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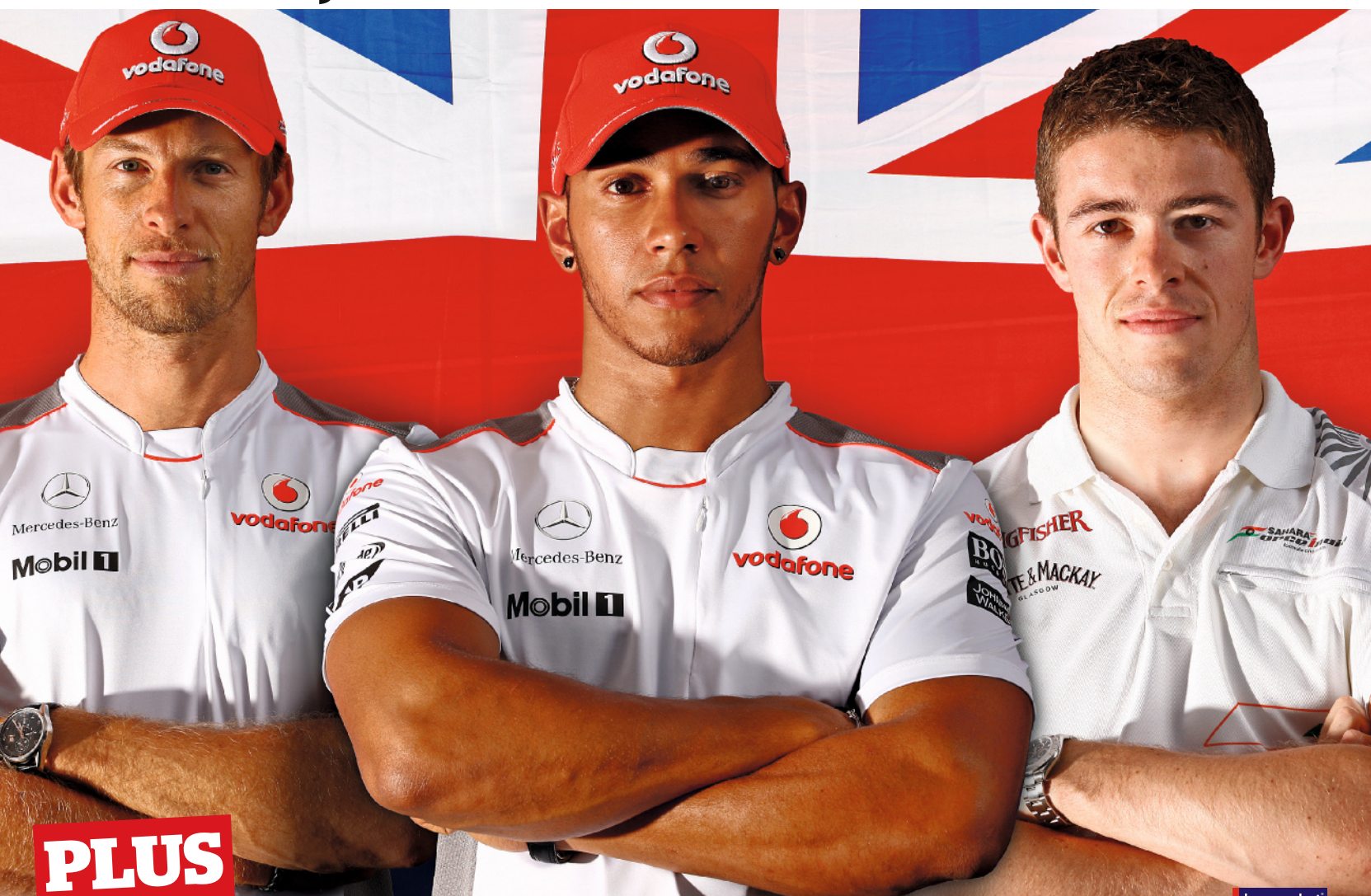
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BRITISH GP 2012 PREVIEW SPECIAL

JENSON, LEWIS & PAUL TARGET GLORY



PLUS

London Grand Prix
Why it won't happen



Glorious Goodwood
Festival of Speed action



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Green's last-lap
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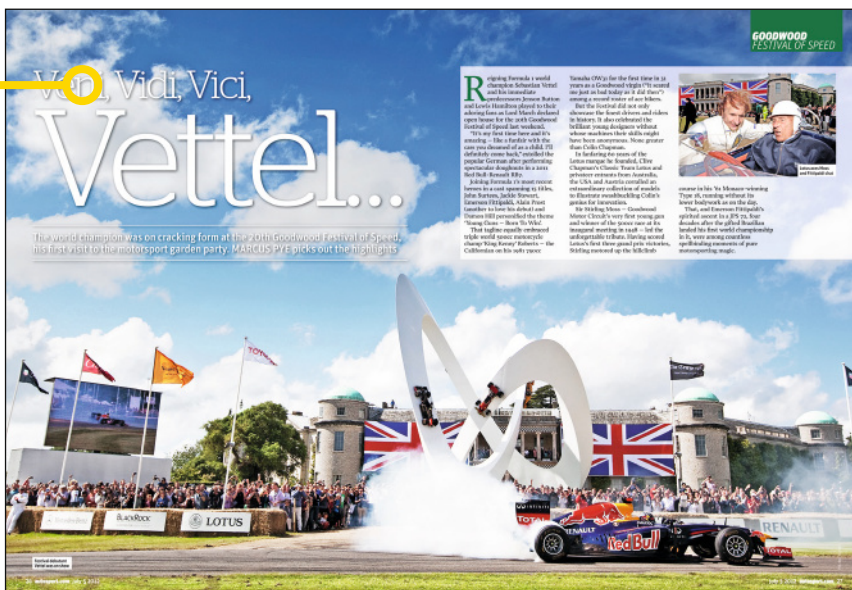
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Williams: no risk, no gain

After the weekend... a Brit. In his history, Williams is a winner ahead of his home race this Grand Prix. Frank Williams explains the story behind that turnaround

CONSTRUCTORS' CHAMPIONSHIP FORM

The days of fighting for championships with BMW are a distant memory now, but Williams has a task: to ensure the team has a winning season in 2012. It's a tall order, but Williams is determined to make it happen.

WILLIAMS: THE STORY BEHIND THE TURNAROUND

Frank Williams, the team's founder and CEO, has been at the helm of the Williams Formula 1 team since 1980. He has led the team through numerous challenges, including financial difficulties and technical setbacks. However, he remains optimistic about the team's future, particularly ahead of the British Grand Prix.

WILLIAMS' VISION FOR THE FUTURE

Williams has a clear vision for the future of the team. He wants to continue to compete at the highest level of the sport, while also investing in research and development to ensure the team is always at the forefront of technological innovation.

Gathercole beats the winged wonders

With a victory in the 1000 Miles of Goodwood, Richard Gathercole has proven that he is a true racing legend. His win was a testament to his skill, determination, and love for the sport.

REPORTS EXTRA

Simms loses wheel, and win to Brashaw

In a thrilling race, Brashaw emerged as the winner, despite a late-race incident that saw Simms lose a wheel. The race was a showcase of high-level motorsport, with several other drivers also competing for the top spots.

WINTER'S ANNUAL

The annual winter season has kicked off with a bang. Fans are flocking to the tracks to watch some of the best drivers in the world compete in a variety of different racing series.

FILL UP IN MARGATE PARK UP IN MONACO



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The official fuel consumption figures in mpg (l/100km) for the Mégane Coupé GT Line dCi 110 Stop & Start are: Urban 72.4 (3.9); Extra Urban 88.3 (3.2); Combined 80.7 (3.5). The official CO₂ emission is 90g/km.



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POLE POSITION

Get ready for a British Grand Prix thriller



THIS SUNDAY'S BRITISH GRAND PRIX AT Silverstone has all the potential for a truly classic encounter. Formula 1 2012-style has been an entertaining feast of wheel-to-wheel action, and there's little reason why Silverstone – one of the world's most testing challenges of man and machine – won't serve up a stormer.

Following another fabulous Goodwood Festival of Speed, the British Grand Prix neatly bookends National Motorsport Week, and what better prospective climax to that than a home win on Sunday?

With Lewis Hamilton, Jenson Button and Paul di Resta, there's plenty to cheer for. And with another four world champions on the grid – Michael Schumacher, Fernando Alonso, Sebastian Vettel and Kimi Raikkonen – you could argue that the quality at the sharp end of the grid is better than ever. There's also the renaissance of Williams to throw into the mix, as Sir Frank aims to add another victory where his success story really began in 1979.

There's a plethora of reasons to get excited about this weekend. Whether you're there in person or watching on TV, enjoy it.

Bradley

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GOODWOOD

Lotus celebrations attract a happy band

The band of the Irish Guards, on hand for a Queen Elizabeth II Diamond Jubilee moment, marches beneath Gerry Judah's magnificent Lotus 60th anniversary structure in front of Goodwood House during last weekend's 20th Festival of Speed. Full Festival of Speed round-up, p26.

Pic: Bloxham/

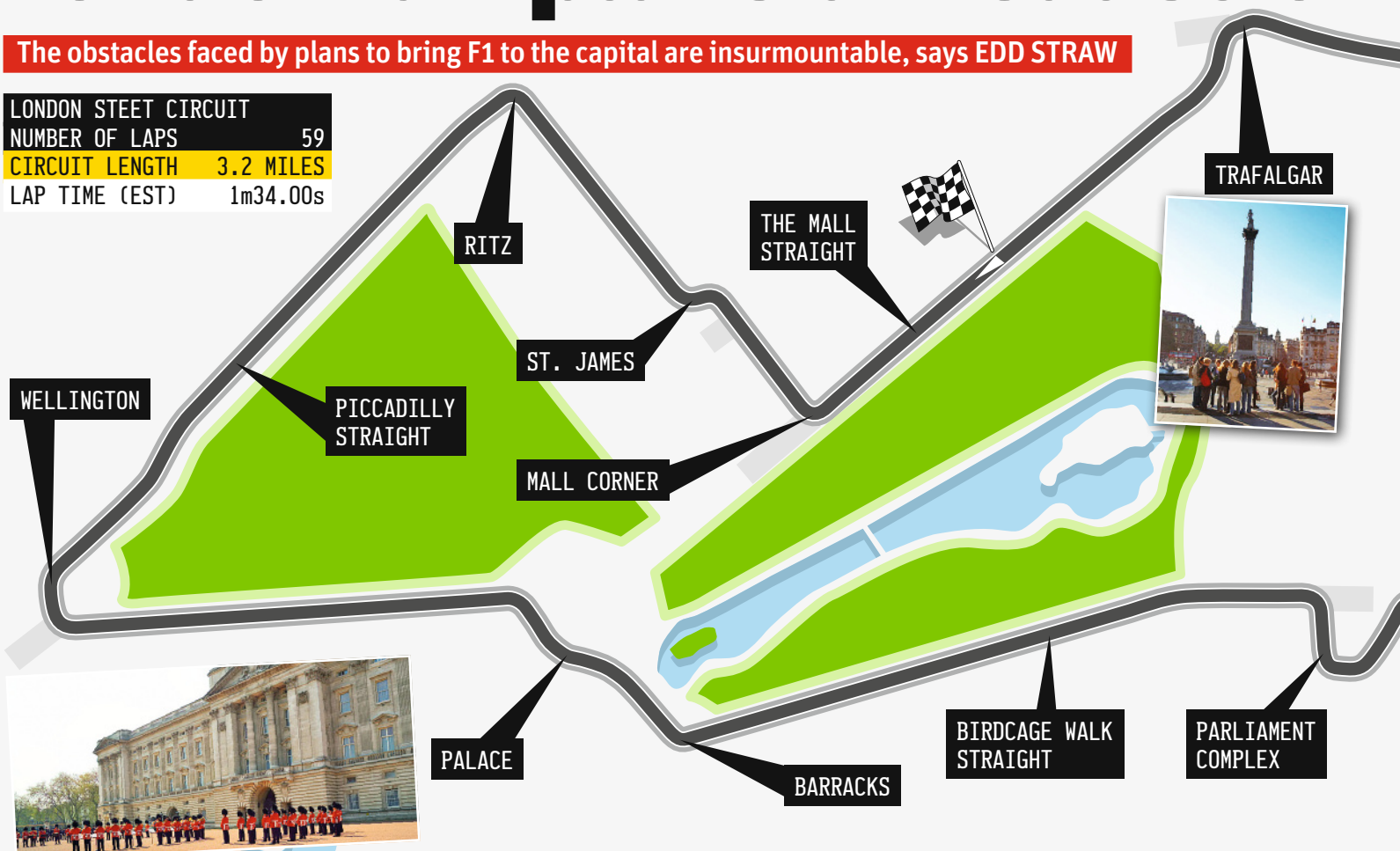


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London GP plans unrealistic

The obstacles faced by plans to bring F1 to the capital are insurmountable, says EDD STRAW

LONDON STEET CIRCUIT
NUMBER OF LAPS 59
CIRCUIT LENGTH 3.2 MILES
LAP TIME (EST) 1m34.00s



The prospects of a London Grand Prix happening are remote, despite talk about such a project recently inspired by Santander's street-circuit promotion and the mooted Olympic Stadium track.

Even if it could secure a place on the F1 calendar, the chances of a track being successfully created are negligible because of the myriad obstacles to be overcome. Here, AUTOSPORT outlines the issues.

GOVERNMENT APPROVAL

In order for any form of motorsport to be staged on public roads in the United Kingdom, an Act of Parliament is required. This is because such events on the mainland



Jenson Button and Amy Williams check mock-up

have been banned since 1928.

The MSA has been working towards an Act of Parliament to allow rallies to be held on public roads (the Isle of Mull in the Inner Hebrides is the only place in the United Kingdom to benefit from such an Act), but has found progress slow.

It could take years for a London project to work through the lengthy process of getting an Act passed, with no guarantee of success.

TRACK WIDTH

FIA regulations dictate a minimum circuit width of 12 metres. While there are exceptions to this that can be agreed with the FIA (such as the Anderson Bridge in Singapore), such reduced widths are rare. Modifications would be required to roads and even buildings to fulfil this requirement. Road 'furniture' such as bollards, traffic lights and pavements would also have to be removed, which would be both costly and inconvenient.

ROAD SURFACE

Holding a street race usually requires extensive resurfacing of roads. The majority of roads feature a

pronounced crown, meaning that the highest point is in the middle and it drops away to each side for drainage. Racing cars on such roads are prone to 'tramlining,' whereby the car straddles the crown and is destabilised as only the inside edge of the tyres are making contact with it.

This means that roads would need to be resurfaced either with a limited crown, as in Singapore, or, more likely, as crossfall, where the road surface has one side higher than the other and water drains in one direction.

TRAFFIC IMPACT

Closing roads for a sporting event would inevitably have a big impact on traffic throughout London.

While the likes of Monaco and Singapore are on the coast and have limited throughflow of traffic, London is not. Its road network is reliant on major arterial bridges across the River Thames and the knock-on effect of a grand prix could be significant, particularly given the inevitable local objections.

SAFETY

While it is possible to use roads at intersections as run-off areas, there

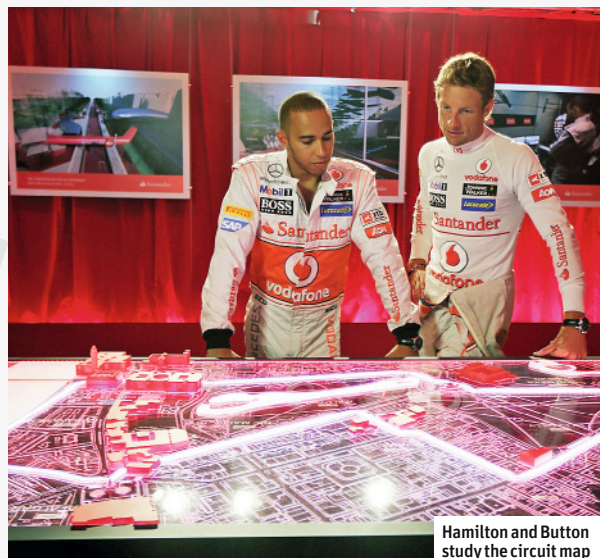
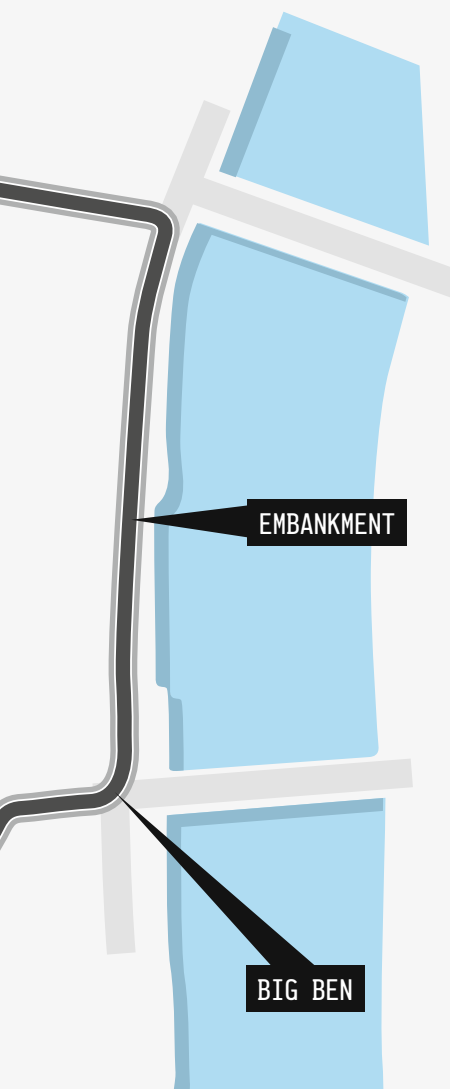
"Getting agreement from two, three or more parties for safety provisions would be a serious stumbling block"

would be problems with creating the requisite escape roads in London.

For example, on Santander's mooted route, there may not be sufficient space at the Victoria Memorial outside Buckingham Palace to re-align the track to create the escape roads. In addition to dealing with the government authority responsible for the roads, communication with private landowners and agencies responsible for public amenities would be necessary. Getting agreement from two, three or more parties for safety provisions could be a serious stumbling block.

COST

The £35 million cost that has been suggested for the Santander track is realistic for year-on-year operation, which includes the difficult logistical challenge of storing the barriers and other track furniture when not in use.



Hamilton and Button study the circuit map



Big Ben: an unlikely GP backdrop



Rio Ferdinand dribbles round track

But the cost of creating the track in the first place is significantly higher.

It would likely cost £110-140 million to create a London circuit, which includes the construction of a pit complex, earthworks, electronics installation, crowd provisions and road modifications. On top of that, there would be the race-hosting fee, which could make the event prohibitively expensive even if all other obstacles were overcome. Government funding would be required, something that is very unlikely to be signed off.

OLYMPIC LONG-SHOT

The idea of creating a circuit around the Olympic Stadium is a sound one in principle, but given that it was originally designed without a motor racing application in mind it may be too late for such a project.

Details of the plan are sketchy, although Bernie Ecclestone has said that he would consider such a project if presented to him. Until more details emerge, the sport is sceptical about what appears to be a speculative project being given the green light and raising the money to go ahead with it.



Computer-generated image of London track



How futuristic pits could look

AUTOSPORT SAYS...

EDD STRAW
F1 EDITOR

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Britain doesn't need a London Grand Prix and neither does Formula 1. Even with the means and the opportunity to stage one (both desperately unlikely), the motive for doing so would be utterly wrong-minded.

For starters, while Silverstone is not without its shortcomings, it remains one of the most successful venues on the calendar. Recent investment has brought it up to standard and it must remain the focal point of F1 in this country. Even a European Grand Prix in London would serve only to damage Silverstone. From London's perspective, it already has all of the prestige it needs and tourists it can accommodate. So where's the benefit to justify the cost?

On the other side of the coin is F1 itself. Street races in famous cities are great box office – just look at what Singapore has brought to F1. But they work best in immature grand prix markets – such as New York, for example. If such events become ten-a-penny, they will lose their lustre.

A London Grand Prix would also become a political hot-potato, at the mercy of the whims of the British electorate and liable to be struck from the calendar at any moment. Add to that the fact that it will be expensive and inconvenient to Londoners and you have the ingredients to paint F1 as even more of a money-sapping, elitist, anti-green sport than it is already considered in some quarters.

It's a nice dream – and a wonderful PR stunt – but that's all it can ever be.



F1 came to London in '04, but only as a demo

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AUTOSPORT

Williams: no risk, no gain

After the worst season in its history, Williams is a winner again heading to its home race this weekend – the British Grand Prix. Frank Williams explains the story behind that turnaround

For the first time in nearly a decade, Frank Williams is taking his eponymous team to this weekend's British Grand Prix as a real contender for victory thanks to a 'risky' full-scale overhaul of his squad last winter.

Following its all-time worst Formula 1 campaign in 2011, Williams underwent a major reshuffle of key personnel behind the scenes. That has helped the team turn its fortunes around, with Pastor Maldonado scoring its first victory for nearly eight years in May's Spanish Grand Prix. Ahead of the British GP, Williams says the emotions of racing at Silverstone are as great as seeing his team making big progress on track.

"For me it's the home of British motor racing and it is very important," Williams told AUTOSPORT. "It's emotional almost, but I'm not getting tearful about it.

"There is something special about competing on your own home turf, with your own factory of people around you, and the public as well. It's not something that Hollywood wants to talk about, but it's a significant weekend for every British team."

BANISHING BAD MEMORIES

New technical director Mike Coughlan and chief operations engineer

Mark Gillan lead a fresh wave of bright aerodynamicists that helped Maldonado to his Barcelona victory.

Williams has admitted that there was no guarantee that such a sweeping change would pay off, but the team needed to do something dramatic.

"No risk, no gain," he said. "We had to take a risk."

The strong performances this year are a world away from the nightmares of 2011, when the team scored just five points, with a best result of ninth.

"I once read a book about the war, and one of the remarks made was that it was amazing how the human mind can close itself off to truly painful memories," Williams added. "A little bit of that happens in my head sometimes.

"But having said that, most of my memories, even of difficult and bad races, are good memories. We are racing – what a privilege. And some of the bad races you could have led for 10 laps.

"All in all, I don't look at Silverstone coming up and say, 'Wow, let's look to the good old days.' I suppose I worry, which isn't helpful particularly as I cannot contribute technically, but if the car is going to be competitive we have to watch this space – and maybe we can get a podium."

Although the Williams team is delighted to have produced a car that has been competitive on all types of track this season, some F1 insiders

Williams has thirst for more success



Maldonado put team back on top

"Pastor is very talented.

How bright I don't know, as we don't do IQ tests!"

Frank Williams on his top driver

have questioned whether Maldonado and team-mate Bruno Senna have got the best out of the Renault-powered FW34.

ERRORS PREVENT MORE GOOD RESULTS

Maldonado in particular has thrown away some good opportunities, including his collision with Sergio Perez in Monaco practice, a clash with Lewis Hamilton in Valencia, and his crash in qualifying in Canada when he was on course to make Q3.

Williams is mindful that Maldonado has scored no points in the three races since the Spanish GP, while team-mate Senna has scored just two in that period.

"What is Williams's biggest deficit?" he said. "Well, the car is not a regular winner yet, so you could say probably aero. You might say it's horsepower, you can't say it's tyres. We don't have Vettel in the car or Schumacher, so there might be a

slight deficit there. But we don't have £10 million to buy that deficit."

Yet Williams is far from unhappy with Maldonado's performance this year, and says the feedback from engineers is positive.

"A young guy like him can have a reputation for having a lot of money and being a bit wild, one-race-a-year hero sort of thing, which I hope is not the case," he said. "But you begin to realise he's very talented. How bright I don't know, as we don't do IQ tests!

"Manifestly he is very, very fast. He would surprise me if he won the British GP, but we have to go there and try to."

BRITISH GP 2012 SPECIAL
GREATEST WILLIAMS MOMENTS



WILLIAMS: BRITISH GP FORM SINCE ITS 1997 WIN

Charting its best finishers each year in a barren 15-year Silverstone run

2011: 13TH Rubens Barrichello
2010: 5TH Rubens Barrichello
2009: 5TH Nico Rosberg
2008: 8TH Kazuki Nakajima

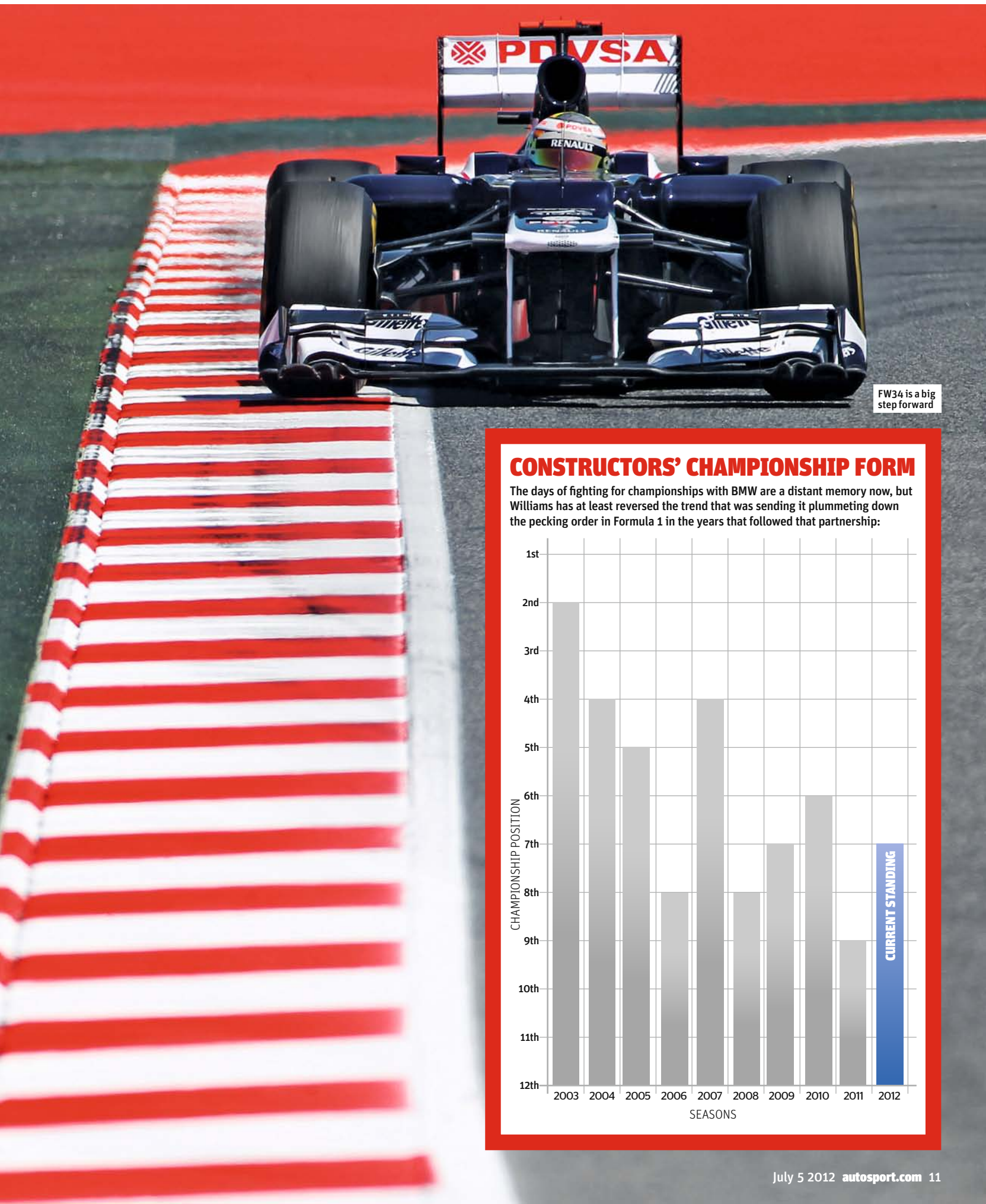


Nakajima bagged a point in 2008 British GP

2007: 12TH Nico Rosberg
2006: 9TH Nico Rosberg
2005: 11TH Mark Webber
2004: 5TH Juan Pablo Montoya
2003: 2ND Juan Pablo Montoya
2002: 3RD Juan Pablo Montoya
2001: 4TH Juan Pablo Montoya
2000: 4TH Ralf Schumacher
1999: 3RD Ralf Schumacher
1998: 7TH Jacques Villeneuve
1997: 1ST Jacques Villeneuve



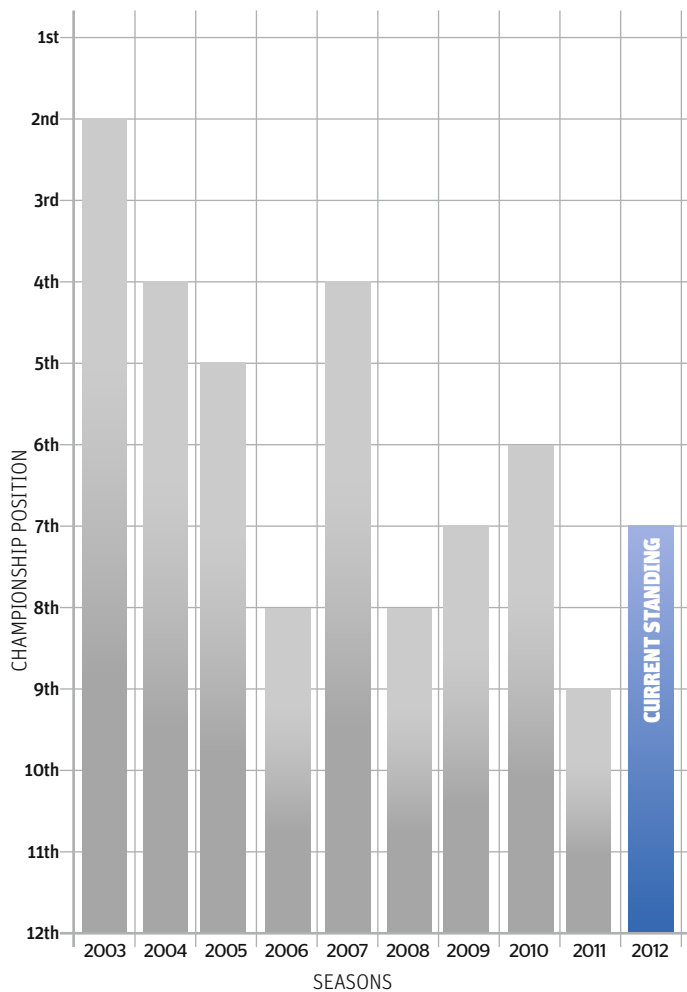
Villeneuve took most recent GB victory



FW34 is a big step forward

CONSTRUCTORS' CHAMPIONSHIP FORM

The days of fighting for championships with BMW are a distant memory now, but Williams has at least reversed the trend that was sending it plummeting down the pecking order in Formula 1 in the years that followed that partnership:



How Formula 1 can cut costs

Currently Formula 1's biggest off-track talking point, **GARY ANDERSON** outlines his vision of the future

Formula 1 teams are facing a race against time to frame cost-cutting measures that will include the involvement of the FIA in policing a resource-restriction agreement.

Teams failed to reach unanimous agreement over how to achieve the cuts by the deadline of June 30, but AUTOSPORT understands that the FIA is now willing to consider sporting regulation changes that are submitted before July 24. That leaves teams less than three weeks to get matters sorted if there are to be any changes for next year.

With an agreement a long way off, AUTOSPORT technical correspondent Gary Anderson lays out his own vision for new cost-saving measures in F1.

TARGET THE MACHINERY

There are many ways to cut costs in Formula 1, but there's no question that the most effective will be to tackle the cars themselves. This will create a level playing field and remove the need to audit teams. Ideas such as banning tyre blankets are not the answer. It is reckoned that this could save £300,000 a season, but

this would probably mean that one extra warm-up lap would be needed on each car's 11 sets of tyres over each of the 20 weekends. That adds up to an extra £1.5 million of running.

HOMOLOGATION CYCLES

Every race, teams arrive at the track with countless modifications. This is a hugely expensive process. For

example, a front wing can cost £120,000 to manufacture and that adds up to a huge amount of money, particularly when you take into account the intensity of development in 2012 and the fact that teams sometimes have to discard upgrades when they do not work.

The solution could be to introduce homologation cycles, so that the package brought to the first race of the season has to be used for the first six events. In a 20-race season, that gives a framework of updates every six races, along with two wildcard changes. These would allow tweaks to solve car problems, or best tailor a car for a particular run of circuits.

The area of the car governed by the homologation could extend back from the front edge of the rear tyre, and forward from the rear edge of the front tyre, and would cover all



Aero updates never stop

"There is no reason why there cannot be in-season testing, with the option to stay on after races"

areas over an imaginary reference plane drawn 500mm above the floor of the whole car. This would therefore include the sidepods, rear and front wing, gearbox, suspension, diffuser, floor, brake ducts and uprights.

It will be easy to police and there will be no shortage of teams



Tyre-warmer ban is not worth it



Cost cuts were talk of Valencia paddock



Mid-season tests could remain

sending photos to the FIA if they suspect a rival of deviating from their lodged design.

TESTING OPTIONS

There are no reasons why there cannot be in-season testing, perhaps with the option of staying on at venues after races for more running.

That way, there is no extra travel cost, and it would be logical for this to tie in with the introduction of new homologation packages. But it is important that testing remains tightly controlled – a return to the situation that existed before the cutbacks would cause expenditure to skyrocket.

COMMON PARTS/EQUIPMENT

There is a huge number of parts and team equipment that could be standardised to control costs. For example, there is a spec tyre, but why not a spec wheelrim? This could be allied to common pitstop equipment.

Theoretically, there is no limit to what can be done in terms of control parts. F1 must remain a prototype formula, but there are areas on the car where there are tiny advances costing a lot of money that make no difference

A BRIEF HISTORY OF COST-CUTTING

Saving money has been a major aim in F1 over the past decade. Here are the most effective changes to be introduced:

2003

Two-way telemetry banned.

2004

One-engine-per-race-weekend rule introduced.



2005

Each car allowed only one engine for two race weekends.

2007

Testing limit of 30,000km is introduced.



2008

Four-race gearboxes introduced.

2009

In-season testing is outlawed. Each car allocated eight engines for use during the whole season, with teams allowed a further four units for testing.



2010

In-race refuelling banned. F1's first Resource Restriction Agreement comes into force. Among the measures are a limit of 45 personnel connected to the operation of the cars during a race weekend.



2011

Gearbox life extended to five races.



Personnel levels are restricted

to the fans. It is these areas where costs could be cut.

PERSONNEL COUNT

Further reductions in team personnel are unnecessary – the required savings can be achieved by cutting back on the waste that

makes little difference to the show.

What F1 needs to do is return to how it was around 15 years ago, when the cars were still updated regularly but not to the excessive degree they are now. Cut back on the waste, and it will all add up to significantly reduced expenditure.

THIS WEEK IN F1



BUTTON UPBEAT FOR HOME GP

Jenson Button is positive about his chances at Silverstone this weekend despite a dismal run of just six points in five races. "We've been making progress in a lot of areas," said Button. "I wasn't able to show that in terms of the result at Valencia."

CLOS GETS SILVERSTONE RUN



Dani Clos will return to action for HRT during Friday-morning practice at Silverstone. He will take over Narain Karthikeyan's car for the second time this season after making his debut at Barcelona.

FRIJNS TO DRIVE 2010 RED BULL

Formula Renault 3.5 racer Robin Frijns will drive a 2010 Red Bull RB6 at the next World Series meeting at Moscow Raceway (July 13-15). The Dutchman's run is a reward for being the highest-placed driver in the FR 3.5 standings not tied to a rival F1 team. Sam Bird, who leads Frijns in the table on countback, is ineligible as he is reserve driver for Mercedes.



ALTERNATOR WOE TRACED

The alternator problems that forced Sebastian Vettel and Romain Grosjean out of the European GP were caused by overheating, according to Renault. Changes are being made for this weekend's British GP to ensure that there is no repeat.



"In the last few races the results haven't been as strong as I've wanted.

We've finished well but I'm disappointed not to have a win yet"



Kimi Raikkonen is ready to win again in Formula 1

VETTEL: NO SAY IN TEAM-MATE

Sebastian Vettel insists that he has little input into the identity of his team-mate at Red Bull amid ongoing speculation about Mark Webber's future. "It's Christian [Horner's] call and the team's call, not my call," Vettel added. "I could say what I would like but I don't know if that would be taken into account."

DE VILLOTA INJURED IN CRASH

Marussia test driver Maria de Villota was in a "stable" condition as AUTOSPORT closed for press after being taken to hospital with head and facial injuries following a crash during a straightline test on Tuesday morning.

The accident happened as the 32-year-old was returning to the team's 'pit' area during the test at Duxford Airfield, when she struck the tail-lift of a team transporter. It was at low speed, but reports indicate that de

Villota's helmet bore the brunt of the impact.

De Villota, who was trapped in the car for some time, was transported to Addenbrooke's Hospital with what were initially described as "life-threatening injuries" by a spokesman for the East of England Ambulance Service.

FOR THE LATEST ON MARIA DE VILLOTA GO TO
AUTOSPORT.COM



De Villota before Duxford outing

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- b. Lewis Hamilton
- c. Fernando Alonso

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MARK HUGHES

GRAND PRIX EDITOR

What's the difference between Red Bull's recent improvements in Valencia and an escapologist dog? Surprisingly, not a lot...

The list of things my dog has taught me about Formula 1 isn't very long. But last week, as I was pondering whether Red Bull's massive recent upgrade would translate to the rest of the season the way it had in Valencia, he gave me a valuable reminder.

My train of thought on the RB8's realigned bodywork 'tunnel' was rudely interrupted by general family panic: Baxter was 'gone'. He'd been let out into the back garden – walled in by privet hedges and fences – but was no longer there. We discovered him in the overlooking garden, merrily trying to join in with their tennis match, and soon thereafter we discovered the hole (or slot) he'd dug beneath the plastic fencing in front of the separating hedge.

After retrieving him we reinforced the area with chicken wire and I got back to contemplating those RB8 upgrades. For the previous two seasons, with exhaust-blown diffusers, Red Bull had led the way on harvesting the aerodynamic advantages of running the car with a lot of rake. Those blowing exhausts had effectively sealed the sides of

the diffuser, so you could run with a big ride height at the rear without the gap between the diffuser and the ground leaking all that negative pressure away. This effectively increased the height of the diffuser, making it more powerful, and the nose-down stance allowed: a) the negative pressure forward of the diffuser to increase dramatically; and b) the front-wing endplates and leading edge of the floor to run in ground-effect, dramatically increasing their aerodynamic efficiency. You could take fuller advantage of point b if you could lay up the carbonfibre in such a way as to allow a very accurate amount and arc of flex of the nose/wing/floor beyond a certain load, but still meet the flexibility tests when measured stationary. Red Bull mastered this better than anyone else.

The FIA spent the best part of two seasons trying to limit the effect, and finally seemed to have succeeded at the beginning of this year through the effective ban on exhaust blowing and yet-tougher front-wing flexibility tests.

That's about as far as I got before my train of thought was interrupted once more: Baxter was in the neighbour's garden again. The new constraints hadn't deterred him and he'd simply dug deeper to find what was ultimately the same route as before.

Ah, of course! Once something is discovered, you cannot unlearn it. No matter what restrictions are put in place to prevent something you want, the knowledge that it's still there to be had means you just need to find a different way of doing it. Baxter had just done what Adrian Newey and his aero team have been doing all year.

Their initial path around the exhaust-blowing ban was itself banned before testing even began, and the car first appeared with a very standard-looking rear end. But by the first race, the first attempt at the 'tunnel' was on the car. It wasn't as powerful as full-blown exhausts but it sought to recapture as much of that as possible. The downward flow coming off the top of the sidepods brought the regulation upward-pointing exhaust flow down with it and took it around the sides of the diffuser walls, sealing it, albeit not as effectively as with a direct exhaust blower.

To give this flow half a chance of making it that far, the flow coming off the bottom of the sidepods was sent through a tunnel, so as not to interfere with the upper flow – and to create some downforce of its own by exiting through the air-starter hole. Unfortunately the tunnel did not generate enough negative pressure to pull the flow through at low car speeds – hence the disconnect in handling traits between low and high-speed corners that Sebastian Vettel and Mark Webber talked about. Hence the improvement when the tunnel was blocked from Bahrain onwards.

But they hadn't given up on the idea. It just needed a reworking of the bodywork and the components beneath it to better align the tunnel with the flow off the sidepods. At Valencia, after qualifying on pole by 0.5s, Vettel was able to make his first stop without losing the lead. It is still there to be had. Just requires a bit of digging...

As I then made a much more substantial blockage to Baxter's hole, I realised just how Charlie Whiting must feel every race. ☹

PIC: FERRARI/LAT



“Once they are discovered, you cannot unlearn things”



British F3 and Euro Series merged at the Norisring

FORMULA 3

British F3 skirts Berger plan

UK-based series pledges international status as immunity to FIA 'national' push. By MARCUS SIMMONS

The British Formula 3 International Series is to play up its 'international' title in response to FIA Single-Seater Commission president Gerhard Berger's declaration that national F3 championships should stay within their own borders.

Berger said at the Norisring last weekend that he wants to establish "a strong FIA European F3 Championship next year.

"My opinion is that national championships should be national

— that is the goal and that's what probably is going to happen," he said.

British F3 has four of its 10 rounds based outside the UK this year, and is looking to expand this further in 2013 (see AUTOSPORT, June 14).

Series manager Benjamin Franassovici said: "We are British F3 International, and we go to the major tracks in Europe. What is important is that the foundations of F3 are better for our teams and our drivers.

"The Euro Series goes to different countries, and so do we."

The majority of British teams believe the international circuits are essential to attract drivers. Fortec Motorsports boss Richard Dutton said: "I understand what he [Berger] is saying, and agree that we have to try to bring costs down, but we've outgrown some of the British circuits.

"The downforce an F3 car produces, and the power from the new engines for 2013, mean it needs to be on the best circuits. To produce Formula 1 drivers you need to go to F1 tracks."

NEW ENGINES CONFIRMED FOR 2013

Berger also declared that the FIA's new engine formula will be introduced for 2013.

"We are still fiddling around to optimise the rules," he said. "There will definitely be new engines."

He added that, even though Mercedes and Volkswagen missed the FIA's March 31 cut-off for declaring an intention to build new engines, "clearly the goal is to keep them in with other tuners. The confusion is soon going to stop."

Even so, Mercedes sports boss Norbert Haug told AUTOSPORT the company would not have a new F3 engine for 2013, raising the prospect that the Euro Series — and by implication the FIA European championship — could admit the current units for one more year.

While most British squads are happy to link up with tuners such as Neil Brown Engineering, top team boss Trevor Carlin believes that manufacturers are essential. "They bring a lot to the sport and help drivers who wouldn't necessarily have had the money — like Jamie Green and Paul di Resta."

Rene Rosin, head of top Euro Series team Prema Powerteam, added: "Manufacturers can help drivers in their careers, tuners can't. Without Mercedes, we would not have Roberto Merhi last year or Dani Juncadella this year. I really hope the FIA will find an agreement to keep them in."



Berger spoke publicly at Norisring on F3 plans

PICS: GOODEN/DPPI, ROZENDAA/LAT, LEFLOC/DPPI

➔ P38 NORISRING REPORT

FORMULA 3



Buller was not given the win

Carlin eyeing Norisring appeal

TOP FORMULA 3 TEAM CARLIN

is investigating ways to appeal the result of last weekend's Norisring race – in which nobody was declared as the winner.

The team is furious that its F3 Euro Series/FIA European F3 Championship racer Will Buller, who finished second, was not promoted to victory when on-the-road winner Daniel Juncadella was excluded for his part in two incidents.

Representatives from Germany's motorsport federation, the DMSB,

explained that there is a precedent whereby an exclusion for a sporting infringement (rather than a technical matter) does not mean that drivers finishing behind are automatically moved up in the results.

This previously happened at the Norisring in 2009 (see bottom right).

Buller's team boss Trevor Carlin said: "In my 25 years of racing I've never heard of a race without a winner. We are taking advice on it. There may be a course of action – we're waiting to find out. We hope

that common sense prevails."

Carlin was one of many paddock members angered by €1000 fines handed out to drivers from British F3 for being late to their briefing when they found circuit-access points closed off, as well as €3000 for unapproved engine changes.

"They [the Euro Series] want to encourage the series merging [with the British], but they are shooting themselves in the foot," he said. "This is a junior series yet they impose Formula 1 fines."

FORMULA RENAULT 3.5

Drivers back reduced DRS use at Nurburgring

FORMULA RENAULT 3.5 DRIVERS

have backed the decision to significantly reduce the amount of Drag Reduction System use that is permitted in races.

Unlike in Formula 1, drivers are free to use the rear wing device at any time during a race. The only restriction is a time limit, which until last weekend's Nurburgring races had been too generous to force drivers to use DRS strategically. But the limit was slashed to seven and a half minutes (for a 45-minute race) at the Nurburgring.

Race one winner Jules Bianchi said: "It was the first time all

season I used up all the DRS.

Before we used it everywhere, now you really have to think about it. It's more strategic, and it's good for the mental side of racing."

Renault Sport circuit technical manager Benoit Dupont added that the series will continue to make the DRS use more of a challenge.

"We have been reducing it race by race," Dupont told AUTOSPORT. "We don't want the drivers to be idly pressing the button all the time, we want to give them something to think about."



P34 FR3.5 REPORT



If you can see the slot, DRS is disabled



Da Costa drove in Germany

FORMULA RENAULT 3.5

Podium hope for da Costa

NEW RED BULL JUNIOR TEAM

member Antonio Felix da Costa believes that he can fight for podiums in Formula Renault 3.5 despite Arden Caterham's torrid start to the season.

The Portuguese racer joined Red Bull's scheme in place of Lewis Williamson, with the energy-drinks firm citing disappointing results as the reason for the switch. AUTOSPORT understands that da Costa was recommended to Red Bull by Carlin team boss Trevor Carlin, who has close links to the junior scheme.

Da Costa, who outqualified Arden Caterham team-mate Alexander Rossi for both races on his FR 3.5 debut, told AUTOSPORT: "Things weren't as bad as I had been told here, and there is a lot of potential. Later in the year we can be fighting for top fives and podiums."

AUTOSPORT SAYS...

MARCUS SIMMONS CHIEF SUB-EDITOR

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It was somehow fitting that in the old Nazi rally grounds of the Norisring, there would be grumbling from the British contingent over the future of Formula 3. Had Captain Mainwaring been around, he might have called it "a shabby German trick".

Gerhard Berger wants national F3 series to remain national, yet to adopt the new FIA engine regulations and live as one big happy family, contesting the European Championship rounds (and he makes no bones that it would continue to have its basis in DTM supports) that suit them.

It's a lovely idea to a purist, and reminiscent of when Berger was an F3 ace of 1983-84, but is it time to accept that the world has moved on?

British single-seater insiders are only too aware that Formula Renault UK was canned for 2012 because only six drivers signed up, while the Eurocup – which is more expensive in conjunction with an NEC or ALPS programme – is drawing 40. Drivers want to race on F1 tracks, so wouldn't it be a similar story in F3?

And as far as a universal adoption of the new engines is concerned, there isn't much motivation for that when, for example, the existing Fiat in Italian F3 can be leased for around a third of the cost of the FIA's plan for the new powerplants.

If Berger really wants to bring back an old tradition that would give F3 the biggest possible shot in the arm, he could always reinstate the Monaco GP support race...

F3 engine leases aren't cheap



REMEMBER WHEN...



JUNE 27, 2009

...a disqualification didn't affect the order? F3 Euro Series driver Stefano Coletti was excluded from third place at the Norisring for punching Jules Bianchi behind the podium. Nobody else inherited the spot.



DTM

TOO HOT TO TROT

Norising track workers hose down the track surface at the Esses before DTM practice last Saturday. They needed to keep the relaid surface cool after 50-degree track temperatures caused it to break up the previous afternoon, causing F3 qualifying to be postponed.

LE MANS

LMP safety changes discussed

Davidson's Le Mans accident provides catalyst for lifting drivers off monocoque floors. By GARY WATKINS

A series of safety measures are under discussion for the Le Mans Prototype classes in an attempt to prevent the kind of injuries sustained by Toyota driver Anthony Davidson in last month's Le Mans 24 Hours.

The Briton broke two vertebrae when his Toyota TS030 HYBRID slammed down on the track after taking off at Mulsanne Corner following contact with a GTE-class Ferrari. Le Mans organiser the Automobile Club de l'Ouest and the FIA, which jointly write the rules for LMP1 and LMP2, are looking at a number of ways of insulating drivers from the forces of such an impact.

ACO sporting manager Vincent Beaumesnil said: "We know what happened to Anthony and we are working on some things. We have involved the correct experts and they are looking at a number of solutions.

"It is not something that can be fixed in a couple of weeks. It needs a proper study and that will take time."

Former grand prix driver Davidson, who is recovering from his Le Mans injuries at home, called



Davidson 'lucky' due to raised position

for changes to be made to the seating position in LMP machinery.

"My impact with the barriers was only 10g, but the impact on landing on the track was 35g," he told AUTOSPORT. "That's when I injured my back and it has made me think that it's ridiculous that we're pretty much sitting on the floor of the monocoque, and all

the forces in that kind of impact go straight up our backs."

Davidson believes that he was fortunate as his seat insert, required because he is significantly shorter than Toyota team-mate Alex Wurz, lifts him in the cockpit.

"I sit on maybe four inches of two-part foam," he continued. "I'm sure that saved me from

much worse injuries."

The 2014 LMP1 rulebook will, Davidson suggests, provide the perfect opportunity to raise a driver's body in the car, because an increase in the height of the driver's head in a slightly-raised cockpit will be mandated to improve peripheral vision.

Beaumesnil explained that this was one option but that other measures were under evaluation, including some for next season.

Sportscar driver and safety expert Jim Downing, one of the inventors of the HANS Device, explained that it would be problematical making changes to existing machinery.

"Making retrospective rule changes would make it hard to mandate this kind of rule unless you say a driver can only be five-foot-five," he said. "One solution is laying the driver down more in the cockpit, but this makes it more dangerous in a head-on impact. It's not a black-and-white problem.

"Ideally there should be a big chunk of foam, the same stuff that the surround of the seat around the driver's head is made from, under the driver's butt."

FIA GT1 WORLD CHAMPIONSHIP

Chinese GT1 rounds to be scrapped

THE TWO CHINESE ROUNDS OF THIS year's FIA GT1 World Championship will be cancelled.

Series boss Stephane Ratel has told his teams that the two events in China, set for the Beijing Goldenport circuit in August and Ordos in September, will not take place. He has yet to officially confirm the move but has stated that there will be a reorganisation of the second half of the series.

Ratel said: "There will be a serious reshuffle of everything for the end of the season and there is the possibility that there will be fewer rounds. I have made a proposal to the FIA, but I cannot communicate more at this moment."

Ratel is known to be looking for at least one replacement race in Europe to add to the remaining events at Moscow Raceway in September and the Buddh circuit in India in December.

The reasons for the cancellation of the Chinese races are unclear, but Ratel is struggling to reach the 18 cars he is



GT1s were due to visit China twice this year

contractually obliged to provide at the races outside Europe. There will again be just 15 cars at this weekend's round at the Algarve circuit in Portugal.

A deal for the Aston Martin Racing-run Valmon Team Russia squad to return to

the series with two Vantage GT3s borrowed from teams already racing the new-for-2012 car in Europe fell through last week. There will again be only one Ford GT run by the Spanish SUNRED Engineering squad.

NASCAR

Roush takes blame for Kenseth departure

JACK ROUSH BELIEVES THAT HIS decision to focus on the engineering side of his eponymous NASCAR squad, rather than on relationships with his drivers, was instrumental in 2003 champion Matt Kenseth's decision to quit the team.

Sprint Cup points leader Kenseth, who has spent more than a decade with the Ford team, announced last week that he will switch to a rival squad – believed to be Joe Gibbs Racing – next year.

Roush, whose team has run Kenseth's #17 Ford to all of his 22 Cup wins and the '03 title, said that he failed to give his drivers the attention they deserved over the past few years.

"If I had been as vigilant and diligent with the personal side of the business as I was on the technical side, then I might have been able to stop it," Roush said. "I hope Matt hasn't lost respect for me."

Roush named reigning Nationwide Series champion Ricky Stenhouse Jr as the "heir apparent to the #17 programme", and hinted that 2011 Daytona 500 winner Trevor Bayne, who is also on the team's roster, would take over Stenhouse's drive in NASCAR's second-tier series next year.

 **P43 KENTUCKY REPORT**



Kenseth will leave Roush

FIA WORLD ENDURANCE CHAMPIONSHIP

Buemi wants to race Toyota in more events this year

EX-FORMULA 1 RACER SEBASTIEN BUEMI says he will make sure he is available to race Toyota's TSO30 HYBRID again this year if the chance arises.

The Japanese firm, which entered two of its LMP1 racers at last month's Le Mans 24 Hours, is competing in the rest of the FIA World Endurance Championship with one car. But it has been suggested that a second car could be added before the end of the year, and Red Bull F1 reserve driver

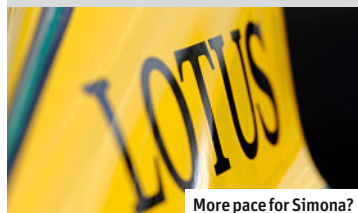
Buemi is determined to be available if the chance arises.

"They may go with two cars somewhere before the end of the year," said Buemi, who shared with Anthony Davidson and Stephane Sarrazin at Le Mans. "If the second car is racing, I will make sure I can be in it. I don't get many chances, so as soon as I can drive something I drive. At Le Mans Toyota fought with Audi, so it's a great chance."



Buemi hoping for more hybrid action

IN BRIEF



More pace for Simona?

LOTUS UPGRADES FOR TORONTO

Lotus is scheduled to introduce the second phase of updates aimed at getting its IndyCar engines closer to the pace of rivals Chevrolet and Honda at Toronto this weekend. The first updates were set to be tested by HVM Racing and Simona de Silvestro at Mid-Ohio this week.

PUSH-TO-PASS RETURNS

IndyCar has confirmed plans to reintroduce a push-to-pass system at this weekend's Toronto round, as predicted by AUTOSPORT (April 5). The system will be adjusted for each circuit.

DEMPSEY BACK IN LIGHTS

Irishman Peter Dempsey returns to Indy Lights action at Toronto this weekend with Belardi Auto Racing, and plans to contest the rest of the season. He was part of the Younessi squad at Indianapolis and Detroit.

GP3 DEBUT FOR REGALIA

Auto GP regular Facu Regalia will make his GP3 Series debut with Jenzer Motorsport at Silverstone this weekend as the team increases its effort back up to three cars. The 20-year-old Argentinian will partner Robert Visoiu and Patric Niederhauser.

HARYANTO'S GRID PENALTY

GP2 racer Rio Haryanto will start Saturday's race at Silverstone with a five-place grid penalty. The Carlin driver's punishment is for hitting race leader James Calado in the second race in Valencia.

SUPER TC2000 RACE CANCELLED

Last weekend's planned Super TC2000 round at Salta was cancelled with less than a week to go because the Argentinian governing body declared the track's run-off areas insufficient.

HAMLIN EXTENDS GIBBS DEAL

NASCAR star Denny Hamlin will remain with Joe Gibbs Racing beyond the end of 2013 after signing a multi-year contract extension. Hamlin's deal means that Joey Logano is the only current Gibbs Cup driver not confirmed for next year.



Hamlin's staying put

IN BRIEF

Monje's off to WTCC



MONJE MAKES WTCC SWITCH

Recently-crowned European Touring Car Cup winner Fernando Monje will stay with the SUNRED SEAT team as he completes the year in World Touring Cars. The Spaniard made his WTCC bow at Valencia earlier in the year.

BLACK SWAN QUILTS ALMS

The Black Swan Racing LMP2 squad has withdrawn from the American Le Mans Series. The team, which fielded a Lola-HPD B11/80 in the first three rounds of the series, has cited a lack of spares in the wake of Lola's move into administration.

ENGE REPLACEMENT NAMED

Slovakian Stefan Rosina will continue with Reiter Lamborghini in the FIA GT1 World Championship at the Algarve this weekend. After driving with Darryl O'Young last time out, he will now replace Tomas Enge in the sister car until the Czech's ban is lifted.

WEIGHT REVISIONS FOR GT1

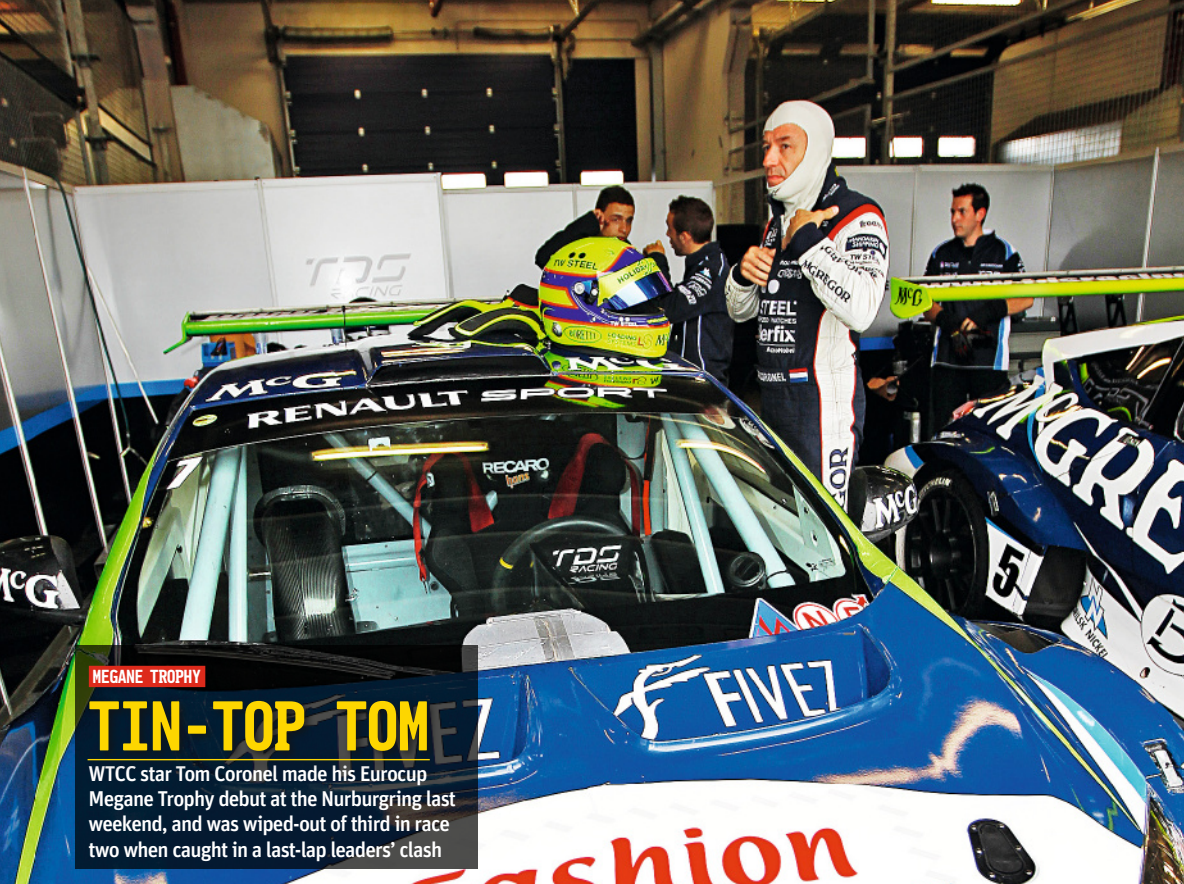
The BMW Z4 and McLaren MP4-12C have been respectively hit with 10kg and 20kg of ballast ahead of the Algarve GT1 World Championship round. The Audi R8 LMS ultra has been given 15kg but also gets a larger-diameter air-restrictor.

BRUNDLE SR BACK TO WEC

Martin Brundle will contest the Silverstone round of the FIA World Endurance Championship in August. He will drive the second LMP2-class Greaves Motorsport Zytek-Nissan Z11SN together with son Alex and Lucas Ordóñez.



Brundle's back



MEGANE TROPHY

TIN-TOP TOM

WTCC star Tom Coronel made his Eurocup Megane Trophy debut at the Nurburgring last weekend, and was wiped-out of third in race two when caught in a last-lap leaders' clash

WTCC

Tarquini tipped for Honda

Former champion strongly linked with Japanese manufacturer for 2013 Civic

Honda is close to announcing drivers for its World Touring Car Championship entry amid speculation that tin-top superstar Gabriele Tarquini will race one of its Civics in 2013.

The Japanese manufacturer is believed to have agreed terms with the two drivers that will lead its first full-factory attack on the WTCC next season. Contracts are understood to be in the process

of being finalised and an announcement is due ahead of the shakedown of latest-generation Civic later this month.

Former WTCC champion Tarquini, who is racing a Lukoil SEAT Leon run from the factory this season, is strongly rumoured to be one of the two drivers who has agreed terms for next year. The 50-year-old Italian has close links with Honda after racing its Super Touring Accords in 1997-2001, which included a stint driving for the Italian JAS organisation that is masterminding the Civic WTCC programme.

Tarquini told AUTOSPORT on Monday: "We have talked and I know I am on their list, but there is no deal yet. All I know is that I want to be with a manufacturer next year."

JAS Motorsport boss Alessandro Mariani explained that an announcement is imminent.

"We will start testing at the end of July and we plan to announce our two drivers for next year before then," he said. "Gabriele is my friend and he is a friend of Honda. We all hear the rumours, but we cannot comment."

Mariani added that of the two drivers scheduled to be announced this month, one will contest the final three rounds of this year's WTCC by way of preparation for 2013. This cannot be Tarquini, who is contracted to the Lukoil squad for the full 2012 season.

The first Civic is due to be shaken down at the Vairano test track near Milan this month before JAS begins its test programme in earnest at Vallelunga. Two more tests are scheduled in Europe ahead of the car's race debut at the Suzuka WTCC round in October.

Mariani said that there was a chance that Honda could field three Civics in the 2013 WTCC.



Tarquini is set to leave Lukoil SEAT for Honda

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GLOBAL RALLYCROSS

Gronholm 'focused' prior to crash

Former World Rally Champion injured while preparing for X Games showdown with Sebastien Loeb

Marcus Gronholm's team manager Andreas Eriksson says the Finn was more focused on winning than he had ever been prior to crashing heavily in practice ahead of last weekend's much-anticipated X Games battle with Sebastien Loeb.

Gronholm remains in hospital this week, having suffered concussion and internal injuries in the shunt, which happened in Los Angeles on Saturday.

Eriksson, whose OMSE team runs Gronholm's Ford Fiesta, said everybody had been looking forward to Loeb's arrival in the event's Global Rallycross section.

"This race against Loeb was the dream battle," said Eriksson, "and I think it would have been a different result if he [Gronholm] had been in the game, I have never seen Marcus so 100 per cent focused to win."

Gronholm doesn't remember what happened in the crash.

"He landed from the jump and hit the concrete thing," said Eriksson. "This we can see from the YouTube clip. Maybe he was trying to cut the corner a little too much. It was a big impact and a big stop."

Eriksson added that Gronholm's crash definitely ruled him out of the next Global Rallycross round in New Hampshire next weekend.

"We can't say anything really about what he will do for the rest of this season," Eriksson said, "but



Fiesta's roof was cut off to extricate Gronholm

he won't compete on the next round. I'm pretty sure he wants to race, but at the same time he has a family and he has to talk with them. He knows the risks, this is not the first time he has been to the hospital.

"He is stable in hospital and he is getting better. We have all the specialists to make sure nothing is

missed, so he'll be in hospital a while, but he's talking and, you know, he's frustrated about it."

Loeb, who won the X Games gold on his US debut, said: "I'm really pleased to win the gold medal, but I must admit I'm finding it hard to really enjoy it when my 'best enemy' Marcus is in hospital after his crash. We were both very much

looking forward to racing against each other here and it's a shame it didn't happen. I hope he's OK."

Gronholm's countryman and fellow Fiesta driver Toomas Heikkinen was expected to leave hospital earlier this week after he broke his left ankle in a crash at the jump section of the temporary LA circuit.

WRC

Sordo back on Citroen's radar

DANI SORDO'S FUTURE COULD REST ON a return to Citroen, but only if the French marque's eight-time world rally champion Sebastien Loeb decides to retire from the sport at the end of the season.

The 29-year-old Spaniard, who is also in the frame to replace the Volkswagen-

bound Jari-Matti Latvala at Ford, said he had made no decision about next season, adding that his priority was to find out the plans of his current employer Prodrive.

Sordo will compete on Rally Germany and Rally GB in a Mini WRC prepared by the Prodrive WRC Team – and he hopes to tackle a full WRC programme with the Banbury-based outfit next season.

"I want to wait first for the plans of Mini," said Sordo. "This is my team now, I will listen to what Mini is doing – I love this team and these guys. There is so much experience at Prodrive, everybody knows what they are doing. At the moment there is no news for me for next season."

"I hear a lot: Latvala is moving and so is Loeb – I hear something like this every day. But I want to know Mini's plans."



Sordo wants to hear Mini plans

IN BRIEF

ONLY TWO VWs ON 2013 MONTE

Volkswagen Motorsport director Jost Capito has confirmed that only two new Polo R WRCs will start next year's championship-opening Monte Carlo Rally. His predecessor Kris Nissen had hinted that up to five of the new machines could be present.

CAVE WINS IN THAILAND

British Rally Championship leader Tom Cave took his first win off home soil on

Rally Thailand last weekend. Cave, who was driving a factory Proton Satria Neo S2000, won the event, which is aiming for Asia-Pacific Championship status next year, by over 10 minutes.

ABBRING AT THE RACES

Volkswagen junior driver Kevin Abbring made his circuit racing debut at the Norisring last weekend. The Dutchman qualified and finished fourth after topping free practice.

ROBERTS' FUNERAL HELD

Around 400 people attended co-driver Gareth Roberts funeral near Carmarthen in Wales last Wednesday. Roberts, 24, was killed on the Targa Florio Rally while competing with Craig Breen last month. A selection of the cars in which Roberts competed were displayed outside.





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Veni, Vidi, Vici, Vettel...

The world champion was on cracking form at the 20th Goodwood Festival of Speed, his first visit to the motorsport garden party. MARCUS PYE picks out the highlights



Festival debutant
Vettel was on show

Reigning Formula 1 world champion Sebastian Vettel and his immediate predecessors Jenson Button and Lewis Hamilton played to their adoring fans as Lord March declared open house for the 20th Goodwood Festival of Speed last weekend.

"It's my first time here and it's amazing – like a funfair with the cars you dreamed of as a child. I'll definitely come back," extolled the popular German after performing spectacular doughnuts in a 2011 Red Bull-Renault RB7.

Joining Formula 1's most recent heroes in a cast spanning 15 titles, John Surtees, Jackie Stewart, Emerson Fittipaldi, Alain Prost (another to love his debut) and Damon Hill personified the theme 'Young Guns – Born To Win'.

That tagline equally embraced triple world 500cc motorcycle champ 'King Kenny' Roberts – the Californian on his 1981 750cc

Yamaha OW31 for the first time in 31 years as a Goodwood virgin ("it scared me just as bad today as it did then") among a record roster of ace bikers.

But the Festival did not only showcase the finest drivers and riders in history. It also celebrated the brilliant young designers without whose machines their skills might have been anonymous. None greater than Colin Chapman.

In fanfaring 60 years of the Lotus marque he founded, Clive Chapman's Classic Team Lotus and privateer entrants from Australia, the USA and Austria corralled an extraordinary collection of models to illustrate swashbuckling Colin's genius for innovation.

Sir Stirling Moss – Goodwood Motor Circuit's very first young gun and winner of the 500cc race at its inaugural meeting in 1948 – led the unforgettable tribute. Having scored Lotus's first three grand prix victories, Stirling motored up the hillclimb



Lotus aces Moss and Fittipaldi chat

course in his '61 Monaco-winning Type 18, running without its lower bodywork as on the day.

That, and Emerson Fittipaldi's spirited ascent in a JPS 72, four decades after the gifted Brazilian landed his first world championship in it, were among countless spellbinding moments of pure motorsporting magic.





LOTUS 60TH ANNIVERSARY

Just as the Lotus marque boxed above its weight on track in Colin Chapman's lifetime, affection for it has always far outweighed car numbers. Disciples the world over still yearn to own and use classic Lotuses, and their modern cousins continue to be genuine driver's cars.

'Chunky,' who died in 1982, would have been moved by an awesome tribute to 60 years of free-thinking Lotus design, relentless engineering innovation and performance. Certainly his widow (and company co-founder) Hazel was overwhelmed as their children and seven grandchildren led the celebration.

Reigned over by a 28-metre installation on Goodwood House's carriage turning circle – Gerry Judah's masterpiece holding six 'crown jewel' Lotus racers in a beautiful continuous twist reminiscent of Dutch artist Maurits Escher's extraordinary work

– the history pageant on the ground was equally compelling.

"We are fortunate that people have always had a huge affection, a special place in their hearts, for Lotus," said Clive Chapman. His Classic Team Lotus operation, woven around legends like mechanic Bob Dance who joined Colin's team in 1960, brought 24 cars to the Festival and ran half of them.

Team Lotus entered Formula 1 at Monaco in 1958 with its little Type 12s and Michael Bennett brought Graham Hill's car – immaculately restored – from Adelaide, South Australia, reuniting it with period spannerman Merv Therriault, who at 83 made the pilgrimage from Canada. "If I could stop time I'd choose about now," beamed Bennett.

As flashes of green, red and gold, black and gold and yellow traced Team Lotus's successive F1 fortunes through



Moss and 1961 18 racer: classic Team Lotus line-up

different eras on course there were poignant moments aplenty to augment Stirling Moss's runs in Stephen Bond's 'air conditioned' Rob Walker Racing 1.5-litre 18, in which the maestro famously slayed the sharknose Ferraris at Monaco in '61.

Clive Chapman shot Innes Ireland's '61 US GP-winning 21 (owned by Dan Collins) up with considerable elan, while CTL right hand man Chris 'Doc' Dinnage – there to pilot twin-chassis 88B and Ayrton Senna's Renault V6-powered 97 turbocar – "ticked another box" with a guest shot in Manfredo Rossi's Martini-striped Type 80.

Even happier was Emerson Fittipaldi who relived his F1 debut, maiden win and first world title by driving Gold Leaf 49C and 72 (from Austrian Jo Willenpart's Vintage Security stable) and JPS 72 respectively. "The 72 was the best car I drove in my whole career. Colin was a genius. I am very proud to be a small part of Lotus history," said the Brazilian.



Chapman family and friends led tributes

FANTASY FORMULA 1

Festival debutant Sebastian Vettel and regulars Jenson Button and Lewis Hamilton were the centre of attention on 'Super Saturday', but six teams were accessible to F1 fans a week before the British GP.

As a self-confessed history nut, double world champion Vettel – who turned 25 on Tuesday (July 3) – was always going to be in his element. His run in the Red Bull RB7 drew roars of approval. "The track is quite difficult to do doughnuts on, but it was nice to see so many people [on the way up]," he said.

Homegrown heroes Hamilton and Button did a run apiece in a McLaren-Mercedes MP4-26. "It's a whirlwind experience," said Jenson of his 13th visit. "The car is my Canada [2011] winner which holds happy memories. While I'm racing



Button, Vettel & co: all smiles among F1 friends

in F1 I'll always come to Goodwood."

Mark Webber took over the Red Bull on Sunday, when Nico Rosberg shrieked up in last year's Mercedes MGP W02 adorned with a version of the current car's stepped nose. While Marc Gené did a series of scorching runs in a 2009 Ferrari F60 over the

weekend, and Heikki Kovalainen delighted in his Caterham-Cosworth T127, the unofficial award for most spectacular F1 climb went elsewhere.

Young Belgian Jerome d'Ambrosio displayed the 2010 Lotus-Renault R30 with a staggering quadruple toe loop while waving to the crowd.



It's 1970 all over again: Emmo and Gold Leaf 72



'King Kenny' Roberts back on 750cc Yamaha



F1 legend Alain Prost enjoyed his first visit



Group 5 Zakspeed Capri howled up hill

SPORTSCAR SUPERSTARS

Fresh from its ground-breaking Le Mans 24 Hours victory, the extraordinary technical tour de force that is Audi's R18 e-tron quattro was wonderfully demonstrated by German Andre Lotterer, winner at La Sarthe for the past two years.

Despite a torrid time in France less than a fortnight before, Toyota's gallant TS030 HV-R challenger was in action too, Stephane Sarrazin launching it silently before its conventional engine kicked in.

Johnny Cocker and Paul Drayson fired the latter's remarkable Lola-based electric prototype away in a flurry of wheelspin, giving onlookers a glimpse into what may be a sustainable future for endurance racing.

Porsche, Jaguar and Sauber-Mercedes Le Mans winners of the 1980s, '90s – from the evocative 30 years of Group C set – still look amazingly fresh, like the timeless Ford GT40 of the '60s and 2003-winning Bentley Speed 8.

Spotlighting the 1970s though, Damon Hill and especially son Josh unleashed V12 horsepower in a sister Matra-Simca MS670 to that which father/grandfather Graham won Le Mans in '72, starting a three-year streak for the French aerospace manufacturer.

Jaguar C and D-types climbed in formation with Bob Tullius's famous Group 44 'E' and the F-type



Hill pere et fils shared wailing V12 Matra sportscar



Le Mans-winning Audi R18 hybrid lit up Goodwood

prototype in disguise. Going back further, Tim Birkin's 1930 'blower' Bentley and the Lagonda M45R in which 22-year-old Luis Fontes won in '35 were exercised briskly.

Of the modern GT cars Michael Krumm's world-title winning Nissan GT-R GT1 looked the most muscular. Alexander Sims had fun in McLaren's patriotically liveried MP4-12C GT3, as did Toyota's CEO Akira Toyoda in the hot GT86 Gazoo.

MIGHTY SALOONS

Tin-tops don't come mightier than NASCAR stock cars and Patrick Friesacher's Festival return in the Red Bull Toyota Camry thrilled the audience anew – when they could be seen through the smoke of tortured Goodyear Eagle slicks.

The fans' favourite newcomer, though, was Klaus Ludwig's stunning '81 German Group 5 title-winning Zakspeed Ford Capri, the caricature tubeframe turbocar restored specially.

"We don't normally run museum cars, but thought the best place in the world to do this was Goodwood," said Peter Zakowski.

Other saloons to delight included Harin de Silva's ex-Roger Mears '79 AMC Spirit – retired to a museum having been excluded from Pikes Peak hillclimb victory for being underweight – and Philip Gallant's ex-Dan Gurney Boss 302 Mustang from the States.

At opposite ends of the noise spectrum, Renault's V6 Megane Trophy racer (extrovertly shown off by Nicolas Navarro) and the completely silent zero emission all-electric Nissan Leaf Nismo RC demonstrated by Michael Krumm were both pacy.



Ex-Gerry Marshall V8 Firenza an eye-opener



Patrick Friesacher's NASCAR wrecked a set of rears each run

TOP 20 SHOOTOUT

Despite being headed in qualifying for the televised Top 20 Shootout by Gary Ward's 45.74s charge in Patrick Morgan's Leyton House CG901B F1 car, perennial Festival star Justin Law's experience under pressure made him odds-on favourite with the mighty Silk Cut Jaguar XJR-8/9.

But the cards didn't fall that way, for former winner Kiwi Rod Millen brought out red flags when he smote the bales heftily having bucked his 1000bhp turbocharged four-wheel-drive Toyota Tacoma Pikes Peak



Reid's Chevron GR8 charged to timed shootout win

monster down the grass out of the tricky Molecomb left-hander.

With cement dust now on the slippery track, Michael Bartels outpaced impressive youngster Daniel Lloyd (Porsche 911 GT3 Cup) to go top in the Maserati MC12 coda lunga of 2004, then Michael Krumm failed to erase his German arch-rival's mark with the thuggish Nissan GT-R GT1.

That left three to go, and Anthony Reid – on the strength of only three sighting runs in the shared Chevron GR8 GT3 – unleashed a peach of a 46.46s shot in the Langford V6-engined prototype, leaving rivals reeling. "That took total commitment. The Flint Wall was awesome, I shaved it on both sides and had to be flat through the final corner to stand any chance," said the Scot, visibly pale.

When Law cut 47.05s, pulling 142mph over the finish with a typically gung-ho effort, only Ward could deny Reid. Quickest in sector 1 he wavered in the middle part of the course, stopping the clocks in 46.80s for a gallant second.

RALLY STAGE

Less than a week after he'd mastered the legendary Kiwi roads on Rally New Zealand, Citroen star Thierry Neuville found himself facing a whole new challenge for the first time: chalk.

The Belgian was utterly bemused by a stage surface quite unlike anything he'd found previously in his DS3 WRC. Neuville learned the road and loved the Festival.

"It's incredible!" he smiled. "I did some donuts on the hill and people seemed to like them."

And between the trees?

"I went out first time and did a time which was like 2m47s or something like that," he said. "I thought: 'Wow, that is slow!' The next day I went out and it had rained some more and I was one minute slower! It's been fantastic to be here – what an atmosphere."

There's nothing like a first-timer to wake us up to just how good it gets for rally fans in West Sussex.

Beyond new boy Neuville, Skoda UK fielded a Fabia S2000 and four drivers (Andreas Mikkelsen, Robert Barrable, Jan Kopecky and Juho Hanninen) to show off the hardware.

Yesterday's glories were recalled with Hannu Mikkola in a Quattro Sport, Jimmy McRae in a Subaru Legacy RS and Stuart Larbey outdoing them both with the aural delight that is a Metro 6R4.

Visually, the sight of Jean Ragnotti sliding his Renault 5 Maxi Turbo backwards up the hill, all four wheels locked, post-180, rivalled anything during another perfect weekend.



Neuville donutted Citroen to the crowds' pleasure



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NURBURGRING

GERMANY
June 29-July 1
FR3.5
Round 4/9



AT A GLANCE

- Race 1 Jules Bianchi
- Race 2 Nick Yelloly
- Poles Bianchi/Frijns
- Fastest laps Bianchi/Aleshin



Champagne helped Yelloly forget about feeling ill last weekend

Yelloly under, and on top of, the weather

He had to drop out of Saturday's race due to feeling ill, yet the Briton emerged atop a wet-dry Nurburgring classic



Yelloly held his nerve on slicks mid-race

YOU HAVE TO BE BRAVE TO declare that all you need for a good result at the Nurburgring is a bit of rain. But Nick Yelloly made that claim on Saturday, having abandoned before the end of the race due to his car's poor handling in the dry and the fact that he was feeling ill.

A day later the rain came and the Briton delivered on his promise, in the process becoming the first two-time winner of the season.

Yelloly's win was down to three things: a mega first lap that took him from 14th to seventh; his wet-weather prowess; and a perfect pit strategy that meant he was one of only three drivers to make just one stop in changeable conditions.

"At the start I was straight on the wet-weather lines and overtaking people," he said, referring to the fact that rain started to fall at the end of

the formation lap. "Then it was a case of calling it right. I could see the rain coming in, so I just stayed out until it was stupid to be on slicks any longer."

There were shades of Johnny Herbert's 1999 European Grand Prix win about the way Yelloly judged his strategy, watching the clouds and refusing to panic as others dived in and out of the pits in a desperate attempt to be on the right tyre at all times. With the exception of third-place finisher Andre Negrão and last-lap spinner Jake Rosenzweig (who was just behind the Brazilian at the time), everyone else opted for two or three stops in a race hit by two big showers.

Marco Sorensen was well clear of Yelloly in the first stint but opted to pit one lap before the Comtec driver. In the time between their stops

the heavens opened, forcing the Dane to pit again and settle for a distant second.

The championship intrigue came courtesy of the two drivers now tied at the top of the standings. Race two poleman Robin Frijns had snatched the points lead away from Sam Bird on Saturday and, as the pair went wheel to wheel in the early laps on Sunday, it was clear that both knew the significance of their scrap. Unsurprisingly they had different views on the fight, with Bird hinting that Frijns, robust in his defence of the

lead, has set a precedent for the rest of the season.

But Fortec Motorsport ace Frijns had no problem with upsetting his title rival. "I know he was not happy I was so aggressive, but that's normal," he said, before admitting he lacked the confidence in his car in the wet to continue the fight as both recovered from slow pitstops. "Sam was faster than me but I know he is battling me in the championship so I made life hard for him. That's racing."

Bird's fourth place, just ahead of the Dutchman, was

enough to get the ISR-run ex-GP2 ace back on level points in the standings.

It was another weekend of mixed fortunes for Ferrari protege Jules Bianchi. A dominant pole position was converted into a dominant victory in race one in his Tech 1 Racing car, and another good qualifying meant he was part of the early scraps for the lead in race two. But, after being the first of the leaders to make a conventional slicks-for-slicks stop, which was the right call at the time, he skated off the track on his out-lap, ruining any chance of points. So far, the only weekend where the Frenchman has not had any misfortune this season is Monaco. But you can bet your life that if there had been a second race around the Principality it would have gone horribly wrong...

"These moments in the



Frijns and Bird fell out over their scrap

RACE RATING

★★★★☆

Conditions on Sunday helped make up for race one, where even the drivers were bored

“When you’ve raced in Formula Renault UK you get used to it raining when you’re driving on slicks. I think that played a part today”

Nick Yelloly on where he learned his wet-weather skills

REPORT FR3.5 NURBURGRING

GLENN FREEMAN
reports



Bianchi finally notched up a first FR3.5 win



start of the season have been quite hard for me,” he admitted. “Too many problems – it has not been so easy.” And his response to getting a first win? “Finally!”

Behind Bianchi, Nico Muller had frustrated Frijns by getting into second at the start and then not giving him a sniff of a chance to get through. It was a faultless drive from the Swiss GP3 graduate, who has managed an impressive points haul so far despite Draco’s early-season difficulties.

For Frijns, both races could have panned out better. So despite leaving Germany equal on points with championship leader Bird, and even though he has a Red Bull demo run in his pocket (see This Week in F1), he was still struggling to stretch to a smile.

“When I wake up tomorrow I’m sure I’ll think

it’s pretty cool,” he said of the demo run, which he will get next time out in Russia. “In race one my only chance was a do-or-die move on Nico, but I have a championship to think about. Then today we had a bad pitstop and didn’t have the pace in the wet. There’s always something else going wrong.”

Frijns did at least accept that others – he highlighted Bianchi – are having their fair share of problems too. But his regular references to the championship fight are at odds with the approach of Bird, who is his main rival at the moment.

“I haven’t looked at the standings and I’m not going to,” said the Briton. “Not until I need to.”

Neither Bird nor Frijns may want to look too closely just yet, as Yelloly is putting up a dogged fight to stay on their tails. ☼

FORMULA RENAULT EURO CUP

Stoffel’s as good as waffles



Stoffel Vandoorne rammed home his status as the form man in Formula Renault 2.0 at the moment by taking a double victory at the Nurburgring for the second weekend running.

The Belgian, who won both Formula Renault NEC races at the German track a week before, followed that success with another double, taking his first Eurocup wins and the series lead in the process.

Race one was a tense affair, which Vandoorne managed to control from pole position under huge pressure from Norman Nato. Eventually the Frenchman’s challenge wilted, leaving the leader clear to take a relatively straightforward win.

Sunday’s race was a bit more action-packed, mainly due to the fact that it started on a drying track. Sitting on pole, Vandoorne took slick tyres while many of the frontrunners started on wets, but it proved to be an inspired decision.

Once early leaders Daniil Kvyat and Oliver Rowland had come to blows on their wets, Vandoorne easily dispatched Mikko Pakari for the lead, and

then cleared off into the distance to win by 10 seconds.

“I decided to trust my German team in Germany,” he said of his Josef Kaufmann crew, who made the call on tyres. “You can’t do better than two poles and two victories, and to be top of the standings as well makes it a perfect weekend.”

A change at the top of the table seemed unlikely heading into the weekend, as Red Bull-backed Kvyat held a commanding 27-point lead over Vandoorne. But the Russian could only manage fifth in an uneventful first race. While he tangled with Rowland while fighting for the lead in race two, both were doomed as

they had started on wets.

While Vandoorne took the plaudits on Sunday, he had to share the limelight with Melville McKee, who charged through the mayhem from 32nd on the grid on his slicks to take second place.

RACE 1 Stoffel Vandoorne, 14 laps in 27m48.353s; 2 Norman Nato, +1.174s; 3 Paul-Loup Chatin; 4 Nyck de Vries; 5 Daniil Kvyat; 6 Alex Riberas. **RACE 2** 1 Vandoorne, 12 laps in 28m22.382s; 2 Melville McKee, +10.786s; 3 Pierre Gasly; 4 Chatin; 5 Jordan King; 6 Steijn Schothorst. **Points** 1 Vandoorne, 110; 2 Kvyat, 97; 3 Nato, 70; 4 Chatin, 56; 5 Gasly, 36; 6 de Vries, 30.

Vandoorne took double



RESULTS

Formula Renault 3.5 Series, round 4 of 9, Nurburgring (D), June 30-July 1

RACE 1 GRID

1 BIANCHI 1:40.537	2 FRIJNS 1:40.915
3 PIC 1:41.437	4 MULLER 1:41.555
5 GRUBMULLER 1:41.579	6 MAGNUSSEN 1:41.592
7 SORESENSEN 1:41.607	8 BIRD 1:41.608
9 RAMOS 1:41.612	10 ROSENZWEIG 1:41.785
11 DA COSTA 1:41.852	12 HUERTAS 1:41.869
13 NEGRAO 1:41.890	14 STEVENS 1:41.892
15 KORJUS 1:42.097	16 FORESTI 1:42.261
17 N'LLITSKIY 1:42.261	18 ALESHIN 1:42.395
19 AMBERG 1:42.406	20 ROSSI 1:42.477
21 YELLOLY 1:42.645	22 MOVE 1:42.750
23 MARTSENKO 1:43.092	24 CUNHA 1:43.185
25 VENTURINI 1:43.336	26 GHIRELLI 1:43.492

RACE 1 - 27 LAPS, 86.368 MILES

POS	NAME	TEAM	TIME	GRID
1	Jules Bianchi (F)	Tech 1 Racing	46m55.016s	1
2	Nico Muller (CH)	International Draco Racing	+9.725s	4
3	Robin Frijns (NL)	Fortec Motorsports	+10.468s	2
4	Arthur Pic (F)	DAMS	+11.513s	3
5	Kevin Magnussen (DK)	Carlin	+25.057s	6
6	Marco Sorensen (DK)	Lotus (Gravity-Charouz)	+28.187s	7
7	Walter Grubmuller (A)	P1 Motorsport	+34.083s	5
8	Sam Bird (GB)	ISR	+35.356s	8
9	Antonio Felix da Costa (P)	Arden Caterham	+36.257s	11
10	Will Stevens (GB)	Carlin	+42.100s	14
11	Jake Rosenzweig (USA)	ISR	+44.640s	10
12	Cesar Ramos (BR)	Lotus (Gravity-Charouz)	+50.390s	9
13	Mikhail Aleshin (RUS)	Team RFR	+53.947s	18
14	Kevin Korjus (EE)	Tech 1 Racing	+54.519s	15
15	Daniil Move (RUS)	P1 Motorsport	+55.727s	22
16	Zoel Amberg (CH)	Pons Racing	+1m05.767s	19
17	Yann Cunha (BR)	Pons Racing	+1m06.320s	24
18	Alexander Rossi (USA)	Arden Caterham	+1m06.776s	20
19	Andre Negrao (BR)	International Draco Racing	+1m07.585s	13
20	Anton Nebylitskiy (RUS)	Team RFR	+1m09.516s	17
21	Nicolay Martsenko (RUS)	BVM Target	+1m26.866s	23
22	Giovanni Venturini (I)	BVM Target	+1m43.548s	25
23	Carlos Huertas (CO)	Fortec Motorsports	-1 lap	12
R	Nick Yelloly (GB)	Comtec Racing	19 laps-handling	21
R	Lucas Foresti (BR)	DAMS	11 laps-spin	16
R	Vittorio Ghirelli (I)	Comtec Racing	1 lap-spin	26

RACE 2 GRID

1 FRIJNS 1:39.991	2 SORESENSEN 1:40.101
3 BIANCHI 1:40.115	4 PIC 1:40.417
5 RAMOS 1:40.441	6 MAGNUSSEN 1:40.487
7 BIRD 1:40.513	8 NEGRAO 1:40.782
9 ALESHIN 1:40.795	10 GRUBMULLER 1:40.873
11 ROSENZWEIG 1:40.975	12 MULLER 1:41.021
13 KORJUS 1:41.091	14 YELLOLY 1:41.112
15 HUERTAS 1:41.116	16 ROSSI 1:41.196
17 N'LLITSKIY 1:41.393	18 STEVENS 1:41.475
19 DA COSTA 1:41.585*	20 MOVE 1:42.042
21 GHIRELLI 1:42.248	22 VENTURINI 1:42.392
23 MARTSENKO 1:42.410	24 CUNHA 1:42.468
25 AMBERG 1:43.726	26 FORESTI 1:51.469

RACE 2 - 21 LAPS, 67.175 MILES

POS	DRIVER	TIME/REASON	GRID
1	Yelloly	46m27.491s	14
2	Sorensen	+27.123s	2
3	Negrao	+30.076s	8
4	Bird	+31.088s	7
5	Frijns	+34.593s	1
6	Aleshin	+48.087s	9
7	Move	+49.463s	20
8	Magnussen	+53.218s	6
9	Rossi	+1m00.540s	16
10	Foresti	+1m22.090s	26
11	da Costa	+1m26.223s**	19
12	Bianchi	+1m27.105s	3
13	Stevens	+1m32.809s	18
14	Venturini	+1m36.536s	22
15	Grubmuller	+1m38.609s	10
16	Nebylitskiy	+1m56.650s	17
17	Rosenzweig	20 laps-spin	11
18	Amberg	-1 lap	25
R	Muller	13 laps-lost wheel	12
R	Pic	12 laps-spin	4
R	Martsenko	9 laps-spin	23
R	Korjus	5 laps-puncture	13
R	Ghirelli	2 laps-damage	21
R	Huertas	0 laps-damage	15
R	Ramos	0 laps-accident	5
R	Cunha	0 laps-accident	24

CHAMPIONSHIP TABLES

POS	DRIVER	PTS
1	Bird	86
2	Frijns	86
3	Yelloly	76
4	Sorensen	71
5	Bianchi	61
6	Magnussen	57
7	Muller	50
8	Pic	27
9	Rossi	27
10	Korjus	24

POS	TEAM	PTS
1	Fortec Motorsports	99
2	ISR	94
3	Tech 1 Racing	85
4	Lotus	79
5	Comtec Racing	76
6	Carlin	74

Race 1 Winner's average speed: 110.479mph. Fastest lap: Bianchi, 1m43.515s, 111.225mph.
Race 2 Winner's average speed: 86.743mph. Fastest lap: Aleshin, 1m49.794s, 104.887mph.
 *best qualifying time (1:40.758) taken away for red-flag offence.
 **includes 25-second penalty.

NORISRING

GERMANY
June 30-July 1
DTM
Round 5/10



AT A GLANCE

- Winner **Jamie Green**
- Pole **Gary Paffett**
- FL **Green**
- Points leader **Paffett**



Paffett beat Green and Farfus to pole in the dry



Green leaves Tomczyk trailing on sprint to finish

Merc sings to Green's day

Clinching victory on the last corner of the race, much to Tomczyk's distress, makes it four out of five here for Green

THE GERMANS DON'T CALL Jamie Green 'Mr Norisring' for nothing. The Brit proved that in the best way possible at the Nuremberg street track as he closed down a seemingly-insurmountable deficit to the BMWs of Bruno Spengler and Martin Tomczyk to snatch the most unlikely DTM victory of his career at the very last corner of a very damp race.

Such a result was unthinkable with 15 laps to go as Green trailed the second-placed Schnitzer M3 of Spengler by five seconds and Tomczyk's RMG-run machine by more.

But as time wore on, the pace of Green's silver C-coupe became

increasingly relentless and brought its occupant onto the tail of his rivals.

After nailing Spengler under braking for the final corner, Green began what turned out to be the penultimate lap 1.9s behind Tomczyk, who sensed his first win for BMW. That became 1.2s next time round and from a promising position approaching the final Dutzendteich Kurve, through he went in a move reminiscent of Laurent Aiello of Audi's famous last-lap pass on Bernd Schneider in 2002. That was the last time a Mercedes failed to win at the Norisring, incidentally.

"If I'd known it was the last lap, I'd have defended

more," said champion Tomczyk, who had expected one further lap to be run in order to take the race to its 75-minute time limit (had Green crossed the line just 0.006s sooner, there would have been an additional tour). "And it's quite hard to take when you're leading for so long and lose it on the last corner. It's the worst thing that could have happened."

Green didn't seem to mind about ruining Tomczyk's day though.

"The message came across on the radio that I was quicker than Martin and Bruno; a second quicker even, so I just got my head down. The car was working so well that I was

just able to reel them in on that set of tyres; in fact, Martin asked me if I was on slicks, I had so much grip."

Green's win was his fourth in five years at the Norisring and left his rivals wondering what makes him so good around the point-and-squirt 1.4-miler.

"I don't think it's any one thing in particular," said the

former McLaren AUTOSPORT BRDC Award winner. "I guess you need to be very accurate with your car positioning, which I usually am, and you need to have luck on your side. I had it today. No magic formula really."

Last Sunday's race was a demonstration event for Mercedes' crack HWA squad as its three other drivers; Gary Paffett, Ralf Schumacher and Christian Vitoris could, had circumstances transpired

Carnage as Paffett is spun at Turn 1



RACE RATING

★★★★★

Scintillating from start to finish. And what a climax!

MILESTONE

Best career DTM finishes for Coulthard, Wickens and Werner



REPORT DTM NORISRING

JAMIE O'LEARY
reports



Schumacher led the early stages



differently, have been spraying the bubbly on the top step of the podium.

Paffett, who started from pole position, was tipped into a spin by Green at the first corner, a legacy of a chain reaction really which kicked into gear when Augusto Farfus slammed into the back of Mattias Ekstrom and pushed the Abt Audi driver into Green.

Paffett, who completed the first lap in 20th spot, proceeded to show the quality that has helped him dominate the season thus far by hauling himself up to fourth by the chequered flag. Most impressive was the pace he showed towards the end of a mammoth 57-lap first stint on increasingly worn Hankook wets. Even with as much as 28 laps more on them than the likes of Green, Tomczyk and Spengler, Paffett was regularly able to lap more than 0.6s quicker than the trio. It was this, coupled with a fairly clear track that the then leader was gifted by leaving his stop so late, that helped him gain so much ground.

Not that this was of much consolation to him afterwards. "Wet or dry, that's a pretty easy win down the drain, and our pace was proof of that. And I wasn't even pushing that hard," said Paffett. "I was fuming when I got spun; the team had to calm me down during the safety car."

While Paffett would not blame one individual – not publicly, at least – Ekstrom was in no doubt what caused it.

"It's not difficult to avoid contact," he said. "We all have a brake pedal and a

steering wheel. I touched Jamie a little, but only a little. I don't think it affected him much, but then Farfus smashed into me and destroyed my rear. And then I was a passenger."

That shunt allowed the third HWA car of Schumacher into the lead, and the ex-F1 driver looked comfortable as he opened up a decisive one-second lead over Tomczyk.

But on lap 17 he suddenly came over the line fourth; a legacy of an electrical glitch that struck through Turn 4 and brought him almost to a standstill without power. A quick reset got him going in fourth, but when the glitch struck again 20 laps later, he called it quits.

And Vietoris? Well, had the track tried out a little quicker, then his switch to slick tyres at his final stop could have paid off. Instead, he fell from fifth to eighth. Such is the way of DTM. ☹

Angst for Audi but top DTM finish for DC



Audi's quest for a first win at the Norisring in over a decade continues after a disastrous race that could potentially have turned out very differently had Mattias Ekstrom – generally the fastest man in the 50C track temperatures on Friday and Saturday – turned his Q2 and Q3 advantage into pole position.

He didn't – and he had no idea where the pace went either – and that was the beginning of the end for the two-time champion when his Abt A5 was the major victim of the first-corner chaos.

With his team-mate Timo

Scheider nowhere all weekend (and then used as a guinea pig for an early switch to slicks), Adrien Tambay struggling to warm his front tyres and receiving a few punts from Roberto Merhi, and Spielberg winner Edoardo Mortara getting delayed by the spinning Paffett, the baton was passed to Mike Rockenfeller, who took his Phoenix car to sixth from 11th on the grid. He wasn't particularly impressed.

Rivals BMW and Mercedes had much better days, especially the latter's Mücke Motorsport outfit. Robert Wickens and David Coulthard both looking likely to finish

in the top six. Wickens, who had driven supremely after losing bags of time blocked by the spun Paffett at the start, grabbed the upper hand midway through the race, but slipped back to ninth by the flag with fading rubber.

Coulthard (for whom fifth was his best result in the DTM), finished ahead of Rockenfeller with Andy Priaulx taking his first top 10 starting and finishing spots since the Hockenheim season-opener for the RBM BMW team.

Behind Vietoris, who was passed by all three during the final stint, were Wickens and first-time points scorer Dirk Werner (Schnitzer BMW).



The Audis couldn't stay in the hunt

RESULTS

DTM, round 5 of 10, Norisring (D), June 30-July 1

GRID	
1	PAFFETT 49.171
2	GREEN 49.171
3	FARFUS 49.255
4	EKSTROM 49.369
5	SCHUMACHER 49.023
6	TOMCZYK 49.049
7	SPENGLER 49.100
8	VIEITORIS 49.156
9	PRIAULX 49.186
10	MORTARA 49.195
11	ROCKENFELLER 40.029
12	TAMBAJ 40.038
13	A'QUERQUE 40.091
14	COULTHARD 49.130
15	HAND 49.135
16	WERNER 49.297
17	WICKENS 49.248
18	MERHI 49.348
19	WOLFF 49.378
20	MOLINA 49.466
21	SCHIEDER 49.525
22	FREY 49.539

78 LAPS, 108.677 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Jamie Green (GB)	HWA	Mercedes C-Coupe	1h15m00.005s	2
2	Martin Tomczyk (D)	RMG	BMW M3	+0.687s	6
3	Bruno Spengler (CDN)	Schnitzer Motorsport	BMW M3	+2.335s	7
4	Gary Paffett (GB)	HWA	Mercedes C-coupe	+14.666s	1
5	David Coulthard (GB)	Mücke Motorsport	Mercedes C-coupe	+36.861s	14
6	Mike Rockenfeller (D)	Phoenix Racing	Audi A5	+37.062s	11
7	Andy Priaulx (GB)	Phoenix Racing	Audi A5	+44.529s	9
8	Christian Vietoris (D)	HWA	Mercedes C-coupe	+46.236s	8
9	Robert Wickens (CDN)	Mücke Motorsport	Mercedes C-coupe	+49.254s	17
10	Dirk Werner (D)	Schnitzer Motorsport	BMW M3	+49.301s	16
11	Filipe Albuquerque (P)	Team Rosberg	Audi A5	-1 lap	13
12	Miguel Molina (E)	Phoenix Racing	Audi A5	-1 lap	20
13	Roberto Merhi (E)	Persson Motorsport	Mercedes C-coupe	-1 lap	18
14	Joey Hand (USA)	RMG	BMW M3	-1 lap	15
15	Adrien Tambay (F)	Abt Sportsline	Audi A5	-2 laps	12
16	Timo Scheider (D)	Abt Sportsline	Audi A5	-2 laps	21
17	Rahel Frey (CH)	Abt Sportsline	Audi A5	-3 laps	22
R	Ralf Schumacher (D)	HWA	Mercedes C-coupe	45 laps-electrics	5
R	Edoardo Mortara (I)	Team Rosberg	Audi A5	41 laps-radiator	10
R	Susie Wolff (GB)	Persson Motorsport	Mercedes C-coupe	20 laps-front axle	19
R	Augusto Farus (BR)	RBM	BMW M3	15 laps-acc damage	3
R	Mattias Ekstrom (S)	Abt Sportsline	Audi A5	0 laps-acc damage	4

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Paffett	95
2	Green	69
3	Spengler	58
4	Tomczyk	54
5	Ekstrom	47
6	Rockenfeller	39
7	Mortara	31
8	Vietoris	24
9	Farfus	16
10	Scheider	16

Winner's average: 89.178mph.
Fastest lap: Green, 54.451s,
94.488mph.

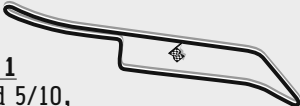
NORISRING



GERMANY

June 29-July 1

FIA Euro F3 Rd 5/10,
British Rd 6/10, Euro Series Rd 4/8



AT A GLANCE

- Wins **Tincknell/Marciello**
- Poles **Marciello>Wehrlein**
- Fastest laps **Marciello/Buller/van Asseldonk**



Tincknell joy at win in reversed-grid race

Too many losers, not enough winners

William Buller was robbed of a rightful victory after some sensational racing

Hankook



Juncadella (1) and Marciello lead charge to first corner

LUDICROUS DECISION-

making and races that were needlessly truncated rather soured a weekend where some thrilling battling should have allowed Formula 3 to burst back into the sunshine as the world's number-one junior category.

This was F3's best field of the year: there were 28 cars at the Norisring, with the 15 regulars from the F3 Euro Series joined by 13 additional runners from the British F3 International Series, and the two main races also counted for FIA European F3 Championship points.

And what did we get? One main race without a winner, and the other with only half-points awarded. That was a huge shame, for the racing was the best action in

junior single-seaters anywhere this year.

We will tell you right now that William Buller won the first race. The results table shows him second, but the results must be a lie, because they leave first place vacant. And whoever heard of a race, in any sport, with no winner?

Buller, whose spectacular, attacking style in qualifying made him the man to watch through the S-Kurven behind Hitler's Steintribune, had been running in fourth place three laps before the race was red-flagged.

It was on the 40th lap that the controversy kicked off. Long-time leader Daniel Juncadella had lost the advantage to Pascal Wehrlein a few laps earlier when he ran wide at the final turn, the car

skipping out of shape as he braked on the bumps. He tried to rescue the situation by diving down the inside into the hairpin, but he crashed into the Mucke Motorsport Dallara-Mercedes, knocking its left-rear suspension askew.

While Wehrlein crabbed his way back into action (his hobbled machine was seventh behind the safety car when the race was halted), Juncadella immediately came under attack from the sister Prema Powerteam Dallara-Merc of Raffaele Marciello into the S-Kurven. The two collided and Marciello crashed out of action.

Now Juncadella led from Buller's Carlin Dallara-Volkswagen, with Anglo-Dane Emil Bernstorff holding off top British F3 runner Pietro Fantin for third. Few expected Juncadella to escape sanction for the Wehrlein clash, and he was excluded for both this and the Marciello snafu — although that one was more debatable.

A sensible decision would

"I took a risk that I shouldn't have - I will learn from this"

Contrite Juncadella took out Wehrlein

have been to give Juncadella a drive-through penalty (as Jack Harvey was, for inadvertently punting Carlin team-mate and British F3 title rival Jazeman Jaafar), but it was too late for that as the race had been red-flagged. So how about a time penalty in lieu of a drive-through? Nope. It was exclusion, with no-one declared as winner. There is precedent for this (see News), but that doesn't make it any less daft.

Juncadella (who in hindsight admitted "I took a risk that I shouldn't have - I will learn from this") and Prema team boss Rene Rosin sportingly walked up the paddock to hand the trophy to Buller's team boss Trevor Carlin. A nice touch, although Buller was away at the time, watching DTM

qualifying with his driver coach Adam Carroll.

Prema enjoyed some redemption from its Saturday misery in Sunday's finale, when the 36C heat of Friday and Saturday was replaced by a thunderstorm. Marciello dived inside poleman Wehrlein when the field was unleashed after running a few laps behind the safety car, but Buller slithered into Wehrlein, putting the German out of the race and earning himself a drive-through penalty — on top of a pitstop to replace his front wing. "I didn't want to brake too early and risk being hit from behind," said Buller. "It's a massive shame."

Juncadella therefore moved into second and pursued Marciello, but only a few laps of racing were run before the safety car emerged again, and the race was subsequently halted as the rain continued. With less than 75 per cent of the distance covered, this would count for only half-points in the Euro Series and European



Serralles starred from BF3 contingent

RACE RATING

★★★★★

Fantastic racing, but too many safety cars and race stoppages for five stars

MILESTONE

Van Asseldonk, yet to win, has now taken three fastest laps

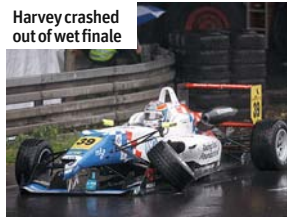


REPORT BRITISH/EURO F3 NORISRING

MARCUS SIMMONS
reports



Harvey crashed out of wet finale



championship, but the cut-off in British F3 is 50 per cent, so Felix Serralles, third on the road, took his full quota of points.

"He did a good job," admitted Juncadella of his young team-mate Marciello. "I was hoping to have a chance to pass him on the restart, but stopping the race made sense."

Well, it may have to him, but not all the drivers agreed, and there were some who felt that the temporary end had robbed them of the chance to make up places.

In some ways, Juncadella's best performance came in the reversed-grid race. He started 29th on a 28-car grid (another application of illogical German rules) and

Fantin, Tincknell and Serralles top BF3

There was a new variation on the British F3 theme for 2012 as Pietro Fantin, Harry Tincknell and Felix Serralles stood atop the Norisring podium.

Fantin, who had reigning champ Felipe Nasr and Pedro Lamy along to support him, planted his Carlin Dallara-VW fifth in qualifying. He drove a solid first race to beat Serralles, and then Tincknell did the business to win the reversed-grid event outright.

In the third race, Fantin lost his advantage by sliding wide at the first corner, but continued after a minor bump with fellow Brazilian Pipo Derani to take third in the BF3 classification.

Up ahead, Fortec men Serralles and Hannes van Asseldonk drove stormers, the Dutchman taking fastest lap overall after the team had carried out a last-ditch engine change in 37 minutes ("big respect to the team," he said).

It was a nightmare weekend

for pre-Norisring leader Jazeman Jaafar and main rival Jack Harvey. Jaafar had to pit for repairs in race one, after being pushed into Alex Lynn when Harvey hit him at the start.

Harvey then redeemed himself with a storming opening lap in the reversed-grid race, giving him third in the BF3 rankings. With Jaafar unable to extricate himself from the midfield mire, the Lincolnshire man moved to the top of the points. In race three, Harvey



Fantin had his best form of the season

crashed out at the start when he ran into Sven Muller in the wall of spray, while Jaafar broke a pushrod when he ran over Will Buller's discarded front wing.

It was even worse for Carlos Sainz Jr, who after a tough June hoped to rally in Nuremberg. Just three points came his way on an eventful weekend.

straight-line-speed quest. He kept Serralles — who had a fantastic weekend in his Fortec Dallara-Merc — at bay, the Puerto Rican having demoted Mucke men Wehrlein and Felix Rosenqvist on the first lap.

The very presence of the British F3 brigade was an olive branch extended to the Euro Series—organising ITR

and the FIA, one that even meant that a series backed by Cooper Tires was being run on Hankooks for the weekend. But swingeing penalties (eye-watering €1000 fines for missing driver briefings and a €3000 hit for an 'unscheduled engine change' for Jaafar) grated. And it was lucky the track broke up on Friday,

delaying qualifying until Saturday — some of the BF3 contingent said the Hankook men had run out of time to fit a field that had swollen to double its normal size.

Combined with a race with no winner and lame stoppages, no wonder some were questioning whether the FIA's planned revival of F3 is in safe hands. ☹

RESULTS

FIA European Formula 3 Championship, round 5 of 10, British Formula 3 International Series, round 6 of 10, Formula 3 Euro Series, round 4 of 8, Norisring (D), June 30-July 1

GRID	RACE 1 - 42 LAPS, 60.024 MILES	RACE 2 - 22 LAPS, 31.441 MILES	GRID	RACE 3 - 21 LAPS, 30.012 MILES
1 MARCIELLO 49.254	POS DRIVER TEAM CAR TIME GRID	POS DRIVER TIME GRID	1 WEHREIN 49.100	POS DRIVER TIME GRID
2 WEHREIN 49.271	EX Daniel Juncadella (E) Prema Powerteam DMB F312 37m11.584s 3	1 Tincknell 20m10.193s 1	2 MARCIELLO 49.120	1 Marciello 26m22.376s 2
3 JUNCADELLA 49.273	2 Will Buller (GB) Carlin DVN F312 +1.854s 4	2 Serralles +0.419s 4	3 BULLER 49.238	2 Juncadella +0.731s 4
4 BULLER 49.327	3 Emil Bernstorff (GB) Ma-con Motorsport DVN F312 +2.963s 6	3 Wehrlein +2.102s 2	4 JUNCADELLA 49.262	3 Serralles +1.194s 7
5 FANTIN 49.376	4 Pietro Fantin (BR) Carlin DVN F312 +3.574s 5	4 Rosenqvist +4.715s 3	5 FANTIN 49.328	4 Bernstorff +2.783s 6
6 BERNSTORFF 49.500	5 Felix Serralles (USA) Fortec Motorsport DMB F312 +4.868s 11	5 Buller +4.840s 7	6 BERNSTORFF 49.493	5 van Asseldonk +3.715s 10
7 SATNZ 49.567	6 Felix Rosenqvist (S) Mucke Motorsport DMB F312 +6.152s 22	6 Blomqvist +5.049s 10	7 SERRALLES 49.494	6 Fantin +5.632s 5
8 ASSELDONK 49.571	7 Pascal Wehrlein (D) Mucke Motorsport DMB F312 +13.241s 2	7 Harvey +7.098s 14	8 DERANI 49.501	7 Blomqvist +9.081s 12
9 DERANI 49.578	8 Harry Tincknell (GB) Carlin DVN F312 +13.671s 15	8 Fantin +8.522s 5	9 LEWIS 49.506	8 Lewis +9.409s 9
10 LEWIS 49.580	9 Sven Muller (D) Prema Powerteam DMB F312 +13.949s 16	9 Lynn +9.059s 19	10 ASSELDONK 49.522	9 Lynn +9.780s 14
11 SERRALLES 49.582	10 Tom Blomqvist (GB) Ma-con Motorsport DVN F312 +14.538s 17	10 van Asseldonk +13.053s 20	11 SATNZ 49.559	10 Tincknell +11.027s 15
12 JAAFAR 49.631	11 Sandro Zeller (CH) Jo Zeller Racing DMB F308 +20.855s 24	11 Juncadella +14.037s 29	12 BLOMQVIST 49.571	11 Muller +11.388s 16
13 LYNN 49.684	12 Geoff Uhrhane (AUS) Double R Racing DMB F312 +21.832s 20	12 Zeller +15.460s 11	13 JAAFAR 49.613	12 Ilyas +11.708s 20
14 HARVEY 49.727	13 Nick McBride (AUS) T-Sport DN F312 +22.399s 21	13 Lewis +16.926s 24	14 LYNN 49.664	13 Roda +14.617s 18
15 TINCKNELL 49.743	14 Jack Harvey (GB) Carlin DVN F312 +22.637s 14	14 Jaafar +16.938s 18	15 TINCKNELL 49.687	14 Rosenqvist +16.343s 21
16 MULLER 49.746	15 Luis Sa Silva (AO) Angola Racing Team DMB F312 +23.242s 25	15 Uhrhane +18.904s 12	16 MULLER 49.694	15 McBride +19.313s 22
17 BLOMQVIST 49.758	16 Andrea Roda (I) Jo Zeller Racing DMB F312 -1 lap 18	16 Derani +19.895s 25	17 HARVEY 49.715	16 Sa Silva +20.992s 23
18 RODA 49.819	17 Spike Goddard (AUS) T-Sport DMH F308 -1 lap 27	17 Marciello +20.496s 28*	18 RODA 49.778	17 Goddard +25.529s 27
19 ILYAS 49.866	18 Jazeman Jaafar (MAL) Carlin DVN F312 -1 lap 12	18 Sa Silva +22.182s 15	19 URRHANE 49.817	18 Buller -1 lap 3
20 URRHANE 49.889	19 Alex Lynn (GB) Fortec Motorsport DMB F312 -1 lap 13	19 Roda +22.425s 16	20 ILYAS 49.834	19 Sainz -1 lap 11
21 MCBRIDE 49.922	20 Hannes van Asseldonk (I) Fortec Motorsport DMB F312 -1 lap 8	20 Wolf +22.843s 27	21 ROSENQVIST 49.864	20 Padayachee -1 lap 28
22 ROSENQVIST 49.959	21 Duvasen Padayachee (AUS) Double R Racing DMH F308 -2 laps 28	21 Ellis +38.530s 17	22 MCBRIDE 49.869	21 Derani -2 laps 8
23 WOLF 50.114	22 Raffaele Marciello (I) Prema Powerteam DMB F312 39 laps-acc 1	22 Goddard +40.608s 22	23 SA SILVA 49.901	22 Wolf -2 laps 25
24 ZELLER 50.174	R Philip Ellis (GB) GU-Racing DMB F312 17 laps-damage 26	23 Padayachee +51.078s 21	24 ZELLER 50.071	23 Zeller -3 laps 24
25 SA SILVA 50.318	R Fahmi Ilyas (MAL) Double R Racing DMB F312 7 laps-damage 19	24 McBride -1 lap 13	25 WOLF 50.074	R Ellis 13 laps-accident 26
26 ELLIS 50.599	R Michael Lewis (USA) Prema Powerteam DMB F312 7 laps-damage 10	25 Sainz 18 laps-driveshaft 26	26 ELLIS 50.346	R Uhrhane 13 laps-accident 19
27 GODDARD 51.506	R Pipo Derani (BR) Fortec Motorsport DMB F312 6 laps-acc 9	R Muller 6 laps-accident 9	27 GODDARD 51.434	R Jaafar 9 laps-hit debris 13
28 PAD*CHEE 51.912	R Carlos Sainz Jr (E) Carlin DVN F312 1 lap-damage 7	R Ilyas 1 lap-acc damage 23	28 PAD*CHEE 51.805	R Wehrlein 8 laps-acc damage 1
	R Lucas Wolf (D) URD Rennsport DMB F312 0 laps-acc 23	R Bernstorff 0 laps-accident 6		R Harvey 7 laps-accident 17

BRITISH CHAMPIONSHIP

POS	DRIVER	PTS
1	Harvey	186
2	Jaafar	182
3	Serralles	176
4	Lynn	144

EURO SERIES

POS	DRIVER	PTS
1	Juncadella	122
2	Marciello	116.5
3	Buller	105.5
4	Wehrlein	92

FIA EUROPEAN CHAMPIONSHIP

POS	DRIVER	PTS
1	Marciello	149.5
2	Juncadella	124
3	Sainz	96
4	Buller	78

D-Dallara; VW-Volkswagen/Spies; MB-Mercedes-Benz/HWA; MH-Mugen Honda/Brown; N-Nissan/ThreeBond.
* grid penalty for engine change.

Race1 Second place's average: 96.75mph. Fastest lap: Marciello, 49.138s, 104.70mph.

Race2 Winner's average: 93.53mph. Fastest lap: Buller, 49.250s, 104.47mph.

Race3 Winner's average: 68.28mph. Fastest lap: van Asseldonk, 59.955s, 85.81mph.

BLANCPAIN ENDURANCE SERIES PAUL RICARD (F), JULY 1, RD 3/6

Ortelli guides Audi to victory at Paul Ricard



Audi crew held off Marc VDS BMW

A MEASURED DRIVE BY

Stephane Ortelli gave Team WRT its first Blancpain Endurance Series win of 2012, despite its Audi R8 LMS ultra being marginal on fuel for the last two laps. The three-hour race was one of attrition with damage, accidents and mechanical

failures accounting for 30 per cent of the field.

The Audi, hurt by 50kg of extra ballast since Silverstone under Balance of Performance revisions, qualified 15th. But a spell behind the safety car at the end of the opening hour allowed many teams to duck

in and change drivers. That allowed Christopher Mies to hand over to Christopher Haase with the car up to eighth, and Ortelli took over the lead at the final stops.

His advantage dwindled as the Marc VDS BMW squad unleashed Maxime Martin, who hunted down the Audi

despite being constrained by traffic and a car that was breathless on the Mistral Straight. Martin's pursuit was hampered by a marginal fuel load for the last two laps, which meant his deficit of 5.8 seconds was greater than it could have been.

Third were Davide Rigon/Stefano Gattuso/Daniel Zampieri (Kessel Ferrari). Rigon led the first hour, but pitted after the safety car period and was badly compromised. Zampieri hustled the car into contention but was too far back from the top two.

Pro-Am Cup honours fell to Andrea Bertolini/Niek Hommerson/Louis Machiels (AF Corse Ferrari) after the sister 458 stopped in the last stint with a gearbox problem. Young Briton Dan Brown had done a tremendous job of leading during the middle hour.

It was his co-driver Giuseppe Ciro who was at the wheel when the car stopped, and the Italian had been earlier delayed when the car refused to fire up.

● David Addison

RESULTS

1 Christopher Haase/Christopher Mies/Stephane Ortelli (Audi R8 LMS ultra), 85 laps in

3h01m48.120s; 2 Markus Palmtala/Bas Leinders/Maxime Martin (BMW Z4 GT3), +5.811s; 3 Stefano Gattuso/Davide Rigon/Daniel Zampieri (Ferrari 458 Italia); 4 Andrea Bertolini/Niek Hommerson/Louis Machiels (Ferrari); 5 Marc Hennerici/Xavier Maassen/Marc Goossens (Porsche 911 GT3-R); 6 Bert Longin/Mike Hezemans/Henri Moser (BMW).

Points 1 Palmtala/Leinders/Martin, 68; 2 Haase/Mies/Ortelli, 48; 3 Laurens Vanthoor/Edward Sandstrom, 36; 4 Gattuso/Rigon/Zampieri, 35; 5 Hennerici/Maassen/Goossens, 26; 6 Karl Wendlinger/Koen Wauters/Anthony Kumpen, 21.

GRAND-AM WATKINS GLEN 6 HOURS (USA) JULY 1, RD 8/13

Express hauls itself to head of the train

ACTION EXPRESS RACING HAS

been transformed into a bona fide championship challenger since shuffling its driver line-up at the beginning of last month.

Both of its two Pratt & Miller-built Coyote Corvette DPs are now regular frontrunners, with Darren Law and Joao Barbosa combining to claim a well-deserved second win of the season at Watkins Glen. Law thereby reclaimed third place in the championship standings, just seven points shy of reigning champions Memo Rojas and Scott Pruett. The team, meanwhile, vaulted into the lead of the three-race North American Endurance Cup.

A canny strategic call

enabled Law to claim the bonus points for leading at the halfway stage, while a typically bold move by Barbosa enabled him to slip past Alex Gurney's Bob Stallings Riley Corvette while the American was trying to work his way through traffic with 16 minutes remaining.

Gurney set the fastest race lap as he tried to redress the balance in the closing stages, but had to settle for second place along with Jon Fogarty. The deficit to Barbosa at the finish was a scant 0.238s.

"That was pretty disappointing because the car was so good," said Gurney. "I just caught a GT at precisely the wrong point

and Joao put a nice move on me and that was it."

Pruett and Rojas led the early stages and did extremely well to fight back to fourth after a stop to change a holed radiator on their Chip Ganassi Riley-BMW. Title rivals Enzo Potolicchio and Ryan Dalziel (Starworks Riley-Ford) inched two points closer after finishing third, thanks largely to the efforts of the

guesting Sebastien Bourdais.

Robin Liddell and John Edwards became the season's sixth different GT winners after a fine run in their Stevenson Motorsports Camaro GT-R, edging out the Turner BMW of Paul dalla Lana/Bill Auberlen/Billy Johnson. ● Jeremy Shaw

RESULTS

1 Joao Barbosa/Darren Law

(Coyote-Chevrolet), 182 laps in 6h01m34.427s; 2 Jon Fogarty/Alex Gurney (Riley-Chevy), +0.238s; 3 Enzo Potolicchio/Ryan Dalziel/Sebastien Bourdais (Riley-Ford); 4 Scott Pruett/Memo Rojas (Riley-BMW); 5 Antonio Garcia/Oliver Gavin/Richard Westbrook (Coyote-Chevy); 6 John Pew/Oswaldo Negri (Riley-Ford). **Points** 1 Pruett/Rojas, 233; 2 Potolicchio/Dalziel, 230; 3 Law, 226; 4 David Donohue, 220; 5 Pew/Negri, 216; 6 Westbrook, 216.



Action Express team triumphed

**INTERNATIONAL
RACES & RESULTS**
SUPERSTARS
Hungaroring (H)
Rd 5/9

QUICK RESULTS
→ Race 1 Vitantonio Liuzzi
→ Race 2 Christian Klien
→ Pole Liuzzi
→ Points leader Liuzzi

RACE RATING Liuzzi's pole
lap alone was
worth the
ticket price
★★★★☆

REPORTS
WORLD OF SPORT



Liuzzi beat Biagi
to win race one

SUPERSTARS SERIES HUNGARORING (H), JULY 1, RD 5/9

Red Bull old boys Liuzzi and Klien star

VITANTONIO LIUZZI'S WEEKEND at the Hungaroring might not have been perfect, but it wasn't far off. After all, with pole position, a win and a podium, the CAAL Racing Mercedes driver came away with the championship lead.

Professionalism was the key. In a sweltering qualifying session, he played the tyre-management card to perfection, emerging at

the last possible minute to decimate the field with a stunning lap. That set him up for a measured win ahead of former champion Thomas Biagi's Dinamic BMW.

In race two, when Liuzzi found himself lacking the pace to attack leader Camilo Zurcher, he let the Romeo Ferraris Mercedes go and focused instead on holding off a hard-charging Biagi.

The plan worked until the last lap, when a frustrated Biagi fired into the back of the Mercedes, sending both spinning and allowing Christian Klien (Swiss Team Maserati) to steal second. This became first when Zurcher was penalised post-race for tagging Domenico Ferlito's Jaguar. Still, an inherited second place — behind the man with

whom he once shared a Red Bull F1 seat — was enough for Liuzzi to lead the points.

"We expected this to be one of our worst weekends," said Liuzzi, "but we've made some big changes to the car and it's really worked."

Johan Kristoffersson battled hard for fifth in race one, but the Swede's KMS Audi suffered an alternator failure on the formation lap for race two, the non-finish dropping him from first to third in the points.

● Andrew van Leeuwen

RESULTS

Race 1 Vitantonio Liuzzi (Mercedes C63 AMG), 14 laps in 27m05.669s; 2 Thomas Biagi (BMW M3), +0.539s; 3 Norbert Michelisz (BMW); 4 Christian Klien (Maserati Quattroporte); 5 Johan Kristoffersson (Audi RS5); 6 Camilo Zurcher (Mercedes). **Race 2** 1 Klien, 14 laps in 27m20.926s; 2 Liuzzi, +9.777s; 3 Biagi; 4 Franco Fumi (BMW); 5 Stefano Gabellini (BMW); 6 Zurcher. **Points** 1 Liuzzi, 120; 2 Biagi, 114; 3 Kristoffersson, 112; 4 Andrea Larini, 78; 5 Francesco Sini, 71; 6 Gianni Morbidelli, 66.

IN BRIEF



Rast won in wet and dry

GERMAN CARRERA CUP

Rene Rast won twice at the Norisring to take the series lead from Kevin Estre. A misfire meant Rast's Tolimit team-mate, Sean Edwards, could only add a sixth place to his third from race one.

EUROCUP MEGANE TROPHY

Albert Costa took an overdue first win at the Nurburgring for Oregon Team. In the second race, Bas Schothorst escaped a last-lap three-car collision with Tom Coronel and Niccolò Nalio to increase his points lead.

JK ASIA SERIES

Nabil Jeffri took the points lead away from his EuroInternational team-mate Aston Hare with a win and a second at Paul Ricard. Meritus driver Afq Yazid Ikhwani beat Jeffri by 0.1s to win race two.

VW SCIROCCO-R CUP

Swede Ola Nilsson increased his series lead to more than 100 points over Adam Gladysz after beating the Pole to victory at a baking hot Norisring. Guest driver Nicola Larini was third.

FERRARI CHALLENGE

Ferrari Moscow's Alessandro Balzan took the points lead from team-mate Bjorn Grossman with a Hungaroring double. Alexey Basov won the 'Coppa Shell' races.

SUPERSTARS GT SPRINT

Andrea Palma increased his points lead with a Hungaroring double for Black Team Ferrari. He overcame a race-one jumped-start penalty to beat Ombra Ferrari's Mario Cordini to the victory.



Palma won twice

BRAZILIAN V8 STOCK CARS LONDRINA (BR), JULY 1, RD 5/12

Another good day for Bueno in Brazil



Bueno won
from the front

CACA BUENO CLOSED TO within a point of his championship-leading team-mate Daniel Serra with a dominant lights-to-flag win at Londrina.

The Red Bull Chevrolet driver started from his third consecutive pole position

and was never headed after pulling clear of fellow front-row starter Luciano Burti away from the grid.

After establishing a four-second lead over the Itaipava Peugeot man, Bueno opted to ease his pace and save his tyres and brakes.

He crossed the line less than half that margin ahead of the ex-Formula 1 Jaguar and Prost driver.

Further back, Serra and Thiago Camilo had an intense scrap over third that went virtually the whole distance. Serra saved one last

use of his 'push-to-pass' until the penultimate lap to get by and secure the place.

Recent resurfacing provided greater tyre wear than expected, and some — including Allam Khodair, who lost fifth to a late puncture — suffered badly towards the end of the race.

Among the others to feel the effects was title contender Atila Abreu, who finished way back in 13th place in his Pioneer Motorsport Chevrolet.

● Lito Cavalcanti

RESULTS

1 Caca Bueno (Chevrolet Sonic), 35 laps in 42m09.982s; 2 Luciano Burti (Peugeot 407), +1.659s; 3 Daniel Serra (Chevy); 4 Thiago Camilo (Chevy); 5 Ricardo Mauricio (Chevy); 6 Valdeno Brito (Peugeot). **Points** 1 Serra, 87; 2 Bueno, 86; 3 Mauricio, 75; 4 Brito, 65; 5 Atila Abreu, 60; 6 Julio Campos, 57.

HIGHCLASS PERFORMANCE

DESPITE FACING STIFF COMPETITION, INCLUDING 13 NISSAN-POWERED ENTRIES, HONDA PERFORMANCE DEVELOPMENT (HPD) OVERCAME ALL ITS RIVALS TO SCORE ITS SECOND FAMOUS LMP2 CLASS VICTORY IN THREE YEARS AT THE 2012 LE MANS 24 HOURS.

Victory in the world's greatest endurance race is just the latest in a series of major international on-track triumphs for HPD in 2012. Teams fielding HPD's latest ARX sports prototypes have scored major wins at the 12 Hours of Sebring, Long Beach, Laguna Seca and now, of course, at the Le Mans 24 Hours.

Success breeds success

- to find out more:

hpd.honda.com



Mobil 12 Hours of Sebring.
Starworks Motorsport
(HPD ARX-03b-Honda)
(1st) LMP2 winners.



Le Mans 24 Hours.
Starworks Motorsport
(HPD ARX-03b-Honda)
(1st) LMP2 winners.



Tequila Patrón American Le Mans Series at Long Beach.
Muscle Milk Pickett Racing.
(HPD ARX-03a-Honda)
(1st) Overall winners.



American Le Mans Monterey.
Muscle Milk Pickett Racing.
(HPD ARX-03a-Honda)
(1st) Overall winners.



Tequila Patrón American Le Mans Series at Long Beach.
Level 5 Motorsports.
(HPD ARX-03b-Honda)
(1st) LMP2 winners.



American Le Mans Monterey.
Level 5 Motorsports
(HPD ARX-03b-Honda)
(1st) LMP2 winners.

Honda Racing
HPD



BRITISH GRAND PRIX PREVIEW SPECIAL

FIA HISTORIC FORMULA ONE



Brabham returns to the British Grand Prix!

This weekend the FIA Historic Formula One Championship™ will return to the British Grand Prix.

Alongside Brabham will be Arrows, Tyrrell, March and Shadow as well as Williams, Lotus and McLaren.

The on-track action will feature the great Grand Prix cars raced between 1966 and 1985 re-creating the spectacle of the legendary 3 litre Formula 1 era.

There are only two FIA Formula One Championships and they are both at Silverstone this year. Now you have another reason to be there!

HOCKENHEIM

13/4-15/4.12

SPA

25/5-27/5.12

IMOLA

9/6-10/6.12

SILVERSTONE

6/7-8/7.12

JARAMA

21/9-23/9.12

PAUL RICARD

5/10-7/10.12

ESTORIL

19/10-21/10.12

The World's Premier Historic Motor Racing Championship

HISTORICFORMULAONE.COM

CONTENTS

RACE PREVIEW P4

Form guide, stats, facts, TV times and expert analysis ahead of the 46th British Grand Prix



SIR FRANK'S FAVOURITES P10

The Williams team founder looks back on his squad's memorable British GP moments



MERCEDES MOTHERSHIP P24

The secrets behind the three-pointed star's powerplants motivating our British F1 heroes



DAVID COULTHARD SPEAKS P9

The two-time British GP winner explains why he thinks Lewis Hamilton is well-placed to add to his 2008 home win for McLaren



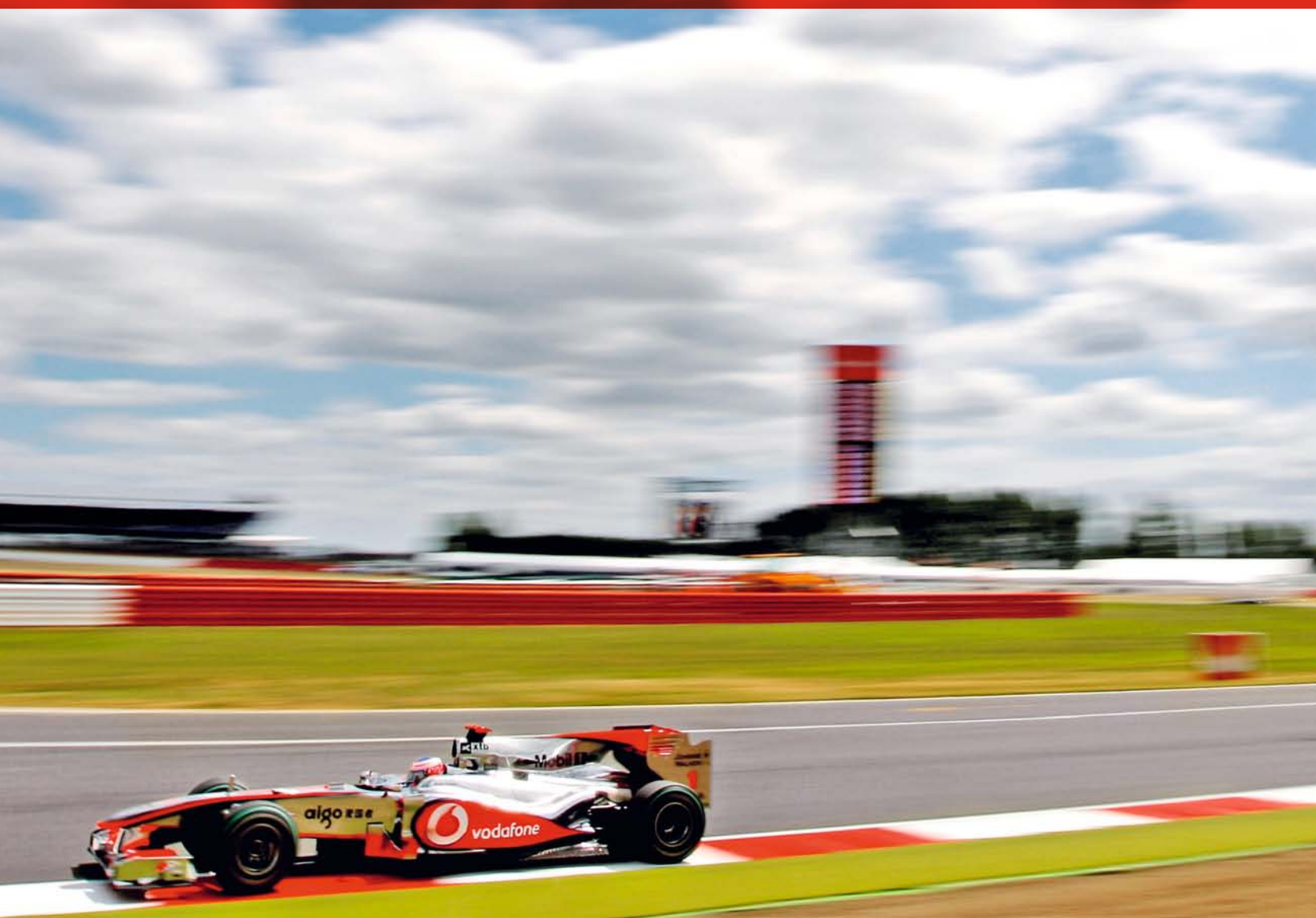
BEST OF BRITISH P16

Lewis Hamilton, Jenson Button and Paul di Resta will fly the flag for Britain this weekend. We look at their previous form at Silverstone



VITAL STATISTICS P26

Don't head off to Silverstone without our spotter's guide to the 24 drivers - and the timetable of what not to miss this weekend





BRITISH GP PREVIEW

FACTS, STATS, TRACK GUIDE, TV LISTINGS AND MORE



McLaren can be strong at new Silverstone

Magical season resumes at Silverstone

Alonso won in Valencia. He won here last year. But, dare we hope for a British win at the recently revised track?

Silverstone has been transformed of late. Two years ago, the new track configuration from Abbey through to Brooklands made its debut, while in 2011, the new pits complex dubbed the 'Silverstone Wing' was used for the first time. The racing produced has been good, but it takes a little getting used to.

"I loved the layout of the old circuit," says Jenson Button. "The new circuit is a different challenge, but I really liked the flow of the old one. It reminded me of the old days watching 'Nige' winning there."

"It does change the circuit and it does change how you set up the car.

But we can still race well there, with good opportunities to overtake. You still have the exciting corners like Copse, Becketts and Stowe, so it remains a special place."

The start, in particular, is more testing than before. Not so much because of the first corner, but because of what follows. Turns 1 and 2 aren't so much the problem – it's when the cars concertina up at the slow Turn 3 that things get interesting. And with Wellington Straight following the sequence of slow/medium corners, it will be a spectacular half-lap before everyone sorts themselves out.



P6

**TRACK
GUIDE
AND GARY
ANDERSON'S
AUTOSPORT
SUPERGRID**

Fans love new access routes

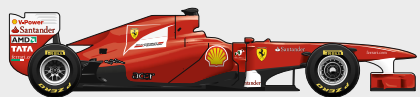


Top tip: get your spot early and relax

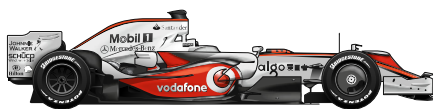


Silverstone team wins

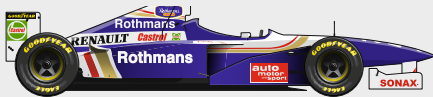
Ferrari 13



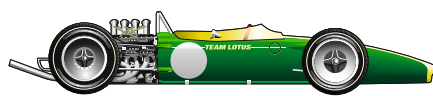
McLaren 12



Williams 8



Lotus 3



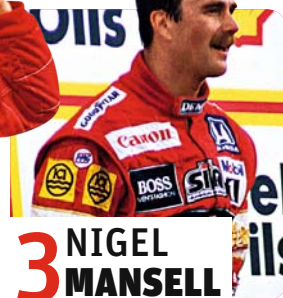
Red Bull 2



5 ALAIN PROST



3 MICHAEL SCHUMACHER



3 NIGEL MANSELL

Winning drivers

Jim Clark 3; Jose Gonzalez 2; Alberto Ascari 2; Jackie Stewart 2; Jacques Villeneuve 2; David Coulthard 2; Fernando Alonso 2; Kimi Raikkonen 1; Lewis Hamilton 1; Sebastian Vettel 1; Mark Webber 1; Ayrton Senna 1; Nino Farina 1; Juan Manuel Fangio 1; Peter Collins 1; Jack Brabham 1; Peter Revson 1; John Watson 1; Damon Hill 1; Johnny Herbert 1; Mika Hakkinen 1; Rubens Barrichello 1; Juan Pablo Montoya 1; James Hunt 1; Emerson Fittipaldi 1; Clay Regazzoni 1

Races at Silverstone: 45



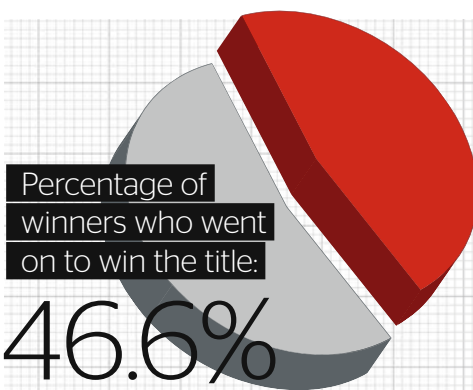
AVERAGE NUMBER OF FINISHERS

14.25



Average winning margin: 30.575s

Biggest: 111s (1952); smallest: 1.360s (2010)



SAFETY CARS **8**



SILVERSTONE GP TV AND RADIO LISTINGS

FRIDAY JULY 6

0945-1155 Free Practice 1
LIVE (Sky Sports F1)
0955-1135 Free Practice 1
LIVE (BBC Red Button/
online/5 Live Sports Extra)
1345-1555 Free Practice 2
LIVE (Sky Sports F1)
1355-1535 Free Practice 2
LIVE (BBC Red Button/
online/5 Live Sports Extra)

SATURDAY JULY 7

0945-1110 Free Practice 3
LIVE (Sky Sports F1)
0955-1105 Free Practice 3
LIVE (BBC Red Button/online)
1200-1435 Qualifying LIVE
(Sky Sports F1)
1210-1430 Qualifying LIVE
(BBC2)
1300-1410 Qualifying LIVE
(BBC Radio 5 Live)

SUNDAY JULY 8

1130-1615 Race LIVE
(Sky Sports F1)
1205-1255 Pre-race LIVE (BBC1)
1255-1530 Race LIVE (BBC2)
1300-1500 Race LIVE
(BBC Radio 5 Live)

GET THE LATEST FROM THE F1 PADDOCK
AS IT HAPPENS WITH

AUTOSPORT.COM

ONLINE COVERAGE AUTOSPORT.com will bring you up-to-the-second coverage of every race weekend from our team of reporters in the paddock. Look out for improved PLUS features and live commentary too.

GARY ANDERSON'S SUPERGRID

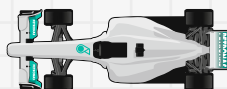
AUTOSPORT technical correspondent Gary Anderson is compiling an index, created by taking each driver's percentage deficit to the outright pace over the season, using their best lap from each grand prix weekend. This graphic shows each driver's average after eight races compared with the theoretical absolute pace, expressed as 100.

100%

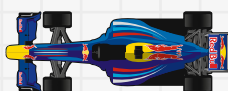


Hamilton 100.220

Lewis Hamilton has consolidated his position at the head of the field after qualifying in second position at Valencia. Vettel's pole and Webber's 19th has meant they have swapped places on the supergrid.



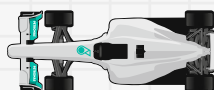
Rosberg 100.545



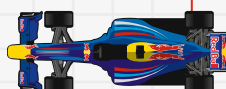
Vettel 100.606



Grosjean 100.645



Schumacher 100.722



Webber 100.768



Button 100.777

Despite winning from 11th in Valencia, Fernando Alonso's poor performance in qualifying drops him back into the clutches of Kimi Raikkonen and Pastor Maldonado.



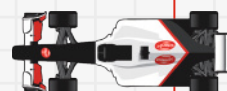
Alonso 100.959



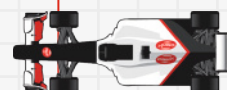
Raikkonen 101.061



Maldonado 101.182



Kobayashi 101.295



Perez 101.444



Hulkenberg 101.466



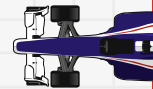
Di Resta 101.483



Massa 101.512



Ricciardo 101.703



Senna 101.824

101%

FLASHBACK

ALONSO TRIUMPHS OVER THE ELEMENTS

Fernando Alonso took his only win of 2011 in changeable conditions. Jenson Button retired after being released from the pits with his front-right wheel unattached and Lewis Hamilton could only finish fourth in fuel-saving mode. Sebastian Vettel was followed home by Mark Webber who was unhappy after being told not to attack Vettel in the closing stages.

2011 SILVERSTONE GP RESULTS

POS	DRIVER
1	Fernando Alonso (Ferrari)
2	Sebastian Vettel (Red Bull)
3	Mark Webber (Red Bull)

TYRE ALLOCATION

TYRES USED THIS WEEKEND

SUPER-SOFT



SOFT



MEDIUM



HARD





The midfield is now more spread out. The Sauber drivers are on their own and Daniel Ricciardo has dropped off the back of the midfield pack, which is propped up by Ferrari's Felipe Massa. Bruno Senna and Jean-Eric Vergne are stranded in no-man's land.



Vergne 102.537

Heikki Kovalainen is making a strong case for a faster seat next year after out-qualifying both Toro Rossos in Valencia. Vitaly Petrov is also closer to the outright pace too.



Kovalainen 103.290



Petrov 103.699

AND AS FOR THE REST

Timo Glock did not qualify for or start the race at Valencia. However, Pic improved in the other Marussia and Pedro de la Rosa and Narain Karthikeyan moved slightly closer to the ultimate pace.

Glock 105.239

Pic 105.620

De la Rosa 106.103

Karthikeyan 106.831

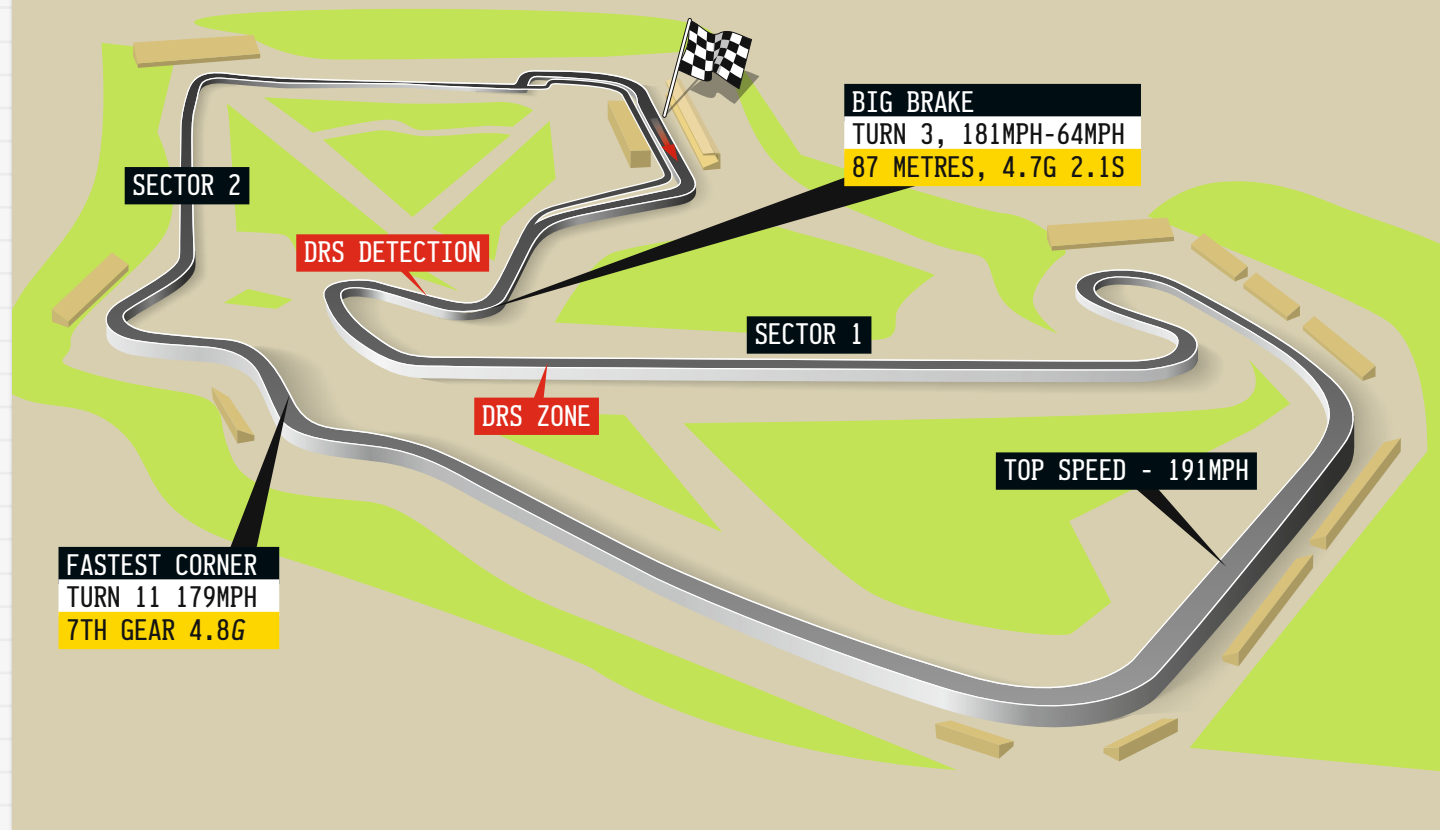
2%

103%

104%

TRACK GUIDE

SILVERSTONE	
NUMBER OF LAPS	52
CIRCUIT LENGTH	3.68 MILES
LAP RECORD	1:30.874 ALONSO (2010)
UK START TIME	1PM



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STRAIGHT TALK DAVID COULTHARD

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

Our two-time British GP-winning columnist knows all about the pressure of racing 'at home' and feels Lewis Hamilton is our best bet for a British victory

Fancy a British winner at Silverstone this weekend? Well, you shouldn't look any further than Lewis Hamilton then, because he's got a reasonable chance of adding to his 2008 win.

Jenson Button, on the other hand, has had wretched luck at Silverstone over the years and has never finished on the podium in his home grand prix; although he was looking pretty damn strong last year before McLaren forgot to attach his front wheel properly at the pitstop.

Don't forget young Paul di Resta either. He's not in a position to win with Force India, but that team was dangerous at Valencia and he could have done even better than seventh had the safety car not come out mid-race. He's gaining a fair old following from the British crowd now, so that should spur him on.

COPING WITH THE PRESSURE

I took part in a few British GPs myself and was fortunate enough to win it twice. As former world champions, Lewis and Jenson will

be the centre of attention.

I never used to prepare for Silverstone any differently to any other race if I could help it. Yes I'd get more media work to do in the weeks leading up to it, but living outside the UK for a long time I wasn't really exposed to the coverage, which helped me to stay focused and not get carried away with the idea of it being a special race that I had to win.

You can't help but be a little taken back by the sheer level of support once you're at the circuit though. The British fans are just so enthusiastic, and very fair too; much more so than some other nationalities I could mention... I remember feeling particularly bad in one of my McLaren years for having a bad qualifying, and there was a little sense of having let down the fans who had come to see me stick it on pole. That was strange, because the burning ambition to win the British GP wasn't really there. At the back of my mind maybe, but not right there in my consciousness.

I wanted to win, yes, but no more so than any other race. They were all worth 10 points after all...

CRUNCH TIME FOR LEWIS'S FUTURE

It's always a difficult time for a driver when you're not quite sure what the future holds for you. Looking at the situation Lewis seems to be in, he clearly has a decision to make which is whether a) he wants to drive for the team that's going to give him the best long-term chance of winning races and titles or b) he wants to make as much money as possible.

Sometimes the answer is the same for both, but if I were him I'd stay with McLaren. It's a wonderful team in many respects and Lewis is still young enough in his personal development process to gain significantly from that. Mercedes looks his only other option, and that's only if Michael Schumacher retires. But even if that happens, I still think that team's too young to be able to guarantee him that they could be a year-on-year equal of McLaren.

I spent nine successful years with McLaren and signed a number of contract extensions during that period. There's no secret to dealing with Ron [Dennis] and Martin [Whitmarsh] at the negotiating table. In fact, they're very straightforward to deal with. They never let a contractual situation get in the way of a personal relationship and simply present you with a contract with their terms and conditions, spelling out what they think you're worth. And you either sign it or you don't. To not sign it, you'd want to have a pretty good option elsewhere. ☘

Hamilton is best-placed to add to his 2008 win



PIC: TEE/LAT

“Fancy a British winner? Then look no further than Hamilton”



Home favourite

Williams has been a hugely successful team, but its victories have never tasted sweeter than at the British Grand Prix. **TONY DODGINS** caught up with Sir Frank to take a look back

Williams can boast 114 wins, 127 pole positions, nine constructors' championships and seven drivers' titles. The team has been successful all over the globe, but there is still a special affinity with the British Grand Prix at Silverstone.

A 16-year-old Frank Williams first hitchhiked to the Northamptonshire track in 1958, where he saw Peter Collins win for Ferrari.

"It was captivating," he remembers, "a fantastic atmosphere. Over the years it has always been the same – a great race track and always with a very knowledgeable and supportive crowd. The British fans don't only get behind the British drivers and teams, they are true fans of the sport as a whole.

"And it's our home race obviously, so we like to get as many people as possible from the factory to Silverstone, to be part of the event."

Back in '58, little did Frank know that 21 years later he would be sitting with wife Ginny in a small white caravan in that Silverstone paddock, such as it then was, on Saturday July 14, 1979, trying to take in what had just happened...

Williams Grand Prix Engineering had just taken its first pole position with Alan Jones and won its first grand prix with Clay Regazzoni. Frank and Ginny didn't want to leave the circuit. They sat together in that caravan with their arms around each other and watched the sun go down.

As Virginia Williams said in her book *A Different Kind of Life*, "drivers' and constructors' championships were to follow but nothing, nothing at all, would ever compete with that day".

Back then, Colin Chapman's ground effect Lotuses had pushed back the boundaries of achievable performance when Mario Andretti won the championship in 1978, but Patrick Head's Williams FW07 raised the bar yet higher the following year.

The car did not make its debut until race five and was clearly pretty special. Another tweak just before Silverstone turned it into a rocket ship.

Head and Frank Dernie wanted to tidy up the floor around the engine. When they made a fairing that kept the airflow attached, Dernie witnessed the biggest single improvement he ever saw in a windtunnel. They got it made in the factory the week of the grand prix and in Thursday practice Jones blew everyone away.

Bear in mind that in the previous race at Dijon, Jean-Pierre Jabouille had just won the first GP for the Renault V6 turbo and many predicted that

"Everyone was staring at their stopwatches. I'll never forget the look of despair on their faces"

Williams recalls July '79

the blown car would fly around Silverstone's wide expanses.

But, at a time when most of the opposition was still lapping in the 1m14s, Jones suddenly stopped the clock in 1m11.88s! He was pinching himself to believe the speed at which he could turn the car into Copse, Stowe and Club. The Renault couldn't get within half a second of him.

"I'll always remember how it was when we saw that time on the watch," Frank says. "Just unbelievable, but a lovely warm feeling! The pitlane seemed to go very quiet. I was busy checking to see that nobody else was doing those times, but everyone else was staring at their stopwatches even more intently than we were. I'll never forget the look of despair on their faces. It was as if God had given us a miracle, but it was actually something they'd found in the windtunnel."

In the race Jones simply disappeared

until, cruelly, 38 laps into the 67, he appeared in the pitlane, tell-tale white smoke from the engine signalling the end of his afternoon. Throughout the 18 months he had been with the team, the Australian had developed a close bond with Williams and Head and this was a very sad moment.

In the second car, though, Regazzoni had passed the Renaults and went on to cross the line almost 25s clear of Rene Arnoux to score that historic first Williams win.

"It was a tremendous day, of course," Williams recalls, "but we were all upset for Alan, who had to wait until the following year to win the British GP at Brands Hatch in his championship year, which was compensation of sorts."

There was then a five-year interlude before Williams triumphed again on British soil, again at Brands Hatch in the European Grand Prix.

"That was another landmark win – not for us this time but for Nigel [Mansell]. It was his first grand prix win and, boy, didn't he go on to give us some excitement!"

Mansell's repeat victory at the same circuit in the British GP just nine months later was, however, a landmark for Williams. It was just four months after the paralysing car accident, returning from a pre-season test at Paul Ricard, that so nearly claimed his life.

Having got home from hospital just six weeks previously, it was the race that Williams somewhat ambitiously targeted for his grand prix return. In reality it was too soon, but determination should be Williams's middle name and he would not be denied.

On the Friday he was collected from the lawn of the family home by Bernie Ecclestone's helicopter, a young Claire Williams (now a member of the Williams board) joining her brothers in waving a white sheet to show the pilot where to land!

At the track Williams bravely hosted ▶

◀ a press conference, saw the 'Welcome Back Frank' banners in the grandstand and was back where he felt he belonged. On Saturday he did it all again and by the end of the day was exhausted, deferring to medical advice to watch Sunday's race from home.

Williams is old-school, not prone to outward displays of emotion, no matter that internally those feelings must undoubtedly have been there. Very stiff-upper-lip.

"It was good to be back," he says. And that's all he says.

On Sunday, the biggest ever race-day crowd to watch a British GP – 115,000 – saw Mansell, in the spare car, brilliantly overcome Williams team-mate Nelson Piquet to score a one-two as the boss watched from home. The team persuaded a reluctant Ginny to go up onto the podium and accept the constructors' trophy.

If anyone thought that Mansell could not top that Brands performance, they were wrong. Silverstone '87 was one of the classics as a delayed Mansell chased down Piquet and sold him a famous dummy at Stowe to take the lead and the most dramatic of victories. That year Williams achieved his aim of attending every race, the team having bought its first private jet.

But still Mansell wasn't finished. At Williams for the second time, he won at Silverstone with the FW14 in 1991 and with the fabulous active-ride FW14B the following year.

"Nigel was a fantastic, charging, tremendously determined driver," Williams says, "and those home wins were him at his best, tremendous to watch."

In a sense, Mansell and Williams were bringing F1 to the masses, the crowd that invaded the track in the wake of the '92 success, being more Wembley than Wimbledon, sparking a safety review at Silverstone.

The active FW14B was in a different



THREE OF THE WORST...

1979 An epic, historic day for the team as Clay Regazzoni scores its first win, but also sadness as Alan Jones retires after taking pole and leading effortlessly. A cracked weld on a Williams-modified Cosworth water pump is the culprit.

1983 The last year with the Cosworth DFV before the switch to Honda, and the FW08C has been left behind by the turbos. Reigning champion Keke Rosberg qualifies 13th, 4.3s off pole(!), and Jacques Laffite is 20th. They finish 11th and 12th, two laps down. The Honda can't come soon enough.

1995 Damon Hill misjudges a bid to pass Michael Schumacher at Silverstone and both crash out (above). Frank Williams issues a statement: "Press reports that I labelled Damon Hill a prat and apologised to Benetton are totally erroneous..."

league, but to extract the maximum from it you had to be brave.

"Nigel talked about a Silverstone crowd being worth a second a lap and I think he almost meant it," Williams smiles. "Certainly that pole position in 1992 was quite extraordinary and it had [team-mate] Riccardo [Patrese] shaking his head and complimenting Nigel on the size of certain parts of his anatomy!"

"The active car did not always give the driver feedback in real time, what with all the computer-controlled software. The grip was always there, but sometimes it did not feel that

Jones' 1980 win made up for '79



Villeneuve took laurels in 1997

way when you turned in. You had to have blind faith and commitment – and that was Nigel."

For the record, Mansell's '92 British GP pole was 1m18.965s, Patrese's time in the same car 1m20.884s, and that was still good enough for second...

When Mansell left Williams at the end of the season, annoyed that the team had signed Alain Prost and failed to meet his monetary demands as the new world champion, Prost lost no time in giving the squad a Silverstone hat-trick when he won the race in '93.

Damon Hill, unlucky the year before, kept the momentum going with a

...AND SIX OF THE BEST FOR WILLIAMS AT HOME



1979 Clay Regazzoni scores the first grand prix win for Williams in the FW07 after team-mate Alan Jones takes pole position, leads, then retires.



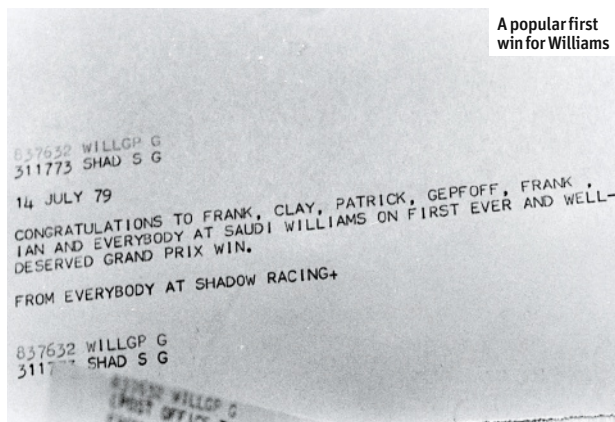
1985 In the European Grand Prix at Brands Hatch Nigel Mansell claims his first win at the 72nd time of asking in the Williams-Honda FW10.



1986 Back at Brands Hatch again, Mansell breaks a driveshaft off the grid but takes the restart in the spare FW11 following Jacques Laffite's accident and overhauls team-mate Nelson Piquet to delight a huge home crowd.



Mansell mania,
Silverstone '91



A popular first
win for Williams

memorable victory in 1994. It was an awful time for the team, just after Ayrton Senna's fatal accident at Imola, and that was not lost on the crowd that day, as Damon stood on the top step of the podium.

"Damon handled himself very well and that was important for the team," Williams says. "I think Silverstone was a particularly poignant moment for him, winning the British Grand Prix, an achievement that had always eluded his father."

In fact, the only '90s Silverstone grand prix that Williams failed to win between 1991 and '97 was '95,

as Jacques Villeneuve followed up with back-to-back victories in 1996 and '97.

Since then, it's been a long, barren spell. And not just at home. Pastor Maldonado's Barcelona win was the team's first victory since Juan Pablo Montoya won the Brazilian Grand Prix in 2004.

It means that for the first time in a long while, Williams can head for Silverstone knowing that the team has a genuinely competitive car. Dare he hope for another win?

"That would be nice," he says, "but failing that we'll take a bagful of points!" Are you listening, Pastor? ☼



1987 Another charging drive from Mansell at Silverstone as he thwarts Piquet (leading, above) again, repeatedly smashing the lap record and diving inside Nelson at Stowe with two laps to go as the FW11B dominates.



1992 Mind-blowing qualifying lap and win at Silverstone from Mansell in the dominant active-ride FW14B. He qualifies almost 2s quicker than teammate Riccardo Patrese, who's still second, and 2.74s quicker than Ayrton Senna's third-placed McLaren!



1994 After a traumatic start to the season and 'finger trouble' in practice at Silverstone as both Damon Hill's top wishbones pull out of their mounting on the first lap out of the pits(!), Hill takes his second win of the year in the FW16 to set up a title challenge.





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BRITISH GP 2012

INTERVIEW
BRITAIN'S HOT TALENT

3 STARS 2 TEAMS 1 AIM

There are three Brits aiming for home glory this weekend. EDD STRAW finds out their favourite Silverstone moments and assesses their chances

There's no point me even answering that because you know what it is." That was Lewis Hamilton's response to being asked what is his greatest memory of the British Grand Prix. As Jenson Button said in response, "It's quite an easy question for Lewis," nodding to his team-mate's famous victory in horribly wet conditions back in 2008.

While Button has nothing more than a couple of fourth and fifth places to show for his dozen Formula 1 starts on home soil – and went off at Bridge corner in that race four years ago while in contention for a podium in the dreadful Honda RA2008 – Hamilton knows what it's like to give the home crowd what they came for.

The British Grand Prix remains one of the best, if not *the* best, supported races on the F1 calendar. And while it would be patronising to say that every home fan is there only to see one of 'our boys' bring home the bacon, a glance at the myriad McLaren shirts as the crowd streams through the gates tells you that a majority of them want exactly that. And don't think that the drivers themselves don't get a boost from the support. While it doesn't provide the mythical one second a lap claimed by Nigel Mansell, four times a British GP winner, it does have an effect. ▶

Support for the British trio will be massive





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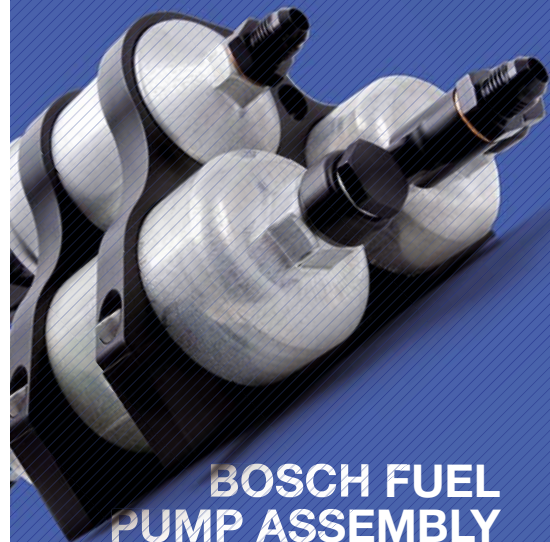
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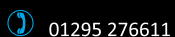
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Hamilton's 2008 mastery in the wet...



INTERVIEW BRITAIN'S HOT TALENT



McLaren duo sure to be fans' favourites

◀ Force India driver Paul di Resta is heading into only his second home grand prix. Last year, he qualified an astonishing sixth, one place behind Button and four clear of Hamilton – and the crowd reaction is still with him.

"It was a feeling I've never experienced," says di Resta. "Even when I walked out of the garage after Q3 to get weighed, the crowd erupted. You don't get that sort of acknowledgement from the fans anywhere else. It was a real eye-opener for the support F1 has in the UK. The drivers' parade, the atmosphere around it, gave me goosebumps.

"The weekend all-round for me was good in difficult conditions. We performed nearly to the best of our ability and it was probably going to be our best grand prix. It would be nice to repeat that performance and I've got every reason to believe we can do that again.

"Second time around, I know a bit more about what to expect, so hopefully I will be able to enjoy it a bit more. To beat the success we had last year will be a challenge in itself."

Di Resta was on course for a finish in the top seven when he was called in for his pitstop. Team-mate Adrian Sutil picked up a puncture at a similar moment, but the message to stay out got to di Resta too late. When he reached his box, the wrong tyres were there and he lost 20 seconds. His race ruined, he later

hit Sebastian Buemi while trying to recover and came home 15th.

It's clear that the first home race leaves an indelible mark. Button picks out his maiden British GP driving for Williams in 2000 as the standout moment. As well as being the most memorable, it's perhaps his best Silverstone drive and was only his fourth grand prix – for this was the year of the infamous April race when the car parks were largely closed down on qualifying day and mud prevailed.

"I've never been on the F1 podium in Britain, so I don't know how that feels," says Button. "But my first year there was a lot of fun. I started sixth, overtook Michael [Schumacher] into Turn 1 and ran most of the race on nine cylinders. It was a great race to come home fifth, so that was probably one of my best memories. Also great was 2010, fighting

"It's a feeling I've never experienced. The crowd erupted. The atmosphere gave me goosebumps"

Di Resta remembers 2011

my way through from 14th and finishing fourth."

Last year, things didn't go so well for Button. After 39 laps, he was released from a pitstop with three wheels on his wagon and had to stop.

Perhaps he can learn a little from his team-mate when it comes to top-three finishes at Silverstone. Including his win, Hamilton has three British GP podiums in five starts and has only had one race there that could be described as bad. That was in the 2009 McLaren, a poor car on high-speed tracks, although he did get the crowd on its feet with a brilliant overtaking manoeuvre on Fernando Alonso on his way to 16th place. The post-race donuts also went down well and showed his desire to entertain the fans even after a disappointing result. As he's less interested in entertaining ▶



Di Resta ran well in '11 until pitstop snafu



Button was fifth on Silverstone debut...



...but luck's been poor ever since; this is '06



...is celebrated as the stuff of legend



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BEFORE FORMULA 1

ALL THREE OF BRITAIN'S HOME HEROES RACED AT SILVERSTONE DURING THEIR JUNIOR CAREERS. HERE'S HOW THEY GOT ON...

LEWIS HAMILTON

It's no surprise given his stellar junior career that Hamilton won at Silverstone in every class of car he raced there. The first win was in June 2003, starting a run of 10 victories in 11 races that netted him the Formula Renault UK crown. He didn't return until 2006, when he took a rare double victory on a GP2 weekend. During the sprint race, he pulled one of the greatest overtaking moves seen in the category by diving around the outside of both Nelson Piquet and Clivio Piccione at Maggots.

Hamilton dominated GP2...



Stunning start: F1 Renault '03

...taking remarkable victory double in '06



Button celebrates British Formula 3 win in 1999



JENSON BUTTON

Despite what you may conclude from his F1 record, Button has had his share of Silverstone success. He claimed his first British Formula Ford Championship race win there in April 1998, returning in September to clinch the title in a tense shootout with Derek Hayes and win the second race of the double-header. He was also a winner in British F3, claiming the penultimate round in October 1999 prior to his surprise graduation to F1.

Next stop F1 for F3 ace Button



PAUL DI RESTA

The Scot started only three races at Silverstone before reaching F1. On his debut competing in Formula Renault UK in June 2003, he couldn't qualify because of car problems and came through from 29th to 13th. The next year, he managed a pole and a second place, but was T-boned by Westley Barber at the Abbey hairpin in a move that came close to taking di Resta's head off! He does at least have wins at Brands Hatch in F3 Euro Series and the DTM (twice) to prove it's not all bad luck at home.



...at Silverstone prior to F1



Di Resta had raced just three times...

Crash ended fine '04 showing in F1 Renault



Lewis feels the love at last year's grand prix

◀ with reminiscences of his day of days in 2008, it's worth looking back at that race to remind ourselves of just how great a drive it was. Of Hamilton's 18 grand prix wins, this is probably the best and stands shoulder-to-shoulder with the most remarkable wet-weather wins of all time. Following a disappointing qualifying, ending up fourth after first a mistake and then a conservative lap during Q3 while team-mate Heikki Kovalainen claimed his first pole, he wasted no time recovering. A perfect getaway meant that he had dispatched Kimi Raikkonen's Ferrari and surprised front-row starter Mark Webber's Red Bull by Copse. He almost got Kovalainen at Copse, but the Finn capitalised on the extra grip in the wet available on the outside line to reclaim his lead, the pair making contact in the process.

On lap five, Hamilton passed Kovalainen with ease at Stowe. By the end of that lap, he was 1.8 seconds clear. By lap 10, he was six ahead of Raikkonen, who had also overcome Kovalainen.

While the Ferrari challenge fell by the wayside after Raikkonen was left on worn wets at his first stop in anticipation of drying conditions only for the rain to return with a vengeance a few laps later, Hamilton's drive was remarkable. On a day when it was easier to catalogue those that didn't have an off rather than those that did (Felipe Massa famously had five separate rotational incidents), Hamilton barely put a foot wrong, save for a brief grassy moment at Abbey.

As Mark Hughes put it in his AUTOSPORT report: "There are technical reasons that go some way to explaining how Lewis Hamilton pulled off such a stunning wet-weather victory and why his winning margin was well over a minute. They are to do with tyre choice and performance, wrong calls by Ferrari etc. But they don't account for everything. The gap between them and what transpired is only explained by the human factor – and a drive of such virtuosity that it will in time be spoken of in the same breath as Barcelona '96 or Donington '93.

"Hamilton produced a mesmerising performance, locked in a groove that left his rivals spinning all around him."



Hamilton made the podium in '07 debut

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BRITISH GP STATS

33.9%

Win rate for British drivers on home soil in the world championship era

7

Most consecutive races without a British win

45

Number of British GPs held at Silverstone

210

Record number of laps led by Jim Clark at Silverstone

6

Number of Silverstone fastest laps claimed by Nigel Mansell

14

Number of McLaren British GP wins, two less than Ferrari



INTERVIEW BRITAIN'S HOT TALENT



Flying the flag for homegrown heroes

◀ It wasn't unusual for Hamilton to describe it as his best victory, as we've heard that kind of thing plenty of times. But in this case he was right. What's more, he was struggling for visibility even by the standards of so wet a race.

"I was having big problems with my visor, I couldn't see a thing," he said afterwards. "The right side especially was fogging up, so always between Turn 1 and Turn 2 I would have to put the visor up and clean it on the inside and then put it down. Then I would have to do it again before Stowe."

It was an incredibly disciplined performance from a driver who had been under fire after clattering Raikkonen's Ferrari at a red light at the pit exit in Canada, and for thinking he would get away unpunished with passing Sebastian Vettel after short-cutting a chicane in the French Grand Prix.

"It took an incredible amount of energy to stay focused," said Hamilton. "I needed to be 100 per cent, no more and no less. I had a lot of pressure on me today. I would have been happy with just getting a point and with that approach, I just remained relaxed. It was really important that I had three Cs: cool, calm and collected."

Inevitably, the crowd went wild and stood to herald his victory on his final lap. Hamilton said after the race that he was aware of the support, although in the years since he hasn't quite managed to repeat that victory to recapture that

adulation. After the debacle of 2009, he claimed a second place to Vettel in 2010, which given the superiority of the Red Bull he couldn't have bettered, while last year he was fourth.

Arguably, this is Hamilton's best chance of claiming a second victory. He certainly has to be considered the best hope of the three, given that Button is struggling and has banked only six points in the last five races. Certainly, if he was looking for a confidence boost, Button's Silverstone record gives him little encouragement. After points in his first race, he has endured poor cars (notably with Benetton in 2001 and Honda in 2007/8), reliability problems and tyre troubles.

Fortunately, he has one thing in common with di Resta in terms of winning at Silverstone – both won in the McLaren AUTOSPORT BRDC Award, based upon driving assessments conducted at the track. Di Resta, who won in 2004, describes it as his "most memorable moment" and it led to his

first taste of F1 in a McLaren there. Button, too, had his maiden F1 test at Silverstone as part of his prize in November 1999.

But each will hope that their happiest memories are to come. Certainly, Silverstone holds a special place in their hearts and gives a unique opportunity to get a little closer to the most dedicated fans in the world. The British Grand Prix is all about atmosphere, and whatever happens to Hamilton, Button and di Resta, that will be magic this weekend. It's certainly no normal weekend for them, as di Resta explains.

"I stay at the track in the BRDC campsite," says di Resta. "It's the only chance I get all year to stay at the track. It's great to be able to do that and soak up the atmosphere."

On an F1 calendar where there are too many races with sparse crowds, that's all too rare a thing. The British fans remain the best in the world and you can be sure that the home drivers will do everything they can to deliver on Sunday. ☼



Sir Stirling knows how to win at home



British drivers staged top-five clean sweep

1965: BRITAIN'S GREATEST DAY

The best possible result for British drivers on Sunday would be a clean sweep of the podium. It wouldn't be unprecedented, for it has happened four times. In 1963 and '64, it was just a rostrum lockout, while in 1958, Peter Collins, Mike Hawthorn, Roy Salvadori and Stuart Lewis-Evans

"A dozen of the 20 starters were British, so the dice were loaded in their favour"

swept the top four. But the day of days for home heroes came at Silverstone in 1965.

Granted, a dozen of the 20 starters were British, so the dice were loaded in their favour. But even so, it's a unique achievement in world championship history. No surprise that it was Jim Clark, winner of the previous three British GPs, who led the charge. From pole position, he claimed the lead on the opening lap from Honda driver Richie Ginther and began to pull away.

During the final 20 laps, BRM's Graham Hill began to cut into Clark's

lead. The Climax engine in his Lotus 33 was losing oil pressure and he started to nurse it, taking it easy in the corners, dropping it into neutral and trying to preserve his lead over Hill. Realising that he had a chance, Hill started to push hard, setting fastest lap along the way. In the end, Clark crossed the line just 3.2s clear.

Behind the pair, John Surtees (Ferrari), Mike Spence (Lotus) and Jackie Stewart (BRM) rounded out the top five after the demise of Ginther's Honda. Brabham driver Dan Gurney was the sole foreign interloper in the points, the American finishing sixth.

BRITISH GRAND PRIX HOME WINNERS

YEAR	DRIVER	TEAMS
1955	Stirling Moss	Mercedes
1957	Stirling Moss/Tony Brooks	Vanwall
1958	Peter Collins	Ferrari
1962	Jim Clark	Lotus
1963	Jim Clark	Lotus
1964	Jim Clark	Lotus
1965	Jim Clark	Lotus
1967	Jim Clark	Lotus
1969	Jackie Stewart	Matra
1971	Jackie Stewart	Tyrrell
1977	James Hunt	McLaren
1981	John Watson	McLaren
1986	Nigel Mansell	Williams
1987	Nigel Mansell	Williams
1991	Nigel Mansell	Williams
1992	Nigel Mansell	Williams
1994	Damon Hill	Williams
1995	Johnny Herbert	Benetton
1999	David Coulthard	McLaren
2000	David Coulthard	McLaren
2008	Lewis Hamilton	McLaren



Jackie Stewart won in 1969 (above) and 1971



The power behind the Brits

Britain's top F1 drivers being powered by Mercedes is nothing new. *EDD STRAW* explains why

Britain and Germany are traditionally fierce sporting rivals, yet motor racing bucks this trend. If you want to support the British drivers in their home grand prix, as well as a Union Flag you might also take a Mercedes banner to show your allegiance, for Lewis Hamilton, Jenson Button and Paul di Resta are all propelled by its metal.

Around 20 miles north of Silverstone is Mercedes High Performance Powertrains in Brixworth, the heart of the engine programme and perhaps F1's lowest-profile facility despite a staff of over 400 people.

The alliance between British drivers and Mercedes machinery dates all the way back to 1902, when ET Stead became the first to compete in a Mercedes driving a Simplex 40 PS. Dick Seaman famously won the German Grand Prix driving for Mercedes in 1938 and when the marque returned for two years post-war, Stirling Moss triumphed in his home race in 1955.

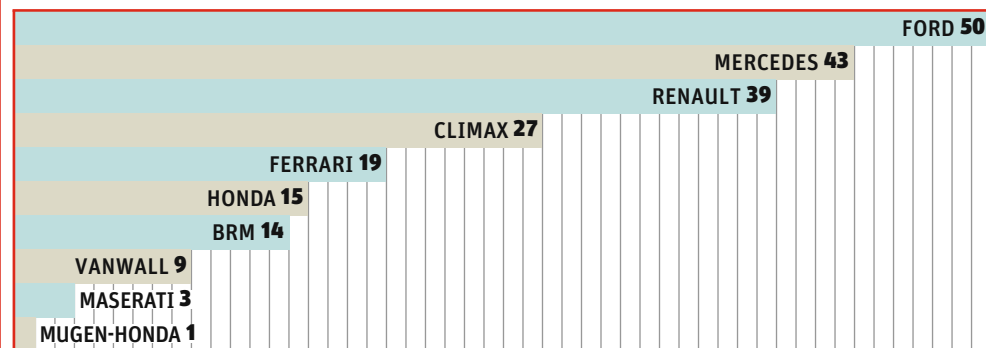
In recent years, British success and

Mercedes power have gone hand-in-hand. Not since Button's Hungarian Grand Prix victory in 2006 has a British driver won without a Mercedes engine. Before that, you have to go back to 1999, with Eddie Irvine for Ferrari and Johnny Herbert's Ford-propelled Nurburgring victory for the Stewart team. Only Ford has propelled British drivers to more victories, all the

more reason to wave the flag for the Anglo-German alliance this weekend.

Considering that, 1954-55 aside, Mercedes has only built F1 engines since 1994, this is an impressive achievement. After a toe-in-the-water effort with engine partner Ilmor in 1993, supplying Sauber, the powerplant was dubbed a Mercedes in 1994 prior to becoming McLaren's engine partner

BRITISH DRIVER F1 WINS BY ENGINE



MERCEDES-POWERED FORMULA 1 WINNERS

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

engines (the Mercedes units are lifed at 2500kms), it's easy to underestimate the amount of work that goes into building, maintaining and monitoring the powerplants. It's easy to see why Mercedes needs so large a facility.

As well as the 48 race engines needed for its six race cars through the season, there are also additional units for testing. Mercedes is coy about total engine build numbers, but it's safe to assume that there are also a surprising number of additional units built for testing.

It's likely that should an engine in a car's race pool exhibit a problem, this will be replicated on a unit on the dyno to get an idea of life and how to manage the problem. On top of building up engines that include around 3000 parts (and around 1000 individual different ones), powering an F1 car still requires a huge amount of effort.

Work is also well-advanced on the new-for-2014 1.5-litre turbocharged V6. Not only is this a dramatic change of direction from the current 2.4-litre V8s, but there's the added challenge of incorporating beefed up energy recovery systems, including new-to-F1 concepts such as turbo compounding.

Given the quality of Mercedes's facility and its track record, don't be surprised if it produces one of the most sought after V6s straight out of the box. ☼

Merc's new E-Cell

TECHNOLOGY TRANSFER
- FROM F1 TO THE ROAD

KERS is easily dismissed as an expensive white elephant. But not at Brixworth, which harnessed know-how gained from designing, building and operating the energy recovery system used in F1 to create the 550bhp electric propulsion for the Mercedes-Benz AMG SLS E-Cell.

This was no in-house vanity scheme: Mercedes-Benz High Performance Powertrains had to tender for the project and then design, build and put into product the drivetrain. The quartet of electric motors, lithium ion battery technology and the weight-saving techniques all have their roots in F1 know-how, and the same people who developed

the Mercedes KERS in 2009 ran this project.

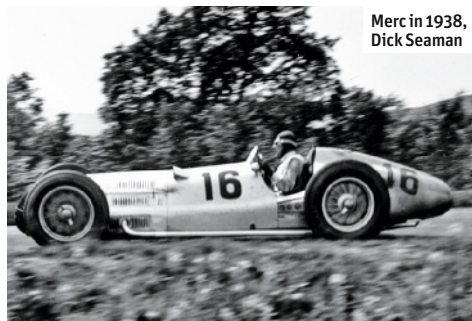
Efficiency is vital, as well. The F1 unit is reckoned to be 80 per cent efficient and there's no question that the competitive imperative in grand prix racing as accelerated understanding of the technology at Brixworth.

The result is a car that will go into production next year that Mercedes reckons will be able to lap the Nurburgring Nordschleife in under eight minutes. With technology also trickling down to other Mercedes cars, including energy recovery and cylinder cut mechanisms, the link between racing and car manufacturing remains strong.

from the start of the 1995 season. David Coulthard's victory in the 1997 Australian GP opened the floodgates.

Construction at Brixworth started early in 2006, and the facility has contributed to making Mercedes arguably the best engines in F1 – although you can make a strong case for Renault having that accolade – as well as heading up its successful KERS development project. So successful was the latter that McLaren was one of two teams, alongside Ferrari, to use the new system regularly in 2009.

In an era of homologated, long-life

Merc in 1938,
Dick SeamanMerc in 1955,
Stirling MossMerc in 1997,
David Coulthard

ENTRY LIST

01 02	SEBASTIAN VETTEL MARK WEBBER	RED BULL-RENAULT RB8
03 04	JENSON BUTTON LEWIS HAMILTON	McLAREN-MERCEDES MP4-27
05 06	FERNANDO ALONSO FELIPE MASSA	FERRARI F2012
07 08	MICHAEL SCHUMACHER NICO ROSBERG	MERCEDES F1 W03
09 10	KIMI RAIKKONEN ROMAIN GROSJEAN	LOTUS-RENAULT E20
11 12	PAUL DI RESTA NICO HULKENBERG	FORCE INDIA-MERCEDES VJM05
14 15	KAMUI KOBAYASHI SERGIO PEREZ	SAUBER-FERRARI C31
16 17	DANIEL RICCIARDO JEAN-ERIC VERGNE	TORO ROSSO-FERRARI STR7
18 19	PASTOR MALDONADO BRUNO SENNA	WILLIAMS-RENAULT FW34
20 21	HEIKKI KOVALAINEN VITALY PETROV	CATERHAM-RENAULT CT01
22 23	PEDRO DE LA ROSA NARAIN KARTHIKEYAN	HRT-COSWORTH F112
24 25	TIMO GLOCK CHARLES PIC	MARUSSIA-COSWORTH MR01



Smokin': Red Arrows



Banking on a thriller



British fans buoy Button



The faithful take to track



Alonso starred last year

TIMETABLE

FRIDAY JULY 6

TIME	EVENT	COVERAGE
0700	Gates and grandstands open	
0830-0915	GP3 practice	
1000-1130	F1 free practice 1	BBC Red Button/Sky Sports F1
1155-1225	GP2 practice	Sky Sports F1
1240-1315	Historic F1 practice/qualifying	
1400-1530	F1 free practice 2	BBC Red Button/Sky Sports F1
1600-1630	GP2 qualifying	Sky Sports F1
1700-1745	Porsche Supercup practice	
1745-1955	Live entertainment on main stage	
2000	Venue closes	

SATURDAY JULY 7

TIME	EVENT	COVERAGE
0600	Gates and grandstands open	
0845-0915	GP3 qualifying	Sky Sports F1
1000-1100	F1 free practice 3	BBC Red Button/Sky Sports F1
1125-1155	Porsche Supercup qualifying	
1300-1400	F1 qualifying	BBC2/Sky Sports F1
1440-1545	GP2 feature race (29 laps)	Sky Sports F1
1620-1655	GP3 race 1 (14 laps)	Sky Sports F1
1725-1800	Historic F1 race (12 laps)	
1730-2100	Live entertainment on main stage	
2100	Venue closes	

SUNDAY JULY 8

TIME	EVENT	COVERAGE
0600	Gates and grandstands open	
0815-0850	GP3 race 2 (14 laps)	Sky Sports F1
0930-1020	GP2 sprint race (21 laps)	Sky Sports F1
1045-1120	Porsche Supercup race (12 laps)	Eurosport 2 at 2145-2230
1130	F1 drivers' parade	
1200	The Red Arrows	
1300-1500	British Grand Prix (52 laps)	BBC2/Sky Sports F1
1530-1645	BBC post-race forum on main stage	
1645-2000	Grand Prix party, featuring drivers & pop acts on main stage	
2000	Venue closes	



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NASCAR SPRINT CUP

Kentucky (USA), Rd 17/36

QUICK RESULTS

- Winner **Brad Keselowski**
- Pole **Jimmie Johnson**
- Laps led **Kyle Busch**
- Points leader **Matt Kenseth**

RACE RATING



At least Kahne's late charge diluted tedious fuel-saving

REPORTS

WORLD OF SPORT

NASCAR SPRINT CUP KENTUCKY SPEEDWAY (USA), JUNE 30, RD 17/36

Keselowski makes it three – in his spare car



Keselowski was in the clear when Johnson's tyre was cut

BRAD KESELOWSKI BECAME the first NASCAR Sprint Cup driver to win three races this season with a well-judged run to victory in Kentucky.

The Penske Dodge racer was the only driver who could match the pace of early leader Kyle Busch. And, when the Joe Gibbs Racing driver took his Toyota out of contention with a hefty whack against the wall, Keselowski took over at the front.

By then darkness had descended and a new challenger had emerged in the shape of Busch's team-mate Denny Hamlin, helped by some great pitwork and his choice of taking only two fresh tyres.

Together with polesitter Jimmie Johnson (Hendrick Motorsports Chevrolet),

these three were the class of the field, but a long green-flag run to the finish meant it was fuel consumption rather than ultimate pace that paid.

A cut tyre took Johnson out of the equation, and Keselowski was able to pull away from the field while at the same time making sure he had enough fuel to get to the flag. It was an amazing turnaround for Keselowski, who wrecked his race car on the opening lap of free practice, forcing him to drive a back-up Charger.

"It's not how you start, it's how you finish," said Keselowski. "And our start to the weekend was crap. It was a gutsy showing from our team. To get a back-up car ready and up to pace where we could fight for the win took

some really hard work."

Second place fell to the Hendrick Chevy of Kasey Kahne. A loose wheel forced him to pit off sequence, but this meant that while the others were fuel saving over the closing stages he was running flat-out. As a result he breezed by team-mate Dale Earnhardt Jr and Hamlin and into second.

He had three laps to make up over four seconds on Keselowski, but fell well short. Roush Ford's Carl Edwards was running third, but a late splash-and-dash dropped him to 20th, the first of the lapped runners.

Points leader Matt Kenseth had a solid run to seventh in his Roush Fenway Ford, but Earnhardt is now just 11 points behind after a solid run to fourth.

● Connell Sanders Jr

TRUCK CHAMPION BREAKS NATIONWIDE DUCK IN KENTUCKY

Richard Childress Racing driver Austin Dillon took his first Nationwide win and grabbed the points lead in the process. Kurt Busch (Kyle Busch Toyota) was second.



RESULTS 1 Brad Keselowski (Dodge Charger), 267 laps in 2h45m02s; +4.399s; 3 Denny Hamlin (Toyota Camry); 4 Dale Earnhardt Jr (Chevy); 5 Jeff Gordon (Chevy); 6 Jimmie Johnson (Chevy); 7 Matt Kenseth (Ford Fusion); 8 Martin Truex Jr

(Toyota); 9 AJ Allmendinger (Dodge); 10 Kyle Busch (Toyota).

Points 1 Kenseth, 633; 2 Earnhardt, 622; 3 Johnson, 610; 4 Greg Biffle, 608; 5 Hamlin, 565; 6 Kevin Harvick, 565; 7 Clint Bowyer, 557; 8 Truex, 556; 9 Tony Stewart, 545; 10 Keselowski, 537.



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

Brad Keselowski has reached an all-time high of 16th after claiming his third win of the season in Kentucky. Runner-up Kasey Kahne (21) jumps two spots. Jimmie Johnson moves up to ninth, replacing Tony Stewart as the highest-ranked American.

To see the full list, visit castrol driverrankings.com

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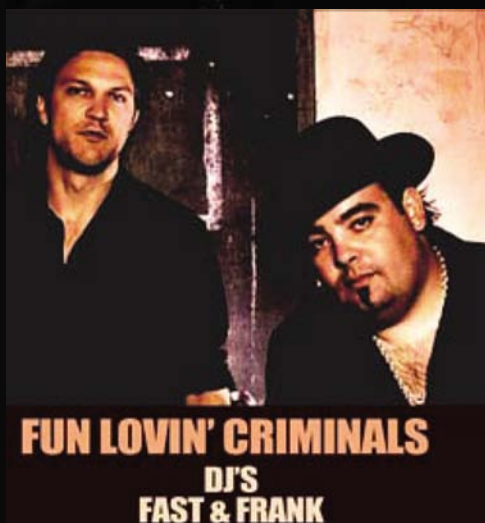
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INTRODUCING RAFFAELE MARCIELLO

He's Italian, he's a Ferrari protege – and he's winning lots of races in Formula 3

"At Pau I was trying to find the limits of the Cooper tyres and I crashed. I knew I couldn't do that again"



Marciello won on his Pau debut

➔ P38 NORISRING REPORT

It's been a long time – 27 years in fact – since an Italian won a grand prix for Ferrari. And it's been nearly 60 since a home-grown driver, Alberto Ascari, last won the title for the Scuderia.

The Prancing Horse has never stopped looking for the next Italian superstar. But where Ivan Capelli and Giancarlo Fisichella, to name just two, have failed, there's a genuine belief that Ferrari Driver Academy member Raffaele Marciello can succeed.

He's only 17, but already Marciello has won one of the most prestigious – and difficult – Formula 3 races of them all, the Pau Grand Prix,

and leads the revived FIA European F3 Championship.

Marciello, who was born in Zurich, started karting in Swiss events at the age of six (Italy's ASN makes youngsters wait until they are eight). He quickly developed into an accomplished racer, and it wasn't long before Ferrari came calling.

"Luca Baldisserrri, the boss of the Ferrari Driver Academy, came to speak to me at a karting event at Fasano in 2009. He told me he thought I was a good driver and that Ferrari was interested in doing something. It's all moved on from there."

Ferrari backing brought a 15-year-old Marciello into Formula Abarth in 2010, and he won races on his way to claiming third in the championship. He switched to Italian Formula 3 last year with Prema Powerteam and was third again. Then an experience-gaining stint in New Zealand's Toyota Racing Series during the European winter got him ready for the demands of a Euro Series campaign with Prema.

But while his reversed-grid win at the opening round at Hockenheim was not a huge surprise, nobody could have anticipated his domination of the FIA European championship round at Pau, especially after practice.

"I was trying to find the limit of the

Cooper tyres and I crashed," he says, sounding reminiscent of a certain Ferrari legend by the name of Gilles Villeneuve. "But I knew I couldn't do that again. For the rest of the weekend I just tried to be as consistent and as fast as possible, so to win and get my name on a list with Clark, Rindt and Fangio... Amazing feeling."

While most youngsters with hopes of an F1 future laud heroes such as Ayrton Senna, Michael Schumacher or Fernando Alonso, Marciello is trying to model himself on the man many expected would move to Ferrari next year.

"For me, the best driver was Robert Kubica [who drove for Prema in 2003]. Every race he was very fast, whether he had a good car or a bad car. He never stopped trying to get the maximum. But Alonso I also think is very good because he can stay so consistent in a race."

Now domiciled within a mile of Ferrari's Maranello HQ, and with one of the Scuderia's own – Francesco Pon – as a permanent engineer, Marciello has set himself high standards.

"At the start of the season I wanted to be in the top three," he states categorically. "Now, after the start I've had, and seeing how strong Prema is in the Euro Series, top two is the aim." ☼

MARCIELLO CV

Born Dec 17 1994

Nationality Italian

2012 F3 Euro Series

– currently second

(5 wins);

FIA European F3

– leading (6 wins);

9th in Toyota Racing

Series (1 win)

2011 3rd in Italian



F3 (2 wins, below)

2010 3rd in Italian

Formula Abarth

(2 wins)

2000-08 Karting

He's picking up a few trophies with Prema



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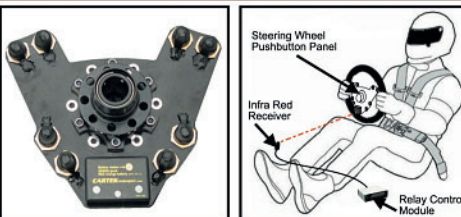
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Two months to revive Formula Renault UK

Marque has until September to reclaim TOCA slot

Renault says it's devising a plan to resurrect FR UK

FRENCH MANUFACTURER
Renault has less than two months to devise a plan to revive its single-seater category in the UK, or face losing its place on the country's premier TOCA race package.

Renault UK and Renault Sport Technologies pulled the plug on Formula Renault UK on the eve of the 2012 season (see AUTOSPORT, March 22) after receiving just six full-season entries. The decision came with a view to returning the category to full health in 2013. AUTOSPORT understands that Renault's existing contract means it has first refusal on taking up the vacant slot on the TOCA package, but it must come up with a firm proposal, guaranteeing a viable number of entries, by September 1.

RST recently announced a revised car, built by Tatuus, would take over from the current Barazi-Epsilon design in its Eurocup, NEC and ALPS championships in 2013 (see AUTOSPORT, June 7). It also expressed hope that this car would form the basis of a revived UK series.

Renault UK communications director Jeremy Townsend said the British arm of the manufacturer would consult with race teams before coming up with a proposal ahead of TOCA's autumn deadline.

Townsend said: "We're still discussing things internally and with TOCA. We're doing some research with the teams to see what's possible. We're keen to get something done, but what form it's going to take I can't say."

FORTEC'S VIEW

Fortec Motorsports was due to run four of the six cars entered for FR UK before the plug was pulled this year. Team boss Richard Dutton remains sceptical that the championship can be made financially attractive to enough squads to make it viable again.

"It's a great championship and we would support it if it went ahead, but I don't think there are enough teams out there with the budget to buy new cars," Dutton told AUTOSPORT. "People like Mark Burdett would probably do it again, but Manor have gone abroad and Atech Reid have gone abroad."

"The cost of running cars keeps going up and I don't think the teams will have the money to invest. Renault could put some money behind it, but in the current

economic climate it's going to be a tough one to sell. I'm concerned there would be six of us on the grid again.

"I think it's more likely the NEC championship will have a round or two in the UK [next year]."

WAITING IN THE WINGS

AUTOSPORT understands British Formula Ford representatives met with TOCA boss Alan Gow recently to discuss the possibility of filling FR UK's slot on the package next season.

The championship is considering becoming a slicks-and-wings category with its latest EcoBoost design in 2013 (see AUTOSPORT, May 24) and it is believed the championship would be keen to take up a place on such a high-profile TV package.

Dutton reckons NEC series will visit the UK in 2013



AUTOSPORT SAYS...

BEN ANDERSON
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EDITOR

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WILL FORMULA RENAULT UK

make a comeback in 2013? The noises coming out of Boulogne (and its British subsidiary) suggest it will, but it's difficult to see how the French manufacturer could make it happen.

As Richard Dutton points out, the prevailing economic conditions are not conducive to coercing teams to invest in new equipment - squads that will likely be more nervous than ever given the fiasco of the spring.

Several British teams had already left for the continent - following drivers enticed to race in Renault's burgeoning European series by their strong calendars and attractive ultimate prize - and had not been replaced by the time Renault pulled the plug. It's difficult to see those teams coming back (or the squads currently competing in the healthy BARC series stepping up) without a massive financial incentive.

It's been all quiet on the Renault UK front since March's suspension of the championship, which doesn't inspire confidence that a firm plan has been drafted to revive it.

Renault Sport HQ made positive noises when it announced Tatuus will update its latest single-seater for next year, but noise will not be enough to appease TOCA boss Alan Gow - especially when he has other options waiting in the wings.

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SMART 4TWO CUP



905 Evo 1 Bis appeared at Goodwood last week

Silverstone Classic

Minassian to race 905 at Classic

Former Peugeot factory sportscar star will drive '92 Le Mans pole winner at Silverstone



SPORTSCAR STAR

Nicolas Minassian will become the first driver to race both a Peugeot 908 and its early-1990s predecessor when he takes to the wheel of a 905 in this month's Silverstone Classic.

The 39-year-old Frenchman, who drove both iterations of the 908 turbodiesel in 2007-11, has been invited to drive a 905 Evo 1 bis in the

Group C/GTP Racing races at Silverstone by car owner Rupert Clevely. The Chamberlain-Synergy squad will run the Peugeot in the event on July 20-22.

Minassian said: "When I was at Peugeot, I used to walk past the 1993-winning car under a sheet in a corridor. Sometimes I would pull back the sheet and just look at the car. It is a thing of beauty.

"I'm doing this for myself and not taking it too seriously. If I win, that's good, but if I don't I won't be upset."

Minassian won't be the first driver to sample both the 905 and the 908. Eric Helary, who formed part of Peugeot's 1993 Le Mans-winning line-up, was test and reserve driver in the first year of the 908 programme in 2007.

Series boss Bob Berridge welcomed

a 3.5-litre Group C car coming into the championship for the first time.

"They are true Group C cars and the spectators are going to love them," he said.

A total of 24 cars are on the entry list for the Group C/GTP event at Silverstone. That number includes three Martini-liveried Lancia LC2s, to be driven by Clevely, Roger Wills and Duncan McKay.

Classic F3

Barilla back to Brands in F3

FORMER GRAND PRIX RACER AND

Le Mans winner Paolo Barilla returned to Brands Hatch for the first time in 24 years last weekend.

The Italian was racing his Martini MK34 for the second time after making his comeback in the Monaco Historique earlier this year.

Barilla, winner at Le Mans in 1985, was last at the Kent track for the 1988 Formula 3000 race. "I always like Brands," said the 51-year-old, who was fourth in last weekend's Classic F3 race. "I was dreaming to come back here."

Some friends, including his former



Barilla finished fourth in Martini Mk34

team manager, have rebuilt the Martini that he raced to third in Italian F3 in 1981 and he has returned to racing after more than a decade away. His main career ended in 1990 after a troubled F1 season with Minardi.

"Last year we decided to start the engine and go testing for the first time," he added. "The feeling was like when I was 20, so we decided to get going."

British GT

Heemskerk targets British GT

FORMER SINGLE-SEATER RACE

Melroy Heemskerk wants to move to British GT after a successful Lotus test earlier this month.

The 23-year-old was Benelux Formula Ford champion and a Formula Palmer Audi race winner before switching to the SPEED Euroseries. He tested a Lotus Sport UK GT4 Evora at Brands Hatch and will now race the car with fellow Dutchman Marth de Graaf in the Dutch GT4 event supporting the Zandvoort Formula 3 Masters.

"This is our step up into the world of GT racing," said Heemskerk, who

could appear in British GT before the end of 2012. "Our focus is obviously on the Masters weekend, but it forms part of a bigger picture.

"British GT is my aim for next year. For now we are looking to upset the contenders in Holland and, with the package we have, that is possible."

Dutch duo tested Lotus at Brands



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Sportscars

Murphy Prototypes launches young-driver development plan

GREG MURPHY, THE MAN BEHIND

the Murphy Prototypes European Le Mans Series LMP2 programme with the RLR ORECA-Nissan O3, has launched a new young-driver scheme.

The project will support sometime Britcar Mazda racer Jade Paveley, testing her in Formula Ford and F3 machinery this season with a view to placing the 19-year-old in a sportscar programme for 2013.

"When I set up the team in November 2011 it was also my intention to set up a young-driver programme to guide and

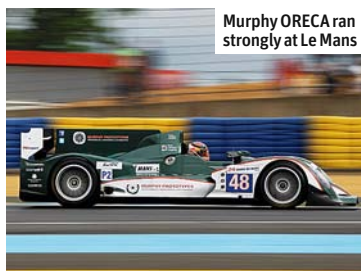
mentor young racers on a career path to endurance racing," said Murphy.

"When Jade approached us earlier this year we decided to take the next step and commence with the young-driver programme immediately.

"Her foresight to contact Murphy Prototypes and her focus to succeed in sportscar racing made her an attractive candidate for our long-term development plans. I was also impressed by her tenacity and determination at such a young age."

The programme is only supporting Mazda UK driver Paveley at present, but Murphy said it could be rolled out further depending on progress.

"Endurance sportscar racing is what my team does," Murphy added. "We have had successful outings at Spa and at Le Mans this year so far, and so it seemed logical to start a programme to assist young drivers like Jade, who wish to make sportscar and endurance racing their career goal."



Murphy ORECA ran strongly at Le Mans

European Rallycross

Andersson wants more rallycross

PROTON RALLY DRIVER PG

Andersson wants more rallycross outings after making his European championship debut in his native Sweden last weekend.

Andersson was invited to take part by event organiser Finnskoga MK and was provided with a Skoda Fabia by local team Hedstroms Motorsport. Driving the older of the two Fabias owned by former ERC champion Olle Arnesson (the new 'Mkl' version was raced by team boss Peter Hedstrom), Andersson outqualified Hedstrom for sixth on the grid for the A final. He ran second before driveline

Andersson enjoyed his ERC debut in Skoda



failure forced him out.

"The Supercars are fun to drive and the racing is great - I would definitely do more rallycross," he said. "The Skoda I raced here is a good car but I don't think it's a winning one. If I did this regularly I would like a top-class car."

Hillclimb

Pikes Peak postponed due to fires

THIS YEAR'S PIKES PEAK

hillclimb - which should have run this weekend - has been postponed due to the fires that have been spreading through the state of Colorado.

The organisers of the 90th running of the event are determined it will go ahead later in the summer, but no date has yet been fixed for the US's second-oldest motorsport fixture, behind the Indy 500.

The organisers met with officials from the Forest Service and other agencies last week and, while the race

itself was not scheduled until Sunday (July 8), the competitors and officials would have been arriving in the area over the preceding week. With the unpredictable nature of the then still-spreading fire, the decision to postpone was taken.

Colorado Springs mayor Steve Bach said: "We are committed to making sure it takes place this year and that we carry on the tradition. We are disappointed, but our first concern is our city, its residents, their homes, businesses and public safety."

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Chapman Jr drove father Colin's first winning GP car

From 25,000 spectators at the inaugural Goodwood Festival of Speed weekend of 1993, to 180,000 over four days (kicking off with the third Moving Motor Show on Thursday) this time, Lord March's vision quickly became a phenomenon. I have attended all 20 editions, and would unquestionably rank last weekend's '60 years of Lotus' celebration among its finest elements to date.

With apologies to the sainted Ferrari, no other marque captures the spirit of ingenuity and competition quite like Colin Chapman's. Much of this is down to his wonderful little Eleven sports-racers and Type 14 Elites - both powered by lightweight Coventry-Climax engines - which were accessible to reasonably resourceful amateurs and enabled them to take on the world.

Team Lotus entered Formula 1 in 1958 (the year I was born), so it was great to see one of the original spindly Type 12s - Graham Hill's chassis 353 - heading an incredible cavalcade of Lotuses on the hillclimb course. Not to mention Clive Chapman enjoying the factory squad's first winner, Innes Ireland's 21 of '61. With the exception of the Frank Costin-bodied Type 16, JPS 78 (of which I've been privileged to drive two of the four) and achingly

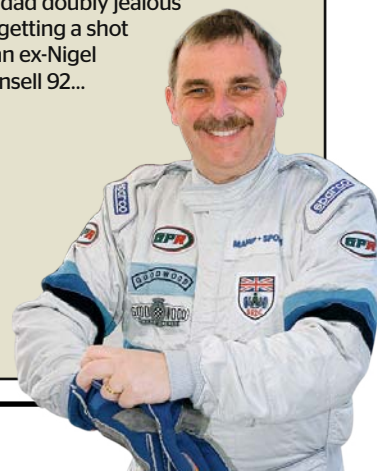
beautiful JPS 81 to spotlight Elio de Angelis's '82 Austrian GP win - the last witnessed by Colin Chapman - I don't recall much of significance missing from the line-up.

Lotus's 1972 world champion, Emerson Fittipaldi - the youngest until Fernando Alonso came along - was charming as ever in his warmth for the Chapman family, their great cars and veteran crewmen. Seeing 'Emmo's helmet in a 1970-spec Gold Leaf 72 again was particularly special for many.

Lord March has taken many of the world's most iconic racers up his garden path over the years, and our host added the Colin Chapman/Maurice Philippe 72 'wedges' in both red-and-gold and black-and-gold JPS flavours to his enviable CV during the event. His Sunday run in tandem with Jo Willenpart in a 49C was a moving tribute to Fittipaldi, and memorial to Jochen Rindt.

Somebody else to experience the 72E for the first time was 17-year-old Chris Middlehurst, son of Classic Team Lotus regular Andy. The National FF1600 champion, who has only had a driving licence since the spring, described it as "the best day of my life" and then made his dad doubly jealous by getting a shot in an ex-Nigel Mansell 92...

“With apologies to Ferrari, no other marque captures the spirit of ingenuity quite like Colin Chapman’s”



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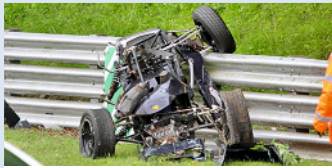
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IN BRIEF



Crowell's Elden was reduced to wreckage

HISTORIC FORMULA FORD RACER

John Crowell sustained breaks to his arm and wrist, as well as cuts to his head and cheek, after a severe crash on the run to Hawthorns at Brands Hatch last weekend. His Elden clashed with Dick Dixon's Lotus, sending both cars into the barriers and delaying the meeting while marshals attended the scene. Dixon escaped without serious injury.

FORMER PORSCHE 924 CHAMPION

Steve Cheetham made his Porsche Club debut at Donington Park last weekend in a brand new Boxster. "I'm very rusty as I haven't done anything since 2007, plus the car is being modified from a road car," he said after taking 17th and 13th in his two outings.

THE HISTORIC FORMULA 1 SUPPORT

race to this weekend's British Grand Prix has been moved to 1725 on Saturday. Among the 33 entries, representing nine nations and 16 chassis marques, is Group C racer Tommy Dreehan in a March 761.

THE NEW 'JXR' JUNIOR RALLYCROSS

Cup had its first event alongside the Swedish round of the European Rallycross Championship at Holjes last weekend, but was hit by reliability woes. One of the seven starters did not run at all, only two made the final, and winner Kevin Hansen broke down after the flag.

FORMER GT RACER DAN EAGLING

has turned to historic racing with his preparation business Lifetime Racing. He shared the TVR Griffith of Andrew Marler to a Guards Trophy class win at Brands Hatch last Saturday. Eagling is tending the TVR and now wants to add more historic cars to his stable.

FORTY YEARS AFTER THE CAR LAST

raced in the UK, the rare Pygme MDB17 appeared at Brands Hatch last weekend in the hands of Gerard Gamand. "I have had the car for three years and it's had a ground-up restoration," said Gamand of the car built by Marius Dal Bo. "It was in a terrible condition when we found it."

Rare Pygme was 10th in second F2 race



Le Mans Classic

Gulf GR8 back to Le Mans

Goethe and Hall to share famous prototype at Classic event

GR8 802 was third at Le Mans in 1975

GULF RACING COLLECTOR ROALD

Goethe and modern sports-prototype racer Stuart Hall are taking the Gulf GR8 that scored podium finishes in three successive Le Mans 24 Hour races back to the Circuit de la Sarthe this weekend for the Le Mans Classic.

Vern Schuppan and Jean-Pierre Jaussaud drove the second of two built by the Gulf Research Racing Company, chassis 802, to third place in 1975. Its sister car, 801, won the French enduro with Jacky Ickx and Derek Bell.

Subsequently sold to USA-based Ferrari dealer Harley Cluxton, the Cosworth DFV-powered chassis finished second at Le Mans in '76 with Francois Migault/Jean-Louis Lafosse.

Reconfigured with a turbocharged two-litre Renault V6 engine and Hewland TL200 transaxle it was again runner-up in '77, with Schuppan and Jean-Pierre Jarier driving.

It finished 10th with Schuppan/Jacques Laffite/Sam Posey as a Mirage M9 in 1978, and retired on its final outing

in '79 - as an M10 - when reverted to Cosworth V8/ZF gearbox spec.

Rebuilt by WDK Motorsport, the car - for which period Gulf team manager John Horsman has supplied documents - was shaken down at Pembrey last week ahead of its return to France.

● Fresh from winning the Goodwood Festival of Speed Shootout in the Chevron GR8 GT3, former BTCC and Group C racer Anthony Reid is to make his Le Mans Classic debut this weekend in Nigel Webb's Jaguar D-type.

Formula Junior

Formula Junior to honour Hulme



Formula Junior gets New Zealand slot

FORMULA JUNIOR WILL TAKE centre stage as 1967 world champion Denny Hulme's life and career are celebrated at the fourth New Zealand Festival of Motor Racing at Hampton Downs in January 2013.

Capacity grids of 37 cars are expected for the retrospective of the class, in which Hulme raced when he ventured to Europe in the early 1960s. Following success in Brabham cars, Hulme graduated to F1 with the works team in '65.

More than 50 enquiries have already been received from prospective entrants from the UK, USA, Australia and continental

Europe, as well as from Kiwi car owners, according to Festival chairman Jim Barclay.

The mix of Junior chassis set to compete in New Zealand will include the locally-built FMZ, Australian marques CWG, Donford, Elfin and Nota, plus the American Jocko Special and a strong contingent of British and Italian cars.

The double-header event also features Can-Am cars - Hulme was champion of the no-holds-barred challenge series with McLaren in 1968 and '70 - and the world's largest gathering of Formula 5000s in the long-established MSC Tasman Revival Series.

Silverstone Classic

Strong line-up for Gethin races

FORMULA 5000 CARS SHOULD comprise one third of a 40-plus entry for the Peter Gethin Memorial Trophy at the Silverstone Classic later this month.

The event, named in honour the multiple F5000 title winner, has already attracted 44 cars for the July 20-22 historic extravaganza.

Morgan ace Matthew Wurr returns to Mark Longmore's ex-Gethin McLaren M10B for the Trophy races, favourites for which are Michael Lyons (ex-A1 Unser Lola T400) and Simon Hadfield (ex-John Watson Trojan T101).

The Chevron B24 in which Gethin uniquely beat the F1 cars in the 1973 Race of Champions at Brands Hatch was destroyed - with the ex-Sam Posey Surtees TS11 - in a fire at Greg Thornton's workshop last month.

Determined not to miss the event, Thornton has bought a March 75A - one of the few F5000s fitted with Ford's 3.4-litre GAA V6 engine instead of a stock-block V8. His renamed Phoenix Titan Historic Racing team is working around the clock to prepare it in time.

The race also features a strong entry of 1600cc and two-litre F2 cars from the HSCC's pan-European championship.



HSCC BRANDS HATCH, JUNE 30-JULY 1

Gathercole beats the winged wonders

EVEN BEFORE THE

start of qualifying, David Gathercole reckoned he had a chance of beating all the winged cars in the Martini Trophy with his wingless Lola T212. True to his word, 30 hours later the engine builder scored a gritty win when rain made the early laps supremely treacherous for the slick-tyred cars.

Even so, Nick Fleming deserved more after fighting his Chevron B36 to the front in a consummate display of car control. Sadly, an increasingly debilitating misfire hobbled Fleming's car and Gathercole swept ahead. As Fleming plummeted down the order on a fast-drying track, Silvio Kalb wriggled to second in his March 76S.

Kalb had already taken a classy win on Saturday, but only after a wonderful duel with friend and rival John Burton ended when a backmarker sent Burton's Chevron skittering across the gravel at Paddock.

The veteran got it back on track, but was swamped by a tussling group comprising Gathercole, Doug Hart and Michele Ligouri. Fleming had been busy joining the party after a shocker of a start when an electrical gremlin set in and slowed him.

Gathercole, with a misfire of his own, charged through to second from Hart and Burton.

"I feel very sorry for John," said the sporting Kalb. "He drove a brilliant race and it wasn't his fault."

Martin Stretton stamped his authority over the Formula 2 pack when he boldly went around the outside of Darwin Smith at Paddock on the second lap of the opening race. "All credit to him," said the Irish racer, duly impressed.

"You've got to push to keep ahead of Darwin," countered Stretton after establishing a decisive advantage, and then easing back to conserve some rubber for Sunday's race.

It was nearly wets for the second race, but Stretton tippy-toed around the early laps on slicks after a rain shower to outdistance Martin O'Connell's Chevron B40. With too much work to do on customer cars, O'Connell had missed the first race, but was the only driver to stay on the same lap as Stretton on Sunday as the pair blitzed the conditions.

Picking his way through backmarkers with the precision of a surgeon's scalpel, Michael Lyons dominated the Derek Bell Trophy opener in his ex-Rupert Keegan Hesketh 308E. But for the flying Andrew Smith, Lyons would have been a minute clear. But, thanks to pitching his F2 March into Paddock at a stunning pace, Smith kept the Hesketh's winning margin to 10s.

Mark Dwyer topped the F5000s to complete the podium, his task eased when James Hagan put his ex-Chris Amon Ensign

N177 off at Dingle Dell, moments after passing Dwyer for third.

Lyons wrapped up the double on Sunday with another masterclass, and Smith, second again, was just as impressive.

With his ex-Bob Birrell Brabham BT6 on the limit of adhesion, David Methley flew in the opening Lurani Trophy Formula Junior contest and escaped as his rivals battled furiously for second. James Murray just about always held second, but it was close as Andrew Hibberd and Peter Morton

made it a glorious three-way fight.

Hibberd had to attack Murray while fending off Morton, and it was Morton who saved his best until last, dragging alongside Hibberd on the dash to the flag. Morton's Lightning Envoyette got the nod by a thousandth of a second. "Absolutely amazing," said Morton. "Quite a race."

Methley was another driver to complete a weekend double in the second race as Jonathan Hughes came through to bump the struggling

Stretton was mighty in F2 encounters





The moment Burton lost race one



Gathercole took two podiums with T212



Morgan beat the TVRs in Road Sports...



...while Dodd (third) defeated the Guards Trophy Chevrons

matched quartet was Peter Shaw in his TVR Tuscan. As oversteer set in, Shaw was jumped by Barter Jr's TVR for second.

A shortened Guards Trophy race wrapped up Saturday as the curfew arrived, but after two-thirds of the planned distance James Dodd was comfortably clear of the Chevron pack with the family's Ginetta G16. The early halt was manna for James Schryver, as his B8 cut out terminally 200 yards beyond the flag.

The Historic FF1600 result was finally declared after just two laps following two race-stopping shunts. The second one was the more serious and sent John Crowell to hospital by air ambulance after his Elden rolled on the run to Hawthorns. Both times, Rob Wainwright's Elden

had taken immediate control from the Merlyn of Callum Grant.

The Historic Touring Car counter also had to be restarted after the Imp of John Orr dumped its oil in the braking area for Druids. Mike Gardiner, under pressure from Dan Cox, was one of the first to find it with his Ford Falcon and slithered into the tyrewall as he avoided the Imp.

While Cox's Cortina romped clear at the re-run, Gardiner was mighty as he charged the patched-up Falcon from 28th and last on the grid to third in four laps, and was second in the aggregate result.

Historic Road Sports, Historic FF2000 and Classic Racing Cars all went with form as Paul Tooms, Nelson Rowe and Ian Jones extended their 2012 winning sequences.

● Paul Lawrence

CLASSIC F3 BRANDS HATCH, JUNE 30-JULY 1

Simms loses wheel, and win to Brashaw

WITH THE ANNUAL Gallic influx from its French counterpart, the Classic F3 counter was full of fierce racing, but out front was British pacesetter Benn Simms.

The March driver had it won until the final lap, when a failing stub axle finally broke and threw a wheel away.

On paper, Simms was not in for an easy time as Tom Bradshaw (ahead of what should have been his first F3 race for five years) planted his dad's Argo JM6 on pole by the thick end of a second. Sadly, the sports-prototype aspirant was absent from the grid after electrical gremlins struck.

With the front row to himself, Simms fired away and outpaced championship leader Jamie Brashaw to build a comfortable lead until

disaster struck. Brashaw knew the luck had been his. "I'd given up on chasing Benn; it was a fortuitous win," said the March racer.

French points leader Valerio Leone (Ralt RT3) headed the cross-channel contingent, with the best battling behind as Keith White (Ralt RT1) fended off Le Mans winner Paolo Barilla (Martini MK34) as Barilla recovered from being tipped into a half-spin at Druids.

RESULTS (13 LAPS)

1 Jamie Brashaw (March 793); 2 Valerio Leone (Ralt RT3) +11.403s; 3 Keith White (Ralt RT1); 4 Paolo Barilla (Martini MK34); 5 Patrick d'Aubrey (Ralt RT3); 6 Hugh Price (Chevron B38). **CW** Leone; Jonny Dimsdale (Van Diemen RF78); Graham Kiddy (Dastle Mk10). **FL** Benn Simms (March 803B) 1m30.813s (91.21mph).

Simms leads, but his March would not make the finish



MARTINI TROPHY (BOTH 12 LAPS)

1 Silvio Kalb (March 76S); 2 David Gathercole (Lola T212) +12.697s; 3 Doug Hart (March 75S); 4 John Burton (Chevron B26); 5 James Dodd (Chevron B31); 6 Nick Fleming (Chevron B36). **Class winners** Gathercole; Jonathan Loader (Crosle 42S); Keith Norris (Lola T492). **Fastest lap** Kalb 1m27.528s (94.63mph). **RACE 2 (14 LAPS)** 1 Gathercole; 2 Kalb +4.735s; 3 Hart; 4 Michele Ligouri (Lola T296); 5 Dodd; 6 Burton. **CW** Kalb; Loader; Kevin Cooke (Lola T492). **FL** Kalb 1m28.070s (94.05mph).

HISTORIC F2 (13 LAPS) 1 Martin Stretton

(March 742); 2 Darwin Smith (March 722) +55.69s; 3 Hans Peter (Ralt RT1); 4 Andrew Higgins (Chevron B25); 5 Mark Dwyer (March 742); 6 Peter Williams (March 782). **CW** Robert Simac (March 712); Chris Sharples (Chevron B29). **FL** Stretton 1m23.637s (99.04mph). **RACE 2 (14 LAPS)** 1 Stretton; 2 Martin O'Connell (Chevron B40) +23.241s; 3 James Claridge (Brabham BT38); 4 Jamie Brashaw (March 782); 5 Simac; 6 Max Blees (March 752).

CW Simac; Sharples. **FL** Stretton 1m24.903s (97.56mph).

DEREK BELL TROPHY (11 LAPS)

1 Michael Lyons (Hesketh 308E); 2 Andrew Smith (March 742) +10.699s; 3 Mark Dwyer (Lola T400); 4 Neil Glover (Lola T330/332); 5 Hans Peter (Ralt RT1); 6 Mark Charteris (Mallock Mk20/21). **CW** Smith; Dwyer; Peter; Charteris; Paolo Barilla (Martini MK34); Adam Simmonds (Lola T142). **FL** Lyons 1m22.294s (100.65mph). **RACE 2 (15 LAPS)**

1 M Lyons; 2 Smith +19.005s; 3 Dwyer; 4 Peter; 5 Frank Lyons (McLaren M26); 6 Mike Bletsoe-Brown (Chevron B27).

CW Smith; Dwyer; Charteris; Barilla; Greg Thornton (Titan Mk10); Simmonds.

FL M Lyons 1m22.782s (100.06mph).

LURANI TROPHY FORMULA JUNIOR

(BOTH 12 LAPS) **1 David Methley (Brabham BT6);** 2 James Murray (Lola Mk5A) +6.281s; 3 Peter Morton (Lightning Envoyette); 4 Andrew Hibberd (Lotus 22); 5 Pierre Tonetti (BT6); 6 Jonathan Hughes (BT6). **CW** Alex Morton (Auspier T3); John Delane (Lotus 18); Justin Fleming (Elva

100); Ash Waller (PM Poggi). **FL** Methley 1m40.761s (82.21mph). **RACE 2 (11 LAPS)** 2 Hughes +12.509s; 3 Hibberd; 4 Tonetti; 5 Richard Smeeton (Wainer); 6 Philip Buhofer (Lola Mk5A). **CW** A Morton; Charles Cook (Envoy Mk1); Fleming; Waller. **FL** Methley 1m41.510s (81.60mph).

70s ROAD SPORTS (11 LAPS)

1 Paul Conway (Morgan Plus 8); 2 Julian Barter (TVR 3000M) +0.377s; 3 Peter Shaw (TVR Tuscan); 4 Charles Barter (Datsun 240Z); 5 Oliver Ford (Lotus Europa); 6 John Thomason (Triumph GT6). **CW** J Barter; Ford; Thomason; James Nairn (Alfa Romeo); Chris Alford (MG Midget). **FL** Conway 1m48.227s (76.53mph).

GUARDS TROPHY (16 LAPS) 1 James

Dodd (Ginetta G16); 2 James Schryver (Chevron B8) +27.008s; 3 Charles Allison (B8); 4 Richard Piper (Brahma B2); 5 Niki Faulkner/George Tizzard (Lenham Spider); 6 Daryl Taylor (B8). **CW** Piper; Faulkner/Tizzard; Nick Fleming (Lotus Elan); Chris Scragg (Jaguar E-type); Mike Malone (Elva Mk75); Andrew Marler/Dan Eagling (TVR Griffith 400); Steve Hodges/

Will Hodges (Jaguar E-type); Peter Aylett/Steven Farrall (Diva GT); Julian Bricknell (MGB); Neil Daws/George Daws (Merlyn Mk6A); Paul Latimer/Pat Gormley (MGB); Allan Ross-Jones (Triumph TR4).

FL Dodd 1m37.851s (84.65mph).

HISTORIC FF1600 (2 LAPS) 1 Robert

Wainwright (Elden Mk8); 2 Callum Grant (Merlyn Mk20A) +2.355s; 3 Stuart Baird (Merlyn Mk11A); 4 David Wild (Lola T200); 5 Pertti Kivieri (Kvantti Mk1); 6 Michael Grant-Peterkin (Brabham BT21). **CW** Julian Pierce (Macon Mk8). **FL** Wainwright 1m40.107s (82.74mph).

HISTORIC TOURING CARS (7 LAPS)

1 Dan Cox (Lotus Cortina); 2 Mike Gardiner (Ford Falcon) +8.606s; 3 Tim Davies (Cortina); 4 Jon Wolfe (Falcon); 5 Simon Benoy (Hillman Imp); 6 David Heale (Imp). **CW** Gardiner; Davies; Benoy; John Pugsley (Ford Anglia); Roger Phillips (Mini Cooper S); Colin McKay (Jaguar S-type); Colin Kingsnorth (BMW 1800).

FL Cox 1m48.002s (76.69mph).

HISTORIC ROADSPORTS (11 LAPS)

1 Paul Tooms (Lotus Elan); 2 Andy

Shepherd (Lotus Seven) +7.495s; 3 Alan Harper (Elan); 4 Roddie Feilden (Morgan Plus 8); 5 Vicky Brooks (Elan); 6 Jim Gathercole (Elan Plus 2). **CW** Feilden; Brooks; Colin Sharp (Triumph TR5); Tony Davis (Austin Healey Sprite); Richard Owen (Triumph TR2); John Shaw (Porsche 911). **FL** Tooms 1m47.018s (77.40mph).

HISTORIC FF2000 (11 LAPS)

1 Nelson Rowe (Reynard SF79); 2 Martin Anslow (Brabham BT21) +11.079s; 3 Mike Freeman (Brabham BT14); 4 Michael Scott (Brabham BT28); 5 Paul McMorran (Crosle 12F); 6 Tim Kary (BT28). **CW** Kary; David Brown (Brabham BT23C); John Elliott (Lotus 18); Lincoln Small (Brabham BT10). **FL** Jones 1m38.697s (83.93mph).

FL Rowe 1m35.756s (86.50mph).

CLASSIC RACING CARS (9 LAPS)

1 Ian Jones (Lotus 59); 2 Martin Anslow (Brabham BT21) +11.079s; 3 Mike Freeman (Brabham BT14); 4 Michael Scott (Brabham BT28); 5 Paul McMorran (Crosle 12F); 6 Tim Kary (BT28). **CW** Kary; David Brown (Brabham BT23C); John Elliott (Lotus 18); Lincoln Small (Brabham BT10). **FL** Jones 1m38.697s (83.93mph).



PORSCHE CLUB DONINGTON PARK, JUNE 30-JULY 1

McAleer wins Porsche epic before Ellis strikes back

IT WAS HONOURS EVEN between Mark McAleer and Richard Ellis in Porsche Club, with one win apiece.

Ellis's 993 qualified on pole for the first outing and just held off McAleer's 996 into Redgate at the start.

Andrew Purdie soon pressed for second, but had Peter Morris on his tail too and was edged out at the Craner Curves on lap three.

Purdie stayed close as it became a four-car lead train, and by the end of lap six Mark Proctor had made it five at the front.

McAleer was first to break order, grabbing the lead on lap seven. "I just had to get by as it was all building up behind," he said.

Having retaken Morris for third at the Craner

Curves, Purdie took Ellis for second at the chicane and began to attack for the lead, while Proctor further demoted Morris at Redgate.

It was still any one from five when Purdie dived ahead at the chicane on lap 10. "I held it for a few yards and then missed a gear," explained Purdie, as McAleer took charge again.

McAleer managed to make a telling break, with Ellis and Purdie exchanging before Proctor ousted them both on consecutive laps to grab second in his 993.

Morris had followed Proctor through and was looking to improve when he outbraked himself and ran into the chicane gravel.

Purdie therefore claimed third from Ellis, with Ben



Porsches put on a real show

Demetriou (who won a racelong duel with Marcus Carniel) promoted to fifth after Chris Dyer was penalised.

Ellis lost his early race two lead to Purdie at the Old Hairpin on lap two, but, after dropping back into Morris's clutches on numerous occasions, he

upped his pace and regained the lead with five laps left.

Purdie just held off Morris for second, with Proctor fourth, after McAleer retired at mid-distance.

● Peter Scherer

RESULTS (BOTH 19 LAPS) 1 Mark McAleer (996 C2); 2 Mark Proctor

(993 C2) +0.429s; 3 Andrew Purdie (964 C2); 4 Richard Ellis (993 C2); 5 Ben Demetriou (Boxster S); 6 Chris Dyer (968 C2).

Class winner Paul Follett (968 CS).

Fastest lap Peter Morris (996 C2) 1m19.646s (89.45mph).

RACE 2 1 Ellis; 2 Purdie +6.413s; 3 Morris; 4 Proctor; 5 Demetriou; 6 Dyer. **CW** Tim Speed (968 Sport). **FL** Ellis 1m19.287s (89.85mph).



Short heads tight lead pack in Saturday's race

NORTHERN FF1600 POST-89 DONINGTON PARK, JUNE 30-JULY 1

Cooper keeps calm, after a storm and 'lucky' Short win

MARTIN SHORT WAS lucky to win Saturday's opening race when his Van Diemen JLO12K's engine expired on the last lap.

Luke Cooper's Swift led from the start, but after two abortive challenges into the chicane it was third time lucky for Short on lap six.

David McArthur soon made it three for the lead and snatched second from Cooper into the chicane on lap 10. Cooper retook him with a similar move two

laps later and they ran nose-to-tail, inches from Short's gearbox.

"I retook the lead on the outside of Redgate, but ran wide at McLeans and dropped back again," said Cooper. It continued just as close to the chequered flag.

With McArthur spinning at Redgate a lap from home, Ben Mitchell completed the podium and was only 0.3s behind Short.

Cooper gave a masterly performance in Sunday's

wet race. His superiority was never really questioned after taking John Murphy exiting McLeans on lap one.

McArthur took second from Murphy after early gear-selection problems.

● Peter Scherer

RESULTS (16 LAPS) 1 Martin Short (Van Diemen JLO12K); 2 Luke Cooper (Swift SC10) +0.170s; 3 Ben Mitchell (Van Diemen RF99); 4 John Murphy (Van Diemen RF90); 5 Felix Fisher (Van Diemen RF06); 6 Nick Jones (Spectrum 09). **CW** Murphy. **FL** Fisher 1m15.369s (94.53mph).

RACE 2 (13 LAPS) 1 Cooper; 2 David McArthur (Van Diemen LA10) +3.660s; 3 Murphy; 4 Fisher; 5 Austin Kimberly (Van Diemen FCM10); 6 Mitchell. **CW** Murphy. **FL** Mitchell 1m34.063s (75.74mph).

NORTHERN FF1600 PRE-90 DONINGTON PARK, JUNE 30-JULY 1

Jones' frantic double

STUART JONES' Reynard SF89 was a double winner, but was made to work hard.

Christopher Stones' Van Diemen RF88 led the first race to the chicane on lap one, before Jones slipped ahead. Nigel Dolan's RF86 followed a lap later, but Stones immediately retook into Coppice. Dolan tried again into the chicane, but went ploughing and fell out of contention. This delayed Stones, allowing Ian Parkington's Reynard to go by.

Stones fought back to second, while Parkington retained third. Mike Stewart lost fourth within yards of the finish, after his RF86 broke an engine mount and left him stranded, promoting a surprised Bruce Evans.

Jones admitted to "missing the lights" at the start of race two. Stones escaped as a

queue formed behind Evans for second. It took until lap six for Jones (having worked his way back into contention) to break the deadlock, with Parkington following.

Stones' lead was soon eroded and places were traded before he spun at McLeans on the last lap. Jones won, while Simon Hadfield stole second before Stones recovered.

● Peter Scherer

RESULTS (BOTH 16 LAPS)

1 Stuart Jones (Reynard SF89); 2 Christopher Stones (Van Diemen RF88) +4.376s; 3 Ian Parkington (Reynard FF84); 4 Bruce Evans (FF84); 5 Stuart Dix (Cooper Chinook); 6 Andrew MacGregor (Van Diemen RF86). **CW** Parkington; Dix. **FL** Stones 1m18.139s (91.17mph).

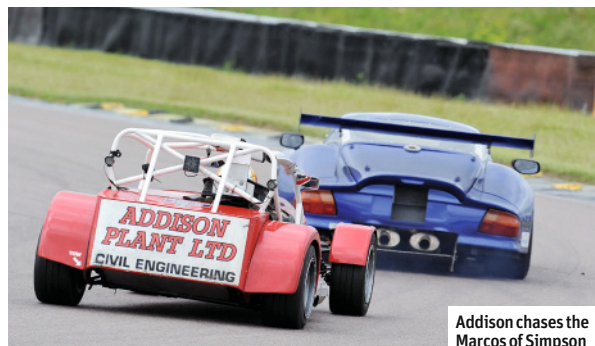
RACE 2 1 Jones; 2 Simon Hadfield (Van Diemen RF85) +15.737s; 3 Stones; 4 Evans; 5 Dix; 6 James Mitchell (Van Diemen RF88). **CW** Hadfield; Dix. **FL** Jones 1m17.091s (92.41mph).



Jones leads Stones in Pre-90 FF1600 Donington battle

NSSCC CLASSES A & E ROCKINGHAM, JUNE 30-JULY 1

Caterham and Marcos rule at the Rock



Addison chases the Marcos of Simpson

BOTH NSSCC CLASS A and E races featured battles for the lead between Colin Simpson and Bill Addison. Simpson won race one, but Addison secured victory in a thrilling second race.

Simpson started on pole for the opening encounter in his Marcos Mantis, just three tenths faster than Addison's Caterham Superlight R400. However,

the pair was more than six seconds quicker than the rest of the field.

At the start, Simpson got a terrible getaway and dropped to fifth, as Addison shot into an early lead. But, by the end of the opening lap, Simpson had already climbed to third when a safety car halted his progress.

Under the safety car,

Alan McPherson's Formula 27 kitcar was recovered from Yentwood. The caution period lasted just two laps and Simpson was into second by Deene at the restart. He set about catching Addison and passed him on the oval section with two laps to go to take the win.

Simpson dropped to third from second on the grid at the start of race two, behind the Caterham of Stuart Carr, but he was back ahead by Gracelands.

The Marcos quickly caught the other Caterham and on lap four Simpson passed Addison at Kirby.

That seemed to be that, but Addison soon closed back in and on the penultimate lap Addison retook the lead. Despite Simpson's best efforts,

Addison hung on to win a dramatic tussle by just two tenths of a second.

Simpson said: "There was lots of oil on the track and no grip on the infield, which caused our lap times to go up. But it was good fun and I'm happy with a class win."

● Stephen Lickorish

RESULTS (BOTH 10 LAPS) 1 Colin Simpson (Marcos Mantis); 2 Bill Addison (Caterham Superlight R400) +0.338s; 3 David Botterill (Porsche 964 C2); 4 Stuart Carr (Caterham CSR); 5 Neil Claxton (Suzuki SC100); 6 Simon Mayne (Fisher Fury). **CW** Addison; Claxton; Mayne. **FL** Simpson 1m35.388s (77.43mph). **RACE 2** 1 Addison; 2 Simpson +0.160s; 3 Botterill; 4 Carr; 5 Claxton; 6 James Hamill (Teamtrain Saturn). **CW** Simpson; Claxton; Mayne. **FL** Addison 1m35.412s (77.41mph).

SUPER MIGHTY MINI ROCKINGHAM, JUNE 30-JULY 1

Morgan's charge pays off as Stafford stumbles

DEFENDING CHAMPION Elliot Stafford looked set to take victory at Rockingham, until a last-lap charge from Chris Morgan stole it by three tenths of a second.

Shortly after the start, poleman Stafford found himself in a lead train of four cars, with points leader Gary Patterson, Morgan and Jamie White. It looked like Stafford would just hang on as the others fought behind him, until Morgan overhauled Patterson for second at Deene on the final lap and quickly closed on Stafford.

With Stafford missing a gear at Pif-Paf, Morgan seized the advantage and passed him to take a hard-fought third win of the year.

Stafford hung on to second by a tenth from Patterson, with fourth-placed White just eight tenths behind the victor in a photo finish.

● Stephen Lickorish

RESULTS (11 LAPS) 1 Chris Morgan; 2 Elliot Stafford +0.298s; 3 Gary Patterson; 4 Jamie White; 5 Pat Ford; 6 Neven Kirkpatrick. **FL** Morgan 1m51.840s (66.04mph).



Morgan came through to win



Ross chases Mitchell

FORD FIESTA JUNIOR ROCKINGHAM, JUNE 30-JULY 1

Small grid; great racing

DESPITE HAVING ONLY seven cars on the grid, the Fiesta Junior drivers still produced two thrilling races with wins for James 'JJ' Ross and Jack Mitchell.

Ross maintained the lead at the start of race one from pole, while Mitchell passed Aiden Moffat for second at Deene on lap two. Mitchell could do nothing to stop Ross taking his first win of the year though.

Ben Wilcox completed the top three, from fifth on the grid.

It was even closer in the

second race. Ross kept the lead at the start, but Mitchell passed him at Tarzan on lap two.

The pair had a close battle for the rest of the race, and Mitchell won it by three tenths.

● Stephen Lickorish

RESULTS (BOTH 9 LAPS) 1 James Ross; 2 Jack Mitchell +2.297s; 3 Ben Wilcox; 4 Aiden Moffat; 5 Freddie Lee; 6 James Manning. **FL** Ross 1m46.234s (69.52mph).

RACE 2 1 Mitchell; 2 Ross +0.289s; 3 Wilcox; 4 Moffat; 5 Charles Ladell; 6 Manning. **FL** Mitchell 1m46.169s (69.57mph).

BRSCC IN BRIEF



Jenvey leads Oldershaw in S2000

SPORTS 2000

Mike Jenvey's Gunn battled ahead of Robert Oldershaw's in the first Donington race, but lost all but two gears in the latter stages. Oldershaw thus beat Jenvey, but only by 0.077s. Jenvey got his reward second time out, after an entertaining scrap with Oldershaw and Pat Sherrington.

PICKUP TRUCKS

Both races boiled down to a final lap fight between Carl Boardley and Nic Grindrod at Donington. They both outbraked themselves and charged the chicane gravel as Boardley took race one, but Grindrod had the edge later on.

ALFA ROMEO

Poleman Anthony George (156) claimed his first overall win of the season at Rockingham, after passing fast-starter Roger Evans (in his newly acquired 147 GTV) early on. Barry McMahon (156) was second, while points leader Neil Smith again won Class E.

MIGHTY MINI

This Rockingham race featured a thrilling seven-car battle for the lead. After much swapping of positions, Jonathan Lewis took his third consecutive win, with David Marcussen second despite having contact with fourth-placed Dan Palmer twice at Brook.

FORD FIESTA

Jason Cooper won the first Rockingham race and finished second to John Langridge in race two, after passing Nicholas Bowers out of the final turn.

EURO SALOONS

Paul Rose won both Rockingham races in his Saker from Gary Prebble's Mitsubishi. The first was halted early after heavy rain. Prebble pushed Rose hard in race two but couldn't get past.

Rose's Saker leads Prebble's Evo



NATIONAL RACES & RESULTS

MSVR
SNETTERTON 300

MINI CHALLENGE QUICK RESULTS

→ R1&2 **Allen**
→ R3&4 **Osborne/Whorton-Eales**
→ Points lead **Gilbert**

"It's been a good first weekend!"

Whorton-Eales returned to Minis



P73 SPORTS EXTRA RESULTS ROUND-UP
for June 30-July 1



MINI CHALLENGE SNETTERTON, JUNE 30-JULY 1

On-song Allen wins two before young guns rally

WITH FOUR RACES AND a bucketload of points to fight over, the Mini Challenge provided some pulsating action.

It started in familiar fashion, with on-song Lee Allen soaking up everything Martin Depper and Sam Osborne threw at him to claim his fourth win this year, despite a late scare when a backmarker spun in front of him on the penultimate lap.

By contrast, for much of race two it looked like Depper had done enough to change the tune, leading into the first corner and holding off poleman Allen, Ant Whorton-Eales, Chris Smith and Osborne until the penultimate lap. But the pressure finally told with a

spin at Murrays, allowing Allen to win again.

Just as he was looking unstoppable, Allen's charge hit the skids in race three.

It started at the opening corner, when a duel with Whorton-Eales ended with both careering off. Teenager Osborne gratefully picked up the pieces, keeping his cool under Chris Smiley's constant attentions to claim his maiden Mini win.

Allen and Whorton-Eales surged back to third and fourth respectively, before Allen was excluded for overtaking under yellows.

Whorton-Eales ended his weekend on a high by grabbing the lead of race four and building a gap while polesitter Kevin O'Connor delayed the pack.



Allen leads jostling Mini pack at Montreal

Smith was quickly up to second, setting fastest lap as he closed on the leader. He briefly nipped ahead with a smart pass at Montreal a lap from home, only for Whorton-Eales to respond with a great move through Coram and Murrays to clinch victory.

● Oliver Timson

RESULTS (9 LAPS) 1 Lee Allen;

2 Martin Depper +0.219s; 3 Sam Osborne; 4 Chris Smith; 5 Chris Smiley; 6 Shane Stony.

Class winner Henry Gilbert.

Fastest lap Smith 2m11.790s (81.09mph).

RACE 2 (9 LAPS) 1 Allen; 2 Ant Whorton-Eales +1.949s; 3 Osborne; 4 Smith; 5 Smiley; 6 William Davison. **CW** Jonathan Brown.

FL Smith 2m11.594s (81.22mph).

RACE 3 (9 LAPS) 1 Osborne; 2 Smiley +6.209s; 3 Whorton-Eales; 4 Smith; 5 Stony; 6 Kevin O'Connor.

CW Gilbert. **FL** Osborne 2m11.497s (81.28mph).

RACE 4 (10 LAPS) 1 Whorton-Eales; 2 Smith +0.150s; 3 Allen; 4 Osborne; 5 Depper; 6 Stony.

CW Gilbert. **FL** Smith 2m11.171s (81.48mph).



Stutley dominated F3 races in his Dallara F399

F3 CUP SNETTERTON, JUNE 30-JULY 1

Stutley puts on another one-man show in F3 Cup

THERE WAS NO stopping Linton Stutley in the entertaining and well-supported brace of F3 Cup races as the ex-Formula Ford star stamped his authority over the field both times.

In the first he simply drove away from David Scott's newer version of the ubiquitous Dallara chassis. Scott secured a safe

second place and with it the Cup Class win.

Third overall and second in class went to Gino Ussi, who had swept brilliantly round the outside of Mark Harrison at Riches to claim the place on lap two before narrowly holding off his rival's attentions.

Stutley was in a world of his own again in race two, while Scott reprised his

supporting role with a lonely run to second.

But all eyes were on a scintillating recovery drive by Louis Hamilton-Smith.

Having started from the back after starter-motor failure forced him to miss race one, he put on a thrilling show to surge up the order. Some stunning overtakes round the outside at Riches, Montreal and Coram helped him scythe through the pack to claim a well-deserved podium spot.

Having also lined up at the back after dropping out of race one before the start, Chris Dittmann shadowed Hamilton-Smith through the ranks and finished fifth.

● Oliver Timson

RESULTS (11 LAPS) 1 Linton

Stutley (Dallara F399); 2 David Scott (Dallara F305) +21.700s; 3 Gino Ussi (Dallara F307); 4 Mark Harrison (Dallara F306); 5 Tristan Cliffe (Dallara F307); 6 Chris Needham (Dallara F302). **CW** Scott. **FL** Stutley 1m48.556s (98.45mph).

RACE 2 (12 LAPS) 1 Stutley; 2 Scott +19.052s; 3 Louis Hamilton-Smith (Dallara F304); 4 Ussi; 5 Chris Dittmann (Dallara F301); 6 Harrison. **CW** Scott. **FL** Stutley 1m46.954s (99.93mph).

GT CUP SNETTERTON, JUNE 30-JULY 1

Johnston takes a triple

AFTER BEING outpaced in qualifying by Richard Chamberlain's awesome Porsche 935, Derek Johnston leapt on its reliability issues to win all three GT Cup races in his Ferrari 458.

Chamberlain rocketed into the lead of race one, before sensor problems caused his engine to cut out intermittently, restricting him to a distant second.

With gearbox failure eliminating Nick Whale's Porsche 997, and traction-control gremlins hurting Don Grice (BMW M3), Peter Smallwood's 997 took third.

Johnston was dominant again in race two, after the luckless Chamberlain retired with turbo failure.

Chamberlain was absent altogether for the finale, allowing Johnston to easily eclipse a much-depleted field.

● Oliver Timson

RESULTS (ALL 13 LAPS)

1 Derek Johnston (Ferrari 458 Challenge); 2 Richard Chamberlain (Porsche 935) +20.356s; 3 Peter Smallwood (Porsche 997 GT3); 4 Don Grice (BMW M3); 5 Colin Broster (Porsche 996); 6 John Saunders (Ginetta G50). **CW** Smallwood; Broster. **FL** Johnston 1m55.138s (92.82mph). **RACE 2 1 Johnston;** 2 Smallwood 1m07.411s; 3 Saunders; 4 Chris Bentley (Porsche 996); 5 Broster; 6 Mark Cowne (Porsche 996). **CW** Smallwood; Saunders. **FL** Johnston 1m54.931s (92.99mph). **RACE 3 1 Johnston;** 2 Broster +1m20.728s; 3 Smallwood; 4 Bentley; 5 Cowne; no other finishers. **CW** Broster; Smallwood. **FL** Johnston 1m55.693s (92.38mph).



Johnston topped depleted field



Britton's BMW M3 won the Team Trophy race at Snett

PRODUCTION BMW SNETTERTON, JUNE 30-JULY 1

Tovey doubles up as BMW battle is joined at Snett



Tovey (1) topped huge BMW field

IT WAS HARD TO KNOW where to look in a hectic pair of Production BMW races, as battles raged throughout the field.

At the front, reigning champion Mike Tovey and title rival Ben Winrow captured attentions, with Winrow determined to make up ground having

lost the points lead to his rival last time out.

But it was Tovey who took the initiative from pole, before a slow-starting Winrow recovered to latch onto his bootlid and hound him for lap after lap.

With time running out, Winrow pushed too hard as they swept into Riches for

the last time, drifting onto the grass but keeping it under control in time to salvage third, behind Tovey and Matt Parkes.

Meanwhile, former champion Liam Crilly won a race-long scrap for fourth with Stuart Waite, after Waite's late retirement at Agostini.

Tovey escaped early in race two, while Winrow had to hustle his way out of the chasing pack to claim second.

By the time he'd battled past Parkes and set off after Tovey, Winrow was five seconds behind.

Despite setting fastest lap by almost a second, he couldn't get close enough to challenge.

Crilly also edged past Parkes to complete the podium finishers.

● Oliver Timson

RESULTS (BOTH 7 LAPS) 1 Mike Tovey (320i); 2 Matt Parkes (320i) +4.168s; 3 Ben Winrow (320i); 4 Liam Crilly (320i); 5 Jack Gabriel (320i); 6 Harry Goodman (320i). **FL** Tovey 2m25.277s (73.57mph).

RACE 2 1 Tovey; 2 Winrow +4.114s; 3 Crilly; 4 Parkes; 5 Gabriel; 6 Goodman. **FL** Winrow 2m24.206s (74.11mph).

FUTURE CLASSICS/JAGUAR SALOONS ANGLESEY, JUNE 30

Evans defeats Chilton in Anglesey Porsche fight

A TIGHT FUTURE Classics battle between Porsche protagonists Brett Evans and Mark Chilton was the highlight of the CSCC's annual jaunt to Anglesey last Saturday.

Both Evans and Chilton were hungry for their first success of 2012. After qualifying 1.2 seconds clear, it was 944 pilot Evans who led, with Chilton (928) quickly shaking off Nigel Ainge's 944 and Alan Price's Triumph TR7 to give chase.

Evans still led after the stops, but 2011 Anglesey winner Chilton fought tenaciously with a daring attempt round the outside at Rocket, which Evans repelled, before Chilton finally got the 928's nose in

front exiting Rocket on the penultimate lap.

But Evans pounced at Peel to reclaim the lead.

Jaguar interloper Paul Alcock was a lapped third, while Derek Pearce spun but pipped David Bye to win the Jaguar Saloon split.

● David Goddard

RESULTS (29 LAPS) 1 Brett Evans (Porsche 944 S2); 2 Mark Chilton (Porsche 928) +1.331s; 3 Paul Alcock (Jaguar D-type replica); 4 Alan Price (Triumph TR7 V8); 5 John Hammersley/Simon Taylor (Vauxhall Astra GTE); 6 Derek Pearce (Jaguar Mk2). **CW** Chilton; Alcock; Price; Hammersley/Taylor; Pearce; Alasdair McGregor (Jaguar X300); Rupert Bullock/Geoff Hanson (Porsche 924). **FL** Chilton 1m18.706s (70.89mph).



Jordan helped Ainge to victory

CSCC TIN TOPS ANGLESEY, JUNE 30

Late twist denies Tongue

BTCC GUEST ANDREW Jordan helped Nigel Ainge to his latest victory in his Honda Integra, but it only came after late-race heartbreak for Peugeot pilot Nigel Tongue.

Tongue had led early on and held his advantage after the stops, thanks to Ainge's previous successes meaning a longer stop for his Integra, but Jordan raced through from sixth to second following a late safety car period.

With just two laps to go, Tongue's car misfired and he coasted into the pitlane where he managed to bump-start the 306 back

into life, but further problems restricted him to seventh. "That's the third time we've lost a race right at the end this year — we need the races to last 35 minutes!" said Tongue.

● David Goddard

RESULTS (28 LAPS) 1 Nigel Ainge/Andrew Jordan (Honda Integra DC5); 2 Richard Woods (Ford Focus) +21.121s; 3 Mark Livens (Honda Civic Type R); 4 James Payne/Tony Hunter (Renault Clio); 5 Matthew Hammond (Ford Focus); 6 Stuart MacMaster (Honda Integra). **CW** Macmaster; Mike Nash (Peugeot 106); Lewis Williams (Ford Fiesta XR2); Kevan Hadfield (Honda Civic). **FL** Jordan 1m16.915s (72.54mph).

Evans leads Chilton



IN BRIEF



Wright's GEM inherited race one glory

MONO 1800/1600/MOTO

Poleman Dan Clowes battled back into the lead after outbraking himself into Agostini, but was forced out by electrical issues on his Jedi in race one at Snett, handing victory to Adrian Wright's GEM. Clowes narrowly beat an ever-present Wright in race two.

MONO 2000/CLASSIC

Malcolm Scott dominated the opening race at Snett, with Tony Bishop demoting Adrian Holely late on to claim second. Bishop went one better in the sequel, stealing victory when long-time leader Scott was delayed by a backmarker a lap from home.

RACING SALOONS

With poleman Robert Sadler's M3 throwing a rod in qualifying, Mike Dugdale's led all of a Bimmer-dominated opener at Snett. He won again in race two, while Stephen Pearson pushed too hard in pursuit and spun down to third.

MSV TEAM TROPHY

Although a late safety car pegged back his lead, the BMW M3 of James Britton was always in control at Snett. William Lynch's SEAT Cupra came from mid-grid to win a three-way scrap for second.

SWINGING SIXTIES

With top qualifiers Mark Halstead/Stuart McPherson (Ginetta G4) unable to start due to engine issues at Anglesey, John Muirhead took a straightforward success in his Lotus Seven. Andrew Davies produced the drive of the race to take third in his BMW 2002.

MAGNIFICENT SEVENS

Anthony Bennett and Grahame/Rob Tilley took turns in front, but it was poleman Andrew Griffiths who took the win at Anglesey, with Pascal Green and Jonathan Gibbs the big gainers at the pitstops to fill the podium.



Griffiths topped the Caterham hordes



Silverstone 15 -16 September



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Byrne topped the G20 youngsters at Mondello

EUROPEAN RALLYCROSS HOLJES, JULY 1

Timerzyanov extends lead with third victory

THE SWEDISH ROUND of the European Rallycross Championship has been the biggest in the series for a while. This year, 22,500 witnessed championship leader Timur Timerzyanov take his third win of the season. The poor weather probably contributed to a crowd that was slightly smaller than usual, yet also helped to produce an event that was wide open and highly unpredictable.

Conditions changed quickly in the rain and that played into the hands of local racers, Stig-Olov Walfridson taking pole while rally driver PG Andersson and Peter

Hedstrom both made it to the A final, Hedstrom via victory in the B.

Walfridson's Renault Clio tussled with the Citroen of Timerzyanov at the end of the first lap, losing that fight and then second as Andersson took his chance.

Timerzyanov was now off the hook and built a lead that allowed him to take the Joker Lap section and remain ahead.

Andersson's brilliant run came to end with driveline problems on the last lap. As the Skoda dropped from second it handed the baton to team leader Hedstrom, who gained a personal best.

Walfridson was third on



Timerzyanov leapt DS3 to another victory

the road but was bumped to fourth after the stewards upheld a protest from Alexander Hvaal concerning another incident. Hvaal thus gained third, and second place in the table.

Paraplegic racer Mats Ohman achieved his best

result in a long career, entering the A final after placing second in the B, and then finishing sixth.

● Tim Whittington

RESULTS A FINAL (6 LAPS)

1 Timur Timerzyanov (Citroen DS3); 2 Peter Hedstrom (Skoda

Fabia II) +1.8s; 3 Alexander Hvaal (Citroen C4); 4 Stig-Olov Walfridson (Renault Clio III); 5 Michael de Keersmaecker (Ford Focus II); 6 Mats Ohman (Volvo S40 II).

POINTS 1 Timerzyanov, 88;

2 Hvaal, 73; 3 Tanner Foust, 61; 4 Liam Doran, 56; 5 de Keersmaecker, 51; 6 Mats Lysen, 50.



Faherty took two wins

FORMULA LIBRE MONDELLO PARK, JULY 1

Faherty wins twice but Crawford is Irish Jedi star

FERGUS FAHERTY

took a double in Formula Libre, but it looks like we have unearthed the perfect foil for the frontrunning Formula Renaults in the guise of the Suzuki-powered Jedi of Mark Crawford. The diminutive black car should not be able to stay with the higher-powered machines but the nimble Jedi came close to a giantkilling victory.

Eamon Matheson did the early running in both races, but the Jekyll-and-Hyde nature of his Mission T5 soon dropped him back to mid-pack obscurity. Faherty was on hand each time to

take advantage but always had Crawford close. Despite posting fastest lap in race two, Crawford could not find a way past.

● Paul Healy

RESULTS (15 LAPS) 1 Fergus

Faherty (Tatuus Renault); 2 Mark Crawford (Jedi Suzuki) +1.828s; 3 Martin Daly (Tatuus Renault); 4 Eamon Matheson (Mission T5); 5 John Daly (Lola T93/50 Holden V6); 6 Paul Heavey (Leystone Suzuki). **Fastest lap** Faherty 54.641s (75.74mph).

RACE 2 (16 LAPS) 1 Faherty;

2 Crawford +2.335s; 3 M Daly; 4 Matheson; 5 J Daly; 6 Michael Roche (Dallara GM 391). **FL** Crawford 54.963s (75.30mph).

IRISH GINETTA JUNIORS MONDELLO PARK, JULY 1

Irish double to Byrne

IT WAS A PERFECT

weekend for Jake Byrne, as he ignored the controversy around him to take two Ginetta Junior victories

Byrne's route to the first of these was helped by polesitter James Fleming fluffing his start, dropping to fourth. With his main competition gone, Byrne was free to open up a considerable gap that stood at six seconds by half-distance.

Behind Byrne, a tight race between Dylan Curley, Andrew Clarke and Fleming was brought to an end when Fleming spun at Dunlop corner. A string of quick laps, including the fastest of the race, brought him back into contention but his race was ended by a broken clutch cable. Despite running a second off the pace, Curley was able to place his car accurately to retain second from Clarke.

Under Ginetta Junior rules the grid for the second race is determined by lap

times from the first, meaning Fleming should have lined up on pole.

But having not completed the race it was contentiously decided that Fleming's fastest time did not stand. That meant Byrne would start at the head of the field. Again Byrne made good his escape and held a comfortable lead until the race was red-flagged.

Byrne held his nerve at the restart but Fleming, feeling a sense of injustice, jumped Jack Finlay to claim second. Try as he might Fleming could not get close enough to mount an attack for the lead, with Byrne able to peg the gap at two and a half seconds.

● Paul Healy

RESULTS (14 LAPS)

1 Jake Byrne; 2 Dylan Curley +8.311s; 3 Andrew Clarke; 4 Jack Finlay; 5 Sophie Byrne; 6 James Huddleston. **FL** James Fleming 1m07.312s (61.48mph).

RACE 2 (8 LAPS) 1 J Byrne;

2 Fleming +2.585s; 3 Clarke; 4 Finlay; 5 S Byrne; 6 Huddleston. **FL** Fleming 1m07.352s (61.44mph).

MONDELLO IN BRIEF

IRISH FORMULA VEE

The Formula Vees might have only had a single race on the day but that did not stop the drivers putting on a great show. The 15-minute race had no less than two restarts and a brief period under a safety car. When the dust finally settled, Ray Moore emerged victorious ahead of Lee Newsome, with Kevin O'Hara (who passed three drivers on the final lap) third.

STRYKERS AND LEGENDS

It was a case of what could have been for Dave Griffin as twice he battled with Alan Watkins for victory and twice it was snatched from him. He overcame a poor start in the first race by punching in fastest lap after fastest lap until mechanical trouble dropped him to fourth. With the safety car peeling off in the second race, Griffin was well positioned but overcooked it on the final corner and spun out.

Watkins leads the pack





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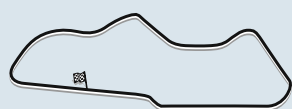
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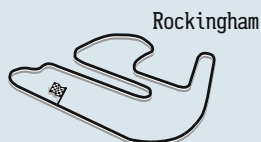
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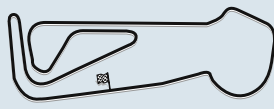
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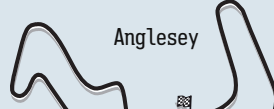
Donington Park



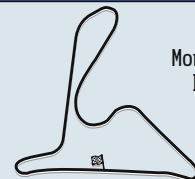
Rockingham



Snetterton 300



Anglesey



Mondello Park

Longhurst leads Donington Park Pickups as Geoff Dixon gets sideways



DONINGTON PARK BRSCC, JUNE 30-JULY 1

SPORTS 2000 (23 LAPS) 1 Robert Oldershaw (Gunn TS11); 2 Mike Jenvey (Gunn TS6) +0077s; 3 Patrick Sherrington (MCR); 4 Craig Mitchell (Gunn TS11); 5 Clive Hayes (MCR); 6 Nick Bates (Lola B07/90). **Class winners** Hayes; Chris Snowdon (Tiga SC80); Mike Fry (Lola T86/90); Paul Streat (Swift DB2). **Fastest lap** Oldershaw 1m15.266s (94.65mph). **RACE 2 (21 LAPS)** 1 Jenvey; 2 Oldershaw +2.300s; 3 Sherrington; 4 Mitchell; 5 Bates; 6 Harry Chapman (TMS Lola). **CW** Paul Martin (MCR); Fry; Peter Needham (Tiga SC82); Streat. **FL** Mitchell 1m09.833s (102.02mph) **record**. **PICKUP TRUCKS (BOTH 14 LAPS)** 1 Carl Boardley; 2 Nic Grindrod +0.431s; 3 Steve Dance; 4 Michael Smith; 5 Dave Longhurst; 6 David O'Regan. **FL** Grindrod

1m17.540s (91.88mph). **RACE 2 1** Grindrod; 2 Boardley +1.000s; 3 Smith; 4 Longhurst; 5 Paul Tompkins; 6 O'Regan. **FL** Boardley 1m17.811s (91.56mph).

ROCKINGHAM BRSCC, JUNE 30-JULY 1

ALFA ROMEO (12 LAPS) 1 Anthony George (156 Turbo); 2 Barry McMahon (156) +27.724s; 3 Guy Hale (147 GTA); 4 Roger Evans (147 GTA); 5 Ray Foley (GTV); 6 Neil Smith (147 2.0 twinstark). **CW** Evans; Smith. **FL** George 1m41.015s (73.12mph). **MIGHTY MINI (10 LAPS)** 1 Jonathan Lewis; 2 David Marcussen +0.243s; 3 Kelvin Fletcher; 4 Dan Palmer; 5 Chris Slade; 6 Adrian Tuckley. **FL** Marcussen 1m59.648s (61.73mph). **FORD FIESTA (BOTH 12 LAPS)** 1 Jason Cooper (ST); 2 Nicholas Bowers (ST)

+2.047s; 3 John Langridge (ST); 4 Shaun Clay (ST); 5 Andrew Wilmot (ST); 6 Aaron Trigwell (ST). **CW** David Elsom (S); Nikolas Barton (Zetec). **FL** Cooper 1m44.923s (70.39mph). **RACE 2 1** Langridge; 2 Cooper +0.906s; 3 Bowers; 4 Wilmot; 5 Andrew Taylor (ST); 6 Clay. **CW** Chris Toumazos (S); Ken Bateman (Zetec). **FL** Bowers 1m44.845s (70.45mph).

EURO SALOON & SPORTSCAR (10 LAPS) 1 Paul Rose (Saker Sportscar); 2 Gary Prebble (Mitsubishi Evo 9) +3.715s; 3 Steve Harris (Saker Sportscar); 4 Tim Wheelon (Saker Sportscar); 5 Mark Burton (Saker Sportscar); 6 Ilsa Cox (SEAT Leon Cupra). **CW** Prebble; Cox; Dennis Crompton (BMW M3); David Hinde (Vauxhall Vectra); Chris Boon (Honda Civic Type R). **FL** Rose 1m30.669s (81.46mph). **RACE 2 (13 LAPS)** 1 Rose; 2 Prebble +3.161s; 3 Harris; 4 Wheelon; 5 Burton; 6 Wayne Schofield (Suzuki Cappuccino). **CW** Prebble; Schofield; Cox; Crompton; Boon. **FL** Prebble 1m31.118s (81.06mph).

NSSCC CLASSES B, C, D & H (BOTH 10 LAPS) 1 Mike Cutt (BMW M3); 2 Ken Hall (MG Metro 6R4) +13.318s; 3 Martin Addison (Peugeot 106); 4 Paul Moss (Citroen Saxo); 5 Myles Collins (Peugeot 205 GTi); 6 Pat Ford (Mini Miglia Clanker 1293). **CW** Addison; Brian Morris (Datsun 240Z); Gary Mitchell (BMW 318Si). **FL** Cutt 1m42.210s (72.26mph).

RACE 2 1 Cutt; 2 Hall +10.389s; 3 Addison; 4 Collins; 5 Mark Armstrong (Subaru Impreza); 6 David Cox (Peugeot 205 GTi). **CW** Addison; Cox; Joe Parrington (MGB GT V8). **FL** Cutt 1m41.237s (72.96mph).

SAKER CHALLENGE (28 LAPS) 1 Paul Rose (Saker Sportscar); 2 Steve Harris (Saker Sportscar) +0.138s; 3 Tim Wheelon (Saker Sportscar); 4 Mark Burton/Eugene O'Brien (Saker Sportscar); 5 Darren Nelson (Chevron GR8); no other starters. **CW** Nelson. **FL** O'Brien 1m33.473s (79.02mph).

SNETTERTON 300 MSVR, JUNE 30-JULY 1

MONO 1800/1600/MOTO (8 LAPS)

1 Adrian Wright (GEM AW3); 2 Jason Timms (Speads RM07) +7.296s; 3 Geoff Fern (JKS TFR 11); 4 Paul Britten (Van Diemen RFOO); 5 Ewen Sergison (Swift SC99Z); 6 Mike Reed (Jedi Mk6). **CW** Britten; David Parkinson (Reynard FF). **FL** Dan Clowes (Jedi Mk6) 1m54.626s (93.24mph). **RACE 2 (8 LAPS)** 1 Clowes; 2 Wright +0.862s; 3 Timms; 4 Sergison; 5 Britten; 6 Reed. **CW** Sergison; Nigel Davers (Van Diemen RF89).

FL Clowes 1m53.820s (93.90mph).

MONO 2000/CLASSIC (8 LAPS)

1 Malcolm Scott (Dallara F398); 2 Tony Bishop (Dallara F398) +9.283s; 3 Adrian Holey (Dallara F301); 4 Jim Blockley (Ralt RT3); 5 Adam Lippitt (Dallara F398); 6 Christopher Anstruther (Bowman BC3). **CW** Blockley. **FL** Watts 1m55.759s (92.33mph). **RACE 2 (8 LAPS)** 1 Bishop; 2 Scott +0.683s; 3 Neil Harrison (Dallara F398); 4 Blockley; 5 Amnon Needham (Dallara F301); 6 Holey. **CW** Blockley. **FL** Bishop 1m52.530s (94.97mph).

RACING SALOONS (4 LAPS)

1 Mike Dugdale (BMW E36 M3); 2 Karl Cattliff (BMW E36 M3) +2.054s; 3 Stephen Pearson (BMW E36 M3); 4 John Willcocks (BMW E36 M3); 5 Julian Newman (BMW M5); 6 Mike Collins (BMW E36 M3). **CW** Willcocks; Ian Clark (Ford Capri GXL); Darren Stamp (BMW 325i); Alan Wileman (BMW 320i); Colin Stubbs (Rover 216 GT). **FL** Dugdale 2m14.796s (79.29mph).

RACE 2 (7 LAPS) 1 Dugdale;

2 Cattliff +3.395s; 3 Pearson; 4 Newman; 5 Willcocks; 6 Nigel Innes (BMW E36 M3). **CW** Willcocks; Don Hughes (Peugeot 306); Clark; Stubbs; Wileman. **FL** Dugdale 2m14.001s (79.76mph).

MSV TEAM TROPHY (24 LAPS)

1 James Britton (BMW M3); 2 William Lynch (SEAT Cupra R) +13.430s; 3 William Burnett/Marcos Burnett (BMW M3); 4 Gary Campbell (Porsche 968); 5 Jody Halse/Cem Osman (BMW M3); 6 Kester Cook (Ford Fiesta). **CW** Burnett/Burnett; Tom McHugh/Jamie McHugh (Porsche 944); Ashley Bird/Edward Platt (Ginetta G20). **FL** Ben Uren (SEAT Leon Cupra) 2m16.352s (78.38mph).

ANGLESEY CSCC, JUNE 30

SWINGING SIXTIES (29 LAPS)

1 John Muirhead (Lotus 7); 2 Iain Daniels/Ben Gough (Marcos 3 Litre) +46.061s; 3 Andrew Davies (BMW 2002 Ti); 4 Mark Potter/Bill Rawles (Austin Healey BN7); 5 Tim Cairns (Austin Healey Progeye Sprite); 6 Andy Vowell (Triumph Spitfire Mk3). **CW** Daniels/Gough; Davies; Cairns; Glenn Canning (NSU TT); Chris Blewett (Ginetta G4). **FL** Muirhead 1m19.397s (70.28mph).

MAGNIFICENT SEVENS (32 LAPS)

1 Andrew Griffiths (Caterham Hayabusa); 2 Pascal Green (C400) +12.008s; 3 Jonathan Gibbs (C400); 4 Grahame Tilley/Rob Tilley (CSR); 5 Anthony Bennett (R300); 6 Richard Green (C400). **CW** P Green; Tilley/Tilley; Rob Singleton/Colin Watson (R500); Hugh Coulter (R400); Leigh Shardlow (RSA). **FL** Griffiths 1m11.978s (77.52mph).

DEUTSCHE MARQUE (30 LAPS)

1 Tom Houlbrook (BMW E36 M3); 2 David Ball (BMW M3) +13.513s; 3 Graham Knight (Porsche 944); 4 Mark Astall (BMW 323i Compact); 5 David Dennett (Porsche 964 Carrera 2); 6 Adrian Lomas/Rob Smith (Porsche 944). **CW** Astall. **FL** Houlbrook 1m16.898s (72.56mph).

MONDELLO PARK CKMC, JULY 1

FORMULA VEE (6 LAPS)

1 Ray Moore (Leystone); 2 Lee Newsome (Sheane FV94) +0.099s; 3 Kevin O'Hara (Leystone); 4 Ian Campbell (Sheane FV02); 5 Dan Polley (Formula Vee); 6 Kevin Grogan (Leystone). **FL** O'Hara 59.960s (69.02mph) **record**.

STRYKER SPORTSCARS (15 LAPS)

1 Alan Watkins; 2 Roger Weltrane +15.657s; 3 Stephen Ross; 4 Bill Griffin; 5 Brian Kingston; 6 Peter Aubrech. **CW** Patrick McKenna (Legend). **FL** Dave Griffin 1m02.143s (66.60mph). **RACE 2 (14 LAPS)** 1 Watkins; 2 Ross +1.614s; 3 Aubrech; 4 Weltrane; 5 B Griffin; 6 Kingston. **CW** Mark McKenna (Legend). **FL** Watkins 1m02.863s (65.84mph).

The Saker Sportscars blast out of Tarzan at Rockingham



Mike Dugdale's E36 M3 topped the Racing Saloons at Snetterton



Veteran Ray Moore was on form in Mondello FVee

OUTSMARTING THE OPPOSITION?

It's easy to scoff at a race series for Smart cars, but BEN ANDERSON found out that there's more to them than meets the eye

They say you should never judge a book by its cover, but given how superficial we humans can be it's hard not to. To the casual observer, the idea of racing a Smart car sounds as bizarre as the little machines look, so it's easy to make a snap judgement and write off the idea of a race series from the outset. I mean would you want to race a Toyota Yaris or a Daewoo Matiz? Exactly.

I'll confess to falling slap bang into the pre-judgemental camp on this one, and almost reluctantly accepted a last-minute invitation to contest the fourth round of the 2012 Smart 4two Cup at Brands Hatch last month.

Whichever way you gaze at it, the Smart 451 just doesn't look like a racing car. The sight of 2010 Formula Palmer Audi champion Nigel Moore stripping a second seat from the passenger side of my steed – under the watchful eye of series co-founder Paul Bates – when I arrive at Brands does nothing to distort this impression.

"Me and James [Palmer, co-founder of the series] took a road trip to Germany to see BRABUS [the Mercedes-specialist aftermarket tuning company that builds Smarts] in your car last week," explains ex-Britcar racer Bates. "We'll pull the extra seat out and it'll be ready to go!"

Following a quick briefing on the car's controls (key in the ignition, push-button starter, guide the gear stick top left to engage drive, then paddleshift your way through the gears with no clutch) I'm off to the assembly



area for the qualifying session.

The track is damp and I'm told the Smarts usually swap their race brakes (which along with rollcage, dampers, road-legal Yokohama track-day tyres, and some ECU re-mapping, are about the only tweaks to the standard road-going 451) for road-pads when grip is low – because the brakes are sharp and easy to lock.

There isn't time to change mine, so Moore (whose family's Tockwith team runs three of its own as well as the Smarts 4you Racing hire cars) tells me to use my experience and "just get a feel for them". I reward the faith shown in me by locking up at Graham Hill Bend on my out-lap and flying straight off. I make it so far up the hill that I'm almost back in the pits before I slide back down the slope and rejoin the track.

A cautious display during the rest of the session results in a sixth and a

seventh on the grid for two 20-lap races – well off the pace of polemen David Moore and Jake Jackson (to the tune of almost three seconds!) but the dry races turn out a little better. After a tentative start to the first, I end up sixth in the 18-car field, which is bolstered by a bunch of drivers from the equivalent Belgian series for Smarts.

The perspective from inside one of these cars is odd, because it feels like you're in any normal tin-top racer, but of course you don't really have any car sticking out fore or aft of the cockpit, so you can get much closer to those around you than you might think.

I'm still almost two seconds off the pace and struggling badly with

"I confess I fell into the pre-judgemental camp on this one, almost reluctantly accepting the invite to compete"

Anderson on his Smart debut



Belgian guests help bolster the grids



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Chassis: BRABUS Smart Fortwo 451

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CAPACITY

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Hankook V12 Evo

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BUDGET

£15,000 arrive and drive season



Palmer (left) and Bates founded 4two Cup

A SMART DECISION

MANY SERIES START BECAUSE SOMEONE wants to race something they can't find a home for, or because a group of racers in one series fall out with another and break away, but the Smart 4two Cup is more about developing cars for the road, as co-founder Paul Bates explains.

"James [Palmer, co-founder] bought a BRABUS for the road – and loved it – but decided the brakes and suspension were shit," says ex-Britcar champion Bates. "He went looking for upgraded parts, but there wasn't a package out there."

The pair approached suppliers they'd worked with on their Britcar BMW and when they mentioned their project to Britcar boss James Tucker, he pushed for them to start a race series. It's now in its second season – helping Bates and Palmer develop aftermarket parts for their 'Smarts 4you' business.

Such a young series inevitably has creases to iron out, particularly with regard to eligibility scrutineering, but Bates says the project is still evolving. "When we first raced, the Britcar boys were laughing their heads off, but now we've got their respect," he adds. "It's about getting the belief that you can have some fun in them."

understeer – particularly on the exit of the corners – but can't help but enjoy myself. Because the cars aren't really evolved properly for the tracks yet, they don't quite do everything they're supposed to, which makes them more interesting to drive than you'd expect. And they go pretty well for something that weighs over 850kg and produces just 120-odd bhp.

Moore makes some tweaks to my set-up for the second race – altering the suspension platform to lower the front rideheight. The car is much more competitive (though some understeer remains and I'm still giving away a second to the leaders) and I spend the first half of the race chasing ex-Formula Renault BARC racer (and fellow Smart debutant) James Theodore, who later tells me there was a sat-nav mounted in his car!

It can't have been working too well

though, because he takes forever to find the pitlane after being black-flagged for failing to respect the track limits. His penalty leaves me lying fourth, but I start to struggle as the car begins to overheat and the gearbox starts to choose its own gears rather than letting me decide. I can see rapid Danish lady racer Maiken Rassmussen (who also competes in the VW Scirocco R Cup) closing, and she eventually demotes me to fifth on the penultimate lap.

"It's the silliest car I've ever raced!" I tell series boss Bates afterwards. "Good silly, though, right?" He asks me hopefully. "Good silly," I reply.

They might look ridiculous from the outside, but racing a Smart car is a bit like listening to cheesy pop music when you tell your friends you're into dubstep, or watching Disney films when you have no children. They're a guilty pleasure – but a pleasure nonetheless. ☼



Anderson battles Smart understeer

YOUR SAY

What you think of the motorsport news of the past week

Race incidents need consistent policing



Stewards need to get tough

When it was announced that ex-Formula 1 drivers would be part of the team of stewards for each race, it was regarded as a positive step. Now what the sport needs is consistency from the stewards.

In my view recent incidents have been allowed to develop as a result of weak decisions from the stewards. If several of the drivers involved in incidents in Valencia had been punished properly last year, we would not be in the situation we are now in one year later.

Graeme Lovell, by email

EDITORIAL CONTACT mail@autosport.com

Unfortunately I was unable to attend the Festival of Speed this year, but I've just seen the Lotus display to celebrate 60 years and I'm appalled that last year's Renault is there.

With all the real Team Lotus cars, who is responsible for this imposter? With all the wonderful Lotus designs that could have been chosen, especially the innovative Lotus 86 or the gorgeous 91, it's disgraceful!

Gary Dowsett
By email

The Snetterton programme for last weekend says the GT Cup has "become famous for large grids and close racing". Eight and five starters and a winning margin of almost a minute. Thank goodness the grid wasn't small!

Yes, the economy is bad, but if this is the best entry possible then can the race. Or is it entrants' perennial reluctance to travel to Snetterton?

Tim Barrett
Hardingham, Norfolk

I see Bernie has said he is open to customer cars being used in F1. He says this will make the smaller teams more competitive. If this happens we will end up, effectively, with GP1.

There will be, maybe, three chassis that dominate. It would be totally unfair to the established teams such as Williams and Sauber, who have spent years working hard to be competitive.

The whole point of F1 is that every team designs and builds its own cars.
Richard Hargrave
Hitchin

There were many stars in Valencia at the European Grand Prix, which turned out to be the most thrilling race of the season so far. But for me the real stars are Paul Hembrey and his Pirelli team for providing the best tyres we have ever seen in Formula 1.

Let's not forget that F1 is in the entertainment business and uncertainty over tyres at each event provides just the right amount of excitement that the fans have been craving for years.
Duncan Sabiston
Diddcot

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ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

● Nick Pellett would like us to point out that the winning Alta in the Pre-War Brooklands 500 (June 28, p88) was a two-driver entry, as per the regs, although our results panel listed only Gareth Burnett. Pellett completed the first half of the race, and it is him shown in the picture.

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

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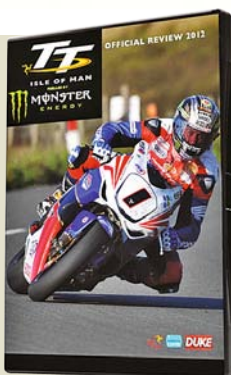


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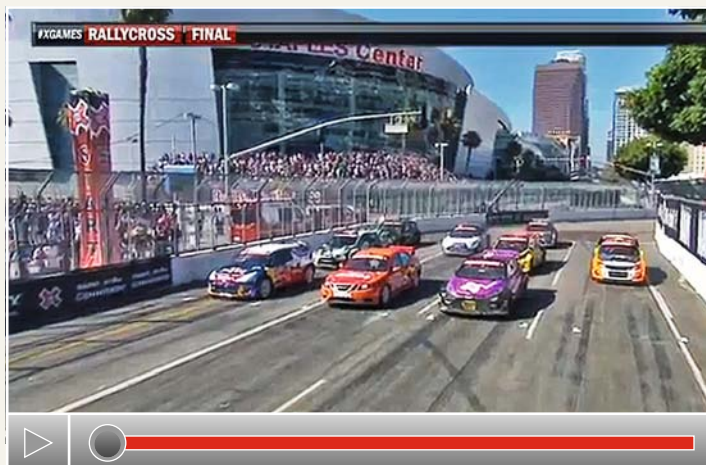
The garish colours of Martin Tomczyk's Team Phoenix DTM squad adorn Norev's latest 1:18-scale diecast replica. This is a detailed copy of the Audi A4 DTM used by the German to win three races last year, as well as his first drivers' title, but it doesn't feature opening doors, bonnet or boot.

This 100 per cent cotton T-shirt, available in sizes S-XXL, is identical to the one worn by the team after Jenson Button or Lewis Hamilton wins a GP. It features all the usual team sponsors' logos and has appeared in many a post-win team photoshoot. Fingers crossed it appears again at Silverstone...

If you missed any of ITV4's sensational coverage of the recent Isle of Man TT coverage, you can now relive motorcycle racing's annual, epic island adventure with Duke's official DVD. It's packed with great race action, on-board madness and interviews with many of the star riders.

HOT ON THE WEB THIS WEEK

YOUTUBE: SEBASTIEN LOEB IS THE X GAMES LA RAIDER



SEARCH FOR: X Games 18 RallyCross Final FULL RACE HD Loeb Wins! (5:38)

World rally champion Sebastien Loeb makes his debut in the Los Angeles-based X Games and wins the Rallycross finale. Sadly, he doesn't get to go up against former WRC nemesis Marcus Gronholm, who had earlier put himself in hospital.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

SILVERSTONE (BRITISH GP)

July 6-8

Admission: £60 (Friday), £80 (Saturday), £135 (Sunday), £155 (three-day ticket)

Tel: 0844 3728200

Silverstone hosts its 46th British Grand Prix with GP2, GP3, Porsche Supercup and Historic Formula 1 in support. Fernando Alonso goes into the grand prix with a 20-point lead over Mark Webber after becoming the first man to win two Formula 1 races in 2012. Meanwhile, Sebastian Vettel and Romain Grosjean will try to put their Valencia mechanical troubles behind them and Lewis Hamilton will want to bounce back after he was unceremoniously removed from third position by Pastor Maldonado.



Silverstone: the great British summer

BRANDS HATCH (BRSCC)

July 7-8

Admission: £13 (Saturday),

£22 (Sunday)

Tel: 01474 872331

Ma5da MX5s in Mk1 and Mk3 guises plus the MX-150R championship feature on Saturday, while the Modified Live Festival brings the European Drift Championship and the Time Attack Series to Brands Hatch on Sunday.

KNOCKHILL (KMSC)

July 8

Admission: £12

Tel: 01383 723337

The Scottish Formula Ford Championship, Scottish Legends, Scottish Mini Cooper Cup, Classic Sports and Saloons, modern Sports and Saloons, Scottish XR2 & Fiesta ST Championship and Radical Scottish Challenge Races head for their latest rounds at the scenic circuit near Dunfermline.

LYDDEN (SEMSEC)

July 7

Admission: £12

Tel: 01304 830557

SEMSEC brings the Saloon & Sports Car Championship, Sports Racing Cars & Kit Car Championship races, Open Single Seater Challenge races, South East Challenge race, Meridian 14/16 Challenge race, John Taylor Handicap race, Beetle Challenge, Guest/Invitational race and the University/College race.

HAREWOOD (HILLCLIMB)

July 8

top12runoff.co.uk

Scott Moran leads the British Hillclimb Championship by 13 points from Trevor Willis, who leads a close battle for second. The Yorkshire venue also has numerous other classes in support of the main event for the big single-seaters.

INDYCAR SERIES

Rd 10/15

Toronto, Ontario, Canada

July 8

indycar.com

After a run of oval races the IndyCar boys head back onto the streets, with the Canadian city of Toronto the venue this weekend. Will Power has emerged from the ovals with his points lead intact, but Ryan Hunter-Reay is on his tail.



Indy action will be close in Toronto

NASCAR SPRINT CUP

Rd 18/36

Daytona, Florida, USA

July 7

nascar.com

V8 SUPERCARS

Rd 7/15

Townsville, Queensland,

Australia

July 7-8

v8supercars.com.au

GT1 WORLD CHAMPIONSHIP

Rd 5/9

Algarve, Portugal

July 7-8

gt1world.com

AMERICAN LE MANS SERIES

Rd 4/10

Lime Rock, Connecticut, USA

July 7

alms.com

INDY LIGHTS

Rd 8/12

Toronto, Ontario, Canada

July 7, **indycar.com**

Television

THURSDAY JULY 5

1500-1545 [Sky Sports F1 LIVE](#)
British GP Drivers' Press Conference
2000-2100 [Sky Sports F1 LIVE](#)
The F1 Show

FRIDAY JULY 6

0945-1155 [Sky Sports F1 LIVE](#)
Formula 1: Silverstone First Practice
0955-1135 [BBC Red Button LIVE](#)
Formula 1: Silverstone First Practice
1155-1230 [Sky Sports F1 LIVE](#)
GP2: Silverstone Practice
1345-1555 [Sky Sports F1 LIVE](#)
Formula 1: Silverstone Second Practice
1355-1535 [BBC Red Button LIVE](#)
Formula 1: Silverstone Second Practice
1555-1635 [Sky Sports F1 LIVE](#)
GP2: Silverstone Qualifying
1700-1745 [Sky Sports F1 LIVE](#)
Team principals' Press Conference
2000-2100 [Sky Sports F1 LIVE](#)
The F1 Show
2100-2235 [Motors TV LIVE](#)
Le Mans Classic: Day 1

SATURDAY JULY 7

0840-0920 [Sky Sports F1 LIVE](#)
GP3: Silverstone Qualifying
0945-1110 [Sky Sports F1 LIVE](#)
Formula 1: Silverstone Third Practice
0955-1105 [BBC Red Button LIVE](#)
Formula 1: Silverstone Third Practice
1200-1435 [Sky Sports F1 LIVE](#)
Formula 1: Silverstone Qualifying
1300-1430 [Motors TV LIVE](#)
FIA GT3: Algarve Race 1

1430-1705 Motors TV

NASCAR Nationwide: Daytona Replay
1435-1600 [Sky Sports F1 LIVE](#)
GP2: Silverstone Race 1
1615-1705 [Sky Sports F1 LIVE](#)
GP3: Silverstone Race 1
2100-2235 [Motors TV LIVE](#)
Le Mans Classic: Day 2
2330-0500 [Premier Sports LIVE](#)
NASCAR Sprint Cup: Daytona Race

SUNDAY JULY 8

0810-0900 [Sky Sports F1 LIVE](#)
GP3: Silverstone Race 2
0925-1030 [Sky Sports F1 LIVE](#)
GP2: Silverstone Race 2
1000-1130 [Motors TV LIVE](#)
FIA GT3: Algarve Race 2
1130-1615 [Sky Sports F1 LIVE](#)
Formula 1: British Grand Prix
1205-1255 [BBC1 LIVE](#)
Formula 1: British GP Pre-Race
1255-1530 [BBC2 LIVE](#)
Formula 1: British Grand Prix
1400-1530 [ESPN LIVE](#)
FIA World GT1: Algarve
1500-1650 [Motors TV LIVE](#)
Le Mans Classic: Day 3
1530-1630 [BBC Red Button](#)
Formula 1: Post-race Forum
1730-2000 [Sky Sports 2 LIVE](#)
IndyCar: Toronto Race
2000-2100 [BBC4](#)
The Gordon Murray F1 Story

MONDAY JULY 9

1800-1900 [Sky Sports 2](#)
NASCAR Sprint Cup: Daytona Highlights

Online

PLUS

Coming up in our premium web content this week

Can Lewis and McLaren give the fans a home win?



BRITISH GRAND PRIX BUILD-UP

As the atmosphere builds for Silverstone, AUTOSPORT's expert team will be there to bring you the latest insight, with Mark Hughes, Edd Straw and Jonathan Noble, plus our half-term report on the drivers.

RELIVING GREAT BRITISH GPs

Throughout the week we'll be re-running AUTOSPORT's reports of Williams success in the British Grand Prix.



MANSELLMANIA: 20 YEARS ON

Peter Windsor recalls the 1992 British GP from within Mansell's Williams team.



REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

Chevron's ascent was mega enough in two dimensions



FOR SOME PEOPLE

normal life just isn't enough. Why go skiing when you can jump out of a helicopter straight onto some fresh powder on the north face of the Eiger and ski-sail your way down? Why cram yourself into a Ryanair seat when you can get yourself into a stratospheric balloon and jump out, using a flying suit to take you back to terra firma? Or, indeed, why watch some lovely old cars winding their way up Lord March's drive in boring old 2D when you can experience the sensation in 3D?

Yes, that's right, the Goodwood Festival of Speed was brought to us in

the medium of dimmer colours, strange floating graphics and unusual bits of bodywork 'comin' atcha'. People, this is progress.

Quite why you'd want to sit in your living room wearing an uncomfortable pair of 'Harry Brown' glasses is beyond me and, to be honest, my wallet. So while the thought of watching the FoS with Keith Huiwen and Tony Jardine literally in the living room with me was tempting, it wasn't enough to persuade me to shell out for a new telly and digibox (if Georgie was doing it, the balance may have been tipped!).

But even in poor old-fashioned 2D, Goodwood managed to serve up a

visual treat. Watching Nick Heidfeld thrash Mika Hakkinen's championship-winning McLaren up the hill was almost worth tuning in for on its own. As were Jerome d'Ambrosio's ear-splitting donuts as Natalie Pinkham tried to interview Nico Rosberg. But for sheer spectacle, you couldn't beat Anthony Reid's fully-committed charge in the Chevron GT3.

Inevitably there's a heavy sense of déjà vu underscoring proceedings

as the usual suspects are wheeled out to be interviewed and some lovely, if overly familiar, old racing cars are paraded.

And even dear old Goodwood hasn't been immune to the burgeoning, attention-deficit-disorder-pleasing world of the people jumping over stuff. All decked out in Red Bull stickers of course.

They can keep it. I like my 2D life, comfortable and boring and predictable as it is. *Revved Up*

"Why watch lovely old cars winding their way up Lord March's drive in boring 2D when you can get it in 3D"

THE WEEK IN PICTURES

Our lensmen pounding the beat, from West Sussex to west Germany



BRITISH BRAVN - ON LAND AND IN THE AIR
A brace of iconic, British Lotus racers sit silently as the RAF Red Arrows do their thing above the Goodwood Festival of Speed

PLEASE, HAVE A TRY, YOUNG MAN!
John Surtees tries to persuade Sebastian Vettel to switch codes



ALL-ACTION AT THE NORISRING IN F3
American Michael Lewis tries a different kind of passing manoeuvre on Brazil's Pipo Derani



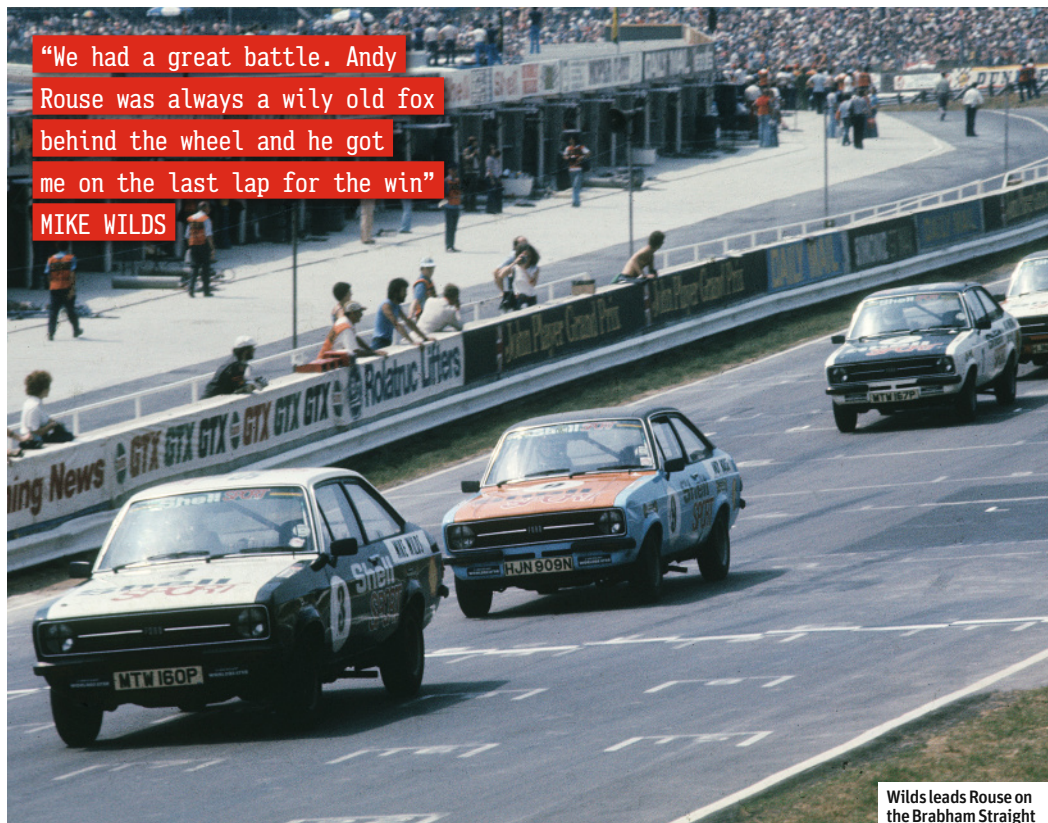
TOYOTA TOP MAN'S TOP DAY OUT
Toyota CEO Akio Toyoda tries the TS030 HYBRID Le Mans car for size

PICS: HAWKINS/LAT-BEARNE/GETTY; DENIS DAVIDSON

NEXT WEEK FULL BRITISH GRAND PRIX REPORT
ALL THE ACTION FROM SILVERSTONE **DON'T MISS IT!**

FROM THE ARCHIVE

ShellSport Ford Escort Challenge, 1976 British Grand Prix



"We had a great battle. Andy Rouse was always a wily old fox behind the wheel and he got me on the last lap for the win"

MIKE WILDS

Wilds leads Rouse on the Brabham Straight

WHILE THE 1976 BRITISH GRAND PRIX WILL GO DOWN IN motorsport folklore as one of the key events in a classic year of Formula 1 racing, no-one's making any films about the races that supported the main Brands Hatch event that sunny Sunday in July.

A competition run by AUTOSPORT in the weeks leading up to the race gave readers the chance to nominate the 16 drivers they wanted on the grid for the ShellSport Escort Celebrity Race that would open proceedings on the Sunday morning.

The incentive to every reader was the offer of a racing drivers' course at Brands and a *bona fide* race in the Escorts later in the year to whoever picked the list that most closely matched the chosen 16. The only stipulations were that their selections must be British-based and not competing in the afternoon's Grand Prix.

With Derek Bell, Brian Henton, Tom Walkinshaw, David Purley, Tom Walkinshaw and Tony Lanfranchi among the drivers picked, the level was high. But none of them could beat race winner Andy Rouse, who emerged triumphant after a titanic scrap with Mike Wilds. Just 0.47 seconds separated the squabbling duo after seven laps of racing around the Grand Prix loop.

Wilds, who had failed to qualify his privateer Shadow for

the GP, made a cracking start from the outside of the front row to launch himself into the lead, ahead of Rouse.

"We had a great battle," Wilds remembers. "Andy was always a wily old fox behind the wheel and he managed to get me on the last lap for the win. I could have had him off, actually, but I'm not like that."

"He had a bit more experience in that kind of car, having won the Escort Mexico title a couple of years earlier, but I found them to be nice cars to drive. They were all prepared by Jackie Epstein for John Webb at Brands Hatch. Rollcages, good handling. A little squirmy at the rear, but fun to drive."

Behind the leading pair all hell broke loose. Future European Formula 2 champion Henton, who started on the front row with Rouse and Wilds, ploughed into the Clearways banking when his car shed a wheel. Divina Galica, who was involved in the incident, went off later on, while the engines in the cars of Gerry Marshall, Lanfranchi and Rupert Keegan either blew up or cried off sick.

All of that turned the Bell/Nick Whiting scrap into one for third, and the pair entertained the crowd in much the same way as the leaders, the previous year's Le Mans winner coming out on top. Once again the battle was decided on the final lap thanks to Bell's move at Surtees. ❧

THIS WEEK IN...



JULY 6 1989

MARTIN DONNELLY STARRED IN

Formula 1 testing with Lotus at Silverstone this week in 1989, lapping more than one second faster than team regular Nelson Piquet, while another UK driver excelled as British Formula 3 visited Donington Park.

Allan McNish was the star of the weekend, taking his third consecutive victory to move to within three points of eventual champion David Brabham. The Scot jumped fellow front-row man Rickard Rydell at the start and was never headed, despite the best efforts of Steve Robertson, who finished little more than one second down the road.

Chaos at the first corner had scuppered Brabham's hopes, the Australian eventually finishing 22nd in a field that also boasted Mika Hakkinen, who was eighth, and fellow Finn Mika Salo, 10th.



PICT: LAT



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CARLOS SAINZ

■ Sanremo Rally ■ October 10-14, 1988 ■ Ford Sierra RS Cosworth ■ Taking the fight to a quartet of Lancias



Sainz's inferior Sierra mixed it with the hordes of Lancias

THERE'S NOT A LOT THAT can top my win on the 1000 Lakes Rally in 1990, but there is one: the rally that made my career take off in the first place – Sanremo '88.

I was driving for Ford at the time in a two-wheel-drive Sierra RS Cosworth, which everybody knew was not a match for the four-wheel-drive Lancia Delta Integrale, but because the first two days of the rally were on Tarmac, not gravel, I thought that I might just be able to do something.

There was an extra bit of determination because I knew that I'd been on the radar for Lancia for a car in '89, but they'd announced just before Sanremo – the day before the rally started I seem to remember – that my team-mate, Didier Auriol, would be their new driver instead. I was upset because Lancia was the best team and I thought that my chance of a very good car – one that would win on any surface – was gone. I wanted to, no, I *had* to, prove to [Lancia team boss] Cesare Fiorio that he'd made the wrong decision.

I went to sleep confident the night before the start, but when

"Somehow - and I don't know how - we managed to lead for the first two days, helped by the fog that had taken away some of the advantage of the Lancias"

I pulled back the curtains in the morning, my heart sank. It was raining. The fight with four-wheel-drive cars would be impossible.

Somehow – and I don't know how – we managed to lead for the first two days, helped by the fog that had descended and taken

away some of the advantage of the Lancias. It was an amazing feeling to get to the regroup in Turin – at the Fiat factory – and put the Sierra into parc ferme before Miki Biasion, Markku Alen, Dario Cerrato and Alex Fiorio – all the Lancia guys.

IN PROFILE



AFTER WINNING THE SPANISH rally title in 1987, Carlos Sainz moved onto the world stage. Some initial impressive outings in Ford machinery netted him a move to Toyota, which paved the way for his WRC titles in '90 and '92. He also drove Lancia, Subaru and Citroen machinery during his career, winning 26 times in total. Since winning the 2010 Dakar Rally for Volkswagen, he has been the manufacturer's WRC test driver. His son, Carlos Jr, currently competes in F3.

When we moved onto the gravel for the last few days, it was obvious we couldn't keep the lead.

One-by-one the Lancias came past me with Biasion winning, but we still finished fifth, which was a result I was very happy with, especially as Auriol had crashed trying to keep up with me!

Without that rally, I don't know if I would have got the Toyota drive for '89. After the event, Ove Andersson, the Toyota team boss, said he'd like me to drive for him the following year because he'd been impressed with my speed on the Tarmac. In fact, he thought I could maybe be the best driver in the world on Tarmac.

I said, 'Mr Andersson, I'm going to be an even better gravel driver than I am a Tarmac one'. Ove didn't show his sense of humour much, but he did laugh at me when I told him that.

When I won the 1000 Lakes in the Celica about 18 months later [becoming the first non-Scandinavian to do so], I made sure I reminded him of that. ❧ *Carlos Sainz was talking to Jamie O'Leary*



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