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POLE POSITION

Half-term report: can Mark Webber be 2012's star pupil?



THIS WEEKEND MARKS THE HALFWAY point of Formula 1 2012, a saga that has featured more twists and turns than the Nurburgring Nordschleife. So let's recap the current scenario...

Fernando Alonso leads the points in what is far from the best car, chased by probably the best car in Mark Webber's and Sebastian Vettel's hands. Lewis Hamilton had the best car, but doesn't any more, and Kimi Raikkonen and Nico Rosberg have each had the best car at times, but need the right weather or the right type of circuit to win.

In a year of uncertainty, one absolute is that this title race is ripe for the taking. Mark Hughes analyses this week whether Mark Webber is the man for the task. With a freshly re-signed contract in pocket and a spring in his step after that tremendous victory at Silverstone, the door is open for the Aussie to achieve what he dismally failed to in 2010.

Webber's detractors will argue he's never won a championship in his racing career, so why's he going to start now?

There's only one way to shut them up, Mark.

<

SILVERSTONE CLASSIC

Now, all we need is some 1970s weather

Tyrrell 009, Porsche 962 and McLaren M10 lead the way. What's not to like, especially with a Ford Sierra RS500 Cosworth lurking at the back? Just a small selection of the 1000-plus entries for this weekend's Silverstone Classic. Preview, p86.

Pic: Grahame Ashmore





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Will Vettel raise the finger this weekend?

VETTEL AT HOME

Sebastian Vettel has been on the podium on home soil three times, but has led only a single lap in the German Grand Prix.

2008

Takes an impressive eighth place for Toro Rosso at Hockenheim and would have finished higher but for a badly-timed safety car.



2009

Beaten to second place by Mark Webber despite the Australian serving a drive-through penalty. Briefly leads for the first time in Germany.



Vettel's home GP challenge

For all his success in Formula 1, a victory on home soil is still missing from Vettel's CV. By EDD STRAW

Sebastian Vettel is the most successful Formula 1 driver never to have won his home grand prix, an unwanted record that he insists will not hold him back at Hockenheim this weekend.

Vettel has 22 victories and two world championships to his name, but the German Grand Prix is one of only four events on the 2012 calendar he has yet to win. Despite last year's race being the only time that he finished off the podium in 2011, Vettel is adamant that home pressure does not faze him.

"It gives you more of a boost than it does extra pressure," Vettel told AUTOSPORT. "That's how I approach it. In the past few years, it didn't work out, but it's not the end of the world. It would be very special to win it and I am looking forward to it because there are always a lot of fans cheering for the German drivers, but if it doesn't happen we will have another chance the year after."

"It's a race like every other one, so it's not about trying harder or doing something special. We just have to do what we usually do."

While Vettel has played down the desire to win this weekend, the 25-year-old is famous for targeting career milestones. There's no question that winning the German GP is a priority for him, while doing so at Hockenheim rather than the Nurburgring would be doubly special as the circuit is only half-an-hour to the south of his home town of Heppenheim. At the British GP two weeks ago, he spoke of his pride at racing in front of so many of his friends and family, which will inevitably make it difficult for him to treat it as just another race.

Vettel has only started his home race four times (see sidebar), so it would be premature to suggest that there is a pattern of underachievement in Germany, particularly as he has a pole position and a second place to his name in the event. His record hardly corresponds to that of Jenson Button, who has failed to finish on the podium in 13 attempts at Silverstone, while Ayrton Senna did not win the Brazilian GP until his eighth attempt in 1991.

As Red Bull goes into the race off the back of Silverstone success, which would have been its second consecutive victory but for Vettel's car suffering an alternator failure in Valencia, the German will surely be in contention.

"It's a completely different circuit [to Valencia and Silverstone]," said Vettel. "We were the favourites going into the last race after being strongest in Valencia. After we struggled at Silverstone last year and Ferrari had the upper hand, it was good to have a better-balanced car there this time. So I'm looking forward to Hockenheim."

As well as fulfilling an ambition, a Vettel victory would also be timely for his world championship hopes with only one other race ahead of the August break. Vettel's retirement while leading in Valencia has contributed to him slipping 29 points behind world championship leader Fernando Alonso. But with Red Bull having successfully trialled further aerodynamic upgrades in a straightline test with reserve driver Sebastien Buemi at Idiada on Sunday, the team could potentially assert its advantage ahead of the August break.

THE TOP SIX... Home grand prix performers

Six drivers have won top level grands prix on home soil more than three times.

MICHAEL SCHUMACHER - 9

Four German GP wins at Hockenheim and five European victories at the Nurburgring make him the most successful driver on home ground. In total, 10 per cent of his Formula 1 race wins came at home.



RUDOLF CARACCIOLA - 6

His victory at Avus driving a factory-blessed 'independent' Mercedes M218 kick-started the



German's career in 1926. He went on to win his home GP a further five times, the last time in 1939 in the Nordschleife rain.

ALAIN PROST - 6

Prost won the French Grand Prix six times in 13 attempts from 1981-1993. Astonishingly, he only failed to make the podium twice and his wins came on three different tracks - Dijon, Paul Ricard and Magny-Cours.



JIM CLARK - 5

From 1962-1967, Clark won the British GP five times. In those six races, he led 365 laps and it



was only the Climax engine's unsuitability under the new three-litre engine regs in 1966 that prevented a sweep.

NIGEL MANSELL - 5

Three wins at Silverstone and two at Brands Hatch (one of those his maiden F1 win in the '85 European GP) made Mansell the most famous home hero. He made Silverstone his own during the 'Mansellmania' years.



JUAN MANUEL FANGIO - 4

The five-time world champion won in Buenos Aires every year from 1954-1957, although he did have to take over Ferrari team-mate Luigi Musso's machine in 1956 after a fuel-pump problem put his own car out of the race.



2010

Futile chop on Fernando Alonso after starting on pole allows Felipe Massa to jump both. Finishes behind the two Ferraris.



2011

Worst performance of his dominant season. Only time all season he doesn't start on the front row, and he finishes a very distant fourth after an early spin.



Schumacher set for fourth year

Improved form this season means seven-time champ will stay on



Michael Schumacher is set to extend what he calls his “second career” into a fourth season with Mercedes in 2013.

AUTOSPORT understands that the 43-year-old is keen to continue for another year having originally committed to a three-year deal with Mercedes in 2010. Although he has scored just 23 points this year compared with team-mate Nico Rosberg’s 75, he has lost several good results to car problems and could have won from pole at Monaco but for a five-place grid penalty.

Both Schumacher and Mercedes team principal Ross Brawn are on record as saying that there is no rush for a decision. This means that it may

not be until October that a final deal is completed and announced.

“We haven’t discussed it, but he enjoys himself and, if he enjoys himself, why not?” said Brawn at Silverstone. “Inevitably, you come to a point where you have to say: let’s have the discussions because these things can sometimes take some time, and you have to reach a conclusion in order to plan for the future. But there is no deadline or critical point where we have said we must have a decision by.”

Mercedes chiefs have consistently placed the ball in Schumacher’s court when it comes to whether he will continue to drive in 2013. It is believed that there is an option on

Schumacher’s side for the fourth year. Provided any performance clauses are fulfilled, this means that he will be able to stay on.

“I’m still not satisfied, because I have not achieved enough in the second part [of my career]” Schumacher told German newspaper *Sport Bild* last week. He has consistently said he would take time before deciding, but his series of strong qualifying performances and return to the podium in Valencia appear to have given him confidence that he can achieve what he set out to do when he made his comeback.

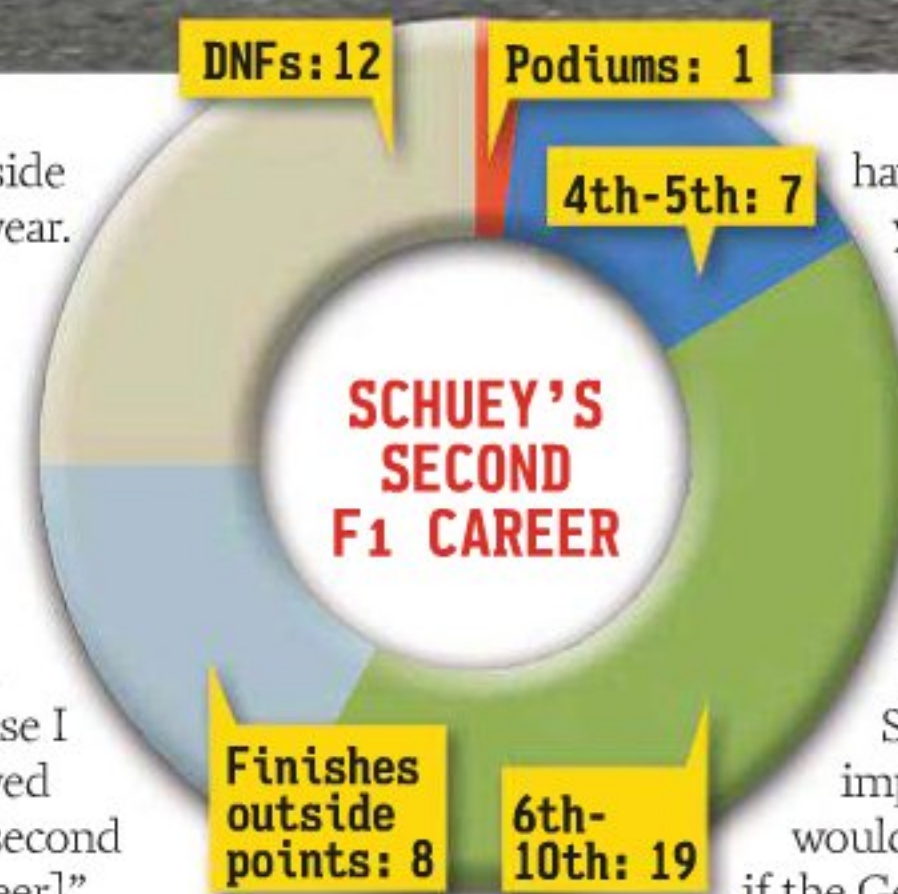
While challenging for the title, which he talked about prior to his first season with Merc in 2010, seems out of the question, Schumacher has shown signs of being able to fight for race wins. His qualifying performances

have improved this year, and since the second half of last season his race pace has been good.

Former rival David Coulthard has noted Schumacher’s improvement and wouldn’t be surprised if the German continued.

“It doesn’t show in the championship but Michael has been stronger this year,” said Coulthard. “It’s not beyond the realms of possibility that he could get a podium, or even win, at Hockenheim.”

“My gut feeling is that if Michael has any doubts, he will leave his decision late to be armed with as much information as possible. I think he is either going to continue his journey and enjoy his driving, or make the decision that he’s spotted someone waiting in the wings who is good for Mercedes to get hold of.”



Celebrating Valencia podium finish last month



Schumacher could have won Monaco

➔ **P23 MARK HUGHES: FOR 2013, SEE 1982**

Massa still not safe in the driver market

Felipe Massa's place at Ferrari is far from guaranteed for next season despite Mark Webber taking himself off the market by re-signing for Red Bull.

The Brazilian's position has been strengthened by Webber's decision, but AUTOSPORT understands that Ferrari is still evaluating a number of potential replacements. Despite Massa's improved form and confidence that if he maintains the form he has shown since Monaco he will stay at Maranello, it is clear that he has yet to convince the Scuderia that he is capable of stringing together consistent results. Massa is out of contract at the end of the season and Ferrari is under no pressure to offer a new deal given the lack of interest from other top teams. A Ferrari source described the driver situation as "very open".



Ferrari still not sure about Massa

Caterham driver Heikki Kovalainen is among those being considered and has been sounded out. Ferrari driver academy member Sergio Perez is also in contention, but Ferrari is concerned about his consistency,

while Force India driver Paul di Resta has several Ferrari admirers. A costly bid for a big-name driver has not been ruled out, although given the situation in the driver market Ferrari is likely to have to wait until 2014 for that.

AUTOSPORT SAYS...

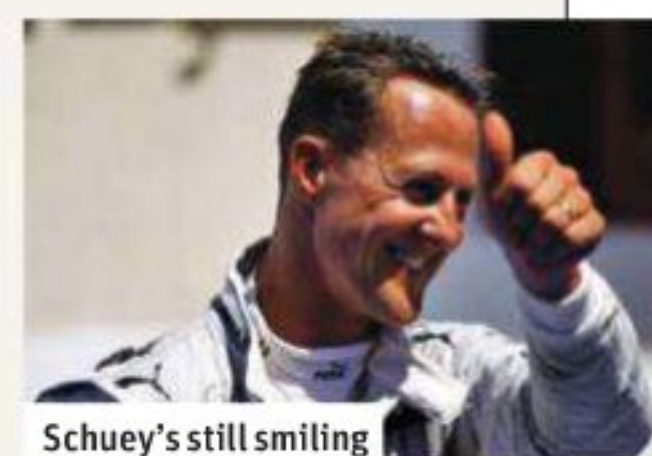
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Too many people have expunged Michael Schumacher's 'pole position' at Monaco from their memories. So what if the record books don't credit him with top spot, the fact remains that, at 43, the German is still capable of being fastest at such a challenging circuit. Does that mean that he's the driver he was a decade ago? Of course not. Does that mean that he's the best driver out there? Of course not. But it means that he's still capable of delivering at a high level in Formula 1.

Some have characterised Schumacher's continuing presence as the embarrassing folly of a man who just doesn't know when to stop. That's grossly unfair. If you want to see an example of that, just look at five-time Monaco winner Graham Hill failing to qualify around the streets of the Principality in 1975. Schumacher is no longer one of the best half-dozen drivers on the grid and owes his place in a top team to his profile, but you can see why he wants to carry on. His reaction to at last getting on the podium in Valencia tells you everything you need to know.

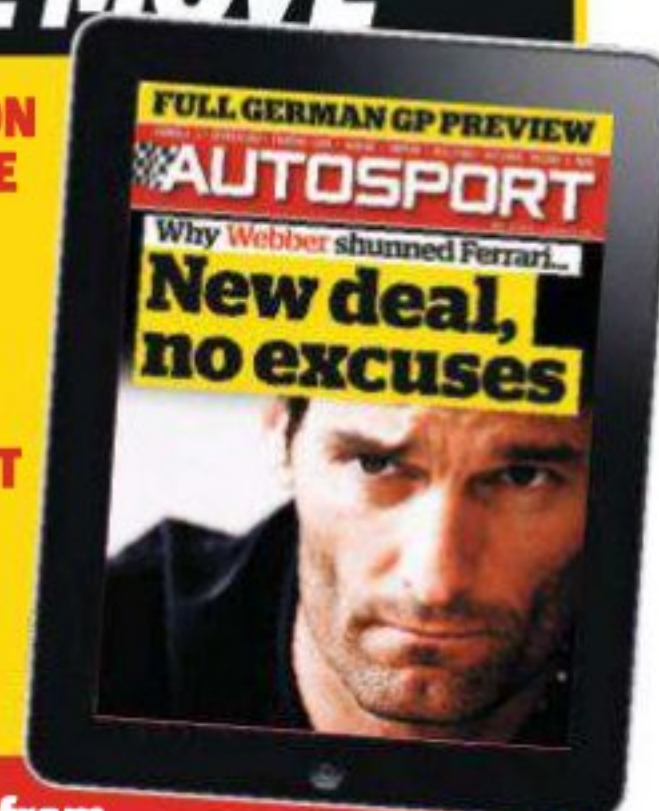


Schuey's still smiling

In a world where most favour black or white assessments, meaning Schumacher's return can be only a triumph or a tragedy, it's understandable that so many are shooting at him. But you have to respect the fact that at an age where most have long since retired, he still retains that basic desire to compete.

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Next two races are critical for McLaren

Lewis Hamilton's title hopes rest on reversal of fading form of his team as F1's summer break looms fast



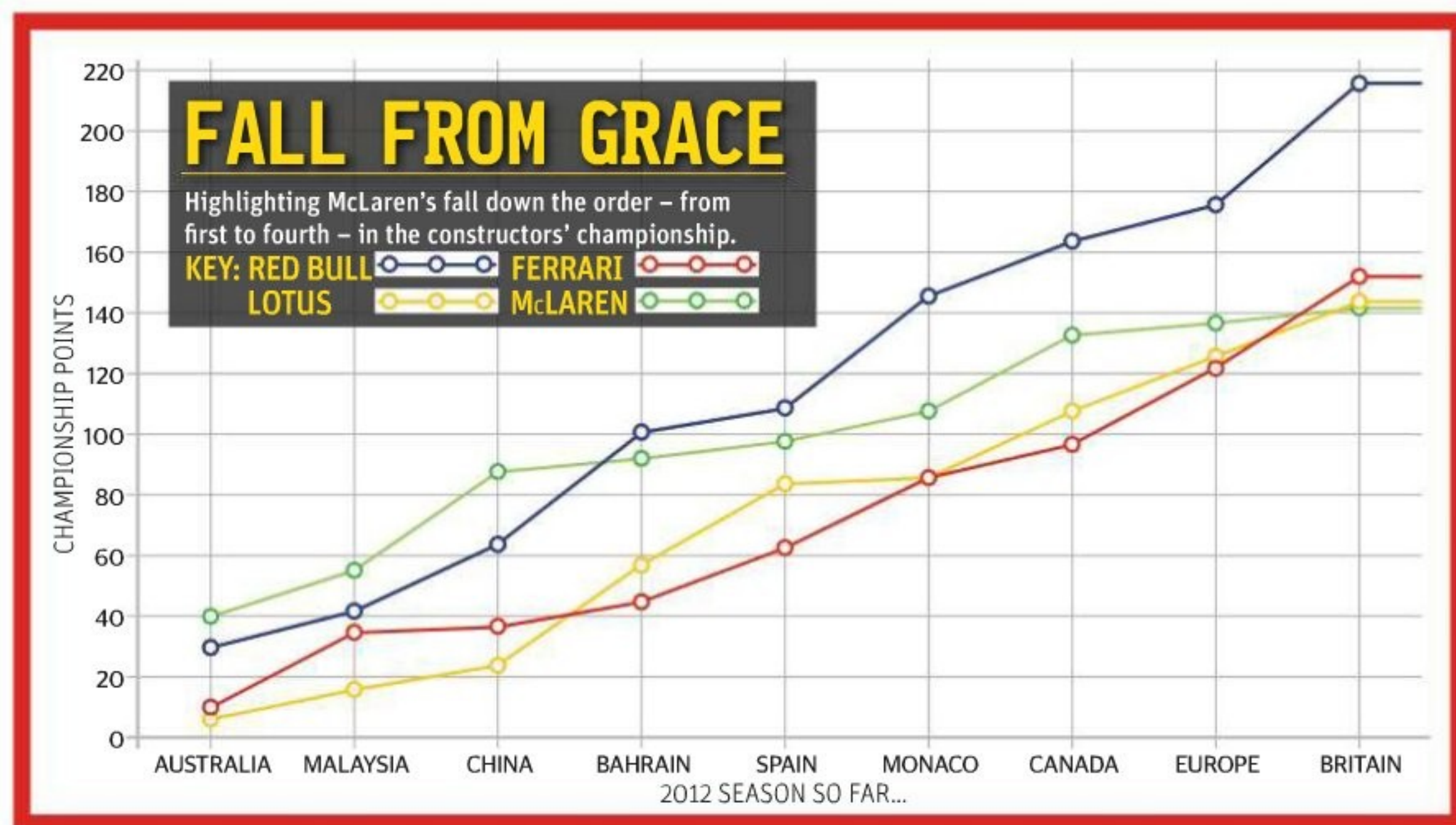
McLaren's performance over the next two weekends in the back-to-back German and Hungarian Grands Prix will be key to sustaining its 2012 world championship challenge.

The team has slumped to fourth in the constructors' championship, and technical director Paddy Lowe even admitted that the Woking squad was fortunate to come away with eighth and 10th places, for Lewis Hamilton and Jenson Button respectively, in the British Grand Prix two weeks ago.

While the McLaren MP4-27 is regarded as among the best cars on the grid aerodynamically, it appears to have been overhauled by Red Bull, Lotus and Ferrari on race pace as the season has progressed.

On average, the McLaren remains the best-performing car on qualifying pace but only the sixth strongest in race conditions. This suggests that the team is behind its rivals in understanding how to get the best out of the Pirelli tyres.

With Button already effectively out of contention for the drivers' championship and Hamilton now 37 points behind leader Fernando Alonso, the team cannot



afford to lose much more ground.

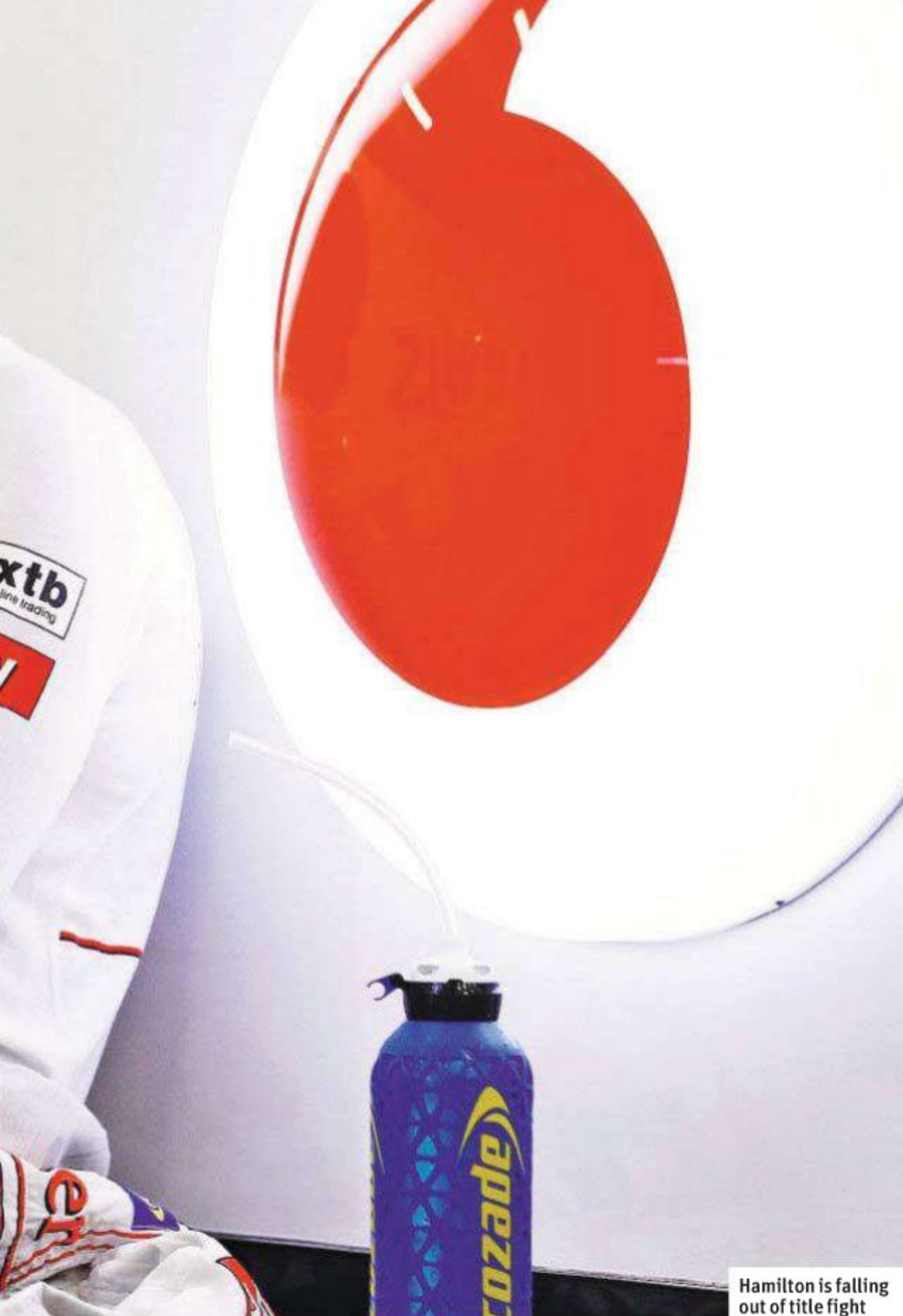
Talking of McLaren's struggles at Silverstone, Lowe said: "It's about the particular state of the tyres and how we set the car up, which underlines the criticality of getting everything right. Whether our car is more sensitive than others I don't

know, but it does seem difficult for us to keep it on that knife-edge.

"You don't say the car is a disaster in terms of fundamentals. It's once again a story of how you get the most out of it all the time. It's consistency that we are struggling with."

McLaren has what Lowe describes as "a big programme" of upgrades planned for this weekend's race at Hockenheim. This follows successful trialling of a new front wing and modified brake ducts last time out at Silverstone.

This should help improve its raw



Hamilton is falling out of title fight



"It's difficult to accurately predict where we stand"
Jenson Button

Lowe (left) aiming for consistency

pace relative to Sauber and Williams, both of which now have a quicker car than McLaren, according to Button.

Lowe reckons that in recent months those teams have outdeveloped McLaren, meaning that getting on top of the new package during Friday practice for the German GP will be critical.

McLaren's struggles appear to reflect those of Mercedes, which is suffering from similar difficulties in carrying its qualifying pace through to Sundays. While McLaren and Mercedes are slipping

back by 1.1 per cent and 0.8 per cent respectively in relative performance from qualifying to the race (see above right), Red Bull is just under 0.3 per cent slower and Ferrari over 0.2 quicker. On average, McLaren's outright race pace has been on a similar level to the Toro Rossos over the first nine events of the season.

McLaren's technical team appears unsure of exactly how to exploit the car's potential. Traditionally, producing more downforce was the key to success, but better aero does not automatically translate to

McLAREN'S SUNDAY STRUGGLES

Few would argue that the McLaren has been the star of qualifying this season, something that is reflected in its position at the top of the pace performance index (see bottom left).

But it is clear why the team has failed to convert that speed into more than a win apiece

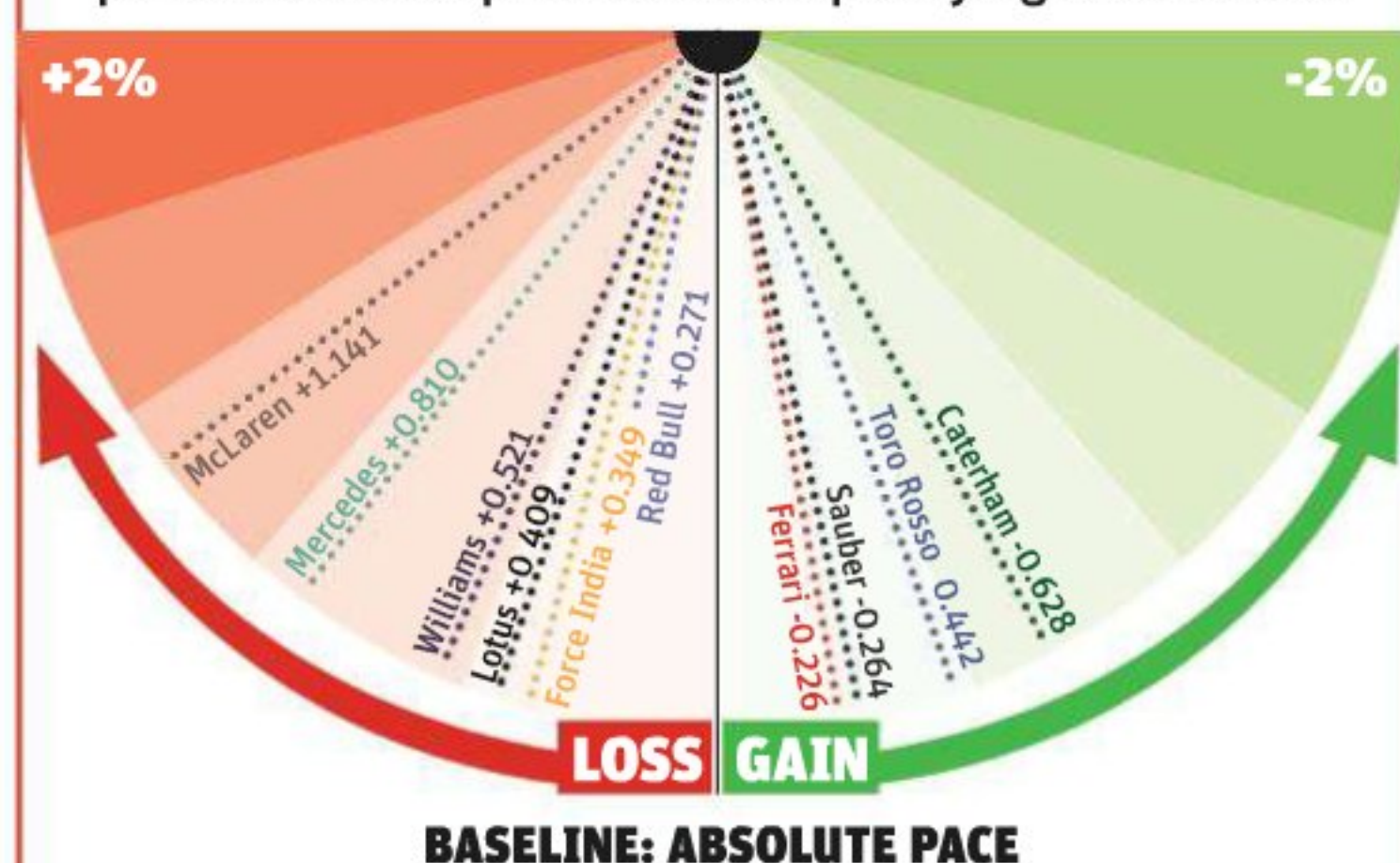
for Jenson Button and Lewis Hamilton: once race pace is taken into account, McLaren slumps to sixth overall. As the swingometer below shows, no team has a bigger disparity between its qualifying and race pace.

By contrast, Ferrari,

which leads the drivers' championship with Fernando Alonso, is one of only four teams that has race pace relatively stronger than qualifying speed. The percentage figures below are an average taken from the first nine races of 2012.

SWINGOMETER RACE v QUALIFYING PACE

This shows that McLaren has the biggest average performance drop-off between qualifying and the race



OUTRIGHT PACE

1 McLaren	100.233%
2 Red Bull	100.404%
3 Mercedes	100.570%
4 Lotus	100.573%
5 Williams	101.030%
6 Sauber	101.113%
7 Force India	101.291%
8 Ferrari	101.507%
9 Toro Rosso	101.671%
10 Caterham	103.150%

Taking fastest lap from each weekend

RACE PACE

1 Lotus	100.573%
2 Red Bull	100.621%
3 Sauber	100.849%
4 Ferrari	101.218%
5 Toro Rosso	101.229%
6 McLaren	101.374%
7 Mercedes	101.380%
8 Williams	101.551%
9 Force India	101.640%
10 Caterham	102.522%

Taking fastest race lap from each GP

better race performances if you cannot optimise the Pirelli tyres.

McLaren seems to be particularly vulnerable to changes of track conditions, with Button regularly complaining of his car's handling being transformed from one run to another. Worryingly for the team, it regarded the high-speed Silverstone as ideally suited to the car.

Button was negative about McLaren's position after Silverstone, but has subsequently suggested that the car's speed in the recent European and British Grands Prix might not have given

an accurate indication of the MP4-27's current level.

"Performance-wise, it's difficult to accurately predict where we stand," he said. "Valencia and Silverstone were certainly difficult races for us, but I don't think they truly represented our pace."

Former world champion Button also cited the coming weekends at Hockenheim and the Hungaroring as critical to McLaren's hopes of recapturing its early-season form and not extending its losing streak in the constructors' championship to 14 seasons.

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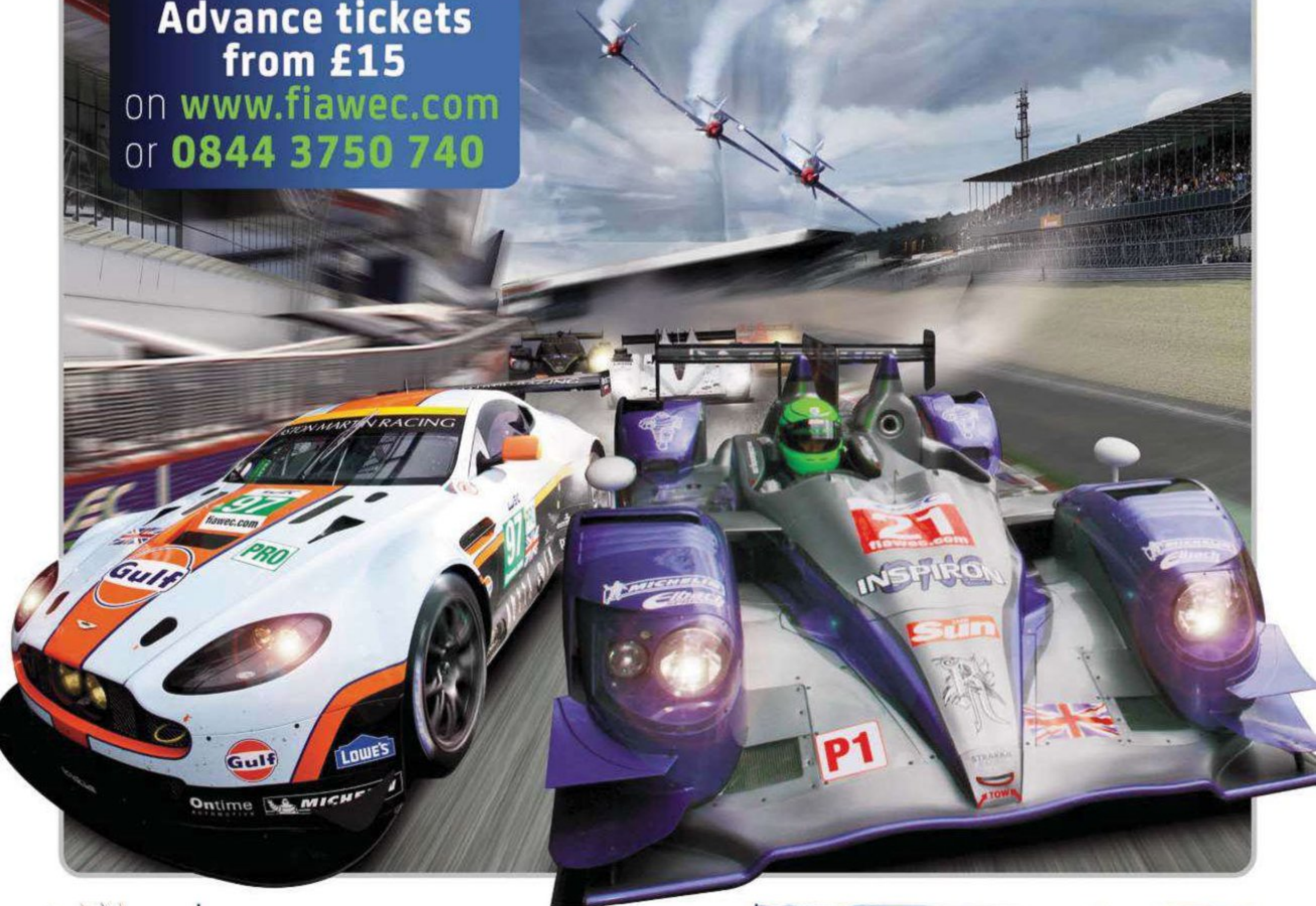
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FORMULA
RENAULT 3.5
SERIES



CLASSIC ENDURANCE RACING



THIS WEEK IN F1

BOTTAS TOPS TEST



Williams reserve driver Valtteri Bottas topped both days of the Silverstone young-driver test, which took place at home of the British GP last week. Only three teams participated, with Marussia and HRT also appearing. This will disqualify them from running in November's Abu Dhabi test.

Thursday (GP circuit)

POS	DRIVER	TIME
1	Valtteri Bottas (Williams)	1:31.436
2	Max Chilton (Marussia)	1:36.558
3	Rio Haryanto (Marussia)	1:37.404
4	Ma Qing Hua (HRT)	1:37.829

Friday (International)

POS	DRIVER	TIME
1	Valtteri Bottas (Williams)	48.963
2	Max Chilton (Marussia)	49.932
3	Rio Haryanto (Marussia)	50.405

I tried to think it was just GP2 or World Series testing and not be too excited and drink some tea to help my sleep

Ma Qing Hua on how to prepare for a maiden F1 test



Grosjean grid penalty

Romain Grosjean will be hit with a five-place grid penalty for Sunday's German Grand Prix. This is as a result of a gearbox change after his Lotus team discovered a fault with the unit used at Silverstone.

MARUSSIA RULES OUT CAR PROBLEM

Marussia has ruled out the car as the cause of the straightline test crash on July 3 that cost Maria de Villota her right eye. Team principal John Booth said: "The findings of our internal investigation exclude the car as a factor in the accident." De Villota is reported to be making a "remarkable" recovery from her head and facial injuries. She was taken off sedation last week.

100

Lewis Hamilton should achieve a century of grand prix starts at Hockenheim. He'll be the 61st driver to reach the milestone

FRIJNS HAS RED BULL RUN



Formula Renault 3.5 championship leader Robin Frijns had his first taste of F1 machinery in a Red Bull RB6 at Moscow Raceway last weekend. The 20-year-old Dutchman completed demo runs on both Saturday and Sunday, and impressed with his commitment despite his scheduled practice run on Friday being rained off.



ANDRE SIMON 1920-2012

FORMER MERCEDES, FERRARI AND Gordini works driver Andre Simon passed away last week at the age of 92. While his results were unspectacular on paper, he was well-regarded during the 1950s, earning a Ferrari deal for 1952 after some eye-catching performances in underpowered Gordini machinery. He was later called up by Mercedes to race in the 1955 Monaco Grand Prix when Hans Herrmann suffered serious injuries in a practice crash. His record of 11 world championship starts with a best finish of sixth didn't do his ability justice.





GERMAN GP PREVIEW

FACTS, STATS, TRACK GUIDE, TV LISTINGS AND MORE



F1 has not been to Hockenheim since '10

Hockenheim: uncharted Pirelli territory

Unless your team-mate lets you by, you can overtake here even without using DRS. Get set for a thriller this weekend

The biennial nature of Formula 1's visits to Hockenheim means that while the circuit is very familiar, even in its truncated post-2001 form, it is in some senses undiscovered territory. This will be the first time control Pirelli rubber has been used at the Baden-Württemberg track. In this most unpredictable of seasons, that's an additional variable in the mix.

Given that overtaking at Hockenheim was easier than at most tracks in the pre-DRS era – although Fernando Alonso famously had to rely on Felipe Massa letting him by in 2010 – it's fair to assume that this

will be a race that favours the fastest strategy over one that privileges track position. With a passing zone on the run to the Turn 6 hairpin, it will be tough to rely on defensive driving.

In 2008, Lewis Hamilton managed to climb from fifth to first in just eight laps after McLaren failed to pit him under the safety car (albeit helped by Nick Heidfeld subsequently stopping and dropping behind). It's not impossible that we will see similar late charges this weekend. Here, more than any other race so far this season, what each team learns – or fails to learn – about tyres on Friday could prove critical.

➔ **P18**
TRACK GUIDE AND GARY ANDERSON'S AUTOSPORT SUPERGRID

Button needs a top result



"Felipe: Fernando – is faster – than you"



Hockenheim team wins

Ferrari 10



Williams 9



McLaren 6



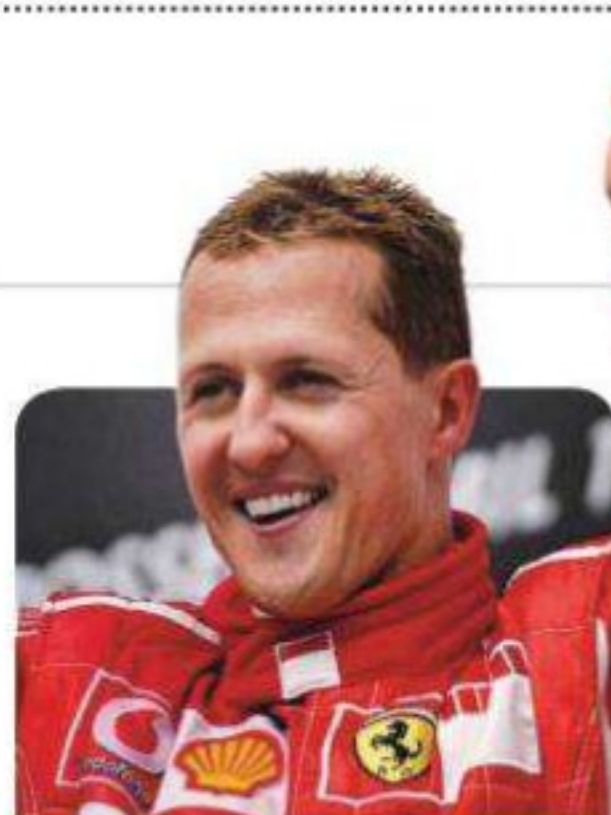
Benetton 2



Lotus 2



F1 PREVIEW
GERMAN GP



4 **MICHAEL SCHUMACHER**



3 **AYRTON SENNA**



3 **NELSON PIQUET**

Winning drivers

Fernando Alonso: 2; Gerhard Berger: 2; Nigel Mansell: 2; Alain Prost: 2; Jochen Rindt: 1; Niki Lauda: 1; Mario Andretti: 1; Alan Jones: 1; Jacques Laffite: 1; Patrick Tambay: 1; Rene Arnoux: 1; Damon Hill: 1; Mika Hakkinen: 1; Eddie Irvine: 1; Rubens Barrichello: 1; Ralf Schumacher: 1; Juan Pablo Montoya: 1; Lewis Hamilton: 1

Races at Hockenheim: 32



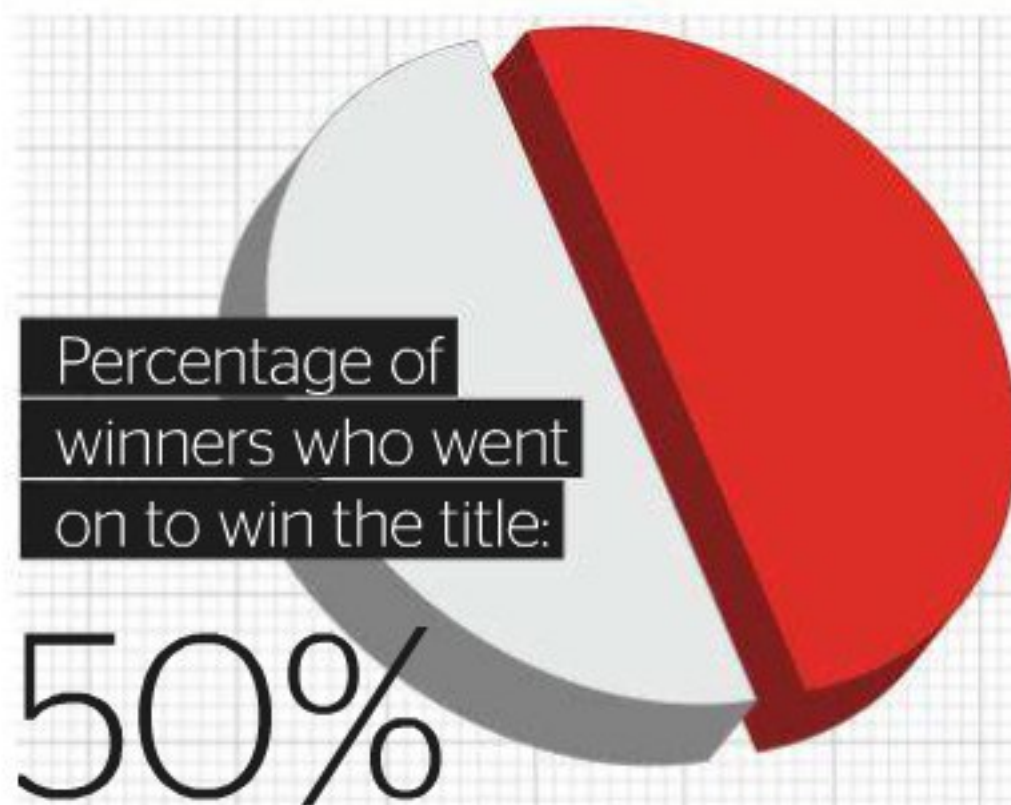
AVERAGE NUMBER OF FINISHERS

12.348



Average winning margin: 16.35s

Biggest: 99.59s (1987); smallest: 0.426s (1998)



SAFETY CARS 4



GERMAN GP TV AND RADIO LISTINGS

FRIDAY JULY 20

0845-1050 Free Practice 1
LIVE (Sky Sports F1)
0855-1035 Free Practice 1
LIVE (Radio 5 Live Sports Extra)
1245-1455 Free Practice 2
LIVE (Sky Sports F1)
1255-1435 Free Practice 2
LIVE (Radio 5 Live Sports Extra)

SATURDAY JULY 21

0945-1110 Free Practice 3
LIVE (Sky Sports F1)
0955-1105 Free Practice 3
LIVE (Radio 5 Live Sports Extra)
1200-1435 Qualifying LIVE
(Sky Sports F1)
1300-1405 Qualifying LIVE
(Radio 5 Live)
1700-1810 Qualifying

Highlights (BBC2)

SUNDAY JULY 22

1130-1615 Race LIVE
(Sky Sports F1)
1300-1430 Race LIVE
(Radio 5 Live)
1730-1900 Race Highlights
(BBC2)
2340-0110 Race Highlights
(BBC1)

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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 nine races compared with the theoretical absolute pace, expressed as 100.

100%



Hamilton 100.233



Vettel 100.569



Grosjean 100.597



Rosberg 100.673



Button 100.709



Schumacher 100.798



Webber 100.831



Alonso 100.852



Raikkonen 100.978



Maldonado 101.105



Kobayashi 101.257



Perez 101.376



Hulkenberg 101.421



Di Resta 101.463



Massa 101.526



Ricciardo 101.699



Senna 101.754

Lewis Hamilton maintained his gap at the front, despite Q3 not going to plan at the British GP. He now has Vettel as his nearest challenger after Rosberg struggled at Silverstone.

Sergio Perez has closed slightly on Kamui Kobayashi, while Nico Hulkenberg continues to have the edge on Paul di Resta for outright pace as Felipe Massa hangs on to Force India's coat tails.

Fernando Alonso is now on the tail of Mark Webber after a strong British Grand Prix that included pole position. The Ferrari is now a car to be contended with.

FLASHBACK

HAMILTON WINS AND VETTEL PROVES FALLIBLE

Lewis Hamilton took victory at the Nurburgring ahead of Fernando Alonso and Mark Webber as Sebastian Vettel slumped to fourth position at the flag, qualifying off the front row and spinning en route. Hamilton was able to manage the medium compound tyres on his McLaren effectively – not always his strong point – on his way to his second win of the season.

2011 GERMAN GP RESULTS (NURBURGRING)

POS	DRIVER
1	Lewis Hamilton (McLaren)
2	Fernando Alonso (Ferrari)
3	Mark Webber (Red Bull)

TYRE ALLOCATION

SUPER-SOFT



SOFT



MEDIUM



HARD





Bruno Senna has closed the gap on Daniel Ricciardo after a better weekend at Silverstone, where he scored a valuable point for Williams. Meanwhile, Jean-Eric Vergne remains on his own between his team-mate and the Caterham of Heikki Kovalainen.



Vergne 102.437

Caterham had a resurgence at Silverstone. Vitaly Petrov has breathing space between his rear diffuser and the edge of the page and Heikki Kovalainen is edging ever closer to the midfield pace.



Kovalainen 103.181

AND AS FOR THE REST

All four backmarkers closed the gap to the front, with the biggest improvement coming from Narain Karthikeyan, who currently resides at the back of the pack.

Glock 105.192
Pic 105.585
De la Rosa 106.059
Karthikeyan 106.687



Petrov 103.603

2%

103%

104%

TRACK GUIDE

HOCKENHEIM

NUMBER OF LAPS	67
CIRCUIT LENGTH	2.86 MILES
LAP RECORD	1:13.780 RAIKKONEN (2004)
UK START TIME	1PM

BIG BRAKE

TURN 6, 202MPH-37MPH
121 METRES, 5.2G 2.8S

TOP SPEED - 202MPH

DRS DETECTION
(PROVISIONAL)

SECTOR 1

DRS ZONE
(PROVISIONAL)

SECTOR 2

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Auto GP 2012 Calendar:

10-11 March Monza (I)

31 March-1 April - Valencia (E)

14-15 April - Marrakech (MA)

5-6 May - Budapest (H)

2-3 June - Portimao (P)

21-22 July - Curitiba (BR)

22-23 September - Sonoma (USA)

Find more issues at



STRAIGHT TALK DAVID COULTHARD

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

Mark Webber's in a good place at the moment – ahead of Red Bull teammate Sebastian Vettel on wins and points – so he's all set to feature in the title fight, just like in 2010

Mark Webber's victory at Silverstone was a huge boost for his world championship credentials. Perhaps not as significant as his 2010 win – “not bad for a number two” and all that – but I think this season is following a similar path for Mark in terms of the points race.

He could have been the champion that year, one of four people who could've achieved that at the final round, and in this season of much-reduced predictability we're seeing a similar pattern. He's delivered at some key moments: putting it on the front row in Monaco, and inheriting pole, and doing likewise at Silverstone and going on to win the race.

As we approach the halfway point of the season, Webber is right in the hunt for the world championship. Although Ferrari is on top on merit, and Fernando Alonso has been quite incredible, if you had to pick a car for the next 11 races you'd take the Red Bull over the Ferrari.

PIC: DUNBAR/LAT

Spray to go! Webber won't be joining Alonso



NEW CONTRACT BOOST

I think it's blindingly obvious that Red Bull has two drivers who are good enough to be number one, certainly when you compare that with Ferrari. Although Felipe Massa almost won the title in 2008, you'd have to say he's a good number two – or at least an average number one.

Personally, when I was with Red Bull I don't remember ever getting this late in the season with Dietrich Mateschitz before renewing, but it means you're committed to each other, and you go forward together. I don't think, from a personality point of view, that Dietrich minds whether it's Seb or Mark who's doing the winning. In many ways, it would suit Red Bull the brand to show that Mark can win the title as well – it shows that its product works for a 35-year-old Australian as much as a 25-year-old German.

Mark is looking very relaxed with himself right now. He knows he's closer to the end of his F1 career than the beginning, and now he knows he's got another contract in the bag. That's the icing on his cake.

He's not starting a five-year campaign with the end goal to be world champion; he's an experienced guy operating within his comfort zone and right in the fight.

WEBBER'S FERRARI CONTACT

I don't think there was any conversation between Ferrari and Mark beyond first contact. Ferrari is in no rush to do anything with its driver line-up, with key asset Alonso committed for such a long time. It just wouldn't have made sense to have Mark there – unless Fernando goes crook or something – and I just don't see the benefit in him going

there as Alonso's number two.

Mark's a quality driver, wears his heart on his sleeve and likes to speak his mind. Some of what he says works for him, some works against him – but show me someone who gets everything right all the time and I'll show you a saint!

Of course, that doesn't always make life easy for Christian Horner, but he'd rather have two guys he's got to manage rather than two wallflowers that he's got to motivate.

I was once offered the chance to sign for Ferrari, and I don't regret not taking that up for one minute, because what was on offer at the time wasn't a better opportunity than the one I had with McLaren. I'd already made the mistake once of moving for money rather than opportunity, from Williams to McLaren. From the moment I sat 13th on the grid for the first race of 1996, having been on the front row in Adelaide '95, I decided I would never, ever make a decision based on money over performance.

CHANCES FOR GERMANY

Hockenheim is a funny little circuit, with just the two fast corners – into the stadium and out of it again. There's a lot of second and third gear corners, so it's more Valencia than Silverstone. It seems like F1 has become like tennis, where you have clay courts, hard courts and grass courts. Some tracks have certainly suited a certain car-and-driver combination better than others, just like some tennis players are better on one surface than another.

We've got a great championship fight on our hands, and I'm sure this will be another fascinating step towards the outcome. ☼

“If you had to pick a car, you'd take the Red Bull over Ferrari”

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MARK HUGHES

GRAND PRIX EDITOR

What do you do if you're an up-and-coming F1 star and you're torn between committing to your current mid-grid team or waiting on a half-chance for a top seat? Read this, for a start...

READ MARK HUGHES' FRIDAY GP FORM GUIDE ON
AUTOSPORT.COM PLUS

There's a vacillating former world champion who cannot decide if he wants to retire or not, and he's blocking off one of Formula 1's top seats. Meanwhile, there's a young driver in the early stages of his F1 career, doing a great job at a small team, hoping like hell that the ex-champ does decide to retire. He's not about to commit to the little team when this potential career-transforming opportunity is hanging in the air.

The younger guy is the obvious shoo-in for the vacancy if it should arise. He's been getting the best from mid-grid machinery and occasionally flattering it for some time now, garnering points when feasible – and he doesn't crash. It looked for a time in his junior career that he was going to miss out on F1, but the chance did eventually come as his form in another high-profile, high-power category was impossible to ignore. The F1 career established, it's time now to move onto the next level. He's a very shrewd cookie,

PIC: COATES/LAT



Di Resta to Button: "What turbo are you getting?"

has a good head on his shoulders. But opinion is divided among paddock observers on whether he's outstanding or merely pretty good.

One of the little details giving him credibility is the fact that in one of the junior categories he raced wheel-to-wheel with a driver who's subsequently gone on to become one of the absolute legends of F1, a guy some believe to be the best there is. If the young guy could compete against him in equal machinery then, it's surely feasible he could do the same in F1 now... A drive in a top team's car is probably the only way that's going to be answered.

Meanwhile, the former champion has been having a good season in terms of competitiveness. He's quite often – but not always – been the quicker of the team's drivers, although unfortunately this hasn't been reflected in the points table. Poor reliability has made it look on paper as if his team-mate – who's a top driver but has never won the title – is having a much stronger season than him, but that's not actually the case; the former champ is on it. Enjoying that competitiveness is what is making the decision so much harder. So he keeps deferring it.

If the champ decides to carry on, what are the younger guy's prospects of getting into a top car elsewhere for the following season? There may be a drive at McLaren, but that's far from certain. There seems a lot still to be decided there – and it's complicated by several factors, not least future sponsorship. Also, looking a couple of years down the line, what's McLaren doing for a turbo engine? It would be great to get an opportunity there, but that

prospect seems fraught with way too many 'ifs' to rely on.

There's a rumour that another ex-world champion may also be thinking of leaving F1, disillusioned perhaps by the poor season he's been having when it had all looked so good coming in. A dozen or so years into an F1 career, such a grind is hard to take. But the prospects of this guy retiring have not even been publically acknowledged, unlike the other champ. So it may all just be nonsense. No point in the younger guy pinning any hopes on that.

Of course, the way it all panned out was that Alan Jones did in fact retire, even though he'd had a very competitive season alongside Carlos Reutemann – and the younger guy, Keke Rosberg, did get to replace the champ. His good drives in the Fittipaldi had made him the obvious choice and 1982 at Williams would show whether he really was as outstanding as he'd looked when he fought wheel-to-wheel with Gilles Villeneuve in Formula Atlantic, or when he'd looked such an exciting prospect in Can-Am. The other world champ, Mario Andretti, also left F1 at the end of that year after a low-key season with Alfa Romeo.

Oh, hang on. Who did you think I'd been talking about earlier? Paul di Resta waiting on Michael Schumacher's decision? Di Resta, the guy who fought wheel-to-wheel with Sebastian Vettel in F3 and looked so outstanding in DTM? Who cannot be sure what is happening at McLaren into 2013, and is wondering what they may be doing for a turbo engine there?

Yes, I suppose it's a scenario that would fit 2012-13. But I was talking about 1981-82. ☹

“If the champ decides to carry on, what about the young gun?”

GP3

NEW CAR SPIED

This is the first spy shot of the new-for-2013 V6-powered GP3 racer, snapped at Magny-Cours on Monday. Development driver Ben Hanley was at the wheel of the car, which features a GP2-style engine cover fin as part of its revised bodywork.



FORMULA 3

Masters boss praises F3 teams

Barry Bland says the 'loyalty' and 'proactive' nature of the category's teams is keeping the race strong

The brains behind Formula 3's top international races has hailed the 'proactive' and 'loyal' teams that ensured a grid of 20 cars for last weekend's Masters of F3 at Zandvoort.

The field was an increase of four over last year's event at the Dutch circuit, even though only 28 cars are competing regularly this season in British and Euro Series F3, the only two arenas in Europe in which FIA F3 rules apply.

Race coordinator Barry Bland said: "I was happy to get 20 on the grid, and if you can achieve that in any category these days you're doing OK."

"It was fairly hard work to muster everybody, and it showed the teams' loyalty to F3 generally and in what we're trying to achieve."

One big boost to the event was the return after absence of British F3 teams Fortec Motorsport, Double R Racing and T-Sport, which between them provided eight of the 20 cars.

One of the biggest obstacles to British F3 participation at Zandvoort in recent years has been a perceived disadvantage from the event being run on tyres provided by Kumho

(until 2014 under the current contract) – the same company that supplied the Euro Series.

Now, the Euro Series has switched to Hankook and, according to Bland, Kumho delivered on a brief "to provide a tyre more in character with what the drivers are used to. The front is much wider than before."

Bland added that he would like the

Masters to be a part of the FIA European Championship, after missing out on being included in the revived title for 2012. "When you run an event outside any series, it's not easy to put a grid together," he said.

He also hopes that F3 as a whole will gain in popularity next season after a transitional year in 2012. Although new chassis were mandated for this campaign, the new engine regulations do not arrive until '13.

Event winner Daniel Juncadella hailed the Masters, which he added to his 2011 Macau crown. "It's still a great thing to have on your resume if you win it," he said. "It's one of the highlights of the season with Macau."



Juncadella won 20-car Masters

P44 MASTERS REPORT

FORMULA RENAULT 3.5

Williamson offered Renault 3.5 race return

FORMER RED BULL JUNIOR DRIVER
Lewis Williamson was offered a last-minute deal to return to Formula Renault 3.5 for last weekend's event at Moscow Raceway.

The 22-year-old Briton, who was dropped by the Red Bull scheme in favour of Antonio Felix da Costa last month, was contacted by BVM Target

last week as it looked for a driver to replace GP3 convert Giovanni Venturini. However, any chance of a deal coming together was scuppered due to a lack of time to process a visa application. Sergey Sirotkin drove instead.

Williamson told AUTOSPORT that he was not directly involved in any talks about making a return, preferring to

leave such matters to his management.

"A lot of people from the motorsport world have been in contact, asking how I'm getting on, how things are going to move forward and what I'm going to do, and I just pass those on," said the 2010 McLaren AUTOSPORT BRDC Award winner. "We'll just keep working hard and see what happens."



Williamson almost returned

FORMULA RENAULT 3.5

Petrov hails new Moscow circuit

RUSSIA'S FIRST FORMULA 1

driver Vitaly Petrov has hailed the opening of his country's maiden purpose-built motorsport facility as an important step for the nation.

The Hermann Tilke-designed Moscow Raceway opened its gates for the first time last weekend, playing host to the World Series by Renault package. Caterham F1 driver Petrov was in attendance all weekend, and performed some demonstration runs in a 2010 grand prix car.

"For Russia, this is a big thing," Petrov said. "It is very important for us to have a track like this; a professional track, an interesting track. It's special, and it is a pleasure to see this in Russia."

The circuit came in for some criticism from Formula Renault 3.5 drivers, with most criticising the number of slow, second- or third-gear corners, and some describing it as boring. But Petrov defended the tight and twisty layout, saying it would



Moscow Raceway held its first race last weekend

offer a good education for those racing in the junior categories.

"For young drivers it is a good school, because the track is very technical," he added. "There are some bits that you don't see from the outside, and it's very difficult to find a good line and get close to the limit. From a technical side of things, this makes it quite interesting."

The 2.46-mile long track, which

despite its name is located more than an hour's drive from Moscow, attracted more than 40,000 fans per day over the weekend. This was despite an F1 demonstration taking place in the city centre at the same time, featuring cars from McLaren, Ferrari and Marussia.

P42 MOSCOW REPORT



Composites is nearing sale

SPORTSCARS

Sale close for Lola company

LOLA'S COMPOSITES COMPANY LOOKS certain to emerge from administration ahead of the racing car manufacturer.

The administrators of Lola Cars International and Lola Composites have revealed that a sale of the composites company is imminent. A sale of the car manufacturing company is likely to take more time, according to administrator Mark Newman of CCW Recovery Solutions.

"We hope to conclude a sale of Lola Composites in the very near future," he said. "We have interest in Cars, but the discussions are not at an advanced stage."

Newman said that the retention of the trademarks and intellectual property of the car designs by Lola Group Holdings, which is not in administration, would not be an insurmountable obstacle to the sale.

"It makes the talks more complicated because a potential buyer is talking to two parties," Newman said. "But Group Holdings has assets that are worthless unless someone uses it [by buying Cars]."

INDYCAR

Filippi sure Coloni could succeed in IndyCar Series

FORMER COLONI GP2 RACER

Luca Filippi believes that the Italian team would succeed in the IndyCar Series if it moves there next year.

AUTOSPORT revealed last week that Coloni is considering an IndyCar attack after leaving GP2 at the end of this season. And Filippi, who has spent time in the US chasing a drive in the series this year, has backed the team that took him to second in the 2011 GP2 standings.

"If they are serious about going there, I think it is possible for Coloni to do well," Filippi

told AUTOSPORT. "I have seen the new Indycars up close this year, and they have more in common with a GP2 car than the previous Indycar. The series are similar because they are one-make and quite restrictive, so it is up to the teams to make the car reliable and then work on the small details on set-up to make it fast."

"I am sure Coloni could make the car run properly – any of the top teams in Europe could do a good job. All you need is to add a few people with experience of how IndyCar works."



Filippi has raced for Coloni in GP2

AUTOSPORT SAYS...

MARCUS SIMMONS
CHIEF SUB-EDITOR

marcus.simmons
@haymarket.com



Barry Bland, 'Mr International F3', and his friends did a top job to assemble a 20-car grid for last weekend's Masters at Zandvoort.

When I first covered the Masters in 1996, there was a pool of around 80 FIA-rules F3 cars racing across the national series of Britain, Germany, France and Italy. So, with no date clashes, it wasn't that hard for Bland to assemble more than 40 cars to do battle.

This year the total of FIA-rules cars from British F3 and the Euro Series is just 25 (discounting older cars running with them)...

Meanwhile, 15 old-spec cars competed last weekend in German F3 at Spa with non-FIA engines, while 23 cars (including 11 new Dallara F312s) were out in European F3 Open at Brands Hatch, again with non-FIA units.

FIA Single-Seater Commission president Gerhard Berger wants all F3 series to adopt the new engine rules. Now *that* would boost the Masters. But, as Bland says: "If those series run rules that mean doing F3 for 300k, not 500k, that's why they took that route."

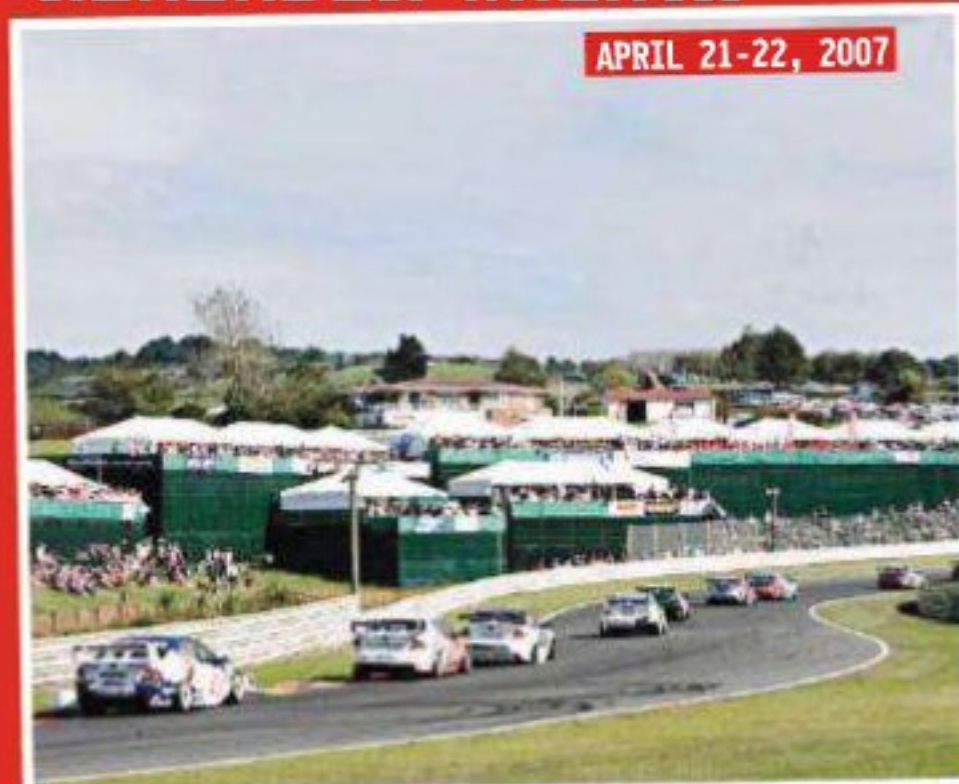
For now, the best thing Berger can do is allow British F3 and the Euro Series to co-exist and rebuild – to FIA rules – on their own terms. Who knows? Maybe the Masters could one day get a capacity field again.



Ten years ago: a huge Masters grid

REMEMBER WHEN...

APRIL 21-22, 2007



...Aussie V8s last visited Pukekohe? The news that V8 Supercars will return to the track breaks a five-year spell off the schedule for the New Zealand track. Garth Tander and Rick Kelly won on the series' last visit.

DTM

DTM FIREWORKS

The DTM staged its annual show event in Munich's Olympic Stadium last weekend. Jamie Green (right) and Ralf Schumacher won Saturday's team relay for HWA Mercedes, while Abt Audi star Mattias Ekstrom won the individual event 24 hours later.



ELMS

ELMS bosses 'will save' series

Series chiefs insist season will continue, despite not confirming future events. By GARY WATKINS

Bosses of the European Le Mans Series have vowed that it will continue this season, despite only 13 cars turning up for last weekend's Donington Park round.

Series promoter Patrick Peter and Pierre Fillon, president of Le Mans organiser the Automobile Club de l'Ouest, have revealed that they intend to put a rescue package in place this week to safeguard the future of the ELMS. They explained that this would include a plan for the rest of this year and the 2013 season.

Peter said: "We will take a decision at the end of the week, but there will definitely be races later this year."

He stopped short of confirming that both remaining events at Brno and the Algarve circuit, scheduled for September and November respectively, would go ahead. Peter and Fillon also refused to discuss their ideas on how to save the series.

Fillon said: "There are many options. We will discuss everything



A handful of cars raced at Donington

this week and then decide, but the ELMS is very important for us. We are already working hard for 2013."

Peter and Fillon explained they hoped to finalise their plans today (Thursday) and then make an announcement on Friday.

According to Peter, the onus will be on increasing the size of the GT grid, which fell to

three cars at Donington.

"Clearly, the LMP2 grid is very good [with nine competitive cars], but the problem we have with GT is that it is a very competitive marketplace: you have the Blancpain Endurance Series, the FIA GT1 World Championship, GT Open and national championships," he said. "Our problem is that our

calendar came out after everyone else's because we had to wait for the FIA World Endurance Championship schedule to be confirmed."

The comments from Peter and Fillon were welcomed by the ELMS teams.

Jota boss Sam Hignett said: "This is good news because we need to know what is happening in the next two weeks, so we can make alternative plans if there is no ELMS. I think the ACO realise that without the ELMS the Le Mans 24 Hours grid wouldn't be full. All but two of the cars here at Donington were at Le Mans."

The latest moves follow Fillon's statement of support for the ELMS made at Le Mans (AUTOSPORT, June 21). He said that the series was an important part of the Le Mans pyramid under the 24 Hours and the WEC.

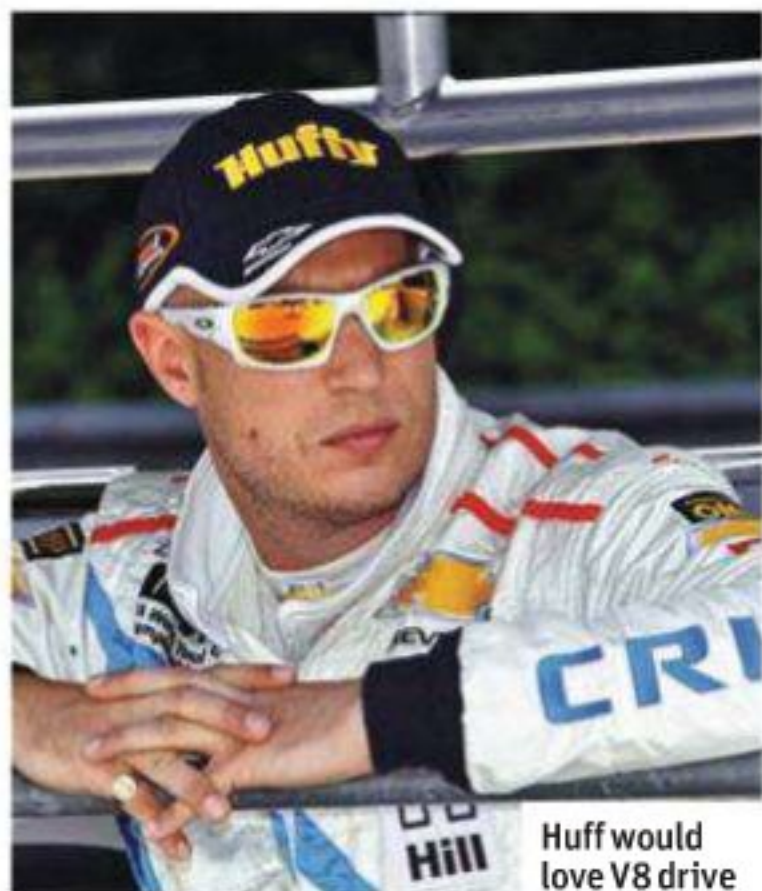


**P56 DONINGTON
ELMS REPORT**



V8 SUPERCARS

Huff keen on V8 Supercar switch in 2013



Huff would love V8 drive

WORLD TOURING CAR CHAMPIONSHIP

contender Rob Huff is keen to make a switch to V8 Supercars in Australia, should his current employer RML not find a seat for him next year.

Huff, along with team-mates Alain Menu and Yvan Muller, has been left with an uncertain future following Chevrolet's recent announcement to end its factory involvement in the WTCC. RML, which has run the three-car works squad since 2005, has yet to announce its plans for the 2013 season.

The 32-year-old Briton said: "The Bathurst 1000 is something I have been gagging to do. But for the last three years,

because my car has been so good here, I have been concentrating on winning this and not really investigated it. I've sent an e-mail to the [V8] championship organisers though and they came back to me straight away."

Although soon to be a free agent, Huff stressed that his priority is to remain with RML next year. "The last thing that I want to do is lose RML. It has been a great partnership and long may it continue," he said. "At the same time, motorsport is one of those worlds where you have to look after yourself. ALMS, BTCC, DTM, Aussie V8s... Hopefully it'll be noticed that I've been in the top five here for four years."

ALMS

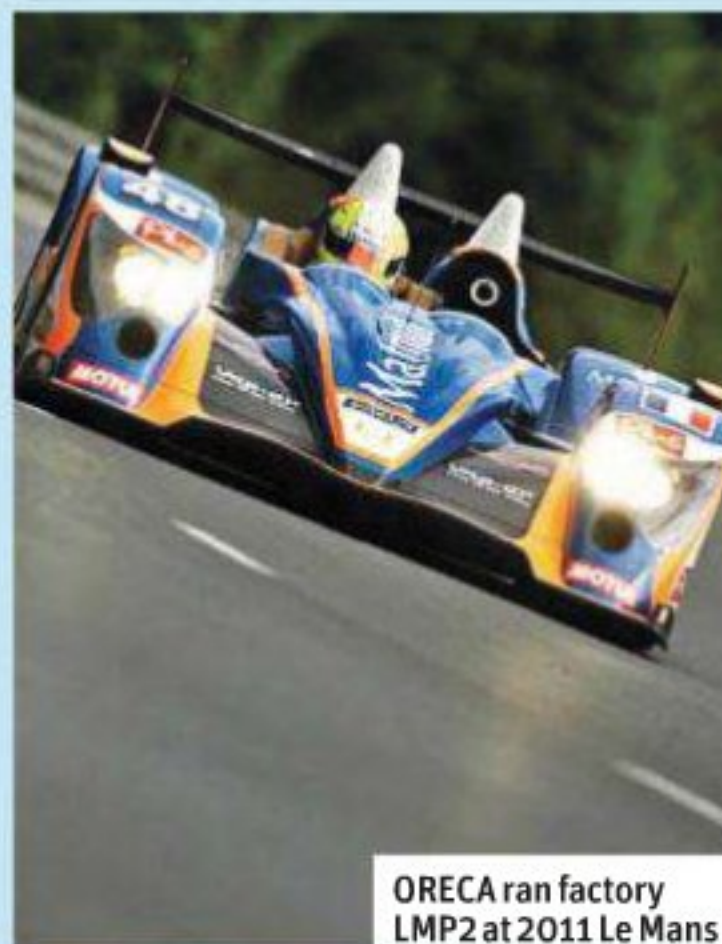
ORECA evaluating works LMP2 entry for Petit Le Mans endure

THE FRENCH ORECA ORGANISATION IS evaluating fielding a factory LMP2 car at Petit Le Mans in October.

ORECA boss Hugues de Chaunac has revealed that he wants one of ORECA's Nissan-powered O3 chassis on the grid of the American Le Mans Series blue riband to stimulate interest among potential customers for next season. He explained that the possibilities were linking up with an existing team running an ORECA in

Europe or entering a factory car, in the same way as the marque did at the 2011 Le Mans 24 Hours.

De Chaunac, whose company has yet to sell an LMP2 chassis to an ALMS team, said: "Petit Le Mans is a target for us because we want to show what the O3 can do in America. We will be there, so that means we will run a works car if we have to. The aim is to go to Road Atlanta to try to win the class."



ORECA ran factory LMP2 at 2011 Le Mans

IN BRIEF



Marzotto during '53 win

GIANNINO MARZOTTO, 1928-2012

Two-time Mille Miglia winner Count Giannino Marzotto has died, aged 84. The Italian had contested just 10 events over three years when he was picked up by Ferrari for 1950 and triumphed at the marathon event sharing a 1955 Berlinetta with Marco Crosara. The duo repeated the victory in a 340MM Vignale in 1953.

LAMY GETS ASM DRIVE

Former Peugeot factory sportscar driver Pedro Lamy has joined the ASM team's McLaren line-up for the Spa 24 Hours round of the Blancpain Endurance Series on July 28-29. The Portuguese will share the team's MP4-12C with a roster of drivers including 2011 Le Mans Series LMP2 class champion Karim Ojeh.

VAN DE POELE BACK TO SPA

Local hero Eric van de Poele will bid for a sixth victory in the Spa 24 Hours with the Boutsen Ginion Racing McLaren MP4-12C. The veteran will share the car with BGR's regular line-up of Jack Clarke, Nico Verdonck and Edouard Mondron.

UA SPLITS SPA LINE-UPS

The Anglo-American United Autosports squad is splitting its Spa 24 Hours attack between one McLaren MP4-12C and an Audi R8 LMS ultra. David Brabham, Alvaro Parente and Matt Bell drive the McLaren in the Pro class, while Mark Blundell heads the line-up in the Pro-Am Audi.

V8s BACK TO PUKEKOHE

V8 Supercars will return to Pukekohe for the first time since 2007 next year following a series of upgrades at the New Zealand venue. The track replaces the Hamilton street circuit, which has been on the calendar for the past five seasons.

SUPERSTARS CANCELS ALGARVE

Superstars has cancelled its Algarve round, scheduled for September 16, due to the ongoing economic situation in Portugal. The series plans to return to the track next year and to replace the cancelled event with one at another circuit.

No Algarve race this year



STRIKING VIPER LIVERIES UNVEILED AHEAD OF ALMS COMEBACK

The Chrysler Viper will make its return to the American Le Mans Series at Mid-Ohio on August 4. Two of the Riley-developed Viper SRT GTS-Rs will run at the sixth round of the series with Marc Goossens, Dominik Farnbacher, Kuno Wittmer and one yet-to-be-determined driver at the wheel.



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IN BRIEF

Holland will drive Gilham Civic



AMERICAN TO JOIN BTCC

Robb Holland will become the first American to compete in the British Touring Car Championship since 1975 when he makes his series debut at Snetterton next month. Holland will race Tony Gilham Racing's Honda Civic, with team boss Gilham set to switch to another car.

FOYT FINED OVER FUEL TANK

IndyCar team AJ Foyt Racing has been docked 10 teams' points and fined \$15,000 after the fuel tank in Mike Conway's car was found to be of a size 'that could have provided a track-position advantage' in the Toronto race.

MORE INDYCAR FOR SAAVEDRA

Indy Lights frontrunner Sebastian Saavedra will make another IndyCar race appearance at Sears Point in August. He will be run jointly by Andretti Autosport and his Lights squad AFS Racing, just as he was in May's Indianapolis 500.

DALY MAKES F3 DEBUT

GP3 ace Conor Daly made his Formula 3 debut at the Masters last weekend. The American replaced Double R Racing regular Fahmi Ilyas for the event. He was 15th after stalling at the start.

'KILLJOY' FINE FOR MOVE

Formula Renault 3.5 racer Daniil Move was fined €300 for performing donuts in front of his home fans after the second race at the new Moscow Raceway last Sunday. The stewards described his actions as "driving incompatible with general safety".

Move got into trouble over this



Rio hosted 10 Brazilian GPs

BRAZILIAN RACING

Rio circuit for demolition

Former Brazilian Grand Prix venue to be torn down to make way for Olympics

The Jacarepagua circuit in Rio, which staged the Brazilian Grand Prix 10 times between 1978 and 1989, will close at the end of the year and be demolished to make way for facilities for the summer Olympic Games in 2016.

The last major series to visit the track, which also played host to CART and MotoGP during the 1990s, will be the Brazilian Touring Car Championship on August 5, after which only a selection of regional events will be held. A round of the country's blue-riband V8 Stock Car Series took place there last weekend.

Built in 1965 and remodelled 13 years later in a successful bid to prise Formula 1 away from the Interlagos venue in Sao Paulo, the Rio circuit provided five Brazilian Grand Prix wins for Alain Prost, two each for Carlos Reutemann and Nelson Piquet (after whom the road-course layout would later be renamed) and one



Oval hosted Champ Car

for Nigel Mansell in its last GP.

Plans to demolish the circuit in 2005 were blocked following political lobbying of the city government by Brazil's motorsport association, the CBA.

Half the track was still forced to close as surrounding land was acquired to accommodate the building of a velodrome and an aquatics centre that hosted the cycling and swimming events of that year's Pan-American Games, a precursor to Brazil's Olympic bid.

This forced the closure of the Autodromo Emerson Fittipaldi,

an unbanked oval that staged five CART races and featured wins for Juan Pablo Montoya, Paul Tracy and Greg Moore.

The remainder of the site will become the Olympic Village and training centre.

Plans have been in motion since 2007 for a brand-new circuit to be built in the army-owned Deodoro suburb of Rio and a track map has been unveiled. Despite a plan to break ground in 2013, no financial package has been established to allow the project to commence.

Dr Felipe Zeraik, the legal representative of the CBA, confirmed to AUTOSPORT that an agreement was made between this body, the state public ministry and the city government to keep Jacarepagua in operation until the new FIA-approved venue was up and running, but that this agreement was overruled five years ago in order to focus on the successful Olympic bid.

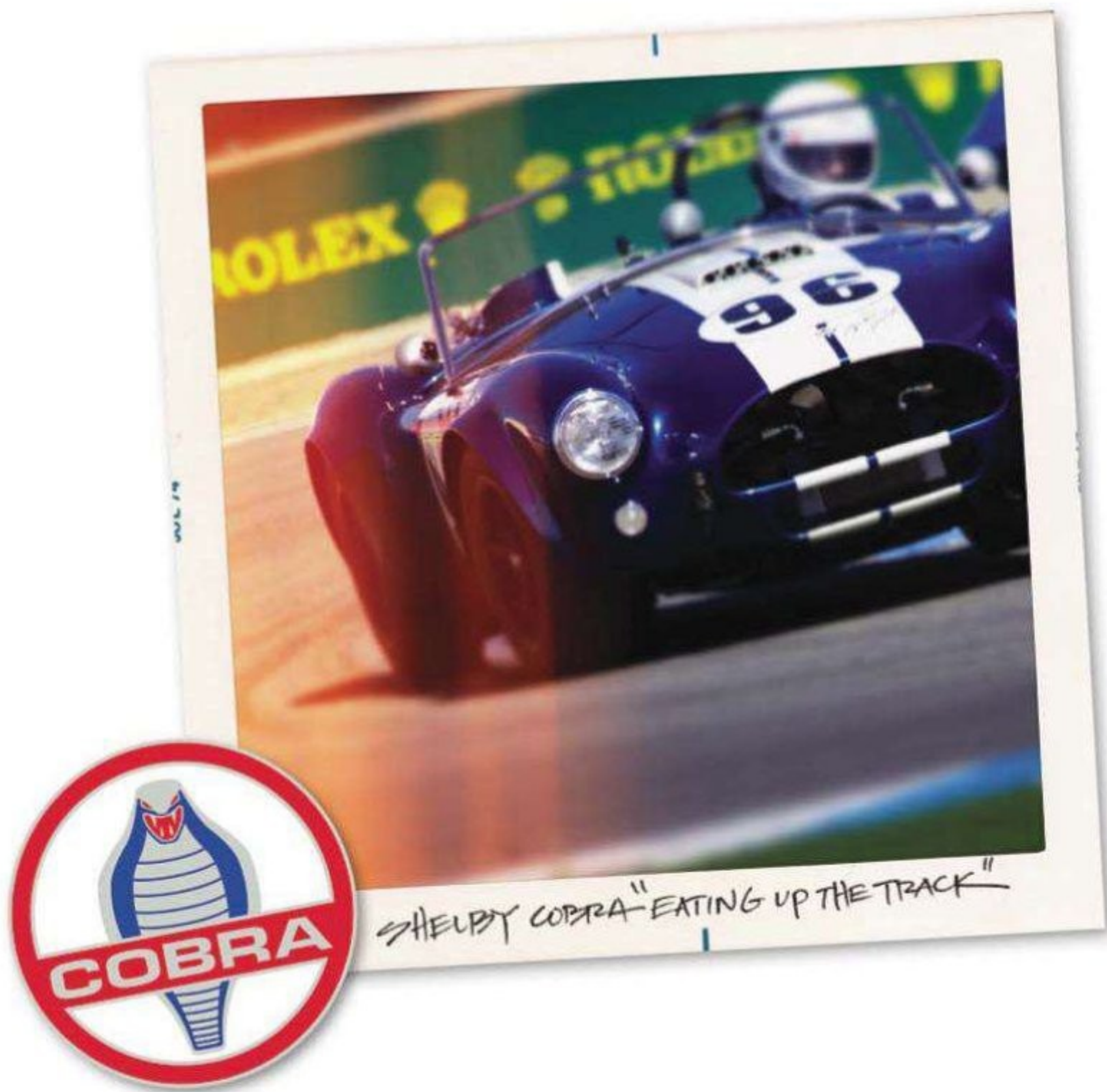
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Polo tested again in Germany last week

P38 VW TESTING UPDATE

WRC

Volkswagen to run three cars

German marque confirms three-car assault for 2013 WRC attack. By DAVID EVANS

Volkswagen will field three cars in next year's World Rally Championship, with the new Polo R WRC possibly running on the final two rounds of this season.

There had been much speculation regarding the number of factory cars VW would run next season, but during its test in Germany last week, the team confirmed three Polos will run from the fourth round of the championship onwards.

It remains to be revealed whether the third car will be driven by Andreas Mikkelsen – the German manufacturer's favoured junior team driver – or by a third front-liner.

VW technical chief Francois-Xavier Demaison favours three strong drivers, and said: "I would take [Jari-Matti] Latvala and [Dani] Sordo. This would be really strong – and it would mean that the other teams don't have these guys."

Asked who he favoured as a team-mate, the already-confirmed Sebastien Ogier replied: "This is not my job to select the driver. For me, if the driver was coming today then I would try Dani because he is available now and he could come with me to try out the car, but I don't know. I heard the same stories as you about Jari-Matti; I have good relations with everybody so I think it can be OK with any of them."

VW will announce its second driver at next month's Rallye Deutschland, with Ogier admitting there will be no preferential treatment between drivers.

"I am not the number one in the team," he said. I am the same level as the one who joins me."

VW is expected to run the Polo R WRC on the final two rounds of this year's world championship in Italy and Spain, with dispensation granted by the FIA. Homologation of the car is scheduled for

November 1 – after the Sardinia event has taken place.

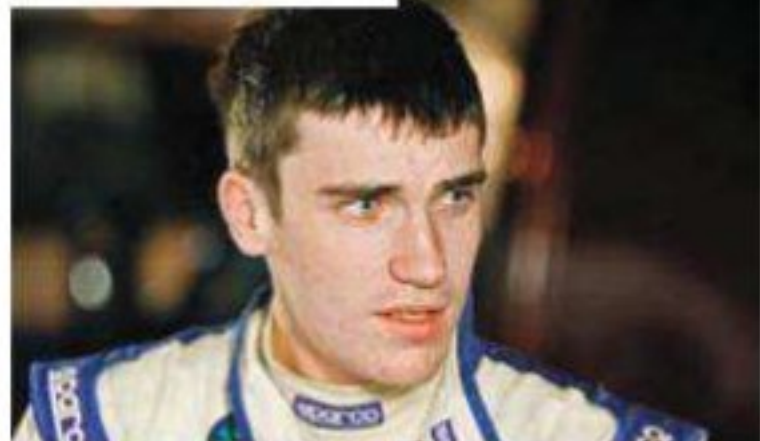
VW marketing manager Stefan Moser said: "It looks like we will take a test run in Sardinia. We will not run competitively; they [the FIA] allow us to start the race, but we will not take times. It would be good if we are able to do the same on Rally Catalunya."



Demaison wants Sordo and Latvala

IN BRIEF

Breen made his return



BREEN BACK TO RALLYING

Craig Breen took part in last weekend's Nicky Grist Stages – his first rally since the Targa Florio accident in which his co-driver Gareth Roberts died. Breen, who was co-driven by Roberts' brother Dai, retired his Mitsubishi Lancer with a broken gearbox. His next event will be Rally Finland, where Paul Nagle will co-drive.

OSTBERG COULD MISS FINLAND

Mads Ostberg's Rally Finland participation hangs in the balance after he crashed during shakedown for last weekend's Rally Bohemia. The Rally of Portugal winner injured his back in the crash and will visit a specialist in Norway this week. Ostberg's drive on Rally Estonia next week is also in doubt.

BOHUSLAV CEPLCHA, 1977-2012

Martin Semerad's co-driver Bohuslav Cepelcha died when the pair crashed on the third stage of Rally Bohemia last weekend. Cepelcha, 35, had guided the former Pirelli Star Driver through much of his early PWRC career. AUTOSPORT extends its deepest sympathies to Cepelcha's family and friends.



Cepelcha: 1977-2012

WRC

Red Bull in contention for WRC promotion



Red Bull could promote WRC

RED BULL HAS RE-EMERGED AS ONE OF the potential promoters of the World Rally Championship, along with Eurosport and a South African partnership.

Despite promising news on the promoter's identity as early as February this year, the FIA has still not settled on a future agreement for the WRC – much to the discontent of the series' stakeholders.

AUTOSPORT's sources have confirmed the identities of three interested parties, along with the remaining possibility that

the FIA will promote the WRC itself.

Volkswagen's marketing manager Stefan Moser has admitted that his preferred option is Eurosport.

"They have the experience to do this job," he said. "Look at what they did when they came to Monte Carlo with just one week to prepare. We worked with them on the Dakar and we know what they can do."

Red Bull has long-standing links in the WRC, having backed the Citroen team as well as individual rally stages.



Is this the man to beat Alonso & Vettel?

After Mark Webber's heartbreaking end to 2010 and Sebastian Vettel's domination last year, many thought the Australian had missed his chance to be world champion. The man himself disagrees. *By MARK HUGHES*

Doggedly, relentlessly chasing, keeping the pressure on, never giving up on the pursuit of the man who himself never gives up when there's the whiff of victory in the air. Fernando Alonso was being chased by a mirror of himself at Silverstone. With just a few minutes of the race to go, Mark Webber went around the outside of the Ferrari through Brooklands ▶



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◀ and the nut was finally cracked open. It was off the back of this victory over Ferrari that a day later Webber decided he was taking his Ferrari negotiations for 2013 no further and signed another one-year deal with Red Bull.

There were several tempting reasons to move to Maranello, but ultimately Alonso's dominant 'team-principal' status there would have been a major stumbling block. At Red Bull, Webber has never shrugged off the feeling that, emotionally, this is Sebastian Vettel's team, but at least he's able to fight for equality and in terms of material he usually gets it. It's the second time he's shied away from joining Alonso's team – there was an offer to join Renault for 2005 – and he does hold the Spaniard in higher regard as an all-round package than any other rival, including Vettel.

But there are likely several reasons why the reality of the Ferrari option wasn't the dream drive that might have been imagined. There are plenty of upsides in staying put, not least that it surely gives him a better platform on which to base this year's championship challenge, a contest that's likely to also feature Vettel. It would be an act of sainthood for a team to back both drivers with absolute equality in a title contest when it knew one of them was leaving, potentially taking the coveted number '1' with him.

Webber was the Red Bull man throughout the Silverstone weekend, springing back up like a jack-in-the-box after a troubled weekend in Valencia where team-mate Vettel had been in dominant, 2011-like, form. Through the mixed wet Silverstone qualifying sessions, Webber found a more productive balancing point between confidence and circumspection than did Vettel. His rationale in this type of running is that being conservative can be just as costly as being too greedy, in

that the wet lap with puddles all over the place may turn out to be the driest the track is ever going to be – so don't hang around, but don't stuff it either. It requires the cool, calm confidence of a been-there, done-it old hand, and it turned out to be the foundation of a crucial victory.

The result underlined his championship challenge, in second place just 13 points behind Alonso, though with Vettel only 16 further adrift, and Hamilton surely still a looming threat eight points from Vettel. It's the same four drivers as in 2010, the season in which Webber blew the world championship on a wet kerb in South Korea.

At that time, with the title his to lose, he seemed mentally exhausted. He had, after all, been running against the grain of the team through most of the year, in that the Austrian – marketing – side of the operation had made it quite clear to him that it would prefer to see Vettel take the team's first title. After qualifying within a few hundredths of Vettel's pole at Suzuka that year, Webber was even told by Helmut Marko: "That was much too close." Maybe that internal pressure's eased now, with Vettel a double champion.

But regardless of the backdrop, Webber did blow that title. There were many who believed he would never be in such a position again, a theory only underlined by his form in 2011, when he was comprehensively outperformed by Vettel.

But that's to seriously underestimate

"In 2010, with the title his to lose, Webber seemed mentally exhausted. He had run against the grain for most of the year"

Mark Webber, the competitor. It hurt like hell last year when Vettel was able to master the counter-intuitive fine detail of driving a heavily blown-diffuser car measurably better than Webber. During this time, the Australian's competitive fire never left him and his angry reaction to any suggestions that he was a number two just underlined the point. "That's the whole point of being a competitor," he said after being asked the question in China last year, "that you come back after being knocked down. I'm not about to roll over like..." He stopped himself short of saying it, but when asked later who he was about to cite, he confirmed it was two former Ferrari team-mates of Michael Schumacher, one Irish and one Brazilian.

Last year's Red Bull RB7 derived massive rear grip from its exhaust-blown diffuser, but maximising it demanded an unconventional technique. Vettel was brilliant at it – using a little bit of oversteer on the entry to slow turns to get the car pointed at the apex sooner. Preventing this slide from building any time-consuming momentum required you to then stand on the throttle – as the exhaust gave even more aero grip on-throttle than off – at the millisecond-perfect moment and with the revs high. It was all horribly counter-intuitive for Webber and that difference was the essence of what gave Vettel a historically dominant season, with the fastest car and a team-mate unable to fully access it.

It was 2011 that was the anomaly, not '09 and '10, when Webber had been very closely matched with his younger team-mate. From the moment Webber tried a 2012-spec Red Bull and felt it responding like a normal racing car to normal techniques, he knew he would be right back where he'd been in '10. This season there's been little between them, Seb quicker one weekend, Mark ▶

Unpredictable 2012: no points in Spain...



...but takes victory in British Grand Prix...



...to add to Monaco success



Silverstone qualifying was key to second victory



Korea shunt derailed
2010 title challenge



Webber broke his
2012 duck in Monaco

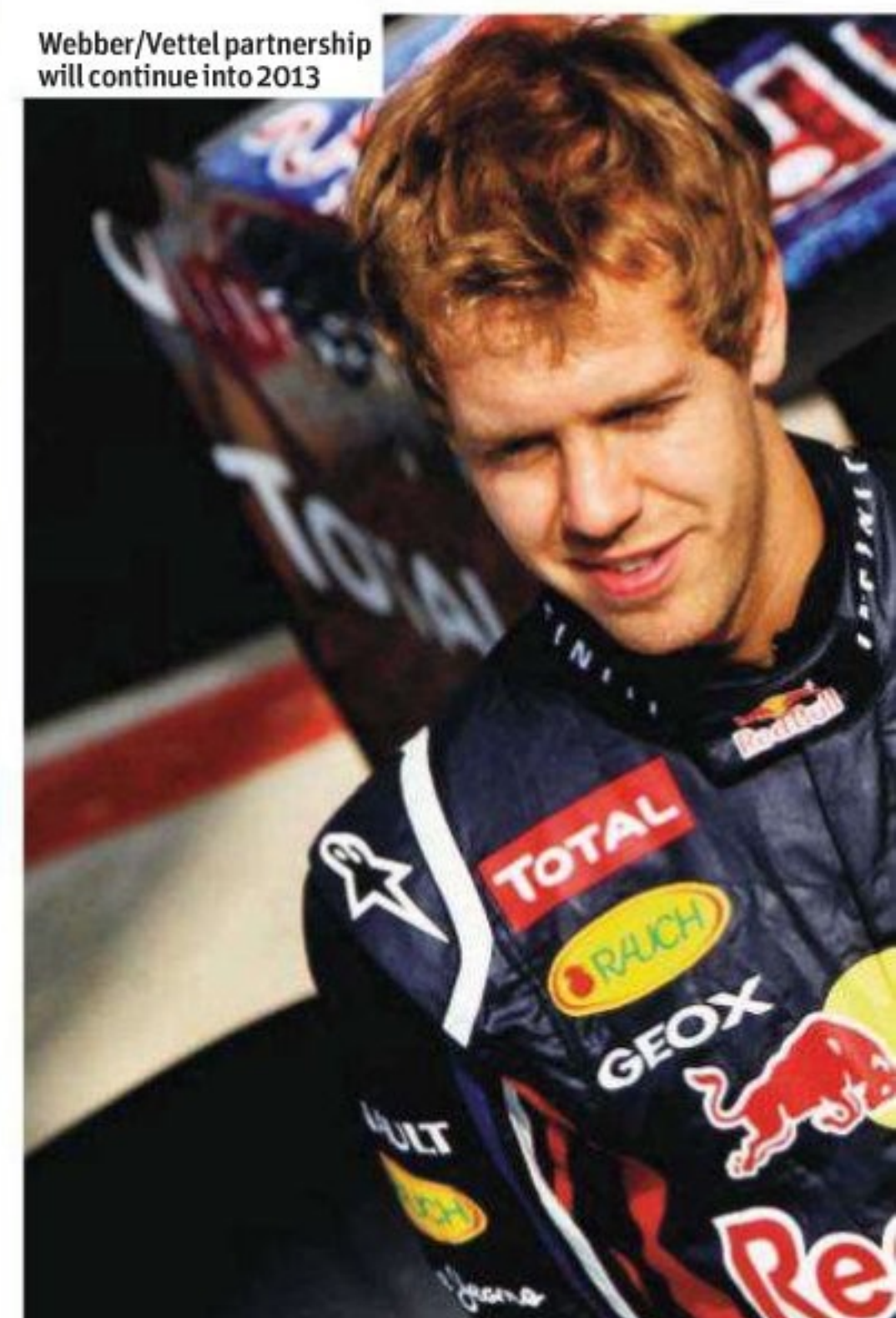


◀ the next. Vettel was certainly unlucky with the alternator failure while dominating in Valencia. But Webber could be said to have been unlucky with the horrible catalogue of car problems he had there throughout Friday and Saturday, and who's to say that with an RB8 that was working properly he wouldn't have been fighting out the race's destiny with Vettel?

With Webber competitively back where he was in 2010, much of the question of his title challenge this year hangs upon what was learned from that catastrophic error last time. To recap, he was following Vettel in the wet early laps of the Korean Grand Prix, nursing a 14-point lead in the championship with three races to go. It was difficult to see how he was not going to be champion and there was no pressing need to be racing Vettel. But after almost losing it earlier in the lap and gifting Seb a cushion, Webber appeared determined to close that gap back up, took too much speed into a tricky corner and lost the car in the biggest possible way. It was the stuff of nightmares and surely replayed itself many times in his mind subsequently, that slow looping spin into oblivion and the footnotes of history.

So has he got the stuff to go one better? This time, if the crucial moment should come, will he ride it out? Or will he tense up? It's the cruellest of sports, placing enormous mental stress on drivers, and even some of the great champions have suffered: Alonso, for example, is on record as saying that he lost the 2007 title by his unforced, unnecessary crash in the wet of Fuji. But because it was Alonso – with two titles already behind him – that moment isn't generally recalled as showing a weakness in the way

Webber/Vettel partnership
will continue into 2013



Webber's detractors use Korea '10. Yet the two incidents are uncannily similar: team-mate the most realistic title challenger streaking away up front in the rain, a day in which the smart thing to do is bag the points, but he instead pushes too hard for the conditions and loses the title as a result.

That Korea moment says only that Webber allowed the title pressure to override the logic of the moment – at that moment. It's not necessarily a defining trait and will surely be part of the data bank next time he gets into a similar position. That's not necessarily a done deal in the helter-skelter competitive order of 2012, but since its Valencia updates the RB8 does appear to be a very potent tool, devastatingly quick around a slow-corner track like Valencia and quick enough to win on the fast sweeps of Silverstone.

The early-season disconnect between the car's low and high-speed handling – where improvement in one made the other worse – seems now a thing of the past, the 'tunnel' layout of the rear bodywork keeping reasonable flow to the diffuser even at low speeds.

Prior to last weekend Webber felt the RB8 wasn't at its best around fast sweeps but consoled himself that there were more slow corners on the calendar than fast. But last Sunday's performance suggests there shouldn't be anywhere the car isn't strong. "We're not kidding ourselves we're going to drive away from the field," he says, "but yeah, we do seem to have got the car working."

The second half of the season probably isn't going to be a rerun of 2011 dominance but, at a time when McLaren is struggling to keep its car in what seems to be a narrow sweet spot, Mercedes isn't quick through long corners and tends to overuse its tyres,

and the Lotus cannot seem to qualify well enough, it leaves the much-improved Ferrari and the relentless Alonso as apparently the toughest challenger to the Red Bull pair.

Against them, Alonso has the advantage of a team-mate not taking points from him. The Ferrari is much-improved, but Red Bull fast? Furthermore, although Alonso did a fantastic job early in the season to drag a lot of points from a slow car, since then the team's strategic conservatism has cost him victories in Spain, Monaco and Britain and a second in Canada.

"Absolutely we are in the mix. I'm not low on confidence at the moment. Overall, so far so good"

Red Bull has been strategically sharper.

"Fernando has put together a very strong start to the season, no doubt about it," accepts Webber. "If you look at the amount of points Lewis has lost... I've had problems in qualifying at Barcelona and Valencia, Seb's had problems – his collision in Malaysia and non-finish in Valencia – but Fernando is the one who hasn't needed any tissues to cry into. The rest of us have had difficult weekends. That's racing, that's the rules. No-one was strong in Valencia compared to Sebastian, but once the race gets going Fernando's not hanging around. Their car has always been stronger in races."

Webber's mindset is now that of a driver who expects to win grands prix regularly, who knows how to slot all the pieces together. His approach has moved onto that of a championship

campaign. That much was obvious after the race at Silverstone when, unprompted, he began talking about Barcelona, a race a couple of months back, where Red Bull's tyre strategy in qualifying tripped the team up. "We didn't help ourselves there," he said. "We put ourselves out of Q3 by being too optimistic about the pace of the car." Valuable championship points lost, but only really significant if you believe you are in the title battle.

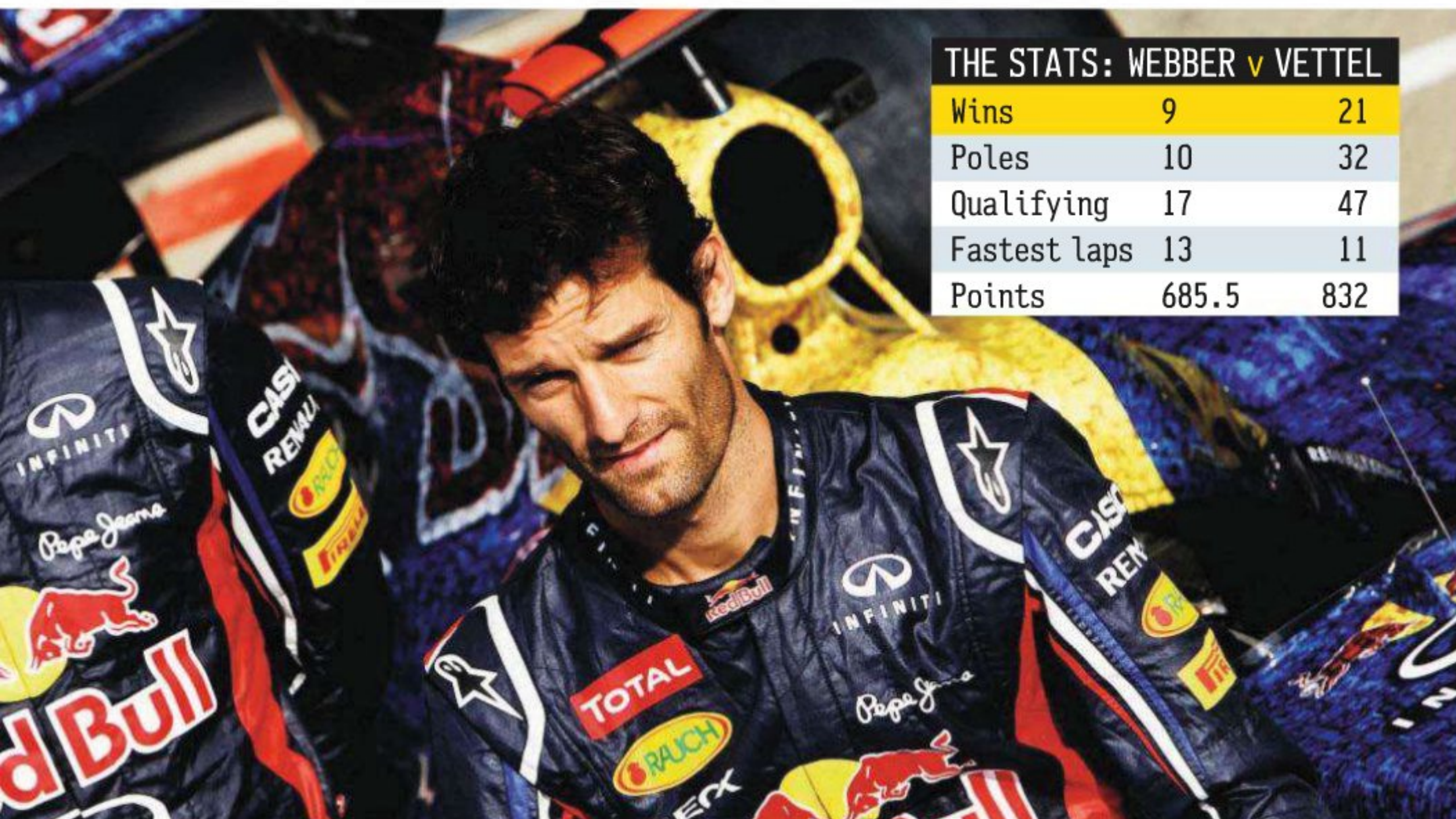
"Absolutely we are in the mix," he accepted post-race at Silverstone. "I'm not low on confidence at the moment. Overall, so far so good. We will enjoy this result, really soak it up, remember how hard we work for these results, but then tomorrow morning the focus is Hockenheim. That's what it has to be about. It's a long, long season. I'm not getting too fired up about any particular championship positions. But what is for sure is that I have a nice haul of points to keep going with – I'm not sitting on 20 points trying to start my campaign from there."

"We know how tight it all is. Kimi [Raikkonen] was just 10s behind in fifth [at Silverstone]; Seb lost a little bit of time in the first stint and that can be your undoing. I've been on the receiving end of that too. So you just have to take what you can and be ready to grab the big prizes with both hands when the opportunity presents itself."

The foundation of his Silverstone win was that confident straddling of risk/reward in qualifying. But this is only mid-season. Webber's real test, if it comes around again, will be to find that same happy equilibrium when the sport's biggest prize is within tantalising reach. Do you grab in that situation, or do you let it come? ❧

THE STATS: WEBBER v VETTEL

Wins	9	21
Poles	10	32
Qualifying	17	47
Fastest laps	13	11
Points	685.5	832



MEET THE LOEB BEATER

Despite Ford's best efforts, Citroen and Sebastien Loeb have been unstoppable in the WRC. *DAVID EVANS* catches up with Volkswagen to find out if it's got the answer for 2013



The Mosel wine region is all about growth and development at this time of the year. And last week was no different; the Riesling grapes were coming on a treat, despite the over-watering symptomatic of this European summer. Between the vines, Volkswagen was harvesting its own potential vintage in the shape of the new Polo R WRC.

Every three weeks this year one of three Polo test cars is on the road preparing for next year's World Rally Championship. The test team's long road has taken them to the roughest, the highest, the smoothest, the twistiest, and the fastest in asphalt and gravel in France, Greece, Spain and, of course, Germany.

This latest running takes Volkswagen Motorsport back to where its programme began in January, with the prototype 'zero' Polo ripping up and down steep-sided valleys clothed in soon-to-be-sauce.

"This is our half-time test," smiles marketing man Stefan Moser. "We began in January and end the test year in December, so it's good to come back

here and see how far we have come."

The 'zero' car, complete with its bastardised Formula 3 race engine and make-do transmission and suspension, has long been dispatched to PR duties. This is the real thing. Almost.

The Polo R WRC is a constantly evolving animal at the moment – and will remain so until its homologation date of November 1. Volkswagen Motorsport looks like a team getting close. Within the team, there's a genuine sense of anticipation of the world ahead. But that expectancy is tinged by the reality of next January's step into the unknown as VW slaps numbers on the doors of its first-ever World Rally Car in the French Alps. The reality of nowhere to hide is not lost on its star driver Sebastien Ogier.

The team talks of a test on target, green lights everywhere and chasing podiums next season. Ogier speaks of the need for a faster engine, a faster gearchange and lighter and more dynamic suspension.

"It's the way of the driver," smiles the Frenchman, "he always wants more. We are not where we want to be, but we have six months to get there."

And will they get there? A shrug and a smile. "I don't know where we are or where we will be when we get to Monte Carlo. I don't know how fast we can improve things, but my feeling is it is already not so bad."

Feeling like he's done his bit, Ogier adds: "I'm happy."

He thinks for a moment and comes back: "I want to say I'm not unhappy. It's difficult to say."

As he said, drivers always want more. On a more personal level, two things come across loud and clear with Ogier: Citroen and his troubled time with the French firm is in the past, and his season away from the cutting edge driving a Skoda Fabia S2000 in the absence of VW's WRC has hurt him.

"Half the frustrating year is behind me," he says, "I have accepted it now, and in six months I will be back in the championship and Volkswagen will be here. I don't want to talk any more about last year. Yes, I have some experience of the Citroen, but I tell you, we are not copying the DS3 for next year. We go our own way."

Francois-Xavier Demaison was one of the reasons Ogier signed for



Can this car end the Citroen dominance?



This will be a common sight in the 2013 WRC



Ogier wants more from VW's engineers

"I don't know how fast we can improve things but my feeling is it is already not so bad. I want to say I am not unhappy"

VW's star driver Sebastien Ogier

VW 'F-X' played a pivotal roll in the development of Peugeot's 206 WRC, a giant of the modern era of the WRC, and is a good barometer of where his new employer really is.

"We have a reliable car," says Demaison, "and now we are working on the performance. On this test this week, there is still some reliability work, we are working on the dampers and the development of the dampers – but this is a little bit the never-ending story... This is also our first

time with the 2012 Michelin tyres for asphalt, so we are tuning the car to the vertical rigidity of the tyres.

"We start long-running the engine on the dyno next month – each one needs to last three or four rallies. The specification we have is good, but Seb is right – we need more power. We have six months and we will be ready. The closer we get, the harder it gets to find the last few per cent from the car."

Demaison has never really been one to sign up to a party line, so what's

realistic for round one in January?

"A podium," he says, rather disappointingly, before adding: "Of course, inside myself I want more, it's why we are here, to try to win. But we do have to be sensible and it's just not intelligent to start talking about winning rallies and the championship. We are coming quietly."

Like the green grapes around us, it's going to take a little time to assess the quality of vintage coming out of the Mosel today. ☼



VW GOES FROM MARATHONS TO SPRINTS

Volkswagen's recent motorsport history has been about Dakar and its hat-trick of South American wins with the Race Touareg – and much is made of the distillation of that endurance experience to the WRC.

But how can that be? The team's marketing guru Stefan Moser admits the difference is vast.

"We were the marathon runner," says Moser, "but now we are preparing for the 100-metre sprint."

But, on the engineering side, Francois-Xavier Demaison is sure time spent in the sand making a chopped down, beefed up SUV go faster will help improve the stage times of the Polo R WRC in 2013.

"Of course, we all know the car is completely different," he says. "But the philosophy of what we want from the Polo is the same: we want a light car, a fast car and a reliable car, and to achieve this we go through the

same things. It's good to have a team with people coming from Dakar or from the F3 programme, they ask different questions and have different ideas. The worse thing is to have no new ideas.

"Dakar has taken the team to the limit and taken the car over the limit in preparing for it. A lot of this preparation was done on the computer before the event – and the experience has helped us this time."

Quaife-Hobbs engineers his title challenge

From the famed British transmission family, Adrian Quaife-Hobbs is poised for Auto GP title glory – and he's a dab hand on the mechanical side. *PETER MILLS* investigates

Adrian Quaife-Hobbs is vying to be one of the earliest-crowned champions of 2012. The Kent racer's dominance in Auto GP this year has been such that, ahead of this weekend's penultimate round at Curitiba, the Super Nova-run driver can afford to drop four points to his nearest rival in race one and still claim the title.

Committing to the series after an explorative outing at Monza's season opener, which resulted in a convincing victory, Quaife-Hobbs has gone on to break Auto GP records. Lotus-Renault

Formula 1 star Romain Grosjean's landmark win tally has been surpassed and, after posting a staggering 30-second margin of victory in Hungary, Quaife-Hobbs waltzed to a double on the Algarve – an Auto GP first.

"The expectations have been raised after achieving the perfect weekend in Portugal, and now our goal is to repeat that in the remaining meetings," states Quaife-Hobbs matter-of-factly, and without trace of cockiness. After being caught out by the giddy upward revisions in Formula Renault 3.5 budgets this winter, Quaife-Hobbs's coffers have enjoyed a welcome impact from his runaway success: €80,000 of prize money has been accumulated from the Auto GP treasure chest.

The seeds of Quaife-Hobbs's interest in racing were considerably less worldly. Little more than a toddler, he would sit with grandfather Rodney in the family engineering firm building, working model cars. Now 21, his journeys to the Quaife factory are daily, clocking regular hours assembling gearboxes and developing simulators.

The thorough technical grounding has repeatedly impressed Super Nova boss David Sears, and proved invaluable in a series that mirrors F1's heavy accent on tyre management. "We've been pretty taken aback by some of the

"We've seen the quality of the machining Adrian has done. It's, 'How did you do that?'"

Team boss David Sears

set-up solutions and strategies he has come up with," says Sears of his charge. "We've also seen the quality of some of the machining Adrian has done, and it's almost, 'How did you do that?' I just hope people look at the manner in which Grosjean won the title and then take on board what Adrian is doing."

High praise, but does the man himself feel his technical ability is a crucial asset among his driving skill set? Intriguingly, the answer is not clear-cut...

"I think a driver still needs 'feel,'" offers Quaife-Hobbs. "Having strong technical knowledge does help with reaching an understanding quickly with my engineer. But the only example I can give where it has really come to my advantage this year was at Monza. I had a problem with the gearbox and couldn't change from first to second, it would just baulk. I've been around enough gearboxes in my time, so I had a good idea why it wasn't changing.



Taking GP3 win in Valencia



Quaife logo gives away family firm

Auto GP record is five wins in 10 starts

"The cut wasn't long enough or something was going wrong electronically. You could get over it by simulating the effect of the ignition cut, lifting the throttle and shifting almost like a Formula 3 car. I was still losing time, but tenths rather than seconds, and I got pole position and won the race carrying that problem."

Sears is quick to make comparisons to Grosjean, DAMS-run when he romped to the Auto GP championship in a part-season in 2010. The Franco-Swiss had arrived with an acclaimed pedigree from the F3 Euro Series and GP2. It would perhaps be unfair if questions from some quarters regarding the depth of talent in this year's Auto GP field were to reduce Quaife-Hobbs's ability to translate his near-perfect season into solid backing and effective career momentum for 2013.

Analysis of his CV confirms Quaife-Hobbs has consistently delivered in competitive arenas. Talent has been visible since lifting three club championships in his second year of karting. At 13 he became the youngest driver to test a car at Brands Hatch, taking the wheel of a Proton run by Norfolk's Advent Motorsport. A mooted move into national karting was subsequently abandoned in favour of joining Advent in the nascent

T-Car series; cut-and-thrust racing substituted for an early education in vehicle dynamics and clean passing moves.

Champion in T-Cars, Quaife-Hobbs travelled to Valencia for a shot in single-seaters and duly earned a Formula BMW scholarship for 2007: "Then we were back on the same route as everyone else — we'd just taken a bit of detour to get there."

A relatively early finish to the Formula BMW UK season presented the opportunity to take in some end-of-season outings in the booming Formula Renault 2.0 Eurocup. The meetings were to prove an eye-opener and would significantly alter his career strategy.

"We did make a conscious decision then that it would be better to continue in Europe," says Quaife-Hobbs. "If you wanted a proper gauge and to get onto the world stage, we believed you needed to be in Europe against all of the top drivers. In Eurocup, qualifying races were required to reduce the grid to about 40."

After taking fourth in Italian FRenault in 2008, he joined Timo Rumpfkeil's German Motopark Academy squad in '09. He finished a strong fourth in the Eurocup standings, directly behind team-mate and current Red Bull Junior driver Antonio Felix da Costa but comfortably ahead of slightly raw stablemate Kevin Magnussen.

Graduation with Rumpfkeil's team into Formula 3 followed, but the partnership would dissolve when it became apparent at the first round that the Euro Series was ailing from the suffocating arrival of the similarly-pitched GP3.

"We were promised more from F3, but when we turned up there were 12 cars on the grid and ours was probably the slowest one," recounts Quaife-Hobbs, who was offered salvation from Manor Motorsport's former F3 champion Marc Hynes. "We knew Marc as he was the driver coach at my first BMW test. When we explained what was happening, he came down and we had a meeting about moving into GP3."

The last-minute switch was a prelude to two years in GP3. Manor's links to the Marussia Formula 1 team paved the way for Quaife-Hobbs's race-winning form to be rewarded with straightline F1 testing opportunities. An outing at the Abu Dhabi young-driver test was completed with reputation intact against the team's eventual signing, Charles Pic.

Budget is likely to be the only hurdle to a planned assault on the GP2 Series in 2013, but few can be more deserving of the opportunity. "It's encouraging that I'm already getting plenty of calls from GP2 teams, whereas usually they don't start making enquiries until October," he says. "If I am going to make it, I feel it's going to happen now. I think I've put myself in the best possible position." ❧

Manor deal led to Virgin F1 test at end of last year



MOSCOW

RUSSIA

July 14-15

Formula Renault 3.5

Round 5/9

AT A GLANCE

- Race 1 Robin Frijns
- Race 2 Arthur Pic
- Poles Frijns/Jules Bianchi
- Fastest laps Bianchi/Pic



Yelloly (l) was only threat to Pic in race two before pitstop blunder

Robin perches high as feathers fly

There was plenty of incident at the new Moscow Raceway, but Frijns was on top form - and even got an F1 run



Frijns leads Sorensen in race one

SOMETIMES IT'S JUST MEANT to be your day, and that was certainly the case on July 14 2012 for Robin Frijns. Not only did he drive a Formula 1 car for the first time - a championship winning Red Bull, no less - but he also took a pole position, a race win and the lead in the title race in Formula Renault 3.5.

Hugely impressive that may be for a rookie who made the jump from the Formula Renault 2.0 Eurocup over the winter, but the Dutchman didn't have the air of someone who had just had one of the best days of his career. Perhaps that was because he knew there was someone out there who'd had the beating of him in the race: had Marco Sorensen not spun as he tried to pass Frijns for the lead, the Dane could have taken the shine off a very special day.

"Driving an F1 car is

special, of course, and it feels great to get the first win at a new track," said Fortec Motorsports racer Frijns after becoming the first man to stand on the top step of the podium at the new Moscow Raceway. "Today couldn't be any better."

Frijns was driving the Red Bull in demo runs as his prize for sharing the series lead after the previous round at the Nurburgring (Sam Bird, the other joint leader, could not drive as he is contracted to a rival F1 team - Mercedes). It could all have been too much for someone so young, but 20-year-old Frijns is making a habit of belying his age.

"I didn't come here getting excited about driving the Formula 1 car," he said. "I told the guys I didn't even want to do too many laps in it, because I didn't want to get used to the different

cornering speeds and braking points. I'm here to win races, and I hope that the next time I drive an F1 car it is on a day off."

Sorensen tried to attack Frijns on the outside into the left-hand 90-degree final corner. The Lotus man took full responsibility for his spin, which he put down to failing to compensate for the track being dirty off line. Frijns was obviously up for a fight, even describing Sorensen's downfall as "a shame". But he knows you have to take good fortune when you can get it, as was

proved on Sunday...

Frijns's day of days was followed by a severe change in fortunes for race two. He finished 17th thanks to a slow pitstop and a spin, but even so he still holds the championship lead, because only one of his four closest challengers in the standings scored any points.

He owed that mostly to a chaotic first few corners, which eliminated several frontrunners and turned the race order on its head. Bird and Sorensen were caught out in a multi-car crash at Turn 3, with both out on the

spot. Meanwhile Jules Bianchi, who clashed twice with Sorensen in the first two corners and bottled everyone up, could only recover to seventh from the opening-lap madness.

The stage appeared to be set for Nick Yelloly to haul himself back into the title fight with another race-two podium, but the Briton was left "absolutely gutted" with himself for stalling in the pits when he was chasing Arthur Pic for the lead.

He wasn't the only one licking his wounds. Sorensen was already angry with himself for throwing away a very good chance to win on Saturday (and narrowly missing out on pole for both races), while Bianchi rued more points thrown away and declared yet again that he and Tech 1 Racing have made too many mistakes in the first half of the season.



Together, as usual: Bianchi and Bird

RACE RATING

★★★★☆

Not a classic design from Hermann Tilke, but the first race had its moments

MILESTONE

Pic (right) takes first FR3.5 win for his family since brother Charles in 2009



REPORT FR3.5 MOSCOW

GLENN FREEMAN
reports



Bianchi and Sorensen (r) triggered start mayhem



Despite surrendering the lead in the championship, Bird was more philosophical.

"It is what it is — the good thing is that nobody else really scored heavily so it hasn't hurt us," said the Briton. "People keep talking to me about the points situation in relation to Robin after each race, but I'm really not focusing on it yet. At this stage of the season I don't need to."

The mishaps of the 2012 season's stars at least paved the way for some of those who have been in the wars to get a timely boost going into the summer break. Once Yelloly had cost himself a shot at the win, Pic took his first victory in comfortable style with his DAMS machine, while Walter Grubmuller bagged second for P1 Motorsport and Kevin Korjus bounced back from a

horrible run of luck to pick up a trophy too.

"We have had lots of speed since the start of the season," said Pic, who took a double pole at the season opener. "I am happy for DAMS, because they have always given me a good car but until now we were not able to make the most of it. We had a bit of luck today, but sometimes you need that."

Korjus, who has been plagued by car problems for most of the season, reaped the benefits of a fresh engine this weekend, although he was still down on top speed due to a gearshift issue. Despite the added distraction of a loose bolt moving around behind his brake pedal, he fought hard with Alexander Rossi and Andre Negrao to land a top-three finish. ✖

FORMULA RENAULT EURO CUP

Kvyat dominates in homeland



Daniil Kvyat rediscovered his explosive early-season form at the perfect time in the Formula Renault Eurocup. Not only did he take an emotional double victory on home soil in Russia, but the Koiranen Motorsport man beat title rival Stoffel Vandoorne both times in a straight fight to steal the championship lead back by a single point.

Kvyat showed no signs of being overwhelmed by racing on the support bill at the grand opening of Moscow Raceway. Vandoorne had beaten him to both pole positions, but both times Kvyat had the lead by the first corner. There was little to choose between the two throughout either race, with the winner even admitting that he was probably slightly slower.

Vandoorne's Josef Kaufmann Racing car briefly slipped through at the final corner in race one, but Kvyat's resistance was unbreakable, and he stole the place straight back on the exit. On Sunday he gave the Belgian no such sniff, although both went off at the

last corner when a few rain drops started to fall. The gap was never more than eight tenths of a second throughout the 17-lap fight on Sunday, but Vandoorne could do nothing more than move around in the leader's mirrors.

"It still hasn't sunk in yet what it means to win twice in Russia," said a tearful Kvyat. "Both races were tricky, but I had to do the same thing: keep Stoffel at arm's length."

Behind them, Britain's Oliver Rowland bagged his first two podium finishes of the season. The Fortec driver admitted that he hadn't expected it to take so long to

land a top-three spot after starring in pre-season tests but, after fighting hard (and fair) to keep Nyck de Vries at bay in race two, he made the confident declaration that a first win is "not too far away".

RACE 1 Daniil Kvyat, 15 laps in 26m50.279s; 2 Stoffel Vandoorne, +0.580s; 3 Oliver Rowland; 4 Stefan Wackerbauer; 5 Mikko Pakari; 6 Melville McKee. **RACE 2** 1 Kvyat, 17 laps in 27m27.809s; 2 Vandoorne, +0.620s; 3 Rowland; 4 Nyck de Vries; 5 Patrick Kujala; 6 Wackerbauer. **POINTS** 1 Kvyat 147; 2 Vandoorne 146; 3 Norman Nato 72; 4 Rowland 58; 5 Paul-Loup Chatin 57; 6 de Vries 42.

Kvyat took home double



RESULTS

Formula Renault 3.5 Series, round 5 of 9, Moscow Raceway (RUS), July 13-15

RACE 1 GRID

1 FRIJNS 1:24.031	2 SORESEN 1:24.083
3 BIANCHI 1:24.188	4 PIC 1:24.192
5 BIRD 1:24.214	6 MULLER 1:24.312
7 DA COSTA 1:24.535	8 ROSENZWEIG 1:24.738
9 KORJUS 1:24.771	10 FORESTI 1:24.810
11 ROSSI 1:24.823	12 HUERTAS 1:24.982
13 MAGNUSSEN 1:25.111	14 MOVE 1:25.240
15 NEGRAO 1:25.404	16 GRUBMULLER 1:25.416
17 RAMOS 1:25.566	18 AMBERG 1:25.734
19 YELLOLY 1:25.780	20 GHIRELLI 1:25.844
21 CUNHA 1:25.966	22 ALESHIN 1:26.022
23 SIROTKIN 1:26.076	24 N'LTRITSKIY 1:26.443
25 STEVENS 1:26.710	26 MARTSENKO 1:26.772*

RACE 1 - 30 LAPS, 73.726 MILES

POS	NAME	TEAM	TIME	GRID
1	Robin Frijns (NL)	Fortec Motorsports	48m11.904s	1
2	Jules Bianchi (F)	Tech 1 Racing	+1.202s	3
3	Sam Bird (GB)	ISR	+1.914s	5
4	Arthur Pic (F)	DAMS	+2.986s	4
5	Kevin Korjus (EE)	Tech 1 Racing	+5.382s	9
6	Marco Sorensen (DK)	Lotus (Gravity-Charouz)	+5.610s	2
7	Antonio Felix da Costa (P)	Arden Caterham	+5.967s	7
8	Nico Muller (CH)	International Draco Racing	+8.272s	6
9	Daniil Move (RUS)	P1 Motorsport	+9.431s	14
10	Will Stevens (GB)	Carlin	+9.789s	25
11	Vittorio Ghirelli (I)	Comtec Racing	+10.451s	20
12	Nick Yelloly (GB)	Comtec Racing	+11.065s	19
13	Andre Negrao (BR)	International Draco Racing	+11.675s	15
14	Mikhail Alekhin (RUS)	Team RFR	+12.795s	22
15	Zoel Amberg (CH)	Pons Racing	+14.409s	18
16	Kevin Magnussen (DK)	Carlin	29 laps-accident	13
17	Alexander Rossi (USA)	Arden Caterham	29 laps-accident	11
18	Lucas Foresti (BR)	DAMS	29 laps-accident	10
19	Yann Cunha (BR)	Pons Racing	-1 lap	21
20	Sergey Sirotkin (RUS)	BVM Target	-1 lap	23
R	Anton Nebylitskiy (RUS)	Team RFR	24 laps-damage	24
R	Carlos Huertas (CO)	Fortec Motorsports	20 laps-spin	12
R	Walter Grubmuller (A)	P1 Motorsport	20 laps-gearbox	16
R	Nicolay Martsenko (RUS)	BVM Target	17 laps-spin	26
R	Jake Rosenzweig (USA)	ISR	6 laps-gearbox	8
R	Cesar Ramos (BR)	Lotus (Gravity-Charouz)	0 laps-gearbox	17

RACE 2 GRID

1 BIANCHI 1:23.388	2 SORESEN 1:23.485
3 PIC 1:23.563	4 BIRD 1:23.677
5 RAMOS 1:23.844	6 FRIJNS 1:23.924
7 MULLER 1:24.033	8 KORJUS 1:24.132
9 YELLOLY 1:24.321	10 GRUBMULLER 1:24.349
11 ROSSI 1:24.478	12 ALESHIN 1:24.522
13 MAGNUSSEN 1:24.578	14 NEGRAO 1:24.586
15 HUERTAS 1:24.628	16 FORESTI 1:24.353**
17 MOVE 1:24.743	18 GHIRELLI 1:24.863
19 AMBERG 1:24.894	20 N'LTRITSKIY 1:24.939
21 DA COSTA 1:24.997	22 ROSENZWEIG 1:25.090
23 STEVENS 1:25.421	24 SIROTKIN 1:25.514
25 CUNHA 1:25.617	26 MARTSENKO 1:25.680

RACE 2 - 27 LAPS, 66.353 MILES

POS	DRIVER	TIME/REASON	GRID
1	Pic	43m55.135s	3
2	Grubmuller	+12.795s	10
3	Korjus	+19.764s	8
4	Negrao	+20.599s	14
5	Rossi	+21.155s	11
6	Huertas	+21.834s	15
7	Bianchi	+26.272s	1
8	Stevens	+29.769s	23
9	Aleshin	+31.511s	12
10	Magnussen	+32.279s	13
11	Move	+32.800s	17
12	Rosenzweig	+39.013s	22
13	Amberg	+40.032s	19
14	Foresti	+40.979s	16
15	da Costa	+41.772s	21
16	Yelloly	+49.447s	9
17	Frijns	+49.906s	6
18	Martsenko	+54.839s	26
R	Cunha	13 laps-spin	25
R	Sirotkin	8 laps-damage	24
R	Nebilitkiy	1 lap-damage	20
R	Bird	0 laps-accident	4
R	Ramos	0 laps-accident	5
R	Sorensen	0 laps-accident	2
R	Muller	0 laps-accident	7
R	Ghirelli	0 laps-accident	18

CHAMPIONSHIP TABLES

POS	DRIVER	PTS
1	Frijns	111
2	Bird	101
3	Bianchi	85
4	Sorensen	79
5	Yelloly	76
6	Pic	64
7	Magnussen	58
8	Muller	54
9	Korjus	49
10	Grubmuller	38

POS	TEAM	PTS
1	Tech 1 Racing	134
2	Fortec Motorsports	132
3	ISR	109
4	Lotus	87
5	Draco	86
6	Carlin	80

* best lap deleted for causing red flag; ** five-place grid penalty.
Race 1 Winner's average speed: 91.78mph. Fastest lap: Bianchi, 1m25.068s, 104.00mph. **Race 2** Winner's average speed: 90.65mph. Fastest lap: Pic, 1m24.831s, 104.29mph.

ZANDVOORT

NETHERLANDS

July 13-15

Masters of Formula 3

**AT A GLANCE**

- Win **Daniel Juncadella**
- Pole **Juncadella**
- Fastest lap **Juncadella**



North Sea coast clouds cleared for the race

DJ gets the perfect mix

Daniel Juncadella was on absolutely dominant form to win the Masters of Formula 3 at Zandvoort



IF DANIEL JUNCADILLA HAD made a bad start, we might have had a race. Similarly, if the morning rain had held, the occasion could have been more dramatic. At midday, however, the downpour ceased and the black clouds departed. Two hours later, on an almost totally dry track, so too did the Spaniard to dominate the Masters of Formula 3.

It was always likely in such conditions that the start would be crucial, even before taking Juncadella's considerable gap to the field in both second practice and second qualifying, the two previous occasions when the rain had deigned to let up. So it proved. After arriving at

Tarzan still in the lead, the poleman's pace simply overwhelmed the field.

Only once did he come under anything resembling pressure, when a patch of water at the Kumbhocht right-hander flicked him sideways and allowed his team-mate, FIA European F3 Championship leader Raffaele Marciello, to close. A new fastest lap was the response, allowing Juncadella to edge away once more. It was a trend that would last almost without exception until the chequered flag flew, the Prema Powerteam Dallara-Mercedes man eventually sealing victory by just over seven seconds.

It was an emphatic end to

a race that at times risked being a procession, but that had shaped up nicely to begin with. Juncadella, the victim of a startline crash in last year's race, pledged caution just as fellow front-row starter Carlos Sainz Jr promised to attack.

"I've no worries about the start, because it is me in front now," Juncadella said in relation to last year's crash. "If you miss out, you have to live with it. Roberto [Merhi] made a mistake last year; I won't do the same."

"We're pretty confident in either condition, but maybe in the dry Dani has a bit of an edge," came Sainz's verdict. "If it does dry, it will be all about the start."

His words proved prophetic, but not in the way he would have designed. Sainz's inside slot was also the wetter and, struggling for traction, he slipped backward rather than going on the attack. By the time he first arrived at Tarzan he had been demoted to third by Marciello; by the second he

was fourth as local favourite Hannes van Asseldonk got a massive tow down the main straight and drove around the outside to claim third.

Sainz would come back at the Dutchman, a consequence of his strategy to peak at the race's finish in the hope of already being in the lead. As it was, the start scuppered the ambition.

"I didn't start badly, but the others started better," the Carlin-run Red Bull Junior reflected. "I was more disappointed to be overtaken by Hannes, who came from maybe 30 metres behind. I couldn't do anything to defend it."

After that "perfect" tow, van Asseldonk resisted Sainz's late charge to secure the final step of the rostrum. "I felt some pressure," the Fortec driver admitted, "but it's difficult to overtake here, so I was always confident."

Aside from Sainz, the other big loser in the early stages was last year's victor Felix Rosenqvist. Fifth on the grid, a consequence of failing to



Van Asseldonk (right) passes Sainz

marry his best sectors together in one qualifying lap, his desire for a wet race failed to materialise and he elected to go for broke. "I don't care about the difference between fifth or ninth, what does it matter?" he explained, "so I tried something. It didn't come off."

His route around the outside blocked off, the Swede lost several places in the first sequence of turns and wound up eighth, in the midst of a six-car battle for fourth that included Mücke Motorsport team-mate Pascal Wehrlein along with Will Buller, the fast-starting Michael Lewis, Alex Lynn and Sven Muller.

Last year's winner Rosenqvist shows how wet the build-up was



RACE RATING

★★★★☆

Passing at a premium, but the right man won

MILESTONE

Juncadella's win was also Prema's first Masters victory



REPORT

MASTERS OF F3 ZANDVOORT

SAM TREMAYNE
reports



Juncadella (centre) and Marciello spray it again

"I touched a wet patch and Raffaele got close, but I wasn't worried"

Daniel Juncadella had one hitch early on

The chain eventually splintered into smaller clusters, and while overtaking was at a premium – save for Lynn's early move on Lewis, the order remained unchanged to the flag – the groups did at least provide intrigue throughout.

There was drama lower down the order too. British F3 title contender Felix Serralles was a victim of the opening lap surge down to Hugenoltzbocht, but he did at least make the start – unlike Sandro Zeller, who took up tools alongside his mechanics in a desperate bid to fix a broken driveshaft. The Jo Zeller Racing squad did manage it, two laps late, but 16 laps in the right-hand driveshaft failed and his race was run. In his stead, Josh Webster beat T-Sport

team-mate Spike Goddard to invitation class honours.

In truth, though, moments of genuine tension were few and far between, especially out front. Take nothing away from Marciello – in his first appearance at Zandvoort, and his first time using Kumho tyres, the Italian was happy, and rightly so: "I started well and I was fast, but Dani was faster."

So he was. A peerless drive was rewarded with a Masters crown. Having also won Macau last year, only a championship remains outstanding for Juncadella. "I was fortunate Carlos had a bad start from the dirty side," the Prema man explained.

"On the second lap I touched a wet patch and Marciello got really close, but still I was not really worried and continued driving my way. Maybe for the spectators it wasn't so good, but from my side I'm really happy. Last year I had a chance but never got to finish. That just makes this one all the more special."

Masters and Macau: a rare F3 sweep

➤ Daniel Juncadella's Masters win represented more than simple vindication following last year's startline crash; it also moved him into a very select group of men to have won in Formula 3 at both Macau and Zandvoort in the same 12-month period.

Since the Masters' inception in 1991, just three others have achieved the feat: David Coulthard in '91, Takuma Sato in 2001 and Alexandre Premat in '04.

The Spaniard was well aware of the rarity of his feat. "I saw on Saturday only a few

have won the two together including Coulthard," he reported. "He actually did it in 1991, the year I was born, so maybe there is something in that! I'm on two out of three now – only the championship is missing now."

Halfway through the F3 Euro Series season Juncadella leads team-mate Raffaele Marciello by five and a half points, while he is 25.5 behind the Italian in the FIA European standings. Whether he does achieve the all-conquering sweep of F3 trophies or not, where

next for the 21-year-old?

"The logical step would be GP2 but you are paying crazy amounts of money, so it is a bit ridiculous because it doesn't guarantee anything. Maybe I can have a chance being involved in Formula 1 as a third driver; maybe we will see if I have a chance of going to the DTM [Juncadella is backed by Mercedes].

"After Macau, many people said it would be a massive help but you know, I'm still racing in F3, so that says a lot. It didn't change anything, so we'll see. If I win everything, I know it should come."



Juncadella's now won two big races

RESULTS

Masters of Formula 3, Zandvoort (NL), July 13-15

25 LAPS, 66.906 MILES					
GRID	POS	DRIVER	TEAM	CAR	TIME
1 JUNCADILLA 1:31.783	1	Daniel Juncadella (E)	Prema Powerteam	DMB F312	39m28.564s
2 SAINZ 1:32.312	2	Raffaele Marciello (I)	Prema Powerteam	DMB F312	+7.594s
3 MARCIELLO 1:32.433	3	Hannes van Asseldonk (NL)	Fortec Motorsport	DMB F312	+17.394s
4 ASSELDONK 1:32.533	4	Carlos Sainz Jr (E)	Carlin	DVW F312	+18.473s
5 ROSENQVIST 1:32.555	5	Pascal Wehrlein (D)	Mucke Motorsport	DMB F312	+22.008s
6 WEHREIN 1:32.629	6	Will Buller (GB)	Carlin	DVW F312	+28.611s
7 BULLER 1:32.698	7	Alex Lynn (GB)	Fortec Motorsport	DMB F312	+29.450s
8 MULLER 1:32.768	8	Michael Lewis (USA)	Prema Powerteam	DMB F312	+29.975s
9 LEWIS 1:32.779	9	Felix Rosenqvist (S)	Mucke Powerteam	DMB F312	+31.793s
10 LYNN 1:32.782	10	Sven Muller (D)	Prema Powerteam	DMB F312	+32.613s
11 DERANI 1:32.878	11	Pipo Derani (BR)	Fortec Motorsport	DMB F312	+34.110s
12 SERRALLES 1:32.915	12	Geoff Uhrhane (AUS)	Double R Racing	DMB F312	+41.954s
13 VD LAAR 1:33.087	13	Dennis van de Laar (NL)	Carlin	DVW F312	+48.363s
14 DALY 1:33.963	14	Andrea Roda (I)	Jo Zeller Racing	DMB F312	+50.978s
15 UHRHANE 1:34.026	15	Conor Daly (USA)	Double R Racing	DMB F312	+56.787s
16 RODA 1:34.103	16	Josh Webster (GB)	T-Sport	DMH F308	+1m27.234s
17 ZELLER 1:34.125	17	Spike Goddard (AUS)	T-Sport	DMH F308	-1 lap
18 SA SILVA 1:34.366	18	Luis Sa Silva (AO)	Angola Racing Team	DMB F312	21 laps-spin
19 GODDARD 1:35.562	19	R Sandro Zeller (CH)	Jo Zeller Racing	DMB F308	16 laps-d'shaft
20 WEBSTER 1:36.550	20	R Felix Serralles (USA)	Fortec Motorsport	DMB F312	0 laps-accident

Winner's average: 101.69mph. Fastest lap: Juncadella, 1m33.662s, 102.86mph.

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



Kahne (5) was freed by Hamlin almost crashing

NASCAR SPRINT CUP NEW HAMPSHIRE (USA), JULY 15, RD 19/36

Kahne resists Hamlin charge

KASEY KAHNE ALL BUT assured himself of a place in the Chase for the NASCAR Sprint Cup as Joe Gibbs Racing conspired to snatch defeat from the jaws of victory in New Hampshire.

From pole, Kyle Busch moved his Gibbs-run Toyota into a commanding position and led a long opening stint. But trouble changing the right-rear wheel at his first stop cost him the lead, and getting busted for speeding on the way in removed him from victory contention.

Still, his place at the front was taken over by teammate Denny Hamlin, who was able to control the race even more emphatically. In a race of just three caution periods – all for debris – he was able to put the majority of the field a lap or more

down as he strolled to what seemed to be an easy win.

But when the yellows came out for the final time a strategic call was made that dashed his hopes of winning. A misunderstanding between Hamlin and crew chief Darian Grubb resulted in four tyres being changed rather than just two, the option everybody else took.

First was now 13th and that put Hamlin in a fug.

“What happened?” asked Hamlin as he filtered back into the midfield.

“That was four tyres versus two there bud,” came Grubb’s reply.

“Ohhhhhh...”

“That’s why I was saying I wanted to do two there, but your car’s way, way faster here bud, you’re just going to have to go out there and fight your way through it,”

Grubb suggested.

“What made us switch to four?” Hamlin demanded.

“You said you wanted tyres,” responded Grubb.

“Oh God! I just said I wanted tyres on it.”

“That’s why I was asking about the grip there bud. You said it gave up a lot. You said you needed it, so you said you needed all of it so that... My bad, bud. Go out there and make it up for me,” Grubb pleaded.

Hamlin responded with aplomb on a track where overtaking is very hard, by NASCAR standards. With two laps to go he was up to second and closing in fast on Kahne’s Hendrick Motorsports Chevrolet. But Hamlin ran too hard into the final turn and only just avoided running up and into the wall.

KESELOWSKI TAKES SECOND NATIONWIDE WIN OF 2012

Brad Keselowski passed Kevin Harvick late on for victory in New Hampshire after his rival was blocked by backmarker Amber Cope. Points leader Elliott Sadler was seventh.



Kahne’s win, and probably a wildcard Chase place, was assured.

● Connell Sanders Jr

RESULTS 1 Kasey Kahne (Chevrolet Impala), 301 laps in 2h44m24s; 2 Denny Hamlin (Toyota Camry), +2.738s; 3 Clint Bowyer (Toyota); 4 Dale Earnhardt Jr (Chevy); 5 Brad

Keselowski (Dodge Charger); 6 Jeff Gordon (Chevy); 7 Jimmie Johnson (Chevy); 8 Kevin Harvick (Chevy); 9 Greg Biffle (Ford Fusion); 10 Ryan Newman (Chevy). **Points** 1 Matt Kenseth, 707; 2 Earnhardt, 691; 3 Biffle, 667; 4 Johnson, 656; 5 Hamlin, 628; 6 Harvick, 622; 7 Tony Stewart, 618; 8 Martin Truex Jr, 617; 9 Bowyer, 614; 10 Keselowski, 613.

Castrol EDGE
Rankings

CURRENT
STANDINGS

1	Sebastian Vettel	<>	25,205
2	Mark Webber	<>	20,662
3	Fernando Alonso	<>	20,120
4	Lewis Hamilton	<>	19,582
5	Jenson Button	<>	17,288

Ranking the world’s best drivers

WHAT HAPPENED THIS WEEK

Kasey Kahne’s New Hampshire win moves him up four spots to an all-time high of 16th, while Denny Hamlin’s second gains him one place to 24th. NASCAR points leader Matt Kenseth, meanwhile, jumps Jimmie Johnson and Carl Edwards to move into ninth spot.

To see the full list, visit castroldriverankings.com



BFGoodrich**RECARO****PIAA****SPT**
SUBARU PERFORMANCE TUNING**EXEDY**
RACING CLUTCH**STI****MOTUL****Vermont SportsCar**
rallying

SUBARU

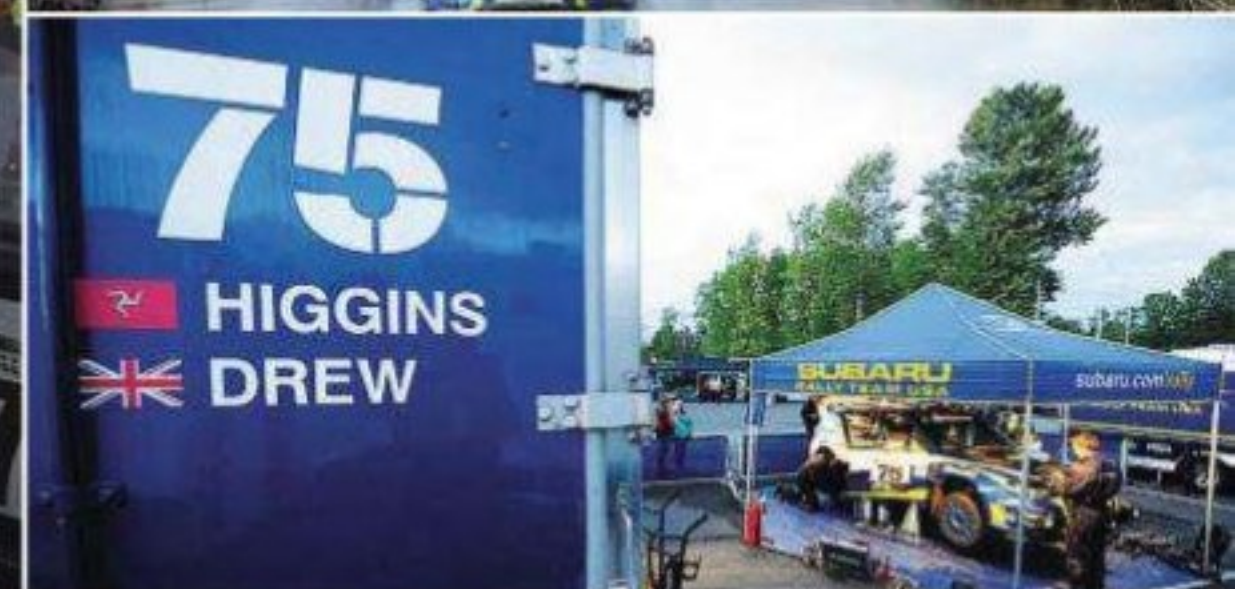
RALLY TEAM USA

David Higgins and co-driver Craig Drew secured the 2012 Rally America National Championship at the New England Forest Rally. With five podium finishes including two event wins, this marks David's fourth championship title in the U.S. and his second with Subaru Rally Team USA in the #75 Subaru WRX STI (2002, 2003, 2011, 2012).

Good things come in ~~threes~~ fours!

Congratulations to David Higgins
and Craig Drew on winning the 2012
Rally America National Championship.





Photos: Lars Gange - subaru.com/rally



Photos, videos, and updates at subaru.com/rally

Find more issues at

INTERNATIONAL RACES & RESULTS

ADAC GT MASTERS

Nurburgring (D), Rd 7/15

QUICK RESULTS

- Race 1 Rene Rast/Chris Mamerow
- Race 2 Maxime Martin/Dino Lunardi
- Poles Maxi Gotz/Sebastian Asch
- Points leaders Martin/Lunardi

RACE RATING

★★★★☆

Sensational racing seems to come for free in this series

REPORTS

WORLD OF SPORT



Rast/Mamerow won race one for Audi

ADAC GT MASTERS NURBURGRING (D), JULY 14-15, RD 4/8

Rast and Mamerow break through for Audi

RENE RAST AND CHRIS

Mamerow became Audi's first winners of the ADAC GT Masters campaign in mixed weather conditions at the Nurburgring.

The German pair took their Mamerow Racing R8 to the front of the field, and mastered changing grip to beat 39 rival cars, including the Alpina BMW of Maxime Martin and Dino Lunardi, who finished less than two seconds behind.

Maxi Gotz – the man who beat Sebastian Vettel to the

2003 German Formula BMW title – was denied second spot when MS Mercedes co-driver Sebastian Asch pitted seven seconds after the mandatory pit window had closed. The pair copped a drive-through as a result, dropping them to seventh.

The penalty promoted the Schutz Motorsport Porsche of Sean Edwards/Christian Engelhart to third, and the British half of the pairing became involved in an entertaining battle with

Martin late on.

Rain just prior to the start of race two – and a mid-event downpour – kept the crews guessing, with Martin/Lunardi taking their second win of the season. Asch/Gotz did take second this time, from Mamerow/Rast.

● Rene de Boer

RESULTS

Race 1 1 Rene Rast/Chris Mamerow (Audi R8 LMS ultra), 35 laps in 1h01m07.835s; 2 Maxime Martin/Dino Lunardi (Alpina BMW B6 GT3), +1.628s; 3 Sean Edwards/Christian

Engelhart (Porsche 911 GT3-R); 4 Christiaan Frankenhout/Kenneth Heyer (Mercedes SLS AMG GT3); 5 Lance David Arnold/Alex Margaritis (Mercedes); 6 Dominik Schwager/Claudia Hurgten (BMW Z4 GT3).

Race 2 1 Martin/Lunardi, 36 laps in 1h01m19.818s; 2 Maxi Gotz/Sebastian Asch (Mercedes), +2.191s; 3 Rast/Mamerow; 4 Edwards/Engelhart; 5 Martin Ragginger/Swen Dolenc (Porsche); 6 Schwager/Hurgten. **Points** 1 Martin/Lunardi, 90; 2 Daniel Keilwitz/Diego Alessi, 85; 3 Gotz/Asch, 80; 4 Engelhart, 62; 5 Schwager/Hurgten, 60; 6 Christoffer Nygaard/Kristian Poulsen, 53.

IN BRIEF



Blomqvist on top

GERMAN F3

Tom Blomqvist battled from seventh on the reversed grid to take his first win of the year at a wet Spa. The EuroInternational-run Brit added two seconds: in race one behind points leader Jimmy Eriksson's Motopark/Lotus Dallara; in race three behind the Van Amersfoort Racing car of Rene Binder. GP3 racer Daniel Abt had a third on his F3 return with Van Amersfoort.

AUSTRALIAN F3

James Winslow increased his points lead at Eastern Creek with his ninth win of the year. He added a pair of second places behind Tim Macrow, who was second in the opener.

ADAC FORMEL MASTERS

Belgian Alessio Piccariello took his maiden win at the Nurburgring ahead of Jason Kremer. Marvin Kirchhofer and Gustav Malja, the top two in the standings, won a race apiece.

FRENCH GT

The ART McLaren of Gregoire Demoustier/Ulric Amado won race two at Magny-Cours after Sainteloc Audi pair Paul Lamic/Gregory Guilvert took the opener. World Cup-winning goalkeeper Fabien Barthez (Sofrev Ferrari) was third in race one along with Morgan Moullin Traffort.

ASIA-PACIFIC RALLY

Alistair McRae recovered from a 90-second puncture delay to win Rally Malaysia by 25s after Proton team-mate PG Andersson retired with an electrical problem. Yuya Sumiyama (Mitsubishi) was second. Chris Atkinson led early on, but finished third in his Skoda.



McRae was triumphant

BRAZILIAN V8 STOCK CARS RIO JACAREPAGUA (BR), JULY 15, RD 6/12

Grand Rio drive breaks Khodair's winless run

ALLAM KHODAIR TOOK HIS first V8 Stock Car win for nearly two years at Rio last weekend thanks to a serene drive from pole position.

The Vogel Chevrolet driver was unchallenged during the race as he led all the way from pole and set the fastest lap on the way.

Second was Thiago Camilo, who fell to eighth in his Chevy on the first lap. He fought back to second after passing Denis Navarro, Marcos Gomes, Antonio Pizzonia and

Ricardo Mauricio, with Mauricio taking third.

Caca Bueno had topped qualifying, but he and his Red Bull Chevy team-mate Daniel Serra were both sent to the back of the grid for running brake pistons made of steel instead of aluminium.

From 30th and 31st the pair climbed to eighth and 13th, results that were enough to move Bueno into the lead of the championship from his team-mate, with Mauricio now only a handful



Khodair (18) led from start to finish

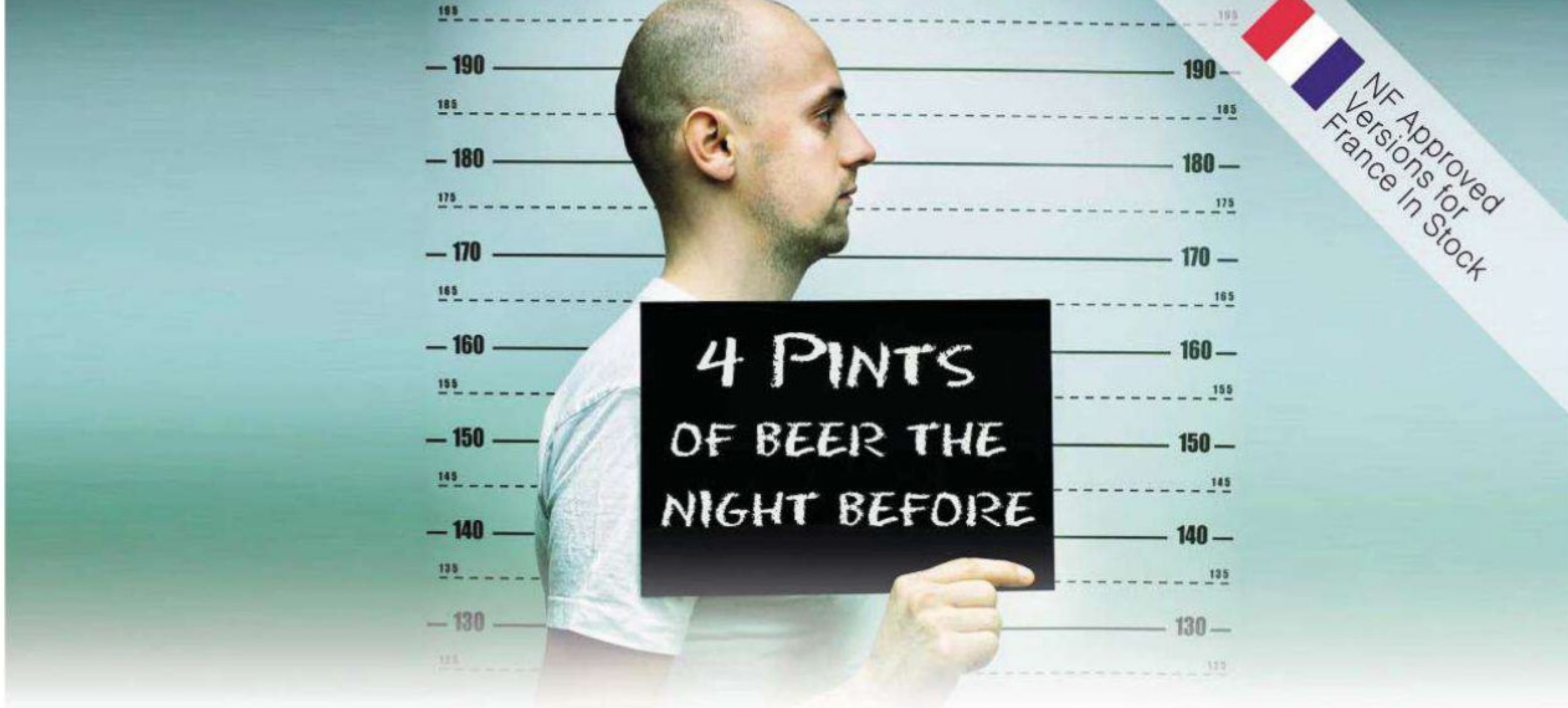
of points behind. Serra's progress was slowed by damage he sustained during a doorbanging incident with Xandi Negrao.

● Lito Cavalcanti

RESULTS

1 Allam Khodair (Chevrolet Sonic),

30 laps in 42m08.133s; 2 Thiago Camilo (Chevy), +9.931s; 3 Ricardo Mauricio (Chevy); 4 Antonio Pizzonia (Peugeot 407); 5 Max Wilson (Chevy); 6 Nono Figueiredo (Chevy). **Points** 1 Caca Bueno, 99; 2 Daniel Serra, 95; 3 Mauricio, 93; 4 Camilo, 72; 5 Valdeno Brito, 72; 6 Figueiredo, 69



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** 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.

INTERNATIONAL RACES & RESULTS SUPERSTARS

Spa-Francorchamps (B), Rd 6/9

QUICK RESULTS

- Race 1 Gianni Morbidelli
- Race 2 Morbidelli
- Pole Morbidelli
- Points leader Vitantonio Liuzzi

RACE RATING Audi unbeatable in rain, but some action behind the RS5s

REPORTS WORLD OF SPORT

INTERNATIONAL SUPERSTARS SPA-FRANCORCHAMPS (B), JULY 15, RD 6/9

Morbidelli a ray of sunlight in the Belgian rain

THERE WERE TWO STRAIGHT days of rain at Spa, but Gianni Morbidelli wasn't bothered by the weather.

Morbidelli's factory Audi Sport Italia RS5, complete with its trick four-wheel-drive system, was unstoppable. The ex-Formula 1 driver took pole positions and cruised to two easy race wins.

But as simple as it looked, Morbidelli admitted that dealing with the conditions was anything but easy.

"The second race was very tricky," he said. "I had to push very hard at the start, because if the track dried we were on the limit with a set of wet tyres, so we needed a gap for safety. Luckily it rained again, which was perfect."

Title contenders Johan Kristoffersson (KMS Audi) and Vitantonio Liuzzi (CAAL Mercedes) shared the second places, but it was Liuzzi who came away happiest. The Italian was a distant third behind Kristoffersson in the



Morbidelli (left) would clear away

first race, before holding off Mika Salo's Swiss Team Maserati for second in race two, bagging a big haul of points along the way.

Race two was a disaster for Kristoffersson. The Swede was an innocent bystander in a La Source shoving contest, retiring at the end of the first lap with a damaged front shock absorber after being tagged by Luigi Ferrara's

Merc. Liuzzi is now 19 points clear in the standings.

The drama also let former champion Thomas Biagi right into the title fight, with a hard-fought fourth place in race two enough to leave him only three points behind Kristoffersson in third spot.

● Andrew van Leeuwen

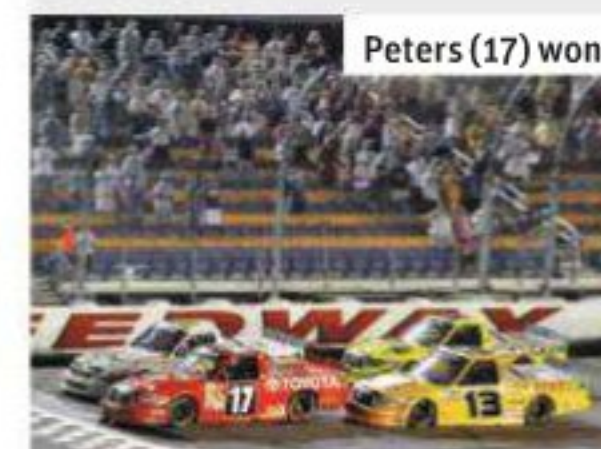
RESULTS

Race 1 1 Gianni Morbidelli (Audi

RS5), 9 laps in 28m12.795s; 2 Johan Kristoffersson (Audi), +1.269s; 3 Vitantonio Liuzzi (Mercedes C63 AMG); 4 Luigi Ferrara (Mercedes); 5 Mika Salo (Maserati Quattroporte); 6 Camilo Zurcher (Mercedes). **Race 2** 1 Morbidelli, 10 laps in 28m42.438s; 2 Liuzzi, +11.991s; 3 Salo; 4 Thomas Biagi (BMW M3); 5 Stefano Gabellini (BMW); 6 Thomas Schoffler (Audi).

Points 1 Liuzzi, 149; 2 Kristoffersson, 130; 3 Biagi, 127; 4 Morbidelli, 110; 5 Andrea Larini, 83; 6 Gabellini, 75.

IN BRIEF



Peters (17) won

NASCAR TRUCKS

Timothy Peters increased his points lead with his first win of the season at Iowa Speedway. The Red Horse Toyota driver beat Ron Hornaday off the final restart. A blown tyre ended James Buescher's victory hopes.

JAPANESE F3

Two wet wins for Ryo Hirakawa at Fuji kept the RSS Dallara-Toyota man at the top of the points. Yuichi Nakayama was second twice while his TOM'S team-mate, Briton Richard Bradley, had a second and a fifth. Another Brit, Matt Howson, claimed a National Class runner-up spot.

EUROCUP MEGANE TROPHY

Fabien Thuner took his maiden car-racing win in race one at Moscow, but the Oregon-run Swiss was no match for team-mate Albert Costa in race two as the Spaniard won by nearly 20s. Tom Coronel, on another 'one-off', made the race two podium.

FERRARI CHALLENGE

Ferrari Moscow drivers dominated at Spa, with Alessandro Balzan leading home Bjorn Grossman in both rain-soaked races. In the Coppa Shell races, Daniele di Amato and Alexey Basov shared the wins.

SUPERSTARS GT SPRINT

Andrea Palma wrapped up the title with a win and a third place at Spa, although the Black Team Ferrari driver suffered a drive-through penalty for a race-two jumped start. Mario Cordoni (Ombra) won as a result.



Palma was crowned

FORMULA NIPPON FUJI (J), JULY 15, RD 4/8

Lotterer fights back to take last-gasp Fuji victory

ANDRE LOTTERER HAULED himself back into contention for the Formula Nippon title with a battling win from TOM'S team-mate Kazuki Nakajima in mixed weather conditions at Fuji.

After failing to make it into Q3, the double Le Mans winner started down in eighth in his Swift-Toyota. But a great getaway in damp

conditions brought him up to third by the end of the first lap, behind Nakajima and Kazuya Oshima, who had beaten the polesitter away to lead in his Toyota-powered Team LeMans car.

The top three circulated in this order until lap 39, when Nakajima made his mandatory tyre stop, the Japanese driver changing to

slicks in the process.

The ex-Formula 1 man found himself in the lead once all three had been in, helped in no small part by Oshima's rev limiter sticking on and costing him five seconds as he exited the pits.

But Nakajima had reckoned without the challenge of Lotterer, who pressured him hard and

forced him to run wide after heavy rain began to come down with a couple of laps to go. It was all the invitation the German needed as he completed the final lap and a half to win.

Oshima was third ahead of fellow Team LeMans racer Loic Duval, who took fourth when Team Impul star Joao Paulo de Oliveira spun mid-race.


● Jiro Takahashi

1 Andre Lotterer (Swift-Toyota FN09), 55 laps in 1h38m45.190s; 2 Kazuki Nakajima (ST), +1.090s; 3 Kazuya Oshima (ST); 4 Loic Duval (ST); 5 Tsugio Matsuda (ST); 6 Joao Paulo de Oliveira (ST). **Points** 1 Nakajima, 29; 2 Lotterer, 25; 3 Kodai Tsukakoshi, 23; 4 Takuya Izawa, 17; 5 de Oliveira, 17; 6 Oshima, 15.



Lotterer got past Nakajima late on

BRANDS HATCH

 GREAT BRITAIN

July 14-15

Formula 2

Round 5/8



AT A GLANCE

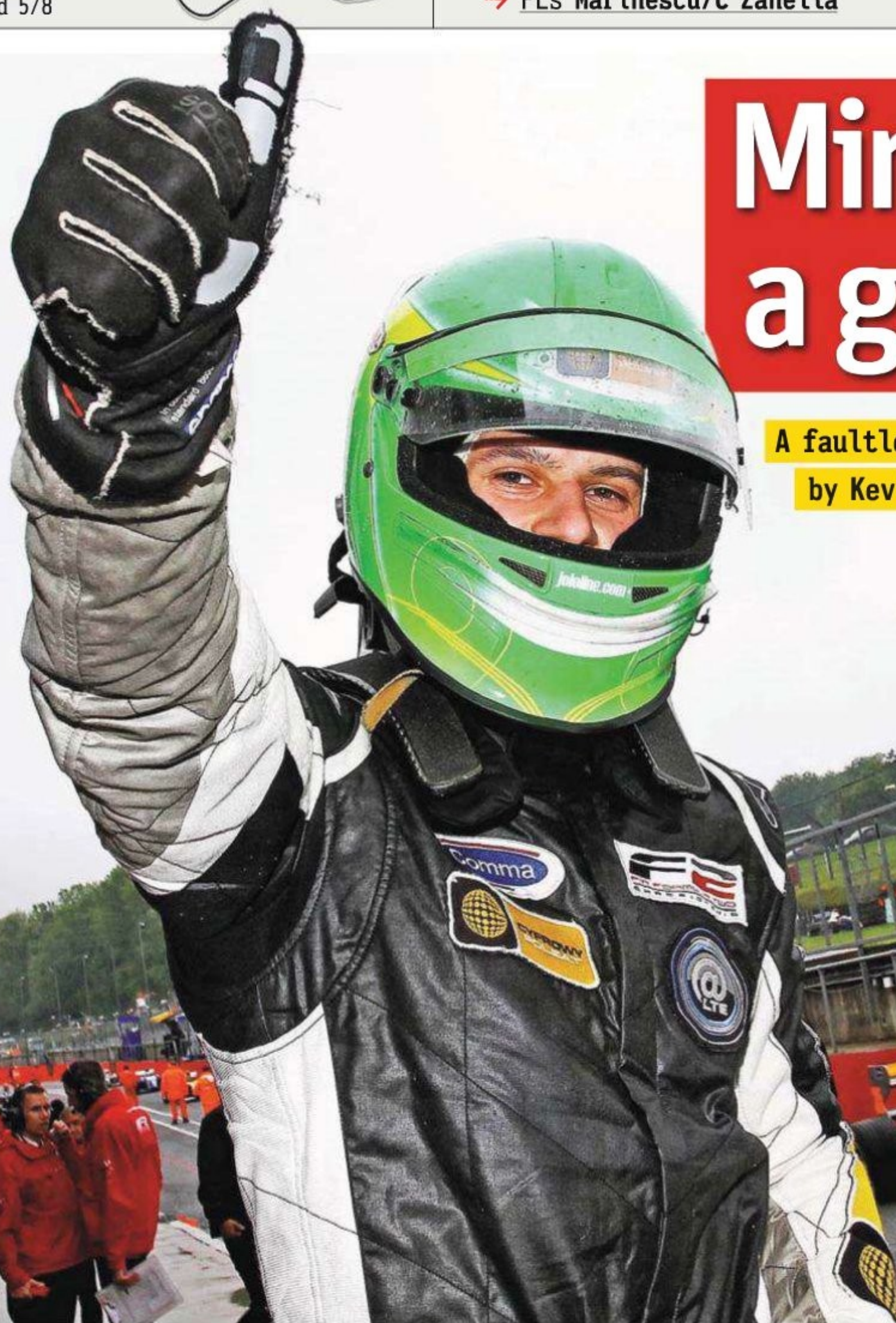
- Race 1 Kevin Mirocha
- Race 2 Mihai Marinescu
- Poles L Bacheta/Marinescu
- FLs Marinescu/C Zanella



Bacheta still leads the points

Mirocha on a good day

A faultless drive in tricky conditions by Kevin Mirocha was rewarded with a maiden Formula 2 victory



Mirocha was jubilant afterwards

THE WET IS A GREAT LEVELLER.

It's one of motorsport's oldest adages yet no less true today than it's ever been. Sometimes it gives a hot young talent a chance to give the world a glimpse of the greatness to come – think Ayrton Senna at Estoril or

Sebastian Vettel at Monza, on other occasions it's a one-off chance for a journeyman to stand on top of the world as Jean-Pierre Beltoise and Olivier Panis did at Monaco.

Such accolades are just the stuff of dreams for

Kevin Mirocha at the moment, but all four of those aforementioned illustrious names would have been proud of the performance he produced in the opening F2 race at Brands Hatch last weekend.

As has generally been the case during this woeful British 'summer', it was wet.

But a storming start from third on the grid, flattered no end by the appalling getaways from polesitter Luciano Bacheta and shock front-row man Max

Snegirev, took him into a lead he held to the finish.

"I saw on the board that I was seven seconds ahead of the guy behind so I thought 'hang on!' so I backed it off a bit," he said. "At times it felt like it was a never-ending race, with the long safety car periods and the track very slippery, and that made the tyres and brakes get cold so it was never easy but I had a good feeling for the conditions and I was able to make a good advantage and get out of the detection

zone for the boost."

Mirocha, 21, has had a frustrating first season of F2, suffering from a strange recurring steering problem that's blighted at least two of his race weekends. The problem even resurfaced at Brands. Having been quickest in the opening practice session, his running was limited in the second as he found himself once again having to apply armfuls of right-hand lock just to keep the car in a straight line.

The win ended a long



Tuscher (12) passed Bacheta at the start

July 19 2012

more issues at

RACE RATING

★★★★☆

In the wet it was entertaining, in the dry it wasn't

MILESTONE

Mirocha becomes first Polish driver to win an FIA F2 race



REPORT F2 BRANDS HATCH

ANDREW VAN DE BURGT
reports



Marinescu won race two from the front

barren spell for Mirocha, who last stood on the top step of a race podium in Formula Renault at the Nurburgring two years ago. That was a wet race, too. It's also symptomatic of the rollercoaster career he's experienced since Red Bull backing took him into Formula BMW in 2007.

"I've taken an unusual career path shall we say," he agrees. "But my parents are not rich and we've always been looking for the best opportunity. The deal with Red Bull was just for one year and then I had to go my own way. I never had the best results, but if I compared my performances with other drivers I felt they

"I got to GP2 somehow but I didn't have the full budget, and this year at the last minute we got the budget together for F2. We did the deal on the

Wednesday and on the Thursday I was flying over to Silverstone for the first race!"

One thing that has changed this season is Mirocha's nationality. To date in his career he's been listed as a German but on the F2 entry list he's now down as being Polish...

"My parents are from Poland," he says, "and it was a decision that was made in the beginning to go to Germany to do karting because the scene in Poland was no so good at the time. It was better to be eighth in the hardest championship rather than first in a championship no-one cares about. To do that I had to be in Germany. Now it's come to a point where I don't need this anymore, so I thought, 'OK, I'll change back to Polish.'"

A day later, and on a bone-dry track, Mirocha showed his flying race-one

start was no fluke by vaulting from fifth on the grid to run fourth into Paddock Hill. In a race that didn't feature a single clean move for position, he spent the stages simultaneously challenging Dino Zamparelli for third while keeping the equally fast-starting Matheo Tuscher behind.

When Tuscher lost it after he straddled his car over the kerbs on the exit of Paddock, spinning him with force into the tyrewall, Mirocha had his mirrors full of Bacheta. The points leader was doing his best to recover from a poor qualifying – a result of two tyres being set at the wrong pressure – but he couldn't find a way through and Mirocha's best weekend of the season was assured.

We'll find out next weekend at Paul Ricard whether or not he can sustain that form. ☼

Start as you mean to go on

As is so often the case at Brands Hatch the start decided the outcome of both F2 races. In race one, failing to find the clutch biting point as he sought to ease the car off the line in tricky conditions cost poleman Luciano Bacheta dearly. In race two a bootful of throttle propelled Mihai Marinescu off the line to perfection and into an unassailable lead. At least it gave the track staff time to find and download the Romanian national anthem...

Matheo Tuscher took the fight to the fast-starting Kevin Mirocha in the opening race, but heavy spray meant he was never likely to get on terms, while

a decent fightback took Bacheta to third.

There was a scary incident at a restart caused when David Zhu spun his car into the Paddock Hill gravel. Unlikely front-row starter Max Snegirev got sideways as he put the power on exiting Clark Curve and was collected by the unsighted Alex Fontana and Kourosh Khani. Luckily, despite the heavily damaged cars, all three drivers were unhurt.

In race two Christopher Zanella kept Marinescu in sight, but was never in a position to fight for the lead. Third place – a breakthrough result – went to Bristolian Dino Zamparelli. He made a good start and drove a solid race for his first F2 podium.



Zamparelli took first F2 podium

RESULTS

FIA Formula 2, Brands Hatch (GB), July 14-15, round 5 of 8

GRID	
1	BACHETA
2	SNEGIREV
3	MIROCHA
4	ZAMPARELLI
5	TUSCHER
6	MARINESCU
7	FONTANA
8	ZANELLA
9	MCKENZIE
10	KHANI
11	JEFFERIES
12	HURST
13	ZHU
14	CALAMIA
15	KRALEV
16	POMMER

RACE 1 - 23 LAPS, 55.966 MILES			
POS	NAME	TIME	GRID
1	Kevin Mirocha (PL)	41m23.945s	3
2	Matheo Tuscher (CH)	+5.687s	5
3	Luciano Bacheta (GB)	+7.107s	1
4	Mihai Marinescu (RO)	+13.811s	6
5	Markus Pommer (D)	+15.515s	16
6	Christopher Zanella (CH)	+21.969s	8
7	Hector Hurst (GB)	+26.369s	12
8	Axcil Jefferies (ZW)	+27.169s	11
9	Mauro Calamia (CH)	+42.503s	14
10	Daniel McKenzie (GB)	+47.351s	9
11	Plamen Kralev (BG)	+47.685s	15
R	Dino Zamparelli (GB)	13 laps-spin	4
R	Max Snegirev (RUS)	4 laps-accident	2
R	Alex Fontana (CH)	4 laps-accident	7
R	Kourosh Khani (IR)	4 laps-accident	10
R	David Zhu (PRC)	2 laps-spin	13

GRID	
1	MARINESCU
2	ZANELLA
3	POMMER
4	ZAMPARELLI
5	MIROCHA
6	SNEGIREV
7	TUSCHER
8	BACHETA
9	FONTANA
10	HURST
11	KRALEV
12	MCKENZIE
13	KHANI
14	JEFFERIES
15	ZHU
16	CALAMIA

RACE 2 - 28 LAPS, 68.132 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Marinescu	37m49.862s	1
2	Zanella	+3.887s	2
3	Zamparelli	+14.327s	4
4	Mirocha	+15.201s	5
5	Pommer	+16.009s	3
6	Bacheta	+17.181s	8
7	Fontana	+17.515s	9
8	McKenzie	+19.306s	12
9	Jefferies	+20.996s	14
10	Khani	+21.872s	13
11	Calamia	+31.223s	16
12	Hurst	+31.661s	10
13	Zhu	+35.741s	15
14	Snegirev	24 laps-accident	6
R	Tuscher	10 laps-accident	7
R	Kralev	4 laps-accident	11

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Bacheta	161.5
2	Zanella	124
3	Marinescu	123
4	Tuscher	114
5	Pommer	105
6	Mirocha	76.5
7	Fontana	70
8	McKenzie	61
9	Zamparelli	51.5
10	Hurst	25

Race 1 Winner's average speed: 81.11mph. Fastest lap: Marinescu, 1m30.002s, 97.33mph.
Race 2 Winner's average speed: 108.06mph. Fastest lap: Zanella, 1m15.828s, 115.52mph.

DONINGTON PARK

 GREAT BRITAIN

July 13-15

European Le Mans Series
Round 2/4



AT A GLANCE

- Winners **Baguette/Enjalbert/Pla**
- Pole position **Lahaye**
- Fastest lap **Hartley**



OAK's winning trio enjoy their moment

Mighty OAKs

The French squad suffered plenty of practice drama but its Nissan-powered Morgan got the job done on raceday



Tickled pink: Oak took first ELMS win

OAK RACING'S NISSAN-powered Morgan didn't look like a race winner after practice at Donington Park last weekend. It had managed barely a dozen laps over the trio of free sessions at the European Le Mans Series meeting and Olivier Pla had done only one of those laps. That was the reason why it was decided that he should do

qualifying. That one lap represented his only experience of the 2.47-mile Leicestershire venue.

Qualifying for Pla, who shared the Morgan LMP2 2012 with Bertrand Baguette and Dimitri Enjalbert, would be more about learning the track and continuing to dial-in the car after its practice set-backs. The engine had

failed early in first practice on Friday, ruling the car out for all but a couple of laps of the second period, and then a water lock in the cooling system had limited its running in the Saturday session.

Not that it appeared to bother Pla too much. He qualified fourth after finding some handy YouTube footage online (of an unnamed driver in a GP2 car) to help him learn his way around the place, but his need for track time meant that the Morgan did more laps on its Dunlop tyres than any of its rivals. That would have a significant bearing on the outcome of the race.

Baguette, who had

The thin field still put on a good show



stepped down from OAK's LMP1 FIA World Endurance Series squad for this race, trailed the pole-winning Morgan, the Judd/BMW-powered example driven by Matthieu Lahaye, and Sam Hancock in the Jota Zytek-Nissan Z11SN after the start. Because of the extra laps completed in qualifying, Baguette ducked into the pits early for a

fresh set of tyres, which the Belgian driver would then double stint.

That tactic gave Baguette a clear lead when the rest of the field had a change of tyres at the second round of stops. And that early stop wouldn't have counted against OAK because there would have been no need for a late fuel stop. The race was barely two hours old



The Greaves Zytek didn't figure up front

RACE RATING

★★★★☆

There weren't many cars, but nine strong P2s made for an exciting race

"I would like to dedicate this to Guillaume because he did a lot for this team before we arrived"

Olivier Pla pays tribute to the work of Guillaume Moreau who suffered serious back injuries at the Le Mans Test Day

REPORT ELMS DONINGTON

GARY WATKINS
reports



Penalty stopped TDS fighting for win

and the zeroes of practice looked like being the heroes when it mattered.

It didn't quite work out like that. A safety car effectively reset the race and robbed the OAK drivers of the advantage they had built up. That set up what looked like it was going to be a straight fight between the OAK car and the TDS ORECA-Nissan 03, one of the big winners of the yellow-flag period.

Mathias Beche, who shared the TDS car with Pierre Thiriet, was closing on Pla after the penultimate round of pitstops. The Swiss, the winner with Thiriet at the series opener at Paul Ricard in April, had halved a 20s gap in 17 laps when he was awarded a 30s stop-go penalty for speeding in the pitlane with one-hour to go.

Any chance of victory

disappeared with the penalty, but the team was adamant that a second straight win of the ELMS season would have been theirs but for the brush with officialdom.

"We lost 55s in the pitlane and we were 21s behind at the finish," said team co-owner and engineer Jacques Morello, who explained that the team believed that the pitlane speed limiter had failed. "That means we should have won."

It wasn't quite a simple as that, because once the TDS car had stopped and the eventual third-placed Murphy Prototypes ORECA Nissan had lost time when Warren Hughes spun at the Old Hairpin, OAK adjusted its strategy. It had planned to run to the end on the same set of tyres that Pla had been given when he

climbed in the car with two hours to go, but with time in hand, it was decided to give him two new left-side tyres.

"We had a gap," said OAK team boss Sebastien Philippe, "so we wanted to be safe."

And would Pla have been able to fend off Beche on the fresher tyres?

"The plan was not to change tyres and they looked fine," he explained. "I think it would have been a big battle and I am not so sure that we would have lost."

It was a shame that the ELMS was robbed of a grandstand finish. The series is clearly in trouble right now in terms of numbers, though there is no shortage in terms of quality or quantity in P2, and it would have been just the fillip it required. ❧

JMW reunites for victory

JMW FERRARI TEAM

owner Jim McWhirter was prepared to let bygones be bygones last weekend. When team regular James Walker had to suddenly depart Leicestershire at 3am on Saturday morning when his wife went into labour with their first child, McWhirter had to cast around for a replacement. He quickly settled on a driver he'd famously sacked five years ago: Allan Simonsen.

The Dane should by rights have shared the 2007 Le Mans Series GT2 title with Rob Bell after driving McWhirter's Ferrari 430, then run by the Virgo team, with the Brit in the first four races. The fifth, at

Silverstone, clashed with the Sandown Australian V8 Supercars event and with the sniff of a full-time ride the next season, Simonsen chose to make the trip down under.

"We did fall out and I did sack him, really because he didn't tell me what was going on," said McWhirter. "But we made up quite quickly after that and I'm happy to have him back."

Simonsen's return to the McWhirter car inevitably led to a win for him and team regular Jonny Cocker. They were the only GTE Pro car on the entry, but, said Cocker, "treating it just like any other race" they came out ahead of the two GTE Am cars at Donington.



JMW crew was the only GTE-Pro entrant

RESULTS

European Le Mans Series, round 2 of 4, Donington Park (GB), July 13-15

GRID	
2 BECHE 1:21.063	1 LAHAYE 1:20.921
4 PLA 1:21.226	3 HANCOCK 1:21.192
6 SIMS 1:21.293	5 K-SMITH 1:21.238
8 FIRTH 1:21.971	7 SARRAZIN 1:21.539
10 DAGONEAU 1:28.737	9 AYARI 1:22.879
12 ARMINDO 1:30.183	11 CIOCI 1:29.733
13 COCKER 1:29.328*	

251 LAPS, 624.323 MILES

POS	DRIVERS	TEAM	CAR	CLASS	TIME	GRID
1	Bertrand Baguette (B)/Olivier Pla (F)/Dimitri Enjalbert (F)	OAK Racing	Morgan-Nissan LMP2 2012	LMP2	6h00m05.061s	4
2	Pierre Thiriet (F)/Mathias Beche (CH)	Thiriet by TDS Racing	ORECA-Nissan 03	LMP2	+21.574s	2
3	Jody Firth (GB)/Warren Hughes (GB)/Brendon Hartley (NZ)	Murphy Prototypes (RLR)	ORECA-Nissan 03	LMP2	+32.365s	8
4	Nicolas Marroc (F)/Nicolas Minassian (F)/Stephane Sarrazin (F)	Sebastien Loeb Racing	ORECA-Nissan 03	LMP2	-1 lap	7
5	Soheil Ayari (F)/Pierre Kaffer (D)/Luis Perez Companc (RA)	Pecom Racing (AF Corse)	ORECA-Nissan 03	LMP2	-5 laps	9
6	Matthieu Lahaye (F)/Jacques Nicolet (F)	OAK Racing	Morgan-Judd/BMW LMP2 2012	LMP2	-7 laps	1
7	Alex Brundle (GB)/Tom Kimber-Smith (GB)/Lucas Ordenez (E)	Greaves Motorsport	Zytek-Nissan Z11SN	LMP2	-17 laps	5
8	Jonathan Cocker (GB)/Allan Simonsen (DK)/James Walker (GB)**	JMW Motorsport	Ferrari 458 Italia	GTPro	-19 laps	13
9	Nicolas Armindo (F)/Raymond Narac (F)/Anthony Pons (F)	Imsa Performance Matmut	Porsche 911 GT3-RSR	GTAm	-20 laps	12
10	Marco Cioci (I)/Piergiuseppe Perazzini (I)/Matt Griffin (IRL)	AF Corse	Ferrari 458 Italia	GTAm	-21 laps	11
11	Thomas Dagoneau (F)/Jean-Charles Battut (F)/John Hartshorne (GB)	Boutsen Ginion Racing	ORECA-Chevrolet FLM09	LMPC	-38 laps	10
R	Sam Hancock (GB)/Simon Dolan (GB)	Jota	Zytek-Nissan Z11SN	LMP2	127 laps-accident	3
R	Alexander Sims (GB)/Julien Jousse (F)/Maxime Jousse (F)	Status Grand Prix	Lola-Judd/BMW B12/80	LMP2	45 laps-bellhousing	6

LMP2 POINTS

POS	DRIVER	PTS
1	Beche/Thiriet	44
2	Sarr'n/Mina'n/Marroc	30
3	Pla/Baguette/Enjalbert	25
4	Brun'e/Ordo'z/K-Smith	18
5	Nicolet	17

LMP2 TEAMS

POS	DRIVER	PTS
1	Thiriet by TDS	44
2	OAK	42
3	Sebastien Loeb	30
4	Greaves	18
5	Pecom	16

GTE-PRO POINTS

POS	DRIVER	PTS
1	Cocker	51
2	Walker	26
3	Simonsen	25
4	Melo/Frezza	19

GTE-AM POINTS

POS	DRIVER	PTS
1	Armindo/Pons/Narac	43
2	Griffin/Cioci/P'zini	34
3	Soulet/Goossens	26

Winners' average: 104.03mph. Fastest lap: Hartley, 1m21.336s, 110.09mph. GTE: Cocker, 1m29.634s, 99.90mph. Driver listed on grid set qualifying time. First-named driver in each car in table started the race. * grid penalty. ** withdrew from driver line-up before race.

Challenge update

Team Excool showed the pace at the Donington Park round of the SPEED EuroSeries, challenging Ivan Bellarossa throughout the race weekend in terms of speed. However unfortunately the duo had to retire on the Sunday due to mechanical issues. Javier Morcillo and Manuel Cintrano took another win in the Britcar Endurance Series as well as taking points for the fastest lap of the race.

Luke Caudle from the Dunlop Production Touring Car Trophy had a fantastic last round - taking all 3 race wins at Snetterton. This has seen him jump into third place in the Challenge - putting more pressure on Legends racer Lawrence Davey at the upcoming Knockhill race weekend.



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Sunoco Daytona Challenge – Britcar Endurance Series,
Snetterton, 18th August
Sunoco GRAND-AM Challenge – GT Cup, Oulton Park, 21st
July & Legends, Knockhill, 21st/22nd July



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Darren Burke

1	Ivan Bellarossa	Avelon	SPEED	124.38
2	Anthony Gandon	Team TFT	SPEED	66.25
3	Gugliemio Belotti	Avelon	SPEED	51.88
4	Darren Burke	Team Excool	SPEED	46.25
5	Javier Morcillo	Strata 21	Britcar Class 1	41.50



www.sunoco200challenge.com



Luke Caudle

1	Lawrence Davey	First 4 Vans	Legends	95.00
2	Gary Duckman	EXCELR8	Dunlop PTC	86.00
3	Luke Caudle	EXCELR8	Dunlop PTC	78.95
4	Harry Cockill	HE Racing	Britcar Production 3	76.10
5	Martin Byford	Giant Film & TV	Britcar Endurance 3	72.17



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INTRODUCING MATHIAS BECHE

In three years, this Swiss has gone from unknown to sportscar star of the future

"My father told me we were not rich enough for motorsport. He said to forget about racing"



Beche is a star of LMP2 with TDS

To describe Mathias Beche as an unknown when he pitched up in Formula Le Mans in 2009 is an understatement. No one had heard of him because he'd never raced a car in Europe. Three years on, the 25-year-old Swiss is leading the European Le Mans Series and, most importantly, impressing at every turn with his speed and consistency.

"Everyone was saying, 'Who is this guy and what has he done?'" says Beche, who last weekend narrowly missed out on a second ELMS victory of 2012 with the TDS Racing ORECA-Nissan at Donington Park. "Even my team-mate, Valle Makela, didn't want to drive with me because he didn't know anything about me."

Sometime World Touring Car Championship driver Makela's complaints disappeared when Beche went quicker than him at their first test

He's leading the ELMS points



together. It shouldn't really have been a surprise: Beche was inexperienced, but his record was good, even if you had to look further afield to find it.

ASIAN ADVENTURE

Beche cut his racing teeth in the Far East for reasons that were nothing but financial. He'd raced karts since he was six, competing against Nico Rosberg and Romain Grosjean, but at 15 was delivered a sobering message by his father.

"He told me we were not rich enough for motorsport," says Beche. "He said to forget about motorsport, but I had too much passion for it so I looked around to see where I could race."

Beche worked shifts in a factory for two months to save up for an air ticket to China and ended up testing a Formula Renault car at Zhuhai. To fund his racing, he hit upon the idea of starting a company that would bring drivers out from Europe to test at the Chinese track. That paid for his first season driving in Formula Renault, in which he finished as top rookie. With the patronage of a wealthy backer, he went on to finish second in the series in 2008, behind current Formula 3 star Felix Rosenqvist but ahead of GP2 racer Rio Haryanto.

SPORTSCAR SHIFT

The new Formula Le Mans class arrived at the same time as Beche realised he had no future in single-seaters.

"I read about FLM so I phoned Benoit Morand at the Hope team," he

remembers. "I told him my story, tested the car and got a cheap deal."

Beche and Makela ended up second in the points, winning the last two races, but it didn't open the hoped-for doors. His big break came in an roundabout way when he was invited back to FLM, now part of the main Le Mans Series, to race for the French Applewood team. It was here that he met TDS technical director Jacques Morello, who was freelancing as an engineer.

"Jacques told that when they went to LMP2 he wanted me to drive," he says. "As soon as they did the deal with Pierre Thiriet [Beche's team-mate in 2011-12], he phoned me."

NUMBER-ONE FAN

Morello is happy to extol Beche's virtues and thinks that the factories should be keeping an eye on him. "Mathias has a good all-round pace, but he also has a strong understanding of endurance racing," he says. "He doesn't crash [Beche insists that he has never crashed a racing car] and wants to help his team-mate."

WHAT'S NEXT?

Beche has undertaken eight races in the TDS ORECA 03 and won three of them [two in class] and also finished second in P2 on his debut in the Le Mans 24 Hours last month. Yet he's in no hurry to achieve his goal of a factory deal in LMP1.

"I don't want to be in P1 just to say I am there," he says. "The level is so good in P2 in the ELMS that if you do a good job you're ready to make the step to P1."

BECHE CV

Born June 28 1986

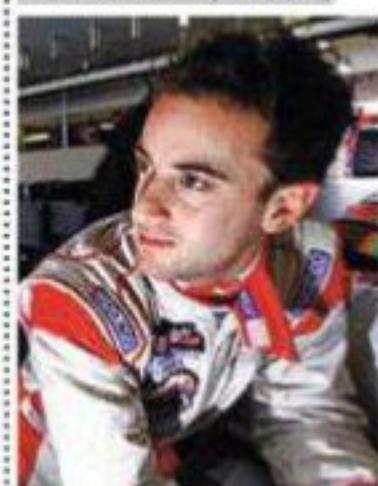
Nationality Swiss

2012 1st European

Le Mans Series

(1 win), 2nd LMP2

Le Mans 24 Hours



2011 4th Le Mans

Series, LMP2

(2 wins), FIA GT1

World Championship

(one round)

2010 13th Le Mans

Series, FLM (three

aces) & 6th GT1

(one race)

2009 2nd Formula

Le Mans Cup

(2 wins)

2008 2nd Formula

Asia 2.0 (2 wins)

2007 5th Asian

Formula Renault

Challenge (1 win,

top rookie)

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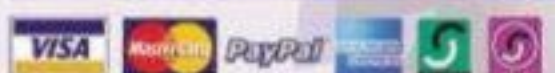


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Care Competition	On Progression / Analysis	15 July 2012
Force India F1 Team	Various Positions	25 July 2012
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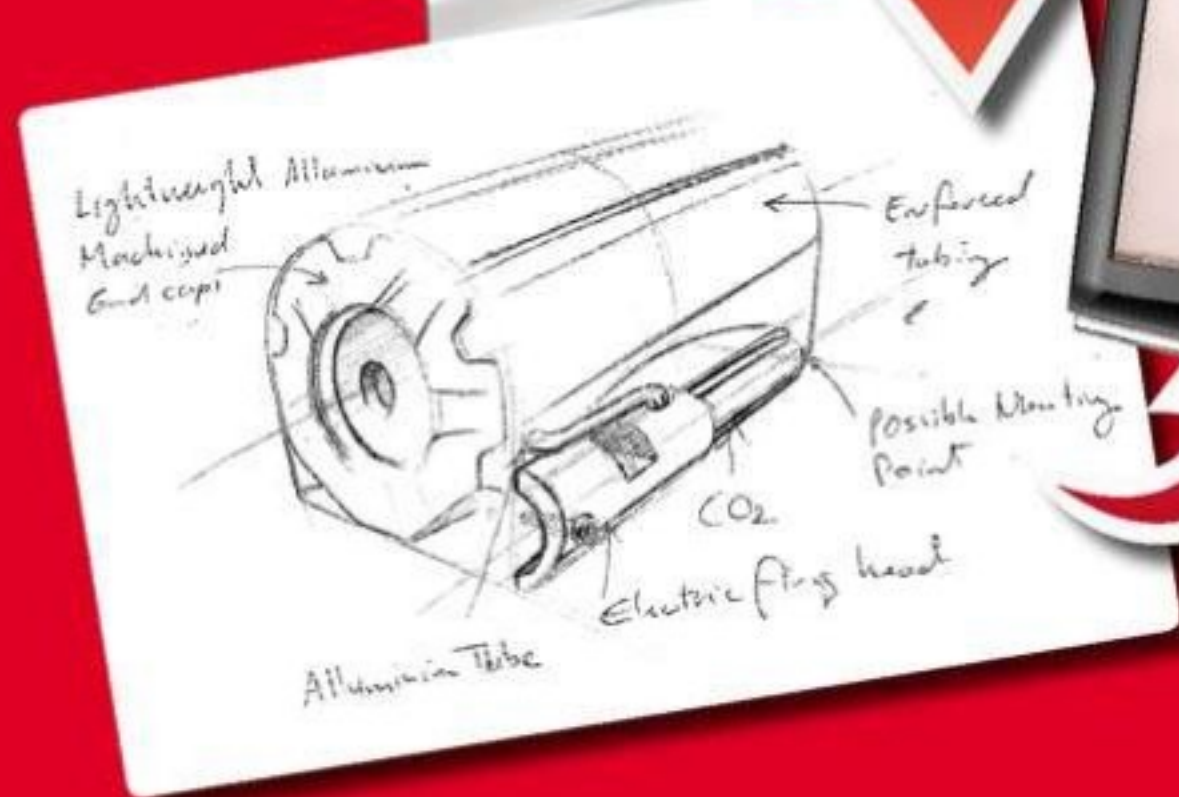


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IS IT THE BIGGEST MEETING

entry ever? Silverstone Classic organisers believe that, now they have surpassed their own 2011 record of 1030, this year's edition could be the biggest race meeting of all time.

That's difficult to prove, of course, but it gives an idea of the sheer scale of the Nick Wigley-promoted event that takes place this weekend.

Ex-BTCC star Tim Harvey is just one of scores of big names set to battle around Silverstone's fast historic GP layout (see [page 74](#)) and the collection of machinery will be difficult to match, too.

One concern of course, given the British Grand Prix problems, is the weather and car parks. Around 80,000 people turned up last year, so Silverstone will be under pressure once again.

But organisers believe sufficient hard car parking will be available, while exhibitors and car clubs originally planned to be on grass areas will be relocated to hardstanding where required.

Don't be put off - and check [silverstoneclassic.com](#) for the latest information - what should be one of the best weekends of the motorsport year.

Everyone has a different highlight, so come and find yours. I can't wait.

Extra contact details

Ben Anderson, national editor
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A NEW RACE SERIES FOR

Ariel Atoms will hit the UK's tracks next season.

The Atom Cup will be run by a partnership of Atomic Race Management and Ariel, with an eight-race calendar organised by MotorSport Vision Racing.

The series will feature a special 'Cup Spec' version of the Ariel Atom trackday/road car, complete with a race chassis, full rollover protection and race-tuned suspension. It will be powered by the same Honda two-litre Type R i-VTEC engine found in the roadgoing Atom, producing 245bhp.

Engines, ECUs and dampers will be sealed, while control tyres will be supplied by Yokohama, who will sponsor the series. Honda has also given its support.

Despite the current economic climate, series director and promoter Mark Harrison believes the Atom Cup can be a success. "Ariel has such a big fan base with its road car customers but it has taken us a while to put it together," he said. "Now we are ready."

"We expect to have 18 to 20 on the grid next season and for it to keep growing after that. We can only run 27 on one grid but after that we would just run two tiers."

"The car will come as standard with a manual gearbox to keep the costs down

and add to the closeness of the racing."

Two Cup-specification Atoms are being built and the plan is for them to be part of an intensive testing programme before the new season starts.

Harrison is also confident that the series can have a future outside the UK, especially as there is already an established series for Ariel Atoms in America.

"For the first year we will focus on the UK but we will look to future growth that could be in Europe and Asia," he added.

"We look forward to welcoming existing race drivers mixed with new, young hopefuls who choose to start

their racing careers with us."

Visits to Brands Hatch, Cadwell Park, Donington Park, Oulton Park, Silverstone, and Snetterton are planned, each hosting double-headers. Harrison confirmed he hoped the first round would be at the end of March.

Atomic Race Management will also aim to cater for differing budgets and levels of driver involvement with three packages. The Bronze package is focused towards the drivers working on and setting up their own cars, while the Silver and Gold packages provide an increasing amount of support from the organisers.

Ariel racer has 245bhp and weighs just 510kg



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SILVERSTONE CLASSIC

Harvey to race E-type

BTCC and GT ace heads to Silverstone Classic this weekend



Harvey will join Jaguar fight against the Ferraris

EX-BRITISH TOURING
Car champion Tim Harvey will make his Silverstone Classic debut this weekend in a Jaguar E-type.

Harvey will share the car with Guy Minshaw, whose brother Jon – owner of the E-type – co-drives a Porsche with Harvey in British GT.

The duo will contest Sunday's RAC Tourist Trophy for pre-1963

GTs. Also among the 58-car entry is 1969 Le Mans winner Jackie Oliver and Gary Pearson in a Ferrari 250 GT SWB, which won at Donington Park earlier this season.

"I've been to the Silverstone Classic several times and always loved it," said Harvey, 50, who was due to test the car today (Thursday). "I grew up with E-types and Lister-Jaguars so it's part of my background.

"This isn't the most competitive car, but last year it ran in the top six and I'm going out to enjoy it."

Harvey is also planning to compete at the Goodwood Revival meeting in September, driving Jon Minshaw's Lister-Jaguar in the Sussex Trophy and sharing Richard Frankel's Lister-Jaguar coupe in the RAC TT Celebration.

Other tin-top aces entered for

Silverstone races this weekend include Anthony Reid (Jaguar E-type Challenge), Mat Jackson (U2TC), Frank Wrathall (Touring Car Trophy) and Frank Stippler (U2TC), while sportscar legend Jan Lammers is on the reserve list for the Gentleman Drivers pre-1966 GT event.



P86 CLASSIC PREVIEW

GT Cup

Audi R8 to make GT Cup debut

AN AUDI R8 LMS WILL APPEAR in the GT Cup for the first time at Oulton Park this weekend in the hands of Nigel Mustill.

GT racer Mustill has purchased the car previously campaigned in British GT and European FIA GT3 events by United Autosports.

He started the season sharing an Aquila CR1 with Bob Berridge, but raced the Audi for the first time in last weekend's Brands Hatch Britcar event. He plans to run the car for the rest of the GT Cup campaign.

"I will be driving solo for the rest of



Mustill raced Audi R8 at Brands last weekend

the season as I need to get used to the Audi," he said. "Not getting to drive the Aquila at Donington [due to engine problems] was disappointing, so I'm really looking forward to getting out."

Series organiser Marc Haynes added: "This will be the first time we have seen an Audi R8 in the GT Cup and it bodes well for 2013, when we expect to see growth in the availability of GT3 cars."

Ma5da

BTCC racer ready for MX5 contest

BRITISH TOURING CAR DRIVER

Jeff Smith will make his Mazda MX5 racing debut at Croft later this season.

Smith, who currently lies 10th in the BTCC with his Eurotech Honda Civic, will join son Brett in the Ma5da series for Mk1 MX5s in September.

"It's to see if we can help Brett along," said the 46-year-old former Renault Clio Cup racer. "He's been keen to get me in the car for a while and reckons he can show me up, so I'll have to get out testing to make sure that doesn't happen."

Ma5da is one of the most

competitive series in the country, but Smith is looking forward to the challenge. "It's awesome," added Smith, who has already tested an MX5. "The power-to-grip ratio is right and you really have to drive them. It's a good series."



Smith will race MX5

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MIS
MOTORSPORT

British GT/Dutch GT

Heemskerk moves closer to British GT after Lotus outing

FORMER SINGLE-SEATER ACE

Melroy Heemskerk is almost certain to make his British GT debut this season after a successful GT4 outing at Zandvoort last weekend.

The 23-year-old contested the Dutch GT Championship round in a Lotus Evora prepared by Lotus Sport UK, which runs in British GT.

Problems in qualifying limited Heemskerk to fourth, but he moved through to lead the wet first race until electrical gremlins stranded him in the closing stages. He then took over from Marth de Graaf in the longer race

and charged from 12th to sixth.

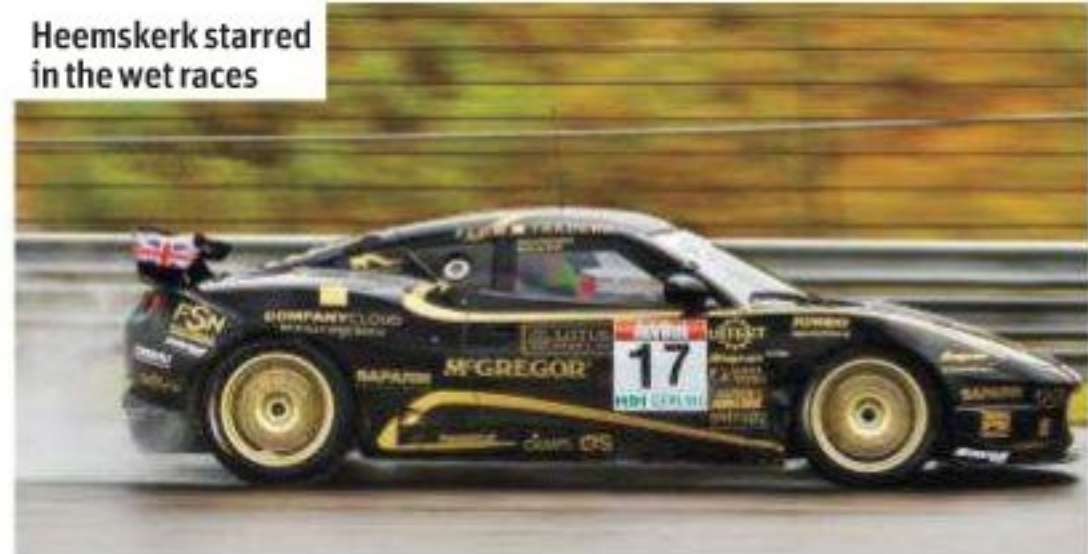
Lotus Sport UK's Andy Britnell said: "Melroy is undoubtedly a find and we will be doing all we can to get him in one of our cars again this year. We consider him to be one of the best drivers we have seen and worked with for a very long time."

Heemskerk now hopes to move to British GT, and is speaking to teams in GT4 and the main GT3 category. "I'm very pleased with what we showed [at Zandvoort]," he said.

"British GT is much stronger than Holland so we're aiming for that. GT3 would be great, but GT4 would be a good start - it depends on the money."

Both sprints and the enduro at Zandvoort were won by the Equipe Verschuur duo of Duncan Huisman and Max Braams (Chevrolet Camaro).

Heemskerk starred in the wet races



World touring car ace Huff swaps Cruze for a Camaro

Rob Huff tried a Chevy tin-top with some V8 grunt at Snetterton last week, driving Scott Racing's 1969 Camaro. "It was great and I might get to race it sometime," said the WTCC star, who also tried a 250cc superkart

Pikes Peak/Rallycross

Doran Sr to take on Pikes Peak attack

RALLYCROSS LEGEND PAT DORAN

will replace son Liam at the wheel of his 950bhp Ford RS200 for the Pikes Peak Hill Climb on August 12 in Colorado.

European Rallycross frontrunner Liam Doran had been due to tackle the event until a fire in Colorado caused organisers to push the date back from the original slot of July 8. But the new date clashes with round eight of the FIA European Rallycross Championship in the Netherlands.

"I was up for Pikes Peak but the clash of dates means I will have to

drop one event," said Doran Jr.

"With me being in contention for the European Rallycross title this year, I cannot afford to miss a round."

Doran Sr added: "This has always been a dream of mine and I can't tell you whether I'm excited or scared now!"

● The first Retro Rallycross event, for classic and historic rallycross cars, will support the British series at Mallory Park this Sunday. There are two classes, with the split at 1982 to reflect the shift to four-wheel drive. Seven cars have so far been entered.

MARCUS PYE

HUMBLE PYE

The voice of club motor racing

A range of historics will star at Combe in October



Major European historic racing festivals - Dijon's GP de l'Age d'Or, Silverstone Classic, AvD Oldtimer GP at the Nurburgring, Goodwood Revival and the Spa 6 Hours - are great, but I love smaller events where passion for cars and sport outweighs the big spending necessary to win at the highest level in an increasingly professional world.

For that reason I'm looking forward to Castle Combe's Carole Nash Insurance Autumn Classic of Saturday October 6, a dedicated day of old-car activity preceding its championship finals meeting to create a full weekend of racing. A full grid of Austin Healeys will take me back to my Combe roots, and masses of Jaguars, Aston Martins, American V8s and vintage cars guarantees an entertaining and different family outing.

Last Thursday's preview gave a flavour of the action and the delicate fingertip-controlled sideways motoring prevalent when power comfortably exceeds grip. Anybody there on Easter Monday will remember Marc Campfield's spectacular HRDC GTS65 victory in his Healey 3000. That transported me back to my earliest Combe memory of Bristolian marque legend John Chatham and Stewart Hands battling in 1967.

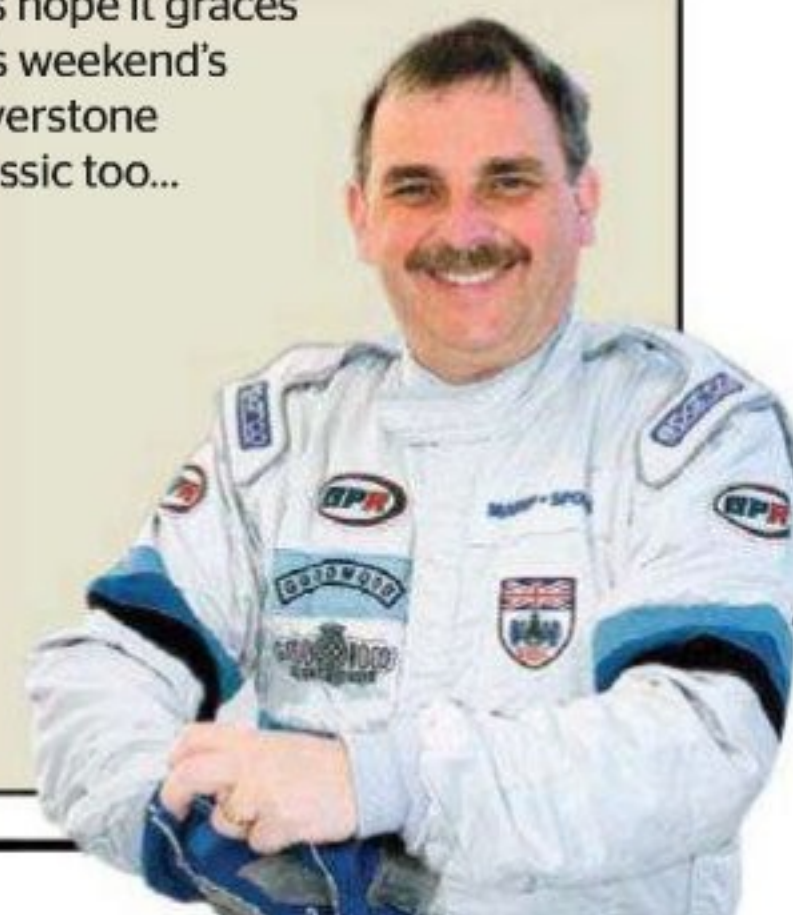
I'd not sat in a big Healey before, so leapt at the opportunity to ride

shotgun with local ace Chris Clarkson, the world's leading North Borneo-born racing driver! His is a very well-developed car but, apart from the straight-six engine's seamless torque, inlet roar and rasping exhaust note, the way it stopped and turned in to corners was a revelation. A 30-car field for one of the infrequent Healey Driver International races in October will be a sight to behold.

Add a howling Jaguar Enthusiasts' Club pack, wonderful Pre-War Sports Cars (from the Vintage Sports Car-Club, which hasn't raced at Combe in 30 years), 1950s cars from the new Aston Martin-rich FISCAR series, and a Saturday/Sunday season-closer for Bernie Chodosh's mighty V8 series - rules: "no slicks, no kit cars, no whingers or moaners" - and the event should be in your diary. There's also a 40-car display as the Bristol Motor Club remembers Dyrham Park hillclimb.

Enthused, I headed west from Castle Combe for the VSCC's Welsh Speed Weekend at Pembrey, a no-frills mix of sprint and race meeting at which camaraderie and love of great cars was more important than winning. After weeks of rain, guess what, the sun even shone! For everybody's sake, let's hope it graces this weekend's Silverstone Classic too...

"I love smaller events where passion for cars and sport outweighs the big spending"



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IN BRIEF

Ginetta's G40R will race at Cadwell Park



GINETTA HAS ENTERED TWO OF ITS new G40Rs in the MSVR Team Trophy and Ginetta GT5 Challenge events at Cadwell Park this weekend. Michael Simpson and Ian Parsons will drive.

EX-FORMULA VEE FRONTRUNNER

Fraser O'Brien will contest the rest of the Porsche Carrera Cup season with GT Marques. The 17-year-old had planned to complete the full campaign, but budget issues prevented an earlier debut.

SIBSPORT PORSCHE CARRERA CUP

team boss Simon Blanckley will appear in the Porsche GT3 Cup Challenge event at his home track of Croft this weekend.

FORMULA RENAULT BARC RACER

Laura Tillett will contest the Croft rounds this weekend. Her Fortec Motorsports team has built up a new car to replace the wreck caused by her Thruxton crash last month (see AUTOSPORT, June 21).

MISSION MOTORSPORT WILL RUN

Sergeant Gary Dunning in the MaX5 series at Croft this weekend. Mission Motorsport is the British Army Association's official provider of adaptive motorsport and plans to have a second Mazda MX5, modified to allow lower-limb and upper-limb amputees to compete, running later in the year.

THE MOTOR SPORTS ASSOCIATION

is calling for entries for its new environmental award. The contest aims to recognise the club or individual deemed to have demonstrated a commitment to environmental responsibility and the active promotion of sustainability in motorsport.

TIN-TOP LEGEND VINCE WOODMAN,

73, is recovering in hospital having suffered a stroke in the BRDC Clubhouse during the British GP. The Bristolian, whose frontline career spanned the 1960s to the early '80s, was treated initially at Silverstone's medical centre.



Woodman raced Capri in recent years



Williams before his big Zandvoort accident

Formula Ford

EcoBoost racer escapes smash

Williams rolls spaceframe Mygale at Zandvoort, but walks away uninjured

LEADING FORMULA FORD FIGURES

have praised the latest spaceframe rules after Luke Williams escaped uninjured from a huge accident at Zandvoort last weekend.

Williams was chasing Jamun Racing Mygale team-mates Eric Lichtenstein and Jake Cook early in the EuroCup encounter when he slid wide in the high-speed last corner. The rear-wheel caught the tyrewall and the Mygale M12-SJ flipped and then bounced across the road.

Williams was taken to hospital, but escaped serious injury.

Jamun boss Tony Mundy believes the accident demonstrated the strength of the new EcoBoost chassis, which have been built to the new FIA spaceframe regulations.

"That's what the new car is all about," said Mundy, who confirmed the crash could mean Williams misses the Nurburgring EuroCup rounds at the end of the month. "It was a horrendous accident and he got

out of the car on his own.

"He complained about his hip and back so was taken to hospital, but he was fine. The car's proved itself."

Dutch squad Geva Racing's Nelson Valkenburg said: "The car withstood it perfectly, which was good to see. It was the first real test of the EcoBoost chassis and there were no issues."

● AUTOSPORT understands that work to improve the oil and water cooling of the new machines, which has been an issue in 2012, are ongoing.

European/British Superkart

Snetterton hosts its first Superkart GP

SNETTERTON HOSTED THE FIA-sanctioned European Superkart championship and the standalone British Superkart GP meeting for the first time last weekend.

The Grand Prix had run at MSV's Cadwell Park since 2006, but the decision was made to switch it to Snetterton for this season after the



Harpham dominated Superkart at Snetterton

meeting was expanded to include the FIA races. The event included three races each for the Division 1 Superkarts, F250/450 Nationals and F125/F210 series, as well as events for the Mini Miglia, Mini Se7en, Production Touring Car Trophy and InterSteps

championships (see page 81).

In the quickest Division 1 races, reigning champion, Frenchman Emmanuel Vinuales, set the pace in qualifying with a time of 1m46.503s (100.35mph average) around the 300 circuit - a fraction quicker than the F3 Cup pole set by the Dallara F399 of Linton Stuteley.

The Frenchman couldn't quite repeat that form in the races, retiring from the first race, finishing runner-up in the second and missing the Grand Prix. Lee Harpham proved unstoppable, winning all three encounters.

Monterey Reunion

Formula Atlantic gets Laguna Seca gathering

A CELEBRATION OF FORMULA

Atlantic, featuring the 1600cc Cosworth BDA-engined cars of 1974-'80, is to be one of the star turns of this year's Monterey Motorsports Reunion at Laguna Seca on August 16-18.

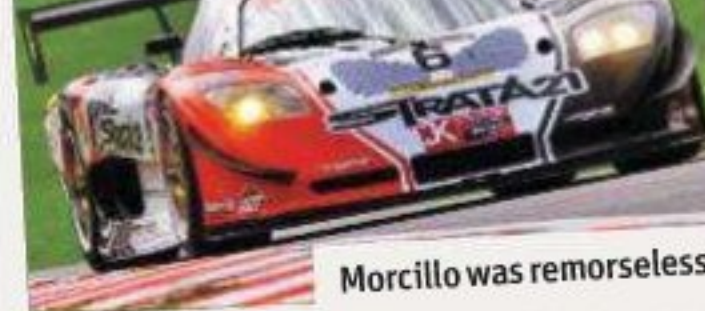
The Formula B follow-on class, through which French-Canadian star Gilles Villeneuve sprang to prominence, also showcased the talents of Keke Rosberg, Bobby Rahal, Danny Sullivan,

Tom Gloy, Price Cobb and countless others in the pre-ground-effect era before Gilles' brother Jacques Villeneuve Sr landed the 1980 US title.

Billed as a one-off, the retrospective race has attracted a strong entry, although Dan Marvin - who won the '84 CASC North American crown - will be difficult to beat in Jon Norman's pristine ex-Gilles Villeneuve Direct Films March 76B.



Formula Atlantic racers will head to Laguna Seca



Morcillo was remorseless



MSVR BRANDS HATCH, JULY 14-15

Battle rages at Brands

Montermini (Ferrari) led
Tandy (Porsche) early on

AT HIS HOME CIRCUIT, Nick Tandy combined with Marco Holzer to take the International GT Open points lead, even though their Porsche was delayed by a minor fire.

Ex-Formula 1 driver Andrea Montermini's Ferrari 458 made the best start on Saturday, but he slid wide and fell to fourth behind Tandy and the Ferraris of Philipp Peter and Gianmaria Bruni.

A late pitstop by Peter helped co-driver Michal Broniszewski to hold on and win. In the final stages Holzer passed Bruni's replacement Federico Leo to finish a strong second. Leo was then passed by Juan Manuel Lopez, in for Montermini.

The Villos Racing Aston Martin team took a worthy win on Sunday thanks to Alvaro Barba,

who stormed through to the front from sixth. Matteo Malucelli took over the V12 machine and maintained the advantage. Bruni brought the AF Corse Ferrari home in second place and Miguel Ramos (Chevrolet Corvette) just held off Montermini for third.

Paul Bailey's Ferrari 430 opened up a useful lead at the start of the British Endurance Championship encounter, chased by David Green's Lotus Evora. The Marcos of Jon Finnemore passed the Lotus, caught Bailey and seized the lead, but half an hour into the race he pulled in to retire.

Bailey pitted early to hand over to Andy Schulz, who regained the lead. But after 40 laps Javier Morcillo's Mosler had moved up to second.

With 10 minutes

remaining the two cars were nose to tail, and on the penultimate lap Morcillo dived inside at Druids, the two touched and Schulz spun. He recovered but Morcillo drove to victory.

The Green/Martin Byford Evora was delayed in the pitlane by a safety car queue, so the Ginetta G50 of Ryan Ratcliffe/Joe Osborne finished third.

Mans Grenhagen became the first European F3 Open driver to take three wins this year. The Swede simply drove away to win race one comfortably.

Niccolo Schiro and Rupert Svendsen-Cook, pleased to get fastest lap in his first race for nine months, chased him in grid order.

On Sunday Gianmarco Raimondo grew his championship lead with a dominant win over Facu Regalia and Schiro. But the sensation of the race was Grenhagen, who started 15th and romped through the field until he collided with Juan Carlos Sistos at Surtees and retired. The Mexican went on to finish fourth.

Olivier Bouche opened up a two-lap lead in the

Aston Martin GT4 Challenge before co-driver Pierre Mantello lost it all and only just kept Bolaji Odunsi at bay. But Mantello was hit with a one-minute penalty for a safety car infringement and so the quickest car was classified second.

Formula Junior winner David Methley had to drive his Brabham BT6 on the limit to stay ahead of Pete Morton, who claimed the fastest lap in the Lightning Envoyette. Richard Smeeton was third throughout.

● Kerry Dunlop

INTERNATIONAL GT OPEN (42 LAPS)

1 Michal Broniszewski/Philipp Peter (Ferrari 458 Italia); 2 Nick Tandy/Marco Holzer (Porsche 911 GT3-RSR) +1.955s; 3 Andrea Montermini/Juan Manuel Lopez (Ferrari); 4 Federico Leo/Gianmaria Bruni (Ferrari); 5 Raymond Narac/Patrick Pilet (Porsche); 6 Alvaro Barba/Matteo Malucelli (Aston Martin Vantage). **Class winners** Marco Mapelli/Archie Hamilton (Porsche 911 GT3-R). **Fastest lap** Montermini 1m36.679s (86.18mph).

RACE 2 (32 LAPS) 1 Barba/Malucelli; 2 Leo/Bruni +3.796s; 3 Miguel Ramos/Raffaele Giammaria (Chevrolet Corvette C6.R); 4 Montermini/Lopez; 5 Diederich Sijthoff/Nicky Pastorelli (Corvette); 6 Broniszewski/Peter.

CW Mapelli/Hamilton. **FL** Malucelli 1m25.537s (97.40mph).

POINTS 1 Tandy/Holzer, 94; 2 Barba/Malucelli, 90; 3 Pilet/Narac, 88; 4 Leo/Bruni, 81; 5 Peter/Broniszewski, 72; 6 Lopez/Montermini, 67.

BRITISH ENDURANCE CHAMPIONSHIP (70 LAPS)

1 Javier Morcillo/Manuel Cintrano (Mosler MT900R); 2 Paul Bailey/Andy Schulz (Ferrari 430) +1m01.786s; 3 Ryan Ratcliffe/Joe Osborne (Ginetta G50); 4 Simon Phillips/Pete Storey (Ferrari 458); 5 Tom Webb/James Webb (BMW M3 GTR); 6 Jacques Duyver/Charlie Hollings (Ferrari 430). **CW** Ratcliffe/Osborne, Phillips/Storey, Webb/Webb, Duyver/Hollings, Nigel Mustill/John Martin (Audi R8 LMS), Adam

Sharpe (Ginetta G50). **FL** Morcillo 1m27.610s (95.10mph).

EUROPEAN F3 OPEN (20 LAPS)

1 Mans Grenhagen (Dallara F312); 2 Niccolo Schiro (F312) +3.058s; 3 Rupert Svendsen-Cook (F312); 4 Sam Dejonghe (F312); 5 Gianmarco Raimondo (F312); 6 Kevin Giovesi (Dallara F308). **FL** Svendsen-Cook 1m28.117s (94.55mph).

RACE 2 (22 LAPS)

1 Raimondo; 2 Facu Regalia (F312) +2.954s; 3 Schiro; 4 Juan Carlos Sistos (F312); 5 Svendsen-Cook; 6 Giovesi. **FL** Schiro 1m20.091s (104.03mph).

POINTS

1 Raimondo, 155; 2 Grenhagen, 140; 3 Schiro, 112; 4 Sam Dejonghe, 95; 5 Regalia, 68; 6 Sistos, 63.

ASTON MARTIN GT4

CHALLENGE (31 LAPS)

1 Bolaji Odunsi; 2 Olivier Bouche/Pierre Mantello +59.406s; 3 Mike Brown/Paul Cripps; 4 Andy Soper/Matt Doyle; 5 Kenneth Greenberg/Andreas Kramer; 6 Andreas Baenziger/Florian Kamelger. **FL** Bouche 1m48.891s (76.51mph).

FORMULA JUNIOR

(15 LAPS) 1 David Methley (Brabham BT6); 2 Pete Morton (Lightning Envoyette) +0.827s; 3 Richard Smeeton (Wainer); 4 John Chisholm (Gemini Mk3A); 5 Alex Morton (Auster T3); 6 Andrew Tart (Bond). **CW** Chisholm; Tart; Jeremy Deeley (Cooper T52); Gil Duffy (Bond). **FL** Morton 1m40.221s (83.13mph).



Raimondo won in
European F3 Open

BRSCC DONINGTON PARK, JULY 14-15

Henry Mann wins father Alan's race

THE ALAN MANN

Trophy Race for pre-1966 Touring Cars was appropriately won by Alan's son Henry in a Ford Mustang that he shared with British Touring Car star Mat Jackson.

Henry's job – closely observed by his mother, who had made the trip from Spain especially – was not made any easier by historic racing rookie Jackson losing 10 seconds with a spin at Goddard's in the first half of the race.

The BTCC Ford Focus driver had been under pressure from the BMW 1800Ti driven by Richard Shaw since the lights turned green, but unfortunately Shaw was given a penalty for speeding in the pitlane as he handed the car over to Jackie Oliver. The F1 veteran was only able to recover to fifth place after taking a chaotic penalty.

Rob and Ben Hall held the lead in their Ford Falcon during the closing laps, having had the measure of Sean McInerney's Lotus Cortina, but Ben was unable to keep the charging Mann at bay.

Jackson, who put the Ford Mustang on pole, said: "It was a really steep learning curve having not driven the car before but I really enjoyed it. The brakes failed at Goddards.

They just boiled and I went straight on and rejoined in second, but then when I handed over to Henry he came out in fourth. He did a blinding job to come through all the way and win it.

"It was a mega experience, so different from the modern stuff. You really have to drive these things as they move around an awful lot. But I'd really like to do some more of it," added Jackson.

The first four laps of the opening Caterham Academy race were run behind the safety car as three cars came to grief at the Esses on the first lap. Alex Gurr was able to convert pole position into a race win as Brian Caudwell lost fifth with a spin at Melbourne. Gurr somehow managed to stay ahead, despite a stern challenge from both Matthew Lawrence and Matt Dyer on the last lap.

The second Caterham race was dominated from pole by Steve Nuttall. The entertainment was provided by a spirited battle for second between Michael Gazda and Peter Fortune, who swapped places repeatedly with Fortune finally getting the better of Gazda.

The first of the two SPEED EuroSeries races, held on Saturday evening,



Jackson (Ford) was chased by Shaw (BMW) early on

provided the better baby sports-prototype entertainment. From the rolling start, former historic FF1600 star Darren Burke got ahead of championship leader Ivan Bellarosa. Behind the lead duo, a mighty battle developed for fifth between Dean Stirling, Sarah Reader and Jose Ibanez, with much changing of position.

Burke continued to lead the 14-car field

through his stint, which included a brief safety car period, until his pitstop, when he handed an 18-second lead to co-driver Duncan Williams. But he could not match Burke's earlier pace, and Bellarosa closed at a rate of two seconds per lap. Once up with the Juno, the Wolf swept by at Redgate with around 15 minutes of the event remaining.

The second encounter, on Sunday morning, was

led initially by Williams, but a spin on the opening lap was followed by cooling problems, which led to the car's retirement. Bellarosa took over and led to the end, while Anthony Gandon's Norma came through to second.

Guglielmo Belotti, who led briefly in the pitstop window, dropped back to third place after spinning on oil but still completed another Wolf one-three.

● Paul Truswell



The SPEED EuroSeries gets underway at Donington



Nuttall won Caterham Academy Group 2

ALAN MANN PRE-66 TOURING CARS (28 LAPS) 1 Mat Jackson/Henry Mann (Ford Mustang) +0.309s; 2 Rob Hall/Ben Hall (Ford Falcon) +0.309s; 3 Sean McInerney (Ford Lotus Cortina); 4 Richard Sykes/Charlie Kemp (Ford Mustang); 5 Richard Shaw/Jackie Oliver (BMW 1800Ti); 6 Mike Gardiner/Phil Keen (Ford Lotus Cortina). **CW** McInerney; Philip Burgess (Austin Mini Cooper S); Mike Dowsett (Hillman Rallye Imp). **FL** Jackson 1m55.335s (77.6mph).

CATERHAM ACADEMY GROUP 1 (7 LAPS) 1 Alexander Gurr; 2 Matthew Lawrence +0.259s; 3 Matt Dyer; 4 Jason Gale; 5 Tor McIlroy; 6 Zoltan Csabai. **FL** Lawrence 1m56.169s (77.1mph). **GROUP 2 (8 LAPS)** 1 Stephen Nuttall; 2 Peter Fortune; 3 Michael Gazda; 4 Nick

Portlock; 5 Oliver Andrew; 6 Max Robinson. **FL** Fortune 1m54.134s (78.5mph).

SPEED EUROSERIES (58 LAPS) 1 Ivan Bellarosa (Wolf GB08); 2 Darren Burke/Duncan Williams (Juno CN2012) +3.881s; 3 Guglielmo Belotti (Wolf GB08); 4 Sarah Reader (Juno CN2011); 5 Anthony Gandon (Norma M20CF); 6 Nick Padmore/Jean Lou Rihon (Norma M20CF). **CW** Philippe Mace/Philippe Yschard (Norma M20F). **FL** Burke 1m29.000s (100.6mph). **RACE 2 (40 LAPS)** 1 Bellarosa; 2 Gandon +2.034s; 3 Belotti; 4 Reader; 5 Niki Leutwiler/Fredi Briedl (Juno CN2011); 6 Padmore/Rihon. **CW** Richard True/John Harrison (Ligier JS49). **FL** Bellarosa 1m29.340s (100.2mph).



Injured Darbyshire won in Morgan

VSCC PEMBREY, JULY 14-15

Hulbert sprints to three victories

RACING ERA R4D

on the eve of his 70th birthday, Mac Hulbert added wins in the Hawthorn Memorial & Spanish Trophies feature and a short scratch event to BTD in the previous afternoon's Sprint over an entertaining third VSCC Welsh Speed Weekend.

Having changed the car's gearbox since Dijon, Hulbert dug deep to snatch victory from Robert Cobden (Riley Falcon Special) in Saturday's two-thirds' lap dash against the clock, and again found the bold Cobden a tricky customer in Sunday's head-to-head encounters.

"I couldn't shake the bugger off," grinned the veteran, who gained a little breathing space in the major race when Eddie Gibbs — who had shadowed them in his willowy monoposto Frazer Nash for eight laps — pulled off at Woodlands kink, launching a flurry of yellow flags.

Gibbs's woes promoted Terry Crabb (ERA R12C) to third, with Stephen Shoosmith, hunkered down determinedly behind the wheel of his Bugatti T51, closing in towards the chequer. Behind them, Gary Caroline (Morgan Super Aero) usurped Chris Hudson (Bugatti T35B) for fifth and claimed the Boulogne Trophy for Vintage Racing Cars.

Race of the day, however, was a 500cc Formula 3 thriller. Second qualifier Richard Bishop-Miller — en route home to Cumbria from Knutstorp in Sweden, where third place was the first podium finish for his Revis since constructor Reg Bicknell's in 1954 — protected his lead with some demon late braking into Hatchets Hairpin.

Bishop-Miller gave the small chasing pack the slip initially, but John Turner (Cooper Mk9) and poleman

Roy Hunt (Martin) chased down his full-bodied bolide, the trio running in line astern by lap four. Still RB-M's immaculate lines did not waver but as he led onto the final lap his engine was getting hot. Turner (who has owned the car since 1968) looked menacing and Hunt was essaying to outgun their JAP engines with superior Manx Norton power.

Hatchets proved the decider. As Bishop-Miller leapt on his anchors incredibly late, both Turner and Hunt outbraked themselves and skittered onto the grass. Hunt recovered first and the pair resumed their now fruitless chase.

"I thought, 'no, they're going to have me,' but they went off," said the jubilant Bishop-Miller, who celebrated his first victory by shaking both fists in the air, then headed north to complete a round trip of almost 3000 miles. JB Jones was fourth in the French Cousy, ahead of the Coopers of Nigel Challis and rookie Mark Riley who finished 0.12s apart.

The annual Bill Phillips Trophy event was a corker too, and as so often happens in the Owner Driver Mechanic series, different marques filled the top seven places at the finish.



Hulbert was on good form in R4D



Bishop-Miller won 500cc F3 thriller

Driving with a broken right elbow (sustained when she rolled her Morgan three-wheeler in May's VSCC Wiscombe hillclimb), Sue Darbyshire took less than a lap to wriggle from fourth on the grid into a lead she would not lose.

As Neil Twyman's throbbing Alfa Romeo 8C 2600 'Muletto' faded, then pitted briefly, Andrew Mitchell's little HRG got the better of John Guyatt's growling Talbot Lago for

second, while Jerome Fack (Brough Superior) and John Polson (Delahaye) finished abreast on Guyatt's tail after a race-long battle.

Jerseyman Guy Plante avoided a repeat of his earlier grassy excursion at Spitfires to win the Hawthorn Brighton Trophy with his ex-Roy Spiers Alvis Special, while Julian Grimwade bagged a super win in his splendid Amilcar Rapier hybrid, newly arrived from Australia.

Riley enthusiast Richard Iliffe ensured that five of the 10 squads for Saturday's Team Relay race represented the marque and fittingly Dr David Pryke, Tim Kneller and Iliffe topped both scratch and handicap results. Two laps separated 'Riley Minogue' from the Talbot Lago and Delahayes of 'Les Sacre Bleus' and the 'Brooklands Boys' Rileys on corrected scores.

● Marcus Pye

HAWTHORN MEMORIAL & SPANISH TROPHIES FOR PRE-'61 FRONT-ENGINE RACING CARS/BOULOGNE TROPHY FOR VINTAGE RACING CARS (12 LAPS)

1 Mac Hulbert (ERA R4D); 2 Robert Cobden (Riley Falcon Special) +2.21s; 3 Terry Crabb (ERA R12C); 4 Stephen Shoosmith (Bugatti T51); 5 Gary Caroline (Morgan Super Aero); 6 Chris Hudson (Bugatti T35B). FL Cobden 1m12.29s (72.51mph).

500cc FORMULA 3 (6 LAPS)

1 Richard Bishop-Miller (Revis-JAP); 2 Roy Hunt (Martin-Norton) +2.22s; 3 John Turner (Cooper-JAP Mk9); 4 JB Jones (Cousy-Triumph No2); 5 Nigel Challis (Cooper-Norton Mk8); 6 Mark Riley (Cooper-JAP

Mk9). FL Hunt 1m16.99s (68.08mph).

BILL PHILLIPS TROPHY FOR STANDARD & MODIFIED PRE-WAR SPORTSCARS (8 LAPS)

1 Sue Darbyshire (Morgan Super Aero); 2 Andrew Mitchell (HRG 1½ Litre) +3.71s; 3 John Guyatt (Talbot Lago T150C); 4 Jerome Fack (Brough Superior Alpine GS); 5 John Polson (Delahaye 135S); 6 James Potter (Riley Nine Brooklands). FL Mitchell 1m18.52s (66.75mph).

HAWTHORN BRIGHTON TROPHY FOR SPECIAL PRE-WAR SPORTSCARS (8 LAPS)

1 Guy Plante (Alvis Speed 25 Spl); 2 David Pryke (Riley 12/4 TT Sprite Rep) +9.44s; 3 Richard Iliffe (Riley 12/4 Kestrel Spl); 4 Ewan Getley (Bentley 3

4½); 5 Alex Peacop (Frazer Nash Super Sports); 6 Jeffrey Edwards (Alvis Sports Spl). FL Plante 1m17.62s (67.53mph).

PRE-WAR SCRATCH (6 LAPS)

1 Julian Grimwade (Amilcar Rapier); 2 Rodney Seber (Wolseley Hornet Spl) +4.59s; 3 Richard Iliffe (Riley 12/4 Kestrel Spl); 4 Nicholas Topliss (GN Gnome); 5 John Reeve (Riley 12/4); 6 Richard Brightman (Riley Nine 12/4 Spl). FL Seber 1m17.59s (67.56mph).

RACE 2 (6 LAPS)

1 Mac Hulbert (ERA R4D); 2 Robert Cobden (Riley Falcon Spl) +7.11s; 3 Eddie Gibbs (Frazer Nash SS); 4 Stephen Shoosmith (Bugatti T51); 5 Tim Greenhill (Wolseley Hornet Spl); 6 Terry Crabb (ERA R12C). FL Hulbert 1m11.79s (73.01mph).

PRE-WAR HANDICAP (6 LAPS)

1 John Reeve (Riley 12/4); 2 Tim Greenhill (Wolseley Hornet Spl) +4.45s; 3 Richard Iliffe (Riley 12/4 Kestrel Spl); 4 Richard Brightman (Riley Nine 12/4 Spl); 5 Leonard Lord (Riley Falcon); 6 Tim Kneller (Riley 12/4 Spl). FL Greenhill 1m15.77s (69.17mph).

RACE 2 (6 LAPS)

1 Nicholas Bennett (Alvis Silver Eagle); 2 Fred Boothby (MG J2) +3.88s; 3 Marcus Frieder (Riley 12/4); 4 Geoff Toms (Fiat 508S); 5 Peter Butler (Bentley 3/4½); 6 Oliver Richardson (MG Morthery). FL Toms 1m27.09s (60.19mph).

VSCC TEAM RELAY HANDICAP (90 MINS)

1 Riley Minogue: David Pryke (12/4 TT Sprite Rep), Tim Kneller (12/4 Spl) & Richard Iliffe (12/4 Kestrel

Spl) 66 laps; 2 Les Sacre Bleus: John Guyatt (Talbot Lago T150C), Malcolm Underwood (Delahaye 135S) & John Polson (Delahaye 135S) 63+1=64 laps; 3 Brooklands Boys: James Potter, Ian Standing & David Lamb (Riley Brooklands) 57+7=64 laps; 4 Team Ireland: Nicholas Bennett (Alvis Silver Eagle), Ken McAvoy (Riley 12/4 Spl) & Detlef Heyer (BMW 328) 54+8=62 laps; 5 Rileys Are Forever: Leonard Lord (Falcon), Gary White (12/4 Spl) & Greg Lerigo (Spl) 57+5=62 laps; 6 Rag, Tag & Bobtail: Richard Ellingworth (MG PA), David Downes (MG NA) & Fred Boothby (MG J2) 57+5=62 laps. FL Freewheelers: Duncan Wood (Morgan Super Aero) 1m17.54s (67.60mph).



Lichtenstein and Cook duel

FORMULA FORD EURO CUP ZANDVOORT, JULY 14-15

Cook stars after tough Dutch outing

BRITISH FORMULA Ford title contender Jake Cook defeated Eric Lichtenstein to take victory in a EuroCup Zandvoort finale that went some way to salvaging a weekend hit by torrential rain and a massive crash for Jamun's Luke Williams.

The series had the misfortune to have its opening race early on Saturday morning, just as the Dutch heavens opened in style and flooded Zandvoort. Two laps were attempted, the first behind the safety car, but both were futile and the race was duly abandoned and chalked off as a washout.

The track had dried by

the afternoon, but the series' fortunes changed little. On lap two, and with Lichtenstein heading a Jamun top three ahead of Cook and Williams, the latter ran wide at Arie Luyendijkbocht, the sixth-gear final right-hander. He speared into the barriers and was hurled into a massive barrel roll, bringing out a safety car that remained in place until the chequered flag.

Circumstances therefore conspired to allow just one full racing lap before the start of the finale, which did at least prove worthy of wrapping up the weekend. Lichtenstein and Cook headed off into the distance locked in a



Small field finally got decent run in race three

massive scrap for the lead. The Briton tried to make a move stick around the outside several times before the pressure told, Lichtenstein outbraking himself on the final run down to Tarzan and allowing Cook to slip by.

JTR's Julio Moreno in the remaining EcoBoost

machine sealed third ahead of Michel Florie, who claimed Duratec honours ahead of Bas Schouten.

● Sam Tremayne

RESULTS – RACE 1 Abandoned

RACE 2 (4 LAPS) 1 Eric

Lichtenstein (Mygale M12-SJ);

2 Jake Cook (Mygale M12-SJ)

+4.317s; 3 Julio Moreno (Mygale

M12-SJ); 4 Bart van Os (Mygale SJ09); 5 Bas Schouten (Mygale SJ08); 6 Max van Splunteren (Mygale SJ10). **CW** Van Os.

FL Lichtenstein 1m44.174s

(75.92mph). **RACE 3 (10 LAPS)**

1 Cook; 2 Lichtenstein +0.108s;

3 Moreno; 4 Michel Florie (Mygale

SJ08); 5 Schouten; 6 Nicolai Sylvest

(Van Diemen O8). **CW** Florie. **FL**

Lichtenstein 1m43.239 (91.23mph).



Parry was in unstoppable form at Snetterton

INTERSTEPS SNETTERTON, JULY 14-15

Parry dominates InterSteps in Snetterton encounters

CATERHAM-BACKED Matt Parry underlined his InterSteps title credentials with an impressive trio of wins at Snetterton.

He consolidated a strong start to dominate the opening race, while Liam Venter just held onto second ahead of title hopeful Matt Mason, who charged from the back of the grid after set-up problems in qualifying to take third.

Parry's biggest threat in race two came from a late safety car period that wiped out the lead he had assiduously constructed. Unfazed, he eased away at the restart to win

comfortably, while Jack Aitken held off Mason's attentions to take second.

Parry completed his hat-trick in race three, winning easily from Venter and Aitken.

● Oliver Timson

RESULTS (11 LAPS) 1 Matt Parry;

2 Liam Venter +10.603s; 3 Matt

Mason; 4 Cameron Twynham;

5 Jan Schwitter; 6 Lassi Halminen.

FL Mason 1m55.377s (92.63mph).

RACE 2 (9 LAPS) 1 Parry;

2 Jack Aitken +3.039s; 3 Mason;

4 Schwitter; 5 Venter; 6 Twynham.

FL Parry 1m55.324s (92.67mph).

RACE 3 (11 LAPS) 1 Parry; 2 Venter

+8.974s; 3 Aitken; 4 Twynham;

5 Mason; 6 Schwitter. **FL** Parry

1m55.110s (92.85mph).

PRODUCTION TOURING CARS SNETTERTON, JULY 14-15

Tin-top hat-trick falls to Caudle

"GREAT RACE, GREAT set-up – the car was on rails," exclaimed a delighted Luke Caudle as he scored the first of three wins in the Production Touring Car triple-header at Snetterton.

Caudle led from the start ahead of championship leader Gary Duckman, who toiled with heavy success ballast in his similar SEAT Leon to a distant second place. Meanwhile, Clio Cup regular Jake Giddings joined the series to get used to the track in advance of next month's visit by the BTCC package to Norfolk. Despite struggling with his Astra's

gearbox on occasion, he closed on Duckman in the final laps to secure third in his Vauxhall Astra.

Caudle won again in race two but not without an early fight from Duckman, who got a great start to lead into the opening corner. A determined Caudle fought back on the charge to Brundle and edged away. Although a lengthy safety car period then nullified the advantage he built up, with racing only resuming for a single lap, Caudle coolly held off Duckman and a closing Giddings to take his third win of the year.

Caudle had it all do to in the finale, having picked a lowly eighth spot in the draw for grid places. Undeterred, he burst through the pack to overhaul early leader Maurice Hayden (Renault Megane) as they swept into Brundle for the second time.

Duckman and Giddings further demoted a fading Hayden to complete the podium once again.

● Oliver Timson

RESULTS (10 LAPS) 1 Luke Caudle

(SEAT Leon); 2 Gary Duckman (Leon)

+8.969s; 3 Jake Giddings (Vauxhall

Astra); 4 John Robins (Leon);

5 Antony Williams (Renault Megane);

6 Keith Issatt (Volvo C30). **CW** Sarah

Franklin (Abarth 695). **FL** Caudle

2m07.800s (83.63mph). **RACE 2**

(8 LAPS) 1 Caudle; 2 Duckman

+0.416s; 3 Giddings; 4 Stewart

Calder (Vauxhall Astra VXR);

5 Robins; 6 Williams. **CW** Franklin.

FL Caudle 2m07.495s (83.83mph).

RACE 3 (10 LAPS) 1 Caudle;

2 Duckman +3.752s; 3 Giddings;

4 Maurice Hayden (Renault Megane);

5 Robins; 6 Williams. **CW** Franklin.

FL Giddings 2m07.649s (83.73mph).



Caudle led Duckman to three SEAT one-twins

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CLUBMANS OULTON PARK, JULY 14

Champkin is latest Clubmans star

TWENTY-TWO-YEAR-old Alex Champkin is clearly the next in a long line of talented engineers and drivers to make their mark in Clubmans racing. At the wheel of his self-developed Vision V84, the motorsport student dominated the Clubmans Cup races at Oulton to make it four wins on the bounce.

In both races Michelle Hayward led the chase of the flying Champkin, despite limited experience of her home track. However, in the first race it was Mike Evans who set the initial pace in his Rage before coming under intense pressure from Champkin. Oil at Druids proved Evans'

downfall as a big grassy moment allowed Champkin though. With his radiator full of grass and the temperature climbing, Evans then fell back.

The next problem for Evans was the arrival of his partner, Hayward, in his mirrors and she gave her man real grief. "I so wanted to beat him," she said with a grin.

Evans finished the race with gearbox problems and attempts to change it before the second race failed, so Champkin won comfortably with Hayward second.

Classic Clubmans also had a double-header, with one win apiece for Mark Charteris and John

Champkin took pole and won both races



Harrison. The opener started in a rain shower and Charteris was stunning as he skated around on slicks.

Harrison fought back as the track dried to finish within a second and then dominated the second race when a late problem forced Charteris to non-start.

● Paul Lawrence

RESULTS – CLUBMANS CUP (BOTH 11 LAPS) 1 Alex Champkin (Vision

V84); 2 Michelle Hayward (Mallock Mk27) +7.220s; 3 Mike Evans (Rage); 4 Jason Money (Mallock Mk26); 5 Barry Webb (Mallock Mk23B); 6 Peter Richings (Mallock Mk30PR). **Class winner** Ian Crombie (Mallock Mk28B). **Fastest lap** Hayward 1m29.952s (89.08mph).

RACE 2 1 Champkin; 2 Hayward +11.238s; 3 Webb; 4 Richings; 5 Brian Jordan (Mk28/30); 6 Crombie. **CW** Crombie. **FL** Champkin 1m29.542s (89.49mph).

CLASSIC CLUBMANS (11 LAPS)

1 Mark Charteris (Mallock Mk20/21); 2 John Harrison (Mk21) +0.617s; 3 Richard Mallock (Mallock Mk11); 4 Spencer McCarthy (Mk20B); 5 Steve Chaplin (Phantom P79); 6 Alan Cook (Mk23). **CW** Cook; Paul Marshall (Mallock Mk18). **FL** Charteris 1m25.676s (93.53mph).

RACE 2 (12 LAPS) 1 Harrison; 2 Chaplin +50.118s; 3 Phillip Bisgrove (Diamond R6); 4 Cook; 5 Marshall; 6 Rodney Player (Mk20B). **CW** Cook; Marshall. **FL** Harrison 1m25.631s (93.58mph).



Spencer leads at the start

CNC NW SPORTS/SALOONS OULTON PARK, JULY 14

Keenan holds off Spencer

DANNY KEENAN WILL have few harder-earned victories than in round eight of the CNC Sports/Saloons when he had to soak up relentless pressure from Robert Spencer to keep his MK Indy ahead of the Locosaki.

Championship sponsor Ric Wood planted his sensational DTM-spec Opel Astra on pole by over four seconds but, in a typical Wood move, elected to start from the pitlane to liven things up. He charged up the order until a clutch issue ended his fun after five laps,

and he'd got into the top 10.

Remaining front-row man Simon Allaway had his Lotus Esprit V8 hounded by a baying pack of eight Caterham-type machines and was soon elbowed down the order before losing out further with a mid-race spin. Instead, Keenan and Spencer went clear at the front and Spencer sat on Keenan's tail for lap after lap. Finally, into Old Hall for the ninth time, Spencer made his move. But Keenan defended and Spencer ran wide onto the grass.

Spencer dug deep and

fought back onto Keenan's tail with two tours to run. Keenan again held his nerve and offered Spencer not even the slightest glimmer of an opportunity. Joe, son of Robert, chased them home and will surely be battling with dad before long. ● Paul Lawrence

RESULTS (14 LAPS)

1 Danny Keenan (MK Indy); 2 Robert Spencer (Locosaki) +0.831s; 3 Joe Spencer (Locosaki); 4 Peter Davies (Caterham); 5 Alistair Chalmers (Caterham); 6 Steve Owen (Westfield).

CW Davies; Simon Allaway (Lotus Esprit V8); Dennis Crompton (BMW M3); Paul Ingram (Ford Fiesta); Richard Hall (Ginetta G20). **FL** R Spencer 1m30.786s (88.26mph).

KUMHO BMW OULTON PARK, JULY 14

Wells continues his BMW victory march

M3 ACE COLIN WELLS tightened his grip on the Kumho BMW Championship with his eighth and ninth victories on the trot, winning both with a handy margin.

In the opener Piers Ross led the chase on his return to racing, two years after a big shunt at Croft. He was handed a 10-second penalty for a false start, but would have held second had he not slowed on the final lap with a misfire. Instead, Ross dropped to fourth behind the battling Tom Knight and James Card, but took third when Knight was chucked out for using the wrong

compound of Kumhos.

Wells won the second race at a canter as Knight took sixth from the back on borrowed tyres.

● Paul Lawrence

RESULTS (BOTH 13 LAPS)

1 Colin Wells (E36 M3); 2 James Card (E46 M3) +22.228s; 3 Piers Ross (E36 M3 Evo); 4 Darren Fielding (M3); 5 Colin Whitmore (E36 M3); 6 Neil Newstead (E36 M3). **CW** Fielding; John Jones (E36 328); Karl Jones (Compact); Darren Beckley (E36 Coupe). **FL** Wells 1m34.722s (84.60mph). **RACE 2 1 Wells;** 2 Ross +10.382s; 3 Richard Bacon (E46 M3); 4 Mark Smith (E90 M3); 5 Card; 6 Tom Knight (E36 M3). **CW** Ross; Smith; J Jones; Thomas Hibbert (E36 318). **FL** Wells 1m34.703s (84.61mph).



Wells took BMW double



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Darren Thomas pips Mini Se7en rivals Paul Spark and Andrew Deviny at Snett



Stuart Kestenbaum took Reynard to FF1600 victory at Oulton Park

SNETTERTON 300 BARC, JULY 14-15

MINI SE7EN (BOTH 8 LAPS)

1 Paul Spark; 2 Andrew Deviny +5.434s; 3 James Coulson; 4 Darren Thomas; 5 Ashley Davies; 6 Steve Baker.
Fastest lap Spark 2m27.863s (72.28mph).
RACE 21 Thomas; 2 Spark +0.078s; 3 Deviny; 4 Nath Burge; 5 Davies; 6 Gareth Hunt. **FL** Deviny 2m27.457s (72.48mph).

MINI MIGLIA (BOTH 8 LAPS)

1 Peter Baldwin; 2 Rupert Deeth +0.386s; 3 Colin Peacock; 4 Aaron Smith; 5 Kane Astin; 6 Niven Burge.
FL Baldwin 2m13.681s (79.95mph).
RACE 21 Baldwin; 2 Deeth +1.700s; 3 Astin; 4 Tony Le May; 5 Paul Thompson; 6 Niven Burge. **FL** Astin 2m13.956s (79.78mph).

OULTON PARK ISLAND BARC, JULY 14

CLASSIC FF2000 (14 LAPS)

1 Ian Pearson (Van Diemen RF83); 2 Scott Temple (Van Diemen RF82) +6.609s; 3 Tom Pope (RF82); 4 Nigel Corry (RF82); 5 Richard Wallington (RF83); 6 Jon Finch (RF82). **CW** Dale Spruce (Reynard SF79). **FL** Pearson 1m29.619s (89.41mph).

CLASSIC FF1600 (11 LAPS)

1 Callum Grant (Merlyn Mk20A); 2 Steve Bell (Royale RP29) +1.783s; 3 Ian Parkington (Royale RP26); 4 Stuart Kestenbaum (Van Diemen RF79); 5 Jon Nash (RF79); 6 Steve Pearce (Van Diemen RF78). **CW** Bell. **FL** Nash 1m46.644s (75.14mph).

PRE-1990 FF1600 (13 LAPS)

1 Kestenbaum (Reynard 89FF); 2 Ian Wood (Royale RP33) +31.662s; 3 Alan Fincham (Van Diemen RF80); 4 Steve Cole (RP26); 5 David Beechey (Jamun M89); 6 Calum Frost (RF79). **FL** Kestenbaum 1m36.047s (83.43mph).

Scott Temple (19) locks up behind eventual Oulton Park FF2000 winner Ian Pearson



It may not have the same period feel as Goodwood, but the Silverstone Classic is undoubtedly one of the highlights of the historic racing season.

Whereas Lord March's Revival meeting restricts itself to pre-1966 machines, the Classic – which itself harks back to the successful Coys Festivals of the 1990s – paints a broader picture. From grand prix and sportscars of the 1950s, through various eras of tin-top, DFV F1 and F5000 monsters of the 1970s, to Group C, many of the greatest cars ever to hit a track are catered for.

For the not-quite-so-purist fans, there's plenty off track as well. Car clubs, various stalls, live music, air displays and auctions all play their part – and provide a break from the race action, if any is needed.

In fact, despite running over three days, there is so much to do you'll be struggling to see everything. So here's AUTOSPORT's guide to what to look out for this weekend.

SILVERSTONE'S MODERN CLASSIC

With the British Grand Prix out the way, Silverstone's focus moves to its biggest historic meeting of the year this weekend. **KEVIN TURNER** is your guide



TOURING CAR TROPHY 1970-2000

'Modern' tin-tops return for this year, and the focus is on the Super Touring era of the 1990s. And such is the draw of the category that many cars and drivers have reappeared just for the event.

Among the ST charge should be BTCC ace Frank Wrathall (making his historic competition debut in a Vauxhall Cavalier), Alvin Powell (Ford Mondeo), Keith Butcher (Nissan Primera) and 2009 winner Dave Jarman (Primera), but there are plenty of others capable of springing a surprise.

Organiser – and owner of Wrathall's Cavalier – Jonny Westbrook has been pleasantly surprised by the response. "The amount of interest and



Honda, Ford and Nissan Super Tourers will be out

people who have come out of the woodwork is amazing," he says. "We'd already like to do it again."

But it may not be a Super Tourer that wins, thanks to the presence of several Group A Ford RS500s, which pack a much bigger power punch, handy around the fast historic GP circuit. Tin-top legend David Brodie drives one, while Paul Smith and Graham

Wait are likely to be quick too. And that's before we mention the pack of snarling BMW M3s.

"When we started out we had a Super Touring angle, but then we took a step back and realised there were plenty of other good cars out there with nowhere to race," adds Westbrook. "I'd say the RS500s are favourites this weekend because of the power."

FORMULA JUNIOR DUEL

Faster, louder and more spectacular cars tend to take the pre-event thunder from Formula Junior, but last year the 1100cc junior single-seater duel between Jon Milicevic and Sam Wilson stole the show.

The Cooper T59 duo put on two superb displays of wheel-to-wheel racing and both battles were won by mere tenths. Wilson came out on top – and

won Driver of the Event – but Milicevic beat his rival earlier this year at Silverstone.

The rest of the huge field will be hard-pressed to keep up, but Hibberds Michael (Lotus 27) and Andrew (Lotus 22), Denis Welch (22), Urs Eberhardt (27) and Jonathon Hughes (Brabham BT6) are probably the best placed to break the Cooper stranglehold.



Milicevic held off Wilson back in May



RS500 hordes will take on Super Tourers

TIMETABLE

Friday July 20

0730 Gates open to public
0900-1255 Qualifying
1255-1355 Lunch
1355-1910 Qualifying
1900-2300 Live music on stage
2330 Venue closes

Saturday July 21

0730 Gates open to public
0900-1220 Races 1-4
1220-1320 Lunch
1320-1845 Races 5-11
1845-1945 Evening break
1900-2300 Live music on stage
1945-2105 Races 12-13
2330 Venue closes

Sunday July 22

0730 Gates open to public
0900-1050 Races 14-16
1050-1110 Church break
1110-1200 Race 17
1200-1300 Lunch
1300-1800 Races 18-24
2000 Venue closes

CELEBRITY RACE

Not for the purists this, but the Morgan Celebrity Challenge race can provide some entertainment. Jamiroquai's Jay Kay, Hollywood star Sir Patrick Stewart and *Emmerdale* actor Kelvin Fletcher will be among those raising money for the Bobby Moore Fund this year.



Lyons and Hadfield lead F5000 attack

PETER GETHIN TROPHY FOR FORMULA 2 & F5000

Peter Gethin, who died at the end of last year, was a winner in F5000 and F2, so it seems appropriate the event for these cars is named after him in 2012.

The top European Historic F2 competitors rarely pit their two-litre racers against the top, rumbling F5000 V8s and over 40 single-seaters have been attracted to Silverstone.

Leading lights in the F5000 brigade are likely to be modern GT driver Michael Lyons (Lola T400) and historic ace Simon Hadfield (Trojan

T101), while Martin Stretton (March 742), Lee Dwyer (March 782), David Gathercole (Chevron B25) and Martin O'Connell (B40) head the smaller-engined contingent.

HSCC executive director Grahame White, one of the men behind the event, believes it should be close. "It's a varied field, with more F5000s out than we've had in a while," he says. "They will be quicker on the straights and the F2s will be quick in the corners. It'll sound and look furious!"

1960s GTs

Fans of front-engined, rear-wheel-drive drifts and powerslides are particularly well-catered for this weekend. As well as the pre-1963 and pre-1966 GT splits, the Jaguar E-type Challenge returns after a successful debut outing last year.

The RAC TT for pre-63



Cobras and Jags part of fierce GT fights

GT cars should be an Aston Martin v Ferrari v Jaguar affair, while AC Cobras and E-types have the numerical advantage in the Gentleman Drivers

pre-66 encounter.

Double 2011 winner Jon Minshaw's white example is favourite for E-type honours, but a strong field should make his life tough.

SPECIAL CARS TO SAVOUR

Part of the fun of any big historic meeting is seeing the rare exotica on-track.

No fewer than three Lancia LC2s grace the Group C/GTP entry, and Roger Wills's six-wheeled Tyrrell P34 will be a favourite of the Grand Prix Masters pack.

Among the earlier GP

cars, look out for Julian Bronson's Scarab-Offy, while the field for the Stirling Moss Trophy includes Aston Martin DBR1, Lister-Jaguar, Cooper, Rejo, Maserati Birdcage, and Lotus machinery.

Ferrari 312PB (Paul Knapfield) and 512S (Shaun Lynn) will struggle to



Lynn is out in his Ferrari 512S

match the best of the World Sports Car Masters Lola T70s, while Alfas take on Lotus Cortinas, Minis and BMWs in the U2TC battleground.

YOUR SAY

What you think of the motorsport news of the past week

Start saving for next year, folks



Priced out of the British GP

Last week's *Pit & Paddock* said the traffic problems encountered by spectators at the British GP could be adversely affecting future ticket sales. Never is it mentioned that the astronomical prices that fans face if they wish to attend has, does and will effect ticket sales – it has for me as I no longer consider it worth the money to attend after going to the British GP for over 25 years when it was the highlight of my year.

For this I do not blame Silverstone or the BRDC; they can only generate revenue from ticket sales out of which they must first pay an exorbitant sanctioning fee before money can be found to make any improvements to the circuit and its facilities.

Simon Hird, by email

EDITORIAL CONTACT mail@autosport.com

The wettest part of the

British GP was not the weather but all the people complaining about the mud. The only change Silverstone needs to make to the camping facilities is to provide a ready supply of man-up pills.

Where rally and touring car fans stick out all kinds of weather without complaint, because the thrill of the competition makes it worth while, F1 has a stewards enquiry over every overtaking move making it practically impossible to pass anyone.

Jesse Lawrence
By email

There's been considerable discussion of the things that make overtaking in F1 'too easy'. DRS is often cited, and often misrepresented.

While it may still require finer calibration, its purpose is not to make it easy to overtake but rather to give back to the following car the distance it loses while in the 'dirty' air of the car in front.

The various tools at the driver's disposal have allowed talk of overtaking to replace 'waiting for the stops' as the key feature in post-race analysis. In every race this year cars are two or three-

abreast before tyres are fully warmed up, let alone worn, and before DRS is even enabled. F1 is once again the ultimate driver's championship.

Paul Irwin
Bexleyheath

Shame the public wasn't permitted to watch the young driver test at Silverstone last week. Many fans who could not afford to attend the British GP would surely have welcomed the chance to see the three teams who were involved in the test.

They wouldn't have had

to open up the whole circuit. Many fans just want the chance now and then to hear the noise of an F1 engine.

Luciane Sabiston
Didcot

I can't remember laughing so much as when the trio of Coulthard, Jordan and Humphrey did their wingwalk over Silverstone.

That was only one of many excellent items which added to the TV entertainment for the British Grand Prix.

Norman Grant
By email

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. DEFENSIVE DRIVING GUIDELINES CLARIFIED
2. GROSJEAN TO TAKE FIVE-PLACE PENALTY
3. DE VILLOTA RECOVERY 'REMARKABLE'
4. FERRARI IN NO RUSH WITH DRIVER DECISION
5. McLAREN ADAMANT NOTHING WRONG WITH CAR

AUTOSPORT.COM PLUS

TOP STORY ONLINE

WHY LEWIS SHOULD KEEP OPTIONS OPEN

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

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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

● Oops. After we sent our World of Sport pages to press this week, we realised we had the wrong winner in one of the ADAC Formel Masters races at the Nurburgring (p51). Race two was won by Jason Kremer, not Marvin Kirchhofer.

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

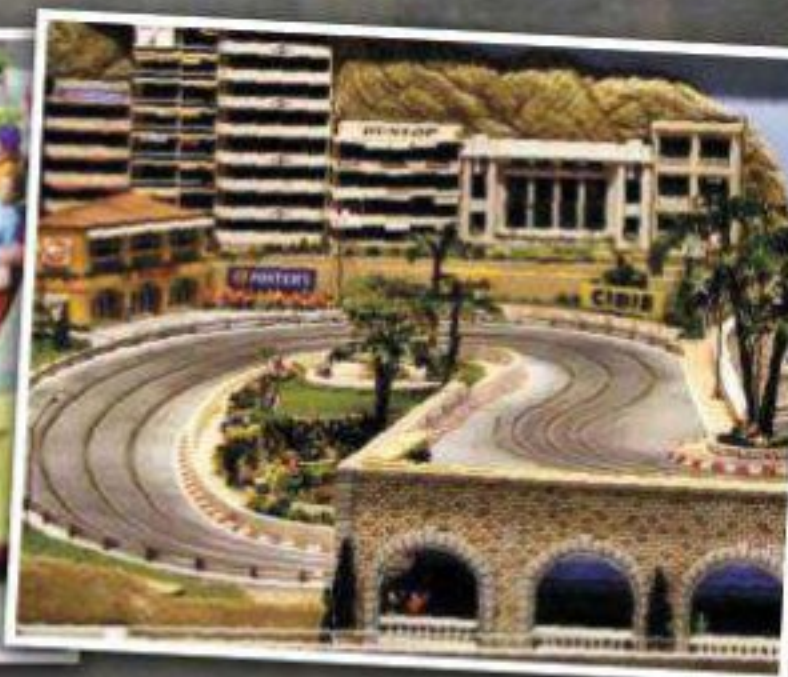
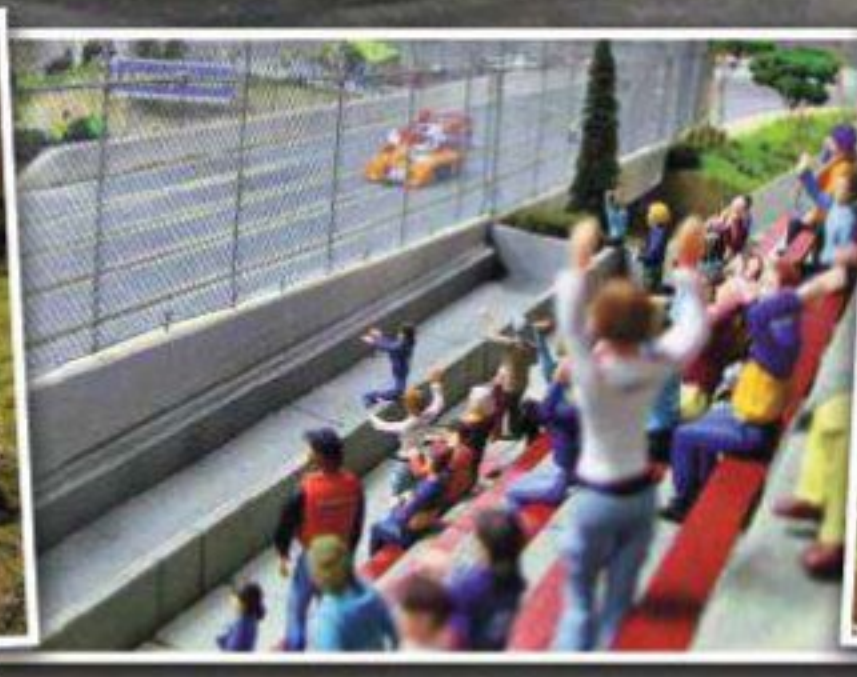
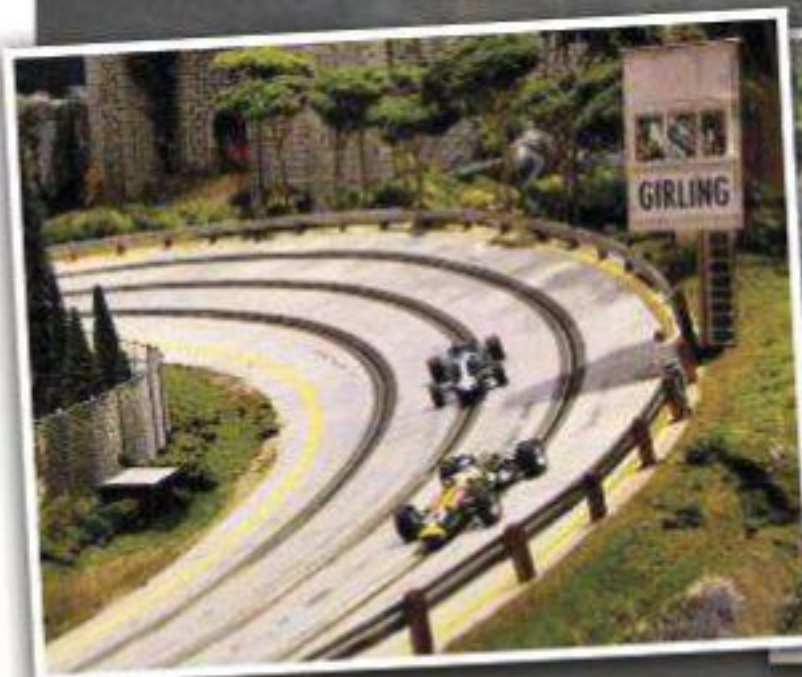
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Desirable new releases for motor racing fans: books, DVDs, models, art and gifts



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Eat your heart out, Scalextric! American firm slotmods takes the slot-car racing concept into new territory with its bespoke, hand-built circuits. The detail is staggering – it really is 'anything goes', with the thickness of your chequebook the only limiting factor. US TV star and petrolhead Jay Leno is a serious customer, as are IndyCar legends Bobby Rahal and Gerry Forsythe.



SKOAL BANDIT T-SHIRT

£19.99
autosport.com/shop

Remember the very 80s 'handkerchiefed cowboy' logo of the Skoal Bandit chewing tobacco king? Retro T-shirt firm SoCal has created this 100 per cent cotton Skoal Bandit Racing T-shirt with a distressed-effect image on the front. It's perfect for John Fitzpatrick Racing Porsche or RAM F1 fans...



RAIKKONEN LOTUS CAP

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The official Lotus F1 Raikkonen cap is an exact replica of the headpiece worn by Kimi himself. The flexifit (one size fits all) design comes in the classic black-and-gold Lotus colours and features a flat peak, as well as a combination of Team Lotus and Raikkonen-specific branding.



CHAPARRAL 2F MODEL

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TrueScale Miniatures' 1:43-scale model of the bewinged Chaparral 2F is a nod to the Chevy-powered monster that won the BOAC 500 world sportscar championship enduro at Brands Hatch in 1967 in the hands of Phil Hill and Mike Spence. It's a superb replica of the Ferrari and Porsche beater.

HOT ON THE WEB THIS WEEK

YOUTUBE: RENAULT WORLD SERIES MAKES RUSSIAN DEBUT



SEARCH FOR: WSR 2012 - FR 3.5 Series - Moscow - Race 1 (2:03)

History was made last weekend when the first Renault 3.5 race got underway at the all-new Moscow Raceway. And it was Dutch Fortec driver Robin Frijns who became the first winner of an international race at a purpose-built Russian circuit.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

SILVERSTONE CLASSIC

July 20-22

Admission: £50 (Friday), £60 (Saturday), £60 (Sunday); save money on weekend tickets or advance booking

Tel: 0844 3728200/Web: www.silverstoneclassic.com

You may need to remortgage your house to afford weekend admission for the family, but you'll see 24 races with grids of up to 58 cars, eclipsing the 2011 record of entries. Races are for Historic Formula Juniors, F2 and F5000, Sir Stirling Moss Trophy for Pre-61 Sportscars, Alan Mann Trophy for Under 2 litre Touring Cars, Historic Cars (Pre-63 GT), Woodcote Trophy for Pre-56 Sportscars, Jaguar E-type Challenge, Touring Car Trophy 1970-2000, Grand Prix Masters F1 1966-85, HGA Pre-66 Rear-Engined Grand Prix Cars, World Sports Car Masters, Group C and Classic Celebrity Challenge.



Lola T70s will be among the stars of the Silverstone Classic

CASTLE COMBE (CSCC)

July 21-22

Admission: £10 (Saturday), £15 (Sunday), £20 (weekend)
Tel: 01249 782417

It's the Classic 50 weekend, meaning the usual local series for Formula Ford 1600, Saloons and Sports & GT are joined by Jaguars and Classic Sports Car Club series for Tin Tops, Future Classics, Deutsche Marque, Classic 60s Sports v Saloons, Magnificent Sevens and Swinging 60s. Extra races for Allcomers and Formula Ford.

CROFT (BARC)

July 21-22

Admission: £12 per day
Tel: 01325 721815

Young chargers in Formula Renault BARC joined by Porsche Club GB, 2CV, MaX5, Honda VTEC, Saloons/Sports and Porsche GT3 Cup.

OULTON PARK (MSVR)

July 21

Admission: £13 (£10 online)
Tel: 01829 760301

GT Cup, Project 8 Racing Saloons, Production BMW and Monoposto.

SNETTERTON (BRSCC)

July 21-22

Admission: £13 per day, £16 weekend ticket (online)
Tel: 01953 887303

The long 300 circuit is in use, with races for Alfa Romeo Championship, Alfa Romeo Pre 91 Trophy, Euro Saloons & Sports Cars, South East Tin Tops, FormulaJedi, Intermarque League, Saloon & Sports Cars, Sports 2000 Duratec, Sports 2000 Pinto and the Norfolk Enduro Trophy.

CADWELL PARK (MSVR)

July 22

Admission: £13 (£10 online)
Tel: 01507 343248

The Ginetta GT5 Challenge takes a weekend off from the F3/GT package to bring its fraught action to Lincolnshire, joined by MSV's Trackday Trophy and Team Trophy series.

MALLORY PARK (BRITISH RALLYCROSS)

July 22

Admission: £15, £13 (advance)
Tel: 01455 842931

The spectacular Supercar top liners are joined by a host of support classes and

the Retro Rallycross initiative for older cars.

KNOCKHILL (SMRC)

July 21-22

Admission: £5 (Saturday), £12 (Sunday), £4/£10 (advance)

Tel: 01383 723337

The national Ma5da MX5 series for Mk1 and Mk3 models plus Legends go north of the border to join the local series for FF1600, Legends, Mini Coopers, Classic Sports and Saloons, modern Sports and Saloons and Fiestas.

KIRKISTOWN (500MRCI)

July 21

www.kirkistown.com

MONDELLO PARK

July 21-22

Admission: £15

Tel: 00353 (0) 45860200

Formula Vee Festival headlines.

BOULEY BAY (HILLCLIMB)

July 19

top12runoff.co.uk

VAL DES TERRES (HILLCLIMB)

July 21

top12runoff.co.uk



Ferrari led the way at Hockenheim in 2010

GERMAN GRAND PRIX

Formula 1 World Championship

Rd 10/20

Hockenheim, Germany

July 22

formula1.com

Mark Webber's victory at Silverstone leaves the points race intriguingly poised, with Ferrari's Fernando Alonso continuing to lead the way. Webber's Red Bull team-mate

Sebastian Vettel has never won his home grand prix, so will be looking to break his duck on his home circuit. Expect of plenty of overtaking on a circuit with long straights and tight corners.

GP2 & GP3 SERIES

Rd 8/12 & Rd 5/8

Hockenheim, Germany

July 21-22

gp2series.com/gp3series.com

INDYCAR SERIES

Rd 11/15

Edmonton, Alberta, Canada

July 22

indycar.com

INDY LIGHTS

Rd 9/12

Edmonton, Alberta, Canada

July 21

indycar.com

FORMULA 2

Rd 6/8

Paul Ricard, France

July 21-22

formulatwo.com

WORLD TOURING CAR CHAMPIONSHIP

Rd 8/12

Curitiba, Brazil

July 22

fiawtcc.com

AUTO GP

Rd 6/7

Curitiba, Brazil

July 21-22, autogp.org

AMERICAN LE MANS SERIES

Rd 5/10

Mosport, Ontario, Canada

July 22, alms.com

INTERCONTINENTAL RALLY CHALLENGE

Rd 8/13

Sibiu Rally, Romania

July 19-21

ircseries.com

Television

THURSDAY JULY 19

1400-1445 [Sky Sports F1 LIVE](#)
F1: German GP drivers' press conference
1415-1545 [ESPN](#)
Formula Renault 3.5: Moscow

FRIDAY JULY 20

0845-1050 [Sky Sports F1 LIVE](#)
F1: German GP Practice 1
1055-1135 [Sky Sports F1 LIVE](#)
GP2: Hockenheim Practice
1245-1445 [Sky Sports F1 LIVE](#)
F1: German GP Practice 2
1445-1525 [Sky Sports F1 LIVE](#)
GP2: Hockenheim Qualifying
1600-1645 [Sky Sports F1 LIVE](#)
F1: Team bosses' press conference
1700-1800 [Sky Sports F1 LIVE](#)
The F1 Show

SATURDAY JULY 21

0840-0920 [Sky Sports F1 LIVE](#)
GP3: German GP Qualifying
0945-1110 [Sky Sports F1 LIVE](#)
F1: German GP Practice 3
1200-1435 [Sky Sports F1 LIVE](#)
F1: German GP Qualifying
1300-1400 [Motors TV LIVE](#)
Formula 2: Paul Ricard Race 1
1400-1530 [Motors TV LIVE](#)
Int'l GT Open: Paul Ricard Race 1
1435-1600 [Sky Sports F1 LIVE](#)
GP2: Hockenheim Race 1
1530-1635 [Motors TV LIVE](#)
European F3 Open: Paul Ricard Race 1
1615-1705 [Sky Sports F1 LIVE](#)
GP3: Hockenheim Race 1
1730-1845 [BBC1](#)
F1: German GP Qualifying Highlights

1830-1930 [Eurosport LIVE](#)

Auto GP: Curitiba Race 1
2000-2045 [Eurosport LIVE](#)
WTCC: Curitiba Qualifying
2200-2230 [Eurosport](#)
IRC: Rally Romania Review

SUNDAY JULY 22

0820-0910 [Sky Sports F1 LIVE](#)
GP3: Hockenheim Race 2
0930-1035 [Sky Sports F1 LIVE](#)
GP2: Hockenheim Race 2
1045-1130 [Eurosport LIVE](#)
Porsche Supercup: Hockenheim
1130-1615 [Sky Sports F1 LIVE](#)
F1: German Grand Prix
1400-1445 [Motors TV](#)
European F3 Open: Paul Ricard Race 2
1445-1545 [Motors TV](#)
Int'l GT Open: Paul Ricard Race 2
1545-1645 [Motors TV](#)
Formula 2: Paul Ricard Race 2
1645-2000 [Motors TV LIVE](#)
American Le Mans Series: Mosport
1730-1900 [BBC2](#)
F1: German Grand Prix Highlights
1800-1845 [Eurosport LIVE](#)
Auto GP: Curitiba Race
1845-1945 [Eurosport LIVE](#)
WTCC: Curitiba Race 1
1900-2130 [Sky Sports 4 LIVE](#)
IndyCar Series: Edmonton
1945-2100 [Eurosport LIVE](#)
WTCC: Curitiba Race 2
2000-2235 [Motors TV LIVE](#)
NASCAR Nationwide: Chicago

MONDAY JULY 23

0030-0200 [BBC2](#)
F1: German GP Highlights

Online

PLUS

Coming up in our premium web content this week



Can McLaren bounce back in Germany?

GERMAN GRAND PRIX BUILD-UP

Can anyone stop the Red Bull charge? Our team in the paddock looks at the themes and form as the Hockenheim weekend develops, and takes a look at some of Lewis Hamilton's finest F1 moments as he approaches his 100th start.

PIRELLI'S DRIVER ON 2012 TYRES

AUTOSPORT editor-in-chief Andrew van de Burgt catches up with former Virgin F1 racer Lucas di Grassi.



RML: LIFE AFTER CHEVROLET

Ray Mallock talks to **AUTOSPORT** about his plans without a works WTCC deal.



REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

Revved Up wanted more of this from Murray doc



I COULD BARELY CONTAIN my joy when I first heard about BBC4's *How to Go Faster and Influence People: The Gordon Murray F1 Story*. Ah, those sensational Brabhams and world-beating McLarens. How could this go wrong?

Well, not quite living up to its title for a start. Don't get me wrong, it was a well-crafted and worthy documentary. Celebrity talking heads Rowan Atkinson, Nick Mason and Jay Leno set the scene, with top racers Mario Andretti, John Watson and Martin Brundle contributing along with Murray's first F1 boss,

Bernie Ecclestone. It ticked so many boxes, but it was that title that riled me.

The *Gordon Murray F1 Story*? More like *The Gordon Murray F1 Story Interspersed With Him Building a City Car*. Of its duration, almost half was devoted to his T25 microcar project.

Sure, there were sublime moments of F1 nostalgia thrown in. But I couldn't hit fast-forward quick enough when voiceover man declared "steel tubing is lightweight and available all over the world". Yawn.

This grated, following an absorbing segment on the

BT46B: smartly illustrated, with wonderful footage from its debut in Sweden – the entire pitlane smiling and shrugging at its outlandish genius. FAN-tastic!

The story of how Bernie withdrew it, to avoid a constructors' association revolt, was retold. "I was very, very pissed off," Murray admits. Which is how I felt about its segue into that boring monologue about steel tubing.

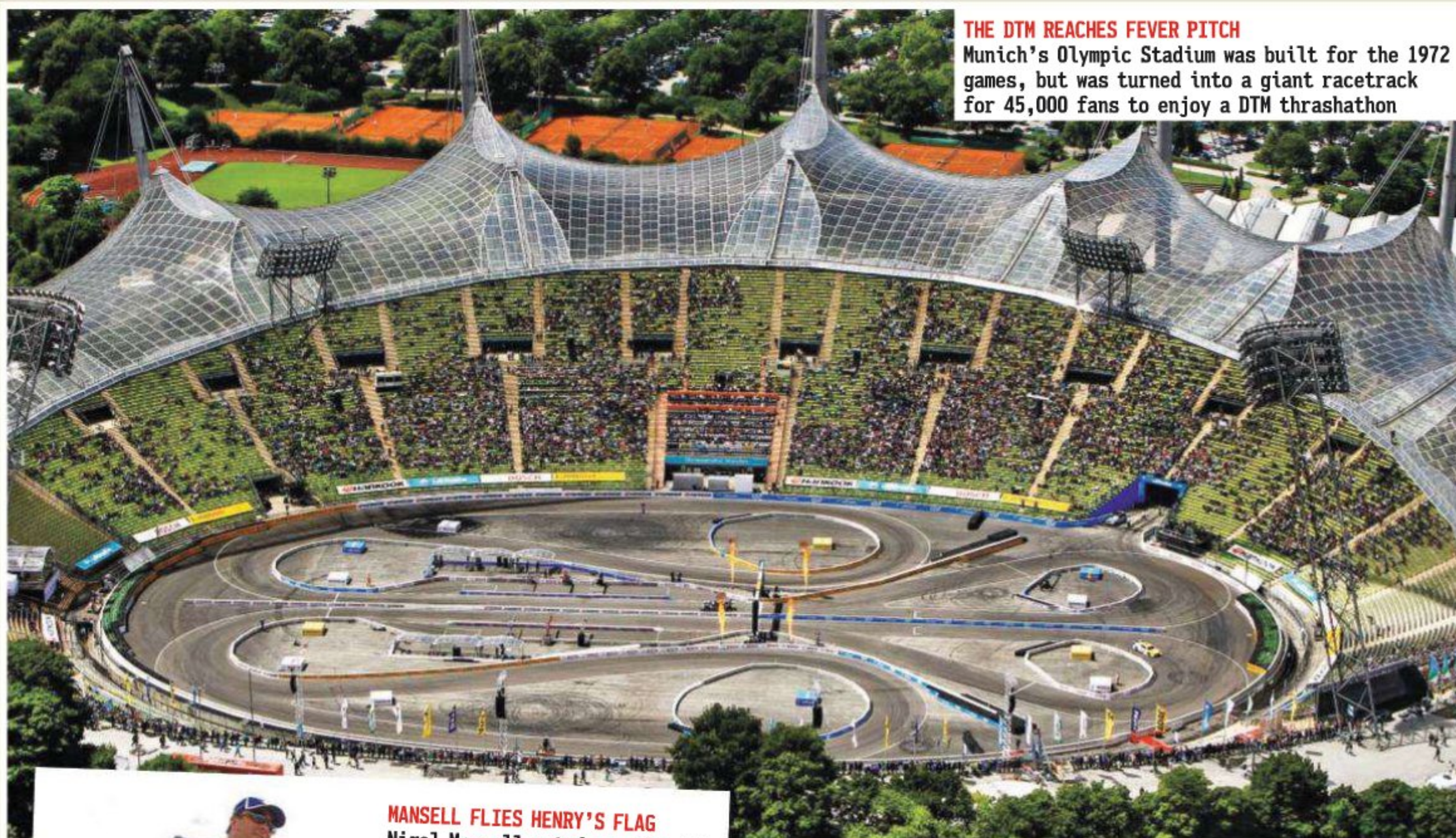
I'm not suggesting the city car doesn't have merit. But there were two documentaries here, fighting against each other: *The F1 Story* versus *The Clever New City Car*. I'd quite happily watch both. Heck, I'd even buy one of the tiddlers if he'll do it for me in a Parmalat livery.

But I'd watch the documentary about his F1 career first. *Revved Up*

"The story of how Ecclestone withdrew Brabham's fan car was retold. 'I was very, very pissed off,' Murray admits"

THE WEEK IN PICTURES

Our lensmen pounding the beat, from Munich to Epsom, via Brands Hatch and Brooklands



THE DTM REACHES FEVER PITCH

Munich's Olympic Stadium was built for the 1972 games, but was turned into a giant racetrack for 45,000 fans to enjoy a DTM thrashathon



MANSELL FLIES HENRY'S FLAG

Nigel Mansell acted as official starter in the recent Henry Surtees Foundation kart race at Brooklands. £56,000 was raised



F2 BRITS DIG DEEP

Luciano Bacheta, Daniel McKenzie, Dino Zamparelli and Hector Hurst pose with mini JCBs at Brands



STEWART REUNITED WITH MIGHTY STEED

Sir Jackie Stewart drove his 1969 title-winning Matra MS80-Ford at Woodcote Park following an unveiling of a painting at the Royal Automobile Club's Epsom-based country club

PICS: DTM, FORMULA 2

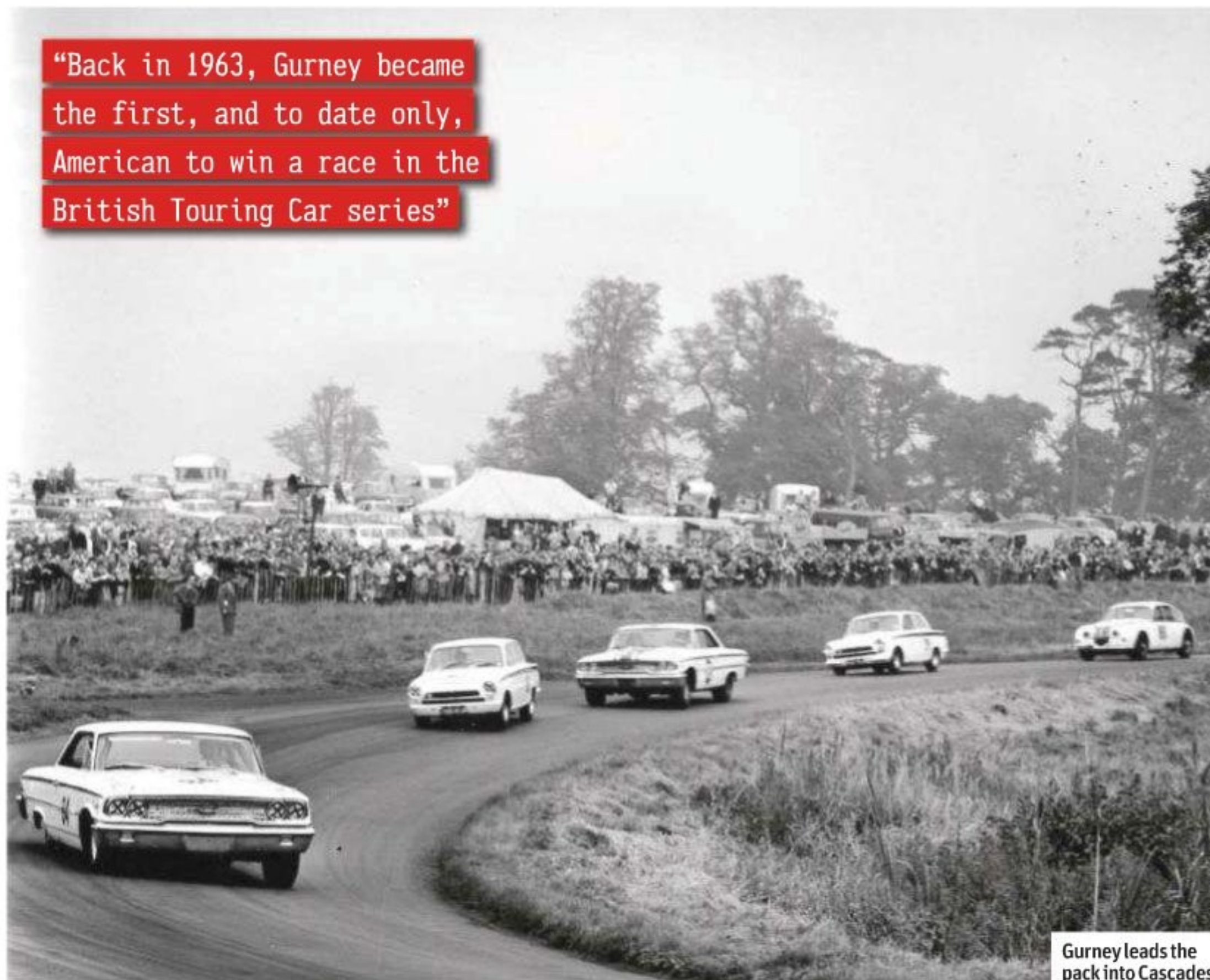
NEXT WEEK

GERMAN GRAND PRIX THE BEST REPORT OF ALL THE ACTION FROM HOCKENHEIM **DON'T MISS IT!**

FROM THE ARCHIVE

British Touring Car Championship, Oulton Park, September 21, 1963

"Back in 1963, Gurney became the first, and to date only, American to win a race in the British Touring Car series"



Gurney leads the pack into Cascades

FOLLOWING THE NEWS THAT AMERICAN ROBB HOLLAND will fly the flag for the States in British Touring Cars at Snetterton next month, AUTOSPORT has had a trawl down memory lane to when Dan Gurney was a frontrunner. Back in 1963, American V8 muscle took on Lotus Cortinas and Mini Coopers – and Gurney became the first, and to date only, driver from the USA to win a race in the series.

Gurney was one of the first to bring 'big banger' machinery across the Atlantic, racing a V8 Chevrolet Impala at Silverstone in 1961 – a year in which he also took three podiums for Porsche in Formula 1. Teams following the American's lead would go on to campaign Ford Galaxies, Mustangs, Falcons and Chevrolet Camaros over the next few seasons.

By 1963, Gurney had switched to the Brabham F1 squad, collecting two podiums in the opening three races of the season, at Spa and Zandvoort. Reliability issues blighted his subsequent form, but he was still sixth in the championship when he returned to the BTCC fold at Oulton Park that September.

Driving one of the all-conquering Galaxies, Gurney lined up on pole alongside Graham Hill, who was driving another Galaxie, and the two Lotus Cortinas of Britons

Jack Sears and Trevor Taylor.

The American made a fantastic start to instantly pull ahead of the pack, leaving the slow-starting Hill behind. Using the immense acceleration of the V8 to fantastic effect, Gurney set fastest lap on his way to breaking the touring car lap record around the Cheshire circuit with a 1m53.2s lap, an average speed of 87.80mph.

Hill had dropped behind both Cortinas and the Jaguar of John Adams, but the 1962 F1 world champion was soon able to take advantage of the superior power of the Galaxie and passed all three on the run to Knickerbrook. Up to second, he had no answer to the dominant Gurney, who was more familiar with the Ford. By the flag, Gurney had stretched his margin to a massive 31 seconds.

In addition to Gurney's victorious bow, the race will also go down in history as the debut of the Lotus Cortina, which caused a stir when it set a new class record in Sears's capable hands. He and Taylor managed to keep Hill on his toes throughout the race, and while Hill's power advantage kept him ahead, the Cortinas had more than made their mark. One year later and it would be the smaller British car in which 1963 F1 world champion Jim Clark would take the title. 🏆

THIS WEEK IN...



JULY 15 1960

AUTOSPORT GEARED UP FOR THE British Grand Prix this week in 1960, a race that Jack Brabham would go on to win following late dramas for Graham Hill, whose charge from the back of the field to first was halted when he spun out at Copse five laps from the finish.

National pride was also at stake in the first round of the AUTOSPORT World Cup at Zandvoort. Great Britain, Holland, Germany, Belgium and Sweden were all represented, although the latter two could only contribute one car apiece to the 20-strong grid.

The honours eventually went to Holland via Wim Poll's Porsche 356, although Britain was by no means disgraced, leaving Zandvoort just two points behind the Dutch. They reversed the deficit in the second round a month later at Snetterton.



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ALAN GOW

■ Australian Touring Car Championship, Bathurst ■ April 3, 1972 ■ The famous Geoghegan v Moffat showdown



Geoghegan and Moffat were this close all race

THE BEST RACE THAT I EVER saw was the Easter Monday event at Bathurst in 1972 – the third round of that year’s Australian Touring Car Championship.

It’s important to point out that, at that time, Mount Panorama was a pretty dangerous race track. There were no safety measures in place that we’ve come to expect today. There were no barriers – there were even power poles on the apexes of corners. If you got it wrong up on the mountain, it was a long way down!

The 13-lap sprint race involved one of the biggest names in Australian motorsport, Allan Moffat. He and Peter Brock were icons of the sport. Brocky was the golden boy, while Moffat was perceived as the villain. In fact, if Moffat had appeared in a cowboy film he’d have been the one wearing the black hat!

Anyway, this race at Bathurst featured Moffat in his TransAm Ford Mustang against another top name, five-time champion Ian ‘Pete’ Geoghegan in his Falcon HO.

The circuit was wet/dry – there was just about a dry line by the time the race started, but it was still wet off line. Moffat and

“The incredible thing was, hanging out of the car with his face in the wind didn’t seem to slow Moffat – the race raged on, with him still close to Geoghegan. And those big V8s were doing 180mph down Conrod Straight!”

Geoghegan went at it hammer and tongs straight away and there was nothing to separate them. In fact, you couldn’t count the number of lead changes.

Soon after the start, with Moffat running right behind Geoghegan, Pete’s car started to leak oil out of the diff area.

It was covering Moffat’s car in a fine film of oil and before long he had trouble seeing where he was going. He made the mistake of turning the wipers on, which just made it even worse.

The only thing left for him to do – and we’ve talked about this over the years as he has become a very

good friend – was to look out of the side window. And to do that he had to undo the seatbelts so he could lean out on top of the door to see where he was going.

The incredible thing was, hanging out of the car with his face in the wind didn’t seem to slow Moffat – the race raged on, with him still close to Geoghegan. And those big V8s were doing 180mph down the old Conrod Straight – without the Caltex Chase that went in 15 years later.

All the other teams’ crews were so engrossed in this incredible race that they forgot about their own cars and drivers. I was a teenager at the time crewing for a guy called Frank Porter. Poor old Frank was driving the wheels off his Holden Torana, but we didn’t really notice because we were glued to the Geoghegan/Moffat battle!

At the finish, Geoghegan dragged the Falcon across the line just six-tenths of a second ahead of Moffat. It had been a fantastic scrap between two great drivers – regarded by many as the greatest Australian Touring Car race ever. It was a privilege to have seen it. *Alan Gow was talking to Henry Hope-Frost*

IN PROFILE



AUSTRALIAN ALAN GOW WAS A KEY player in Peter Brock’s Holden team of the 1980s before setting up TEGA – the rights owner and administrator of the V8 Supercar Series. He emigrated to the UK in 1990 and set up TOCA to run the British Touring Car Championship, presiding over its boom era until selling TOCA in 2000. He was lured back to the BTCC helm in ’03 and still runs it today. He became chairman of the MSA, British motorsport’s governing body, in 2006.

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*Promotion applies to SEAT Leon S Copa 1.6 TDI Ecomotive 105PS. 20% advance payment equates to £3,552. [#]Model shown with optional 18" Ibero alloy wheels. [^]Promotion applies to SEAT FR 2.0 TDI CR 140PS. 24% advance payment equates to £4,848. [†]Promotion applies to SEAT Leon FR+ Supercopa 2.0 TDI CR 170PS. 24% advance payment equates to £5,222. All rentals are quoted inclusive of VAT. A 12p per mile excess mileage charge applies if the annual contract mileage of 10,000 miles is exceeded. All quotations apply when registered before 30th September 2012. Prices correct at time of print. Retail customers only. Subject to availability. Figures shown are based on 42 months, assuming a maximum of 10,000 miles per annum. All rentals are quoted inclusive of VAT. The quotations are given subject to the vehicles being serviced and maintained in accordance with manufacturer guidelines. Further charges may be payable when vehicle is returned. Indemnities may be required. Over 18's in the UK only. Excludes the Channel Islands. Subject to status from participating dealers only. Personal Contract hire provided by SEAT Finance, Freeport SEAT Finance. Offer may be varied or withdrawn at any time.

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