winner Tom Ingram are the first drivers to be selected for the KX Akademy.

The scheme, headed by double British Touring Car champion Jason Plato, was launched earlier this month. Its aim is to provide financial support and media training to up-and-coming racers (see

AUTOSPORT, June 14). Hodgetts and Ingram will get the programme's help at least until the end of this season.

Plato said: "Selecting two candidates has been incredibly tough. There were a fair few drivers we were interested in but ultimately, after some lengthy debates and rigorous interviews, we decided on these two.

"Tom and Stefan are very different characters and each brings something unique to the KX Akademy, but they

both share one thing: talent."

Tin-top ace Hodgetts, who was second in the Clio Cup in 2007, was drafted into Scuderia Vittoria's squad for the Oulton Park rounds and won both races. He confirmed that the support will make a difference to his season.

"Without it we wouldn't have been able to commit to doing the rest of the year," said the 30-year-old. "To find sponsorship in this

climate is very difficult, and to be associated with the programme should help. Having Jason's knowledge will be vital."

Ingram, 18, who lies second in the Ginetta standings, said: "It's a fantastic opportunity to be selected for the KX Akademy. To be mentored by somebody as successful and experienced as Jason Plato – one of the true touring car greats – is something money can't buy."

British GT

New GT3 Audi for Bell/Bateman

BRITISH GT SQUAD UNITED

Autosports swapped its Audi R8 LMS for the latest ultra model ahead of last weekend's round on the Brands Hatch Grand Prix circuit.

Team boss Richard Dean criticised the championship's Balance of Performance rules during the previous round at Rockingham (see AUTOSPORT, June 14), where drivers Matt Bell and Charles Bateman qualified two seconds off the pace, and decided a new car was needed to get the team's season back on track.

"We didn't feel we had a car that was competitive enough and we weren't going to get any assistance with the



UA hopes R8 ultra will improve results

regulations in Balance of Performance, so we had to take it into our own hands and run a new car," said Dean.

"There's a better aero package on it, with a bigger front splitter and rear wing, so you have more aero grip. It's 75kg lighter and there's a little bit more power, but that's taken away with smaller restrictors that the 2012 car runs.

"But while we don't have the benefit of the extra power, we feel that there's benefit with the extra aero."

The team qualified 13th for its first race with the ultra, 0.756s adrift of Stephen Jelley's pole, and was in contention for a podium before a penalty for a pitstop infringement dropped it out of the top 10.

British GT

Armando to UK

FORMER GERMAN PORSCHE

Carrera Cup champion Nicolas Armando took fourth on his British GT debut at Brands Hatch last weekend.

The Frenchman was drafted in to drive alongside 2010 British GT champion David Ashburn in a Trackspeed Porsche 997 GT3 R.

Armando, who qualified fourth – 0.3 seconds behind Motorbase Porsche driver Stephen Jelley – hopes to return for more.

"British GT is a very high level," he said. "When you have 12 cars within half a second in qualifying, it's competitive. British drivers are very tough, but I enjoy racing in England so would be pleased to come back."

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European Rallycross

No need to bargain for Foust as US ace triumphs in Norway

AMERICAN TANNER FOUST WON the fifth round of the 2012 European Rallycross Championship as the season reached its halfway mark in Norway last Sunday.

Foust had a relatively easy run through the event, his Ford Fiesta one of the few cars to go the distance without sustaining either a puncture or suspension damage on the Lankebanen, which turned out to be a rough and damaging course this year.

Second fastest to Timur Timerzyanov



Foust flew to ERC victory in Norway

in the first heat, Foust went ahead in the second when both the Russian's Citroen DS3 and the similar car of Liam Doran suffered suspension breakages and went off the track.

"I've been second for the last three events and I really wanted that monkey off my back," said Foust. "Timerzyanov had a problem in the second heat and that was my gain, and in the third I pushed very hard to beat him and set fastest time to get pole."

Foust admitted the A final was "quite easy" once he had shaken off the pack halfway through the first lap.

Still suffering with a fractured collarbone, sustained in the big crash that ended his run in Hungary three weeks ago, Doran chased Foust throughout the A final and got his best result of the year with second.

Points leader Timerzyanov completed the podium, just hanging on despite his DS3 sustaining a puncture with a lap to go.

BMW Compact Cup

Onslow-Cole to race Compact Cup

BRITISH TOURING CAR RACER Tom Onslow-Cole will make his BMW Compact Cup debut at Donington Park on September 1.

The WSR BMW driver, who currently lies seventh in the BTCC, will contest the 750 Motor Club double-header for the E36 318 machines as a one-off.

"I got a random phone call and I'm always looking to broaden my horizons," said the 25-year-old. "Hopefully I'll test it before the race, otherwise I'll be going straight into qualifying!"

"I believe the cars provide really close racing and I'm expecting it to be tough, but they're rear-wheel drive so I'm hoping it won't be too far out of my comfort zone."

Series director Paul McErlean, who attracted 22 cars to the Donington round last weekend, said: "It speaks volumes for the series that a driver of Tom's calibre is willing to come and chase for a win. I'm sure more than a few guys on the grid would love to have a go at chasing him down for the day."

Onslow-Cole will join this grid of BMWs



Porsche Carrera Cup

Carrera gang get Supercup outing

THE SILVERSTONE ROUND OF THE Porsche Supercup will be contested by eight Porsche Carrera Cup GB drivers, including points leader Michael Meadows and Scholarship winner Daniel Lloyd.

Rory Butcher, Sam Tordoff, Richard Plant, Glynn Geddie, Ahmad Al Harthy and Michael Leonard will join Lloyd and Meadows as part of the British

Grand Prix support bill on July 8.

For Lloyd, Butcher and Plant it will be their Supercup debuts.

Lloyd, whose entry is an additional part of his 2012 scholarship prize, said: "Some of these guys have been in these cars for years. I've done five race weekends, so no one expects much in terms of results. We've kind of got nothing to lose."

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Ex-Peterson 72/R5, seen here at Dijon in '75, will be at Goodwood

Goodwood's Festival of Speed has for many years focused on a great marque's contribution to motorsport. This year, appropriately for its 'Young Guns - Born to Win' theme, Lotus takes centre stage in Lord March's front garden. The legacy from founder Colin Chapman's era is enormous and, while others now carry the baton, the fabled Lotus name has never been seen in as many racing arenas.

While there is no shortage of cars to tell the story, whittling down the selectors' wish list to a cohesive set, then inviting their participation, are early tasks for selectors. Pulling together the logistical tile puzzle, then turning it into reality on site, are problems for owners and preparers to deliver - with the Goodwood event crew.

Fortunately, Classic Team Lotus (the Hethel, Norfolk-based historic racing equipe, owned by Clive Chapman, Colin's son, who employs ex-Team Lotus personnel) has its finger on the pulse of marque activity worldwide. It is taking two-dozen cars to the Festival.

For CTL historian Chris 'Doc' Dinnage, this year's contemporary Goodwood extravaganza - September's 15th Revival historic race meeting is a different kettle of fish - marks more than a week of solid effort. Indeed, Dinnage went directly from last weekend's GP de l'Age d'Or event at Dijon to oversee

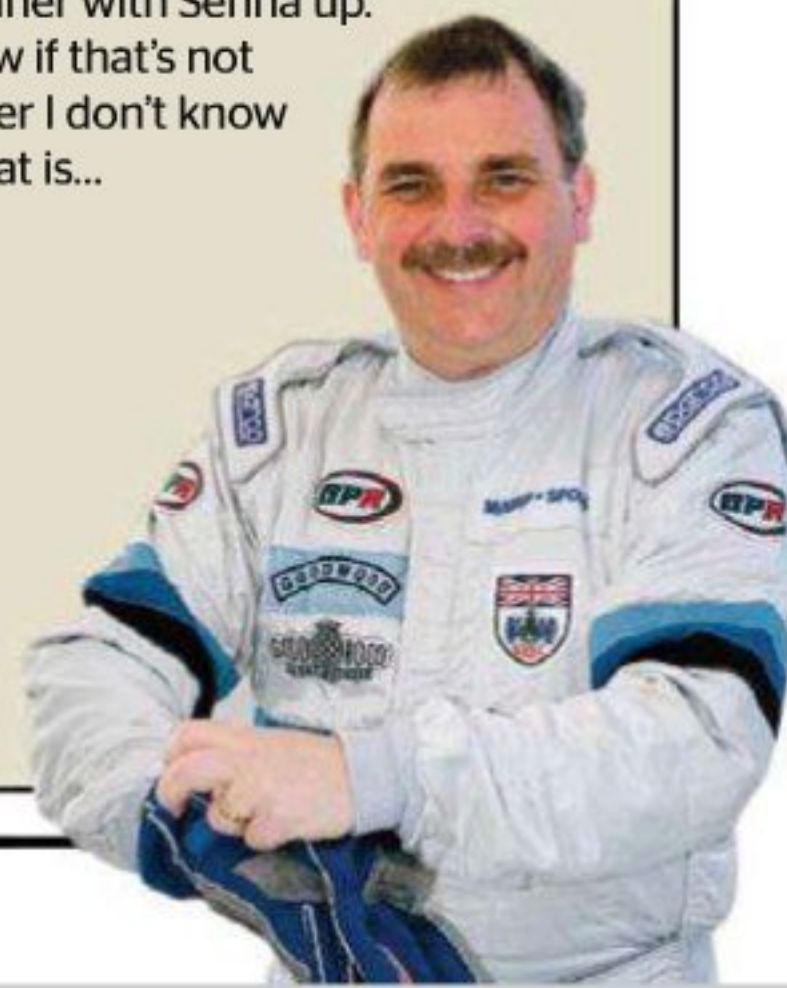
the installation of a memorable central feature outside Goodwood House on Monday and Tuesday.

Gerry Judah's latest creation ranges five of CTL's 'crown jewels' - Jim Clark's 1965 Tasman Cup-winning 32B, Graham Hill's double Monaco GP-winning 49 R5/10 (in which Emerson Fittipaldi made his F1 debut), Ronnie Peterson's JPS 72/R5, Mario Andretti's JPS 79/3, and Ayrton Senna's Monaco and Detroit GP-winning 99T/4 - alongside a current F1 Lotus.

Former Team Lotus drivers demonstrating cars on the hillclimb course include John Surtees (reunited with his 18 of 1960), Jackie Oliver (entrusted with Jim Clark's iconic '67 Dutch GP-winning Ford DFV-powered 49/R2), and Martin Donnelly (back in the Camel-liveried 102/4). And, half a century after Team Lotus's first world championship round victory, Clive Chapman is to make a rare driving appearance in Innes Ireland's '61 US GP-winning Type 21.

In among the innovative Lotuses - monocoque 25, gas-turbine 56B wedge, de Dion-suspended 58 and twin-chassis 88B - watch for eight-time Le Mans victor Tom Kristensen in a rare single-seater appearance aboard American Zak Brown's 98T/3, twice a GP winner with Senna up. Now if that's not fever I don't know what is...

“Fortunately, Classic Team Lotus has its finger on the pulse of marque activity worldwide”



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IN BRIEF



Tiga only did one lap before catching fire

THE NEW TIGA GROUP CN

prototype made a short-lived debut in last weekend's SPEED EuroSeries round at Imola. The Honda-engined car, which was shared by Mike Newton and Dean Stirling, was seriously damaged by fire after one lap of the opening race.

FORMULA RENAULT BARC RACER

Sean Walkinshaw will contest the rest of the 2012 InterSteps championship with SWB Motorsport. Walkinshaw, who will dovetail the outings with his MTECH Lite FR BARC campaign, will also contest this weekend's JK Asia Series races at Paul Ricard with EuroInternational.

CLASSIC FF1600 CHAMPION

Stuart Kestenbaum plans to contest the National FF1600 races at Donington Park this weekend. He tested Don Hardman's Ray GRK10 at Donington last Wednesday. Ex-British GT and F3 racer Philip Hopkins is considering contesting his first race for five years in the same event, after testing a Kevin Mills Spectrum last Wednesday.

THE RACE 2 RACE SCHOLARSHIP

scheme will offer a fully funded season in Irish Ginetta Junior in 2013. The scheme, which placed novice John Greaney in Irish Touring Cars this year, will hold selection events for teenagers at karting tracks across Ireland next January.

HISTORIC RACER ALBERTO

Francioni was killed in a road traffic accident near Dijon last Saturday evening, when another car collided with his Jaguar E-type. The Swiss, a high-flyer in London financial circles, was due to race his Historic Automobiles-prepared Bizzarrini and Lola T70 Mk3 in the GP de l'Age d'Or.

AUSTRALIAN HISTORIC LOTUS

racer Bruce Mansell will share Barry Davison's 1960 Lotus Elite in the RAC Tourist Trophy for pre-'63 GT cars at this July's Silverstone Classic. Mansell is well known in Elite circles for his engine preparation and owns a number of cars, including the famous Elite WUU 2.

Mansell will race Elite at Silverstone in July



Euro NASCAR

Muller to Euro NASCAR

World Touring Car ace to contest oval race at Tours

Muller will be a busy boy next week

TRIPLE WORLD TOURING CAR

champion Yvan Muller will make his Euro Racecar NASCAR Touring Series debut at Tours next week.

The Chevrolet works WTCC driver will drive a Camaro-bodied car in what will be the first NASCAR Touring Series oval race in Europe, on July 6-8.

Muller said: "After 33 years of racing I'm still learning new things so I'm very happy to be part of this experience. I join the series as a rookie and will have everything to learn about oval racing.

"I don't know a great deal about it so I'm free to embark on the adventure without pressure."

Muller will compete as a guest entrant and thus be ineligible to score points so as not to interfere with the championship battle.

The Altkirch-born driver will line-up with reigning Euro Racecar champion Eric Helary's Still Racing outfit, sharing the #100 machine with amateur Stephane Sabates.

The link-up with Helary is a key factor

in Muller's decision to contest the event, to be held at the new 1/3-mile Tours Speedway oval in Loire Castle valley.

"It gives me particular pleasure to work with Eric, because we raced each other 30 years ago in go-karts," Muller added. "It's funny to see that we're both still involved in motorsport, especially with him now becoming a team manager - my team manager, no less!"

Muller is also planning to race a 1971 Chevrolet Corvette at the Le Mans Classic on July 6-8.

Goodwood Festival of Speed

Goodwood bow for Chevron GT



Chevron GT3 will go to Goodwood

FORMER BTCC RACER ANTHONY Reid and British GT co-driver Jordan Witt will demonstrate Chevron Racing's GT3 racer at this weekend's Goodwood Festival of Speed.

Festival favourite Reid is looking forward to unleashing the 420bhp machine on the hillclimb course, which Witt has yet to see.

Six F1 teams - Ferrari, McLaren, Mercedes, Red Bull, Lotus and Caterham - are taking part in the 20th annual event. McLaren's Lewis Hamilton and Jenson Button will now share an MP4-26 on Saturday.

Featured marque Lotus brings an unprecedented range of models. Turbo problems with the Renault V6

engine in Joaquin Folch's 97T will mean Lord March driving a 72 and a 98T instead.

Jaguar is also playing a major role in the Sussex event. Sir Stirling Moss and Norman Dewis will lead D, E and F-type prototypes up the hill in their 1952 Mille Miglia XK120C.

Stunt man Russ Swift and his autotest champion son Paul are also staging 'Sweeney' tribute chases, with Jaguar XFRs and Ford Focus STs. Terry Grant will go for a hill record driving a Nissan Leaf in reverse!

Forty-five competitors will be timed in a dedicated batch. The top 20 Shoot-Out will be televised live on Sky Sports 3 HD on Sunday.

HSCC

Bumper entry for Superprix

THIS WEEKEND'S HISTORIC

Sports Car Club Superprix has attracted more than 380 entries for races on the Brands Hatch Grand Prix circuit.

Having shunted his first Brabham BT6 when a broken driveshaft cut a brake line at Dijon last Saturday, FIA Lurani Trophy contender Piero Tonetti switches to his T-car for Formula Junior.

A big European contingent makes for a large Classic F3 field, in which former F1 racer and Le Mans winner Paolo Barilla (Martini MK34) will appear. Nine Ralt RT3s are entered, with debuts for Dave Clark's and Matthew Sturmer's.

The European F2 round includes New Zealander Andrew Higgins (in Dave Gathercole's Chevron B25) and Frenchman Gerard Gamand's rare Pygme MdB17.

Following FIA Historic Formula 1's late defection to the British GP meeting, Frank Lyons will run three F1 cars in the Derek Bell Trophy round, in which John Delane's Tyrrell will also race.

Tony Trimmer was to have driven Greg Thornton's F5000 Surtees TS11, but with that and Thornton's Chevron B24 badly damaged in a workshop fire, he will race a Hillman Imp instead.

**NATIONAL
RACES & RESULTS**
GP DE L'AGE D'OR
DIJON-PRENOIS

QUICK RESULTS

→ Formula Junior John Fyda
→ HGPCA Pre-'61 R1 Julian Bronson
→ HGPCA Pre-'61 R2 Philip Walker

**"I soon realised they
weren't getting away"**

Fyda took his chance in Formula Junior



GP DE L'AGE D'OR DIJON, JUNE 22-24

Fyda legs it to victory

BARELY A YEAR AFTER he broke both legs in a smash not of his own making at Donington Park, Scottish Formula Junior ace John Fyda was the toast of the GP de l'Age d'Or event that celebrated 40 years of the Circuit Dijon-Prenois last weekend.

Second to Manfredo Rossi di Montelera's similar Lotus 22 in Saturday's opener – restarted after driveshaft failure fired polesitter Piero Tonetti's Brabham into the barriers – the 67-year-old won the FIA Lurani Trophy round on aggregate with a stunning Sunday victory.

"I fell to seventh at the start, but soon realised they weren't going away from me," said the Dundee man. "Then I started to move forwards..."

With Rossi out early with a dead engine, and following a safety car, Fyda slipstreamed past the Lotus 27 of Urs Eberhardt to secure the prize.

Eberhardt finished second overall, ahead of an overjoyed Richard Smeeton

(Wainer), who saw Italian Bruno Ferrari's Branca slow. Championship architect Duncan Rabagliati (Alexis) topped the front-engined quintet.

HGPCA members enthralled the French cognoscenti with 50 cars, including three ERAs in the Pre-1961 field, and class debuts for Rainer Ott's ex-Fangio Maserati 4CLT/48, Klaus Lehr's Talbot Lago T26 and Michel Wanty's Lotus 16.

But it was Julian Bronson's long-awaited Scarab – dormant since its 'blink-and-you-missed-it' Goodwood appearance last September – that starred. Its replacement 2.5-litre Offenhauser engine delivered its grunt with a rumbustious bellow, and the indomitable Bristolian matched Philip Walker (Lotus 16) slug for slug in qualifying.

Poleman Walker missed Saturday's race to witness four-legged horsepower at Ascot, which left Bronson out on his own after Rod Jolley's 'Monzanapolis'

Lister-Jaguar broke a driveshaft at the start.

Walker went from the back on Sunday, with Jolley, whose shaft Bronson had welded up. The Scarab was six seconds ahead inside two laps, but the Lotus was after it, Walker having scythed to third (splitting Allan Miles's Maserati 250F and Tony Smith's Ferrari Dino V6) within a tour.

"I had to build a gap because it's a journey into the unknown," said Bronson, who was caught when the Scarab's diff began to rattle. Walker hurtled past with four laps to go, but Bronson kept second. Smith claimed third in Phil Hill's 1960 Italian GP winner, from the resurgent Jolley.

Peter Horsman (2.5 Lotus-Climax 18/21) sweated to see off the shrill 1500cc V8s of Mark Piercy (Lola Mk4) and Sid Hoole (Cooper T66) in the Pre-'66 races. Piercy led Saturday's brilliantly before outbraking himself and dropping to third.

Piercy's Sunday challenge didn't last long, the ex-John Surtees car creeping back to the pits with a broken steering wheel. With Horsman clear, John Harper (Brabham) atoned for an unusually cautious getaway by snatching second from Hoole on the line.

Despite his Hesketh 308E shedding lumps of bellhousing in race two, Monaco winner Michael Lyons dominated Grand Prix Masters with two virtuoso performances. Manfredo Rossi's Lotus 80 led the chase, but Chris Perkins's charge to third

on Sunday – after three punctures in the preliminaries – and second fastest lap with his Surtees TS14 was as meritorious as the tussle between Ron Maydon (Amon F101) and Andrew Beaumont (Lotus 76) was entertaining.

Leo Voyazides and Simon Hadfield thundered the former's AC Cobra to GT & Sports Car Cup victory over a massive field, but it was a close thing as only 1.5 litres of fuel remained in its tank. John Clark/Jeremy Welch (Jaguar E-type) were the only other team to go the

Bronson took Offy Scarab to victory





Lyons dominated GP Masters



Formula Junior put on two fine Dijon shows



Voyazides/Hadfield topped Cobra-Jag battle



Tullio Tojeiro-Jaguar was an unusual sight

Carlos Monteverde and Graeme Dodd (before Dodd's went sick), but the pace of Julian Majzub's Sadler Mk3 – which topped 160mph on the long start straight – was the ultimate arbiter.

The HSCC-run Jaguar E-type Challenge provided two strong races. Jason Minshaw (in Martin Melling's low-drag coupe) narrowly beat Graeme Dodd (in Steve Skipworth's similar machine) and John Clark's regular lightweight-shaped version on Saturday.

Frenchman Andre Bailly shot his gold car clear in Sunday's event finale, but was deposed by Jeremy Welch (in Clark's car) and Sam Hancock (in Stefan Ziegler's) who finished half a length apart. "I knew I had the power," said victor Welch, "but needed it after I was held up two corners from home. That meant Sam was all over me."

The World Sportscar Masters hour was all about Lola T70s. Leo Voyazides led Swiss-based American soloist Michael Gans from the start, and only lost the lead when he pitted to tag Simon Hadfield. David Coplowe relayed Martin Stretton from third and he hounded Gans down, going ahead two laps from home having pressured him into a spin with a friendly flash of headlights. Hadfield, with whom Stretton traded fastest laps, was too far up the road though.

"I need to get closer to Leo," recognised Coplowe. "He's still two seconds quicker than me!"

Voyazides topped a limp Masters Touring Car field in his Ford Falcon. Venue debutant Mike Gardiner (Lotus Cortina) chased the Greek home, with Philip Burgess best of the Mini battlers in fourth overall.

● Marcus Pye

BOSS FORMULA DIJON, JUNE 22-24

Zwart F1 Jaguar wins and cuts 131mph lap

HISTORIC RACING IT isn't, but the BOSS Formula event amply demonstrated to a sizeable audience the gulf in performance between the three-litre F1 cars of the 1970s and '80s and the guided missiles of the past decade.

Watching BOSS founder Klaas Zwart's Ascari crew firing up his 2004 Jaguar R5's Cosworth V10 engine remotely – as if with a Scalextric controller – had onlookers rapt, and jaws dropped when the Dutchman fired it onto the narrow undulating track and a crescendo of revs rent the air.

It has been 28 years since F1 graced Prenois, thus never had enthusiasts witnessed horsepower harnessed by massive downforce. Zwart's shrieking car reached its maximum speed cresting

the rise onto the pit plateau and stayed there until the extraordinarily late braking point for the first corner.

"Klaas pulled 313km/h [194.5mph] in the test run. We've backed that off now, but it's hitting 270 [168mph] in the Esses," said a crewman. "That's the first time one of these Jaguars has set an outright lap record!"

RESULTS (19 LAPS) 1 Klaas Zwart (Jaguar R5); 2 Marijn van Kalmthout (Benetton B197) +59.361s; 3 Bernd Herndlhofer (Dallara GP2); 4 Henk de Boer (Panoz DPO1); 5 Johan Ledermaier (Dallara WSR); 6 Philippe Bourgois (G-Force Indycar). **CW** Herndlhofer; Ledermaier. **FL** Zwart 1m04.876s (131.05mph). **RACE 2 (18 LAPS)** 1 Zwart; 2 van Kalmthout +19.989s; 3 Herndlhofer; 4 de Boer; 5 Ledermaier; 6 Bourgois. **CW** Herndlhofer; Ledermaier. **FL** Zwart 1m05.138s (130.53mph).



Zwart won both races and left a big impression

FIA LURANI TROPHY FORMULA JUNIOR (12+14 LAPS)

1 John Fyda (Lotus 22); 2 Urs Eberhardt (Lotus 27) +16.88s; 3 Richard Smeeton (Wainer); 4 Bruno Ferrari (Branca); 5 Felix Haas (Cooper T59); 6 Mark Pangborn (Lotus 20B).

Class winners John Delane (Lotus 18); Luc Deneve (Lotus 18); Duncan Rabagliati (Alexis HF1); Daniele Salodini (Taraschi).

RACE 1 (12 LAPS) 1 Manfred Rossi di Montelera (Lotus 22); 2 Fyda +4.047s; 3 Eberhardt; 4 Ferrari; 5 Smeeton; 6 Haas. **CW** Delane; Rabagliati; Salodini; Deneve. **Fastest lap** Rossi di Montelera 1m33.300s (91.13mph).

RACE 2 (14 LAPS) 1 Fyda; 2 Eberhardt +0.825s; 3 Smeeton; 4 Ferrari; 5 Haas; 6 Pangborn. **CW** Delane; Deneve; Bob Birrell (Lola Mk2); Salodini. **FL** Fyda 1m33.990s (90.46mph).

HGPCA PRE-1961 (BOTH 12 LAPS)

1 Julian Bronson (Scarab-Offenhauser); 2 Tony Smith (Ferrari Dino 246) +29.684s; 3 Paul Grant (Cooper-Bristol Mk2); 4 Allan Miles (Maserati 250F); 5 Adrian van der Kroft (HWM F2); 6 Scotty Taylor (Cooper T45). **CW** Grant; Miles; Sean Danaher

(Maserati 6CM); Charles McCabe (ERA R5B Remus); Richard Pilkington (Talbot Lago T26). **FL** Bronson 1m36.261s (88.32mph).

RACE 2 (14 LAPS) 1 Philip Walker (Lotus 16); 2 Bronson +9.447s; 3 Smith; 4 Rod Jolley (Lister-Jaguar Monzanapolis); 5 Miles; 6 Grant. **CW** Jolley; Miles; Grant; Michael Gans (ERA R1B); Pilkington; McCabe. **FL** Walker 1m34.255s (90.21mph).

HGPCA PRE-1966 (BOTH 12 LAPS)

1 Peter Horsman (Lotus 18/21); 2 Sid Hoole (Cooper T66) +1.524s; 3 Mark Piercy (Lola Mk4); 4 John Harper (Brabham BT4); 5 John Chisholm (Lotus 18); 6 John Clark (Cooper T51). **CW** Hoole; Chisholm; Eddy Perk (Heron F1); Brian Jolliffe (Cooper T45). **FL** Piercy 1m31.634s (92.78mph).

RACE 2 (14 LAPS) 1 Horsman; 2 Harper +6.212s; 3 Hoole; 4 Chisholm; 5 Peter Studer (Lotus 32); 6 David Coplowe (Lotus 24). **CW** Hoole; Chisholm; Erwin van Gelder (Cooper T59); Miles Griffiths (Cooper T51). **FL** Horsman 1m31.412s (93.01mph).

GP MASTERS (BOTH 20 LAPS)

1 Michael Lyons (Hesketh 308E); 2 Manfred Rossi di Montelera (Lotus 80)

+50.400s; 3 Andrew Beaumont (Lotus 76-1); 4 Hans Peter (Tyrrell 008); 5 Ron Maydon (Amon F101); 6 Frank Lyons (McLaren M26). **CW** Rossi di Montelera; Beaumont. **FL** Lyons 1m14.754s (113.74mph).

RACE 2 (14 LAPS) 1 Leo Voyazides/Simon Hadfield (AC Cobra); 2 John Clark/Jeremy Welch (Jaguar E-type) +46.699s; 3 Martin Melling/Jon Minshaw/Graeme Dodd (E-type); 4 Paul Ingram/Chris Chiles Jr (Cobra); 5 Stefan Ziegler/Sam Hancock (E-type); 6 Andre & Armand Bailly (E-type); 7 Carlos Monteverde/Gary Pearson (Cobra); 8 Graeme Dodd/Dick Skipworth/Barrie Williams (E-type); 9 Michael Wilkinson/Jamie Boot (E-type); 10 Hans Hubner/Julian Majzub (E-type). **CW** Keith Ahlers/Billy Bellinger (Morgan +4 SLR); Franck Trouillard/Raphael Rondoni (Lotus 11); Richard Bull/Joe Ward (TVR Grantura); Laurence & Tim

Jacobsen (Lotus Elite); Stephen Bond/Keith Fell (Maserati 250S). **FL** Hadfield 1m34.362s (90.10mph).

HGPCA SPORTSCARS (BOTH 12 LAPS)

1 Julian Majzub (Sadler Mk3); 2 Carlos Monteverde (Cooper Monaco) +2.288s; 3 Graeme Dodd (Cooper T49 Monaco); 4 Gary Pearson (Jaguar D-type); 5 Jean-Jacques Gravier (Lotus 11 S2); 6 Adrian van der Kroft (Cooper T39 Bobtail). **CW** van der Kroft; Stephen Skipworth (Jaguar XK120). **FL** Majzub 1m35.198s (89.31mph).

RACE 2 (14 LAPS) 2 Monteverde +10.170s; 3 Pearson; 4 van der Kroft; 5 Matteo Maria Tullio (Tojeiro-Jaguar); 6 Steve Hart (Maserati 300S). **CW** van der Kroft; James Dean (Jaguar XK120). **FL** Majzub 1m34.845s (89.64mph).

JAGUAR E-TYPE CHALLENGE (BOTH 14 LAPS)

1 Jason Minshaw; 2 Graeme Dodd +2.468s; 3 John Clark; 4 Andre Bailly; 5 Sandy Watson; 6 Mark Chubb. **CW** Roger Cope. **FL** Dodd 1m35.501s (89.02mph). **RACE 2 (14 LAPS)** 1 Jeremy Welch; 2 Sam Hancock +0.196s; 3 Bailly;

4 Chubb; 5 Jamie Boot; 6 Stephen Skipworth. **CW** Barrie Williams.

FL Hancock 1m36.432s (88.17mph).

WORLD SPORTSCAR MASTERS (42 LAPS)

1 Leo Voyazides/Simon Hadfield (Lola T70 Mk3B); 2 David Coplowe/Martin Stretton (T70 Mk3B/C); 3 Michael Gans (T70 Mk3B); 4 Manfred Rossi di Montelera (Abarth-Osella PA1). **CW** Rossi di Montelera; Paul Ingram/Chris Chiles Jr (Chevron B8); Chris Jolly/Steve Farthing (Cooper Monaco T61M); Emanuele Benedini (Chevron B16/C); Mark Bates (Porsche 911RSR).

FL Stretton 1m21.908s (103.80mph).

MASTERS TOURING CARS (35 LAPS)

1 Leo Voyazides (Ford Falcon); 2 Mike Gardiner/Phil Keen (Ford Lotus Cortina) -1 lap; 3 Fabien Sarraillh/Francois Berges (Ford Falcon); 4 Philip Burgess (Austin Cooper S); 5 Christian Devereux (Cooper S); 6 Ron Maydon (Cooper S). **CW** Gardiner/Keen; Burgess; Manfred Rossi di Montelera (Porsche 911). **FL** Voyazides 1m39.493s (85.45mph).



Bray (2) snatched MG Trophy at Brooklands

MGCC SILVERSTONE, JUNE 23-24

Packed grids do MG Live proud



Burnett leads the way in his Alta Sports

WITH OVER 600 entries and several grids of 45 cars or more, there was some fantastic racing and incredible sights at the MG Live event at Silverstone.

It was the oldest cars that kicked things off in the Brooklands 500 race for Pre-War Cars. Gareth Burnett dominated in his Alta Sports, winning by a minute and a half, but the battle for second was closer.

Initially, David Cottingham held the position, but he dropped back and was passed by Robert Lewis's Lagonda. Then Simon Diffey took over the Cottingham BMW and recovered to finish second. Fifth-placed Barry Foster won the MMM division of the race in his MG Montlhery.

The most dramatic start to a race came in the Midget-Sprite Challenge and BVC8 encounter, which had a split grid.

Six BVC8 drivers ignored their 40s delay and started with the lights, just about avoiding the cars that correctly waited. All six

were given penalties.

The race itself was won by David Weston in his Midget, who took full advantage of the absence of Paul Sibley, who had won all the previous six races. Martin Morris's similar machine claimed second when Edward Reeve began to run out of fuel on the last lap. Simon Cripps dominated the BVC8 race from pole.

One of the most dramatic ends to a race came in the second MG Trophy thrash. After Paul Streather won the first race comfortably, following the retirement of points leader Chris Bray with a water leak, Bray was eager to get revenge in race two. Having battled with Streather all race, Bray dived up the inside of him on the final lap to win.

Bray enthused: "That was a great race as my car was working this time!"

"We were swapping positions three or four times on some laps. On the final one I lunged up the inside of him at Brooklands from three car lengths back

and passed him!"

Will Sharpe and Vince Pain won the MGOC Class F and Z races, which shared the track time with the Trophy cars.

Andrew Ashton shot into the lead in his Metro at the start of the Peter Best Insurance Challenge and Cockshoot Cup race from fourth on the grid.

Poleman Simon Cripps made a poor start in his MGB but still finished second after David

Coulthard spun into retirement at the complex. This meant Ashton took a comfortable win, while Mike Peters put in a remarkable recovery drive from a poor 29th on the grid to take Cockshoot honours.

Coulthard bounced back to win race two, which was shortened to ensure all the races could be completed.

Simon Hutchinson's Midget beat Cripps by less than a tenth to take the

Peter Best win, which made up for a spin in the first race that denied him a top-three finish.

Five cars were involved in a startline incident at the beginning of the Iconic 50s and FISCAR Intermarque race.

There was more drama later when Graham Love's Jaguar spun on oil and hit the pitwall. The race was subsequently abandoned with the oil stretching from Woodcote to Copse.

Clio Cup racer Files took Thoroughbred victory



“I lunged at Brooklands and passed him!”

Chris Bray on his last-lap move to win the MG Trophy



Williams won again in Metro Cup

**REPORTS
SPORTS EXTRA**



Ward conquered Wright (68) in the JD Classics Challenge

Poleman Brian Arculus won in his Lotus Elite, with John Bussey's MG TC taking the Classic class.

The Morgan Challenge race featured a thrilling tussle for the lead between Richard Plant's 4/4 and Matthew Wurr's Plus 8R. Eventually the extra grunt of Wurr's machine won out but Plant fought valiantly.

MGB racer Tom Smith always had control in the Ecurie GTS race, but there was close-fought action behind him. Mark Ashworth's MGB Roadster was second, having made an electrifying start from 15th on the grid!

After the stops it was Malcolm Gammons (MGB) who lay second, but he had

Ashworth and the MGBs of David Beresford and Mike Harris in very close company. Ashworth took a fantastic second, with Gammons finishing third ahead of Harris and Beresford.

Renault Clio Cup driver Josh Files took his second Thoroughbred Sports Car win of 2012, despite a poor start from pole with his Triumph TR6.

Files, who won the series in 2010, dropped to fifth on the opening lap as the fast-starting Simon Cripps took an early lead in his MGB. This didn't last long though, as a host of cars passed him at Aintree.

Gradually Files recovered and passed Ken Paton's

Jaguar D-type at Becketts with three laps to go. Paton claimed second with Andy Green (Morgan) in third.

Mike Williams took his 2012 win tally to four in the Metro Cup with two victories. In the first race, Tom Sanderson took second with Neal Gardiner third, while the pair reversed positions in the second race.

Paul Eales won both of the MGOC Class A and B races after great MGB duels with Jim Baynam on each occasion.

The JD Classics Challenge race was dominated by Chris Ward/John Young's Ford Cologne Capri.

● Stephen Lickorish

MGB 50 SILVERSTONE, JUNE 23-24

MacLeod conquers field of 55 at Silverstone

CALLUM MACLEOD finished at the head of a tremendous field of 55 MGBs that provided a great commemoration to the 50th anniversary of the car entering series production.

MacLeod dominated qualifying, finishing on top by nearly a second from Tom Smith.

At the start he made a great getaway and quickly built up a lead over Smith, while Malcolm Gammons and Andrew Bentley battled behind.

It stayed like that until the stops, when Bentley retired and Gammons dropped back. This promoted Peter and Jan Boyes into what became third, after John Yea was given a penalty

for failing to pit.

Behind them was a battle for fourth between Gammons, Adrian/Clare Johnson and Jeremy Cottingham. After much swapping of positions, the Johnsons won out.

Former British Formula Ford champion MacLeod had to contend with lapped traffic as he won by eight seconds from Smith. "It was fantastic to win and it was a very different experience for me with the pitstop," said the victor.

● Stephen Lickorish

RESULTS (19 LAPS) 1 Callum

MacLeod; 2 Tom Smith +8.397s; 3 Peter Boyes/Jan Peter Boyes; 4 Adrian Johnson/Clare Johnson; 5 Jeremy Cottingham; 6 Malcolm Gammons. **FL** MacLeod 2m37.888s (83.46mph).



MacLeod leads the MGB race away from pole

BROOKLANDS 500 FOR PRE-WAR SPORTS CARS & MMM (12 LAPS)

1 Gareth Burnett (Alfa Sports); 2 David Cottingham/Simon Diffey (BMW 328 Sports) +1m35.949s; 3 Robert Lewis (Lagonda Le Mans); 4 Richard Lake/Paul Alcock (Aston Martin Speed); 5 Barry Foster (MG Montlhery); 6 Fred Boothby (MG J2). **Class winners** Cottingham/Diffey; Foster; Richard Hudson (Bentley 3/4 1/2); Thijs de Groot (MG PA Special); Stanley Mann (Bentley 4 1/2 Le Mans); David Downes (MG NA Magnette). **Fastest lap** Burnett 2m49.768s (77.61mph).

MIDGET-SPRITE CHALLENGE WITH BCV8 (11 LAPS)

1 David Weston (MG Midget); 2 Martin Morris (MG Midget) +9.885s; 3 Edward Reeve (MG Midget); 4 Simon Cripps (MGB GT V8); 5 Sam Healey (Austin Healey Frogeye Sprite); 6 Richard Perry (MG Midget). **CW** Cripps; Perry; Peter Collinson (Austin Healey Sprite Mk1); Neil Cameron (Austin Healey Arkley Sprite); Jonnie Wheeler (MGB Roadster); Mike Harris (MGB FIA Roadster); Nick Ashman (MG Midget); Kai Wood-Davis (MGB GT). **FL** Weston 2m27.743s (89.19mph).

MG TROPHY CHAMPIONSHIP WITH MGOC CLASS F & Z (9 LAPS)

1 Paul Streather (ZR 190); 2 Graham Ross (ZR 190) +13.052s; 3 Paul Luti (LE500); 4 Dan Neaves (ZR 190); 5 Colin Robertson (ZR 190); 6 Doug Cole (ZR 190). **CW** Luti; Daniel Molloy (ZR 160); Will Sharpe (ZR 160); Mark Baker (MGF); David Koskela (MGF 160). **FL** Christopher Bray (ZR 190) 2m25.842s (90.35mph). **RACE 2 (8 LAPS)** **1** Bray; 2 Streather +0.220s; 3 Ross; 4 Robertson; 5 Neaves; 6 Cole. **CW** Gary Wetton (LE500); Molloy; Vince Pain (ZR 160); Baker; Koskela. **FL** Bray 2m25.877s (90.33mph).

PETER BEST INSURANCE CHALLENGE WITH COCKSHOOT CUP (8 LAPS)

1 Andrew Ashton (Rover Metro GTi); 2 Simon Cripps (MGB Roadster) +24.665s; 3 Robert Campbell (MGC GT); 4 Simon Hutchinson (MG Midget); 5 Alex Smith (MG ZS 180); 6 Mike Peters (MG Midget). **CW** Cripps; Campbell; Peters; Dan Ludlow/Les Tyler (MG ZS); Simon Tinkler (MGB GT); Jeremy Toes (MG Midget); Ian Johnson (MG ZS); Volker Eickmeyer (MGF VVC). **FL** David Coulthard (MG ZR 190) 2m33.075s (86.08mph). **RACE 2 (7 LAPS)** **1** Coulthard; 2 Hutchinson +4.041s;

3 Cripps; 4 Peters; 5 Frazer Graham (MG Midget); 6 Ashley Woodward (MG ZS 180). **CW** Hutchinson; Cripps; Peters; James Darby (MGB GT); Tinkler; Tyler/Ludlow; Richard Saxton (MG Midget); Eickmeyer. **FL** Hutchinson 2m33.427s (85.88mph).

ICONIC 50S AND FISCAR HISTORIC INTERMARQUE (9 LAPS)

1 Brian Arculus (Lotus Elite); 2 Mike Thome (Austin Healey 100M) +22.781s; 3 Harvey Woods (Austin Healey 100M); 4 Jonathan Abecassis (Austin Healey 100/4); 5 Andrew Sharp (Aston Martin DB2); 6 John Bussey (MG TC). **CW** Thome; Sharp; Bussey; Alex Quattlebaum (MG LEC0 2); Kevin Zwolinski (Jaguar XK140 FHC); Mark Daniell (MGA Twin Cam); Peter Shaw (Alfa Romeo Giulietta Sprint); Neil Fender/Guy Broad (Triumph TR2); Pia Bianchi (Allard Farrallac); Jim Campbell (Aston Martin DB2/4); Anthony Childs (Porsche 356A); Charles Harmer (MG TF). **FL** Nigel Bancroft (Lotus Elite) 2m42.864s (80.91mph).

MORGAN CHALLENGE (11 LAPS)

1 Matthew Wurr (Plus 8R); 2 Richard Plant (4/4) +1.981s; 3 Jeremy Knight (Plus 8); 4 Andy Green (Plus 8); 5 Roger Whiteside (Plus 8); 6 Tim Ayres (Plus 8). **CW** Plant;

Martin Watson (Roadster Lwt.); Sharlie Goddard (Plus 8); Tom Dailey (4/4 Sport); Andy Faulds (Plus 8). **FL** Wurr 2m25.480s (90.57mph).

ECURIE GTS (19 LAPS)

1 Tom Smith (MGB Roadster); 2 Mark Ashworth (MGB Roadster) +37.903s; 3 Malcolm Gammons (MGB Roadster); 4 Mike Harris (MGB FIA Roadster); 5 David Beresford (MGB Roadster); 6 Scott Quattlebaum (Elva Courier). **CW** Martin Brewer/Pete Foster (Triumph TR4); Jonathan Loader (MGB FIA Roadster); Richard Thorne/Roger Whiteside (Morgan 4/4 Competition); Clive Cocks (WSM Sprite). **FL** Smith 2m38.254s (83.26mph).

THOROUGHbred SPORTS CARS WITH MGA (13 LAPS)

1 Josh Files (Triumph TR6); 2 Ken Paton (RAM-Jaguar D-type) +5.994s; 3 Andy Green (Morgan Plus 8); 4 Simon Cripps (MGB GT V8); 5 Rob Spencer (MGB GT V8); 6 Ian Prior (MGB GT V8). **CW** Green; Joe Farrington (MGB GT V8); David Lamymann (MGB Roadster). **FL** Files 2m27.362s (89.42mph).

MG METRO CUP WITH MGOC CLASS A & B (BOTH 8 LAPS)

1 Mike Williams (Rover 100); 2 Tom Sanderson (Rover Metro GTi) +4.388s; 3 Neal Gardiner

(Rover Metro GTi); 4 Thomas Grainger (Rover 100 GTi); 5 James Webb (Rover Metro 100); 6 Tony Howe (MG Metro Turbo). **CW** Grainger; Ray Kershberg (MG Metro); Paul Eales (MGB GT); Henry Sharpe (MG Maestro); Jeremy Rivers-Fletcher (MG ZS Diesel). **FL** Williams 2m40.632s (82.03mph).

RACE 2 1 Williams; 2 Gardiner +14.164s; 3 Sanderson; 4 Grainger; 5 Howe; 6 Webb. **CW** Grainger; Eales; Kershberg; Sharpe; Rivers-Fletcher. **FL** Williams 2m40.057s (82.32mph).

MOTOR RACING LEGENDS JD CLASSICS CHALLENGE (17 LAPS)

1 Chris Ward/John Young (Ford Cologne Capri); 2 Mark Wright/Dave Coyne (Ford RS1800) +13.892s; 3 Sean Brown/Robert Brown (Ford Escort Mk1 RS); 4 Paul Pochciol (Ford Capri); 5 Allen Tice/Chris Conoley (Ford Escort); 6 Chris Williams/Charlie Williams (Rover SD1). **CW** Wright/Coyne; Williams/Williams; Tim Mogridge (Ferrari F355). **FL** Ward/Young 2m18.573s (95.09mph).



LOCOST DONINGTON PARK, JUNE 23-24

Honours shared in three Locost Donington thrillers

THERE WERE THREE different Locost winners, with Michael Comber, Alex von Ehrheim and Stuart Sellars all taking a share of the spoils at Donington.

Comber and von Ehrheim soon settled at the head of the first race, but Comber made his escape when his rival was temporarily slowed by his steering wheel working loose. Behind, there was a four-car battle to the flag for third, with Nick Selby getting the verdict over Lee McNamara, Sian Stafford-Atkinson and Adam Lucas.

There were three different leaders in the first three laps of race two. Although Comber and von Ehrheim shared most of the advantage, Richard Bradley

managed to split them a couple of times, allowing Sellars to close.

Bradley had the lead into Redgate on the last lap, but Comber was ahead again exiting the chicane as it became a four-car dash for the line. "It was closer than I wanted, but I got the job done," said the victorious von Ehrheim after heading Comber by 0.01s. "I knew when I was second out of the chicane there was more slipstreaming to be done."

Sellars completed the podium, with Bradley fourth, all four covered by only 0.3s.

It was just as close in the third race as Sellars and Bradley began to alternate the lead almost every lap. For a while it was an



Von Ehrheim (left) just takes race two

eight-car train at the head of the field, with Nick Selby coming to the fore and splitting the lead pair into the chicane on lap six of 10.

Bradley soon took charge again and had Sellars in his wheeltracks as they started the last lap. Selby nosed ahead into the chicane, but went in too deep and

dropped to seventh after a trip across the gravel, leaving Sellars to win from Bradley, McNamara and Steven Wells.

● Peter Scherer

RESULTS (9 LAPS)

1 Michael Comber; 2 Alex von Ehrheim +5.64s; 3 Nick Selby; 4 Lee McNamara; 5 Sian Stafford-

Atkinson; 6 Adam Lucas. **Fastest lap** Comber 1m28.45s (80.55mph).

RACE 2 (10 LAPS) 1 von Ehrheim; 2 Comber +0.01s; 3 Stuart Sellars; 4 Richard Bradley; 5 Glenn Boyer; 6 Max Lees. **FL** Bradley 1m27.92s (81.04mph).

RACE 3 (10 LAPS)

1 Sellars; 2 Bradley +0.49s; 3 McNamara; 4 Steve Wells; 5 Stafford-Atkinson; 6 Lees. **FL** Lees 1m29.39s (79.70mph).



Breakell's PR6 took a second and a first

BIKE-SPORTS DONINGTON PARK, JUNE 23-24

Radical aces to the fore as Reynard slips up

RADICAL RACERS JAMES Breakell and Jonathan Wright were both Bike-sports winners, after Adrian Reynard's Inverter spun out of a strong race-one lead.

Poleman Reynard soon built up a good advantage in the first race, with Mark Boot's Radical PR6 taking Breakell's similar car for second into McLeans. They both started to close on the leader, but had Wright's SR3 closing in on them too, after a poor start. Out of the

chicane Wright hugged the inside right down to Redgate, taking him past both Boot and Breakell.

With Reynard tripping over a backmarker, Wright took the win. Breakell reclaimed second from Boot, while Richard Stables' PR6 completed the top four.

Breakell led race two but had Wright poised to challenge on the last lap until he spun out at the chicane, promoting Boot into second. Mike Field's

Stohr was looking set for third, until the engine let go one lap from home, bringing Stables onto the podium, clear of Aaron Bailey's SR3.

● Peter Scherer

RESULTS (17 LAPS) 1 Jonathan Wright (Radical SR3); 2 James Breakell (Radical PR6) +2.27s; 3 Mark Boot (PR6); 4 Richard Stables (PR6); 5 Mike Field (Stohr DSR); 6 Will Brown (PR6). **Class winners** Richard Wise (Radical SR4); James Wingfield (Coombes Sport 6C).

FL Adrian Reynard (Reynard Inverter) 1m08.32s (104.29mph).

RACE 2 (14 LAPS) 1 Breakell; 2 Boot +10.17s; 3 Stables; 4 Aaron Bailey (SR3); 5 Doug Carter (PR6); 6 David Frankland (SR3). **CW** Wise; Wingfield. **FL** Breakell 1m08.22s (104.44mph).

FORMULA VEE DONINGTON PARK, JUNE 23-24

Smith is the Dominator

RED FLAGS HIT BOTH Formula Vee races, but there were enough laps for Paul Smith's AHS Dominator to live up to its name.

Smith was leading the first race when it was stopped, but lost out to Jake Oliveira, Ian Buxton and Sam Oliveira at the restart. After Ben Anderson and Martin Farmer had a touch at the Old Hairpin, the top four got away.

Both Sam Oliveira and Smith soon made it past Buxton, before exchanging places themselves a lap later. Jake was Smith's next target, but Sam followed too as the pressure mounted on his brother. Smith got the lead into Coppice on lap five of seven and Sam followed a lap later. But into the chicane for the last time Jake tried to reclaim his place, the brothers

touched and he was pitched into the gravel, handing third to Buxton.

Smith was more dominant in the second race, but had to do it twice. The second red flag left the race classified at two laps, with Farmer's GAC second after a couple of exchanges with Sam Oliveira. Jake was fourth, but had just made it into second as the flag came out and he lost out on the countback.

● Peter Scherer

RESULTS (7 LAPS) 1 Paul Smith (AHS Dominator); 2 Sam Oliveira (Sheane Jenvee) +3.93s; 3 Ian Buxton (Daghorn/GAC); 4 Daniel Pitchford (AHS Leystone); 5 Steve Ough (Dominator); 6 Ian Jordan (Sheane Jordan). **CW** Jordan. **FL** Smith 1m18.55s (90.70mph).

RACE 2 (2 LAPS) 1 Smith; 2 Martin Farmer (GAC) +2.48s; 3 S Oliveira; 4 Jake Oliveira (Storm); 5 Buxton; 6 Ben Anderson (GAC 01). **CW** Jordan. **FL** J Oliveira 1m19.19s (89.97mph).



Smith's AHS Dominator was on top again in Formula Vee

STOCK HATCH DONINGTON PARK, JUNE 23-24

Digby and Tibbs narrowly pip Ferguson



Digby held onto this slide to win

BOTH STOCK HATCH races featured a fight to the flag. Joe Ferguson was in the hunt for victory both times, but had to settle for two seconds as Matt Digby and Andrew Tibbs claimed the wins.

Tom Bell started well in race one, but with four of the top seven on the grass

as rain started to fall, there was soon a reshuffle behind. Digby had been trailing Bell and Jake Farndon and biding his time. "I got a bit battered but then they both ran wide and I was ahead under Starkey's Bridge," he explained.

Ferguson had also moved

up and snatched second from Bell around the outside at Redgate. He had Digby in his sights but the chequered flag beckoned, while Bell held on to third from Farndon, Patrick Fletcher and Matt Fincham.

Bell led again from the start of the second race, but his side-by-side duel with Tibbs allowed Ferguson and Martin Ward to close in too. Tibbs finally got by into the Old Hairpin on lap four of 10 and Ferguson soon followed.

Lap after lap they continued to run three in a line, after Ward dropped back. Ferguson had a nose alongside his rival on a number of occasions as they charged into the chicane, but each time

Tibbs had it covered.

Ferguson looked set for a move on the last lap, but time ran out again and he took the flag only 0.16s behind Tibbs. Although Bell retained third, he came under attack after Ward closed back in. Will Sargent held a racelap fifth, with Fletcher taking sixth after being shadowed by well-ballasted race-one winner Digby.

● Peter Scherer

RESULTS (9 LAPS) 1 Matt Digby (Citroen Saxo VTR); 2 Joe Ferguson (Saxo) +1.01s; 3 Tom Bell (Saxo); 4 Jake Farndon (Saxo); 5 Patrick Fletcher (Saxo); 6 Matt Fincham (Saxo). FL Farndon 1m27.00s (81.89mph). RACE 2 (10 LAPS) 1 Andrew Tibbs (Saxo); 2 Ferguson +0.16s; 3 Bell; 4 Martin Ward (Saxo); 5 Will Sargent (Saxo); 6 Fletcher. FL Ward 1m26.89s (82.00mph).

DONINGTON IN BRIEF



Wauer once again beat Watts in F4

FORMULA 4

Falco Wauer increased his run of victories in his Mygale US FF2000, despite the best efforts of Robbie Watts's Van Diemen RAW 01. Bryn Tootell's Van Diemen RFO9 was a solitary third both times out.

SAXMAX

Guy Wenham was ready to inflict a first defeat of the season on Owen Hunter in the first race, until he ran wide at the Old Hairpin on the last lap. Wenham led race two until Coppice a lap from home, only for Hunter to get it wrong at the chicane and hand it back to Wenham.

CLASSIC STOCK HATCH

Edward Cooper's Vauxhall Nova led most of race one, but Lee Scott's Ford XR2i just edged him out only to run wide at the Old Hairpin and hand the place back. Imran Khan's XR2 won the second race, diving ahead of the Peugeot 205 of Matt Rozier into the chicane a lap from home.

SPORTS SPECIALS

Cheng Lim's Cobra claimed a last-lap win. Clive Hudson's Eclipse led, after Rob Johnston's Cyana pulled off at Coppice, and he kept second. The sequel was aborted due to oil on the track.

TOYOTA MR2

Two huge grids brought plenty of action. George Robinson dominated race one from the start, but was unable to escape for a second time, and Guy Hefford outraked him into Redgate with a lap to go in race two.

TOYOTA MR2 SUPER GT

Both races came down to a last-lap duel between Patrick Mortell and Ron Horsfield. In the first Mortell just held on to win by 0.01s, but in the second it was Horsfield, winning the drag to the line by 0.04s.

Horsfield (l) and Mortell shared wins



BMW COMPACT CUP DONINGTON PARK, JUNE 23-24

Denwood denied, then gets his revenge

ANDREW TSANG ADDED to his Cadwell Park double in the first race, but had to succumb to Kevin Denwood in the second.

The first encounter was restarted after Martin Gambling went off at Coppice. Tsang took charge from pole, followed by Ryan Bensley and Denwood. Into Coppice Denwood grabbed second, and Stuart Voyce followed, but the lead quartet split into pairs.

Both Denwood and Bensley were on the attack, but while Bensley retook third into the Craner Curves, Denwood had

to shadow Tsang to the flag.

Denwood got his reward in the second race, easing clear as Tsang had a queue forming behind. Bensley was into second at the chicane on lap three and gave Denwood a run for his money over the final laps.

● Peter Scherer

RESULTS (7 LAPS) 1 Andrew Tsang; 2 Kevin Denwood +0.31s; 3 Ryan Bensley; 4 Stuart Voyce; 5 Alex Dew; 6 Simon Roche. FL Bensley 1m27.76s (81.18mph).

RACE 2 (8 LAPS) 1 Denwood; 2 Bensley +0.59s; 3 Voyce; 4 Dew; 5 Roche; 6 Dave Mountain. FL Bensley 1m27.58s (81.35mph).



Denwood was on fine form



Albone lurks in third as the field gets away

750 FORMULA DONINGTON PARK, JUNE 23-24

Joy and despair for Albone

THERE WAS BOTH success and disappointment for Billy Albone in the 750 Formula. He took his Batten to a maiden victory in the first race, after Dave Hodkin and Dave Robson had touched and spun, but was then denied a double by ill fortune.

After the race-one clash, Hodkin recovered to hold second, aided by Nathaniel Cooper pulling off. Bill Rutter's Darvi was third, after a great scrap with Bob Simpson's SS/Fiat.

Albone was on his way to win number two after taking Hodkin on the third lap of race two, but on the sixth tour the engine cut

out, handing Hodkin the lead from a closing Robson. Hodkin ran wide at McLeans and damaged his nose, thus Robson won, from Hodkin, Rutter and Dave Facer's Mallock.

● Peter Scherer

RESULTS (BOTH 11 LAPS)

1 Bill Albone (Batten 3); 2 Dave Hodkin (HRD Mk1) +12.77s; 3 Bill Rutter (Darvi Mk5); 4 Bob Simpson (SS/Fiat); 5 Dave Robson (SDAR/83); 6 David Facer (Mallock Mk16). CW Rutter. FL Albone 1m20.38s (88.64mph).

RACE 2 1 Robson; 2 Hodkin +3.61s; 3 Rutter; 4 Facer; 5 Simpson; 6 Andrew Lake (Darvi 91D). CW Hodkin. FL Albone 1m19.15s (90.02mph).

NATIONAL RACES & RESULTS

VSCC
MALLORY PARK

QUICK RESULTS

→ Formula Junior Milicevic
→ Vintage Racing Cars Lees
→ Mallory Mug Twyman

"It seemed Fred was going backwards off the grid"

Mark Gillies controlled the Pre-61 feature



Simon Blakeney-Edwards rolled family 'Nash'

VSCC MALLORY PARK, JUNE 24

Transatlantic trip is good for Gillies

MARK GILLIES ADDED 24.3 winning miles to the 4000 he had travelled from the States to race ERA R3A at the VSCC's Bob Gerard Memorial Trophy meeting.

His first encounter with the winner's garland came with an easy pole-to-flag win from Stephen Shoosmith's Type 51 Bugatti in a brisk six-lap scratch, the second in the Pre-61 Front Engined Racing Car feature.

Fred Harper's Kurtis Indy-Roadster lined up on the front row with Gillies for the 12-lapper. "It seemed like Fred was going backwards off the grid as I just shot away," said a puzzled Gillies.

"Indycars may be pretty fast, especially around an ovalish place like here, but you try getting off a standing start with a roadster's first gear!" Harper explained.

The ERA and Kurtis occupied the sharp end until lap five when Andrew Tart, in his nimble Formula Junior Bond, climaxed his rapid progress through the field by passing Harper for second.

Adam Ealand delivered a controlled drive to fourth in the HWM, untroubled by AC/GN racers Tony Lees and Robert Carr, who were staging a stunning show for fifth and sixth, a contest they would return to later in the day.

Heavy traffic exiting Shaw's halfway through the 12-lap Formula Junior race threw Cooper T59 racer Jon Milicevic some respite from Sam Wilson and Steve Smith's relentless pursuit of his lead in their T59s.

Once the pair had fumbled their way around a dense pack of Juniors, Wilson and Smith seemed to lose momentum for a lap or two. While Smith fell away from the fray, Wilson gained a second

breath and doggedly clawed back towards the leader.

With the pressure off and a clear track, Milicevic guided the little 1098cc Cooper to the flag and cut the fastest lap of the day on his last tour at 50.50s – just because he could.

Mark Walker had his work cut out with a 1.5-lap handicap placed on the Land Speed Record 200HP Darracq if he was to win the much-anticipated Edwardian race.

Despite the further handicap of a sharp shower two laps in, Walker stroked the 1905 car to victory just over nine seconds ahead of Richard Black's Panhard Levassor, especially impressive as he was stuck in top gear for most of the race!

Tony Lees and Rob Carr took the Vintage Racing Car contest by the scruff of its neck. Battling with their AC/GN single-seaters, they swapped the lead between them until lap five, when Lees used his straightline speed advantage to outrun Carr and make it stick through Shaw's. He was almost two seconds clear by the flag.

Andrew Mitchell surprised when his nimble HRG got off the line through Gerard's ahead of the more powerful



Gillies and ERA were on form



Milicevic leads Wilson in FJunior

Alfa Romeo 8C of Peter Twyman in the Mallory Mug contest.

Try as he might, Twyman could not best the HRG, until it faltered exiting Shaw's on lap four.

Having taken the lead, Twyman did not need to look back as the win was his.

John Guyatt and Richard Black battled with their Talbot Lagos once the Alfa

and HRG had roared off into the distance. The pair were wheel-to-wheel for third, with Guyatt taking the last garland.

500cc F3s wound up the day and John Turner built a commanding lead in his Cooper Mk9 until it slowed with gear-selection problems on lap four, allowing Gordon Russell to seize control with his Mackson and take the win

from Roy Hunt, who couldn't quite get his Martin on terms despite some brave advances through the Esses.

There was just one red-flag stoppage, when Simon Blakeney-Edwards rolled the family Frazer Nash Shelsley comprehensively along Stebbe Straight, resulting in a precautionary hospital trip.

● Stephen Welsh

PRE-WAR SHORT SCRATCH

(6 LAPS) 1 Terry Crabb (ERA R12C); 2 Tony Seber (Wolseley Hornet Special); +2.37s; 3 Richard Iliffe (Riley Kestrel 12/4 Special); 4 Andrew Mitchell (HRG 1.5 litre); 5 Julian Grimwade (Lagonda Rapier); 6 Andrew Kellock (Fiat AC). **Class winners** Seber; Mark Elder (Austin Sports Special). **Fastest lap** Seber 1m02.24s (78.08mph).

PRE-WAR SHORT SCRATCH 2

(6 LAPS) 1 Mark Gillies (ERA R3A); 2 Stephen Shoosmith (Bugatti T51) +17.66s; 3 Guy Plant (Alvis Speed 20 Special); 4 Tim Greenhill (Wolseley Hornet Special); 5 Jo Blakeney-Edwards (Frazer Nash Shelsley); 6 Simon Stokes (Riley Treen). **CW** Shoosmith; Stokes. **FL** Gillies 55.25s (87.96mph).

BOB GERARD MEMORIAL &

ROBERT ASHLEY TROPHIES

(12 LAPS) 1 Gillies; 2 Andrew Tart (Bond FJ) +2.14s; 3 Fred Harper (Kurtis Indy-Roadster); 4 Adam Ealand (HWM); 5 Tony Lees AC/GN Cognac; 6 Robert Carr (AC/GN Special). **CW** Tart. **FL** Gillies 54.74s (88.78mph). **JOHN TAYLOR MEMORIAL TROPHY** (12 LAPS) 1 Jon Milicevic (Cooper T59); 2 Sam Wilson (Cooper T59) +4.47s; 3 Steve Smith (Cooper T59); 4 Andrew Tart (Bond FJ); 5 Gordon Russell (Gemini MkII); 6 Gil Duffy (Bond FJ). **FL** Milicevic 50.50s (96.24mph).

DICK BADDILEY & EDWARDIAN RACING

TROPHIES (6 LAPS) 1 Mark Walker (Darracq 200HP); 2 Richard Black (Panhard-Levassor S4M) +9.08s; 3 Ben Collings (Mercedes 60HP); 4 Ron

Birkett (FL Sports); 5 John Polson (Sunbeam Coupe de l'Auto); 6 Clive Press (Peugeot 148). **FL** Walker 1m07.07s (72.00mph).

VINTAGE RACING CARS

(10 LAPS) 1 Tony Lees (AC/GN Cognac); 2 Robert Carr (AC/GN Special) +1.59s; 3 Duncan Wood (Morgan Super Aero); 4 Gary Caroline (Morgan Super Aero); 5 Richard Scaldwell (GN/JAP Grand Prix); 6 Clive Morley Bentley 3/4.5. **FL** Lees 58.42s (83.19mph).

MALLORY MUG (8 LAPS)

1 Neil Twyman (Alfa Romeo 8C); 2 Andrew Mitchell (HRG 1.5 litre) +5.96s; 3 John Guyatt (Talbot Lago T150C); 4 Richard Black (Talbot Lago T23); 5 Fred Boothby (MG J2); 6 Paul Waine (Frazer Nash TT Replica). **FL** Twyman 1m03.28s (76.80mph). **500cc F3** (8 LAPS) 1 Gordon

Russell (Mackson 500 F3); 2 Roy Hunt (Martin 500) +3.30s; 3 David Lecoq (Petty F3); 4 Simon Brown (Cooper Mk4); 5 Rodney Delves (Kieft F3 500); 6 Richard Bishop-Miller (Revis 500). **FL** Russell 1m01.51s (79.01mph).

MALLORY PARK TROPHY

(10 LAPS) 1 Guy Plant (Alvis Speed 20 Special); 2 Durwood Lawson (Riley Special) +11.37s; 3 Richard Iliffe (Riley Kestrel 12/4 Special); 4 Ewen Getley (Bentley 3/4.5); 5 Jo Blakeney-Edwards (Frazer Nash Shelsley); 6 Jeffery Edwards (Alvis Sports Special). **FL** Plant 1m02.06s (78.31mph).

PRE-WAR SHORT HANDICAP

(6 LAPS) 1 Peter Butler (Bentley 3/4.5); 2 Terry McGrath (Amilcar CGS) +7.70s; 3 Steve Allen (Bentley 4.25 Special); 4 Simon Etherington (MGPB); 5 Oliver

Richardson (MG Montlhery); 6 Philip Bewley (Bugatti T35). **FL** Butler 1m09.65s (69.78mph).

PRE-WAR HANDICAP

(6 LAPS) 1 Tim Greenhill (Wolseley Hornet Special); 2 Guy Plant (Alvis Speed 20 Special) +0.31s; 3 Steven Pryke (Frazer Nash Slug); 4 Marcus Black (Talbot Lago T23); 5 Mike Painter (MG Kayne); 6 Richard Iliffe (Riley Kestrel 12/4 Special). **FL** Greenhill 59.93s (81.09mph).

SHORT PRE-WAR HANDICAP & BURGHLEY TROPHY

(6 LAPS) 1 Tony Seber (Wolseley Hornet Special); 2 David Saxl (Riley 12/4 Special) +3.49s; 3 Fred Boothby (MG J2); 4 Mark Elder (Austin Sports Special); 5 James Potter (Riley 9 Brooklands); 6 Geoff Toms (Fiat 508S). **CW** Elder. **FL** Seber 1m02.94s (77.22mph).



McMullan hounds Robinson

BRITISH ENDURANCE CHAMPIONSHIP OULTON PARK, JUNE 23

Byford puts on a one-man show

MARTIN BYFORD PUT in a heroic solo effort to win Britcar's three-hour enduro at Oulton Park in his Class 3 Lotus Evora as others faltered.

The Ferrari 430 of Andy Schulz and Paul Bailey took an early lead from pole and, together with Bob Berridge's Aquila and the Mosler MT900R of Javier Morcillo, pulled clear of the chasing pack.

The trio had a highly entertaining scrap, and the Mosler edged ahead of the Aquila at the restart following the first of four safety car periods.

Berridge and Morcillo continued to trade places behind Schulz, before a second safety car prompted

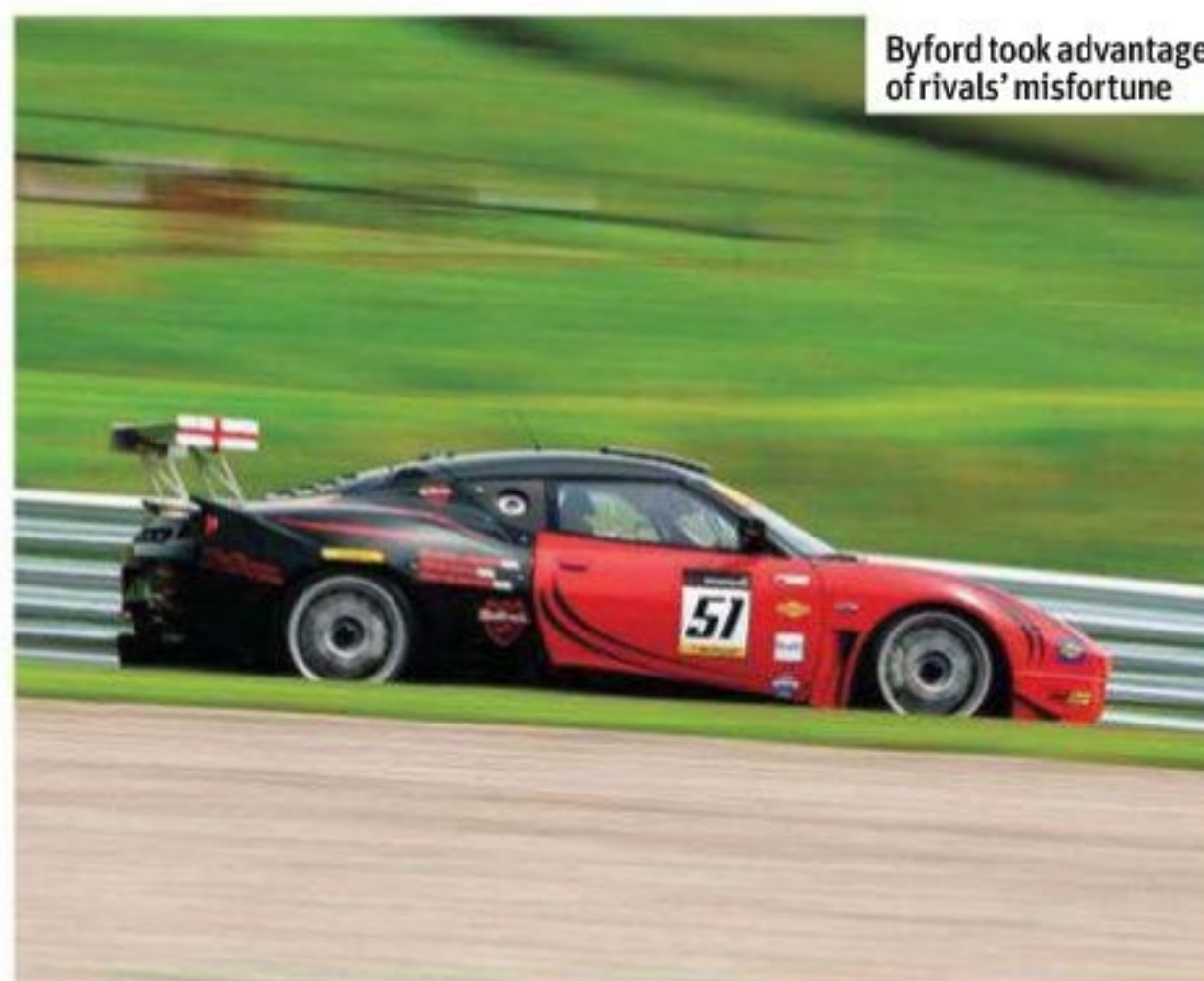
a flurry of pitstops.

After the Mosler's first stop it took the lead on lap 24 and proceeded to build a comfortable advantage, with Byford climbing to second on the 41st tour.

The Aquila suffered technical woes and the Schulz/Bailey Ferrari had to make an unscheduled stop on lap 50 for attention to a loose rear-floor panel and damaged tyre, ending any hopes of victory.

The Mosler had a two-lap lead, but was forced to pit five tours later for replacement of a broken driveshaft, and the lengthy delay dropped it well out of contention.

Byford took over the lead and stayed ahead to the



Byford took advantage of rivals' misfortune

flag, finishing a lap clear of the second-placed Marcos Mantis of Warren Gilbert/Nick Mercer.

The pursuing Chris Hart/Tommy Field Chevron GR8 completed the podium.

● Graham Read

RESULTS (91 LAPS) 1 Martin Byford (Lotus Evora); 2 Warren Gilbert/Nick Mercer (Marcos

Mantis) -1 lap; 3 Chris Hart/Tommy Field (Chevron GR8); 4 Richard Abra/Mark Poole (BMW M3 GTR); 5 Owen O'Neill/Raphael Fiorentino (Marcos Mantis); 6 Simon Phillips/Pete Storey (Ferrari 458).

CW Gilbert/Mercer; Paul Bailey/Andy Schulz (Ferrari 430); Chris Jones/John Loggie (Porsche 997 GT3 Cup); Gary Coulson/Ben Gower (Lotus Elise); Mick Mercer/Gary Smith (Ginetta G50).

FL Schulz 1m38.961s (97.93mph).



Symons leads Davies at Cascades

BRITCAR PRODUCTION CUP OULTON PARK, JUNE 23

SEAT defeats BMW for Production Cup glory

THE SEAT LEON

Supercopa of Craig Davies and former BTCC racer Adam Jones emerged on top, but only after 90 minutes of thrilling racing.

Fresh from winning the previous round at Brands Hatch, BMW M3 driver Michael Symons made the early running from Mark Radcliffe's similar M3. Symons chose to pit during an early safety car period.

While his rivals made their pitstops later, under racing conditions, Symons's Geoff Steel Racing M3 clawed its way back to the front on the 28th lap.

Following a further safety car, Jones closed on Symons and swept ahead on the penultimate lap, leaving the Adam Hayes/Radcliffe BMW a distant third.

● Graham Read

RESULTS (44 LAPS) 1 Craig Davies/Adam Jones (SEAT Leon Supercopa); 2 Michael Symons (BMW M3) +2.545s; 3 Adam Hayes/Mark Radcliffe (BMW M3); 4 Paul Black/Clive Bailie (SEAT Leon Supercopa); 5 Nigel Ainge/Mike Jordan (Honda Integra); 6 Dave Cox/Michael Cox (BMW M3 CSL). **CW** Black/Bailie; Chris Bialan/Rory Bryant (Ginetta G40). **FL** Jones 1m46.822s (90.72mph).

IRISH FF1600 KIRKISTOWN, JUNE 23

Winners just hold on

A SECOND-LAP TANGLE at Colonial, involving Chris Paul and David Nicholl, meant much of Kirkistown's first FF1600 race ran behind the safety car.

When green flags flew the action was frenetic, with poleman Noel Dunne heading the pack.

Jonathan McMullan, Adrian Pollock and Noel Robinson were right with him, along with third-row starter Morgan Dempsey, and the squabbling bunch stayed together through the remaining laps to finish with Dempsey narrowly beating Dunne, McMullan, Pollock and Robinson.

Just 0.9s covered the top five at the flag, but championship leader Ivor McCullough was not among them. A mystery misfire consigned him to the pitlane after just one lap.

Robinson hit his stride to lead race two on a damp-but-drying track, with the usual suspects pushing hard behind.

A spin by Dunne dropped

him back to sixth, but the battle up front continued all the way to the Hairpin on the final lap, where a great effort by McMullan got him beside Robinson on the run to the flag. It was very close, but Robinson held on to win by 0.012s.

Dempsey took third, a few feet in arrears.

Once again McCullough's misfire meant that he was back in his garage before the flag fell.

● Richard Young

RESULTS (BOTH 12 LAPS)

1 Morgan Dempsey (Van Diemen DPO8); 2 Noel Dunne (Van Diemen RFOO) +0.315s; 3 Jonathan McMullan (Mondiale M89S); 4 Adrian Pollock (Van Diemen DPO9); 5 Noel Robinson (Van Diemen JL12); 6 David Quinn (Van Diemen RF99). **CW** McMullan; Henry Campbell (Reynard FF83); Stephen Mawhinney (Crosle 32F). **FL** Pollock 1m01.776s (88.11mph).

RACE 2 1 Robinson; 2 McMullan +0.012s; 3 Dempsey; 4 Pollock; 5 Quinn; 6 Dunne. **CW** McMullan; Campbell; Paul McMorran (Crosle 32F). **FL** Pollock 1m05.947s (82.54mph).

IN BRIEF



David Moore leads Jake Jackson

SMART 4TWO CUP

David Moore made it eight wins from eight starts this season in the brace of 4two Cup races at Oulton. First time out, Jake Jackson kept him honest until he rolled after going off on the final lap at Druids. That promoted David's sister Sarah to second and novice Simon Horrobin to a maiden podium finish. Sarah Moore provided the closest opposition to her brother in race two, but only after poleman Jackson had spun trying to fend off the Moores in his patched-up car. He recovered to complete the podium, while Horrobin charged from the back of the grid to claim fourth.

IRISH SALOONS/GT

Gerard McVeigh and his Mitsubishi Evo got the drop on the rest in both saloon/GT races to claim a couple of convincing victories at Kirkistown. Behind him, Tony Traub's Integra took the runner-up spot in race one, from Greer Wray's Vectra and the supercharged BMW M3 Compact of Ralph Jess. Wray followed the Evo home on a damp track in race two, ahead of Martin McDonnell's rapid SEAT Leon. Concurrent honours in the thinly-supported GT field were shared between David Beattie (Ginetta) and Richie O'Mahoney (2.0 Supercar).

IRISH FORD FIESTAS

James Turkington took another win among the 'shopping trolleys' at Kirkistown, but he had Andy McShane for company most of the way, although McShane's challenge faded over the final lap. The duo set a new joint lap record during their battle. Andrew Blair and Andrew McCullough followed them across the line. Not surprisingly, the lone Mazda MX5 of James Hanna won its class.

Turkington Jr won Fiesta battle





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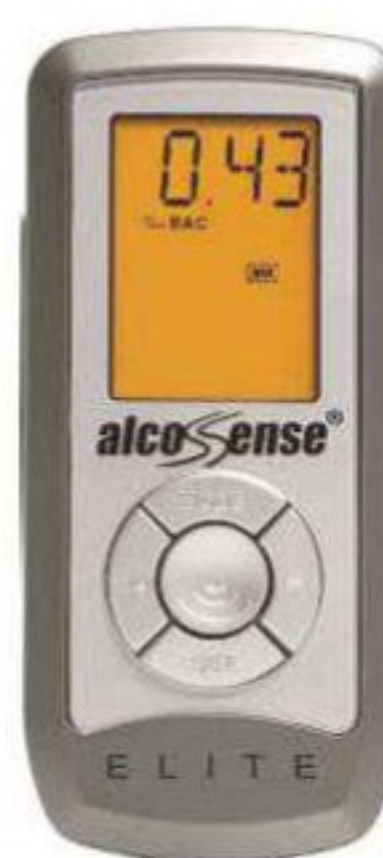
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** 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.

SPORTS EXTRA RESULTS ROUND-UP



Donington Park



Oulton Park



Kirkistown



Anglesey Coastal

Khan leads jostling
Classic Stock Hatch pack



DONINGTON PARK 750MC, JUNE 23-24

FORMULA 4 (12 LAPS) 1 Falco Wauer (Mygale US FF2000); 2 Robbie Watts (Van Diemen RAW 01) +9.93s; 3 Bryn Tootell (Van Diemen RF09); 4 Shane Kelly (Tatuus FR); 5 Erwin Smiech (Reynard SF84); 6 Damon Bland (Van Diemen RF98). **Class winner** Smiech. **Fastest lap** Wauer 1m09.55s (102.44mph). **RACE 2 (10 LAPS)** 1 Wauer; 2 Watts +14.10s; 3 Tootell; 4 Atte Lentonon (Juno F4); 5 Smiech; 6 Bland. **CW** Smiech. **FL** Wauer 1m11.05s (100.28mph). **SAXMAX (10 LAPS)** 1 Owen Hunter; 2 Guy Wenham +2.10s; 3 Sam Morgan; 4 Mikey Day; 5 James Webb; 6 George Streather. **FL** Hunter 1m29.41s (79.69mph). **RACE 2 (9 LAPS)** 1 Wenham; 2 Hunter +1.37s; 3 Morgan; 4 Day; 5 Webb; 6 Michael Higgs. **FL** Wenham 1m28.86s (80.19mph). **CLASSIC STOCK HATCH (BOTH 9 LAPS)** 1 Edward Cooper (Vauxhall Nova GTE); 2 Lee Scott (Ford Fiesta XR2i) +1.32s; 3 Martyn Fowdrey (XR2); 4 Paul Thorpe (XR2); 5 Matt Rozier (Peugeot 205

GTi); 6 Imran Khan (XR2). **FL** Khan 1m27.82s (81.13mph). **RACE 2** 1 Khan; 2 M Rozier +0.64s; 3 Cooper; 4 Damian Cottrell (Vauxhall Nova GTE); 5 Martin Cayzer (XR2); 6 Derek Rozier (205). **FL** Khan 1m28.40s (80.60mph). **SPORTS SPECIALS/SPORTS RACING & GT (10 LAPS)** 1 Cheng Lim (RAM SC Cobra); 2 Clive Hudson (Eclipse SMI) +1.31s; 3 David Caldecourt (Sylva Phoenix); 4 John Moore (Sylva Phoenix); 5 Adrian Cooper (Procomp L.A. Gold); 6 Stewart Fenton (Tiger RS6). **CW** Hudson; Caldecourt; Andrew Owen (Sylva Phoenix); Ken Culverwell (Lotus 23); Jonathan Blake (Mazda MX150R); Paul Taberner (Westfield Sei); Paul Richardson (Lotus 23). **FL** Lim 1m17.88s (91.48mph). **TOYOTA MR2 (8 LAPS)** 1 George Robinson; 2 Guy Hefford +3.96s; 3 Matthew Wallis; 4 Matthew Palmer; 5 Jim Davies; 6 James McCutcheon. **CW** Davies. **FL** Palmer 1m25.98s (82.87mph). **RACE 2 (9 LAPS)** 1 Hefford; 2 Palmer +0.45s; 3 Wallis; 4 Robinson; 5 Luke Austin; 6 Ben Cater. **CW** Davies. **FL** Austin 1m26.01s (82.84mph). **TOYOTA MR2 SUPER GT (10 LAPS)**

1 Patrick Mortell; 2 Rob Horsfield +0.01s; 3 Russell Hennessy; 4 Matthew Palmer; 5 Matthew Wallis; 6 Lee Gambell. **CW** Horsfield; Palmer. **FL** Hennessy 1m25.09s (83.73mph). **RACE 2 (9 LAPS)** 1 Horsfield; 2 Mortell +0.04s; 3 Hennessy; 4 Palmer; 5 Wallis; 6 Gambell. **CW** Mortell; Palmer. **FL** Horsfield 1m22.32s (86.55mph). **RGB (9 LAPS)** 1 Tim Gray (Spire GT3); 2 John Cutmore (Spire GT3) +14.43s; 3 Paul Rogers (Contour RGB09); 4 Matthew Green (Spire GT3); 5 Gary Goodyear (Contour RGB); 6 John Goodwin (Spire GT3). **CW** Alistair Boulton (STM Phoenix). **FL** Gray 1m12.15s (98.75mph). **RACE 2 (10 LAPS)** 1 Gray; 2 Rogers +21.80s; 3 Green; 4 Goodyear; 5 Cutmore; 6 Boulton. **CW** Boulton; Mark Conroy (Mission T5). **FL** Gray 1m12.03s (98.91mph). **750 TROPHY (8 LAPS)** 1 Ron Welsh (Fairthorpe Formula Junior); 2 Paul Gorolini (JB) +1.03s; 3 Don Rawson (Rawson Climax); 4 Michael Inglis (Austin Seven Special); 5 Paul Lawrence (Austin Seven Ulster); 6 Ben Myall (Pigsty Mk13). **CW** Inglis; Gorolini. **FL** Welsh 1m36.31s (73.98mph).

OULTON PARK BRITCAR, JUNE 23

SMART 4TWO CUP (BOTH 9 LAPS) 1 David Moore; 2 Sarah Moore +23.100s; 3 Simon Horrobin; 4 David Nash; 5 Howard Kayman; 6 Tom Knight. **CW** Rob Baker. **FL** Jake Jackson 2m12.439s (73.17mph). **RACE 2 (10 LAPS)** 1 D Moore; 2 S Moore +1.320s; 3 Jackson; 4 Horrobin; 5 Chris Drake; 6 Nash. **CW** Baker. **FL** S Moore 2m13.345s (72.67mph).

KIRKISTOWN 500 MRCI, JUNE 23

IRISH SALOONS (13 LAPS) 1 Gerard McVeigh (2.0i Mitsubishi Evo); 2 Tony Traub (2.3 Honda Integra) +8.063s; 3 Greer Wray (3.2 Vauxhall Vectra); 4 Ralph Jess (3.2 BMW M3); 5 Donal O'Neill (1.8 SEAT Cupra); 6 Simon Quinn (2.0 Honda Civic). **CW** Andrew Armstrong (1.6 Honda

Civic). **FL** Jess 1m03.126s (86.23mph) record. **RACE 2 (12 LAPS)** 1 McVeigh; 2 Wray +14.506s; 3 Martin McDonnell (2.0 SEAT Leon); 4 Jess; 5 Armstrong; 6 Ciaran Denvir (1.6 Honda Civic). **CW** Armstrong. **FL** McVeigh 1m07.423s (80.73mph). **IRISH GT (13 LAPS)** 1 David Beattie (3.5 Ginetta G50); 2 Richie O'Mahoney (2.0 Supercar) +4.262s; no other finishers. **FL** Beattie 1m03.386s (85.87mph). **RACE 2 (12 LAPS)** 1 O'Mahoney; 2 Mike Johnston (2.0 Vauxhall Tigra); 3 Beattie; no other finishers. **FL** Johnston 1m04.662s (84.18mph). **IRISH FORD FIESTA (11 LAPS)** 1 James Turkington; 2 Andy McShane +1.844s; 3 Andrew Blair; 4 Andrew McCullough; 5 Alister Robinson; 6 Chris Rogan. **CW** James Hanna (1.6 Mazda MX5). **FL** Turkington & McShane 1m17.987s (69.79mph) record.

ANGLESEY BRSCC, JUNE 23-24

FORD XR CHALLENGE (15 LAPS) 1 Craig Brookfield (Ford Fiesta XR2); 2 John-Ilan Jones (Ford Escort XR3i) +7.012s; 3 Steve Poole (XR2); 4 Michael Heath (XR2); 5 Alastair Kellett (Fiat Abarth); 6 Gary Miller (Abarth). **CW** Jones; Kellett. **FL** Miller 1m21.840s (68.18mph). **RACE 2 (14 LAPS)** 1 Brookfield; 2 Heath +0.387s; 3 Miller; 4 Jones; 5 Poole; 6 Ralph Fernihough (XR2). **CW** Miller; Jones. **FL** Kellett 1m23.397s (66.90mph). **RACE 3 (15 LAPS)** 1 Brookfield; 2 Heath +3.350s; 3 Jones; 4 Jason Hennefer (XR3i); 5 Lee Bowron (XR3i); 6 Poole. **CW** Jones. **FL** Hennefer 1m22.749s (67.43mph). **HRCA (12 LAPS)** 1 Jackie Cochrane (Sunbeam Tiger); 2 Bernard Foley (MGB GT V8) +8.956s; 3 Clive Brandon (Lotus 47); 4 Vincent O'Reilly (Austin Healey Sprite); 5 Garth Maxwell (MGB GT V8); 6 Wolfgang Schnittger (MG Midget). **CW** Brandon; Schnittger; Noel Kavanagh (MGB Roadster). **FL** Cochrane 1m18.861s (70.75mph). **RACE 2 (11 LAPS)** 1 Cochrane; 2 Foley +3.914s; 3 Brandon; 4 Schnittger; 5 Maxwell; 6 Matt Dunne (MG Midget).

CW Brandon; Schnittger; Kavanagh. **FL** Cochrane 1m25.049s (65.60mph). **RACE 3 (12 LAPS)** 1 Foley; 2 Brandon +7.337s; 3 Alan Kessie (MG Midget); 4 Peter Murray (BMW 6 Series); 5 Maxwell; 6 Kavanagh (Porsche 924). **CW** Brandon; Kessie. **FL** Foley 1m19.729s (69.98mph). **IRISH GLOBAL LIGHTS (13 LAPS)** 1 Alan Byrne; 2 Sean Doyle +1.271s; 3 Peter Drennan; 4 Paul Fitzpatrick; 5 Ben Conway; 6 Mark Braden. **FL** Drennan 1m11.399s (78.15mph). **RACE 2 (13 LAPS)** 1 Drennan; 2 Fitzpatrick +1.131s; 3 Byrne; 4 Conway; 5 Braden; 6 Ivor Miller. **FL** Drennan 1m11.840s (77.67mph). **RACE 3 (11 LAPS)** 1 Braden; 2 Drennan +0.213s; 3 Conway; 4 Fitzpatrick; 5 Miller; 6 Derek Hogan. **FL** Drennan 1m13.940s (75.46mph). **RACE 4 (13 LAPS)** 1 Conway; 2 Miller; 3 Drennan; 4 Braden; 5 Fitzpatrick; 6 Derek Behan. **FL** Conway 1m12.090s (77.40mph). **SCOTTISH LEGENDS SATURDAY FINAL (8 LAPS)** 1 Paul O'Brien; 2 Lee Fitzpatrick +0.111s; 3 Ben Power; 4 Carol Brown; 5 Ross Marshall; 6 Robbie Burgoyne. **CW** David Allan. **FL** Power 1m21.100s (68.80mph). **HEAT 1 (6 LAPS)** 1 Fitzpatrick; 2 Brown +4.193s; 3 Marshall; 4 Power; 5 O'Brien; 6 Ross Mickel. **CW** Allan. **FL** Fitzpatrick 1m20.502s (69.31mph). **HEAT 2 (6 LAPS)** 1 Marshall; 2 Power +0.160s; 3 Fitzpatrick; 4 Burgoyne; 5 Mickel; 6 Brown. **CW** Allan. **FL** Fitzpatrick 1m21.407s (68.54mph). **SUNDAY FINAL (8 LAPS)** 1 Marshall; 2 Fitzpatrick +0.195s; 3 Gerard McCosh; 4 Burgoyne; 5 Brown; 6 David Hunter. **CW** Allan. **FL** Fitzpatrick 1m19.615s (70.08mph). **HEAT 1 (6 LAPS)** 1 Marshall; 2 Fitzpatrick +0.410s; 3 Brown; 4 Burgoyne; 5 O'Brien; 6 Hunter. **CW** Allan. **FL** Fitzpatrick 1m20.077s (69.68mph). **HEAT 2 (6 LAPS)** 1 O'Brien; 2 Fitzpatrick +0.181s; 3 Marshall; 4 Brown; 5 Mickel; 6 Burgoyne. **CW** Allan. **FL** Fitzpatrick 1m19.818s (69.90mph). **IRISH TOURING CAR CHAMPIONSHIP (BOTH 12 LAPS)** 1 Phillip Brennan (BMW M3 E36); 2 Gareth Hayden (Honda Integra) +12.500s; 3 Brian Fitzpatrick (Honda Civic EF); 4 Eoghan Fogarty (Honda Integra DC2); 5 Philip Burdock (Honda Civic EK9); 6 Brian Sexton (Nissan Almera). **CW** John Greaney (Honda Integra). **FL** Brennan 1m15.904s (73.51mph). **RACE 2 (11 LAPS)** 1 Brennan; 2 Hayden +1.660s; 3 Robert Savage (Honda Integra); 4 Burdock; 5 Fogarty; 6 Eric Carroll (Honda Integra). **CW** Greaney. **FL** Brennan 1m15.852s (73.56mph).

Robinson leads Hefford
and Palmer in MR2s



FINAL DRIVE

LETTERS ■ GEAR ■ ON-TRACK ■ ON-SCREEN ■ PICS ■ TECH ■ ARCHIVE

YOUR SAY

What you think of the motorsport news of the past week

Alonso shows his class in front of his home crowd



The drive of a true champion

On a circuit that has proved notoriously difficult to overtake on in the past, Fernando Alonso produced one of the greatest victories of his career, and one of the best drives in recent times.

It's therefore unsurprising that in a season where unpredictability is the norm, we find that the most consistent and complete driver on the grid leads the championship. As the sun shone on Spain's hero, we witnessed a drive with all the hallmarks of a true champion.

Alex Battipaglia, Dorset

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. **PIRELLI TIPS SCHUMACHER FOR EUROPE GLORY**
2. **VETTEL TOPS SECOND PRACTICE IN VALENCIA**
3. **ENGE SUSPENDED AFTER FAILED DRUGS TEST**
4. **McLAREN THINKS BUTTON'S ISSUES SOLVED**
5. **MALDONADO PENALISED FOR COLLISION**

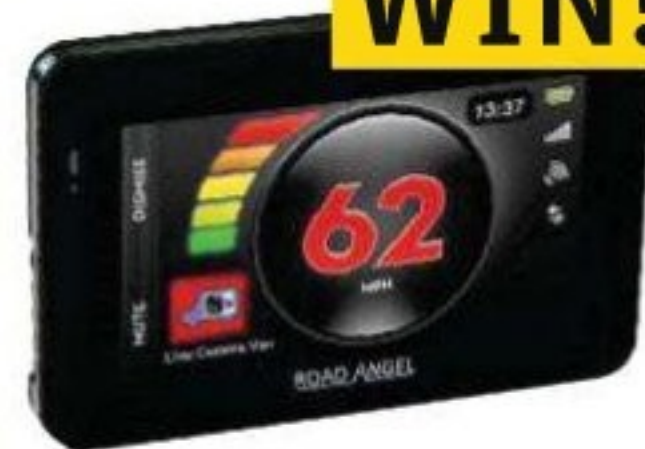
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WIN!



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

- Will Blackwell-Chambers beat Rhys Jenkins to win the Castle Combe karting challenge earlier this month and not the other way round, as printed on page 81 last week.
- Caterham would like us to point out that its SP/300.R sports prototype was quickest of the four-wheeled machines at the Cholmondeley Pageant of Power (June 21, p81). The BAC Mono was best of the Supercars, but the SP/300.R went faster in the Sports Cars and Sports Racing Cars Post 1964 category.

EDITORIAL CONTACT mail@autosport.com

I doubt Michael

Schumacher's 'comeback' plan was to occasionally finish in the points for two championships and then grab a fortuitous third spot in the European Grand Prix, but that's the way it has worked out.

It might be an inauspicious return by Schumacher's standards, and many people have questioned whether his attempt to reprise former glories can be justified.

However, stealing a place on the podium in Valencia proves that the Red Baron is still making a difference – one

that could affect the outcome of the championship (even if he won't be winning it).

Personally, I am delighted for the old master. Hopefully, this is a platform from which he can build.

Jacob Hanerman
Thaxted, Essex

So Michael Schumacher

lucks in to a podium. I hope he doesn't think he should be back next year.

Richard Hargrave
Hitchin

Having just watched

the European Grand Prix, I am left wondering about the inconsistency of penalties again.

Vergne clashes with Kovalainen, resulting in punctures, and is handed a 10-place grid penalty and fine; Maldonado drives into Hamilton, pushing him into the wall and breaking his front suspension, and only gets a 20-second race time penalty?

How does this work, or am I missing something?

Harry Cabot
Wirral

No doubt the Hamilton/

Maldonado incident has drawn criticism from all sides. However, it seems to me that Lewis was defending a position unnecessarily against a car that posed no championship threat.

On a day when he was never going to catch Alonso, and Vettel had retired, surely a fifth, sixth or seventh would have been a good compromise in his quest for the title.

Hamilton put himself in the exact position he claimed he was going to avoid this year.

Paul Roberts
Caerphilly

THE LATEST GEAR

Desirable new releases for motor racing fans: books, DVDs, models, art and gifts

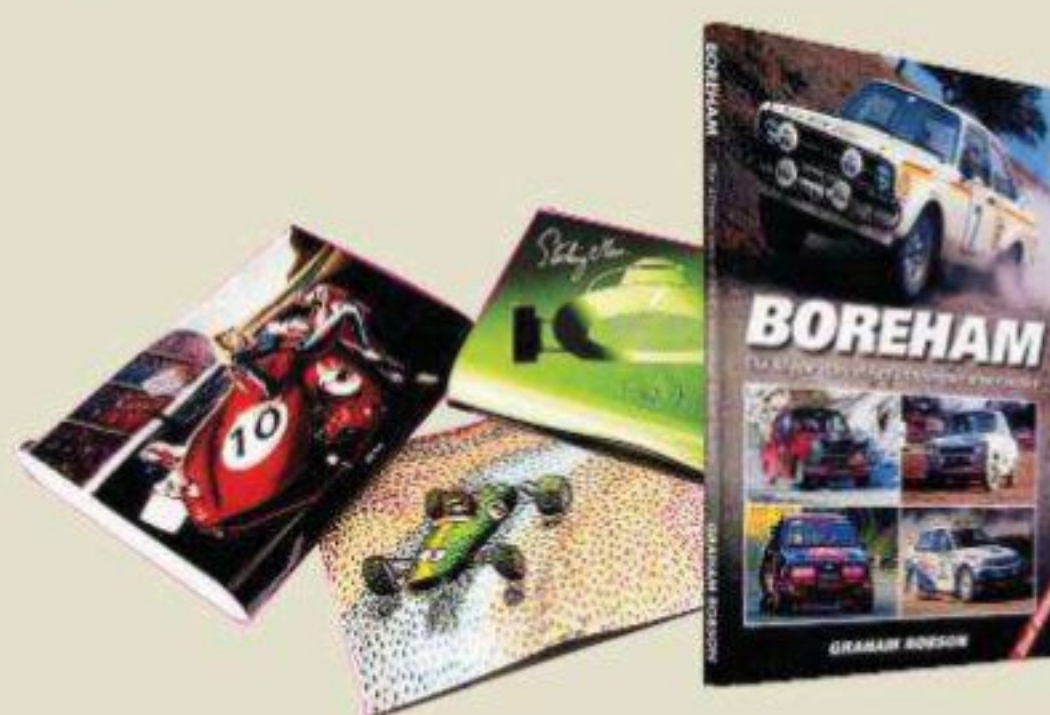


McLAREN: THE ART OF RACING

£99; prestel.com (978 3 7913 5195 7)

Featuring the stunning imagery of top Formula 1 photographer Darren Heath and insightful commentary from veteran scribe Maurice Hamilton, *McLaren: The Art of Racing* is a 304-page, hard-back feast for fans of the British squad.

Heath and Hamilton were granted exclusive, fly-on-the-wall access to the team's factory and race operations – and that doesn't happen very often – to tell the tale of meticulous preparation and execution during a grand prix week. Drivers Jenson Button and Lewis Hamilton and team members are seen in a whole new light.



SKY+ HD DESIGNER BOXES

From £149
sky.com/designerboxes

To celebrate Sky Sports' commitment to F1 in 2012, the firm has commissioned celeb F1 fans Jodie Kidd and Vic Reeves, as well as Mr Motor Racing Sir Stirling Moss, to jazz up their Sky+ HD boxes. They're £149 (plus £10.25 HD subscription per month) for existing customers, £249 for new customers.



BOREHAM 40-YEAR STORY

£49.99
autosport.com/shop

Graham Robson's second edition of the Ford motorsport factory story has been fettled and filled out to include more insight and interviews with the key players involved in the Essex airbase emporium that produced all the great Blue Oval weaponry – from Cortina and Escort, to RS200 and RS500.



PORSCHE 550 SPYDER 1:18

£117.99
autosport.com/shop

This AUTOart large-scale diecast replica of Porsche's 550 Spyder sports-racer comes in the livery of the car taken to third overall (behind the works Ferraris) and first in the 1500cc class in the 1953 Carrera Panamericana by German Hans Herrmann. The model comes with opening doors, bonnet and boot.

HOT ON THE WEB THIS WEEK

YOUTUBE: GP2 VALENCIA – LAST-LAP ACTION



SEARCH FOR: 2012 GP2 Series at Valencia Sprint Race Great Final Laps (9:38)

The final five laps of the GP2 Sprint race at Valencia, featuring James Calado, Rio Haryanto, Fabio Leimer, Max Chilton, Giedo van der Garde and Luiz Razia, are classic. You'll have to add your own commentary – if you can keep up!

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

GOODWOOD FESTIVAL OF SPEED

June 28-July 1

Advance admission only: £20 (Thursday), £39 (Friday), £55 (Sunday); NB Saturday is sold out

Tel: 01243 755055

The 2012 Goodwood Festival of speed is the 20th running of the event. Not only does it feature the hillclimb, but also a 1.67-mile rally stage, a supercar run, the Cartier 'Style et Luxe' enclosure and parade and assorted exhibitors and stands located near the start of the hillclimb. There will also be a number of distinguished names, including Sir Stirling Moss and John Surtees alongside current F1 megastars Sebastian Vettel, Jenson Button and Lewis Hamilton.



Vettel will make Goodwood debut

ANGLESEY (CSCC)

June 30

Admission: £12

Tel: 01407 811400

The Classic Sports Car Club takes Swinging Sixties, Tin Tops, Future Classics, Magnificent Sevens, Deutsche Marque and Special Saloons to North Wales.

BRANDS HATCH (HSCC)

June 30-July 1

Admission: £21 each day, £27 weekend (online)

Tel: 01474 872331

The annual Historic Sports Car Club Superprix returns to Brands Hatch to celebrate the halcyon days of motorsport. Classic Clubmans, 70s Road Sports, Historic Touring Cars, Guards Trophy, Martini Trophy, Historic Formula Ford, Classic Racing Cars, Classic Formula 3, Derek Bell Trophy, FIA Lurani Trophy, Historic Formula Ford 2000 and Historic Formula 2 feature in the line-up.

DONINGTON PARK (BRSCC)

June 30-July 1

Admission: £12 (Saturday), £16 (Sunday)

Tel: 01332 810048

Car racing is in support of the FIA British Truck Grand Prix. The meeting features the FIA European Truck Racing Championship, Porsche Club Championship, Formula Ford 1600 Northern Championship for post '89 and pre '90, Pickup Truck Championship and the Sports 2000 Duratec Championship.

ROCKINGHAM (BRSCC)

June 30-July 1

Admission: from £15 (in advance) each day

Tel: 01536 500500

The Corby 'roval' hosts the Ford Fiesta Junior Championship, Alfa Romeo Championship, Ford Fiesta Championship, Northern Sports and Saloons Car Championship, Mighty Minis Championship, Euro

Saloon and Sportscar Championship, Saker Championship and the Super Mighty Mini Championship.

SNETTERTON (MSVR)

June 30-July 1

Admission: £13 each day, £16 weekend (online)

Tel: 01953 887303

The line-up of races includes the GT Cup, Project 8 Racing, Production BMW, Mini Challenge, Monoposto and F3 Cup.

MONDELLO PARK

July 1

Admission: £10

Tel: +353 (0)45 860200

Formula Vee, Formula Libre, Strykers, Ginettas, Legends, GT/Saloon Race and Time Attack visit Mondello.

DTM

Rd 5/10

Norisring, Germany

July 1

dtm.com

The classic street track plays host once again to the V8 monsters. Gary Paffett leads the way in the points for Mercedes, well clear of old sparring partner Mattias Ekström's Audi.



Plenty of action in streets of Nuremberg

FORMULA RENAULT 3.5 SERIES

Rd 4/9

Nurburgring, Germany

June 30-July 1

worldseriesbyrenault.fr

FIA EUROPEAN F3/ F3 EURO SERIES/ BRITISH F3

Rd 5/10, Rd 4/8

& Rd 6/10

Norisring, Germany

June 30-July 1

f3euroseries.com

formula3.co

NASCAR SPRINT CUP

Rd 17/36

Kentucky Speedway, USA

June 30

nascar.com

NASCAR NATIONWIDE

Rd 15/33

Kentucky Speedway, USA, June 29

nascar.com

GRAND-AM

Rd 8/13

Watkins Glen, New York State, USA

July 1

grand-am.com

BLANCPAIN ENDURANCE SERIES

Rd 3/6

Paul Ricard, France

July 1

blancpain-endurance-series.com

SUPERSTARS

Rd 5/9

Hungaroring, Hungary

July 1

superstars.it

BRAZILIAN V8s

Rd 5/12

Londrina, Brazil

July 1

stockcar.globo.com

Television

THURSDAY JUNE 28

0040-0245 [Motors TV](#)
V8 Supercars: Darwin Highlights
1035-1240 [Motors TV](#)
F2: Spa-Francorchamps Highlights
1200-1230 [Eurosport 2](#)
Trofeo Maserati GranTurismo: Imola

FRIDAY JUNE 29

1005-1210 [Motors TV](#)
Grand-Am: Road America Highlights
1210-1310 [Motors TV](#)
British GT: Rockingham Highlights
2030-2100 [Motors TV](#)
Mobil 1 The Grid
1900-2000 2230-2330 [Sky Sports F1](#)
F1 Legends: Mika Hakkinen
2000-2100 [Sky Sports F1 LIVE](#)
The F1 Show
2235-2335 [Motors TV](#)
WRC: New Zealand Highlights

SATURDAY JUNE 30

0655-0725 [Channel 4](#)
British F3: Brands Hatch Highlights
1000-1425 [Sky Sports F1](#)
Formula 1: Canadian GP Repeat
1225-1400 [ITV4](#)
BTCC: Croft Highlights
1240-1340 [Motors TV](#)
WRC: New Zealand Highlights
1415-1545 [Motors TV](#)
GP3: Valencia Highlights
1800-2000 [Sky Sports F1](#)
2007 British Grand Prix
2000-2305 [Motors TV](#)
NASCAR Nationwide: Kentucky

2140-2340 [Sky Sports F1](#)
2008 British Grand Prix
2330-0400 [Premier Sports LIVE](#)
NASCAR Sprint Cup: Kentucky Race

SUNDAY JULY 1

0750-0900 [Motors TV LIVE](#)
Superstars GT Sprint: Budapest Race 1
0900-1005 [Motors TV LIVE](#)
Ferrari Challenge: Budapest Race 1
1000-1100 [Sky Sports 3](#)
Racemax
1005-1100 [Motors TV LIVE](#)
Superstars: Budapest Race
1300-1400 [Motors TV LIVE](#)
Superstars GT Sprint: Budapest Race 2
1500-1700 [Sky Sports 3 LIVE](#)
Goodwood Festival of Speed
1600-2235 [Motors TV LIVE](#)
Grand-Am: Watkins Glen 6 Hours
1700-1900 [Sky Sports F1](#)
2009 British Grand Prix
1900-2100 [Sky Sports F1](#)
2010 British Grand Prix
2130-2330 [Sky Sports F1](#)
2011 British Grand Prix
2235-0040 [Motors TV](#)
V8 Supercars: Darwin Highlights

MONDAY JULY 2

1750-1855 [Motors TV](#)
British F3: Highlights
1830-1930 [Sky Sports 3](#)
NASCAR Sprint Cup: Kentucky
2205-0010 [Motors TV](#)
Blancpain Endurance Series:
Paul Ricard Highlights

Online

PLUS

Coming up in our premium web content this week

More Williams wins? We hold the line with Toto



HOW FAR CAN WILLIAMS CLIMB?

Adam Cooper talks to Williams director Toto Wolff about the team's 2012 revival and whether it can challenge for a title once again, and Edd Straw looks at F1's lack of innovation in TV coverage. Plus, Dieter Rencken's weekly column.

NEW ZEALAND RALLY ANALYSIS

Petter Solberg talks through his weekend in his latest **AUTOSPORT** column, plus comment from David Evans.



BEFORE BECOMING A LE MANS STAR

Marcus Simmons chats with the man who ran Andre Lotterer in British F3.



REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

Lewis and Maldonado: once on speaking terms



WHEN IT CAME TO choosing the grands prix that the BBC and Sky Sports had on their exclusive/live wishlist, I imagine the process being a bit like picking sides for football at school. And Valencia was the fat kid with glasses – the 'Row-land' from *Grange Hill* of F1.

As neither had targeted it, they both ended up with it – but it turned out the fat kid could play a bit (a joke here about Wayne Rooney seems inappropriate this week). Valencia served up a thriller of a race, and needed some hefty post-race deconstruction.

There's a clear distinction emerging between the BBC's and

Sky's punditry. The Beeb is sticking by its Jake-DC-EJ axis, a blend of aloof anchorman, a been-there-and-done-it merchant and a gabbling fruit loop. Sky is far more fluid in terms of personnel: this week, king of beards Nick Heidfeld joined the chirpy Johnny Herbert and anchor Simon Lazenby, who remains slightly in awe of being outside a rugby studio.

The BBC became preoccupied with the Lewis Hamilton/Pastor Maldonado clash and, while I hate shows that read out viewers' tweets (as annoying as snow pictures on the news at Christmas), I had to agree with the guy who pleaded: "Move on and

show some overtaking!" And why not? The montage of Alonso's passes was awesome, especially at real-time speed.

The best segment of Sky's show was its dissection of the first turn, when its excellent Skypad zoomed in to show how Kimi Raikkonen and Maldonado touched, before graphically rotating from the overhead view to Romain Grosjean's onboard as he swept past both of them – well explained by Karun Chandhok. More

of that please.

The BBC's highlight was its oratory. DC's quip – "I don't know what would scare Kimi, apart from maybe locking up the bar" – was priceless. And Jake's Freudian slip to Paul di Resta about his "one-stop strategy" was only rivalled when he ended the interview: "Paul's off to speak to some other TV people now – will you give them our love?"

Wonder who that could possibly have been... *Revved Up*

"BBC's highlight was its oratory. DC's quip: "I don't know what would scare Kimi, maybe locking up the bar"

THE WEEK IN PICTURES

Our lensmen pounding the beat, from Valencia to New Zealand via North Yorkshire



HERE! CATCH! HAVE A DRINK ON ME...

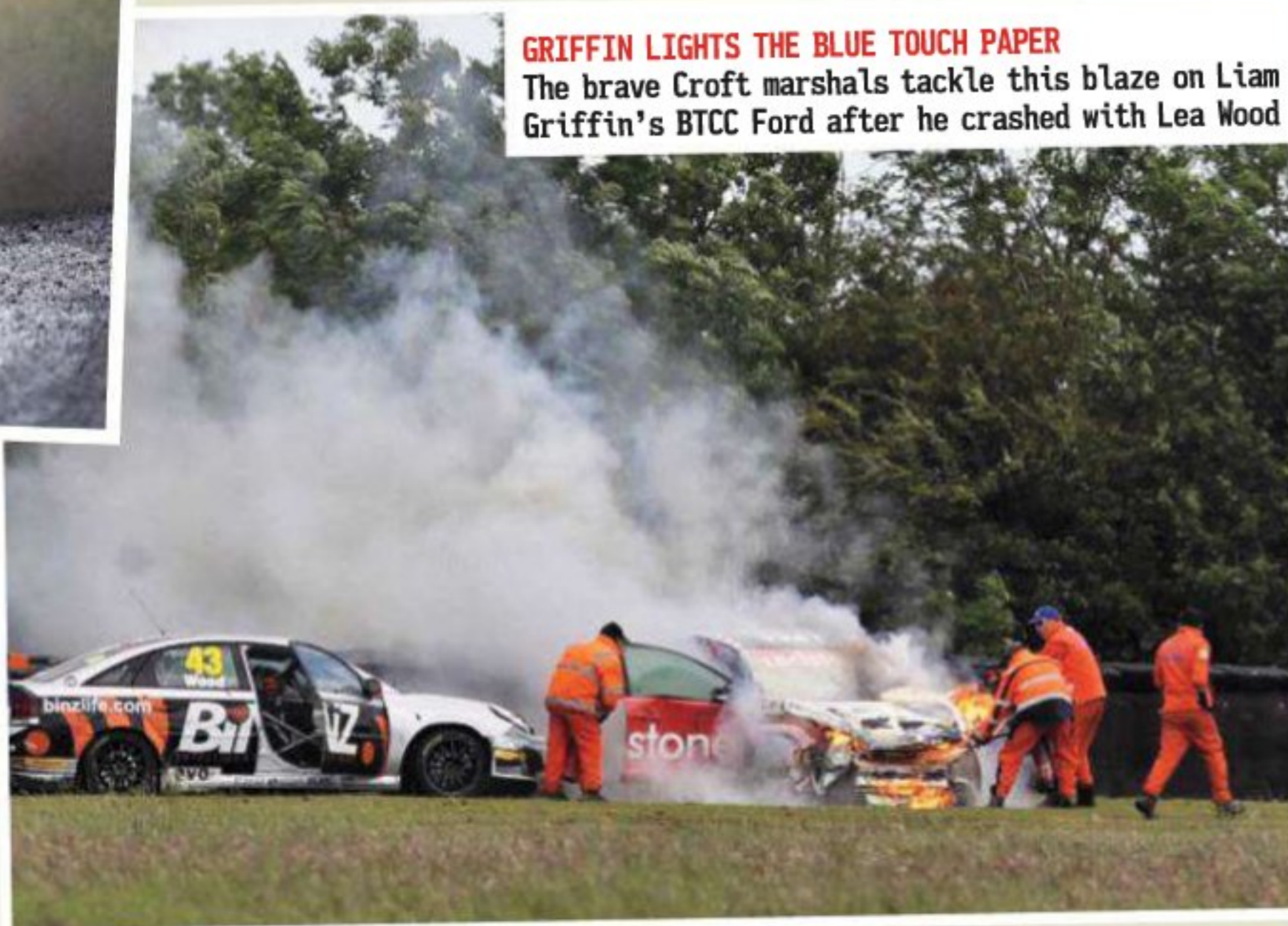
Schuey might have been away from the podium for a while, but he remembered to drop his champagne bottle to his Mercedes mechanics

WE HOPE THE CO-DRIVER SAID "CUT"
Ott Tanak uses all the road and more on Rally New Zealand



GRIFFIN LIGHTS THE BLUE TOUCH PAPER

The brave Croft marshals tackle this blaze on Liam Griffin's BTCC Ford after he crashed with Lea Wood



YES! MY HEAD'S JUST EXPLODED!
Ryan Hunter-Reay spontaneously combusts with delight in Iowa

PICS: EBREY, MOIST/LAT; RYS/GETTY IMAGES

NEXT WEEK

BRITISH GRAND PRIX PREVIEW

WE GEAR UP FOR SILVERSTONE

DON'T MISS IT!

FROM THE ARCHIVE

A European GP in Spain – and a sole Ligier outing for Johnny Herbert



"I drove to the circuit and went to the Ligier garage, but they told me to head down to the end, where Benetton was"

JOHNNY HERBERT

Herbert performed well in Ligier-Renault in '94

WHILE THE EUROPEAN GRAND PRIX IS THESE DAYS HELD on a quasi-street circuit in Valencia, the first venue in Spain to host a world championship event with the 'European' title was Jerez back in 1994, when Johnny Herbert made what turned out to be a one-off appearance for the Ligier squad.

Herbert had started the '94 season with Lotus, and qualified a superb fourth just two races before at Monza. But he was tipped into a spin by Jordan's Eddie Irvine away from the start, triggering a multi-car collision that brought out the red flags. Herbert made the restart, but did so in the spare chassis, and without the recently upgraded Mugen Honda powerplant he had enjoyed in qualifying. His second V10 lasted 13 laps before giving out, while Lotus lasted just one more day before falling into receivership.

Herbert's contract was an asset of the squad and was duly acquired by Tom Walkinshaw, who welcomed the Briton into the Ligier fold.

"It was all very sad with Lotus," Herbert recalls. "We had been adjusting little things at Monza, and we had custom wings, and the car just came alive."

"I'm not sure a podium would have saved the team, as we then went to Portugal and went from being fourth to 20th. Afterwards we had a four-day test that didn't help until I suggested, for want of other ideas, trying the Monza wing. Suddenly we were 1.5 seconds per lap faster..."

"After that Tom bought my contract and I moved to Ligier. We had a half-day test at Magny-Cours and then went to Jerez. It was the most uncomfortable car I have ever driven – it felt like the steering wheel was by your knees, and it was so awkward. Still, I managed to do OK."

Despite struggling with a car and team combination that had claimed just three points finishes all year – including an unlikely podium double at Hockenheim when just eight cars reached the end – Herbert qualified the JS39B an impressive seventh, 1.278s off Michael Schumacher's pole. In the race he acquitted himself similarly, leading team-mate Olivier Panis home in eighth.

But his merry-go-round had not finished. Benetton, then chasing the constructors' title, opted to recruit Herbert for the final two grands prix.

"We had a test at Barcelona," Herbert explains. "I drove to the circuit and went to the Ligier garage, but they told me to head down to the end, where Benetton was. Even then I didn't realise a deal had been made, but I headed down and it was explained to me I was driving for the final two races."

"In Australia I then talked with Flavio Briatore and we did a deal for 1995 [in which Herbert took his first F1 victory in the British Grand Prix, then another in Italy].

"It was a weird situation – a one-race deal led to a two-race deal, which then led to a full season."

THIS WEEK IN...



JUNE 24 2004

RALF SCHUMACHER'S HEAVY

accident at Indianapolis led to the Grand Prix Drivers' Association demanding an inquiry into Formula 1 safety measures this week in 2004.

The German had crashed into the wall at the final corner after his rear tyre deflated, the impact apparently generating up to 78g. Schumacher was unable to extricate himself from his Williams, but it took the official medical car almost three minutes to reach him. The field also had to run through the substantial debris behind the safety car, running the risk of a repeat incident.

"What happened with Ralf was totally unacceptable," then GPDA director Mark Webber told AUTOSPORT. "We have to speak to the FIA; we have to learn from it. We have got to make sensible decisions."



PICT: LAT



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JACQUES VILLENEUVE

■ Indianapolis 500 ■ May 28, 1995 ■ Team Green Reynard-Ford 95I ■ Overcoming a two-lap deficit to win



Villeneuve took the famous #27 to Indy's Victory Lane

EVERYTHING HAPPENED AT Indy in 1995, and that's what made it so special. It's a long race and normally you don't drive to the limit. But we were two laps down due to a penalty, and I had to do qually laps the whole way through. At Team Green, we called that race the 505 instead of the 500!

There had been some confusion when a yellow came out just before everyone needed to pit. I'd been in the lead group, but as everyone was running out of fuel they were diving into the pits and getting penalties. My team was busy figuring out how much fuel we had, everybody was panicking, and nobody realised I was actually in the lead. Neither did I, so every time I got to the pace car I passed it. That happened twice, and the third time they stuck their hands out to stop me, and that's when everyone realised I was in the lead.

When we got back on track after our pitstop they took two laps from us, and I talked to the team on the radio and said, 'This race is not over, let's keep at it'.

From that point on I just started racing hard, overtaking guys on

"I kept accelerating, dropping back, going alongside Scott Goodyear, trying to get into his head. And it worked - he went too early and passed the safety car"

track. One time we were lucky - I came into the pits just behind the leader and got ahead of him during the stops, so I was in front of him when there was a yellow flag and I could catch back up. That was one lap recuperated, and the other I just took back on the track.

Because of our fuel mileage we could do a lot more laps between stops than anybody else. In one stint I ended up on the chords of the tyres, and in Turn 2 I got sideways to the point where I was looking straight at the grass on the inside of the track. I was thinking,

IN PROFILE



CANADIAN JACQUES VILLENEUVE, son of Ferrari F1 hero Gilles, cut his teeth in F3 and F1 Atlantic before breaking into Champ Car in 1994. He won the title and the Indy 500 in his second year and landed a plum Williams F1 seat for '96. He won 11 GPs and the '97 title for the British squad and then raced for BAR, Renault and Sauber until 2006. Since then he has raced in sportscars for Peugeot (finishing second at Le Mans in 2008) and sporadically in NASCAR and V8 Supercars.

'How do I spin without hitting anything?' and then somehow it just went straight coming off the corner. Sadly, they missed that on the TV, which I'm still angry about!

Near the end we were running P2 and there was another yellow. In front of me was Scott Goodyear, but he was unbeatable, so we were thinking second was not too bad considering where we came from. Knowing I couldn't keep up with him, on the lap before the green flag I kept accelerating, dropping back, going alongside him, trying to get into his head. It worked. He went too early and overtook the safety car. He ignored the black flag so they stopped counting his laps.

For me, that was *the* race. At the time I didn't really understand the history of racing. I grew up in racing with my dad, and he didn't care about history; his passion was just racing. All I knew was that Indy was the most important race in the world, and what it meant for my career. Now, with time to look back, to have been a part of that history is amazing. 🏆

Jacques Villeneuve was talking to Glenn Freeman courtesy of Sky Sports



Henry Surtees Brooklands Team Challenge at Mercedes-Benz World, Brooklands Wednesday 4 July 2012



Charity Challenge two hour endurance race in high-performance two-stroke Daytona DMax karts followed by a Champagne Reception in the impressive Mercedes-Benz World building

Don't miss this unique opportunity to race at Brooklands with star names. Entries received from Mercedes GP, McLaren, BMW, Bernie Ecclestone to name a few. You could also just join us for the Champagne Reception, prize giving and star interviews which will be hosted by Steve Rider plus Henry Hope-Frost. A charity auction will be carried out by Malcolm Barber of Bonhams. The event has been made possible by the Brooklands Museum and will raise funds for the Henry Surtees Foundation and the Museum. Henry Surtees Foundation is supporting the introduction of an on the spot blood transfusion service for Kent Surrey Sussex Air Ambulance.

Team entry for 4 or 5 drivers is £1,000.

You are invited to come along and watch the racing, enjoy the Museum and Mercedes-Benz World. Tickets for the Champagne and Canape Reception are available for a minimum donation of £40.

For more information, to book a team or purchase tickets for the reception contact sharon@henrysurteesfoundation.com

- **Driver Registration** Noon
- **Practice/Qualifying** 13.00 hrs
- **Race Start** 15.00 hrs
- **Chequered Flag** 17.00 hrs
- **Champagne Reception** 18.00 hrs
- **Ends** 20.00 hrs





Porsche Carrera Cup GB

With five different race winners in 10 races and tremendous battles all the way down the field, the 2012 Porsche Carrera Cup GB is proving to be one of the most competitive in the 10-year history of the championship.

After 10 of the season's 20 races, Michael Meadows (Redline Racing) has underlined his status as championship benchmark with stunning qualifying form and five race wins to enter the mid-season break with an 18-point championship lead.

However, Meadows has a raft of challengers from the Pro category, which is full of talented young racers. Jonas Gelzinis (Juta Racing) has been the most consistent rival to Meadows and currently lies second, while a sensational weekend at Croft, with two poles, two wins and two fastest laps, has catapulted Rory Butcher (Celtic Speed) into third.

Race winners Sam Tordoff, Daniel Lloyd and Richard Plant are all showing fine form with Team Parker Racing, while Ben Barker heads the challenge from Parr Motorsport.

In Pro-Am1, Ahmad Al Harthy (Redline/Oman Air) has set the standard to take a useful lead over Derek Pierce (JD Pierce with Parker), Oly Mortimer (GT Marques) and Victor Jimenez (Redline/Oman Air). Meanwhile, Will Goff (Goff Racing) has taken over from Tania Mann (sibsport performance) at the head of Pro-Am2.

The Carrera Cup GB season resumes at Snetterton (11/12 August).

For more information on the Porsche Carrera Cup GB visit www.porsche.com

Overall points' position after round 10

1	Michael Meadows	175
2	Jonas Gelzinis	157
3	Rory Butcher	134
4	Sam Tordoff	132
5	Daniel Lloyd	124
6	Ben Barker	113
7	Richard Plant	94
8	Ahmad Al Harthy	81
9	Glynn Geddie	80
10	Derek Pierce	57
11	Oly Mortimer	49
12	Victor Jimenez	41
13	Chris Dymond	29
14	Karl Leonard	18
=	George Brewster	18

Pro-Am1 category

1	Ahmad Al Harthy	94
2	Derek Pierce	59
3	Oly Mortimer	51
4	Victor Jimenez	44
5	Karl Leonard	18
=	George Brewster	18

Pro-Am2 category

1	Will Goff	65
2	Tania Mann	59
3	Tautvydas Barstys	40
4	Jean Glorieux	9

Team championship

1	Redline Racing	255
2	Team Parker Racing	226
3	JD Pierce with Team Parker	181
4	Juta Racing	161
5	Parr Motorsport	160
6	Celtic Speed	152

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