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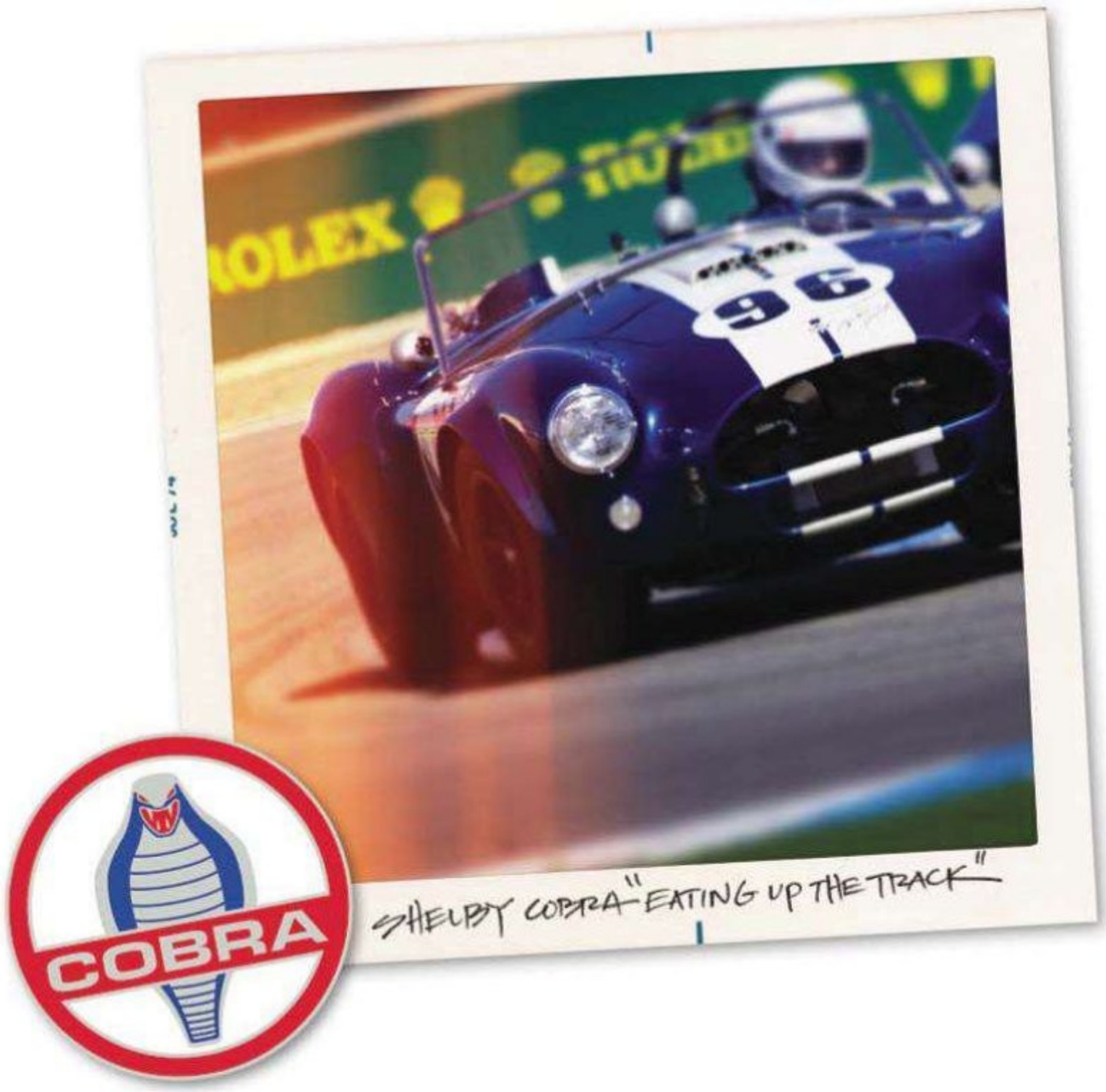

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POLE POSITION

Fernando Alonso: Ferrari's gold-standard performer

TOMORROW (FRIDAY) MARKS THE OPENING of the London Olympics, but in Hungary our eyes will be on Ferrari's Fernando Alonso as he continues his quest for gold in the Formula 1 World Championship.

It was apt that his inch-perfect display in last Sunday's German Grand Prix coincided with Bradley Wiggins crossing the line to win the Tour de France. Their performances were equally impressive — flat-out fast when they needed to be, team calls and strategy absolutely spot-on, too.

What Alonso misses, that Wiggins had in surplus, is a wingman to help his cause. While attacks from rivals were repelled or chased down by Wiggins' immense Sky squad, Alonso is having to do this all on his own. The only true impact Felipe Massa had on his weekend was unwittingly almost ruining his qualifying! "Fernando is faster than you" has never felt so true.

If Alonso deserves a medal for his virtuoso efforts, a forgotten name of the past — Betty Haig — certainly earned hers in the 1936 Berlin Olympics. Her heroic, almost unbelievable, story is expertly told by Paul Fearnley on p52. It's simply a must-read.

C Bradley

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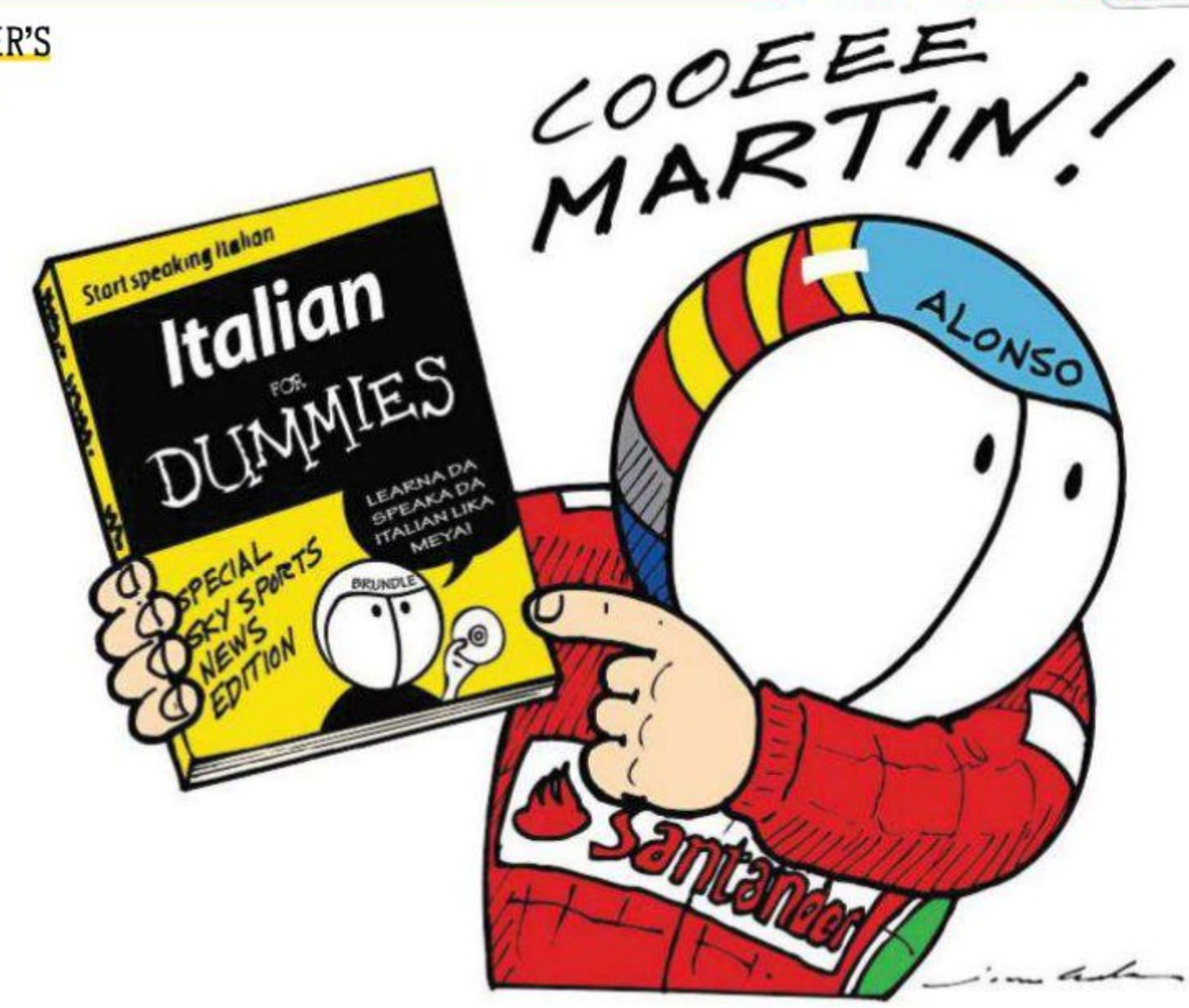
BAMBER'S WEEK



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FERRARI F40 WORLD RECORD

Sixty Ferrari F40s took to the track during last weekend's Silverstone Classic to mark the 25th anniversary of the iconic 2.9-litre twin-turbo V8. Some 1315 models were produced in period, but there's no sign of Michel Ferte's blue Pilot Pens GT racer... Four-page Silverstone Classic report, p78.

Pic: Jakob Ebrey

FOR THE BEST HUNGARIAN GP PICS ONLINE, CLICK ON AUTOSPORT.COM/GALLERY

Button on form for good

McLaren upgrades allow former champ to prove he's still a contender at Hockenheim. By EDD STRAW

Button was happy before Germany

McLaren is convinced that German Grand Prix runner-up Jenson Button was already on top form – even during a run that brought his worst results since he joined the team in 2010.

The 32-year-old Briton finished a close second to Fernando Alonso at Hockenheim last weekend after scoring just seven points over the preceding six races. His performance at Hockenheim has led many to interpret this as evidence that the heavily-upgraded McLaren MP4-27 (see panel, top right) is better suited to his driving style.

But Button and McLaren's top brass believe that his form has been on the up in recent races and that the upgraded car merely gave him the machinery to fight for victory.

Without the car improvements, McLaren reckons that Button would still have extracted the maximum from it, even if he was fighting lower down the field.

The team's sporting director Sam Michael said: "He has been back for a couple of races. But because of circumstances he hasn't shown that."

Button's struggles set in at the Spanish Grand Prix in May and were originally related to a system used on the car relating to the suspension that was giving him misleading handling feedback. This affected his ability to find a good set-up. Sources are vague about the precise nature of the system, but this played a part in the tyre-degradation problems that blighted him for several races.

The part was removed for June's Canadian GP, but since then Button has been beset by technical problems and McLaren's struggle to be competitive, factors that have all played a part in shrouding his form.

Whitmarsh had faith

The 2009 world champion admitted last weekend that it was a confidence boost to return to the podium for the first time since the Chinese Grand Prix (on April 15). But he made no suggestion that the latest upgrades played a significant part in his own performance level.

"It's nice to be back on the podium

BUTTON'S SEASON SO FAR

From championship leader to midfield straggler and back

AUSTRALIA (1st)
Dominates after passing team-mate Lewis Hamilton at the start from second on the grid, and comfortably outpaces him in the race.

MALAYSIA (14th)
Runs second to Hamilton early on, but his race comes apart when he hits Narain Karthikeyan's HRT. Takes full responsibility for the error.

CHINA (2nd)
Chases down leader Nico Rosberg, but a slow pitstop ends any chance of pushing for victory. Would likely have got close late on.

BAHRAIN (18th/DNF)
A slow pitstop and a puncture, before an exhaust problem brings Button's race to a premature end while on for a strong finish.

PICS: HONE/GETTY, COATES, ETHERINGTON, TEE/LAT

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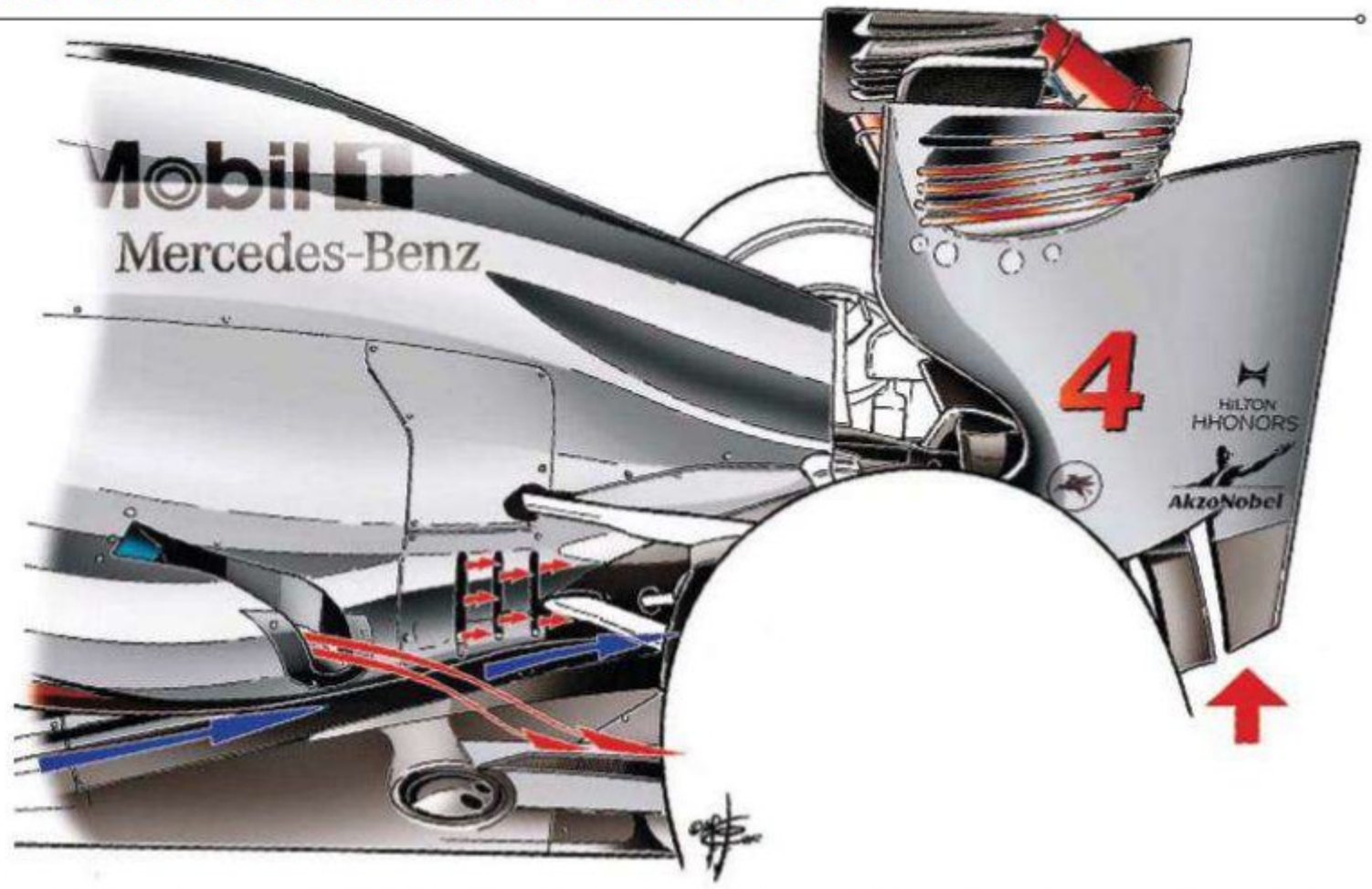
Button was mixing it at the front again

NEW SIDEPODS KEY TO GERMAN GP UPGRADE

McLaren introduced a major upgrade package on the Friday of the German Grand Prix, transforming the car from also-ran to potential pacesetter. Central to the package were modified sidepods and a new exhaust, which significantly boosted the overall downforce level of the car. Further upgrades will be introduced at the Hungaroring tomorrow (Friday).



GARY ANDERSON: "The exhaust bulge and position is similar to how it was before, but the bodywork around that area has shrunk as part of a reshaping of the whole sidepod.

"I was critical of the previous radiator inlet for being so square. The underneath of the radiator undercut of the McLaren has always been very square, with two surfaces basically facing each other.

"If you angle your top surface, as they have done, you take the pressure trace to a point outside the floor. The air is hustling around there at very high speed and, if you can get it to work with the Coke bottle, there is a lot of performance to be had. McLaren has reshaped the sidepods, and the undercut and Coke-bottle area are much bigger in an attempt to get more air to the back of the car.

"With regard to the enhanced bulge, poking the pipe out from that bulge will separate the mass airflow from the exhaust flow. If you pumped water through a hosepipe and made it stick out from a stream, you'd get a jet of water into the air. If you brought the nozzle beneath the surface of the stream, the stream's flow would just take that jet with it.

"With regard to the exhaust flow, you don't want it just washing into the mass flow over the sidepods. You want it to be brought downwards by the influence of that flow but without joining it, so you can direct the exhaust flow to the brake ducts and the side of the diffuser."

> "A lot of us were starting to worry that he had just lost his mojo"
> David Coulthard

and to get some good points," he said. "In the last couple of races I've been very happy with the car balance and my feeling with it. The results haven't been there because the pace hasn't been there with the car. This race gives me a lot of confidence."

Question marks had been raised about Button's form during his poor six-race spell. He is very unlikely to recover into world championship contention this year as he is 86 points behind leader Alonso. But his turnaround is significant in underlining that this patch of form is an isolated problem and not indicative of a greater malaise.

This is good news for those, such as ex-McLaren star and long-time Button rival David Coulthard, who were concerned that there might be a wider problem.

"I was starting to worry for Jenson," Coulthard told AUTOSPORT. "I think a lot of us were starting to worry whether there was something about this particular car or this season that meant that, after a strong start, he just lost his mojo. But in Germany he had a strong qualifying and a strong race. He was right on it."

McLaren team principal Martin Whitmarsh is adamant that Button would have been able to win at Hockenheim had qualifying not been hit by rain. The McLaren appeared to be the fastest car in the dry and also flew on intermediate rubber, but neither Button nor team-mate Lewis Hamilton were able to get enough temperature into their rain tyres.

First podium since China

Even so, Button was able to outqualify his team-mate for the first time this season. Crucially, there was no repeat of McLaren's struggles to get heat into the tyres during the race, which will have further boosted Button's confidence.

"[For] anyone who doubted Jenson's form, he has answered them," said Whitmarsh. "It was encouraging for him and I think he silenced a few of his critics. I'm sure he will be confident from now on."

P25 MARK HUGHES

SPAIN (9th)
While Hamilton takes 'pole' by half a second, Button lines up 10th at Barcelona and makes little progress during a difficult race.

MONACO (16th/DNF)
Qualifies a poor 12th and, after being delayed by the Grosjean/Schumacher accident, spends most of the race battling with Heikki Kovalainen.

CANADA (16th)
Suffers from serious tyre-degradation problems in the race and ends up being lapped by race-winning team-mate Hamilton.

EUROPE (8th)
Another anonymous weekend for Button, who scratches around in the lower reaches of the top 10 while Hamilton fights for a podium.

BRITAIN (10th)
Lack of tyre temperature on his first set of inters and yellow flags on his second run mean that Button misses Q2. Recovers for a point in the race.

GERMANY (2nd)
Rain in qualifying leaves him on the third row, but after spending the first stint and a half closing on the leaders he challenges for victory.

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Red Bull triggers engine rules debate

The latest loophole exploited by Red Bull and Renault could be changed

Red Bull tech boss Adrian Newey was in spotlight

Formula 1's engine-mapping regulations were set for clarification as AUTOSPORT closed for press in the wake of Red Bull and Renault successfully arguing a point of legality at last weekend's German Grand Prix.

With the Hungarian Grand Prix looming this weekend, it is understood that the matter was only very briefly mentioned during Monday's FIA Technical Working Group meeting. But there remains a desire to tighten up the regulations to prevent a re-escalation in exhaust-blown-diffuser technology.

Red Bull and engine supplier Renault appear to have worked out a way to create an off-throttle exhaust-blowing effect (see Gary Anderson column, right) that complies with the wording of the regulations and subsequent technical directives.

Such a loophole is expected to be closed off in a clarification from the FIA this week. McLaren boss Martin Whitmarsh warned that it could have set a costly precedent that other teams and engine manufacturers would have had to follow if it had not been outlawed.

Whitmarsh said: "Everyone will spend an awful lot of money to run that sort of a map and it is probably better to have a clarification and to stop doing it in future. You don't do things like that which are challengeable [legally] unless there is a performance advantage."

WHAT HAPPENED AT HOCKENHEIM

On Sunday morning, FIA technical delegate Jo Bauer referred Red Bull to the German Grand Prix stewards for their consideration.

In an FIA statement, Bauer said: "Having examined the engine base torque map of car numbers 1 and 2 it became apparent that the maximum torque output of both engines is significantly less in the mid rpm range than previously seen for these engines at other events. In my opinion, this is therefore in breach of Article 5.5.3 of the 2012 Formula 1 Technical Regulations as these engines are able to deliver more torque at a given engine speed in the mid rpm range.

Vettel's front-row start was in doubt

"Furthermore, this new torque map will artificially alter the aerodynamic characteristics of both cars which is also in contravention of TD [technical directive] 036-11."

Article 5.5.3 states that "the maximum accelerator pedal travel position must correspond to an engine torque demand equal to or greater than the maximum engine torque at the measured engine speed. The minimum pedal travel position must correspond to an engine torque demand equal to or lower than 0Nm".

The stewards met on Sunday morning at Hockenheim amid the possibility that Red Bull could be excluded from qualifying. Three hours after the initial FIA statement was released, Red Bull was cleared. But it was not without equivocation, which makes it clear that, while what Red Bull was doing was to the letter of the law, the stewards were not completely satisfied.

The statement clearing the team read: "While the stewards do not accept all the arguments of the team, they however conclude that as the regulation is written, the map presented does not breach the text of Art 5.5.3 of the Formula 1 Technical Regulations and therefore take no further action."

> "We've got a clear idea of what they are doing and they know they shouldn't do it"
>
> Senior F1 technical source

WHAT HAPPENS NEXT?

The stewards' statement made it clear that the fault lies with the wording of the regulations. The FIA is set to tighten this up with a clarification ahead of the Hungarian GP. It is understood the clarification will lay down strict limits in terms of how much the torque of the engine can vary throughout the throttle range.

While Red Bull is likely to argue against such a move, especially in the wake of the stewards' confirmation that it is not in breach, the FIA has shown it is determined to close this loophole amid growing frustration with the team's willingness to stretch the regulations to their limit.

"We've got a clear idea of what they are doing and there's no question that they know they shouldn't be doing it," said one senior team technical source. "It's the same story as we've had in the past so it would be a surprise if it's not dealt with in time for Hungary."

PICS: COATES, DUNBAR, HONE/LAT

Red Bull was cleared to race unchanged

AUTOSPORT SAYS...

EDD STRAW
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When the decision to 'outlaw' exhaust-blown diffusers was made last year, the straightforward initial idea was that the exhausts must exit 50mm behind the rear-wheel centreline of the car and face backwards. Sling the exhaust gases out of the back of the car and you have no exhaust-blowing effect. Yet teams did not want this to happen.

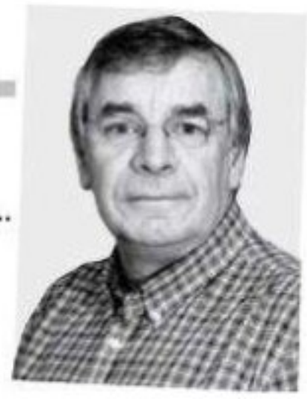
Why? Because having learned how to harness the effect so well, they did not want to completely lose the downforce benefits of it. As a result, plenty of effort has been made to harness a concept that is clearly outside the spirit of the regulations. So why single out Red Bull? Maybe the team is further outside the so-called spirit, but it's hypocritical of any rival team to complain when they too are harnessing the exhaust effects.

Red Bull has once again pushed the limits of what is acceptable to the extreme, but the fact remains that German Grand Prix stewards did not find Red Bull in breach. Yes, it's clear that they weren't happy and that it was clearly outside the intention of the rules, but the regulations as written are all that counts and Red Bull was in the right.

Exhaust rules could have been simpler

In any sport, you play to the rules. Red Bull has done nothing that rival teams wouldn't have done had they thought they would get away with it. As always, there is a difference between a 'legal' car and a 'not illegal' one, and throughout history it has been cars in the latter category and pushed the envelope that have succeeded.

EXPERT VIEW



GARY ANDERSON
TECHNICAL CONSULTANT

The regulation that FIA technical delegate Jo Bauer highlighted when he referred Red Bull to the stewards – Article 5.5.3 – says that if you have got 100 per cent throttle pedal position, you have to have 100 per cent of the torque available. At 0 per cent, you have to have 0 per cent available. But it says nothing about what happens in between.

The desire is for this to correspond through the range, so that when you have, say, 60 per cent throttle, you have 60 per cent of the torque. But the regulation does not say that. What I believe is that Red Bull, at certain higher demands, offered proportionately less torque. This would mean that the car has a wider throttle opening to maximise the downforce generated by blowing exhaust gases at its rear brake ducts without having too much torque at the rear wheels.

The intention is for the relationship between throttle pedal and torque demand to remain linear. But the regulations only state that it has to be monotonic. Broadly speaking, this means that as long as the torque demand does rise with increased throttle, and is not increasing and dropping (as used to be case for getting a car off the line), that's OK. The wording does not stipulate anything more than that.

This system will have the effect of giving the driver a bigger window of control and more downforce when putting the power down at the exit of corners. Overall, that will make the car more drivable and have a benefit in terms of tyre use.

To solve the problem, I would suggest rewording Article 5.5.3 along the following lines, to ensure that throttle pedal position and torque delivery go hand in hand and prevent the throttle being left open to pump air using the ignition:

"The accelerator pedal travel will be defined as 0% (minimum) to 100% (maximum) and at any position between these two end stops the percentage torque output of the engine base torque map for the measured engine speed must match the accelerator pedal percentage +/- 1% and the percentage throttle body opening must match the accelerator pedal percentage +/- 10%."

Red Bull system will look after rear tyres

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Germany's F1 future hangs in the balance

Troubles at the Nurburgring leave Germany fighting to maintain a permanent slot on the Formula 1 calendar

Nurburgring has a rich F1 history

"There is a very real threat that one of F1's classic grands prix could become a biennial event"

The German Grand Prix's annual place on the Formula 1 calendar could be in jeopardy if no immediate solution can be found to the Nurburgring's financial problems.

Insolvency proceedings were last week launched against the circuit by the Rhineland-Palatinate state government, which owns 90 per cent of the Nurburgring Automotive operating company.

As a result, there are now question marks over whether the Nurburgring will be able to host the 2013 German GP. And while Hockenheim has a contract to run the race in even-numbered years until 2018, it is reluctant to become the event's annual venue unless it can either generate more money or negotiate a cut-price deal with F1 organisers.

While an application by the Nurburgring for around £10 million in state aid that could stave off its insolvency in the short-term is being considered, the chances of this happening in time to save the 2013 grand prix are slim.

A reduction in the race-hosting fee could also be required for the Nurburgring to survive, with suggestions that Bernie Ecclestone could take over promotion of the event for a negligible fee in exchange for any revenues generated.

If no such move is made, it is most likely that Hockenheim will continue with its present deal, alternating with the Belgian GP at Spa-Francorchamps, while the Nurburgring falls off the calendar. There is, therefore, a very real threat that one of F1's classic GPs could become a biennial event.

The world championship has only lacked a race on German soil three times since its inception in 1950, but while Germany is supposedly protected as one of five 'classic' GPs, this means little because a caveat emphasises that this only applies if equitable financial terms are on offer.

The French GP, for example, was also a 'classic', yet it disappeared from F1's itinerary after 2008.

Mercedes has been one of the staunchest supporters of the world championship over the past 18 years, and Mercedes motorsport boss Norbert Haug is confident that the Nurburgring still has a bright future owing to its popularity as a race venue. However, he underlined the need for the GP to continue as part of this in years to come.

"It is very important," said Haug of Germany's F1 race. "It is one of the classics. There has been GP racing

Roller coaster has been a disaster

German GP is vital to Mercedes in F1

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Nurburgring hosted grand prix last year

Caracciola was a pre-war GP star

A BRIEF HISTORY OF THE GERMAN GP

1926
The first German Grand Prix is held at Avus, moving to the newly-opened Nurburgring a year later. It is run on the full 17.4-mile 'Gesamtstrecke' that combines the Nordschleife and Sudschleife circuits.

1931
After economic problems forced the cancellation of the race the year before, the German GP returns, now running on the 14.2-mile Nordschleife.

1950
The German GP is held for the first time post-war, but it does not join the world championship until a year later because of restrictions on the country running international sporting events.

1970
Drivers demand that barriers be installed at the Nurburgring. This does not happen, so the German GP is held at Hockenheim before returning to the Nurburgring for 1971.

1970 grid at Hockenheim

1976
Niki Lauda's near-fatal accident signals the end of the Nordschleife as a grand prix venue. The race moves to Hockenheim permanently for the following eight years.

Shortened 'Ring hosted Euro GP

1984
The new Nurburgring hosts the European GP – the first time that Germany hosted two F1 races. The following year, the Nurburgring holds the German GP before the event returns to Hockenheim in 1986.

1995
The Nurburgring returns to the F1 calendar permanently, hosting the European or Luxembourg GPs for the next 13 years, while Hockenheim retains the German GP.

2008
The German GP share between Hockenheim and the Nurburgring starts. In 2009, the Nurburgring race is dubbed the European GP and there is no official German GP for the first time since 1955.

Hockenheim can't afford to take over

WHAT WENT WRONG AT THE NURBURGRING

● The cost of developing the circuit into a motorsport-themed amusement park was expected to cost £170 million. To date, £312m has been spent, and the project has not been completed.

● **Problems with the facility's roller coaster, which was conceived as potentially the fastest in the world, are symptomatic of the RingWerk's failings. The amusement ride has rarely operated, and when it has it has done so only at vastly reduced speed.**

● Other attractions also hit problems, with a multimedia theatre not working properly when the entertainment complex was officially opened after the 2009 European Grand Prix.

● **Visitor figures for the park were dreadful. In the opening two months, around 500 people a day attended, well below the projections.**

● The circuit's debts are currently believed to be close to £400m.

● In 2011, the race-hosting fee of £12m was cut by 25 per cent to allow the race to go ahead. This was a one-off.

● **In March 2012, the European Commission launched an investigation into whether a package of state aid worth £409m offered to the Nurburgring is "in line with EU state aid rules". This is on the basis of doubts about the economic stimulus it would have and whether it was in line with prevailing market conditions.**

at the Nurburgring long before F1 existed. The Silver Arrows were born at the Nurburgring, so there is a huge tradition, and we are very interested that this tradition is followed."

The old Nordschleife that forms the basis of this tradition has, of course, since given way to a more modern facility, which, as Haug says, is still a busy national and international venue. Its financial woes are largely down to a misguided attempt to turn it into an amusement complex, which has so far cost around £312 million.

It seems inconceivable that such a popular circuit can't sustain itself. Even if it does not drop into insolvency, it's hard to see how the 2013 race can go ahead given the long-time struggles for profitability endured by both the Nurburgring and Hockenheim.

There is a glimmer of hope, however. Last year, F1 agreed a 25 per cent discount on its fee for staging the race at the Nurburgring, and officials from the beleaguered track last week visited the German GP at Hockenheim for talks about a similar deal for 2013. Bernie Ecclestone did not attend, but his willingness to cut the price last year suggests he may be willing to do so again.

With an ever-decreasing pool of venues able to afford races in Europe, it is perhaps time for F1 to give serious consideration to whether its exorbitantly high hosting fees are making it impossible for organisers to remain profitable without government support, so killing the sport in its traditional heartland.

PICS: COATES, ETHERINGTON, FELLOWES, HONE/LAT

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THIS WEEK IN F1

LOTUS TRIES NEW TRICK

Lotus experimented with its own take on the double DRS concept pioneered by Mercedes at Hockenheim. The team ran a system on Kimi Raikkonen's car throughout Friday practice, and it plans to evaluate it further in Hungary this weekend.

P40 GP DRAWING BOARD

MAGNY-COURS TEST POSSIBLE

Three teams are set to run their young-driver test days at former French Grand Prix venue Magny-Cours in September. Mercedes, Ferrari and Force India are likely to test in France after the Italian GP, rather than wait for the Abu Dhabi test later in the year.

> "I like Jackie, but I have a honeymoon to do and I would rather go with my wife"

Romain Grosjean responds to Jackie Stewart's offer to be his driver coach

ASCANELLI OUT OF STR

Giorgio Ascanelli is no longer acting as Toro Rosso technical director and is seeing out his contract "on holiday". AUTOSPORT understands that former Sauber technical director James Key is being lined up as Ascanelli's replacement and could start his new role in September.

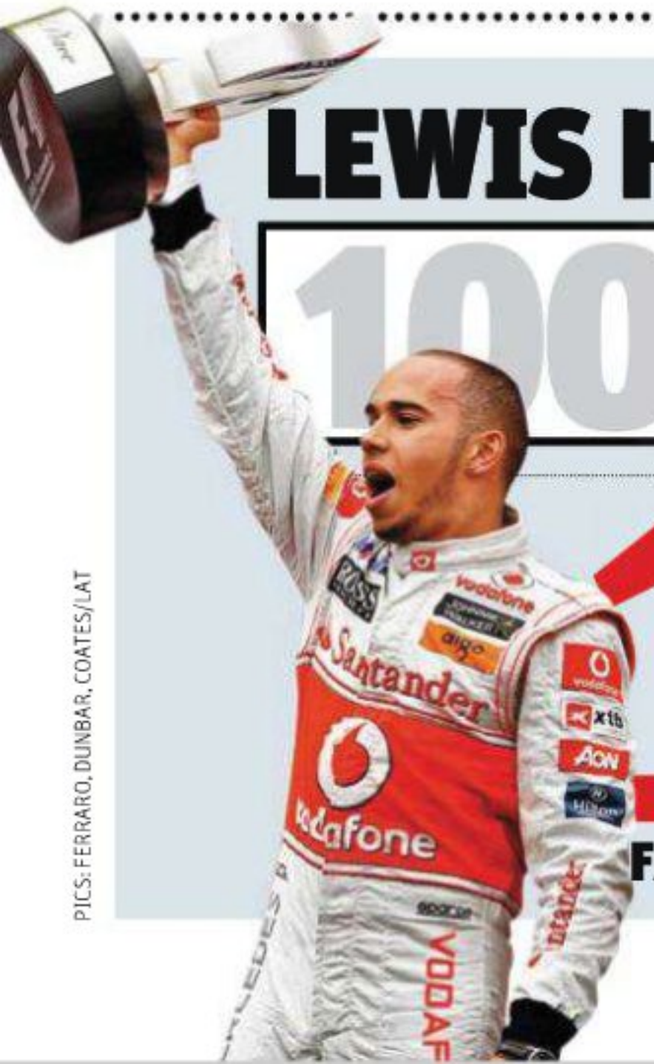
PIRELLI TRIALS THWARTED AGAIN

Pirelli's second attempt to evaluate a new compound of hard tyre in free practice was hindered by the weather for the second race running last weekend in Germany. Pirelli motorsport boss Paul Hembery said the tyre could get its next trial outing at the Japanese Grand Prix in October.

MASSA NOT WORRIED

Under-pressure Ferrari driver Felipe Massa claimed he was unmoved by Mark Webber revealing that he had spoken with Ferrari before re-signing with Red Bull for 2013. "I'm sure many drivers speak to Ferrari," said the Brazilian. "The only thing I care about is my results."

LEWIS HAMILTON IN NUMBERS



100 STARTS

11 FASTEST LAPS

18 WINS

POINTS 815

1101 LAPS LED

DRIVERS' TITLES 1

POLES 21

PICS: FERRARO, DUNBAR, COATES/LAT

Castrol EDGE GRAND PRIX PREDICTOR

Capricorn Racing's 110-point haul was enough to triumph in the 10th round of the Castrol EDGE Grand Prix Predictor. Six perfect picks, including podium trio Alonso, Button and Raikkonen, were boosted by Perez gaining the most ground on Sunday **To play, visit predictor.autosport.com.**

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HUNGARIAN GP PREVIEW

FACTS, STATS, TRACK GUIDE, TV LISTINGS AND MORE

Webber gave Red Bull only win here in 2010

Passing still a problem at Hungaroring

Despite DRS, overtaking opportunities remain limited, so the battle for grid slots will be more critical than ever

Even the advent of DRS, KERS and high-degradation tyres has not made the Hungaroring an overtaking paradise. Passing is possible, but with the short main straight making it difficult to set up the perfect DRS activation zone, any driver expecting to scythe through the field will find the going tough.

All of that means that qualifying at this twisty circuit just outside Budapest will be critical. All season, we have seen quick drivers losing time during the first stint of a race that ultimately separates them from the frontrunning pack. At the Hungaroring, the penalty for being out of position early on will be even more serious. So while you might well be able to climb into the lower echelons of the points scorers from an unpromising position, it's not going to be easy for a driver to rise from near the back of the grid to the top six, as Sauber driver Sergio Perez did in Germany.

Track temperatures will likely be high in Hungary (although last year's race was affected by rain), so getting tyres working in qualifying shouldn't be a problem. But if the rubber is overworked and loses grip during the key lap, it could have serious implications for a driver's race result.

P20 TRACK GUIDE AND GARY ANDERSON'S AUTOSPORT SUPERGRID

Button was last year's winner

2011 race was second wet Hungarian GP

Hungaroring team wins

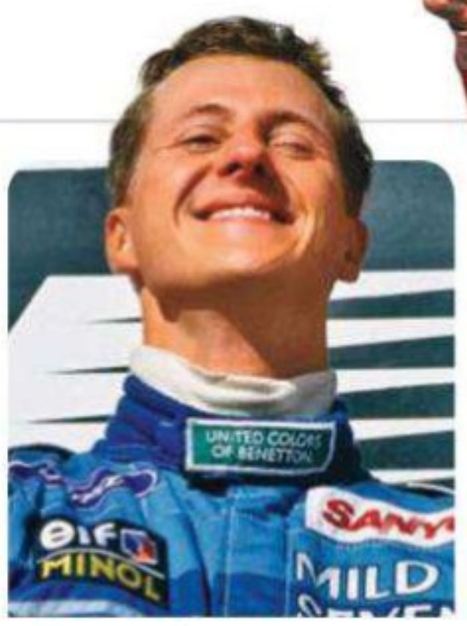
McLaren 10

Williams 7

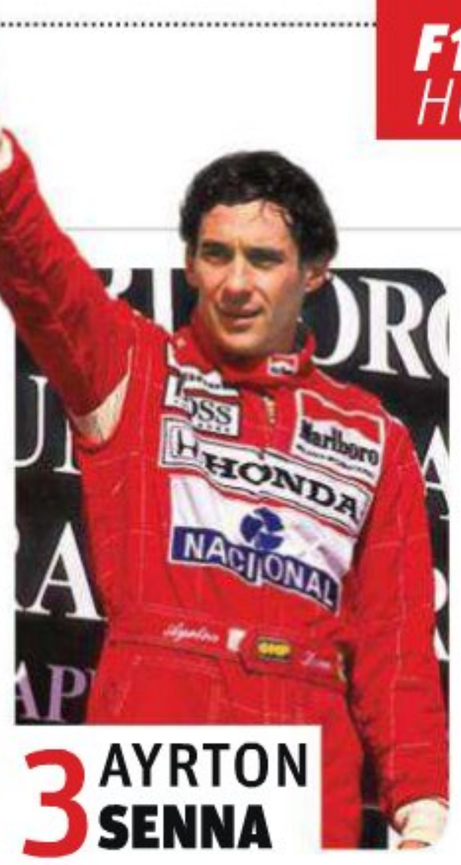
Ferrari 5

Honda 1

Red Bull 1



4 MICHAEL SCHUMACHER



3 AYRTON SENNA

2 JENSON BUTTON
2 LEWIS HAMILTON
2 MIKA HAKKINEN
2 DAMON HILL
2 NELSON PIQUET
2 JACQUES VILLENEUVE

Winning drivers

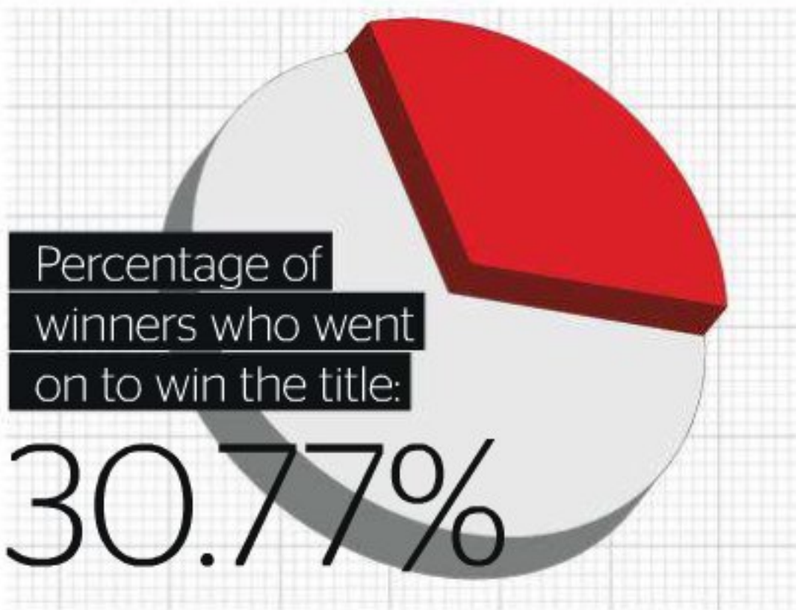
Fernando Alonso 1; Rubens Barrichello 1; Thierry Boutsen 1; Heikki Kovalainen 1; Nigel Mansell 1; Kimi Raikkonen 1; Mark Webber 1

Races at Hungaroring: 26

AVERAGE NUMBER OF FINISHERS

14.62

Average winning margin: 16.399s
Biggest: 71.915s (1993); smallest: 0.288s (1990)



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HUNGARIAN GP TV AND RADIO LISTINGS

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0845-1050 Free Practice 1 LIVE (Sky Sports F1)
0855-1035 Free Practice 1 LIVE (5 Live Sports Extra)
1245-1445 Free Practice 2 LIVE (Sky Sports F1)
1255-1435 Free Practice 2 LIVE (5 Live Sports Extra

SATURDAY JULY 28
0945-1115 Free Practice 3 LIVE (Sky Sports F1)
0955-1105 Free Practice 3 LIVE (5 Live Sports Extra)
1200-1435 Qualifying LIVE (Sky Sports F1)
1255-1405 Qualifying LIVE (5 Live Sports Extra)
1715-1830 Qualifying Highlights (BBC2)

SUNDAY JULY 29
1130-1615 Race LIVE (Sky Sports F1)
1245-1500 Race LIVE (5 Live Sports Extra)
1700-1835 Race Highlights (BBC1)

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PICS: BELLAMCA, COATES, FERRARO, TEE/LAT

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

100%

101%

10

Schumacher 100.849

Fernando Alonso and Michael Schumacher have swapped positions on the supergrid after a stellar performance in Germany by the Spaniard. Meanwhile, Mark Webber and Kimi Raikkonen have held station.

Ricciardo 101.638

Raikkonen 100.880

Senna 101.675

Maldonado 101.059

Vettel 100.605

Kobayashi 101.235

After a strong race performance and dry-weather speed Sergio Perez is once again within a whisker of Kamui Kobayashi. The Force Indias have also closed the gap to the front and, despite a difficult race, Felipe Massa had enough one-lap pace to close up a little.

Hamilton 100.262

Rosberg 100.645

Perez 101.243

Lewis Hamilton is still out at the front with Sebastian Vettel chasing. Meanwhile, after a poor weekend in Germany, Romain Grosjean has once again been usurped by Nico Rosberg.

Grosjean 100.668

Button 100.746

Hulkenberg 101.356

Alonso 100.809

Di Resta 101.404

Webber 100.847

Massa 101.449

PICS: HONE/LAT

FLASHBACK

BUTTON SHOWS WET-WEATHER PROWESS

A superb drive in mixed conditions gave Jenson Button his second Hungaroring win in the 200th grand prix of his career. McLaren team-mate Lewis Hamilton had led a lot of the race after passing polesitter Sebastian Vettel early on, but a spin, strategy misjudgment and penalty left him fourth at the finish. Vettel and Fernando Alonso joined Button on the podium.

2011 HUNGARIAN GP RESULTS

POS	DRIVER
1	Jenson Button (McLaren)
2	Sebastian Vettel (Red Bull)
3	Fernando Alonso (Ferrari)

TYRE ALLOCATION

TYRES USED THIS WEEKEND

SUPER-SOFT

SOFT

MEDIUM

HARD

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Bruno Senna's claim that the speed in his Williams was better than was evident in the race is backed up by the supergrid. But he is still headed by Daniel Ricciardo in the Toro Rosso, while Jean-Eric Vergne remains in the wilderness.

AND AS FOR THE REST
Timo Glock and Charles Pic have made small improvements in the Marussia, but the HRTs of Pedro de la Rosa and Narain Karthikeyan have held station at the back of the field.

Glock 105.148
Pic 105.493
De la Rosa 106.011
Karthikeyan 106.618

Vergne 102.332

Caterham's updates seem to have worked, with both drivers moving forward. Heikki Kovalainen is still outperforming Vitaly Petrov, despite a better showing from the Russian in Germany.

Petrov 103.615

Kovalainen 103.118

2%

103%

104%

TRACK GUIDE

HUNGARORING	
NUMBER OF LAPS	70
CIRCUIT LENGTH	2.72 MILES
LAP RECORD	1:19.071 SCHUMACHER (2004)
UK START TIME	1PM

TOP SPEED - 188MPH

BIG BRAKE
TURN 1, 188MPH-55MPH
113 METRES, 5.2G 2.2S

DRS ZONE

SECTOR 3

DRS DETECTION

SECTOR 1

SECTOR 2

FASTEST CORNER
TURN 10 146MPH
5TH GEAR 2.9G

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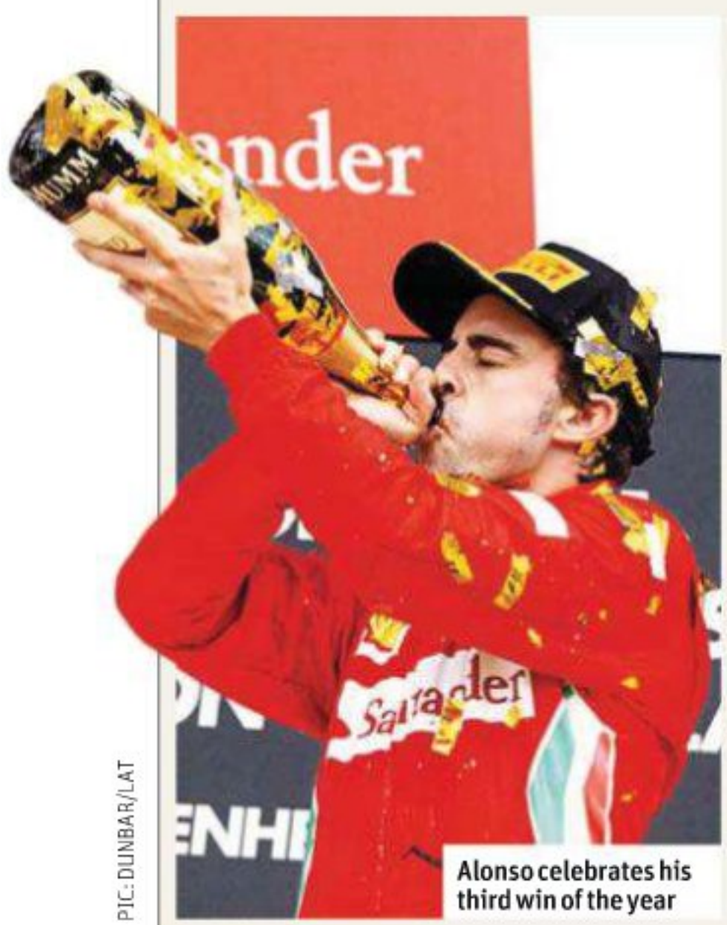
STRAIGHT TALK DAVID COULTHARD

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

Witnessing one Ferrari grand prix great – Niki Lauda – showing his respect for another on the podium in Germany proves what a great job Fernando Alonso is doing

To see Niki Lauda take his hat off, something he does very occasionally in the paddock but very rarely in such a public way, to Fernando Alonso on the German Grand Prix podium tells you everything you need to know. It was such a public display of respect from a great driver to a great driver. And it was very well-deserved after yet another incredible race in this incredible season from an incredible driver.

If you were to hold a drivers' driver vote, I'm certain that Fernando would come out on top in terms of outright performance. I've not seen him make a mistake this year and I'm sure that he's going to carry his superb Hockenheim form into this weekend's Hungarian Grand Prix. He already has a 34-point lead in the championship and you wouldn't bet against him extending that ahead of the August break.



PIC: DUNBAR/LAT

Alonso celebrates his third win of the year

While it's not the best story from a British point of view to see a Spanish driver winning in an Italian car, you can't help but be impressed with it. A huge amount of credit must go to Stefano Domenicali, who has kept a calm head throughout the troubles and also Pat Fry, who I worked with at McLaren for all of those years and must have been under so much pressure at the beginning of the season. Together, they have developed the hell out of the car. While it might not look like the fastest, they've won three races and there's no question that it's the fastest driver/car combination.

Alonso is making the most of every opportunity, but there are still 250 points to play for in the second half of the season. That said, when Jenson Button won the title in 2009, he scored a load in the first half of the year but struggled in the second half and still hung on. A lot can happen, but Fernando is looking every bit the potential champion.

McLAREN – AND JENSON – BACK ON FORM

While McLaren will be disappointed with how Lewis Hamilton's race went, the team will be relieved that Jenson has rediscovered his form and that the upgrade package worked so well. There's no question that McLaren could easily have started at the front and won the German Grand Prix, so there will have been a big sigh of relief at Woking last weekend.

You'd maybe expect McLaren to carry that form into Hungary, but you have got to be very careful with such predictions. A few races ago, Lewis won in Canada fairly and squarely, so it's not as if McLaren has been off the pace for months. It's just that the past couple of races didn't work for them. My suspicion is that if you raced at Hockenheim or Silverstone 20 times in succession, even without any car development, you wouldn't get anything like the same race result every time. Different conditions, temperatures and driver performance have a big influence on what happens and it's difficult to evaluate any team's development.

The Hungaroring is a very different track to Hockenheim and it's going to be a lot hotter, so let's see how things go this weekend.

VETTEL'S WILD AFTERNOON

Sebastian Vettel had a few ragged moments during the German Grand Prix and it's not the first time that we have seen this. When he leads from the front, he's easily the equal of Fernando and there is no question that they are as good as one another. But when he is on the back foot a little, you do see the frustration coming through. But you might say the same thing about Fernando or Lewis as it's never easy when you are chasing the game.

In Seb's short career, we have got very used to seeing him at the front looking utterly in control and having what seems to be a very easy time. But still, he pushed all the way through the race and that's good to see, even though he paid the price for overtaking Jenson off the track.

But with Alonso now not far off two race victories' worth of points up the road from him, Vettel needs to peg him back in Hungary to go into the summer break feeling like he's in touch.

"Fernando is looking every bit the potential champion"

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MARK HUGHES
GRAND PRIX EDITOR

McLaren's MP4-27 started the year as Formula 1's fastest car, but it soon lost its way on the development path. And it could all be down to a 3mm difference in regulation tolerance...

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

There may be nothing in this theory. But then again... In the first two races of this year the McLaren MP4-27s of Lewis Hamilton and Jenson Button swept up the front row. Into the third race of the season – in China – Charlie Whiting in his role as the FIA's technical delegate informed McLaren it could not include the splitter behind the front wing as part of the floor and could not therefore have the splitter as part of the 3mm tolerance allowed for the flatness of the floor. It was at that race that their qualifying form deserted them, even though they were still very quick in the race and Button might even have won but for a pitstop problem.

Into the slower confines of Bahrain a week later the cars really were in trouble. What if that ruling on the 3mm tolerance had previously allowed the floor/splitter to be angled enough to run the car with more rake?

Clawing back the performance lost to the blown diffuser has been one of the main preoccupations for all the teams this year and a reduction in the amount of rake it has been feasible to use has lost performance not only from the diffuser but also the front wing and floor. This has been most apparent in slow corners, where this year's generation of cars have been getting precious little aero help. A greater proportion of that lost aero performance has been clawed back in the faster corners than in the slow – as the squaring effect of the aero loads as the speed increases pushes the cars down, bringing them closer to the old (blown diffuser) rideheights.

This seems to have applied particularly to the McLaren. The team's aero philosophy for the past few years has been to keep the car in a very narrow rideheight/attitude window – to the benefit of high-speed aerodynamics, but requiring the use of a super-stiff platform that brings its challenges into the slow turns – such as getting a quick enough weight transfer to help heat up the front tyres. With super-effective exhaust-blown diffusers particularly helping low-speed aero, the downsides of the McLaren philosophy were minimised. The rake it allowed meant it was possible to get the front wing super-low, giving you front downforce when you most needed it, whilst creating more negative pressure on the floor to the benefit of rear downforce at higher speeds.

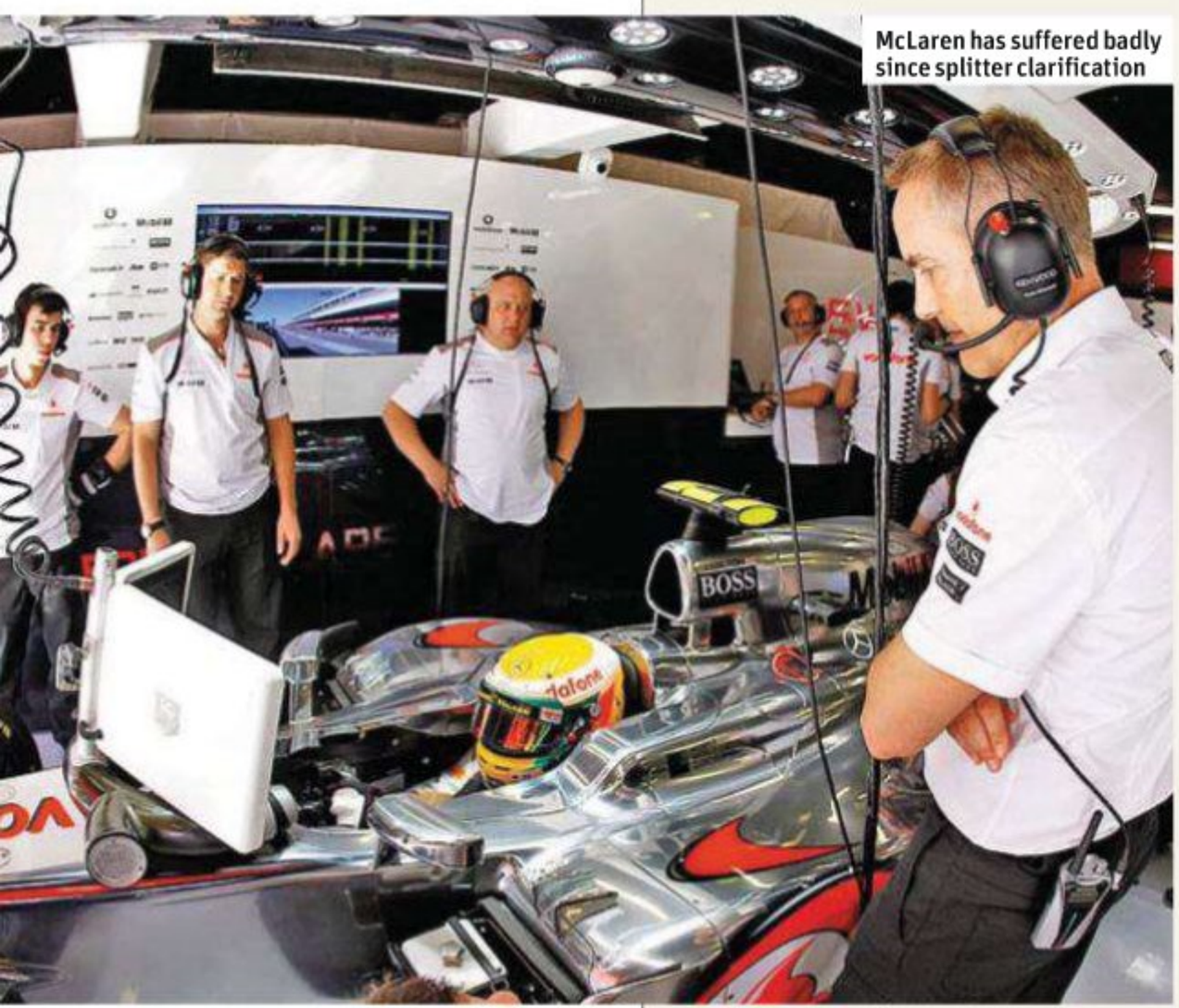
Bereft of the blown diffuser, the McLaren aero philosophy will have been particularly hurt. Was that splitter and the 3mm tolerance of the floor a crucial part of allowing that philosophy to work with the 2012 regulations? And if so, has the removal of that been responsible not only for the car's subsequent difficulties, but also left McLaren with no obvious development direction to follow while it completely reconfigured the aero?

Yes but the McLaren was fastest by 0.5s at Barcelona, I hear you say. That's a high-speed aero track where the track temperatures were high, so negating the key McLaren weakness. Hamilton won in Montreal. Yes, with new rear suspension that allowed more dive and pitch to help with those front-tyre temperatures. Both Hamilton and Button were very quick at times at Silverstone – yes, a high-speed aero track but one at which the track temperatures were not high, and it was notable that both drivers had problems switching on their tyres and keeping them switched on.

For Hockenheim a major aerodynamic upgrade appeared to bring the car a significant performance boost. It was arguably the race's fastest car. But it qualified poorly – because neither Hamilton nor Button could generate the necessary heat in their wet tyres.

Can 3mm really make such a big difference?

PIC: TEE/LAT



McLaren has suffered badly since splitter clarification

"Has a 3mm rule tweak really hurt McLaren's aerodynamics?"

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Grids have got smaller since Zolder

GT1

Ratel plans successor to GT1

Frenchman to stand down as FIA GT1 World Championship promoter to create new series. By GARY WATKINS

Stephane Ratel is planning a series to succeed the FIA GT1 World Championship in the wake of his announcement that he is to step down as GT1's promoter.

The decision not to continue with the world championship was communicated by Ratel, who launched the series in 2010, to the FIA at last week's meeting of the GT Commission. It follows a difficult start to the 2012 season, which has been blighted by poor grids and race cancellations.

Ratel said: "We are not saying that we are not going to continue with the concept; what we are saying is that we cannot afford to operate as a world championship.

"There are costs associated with running a world championship that cannot be sustained in today's economic environment. Even if we are a world championship, the money is largely coming from Europe, and it's not there any more."

Asked if he was planning to continue the series without FIA world championship status, Ratel said: "That's exactly what we want. We are working on an alternative solution to be some kind of cup."

Ratel would not be drawn on the details of his plan ahead of his SRO Motorsport Group's traditional press conference during the Spa 24 Hours meeting scheduled for Friday afternoon. He will meet his teams to canvass their opinions during the Friday morning.

There is the support to continue the series in another form, according to Ratel. He insists that the majority of his teams want to carry on.

However, the teams are urging Ratel to abandon his insistence that each marque is represented only by a single, two-car team.

Hexis Racing boss Philippe Dumas said: "Stephane has taken the right decision, but to have one team per brand like Formula 1 is not possible because we are not F1. We need to come back to two teams and four cars per brand."

The governing body's official position on the future direction of the GT1 world championship remains unclear.

Ratel wants an alternative series

Asked if the series would go out to tender, FIA president Jean Todt said in a statement to AUTOSPORT: "We are going to move in different direction. In light of what has happened, the whole situation of GT racing will be reconsidered globally. GT is really crucial to the FIA."

It is unlikely there would be any candidates to take over the running of GT1. Marcello Lotti and Jesus Pareja, who run the World Touring Car Championship and International GT Open respectively, have both ruled themselves out.

Ratel stressed that this year's world championship would run to its conclusion, and that he was close to finalising the second half of the calendar with as many as four rounds left to race. He was in Russia last week firming up the fixture at the new Moscow Raceway.

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ELMS

ELMS will continue next year

The ELMS looked strong at Paul Ricard

THE EUROPEAN LE MANS SERIES is set to return to a five-race schedule next season, despite the cancellation of three of its races in 2012.

Series boss Patrick Peter explained that a full schedule is planned for 2013 in the wake of last week's scrapping of the final two rounds at Brno and the Algarve. Instead, the ELMS will join up with the American Le Mans Series for the Petit Le Mans enduro at Road Atlanta in October.

"The correct [number of rounds] should be five," Peter told AUTOSPORT. "That is the minimum. However, with teams doing the Le Mans 24 Hours it would be difficult to have more for economic reasons."

Peter and Le Mans 24 Hours organiser the Automobile Club de l'Ouest, which is a partner of the ELMS, have stated that they intend to announce their plans for next year sometime in September.

The final two races, as well as the May's Zolder event, were axed in the light of dwindling entries. Thirteen cars – including only three GT machines – turned up for the Donington Park race earlier this month.

The decision to abandon the final two races was met with a mixed response from the teams.

Status Grand Prix commercial director Tim Scott said: "This is an elegant solution in light of the problems the ELMS faces, but nevertheless the emphasis in the future must be on maintaining a strong series in Europe."

JMW Motorsport team manager Tim Sugden said: "We understand this move, but we are disappointed by it."

AUTOSPORT SAYS...

GARY WATKINS
INTERNATIONAL-EDITOR-AT-LARGE

The problem is the same, but the response has been quite different.

With the FIA GT1 World Championship on its uppers, Stephane Ratel has decided that it can no longer afford the costs of world championship status, but he will continue to the end of the season and attempt a relaunch in 2013.

The European Le Mans Series didn't appear to be in quite such a parlous state, but it has effectively cancelled its remainder and chosen the easy way out.

Whether Ratel can build something from the ashes of his championship is neither here nor there in the big picture of sportscar racing. On the other hand, a strong ELMS is vital to the health of the race at the heart of 'my' branch of the sport, the Le Mans 24 Hours.

Cancelling three of five races and then expecting a decent grid to pitch up for a full season in 2013 seems hopeful, if not disrespectful to its current teams.

The rot set in when round two of the series at Zolder in May was scrapped, but scrubbing out the last two races in favour of lumping its grid in with the ALMS at Petit Le Mans is, quite frankly, a cop-out.

GT1 numbers have fallen since 2010

Pescarolo calls time on WEC

WEC

Pescarolo in WEC pull-out

SPORTSCAR LEGEND HENRI PESCAROLO'S team has withdrawn from this year's FIA World Endurance Championship.

The Pescarolo Team called time on its 2012 programme following financial problems that had threatened its participation in June's Le Mans 24 Hours with its Aston Martin-based 03 LMP1 design. Pescarolo, however, stressed that it was not the end of his team.

"We knew we would have a problem after Le Mans, and when Roald Goethe [the collector who owns the Aston AMR-One on which the 03 is built] decided not to spend more money, we had to stop," he said.

"There are possibilities for us. We could be involved with the Dome again if it does the Fuji WEC race, and we are looking at LMP2, which could be good for a privateer."

Pescarolo Team was granted protection from its creditors in court last week.

WTCC

New Honda signings to start testing soon

GABRIELE TARQUINI AND Tiago Monteiro will begin testing Honda's new Civic World Touring Car next month, ahead of the machine's race debut later this season.

As predicted by AUTOSPORT (July 5), Tarquini was last week announced as the manufacturer's lead driver for its maiden full-season assault on the WTCC in 2013.

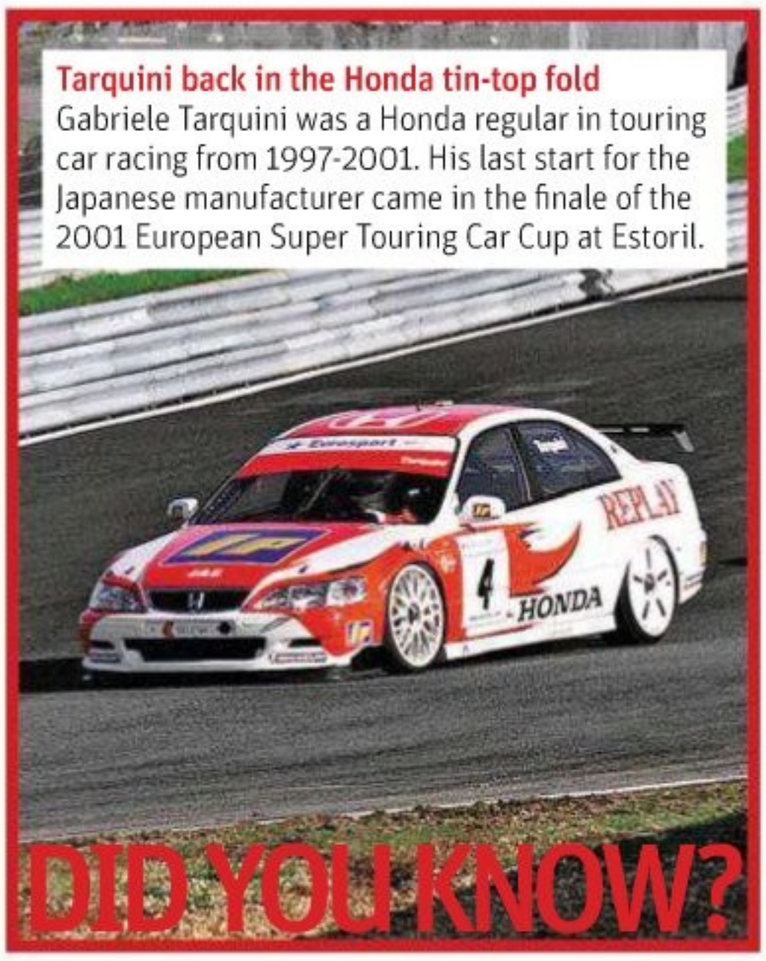
Tarquini is still contracted to the Lukoil SEAT outfit for the remainder of the year, so it is Monteiro, who has negotiated an early release from the SUNRED Engineering team, that will give the JAS-prepared car its race debut at Suzuka on October 21.

"At the beginning, Gabriele will be more involved in developing the car, because of his vast experience," said Portuguese driver Monteiro. "But because I am the one who will drive the car in its first races, I will take over before Suzuka, and will have a test of my own before Japan."

The former grand prix drivers currently lie fourth and 10th in the WTCC points.

Honda duo were announced last week

Tarquini back in the Honda tin-top fold
Gabriele Tarquini was a Honda regular in touring car racing from 1997-2001. His last start for the Japanese manufacturer came in the finale of the 2001 European Super Touring Car Cup at Estoril.



PICS: LE FLOCH/DDPI, BERNES/SRO, GIBSON, BLOXHAM/LAT

AUTO GP

AQ-H CROWNED

Briton Adrian Quaife-Hobbs wrapped up the Auto GP title despite crashing in the second Curitiba race last weekend. Antonio Pizzonia won twice on his series debut. Report p50.

INDYCAR

Lotus could pull IndyCar plug

Legendary marque considering future of disastrous Stateside engine programme. By MARK GLENDENNING

Lotus is likely to abandon its IndyCar Series programme at the end of this season, despite the manufacturer having a five-year agreement with the series that lasts until the end of 2016.

The marque's engine programme had a tumultuous arrival in IndyCar when Lotus's parent company was taken over last winter, resulting in a freeze on its accounts that in turn led to its under-tested engines being delivered two months later than those of rival suppliers Honda and Chevrolet.

The situation worsened when four of the cars using the powerplants, built by John Judd's Engine Developments Ltd, switched to other manufacturers in April. This left the HVM Racing car of Simona de Silvestro as the sole full-time Lotus-powered machine.

The nadir came at the Indianapolis 500, where de Silvestro and the Indy-only entry for Jean Alesi were both black flagged by officials shortly after the start for being dangerously slow.

Lotus has ramped up its development since, with updates having been introduced for this month's races at Toronto and Edmonton, and more scheduled for Mid-Ohio next week. But Lotus IndyCar project manager Oliver Picquenot admitted to AUTOSPORT that he can no longer guarantee that it will be on the grid beyond the end of this year.

"We are still committed to the end of the season," he said. "Our new owners [DRB-Hicom] will study every department at the end of the year – in motorsport, in production, and everything. It's very difficult today to say if they will be committed for the next four years. It will take a few weeks for DRB to decide what projects they will keep and which ones we will stop.

"For sure we will stop some projects because we have so many. So I can't tell you as of today [whether we will still be here]."

Picquenot said that he expected the final decision to be based on several factors, including performance and the amount of progress that can be made in closing the gap to Chevrolet and Honda.

IndyCar CEO Randy Bernard said that he had not had a formal conversation with Lotus about an early exit, and insisted that the manufacturer would not be able to leave without facing ramifications.

"They have a five-year contract with IndyCar," he said. "If an exit is going to happen, they'd have to negotiate out of the deal, and I haven't had that conversation yet."

Meanwhile, Picquenot also confirmed that plans to add a second Lotus entry to help fast-track development have been scrapped.

"There is no second car this year, for sure," he said. "You need to have the commitments – find a driver, find mechanics, and three or four races before the end of the season it's too late. If we'd done it after the Indy 500, then maybe. But now we will just concentrate on trying to serve HVM as best we can."

De Silvestro is now only Lotus-powered Indy driver

P58 EDMONTON REPORT

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INDYCAR

Rahal wants tougher tech penalties

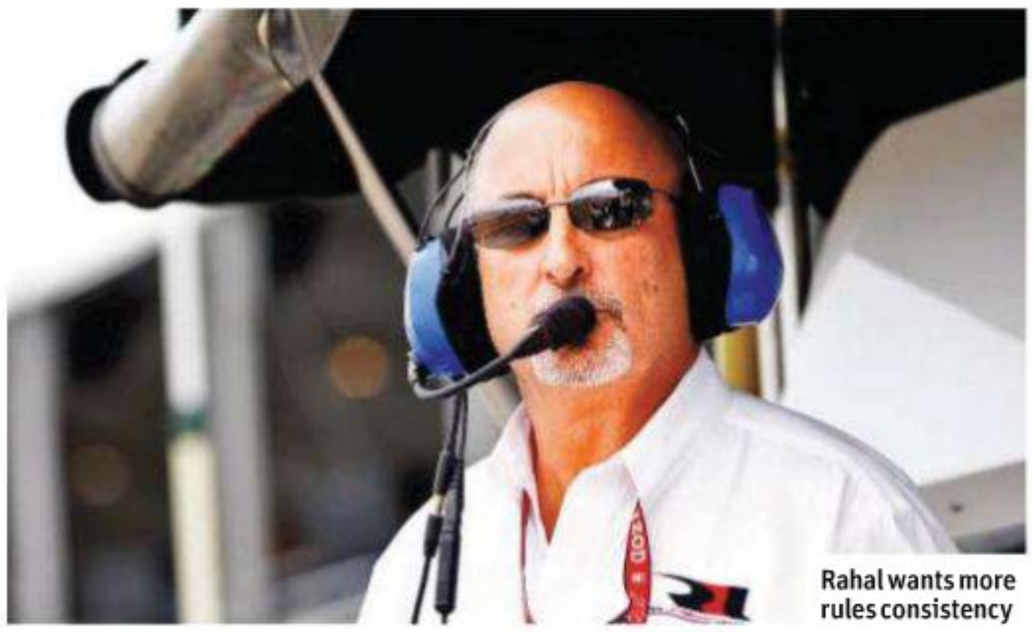
INDYCAR TEAM OWNER BOBBY Rahal believes that the series needs to consider tougher and more consistent penalties for cars that fail technical inspections.

Dale Coyne Racing was fined US$7500 and its driver Justin Wilson docked five points after the car he used to win at Texas Motor Speedway in June was found to have an illegal aero part, while AJ Foyt Racing was fined $15,000 and docked 10 owner points when an oversized fuel cell was detected in the car that Mike Conway drove to third in Toronto. Both drivers kept their results.

Rahal told AUTOSPORT that he feels the variations in the penalties, as well as their relative leniency compared to the potential benefits of using illegal parts, are out of step.

"The problem is, when you fine people for being illegal, if the amounts of the fines are different then it becomes subjective rather than objective," he said. "If it's subjective, then people start to question why they fined him that and me something different. Especially with the fuel-tank size and things like that... We went through three fuel tanks to make sure we got one that was right. Had we known that you can get away with a bigger tank or whatever, maybe we wouldn't have done that."

Rahal said he believed that a time penalty or a disqualification would be more appropriate, but admitted that he is not expecting a change any time soon.


Rahal wants more rules consistency

AUTO GP

Pizzonia hungry for more

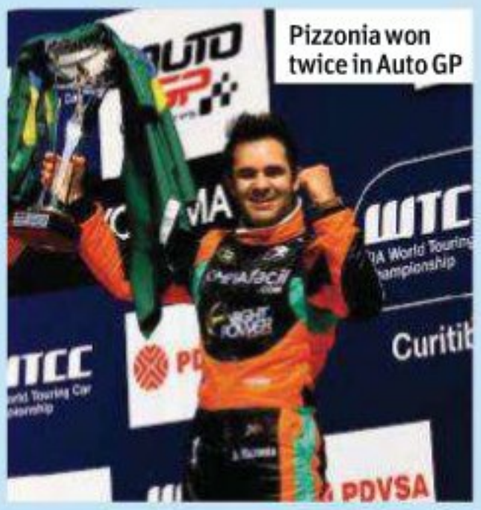
EX-WILLIAMS AND JAGUAR Formula 1 driver Antonio Pizzonia is evaluating a full-time return to international racing after scoring a double victory on his single-seater comeback in the Auto GP World Series at Curitiba last weekend.

Pizzonia, 31, competes in Brazil's top domestic series for V8 Stock Cars, but has also raced in the American Le Mans Series at Laguna Seca this year. Buoyed by his latest successes, he is now looking for more opportunities.

"I have done some ALMS races, and there is a possibility I could do more," said Pizzonia. "But I was intrigued to see if I was still able to drive these [single-seater] cars. I wasn't expecting to win, but it looks like I'm in pretty good shape."

Prior to last weekend, Pizzonia's most recent single-seater experience came 18 months ago in Superleague Formula.

"It was great to be back in a car with so much performance. Wins could influence my thinking of what I want to do with my career next year," he added.


Pizzonia won twice in Auto GP

IN BRIEF

AUDI WEC LINE-UPS REVISED

Le Mans 24 Hours winners Andre Lotterer, Benoit Treluyer and Marcel Fassler will keep their partnership for the remainder of the World Endurance Championship in the Audi R18 e-tron quattro. Tom Kristensen and Allan McNish will continue on as a duo in the non-hybrid 'ultra' after the retirement of Dindo Capello (see right).

ORDONEZ TO RACE AT SPA 24

Lucas Ordonez, the inaugural winner of the Nissan PlayStation GT Academy, has joined the RJN Nissan GT-R line-up for this weekend's Spa 24 Hours. He will share with Chris Ward, Jann Mardenborough and Alex Buncombe.

WILLIAMSON BACK TO GP3

Recently-axed Red Bull junior driver Lewis Williamson made his GP3 comeback at Hockenheim last weekend. The 2010 McLaren AUTOSPORT BRDC Award winner drove for Status GP.

ALLMENDINGER 'B' SAMPLE

NASCAR racer AJ Allmendinger's 'B' sample test was due as AUTOSPORT closed for press. The Team Penske driver has been suspended since testing positive for a banned substance in June.

BULLER OUT, CALBIMONTE IN

Carlin driver Will Buller will miss this weekend's European Formula 3 event at Spa due to a date clash with GP3 at the Hungaroring. Meanwhile, T-Sport gives a British F3 debut to Bolivian Pedro Pablo Calbimonte in the National Class.

Williamson joined Status

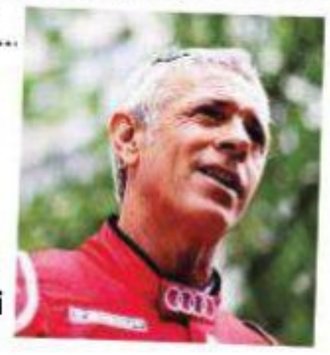
PAGENAUD TO SURFERS V8

IndyCar star Simon Pagenaud will join Lee Holdsworth in a Stone Bros Ford in October's V8 Supercar Gold Coast 600. Sportscar aces Jeroen Bleekemolen and David Brabham will join Tim Slade and Shane van Gisbergen respectively.

60 SECONDS WITH

DINDO CAPELLO

Audi Le Mans star



Audi stalwart and three-time Le Mans 24 Hours winner Dindo Capello confirmed his expected retirement from LMP racing and as an Audi factory driver this week after 19 years racing for the German marque.

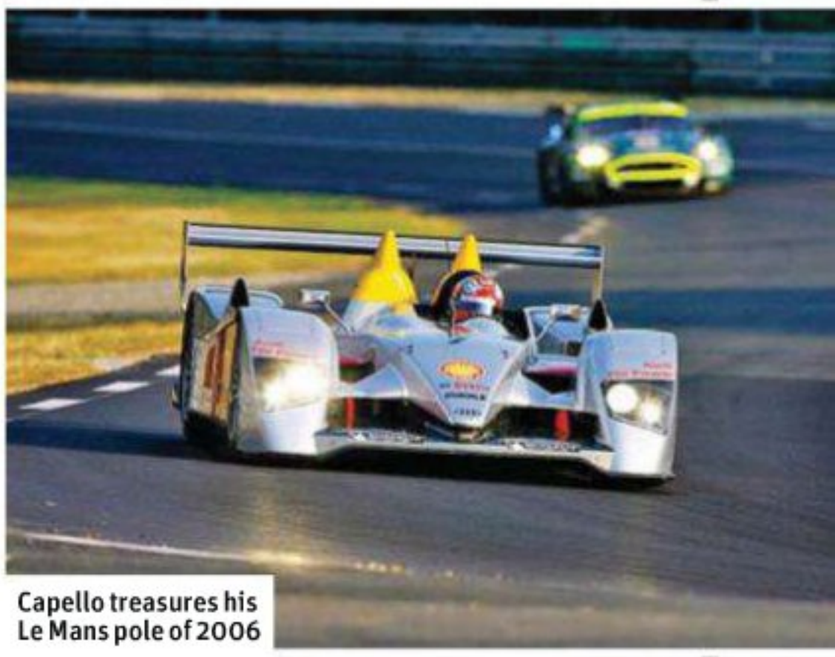
What does the announcement mean?
I'm only retiring from LMP1 and stepping down as a factory driver. I will be an ambassador for Audi and I will drive in other championships: I will finish the year in Italian GTs and I'm open to offers for next year in GTs or Superstars. The next question is if I want to continue full time in another category.

How do you feel about this decision?
I was mentally prepared for Le Mans to be my last race in a prototype. When the chance to do Le Mans again came up this year, it was always the plan for it to be my last race with the factory. I feel ready to stop whereas last year I wasn't. It feels strange to stop when I am leading the FIA World Endurance Championship, but to finish with a victory at Sebring and a podium at Le Mans isn't too bad.

What are your favourite memories from your time with Audi?
The three victories at Le Mans are important, especially the first in 2003 [when he was loaned to sister marque Bentley] and the 2008 win because it was such an amazing race. My three Le Mans poles are also special to me, especially 2006. When I went out, I felt that the grip wasn't there, but I still did the pole. The next day I was told I had been sent out on the hard tyres rather than the softs by mistake.

Will we see you at Le Mans again?
You never know if Audi might go with the R8 [GT car] in the future. If I'm still in good shape, you never know...

Dindo Capello was talking to international editor-at-large **Gary Watkins**


Capello treasures his Le Mans pole of 2006

PICS: KALISZ, DOLE, NELSON, ABBOTT, STALEY/LAT

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RALLY ESTONIA

OSTBERG RETURNS

Mads Ostberg won the Estonian Rally last Saturday. The Norwegian was back behind the wheel of his Fiesta RS WRC just a week after it was feared that he'd broken his back in a shakedown crash on Rally Bohemia.

IRC

Meeke in shock Skoda link

Brit primed for IRC return, but Czech make could withdraw from competition for a year. By DAVID EVANS

Kris Meeke is rumoured to be gearing up for a shock return to the Intercontinental Rally Challenge with Skoda next season – in the same week that the Czech manufacturer has been linked to a withdrawal from the series.

Meeke has met with officials from Skoda Auto, but both parties remain tight-lipped on the subject of their lengthy discussions – with Skoda even denying the talks took place.

AUTOSPORT understands that Skoda's commitment to the IRC, which is reviewed annually, could be in question next year, with the marque also evaluating a year of non-competition to develop a new Fabia R5 rally car for the 2014 season.

A source said: "Kris Meeke certainly had a long chat with Skoda about something, but there seem to be more and more questions being raised about the value of another IRC campaign for Skoda next season.

"If Skoda wins this year, which it looks like it will do quite comfortably, then next season would be a good time to work on the development of the R5 car – especially with the new Fabia coming in 2014. And, let's face it, Meeke's had a hand in developing some pretty successful rally cars."

Meeke's Prodrive deal has come to an end

Meeke would not be drawn on a potential Skoda deal, but he did admit that he was now a free agent, having terminated his contract with Prodrive.

The Briton told AUTOSPORT: "I still have a very good relationship with Mini, but the contract [with Prodrive] is over now. It's pretty tough, but it didn't work out.

"I am currently talking to people about next season – as many people as possible – and I'm really looking forward to working with a team that matches the commitment I have always delivered.

"However, I have to remain patient. I've been off the rallying radar a little bit this year, but I'm absolutely determined to make a return next season."

Even if Skoda Auto does pull out of IRC, it's still possible that Skoda UK could stay in the series.

Skoda UK driver Andreas Mikkelsen is expected to switch to the WRC with Volkswagen for 2013.

Meeke is an attractive proposition for the manufacturer, however, having taken the 2009 IRC crown while driving for the Kronos-run Peugeot UK squad.

Skoda UK will decide the fate of its own IRC campaign this autumn, but team chief Cathie Sleigh admits she would like to chase a potential third drivers' title.

"We'd like to stay in the IRC," she said. "It delivers real value for us and we get a lot out of competing there. But it's too soon to say what we will be doing next year, and it's too soon to talk about Andreas's future either."

P51 ROMANIA REPORT

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WTCC

Muller open to radical career change

WORLD TOURING CAR CHAMPION Yvan Muller says he is receptive to a complete change of career direction in 2013, following Chevrolet's recent announcement that it will withdraw from the WTCC at the end of the year.

Muller has won the past two WTCC titles for the US manufacturer to add to the one he took with SEAT in 2008. However, with Chevrolet out, he will become a free agent, but stipulates that to extend his driving years any potential new programme "must offer excitement".

The Frenchman cites rally raids, NASCAR and a departure from motorsport into cycling as potential alternatives to continuing in tin-tops.

"My passion isn't for a particular discipline, like touring cars, or any other category," Muller told AUTOSPORT. "It is something inside. I want to find something that really excites me. I don't know what that is, but it could be absolutely anything. If don't find it, I am not desperate to race. I would be happy to stay at home."

Muller, who has no manager to look after his affairs, has said that while he is open to all offers, he will not actively seek out a drive until after the summer.

"I still want to race, but I have plenty of things to do if I stay at home – a long, long list of things," said Muller. "I have many activities outside of motorsport, and not just in the transport business, which my sister Cathy does much of the work on. I am also looking at many other activities that right now I don't have the time to do."

Muller is looking beyond WTCC for 2013

P56 CURITIBA REPORT

IRC

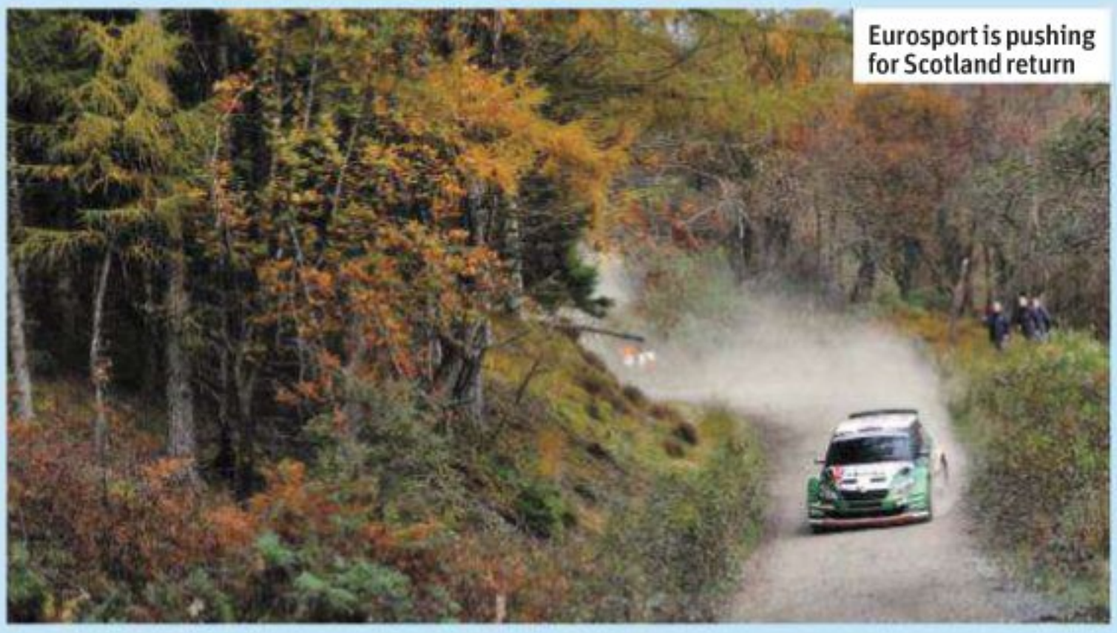
IRC promoter pushes for Rally of Scotland comeback

A RETURN OF THE RALLY OF SCOTLAND to the Intercontinental Rally Challenge is being pushed for by series promoter Eurosport – and it could form part of a British Isles double-header with the Circuit of Ireland.

The calendar for next year's IRC – which is still being tipped for a merger with the European Rally Championship – is now under discussion, and sources at Eurosport have confirmed it is keen to see Scotland back on the bill.

"There's no doubt that Scotland was great for us," the source said. "The television worked really well and the rally worked very well. There were some problems with the promotion – and why did that happen on an IRC round? To come back to Scotland, we need to see this rally included as part of another series and to see a different approach to promoting the event."

The rally could be held in Stirlingshire or Aberdeen with a possible April date. There is also the potential to tie the event in with the Circuit of Ireland to run two British rounds in three weeks.


Eurosport is pushing for Scotland return

PICS: JAANUS REE, MCKLEIN/LAT

Kenyan roads will return

AFRICAN RALLY

East African Safari is back

THE EAST AFRICAN SAFARI RALLY WILL return for the first time since 1974 next season – with modern rally cars tackling 1500 competitive miles on an Easter event running through Kenya and Tanzania.

The event will be organised by Surinder Thatthi, the driving force behind the East African Safari Classic Rally for historic cars, and will include the classic African roads that made the Safari one of motorsport's toughest challenges.

The Safari Rally itself remains as a round of the African Rally Championship, run in June, but what Thatthi wants is a more challenging event.

"It's going to be a four- or five-day event," he said, "running on roads that are closed to spectators and to other traffic, but they will be open to the animals – there's not much you can do to stop a zebra or a giraffe from crossing the road. This is our event. If the WRC wants to come, let them come, but we won't change the character for them."

IN BRIEF

The latest Mini WRC

NEW PRODRIVE MINI UNVEILED

Prodrive has just built its first right-hand-drive Mini WRC. As it did with its factory Subaru Impreza WRCs, the Banbury firm has re-engineered the car mainly for the Irish market – where World Rally Cars are still permitted in the domestic series.

VALERIO CATELANI, 1975-2012

Valerio Catelani, 37, and his co-driver Daniela Bertoneri, 34, were killed in an accident on last weekend's Coppa Citta di Lucca Rally in Italy. Their Peugeot 207 S2000 hit a wall, rolled into a ditch and caught fire; the duo unable to extricate themselves despite receiving assistance from fellow competitors and emergency crews.

SISTERON BACK ON MONTE

Next January's Monte Carlo Rally route will include three runs over the Col de Turini test on its final evening – and the return of the Sisteron stage. Despite speculation about a shift to a Monaco base, the first two days of the rally will remain in Valence.

BARCELONA START IN SPAIN

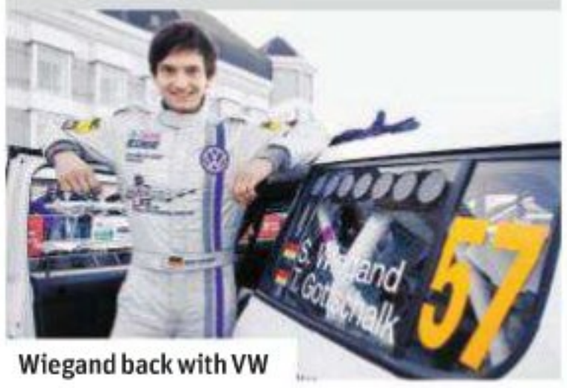
Spain's round of the World Rally Championship, the Catalunya Rally, will start from Barcelona for the first time this year. The season finale will include a ceremonial start from the city's Cathedral Square on November 8.

BREEN TO GIVE NEW PUG DEBUT

Craig Breen and Paul Nagle have been confirmed as the crew for Peugeot's official 208 R2 on the Ulster Rally next month. The pair will run the development 208 model as the course car on the event.

WIEGAND'S VW CHANCE

Sepp Wiegand will drive Volkswagen Motorsport's second Skoda Fabia S2000 on his home round of the WRC, the Rallye Deutschland, next month. Wiegand will be co-driven by his regular Intercontinental Rally Challenge partner, Timo Gottschalk.



Wiegand back with VW

GERMAN GP
Hockenheim, July 22

ROUND 10/20

LAPS 67

WINNER
Fernando Alonso
1h31m05.862s

POLE POSITION
Fernando Alonso
1m40.621s

FASTEST LAP
Michael Schumacher
1m18.725s

RACE RATING
★★★★☆
Plenty of overtaking throughout, even if a slight anti-climax

DRIVERS STANDINGS

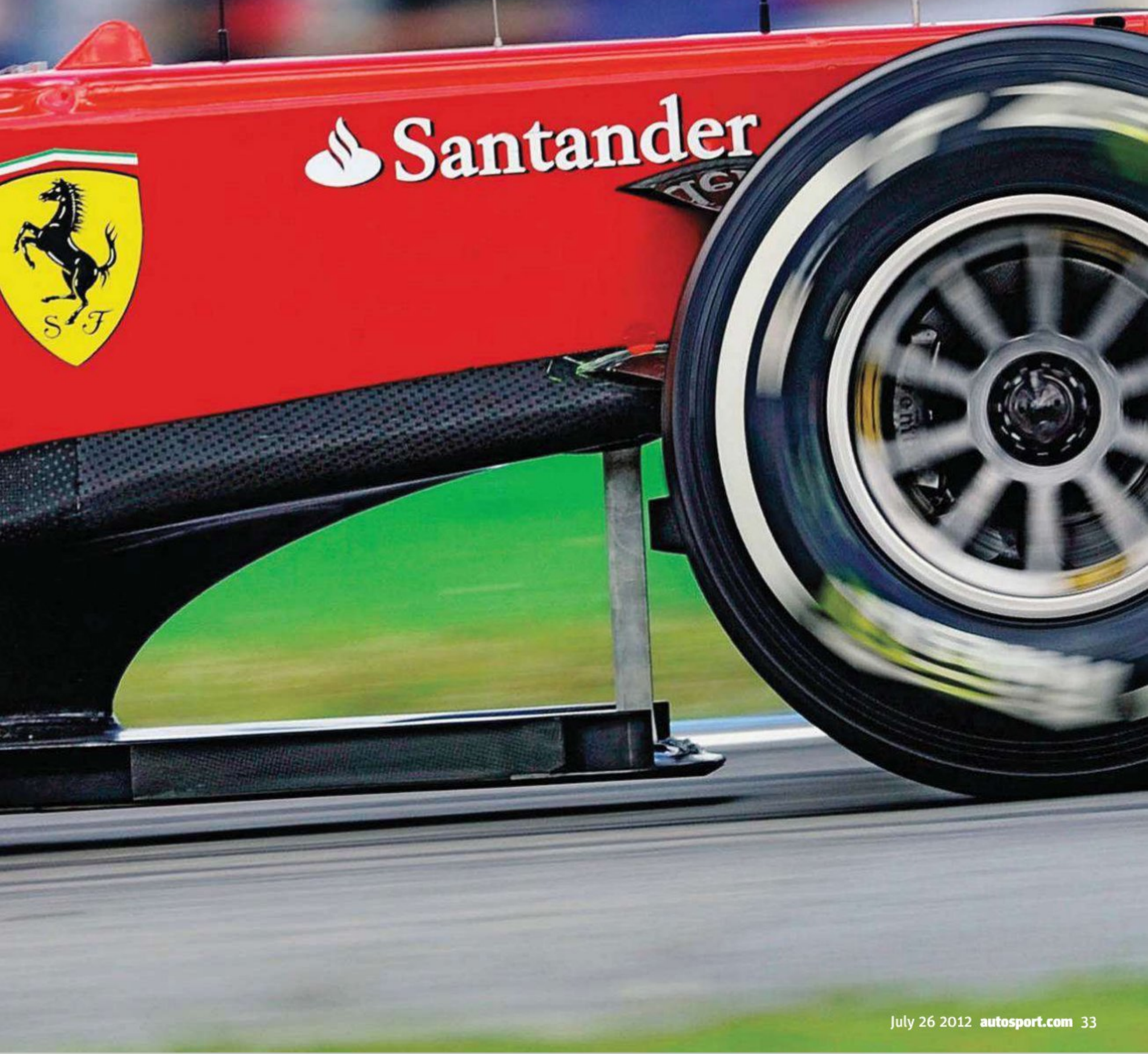
Alonso	154pts
Webber	120pts
Vettel	110pts

MILESTONES
- Schumacher's first fastest lap since his 'retirement' race: the 2006 Brazilian GP
- Hamilton first man to start his first 100 GPs for the same team

PIC: ETHERINGTON/LAT

ALONSO: IRRESISTIBLE FORCE; IMMOVABLE OBJECT

Ferrari and its star driver could not be budged, despite the combined attacks of Vettel, Red Bull, Button and McLaren. MARK HUGHES reports



QUALIFYING

Alonso vaults all the hurdles – including his blundering team-mate

Q1 had been dry. Kimi Raikkonen was fastest by a big margin, despite the Lotus being shod only with medium tyres rather than the faster softs. Q2, meanwhile, was intermediates weather in the early stages. If, like Nico Rosberg and Felipe Massa, you failed to get your lap in during that brief window, you were out as the thunderstorm hit.

Q3 was full-on wets all the way, but the rain had stopped after five minutes or so, allowing the track to get progressively quicker. Where Ferrari played its ace was in being firm and disciplined enough – with everyone getting faster by the lap as their wets got hotter and the standing water began to dissipate – to bring Alonso in after just one flier and have a fresh set of wets fitted. "We did that because we saw yesterday that the wets overheated very quickly and were only at their best in the opening laps," explained Ferrari technical chief Pat Fry.

Where Alonso served the team brilliantly well was in delivering two beautifully judged laps on the fresh, warm rubber, either one of which was good enough for pole, his second in two races. In Q2 team-mate Felipe Massa had an off-track moment at Turn 8 on the crucial lap before the rain came, delaying Alonso as he rejoined. There was no opportunity to improve, leaving him a disappointed 14th. Fortunately, Alonso had been quick enough early in the lap for the Massa delay not to have cost him a place in Q3. "In the out-laps you try to memorise a little bit where the water is and how much to push," Fernando recounted, "to feel the grip a little bit with the car. Then when you start the lap you have surprise after surprise, having moments everywhere, especially with aquaplaning into Turn 6. It was not fun but yes, afterwards it was satisfying."

The Ferrari, as it has been since Barcelona, was quick in all conditions, on every type of tyre. It may not have had the same outright pace on the prime as the Lotus, it may have been a little off the McLaren's ultimate lap on the option, but it was way more versatile in all circumstances on a weekend when that was an extremely valuable quality.

Actually, the Red Bull RB8 was quite possibly quicker on the full wets, but neither Sebastian Vettel nor Mark Webber made the mid-session pitstop and so were ultimately outgripped, Sebastian Vettel by 0.4s, Mark Webber by 0.8s for second and third fastest respectively. Seb was running behind Mark on-track and after trying – and failing – to find a way past he had to back off for a couple of laps to give himself some visibility space.

"But if you keep catching someone up, even if he's still three, four, five seconds down the road," he explained, "you go on the straight, the spray comes up, you see nothing, you don't see the rivers and all of a sudden you are sideways. The car is in seventh gear, 280km/h and it's a surprise."

Webber added: "Yeah it was intense, a tricky session for drivers and engineers with lots of decisions, a lot of challenge. In Q3 to use seventh gear was sometimes not possible. To use the KERS wasn't possible – there was extremely heavy aquaplaning – and when the cars are having wheelspin at 280ks it certainly gets your attention." The gearbox in Webber's car, scheduled to be having the last of its five races, was fitted after Saturday practice but when started up selected two gears at once. It was unfortunate timing from the point of view of his championship challenge, with the five-place grid penalty for the replacement unit putting him eighth.

Michael Schumacher was 1s off Webber in the Mercedes but that was still good enough for fourth fastest. Michael was consistently among the quickest in the wet conditions, particularly impressive in finding the grip in Q2, waiting until the rest of the field had gone before calmly getting under way and thereby giving himself a clear track and benefiting from the water they'd cleared. It was in marked contrast to the progress of team-mate Rosberg in that session – he lost temperature on his inters, after which there was no coming back. After a single indifferent lap he was caught in indecision about tyre choice, came in and had wets fitted that were never going to match the times he had already set on the inters. It left him wallowing in 17th, even before his gearbox penalty was applied.

The Force Indias were consistently very quick in sector two, where their strong straightline speed paid off, and Nico Hulkenberg was his usual impressive wet-weather self. A brief gravelly off on his first Q3 lap didn't deter him, as he went fifth fastest, four places ahead of team-mate Paul di Resta. This was despite the Scot having a wetter set-up than Hulkenberg.

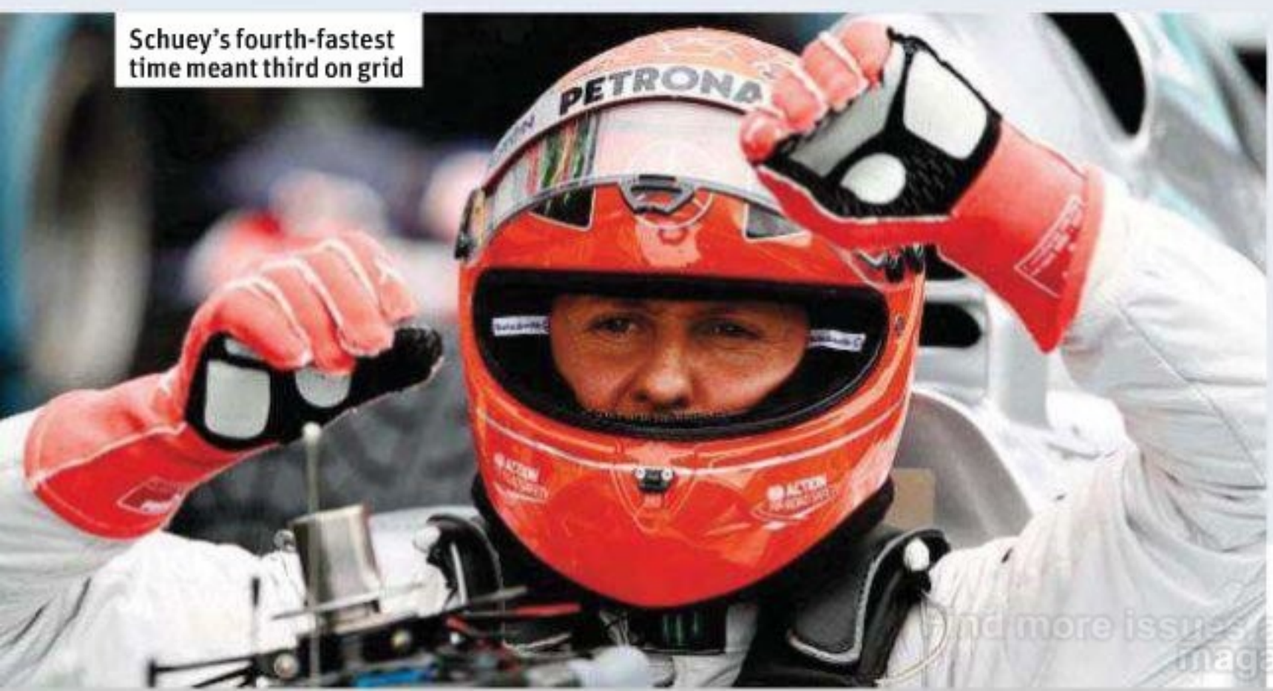
Williams brought further updates to its FW34 and it appeared to respond well, pretty quick in all conditions though not quite as well balanced on full wets as on inters. Pastor Maldonado put his sixth. Bruno Senna, quite quick in practice, struggled badly on the inters in Q2 and was 16th, 2.4s off Maldonado.

The heavily revised McLaren showed formidable promise whenever the track was dry, but that wasn't very often. Lewis Hamilton demonstrated in Q2 that with a few laps of aggressive use, unencumbered by any traffic, it was possible to get the inters switched on – and he was comfortably fastest. But as soon as it was to switch to wets, the car was nowhere, even in his hands. Jenson Button was 1.3s off Hamilton's inters Q2 time, but that was enough to get comfortably through to Q3. After couple of laps on wets, he made a stop for a fresh set, this allowing him to shade the time of Hamilton, who stayed out on his original set. They went seventh and eighth.

The Lotus was as sensitive to conditions as the McLaren, Raikkonen fastest in Q1 but only 10th in both Q2 and Q3. "There is just no grip from the tyres," said Kimi. "I even switched to a fresh set in the final session but it made no difference." Team-mate Romain Grosjean didn't even have the consolation of having been quick in the dry, a full 1s slower than Raikkonen in Q1. "It's a puzzle," he said, "because I've been very competitive with him during the rest of the weekend." He was only 15th quickest in Q2 and was taking a five-place gearbox penalty on top of that.

Daniel Ricciardo was first of those not to make Q3, Toro Rosso team-mate Jean-Eric Vergne yet again failing to graduate from Q1. The Saubers were not as quick in the wet as the dry, with Sergio Perez and Kamui Kobayashi 12th and 13th.

Alonso snatched pole away on new wets



Schuey's fourth-fastest time meant third on grid

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After all the rain, field awaits start on slicks

22C

RACE CONDITIONS
After the gloom of Saturday it was a pretty nice race day, with track temp climbing to 30C by the finish.

Fernando Alonso burst away from the startline under blue skies, clear air already to his pursuers so he didn't even need the slower, defensive line into the first turn, could just take it foot to the floor and leave Sebastian Vettel to lose time fending off Michael Schumacher for a few corners.

Just before half-distance Vettel was coming back hard, apparently with more grip, needing less track everywhere, getting into the DRS zone a few times. Then came a radio message: don't use high-energy mode; toggle the KERS. Red Bull's KERS has never been the most robust; Ferrari's is fine. "You kidding me?" Vettel replied from the intensity of battle. With a compromised KERS in a car already short of end-of-straight speed, Vettel really needed to have started from pole.

In the final stint, Jenson Button's McLaren was catching the Ferrari relentlessly but running out of rubber, courtesy of having had to push earlier on to make up a gap due to a poor grid position. As Button was left squabbling with Vettel, so Alonso surged away to win number three and an extended championship lead.

Hockenheim was the 2012 season to date in microcosm. Amid all the crazy variables of weather, track conditions, switch-on points of track temperature for different tyres on different cars, end-of-straight speeds and tyre degradation, through all the technical diversions such as trick DRS and Red Bull throttle maps, there is a constant: Alonso and Ferrari are a rock-solid beat, rarely the absolute fastest, but always robustly fast – and that's exactly what you needed to be in this weekend of variable demands.

Being robustly fast meant Alonso always had track position over cars such as the McLaren, Red Bull or even Lotus that may occasionally, in certain circumstances, be quicker. Their peaks may have been higher, but the Ferrari-Alonso combination was just about able to repel everything thrown at it – even if several times it was close. The pressure was applied, but that robustness – that rounded, broader, more accessible performance window – allowed Alonso to remain in control as those other challenges gave him their best shot and were then spent. That robustness gave Alonso the sight line to victory and, once that becomes tangible, he grabs it and never lets go, being the savagely intense competitor he is. From there he simply wrung the Ferrari's neck when necessary, finding his own exit lines sometimes beyond the white lines; at other times he kept his wits and his tyres, monitored and pushed as appropriate.

Massa broke front wing on first lap

When Red Bull team boss Christian Horner was asked what differentiated Alonso and second-on-the-road Vettel, he answered: "track position." That was derived from two moments of cool analytical calmness in heated moments the day before – one from Alonso in Q2, one from the team in Q3. "I thought Fernando's reaction to being impeded by Massa going off in front of him in Q2 was just remarkable," said an onlooking Damon Hill. "With the rain coming, that was the only lap in which you were going to set your time, and just as you're in the middle of doing that your team-mate goes off and then rejoins in your path. But there were no histrionics, just a focus on what still needed to be done – and he rescued the lap." Massa, in that split-second of lost control had, in hindsight, come close to destroying Ferrari's whole weekend.

The second key moment came from the team a few moments later, in Q3. Bringing Fernando in for a fresh set of wets was absolutely the right call – but it took nerve. Alonso's calm reaction to the Massa moment got him into Q3; the team's call once he was there bought him pole over Vettel in a Red Bull that looked ▶

PICS: RYS/GETTY, DUNBAR, HONE/LAT

potentially faster on full wets. The upgraded McLaren and the Lotus both appeared as though they could be quicker in the dry, but had real difficulties generating tyre temperature in the wet, just underlining the need for the versatility of a broad performance window. Once on pole, the Ferrari's great startline performance – currently the best of anyone's – ensured Alonso converted that pole into the lead. There were still a few challenges to come, but the back of it had been broken.

The Red Bull's straightline speed was weak at the end of the straight into Spitzkehre, the Turn 6 hairpin that forms the track's key passing place. Against the Ferrari's 197mph there, the Red Bull struggled along at a 22nd-fastest 191mph – and that's when its KERS was fully operative. Vettel was stuck there until at least the pitstops.

Meanwhile, Button – the third member of the battle for victory – was almost 8s off the lead by the time he had cleared first Nico Hulkenberg's Force India, then Schumacher's Mercedes, both cars that had outqualified the McLaren in its sensitive dislike of the rain on Saturday. The McLaren's upgrade worked brilliantly well, giving everything that simulation suggested it would. Furthermore, Jenson and the team had worked away at easing a key limitation of the car – its tendency to lock the front brakes. Part of the solution was a switch from the Brembos he traditionally prefers for their progressive pedal feel to a new material from Carbone Industrie, as used by Lewis Hamilton. But those 11 battling laps finding a way past Hulkenberg and Schumacher – both achieved with neat outside/inside dummies into the hairpin – came at a cost in tyre life, and it was all Button could do in the remainder of that stint not to let that deficit grow. He would set about reducing it in the next stint.

Button couldn't get close enough to Alonso

Those first stops came 18-20 laps into the 67-lap race. Two-stopping was the theoretically fastest way to do the distance – 20s faster than a one-stop, 10s faster than a three – but only if your rear tyres held up and didn't suffer excess heat degradation. Almost everyone had started on the soft option tyre; not only for its better startline traction but also because its lesser durability would inform you how long your remaining stints could be. Essentially, it would inform you earlier what the ideal strategy was going to be.

That first stint length meant that as the lead trio began edging into the window for the first of two stops, Alonso ideally needed to be out of the undercut range of Vettel.

This was where Alonso's earlier discipline paid him back. For the first seven laps Vettel had run less than 1s behind the Ferrari, bobbing

DRIVER BY DRIVER by Edd Straw

1 7/10 Event rating

SEBASTIAN VETTEL
Red Bull-Renault RB8-04
Start: 2nd. Finish: 5th
Vettel seemed to let the frustration of Hamilton unlapping himself and a KERS problem get the better of him. There were some ragged moments and it was optimistic to think he'd get away with overtaking Button while well off the track. But he was still quick.

2 5/10 Event rating

MARK WEBBER
Red Bull-Renault RB8-03
Start: 8th. Finish: 8th
Qualified well, which he needed to do given his five-place gearbox penalty. But come the race he was underwhelming and made little progress. Not happy with the balance, but given his team-mate's prodigious speed you have to say he should have done better.

3 9/10 Event rating

JENSON BUTTON
McLaren-Mercedes MP4-27-02
Start: 6th. Finish: 2nd
This is much more like it. After a dreadful run of results, Button fought for victory and likely would have won but for McLaren's struggles in full-wet conditions on Saturday. Was rightly promoted to second after Vettel's penalty for going off track, but never seriously threatened Alonso.

4 8/10 Event rating

LEWIS HAMILTON
McLaren-Mercedes MP4-27-03
Start: 7th. DNF
Outqualified by Button for the first time this year thanks to his team-mate pitting for new wets during Q3. A puncture on debris from the Massa crash ruined his race. Perfectly entitled to unlap himself on Vettel, although McLaren was right to retire him late on given that points were out of reach.

5 10/10 Event rating

FERNANDO ALONSO
Ferrari F2012-296
Start: 1st. Finish: 1st
Imperious. Banged in a great lap in the wet when it really mattered to take pole and controlled race beautifully. Even when he had Vettel or Button on his tail, he never looked anything other than in complete control. Impossible to overestimate just how classy his weekend was.

6 4/10 Event rating

FELIPE MASSA
Ferrari F2012-294
Start: 13th. Finish: 12th
Disappointing result was a consequence of his struggles in wet qualifying. Didn't string together a decent lap in intermediate conditions, which left him down the grid, and he wiped out his front wing on Ricciardo at the start. From there he was brisk, but too far back to feature.

PICS: BARON/GETTY, FERRARO, TEE/LAT

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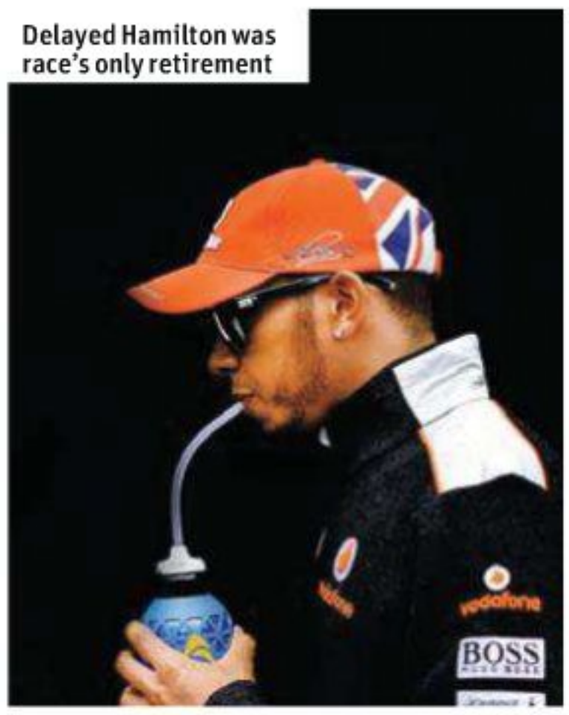
around in its mirrors, using the DRS, but Fernando calmly relied on his car's traction and top speed, placed his car carefully into the hairpin, then did a pace that didn't overstress the tyres on a car still heavy with fuel. He would relatively cruise the lap and still have his tyres in good shape for maximum traction out of Turns 2-3, this aiding his already strong speed down the long curving run of the DRS zone into the hairpin.

Saubers – Perez ahead – made headway in race



Delayed Hamilton was race's only retirement

But having Vettel less than 1s away as they came into the first stop window would have made Alonso vulnerable to a Red Bull undercut, so he stepped up the pace from around the 10th lap. The Ferrari's body language was different now as Fernando unleashed it, way beyond the white lines, hard over the exit kerb of the Agip Curve – the fast right-hander into the stadium – then using part of the drag strip for the exit of Turn 16. Vettel was unable to respond, the best of his rubber used up in the earlier chase. By the 18th lap Alonso had the gap out to over 2s, and Ferrari brought him in and fitted a set of the prime mediums. These were expected to be the faster tyre once past 12 laps and would be favoured by most for the second and third stints.

McLaren responded by bringing Button in a lap later, while Red Bull waited a further lap before pitting Vettel, reckoning this would provide payback later in the stint as the second stops beckoned.

That second stint really began to build the tension as Vettel gradually closed the gap to Alonso while Button was catching them both. By the 28th lap Seb had got himself back within DRS range of the Ferrari, with Button a further 3.8s back but edging closer by around 0.3s each time around. As the Ferrari and Red Bull circulated together, it was visibly obvious that Vettel now had more grip, needing noticeably less track. It seemed just a matter of time. With around 10 laps to go before they were in the second pitstop window, it was surely just a question of whether Button could join in their undercut game, getting the stop in first and using the fresh tyres to leapfrog ahead while the other guy was still on his old rubber. It was all bubbling nicely...

> "Lewis was told to pass the leaders or back off for Jenson. Predictably, he preferred option A"

Meanwhile, Button's team-mate Hamilton had been having an awful time. Slow off the line with a slipping clutch, he was eighth when on the third lap he ran over a piece of carbon debris left on the startline from when Massa had clipped the back of Daniel Ricciardo's Toro Rosso.

A punctured left-rear spelled a long, floor-damaging drive back to the pits. He was all for retiring it at this point, but was sent on his way, now running near the back. Lewis being Lewis he was soon circulating very fast, despite the damage. He came in for an aggressive switch to ▶

Raikkonen (right) moved up in race, di Resta down

7 8/10 Event rating

MICHAEL SCHUMACHER
Mercedes F1 W03-09
Start: 3rd. Finish: 7th
Once again delivered a very good lap in wet conditions, although there was always a fear that he'd be hard-pressed to stay in upper reaches of top 10 given the machinery. He was the best of the three-stoppers in the race and came close late on to attacking the Saubers using fresher rubber.

8 7/10 Event rating

NICO ROSBERG
Mercedes F1 W03-07
Start: 21st. Finish: 10th
Not for the first time, proved unable to get inters into their temperature working range, condemning him to an 11th-row start thanks to a gearbox penalty. Drove a fine race to recover and arguably deserved a few more points after losing so much time clearing the lower midfield.

9 8/10 Event rating

KIMI RAIKKONEN
Lotus-Renault E20-05
Start: 10th. Finish: 3rd
Went nowhere in Q3 despite pitting for fresh wet rubber, but aside from this had a decent weekend. But there remains this nagging feeling that he isn't quite getting that last bit out of the machinery. Very quick in the race and combative. Admitted win was possible with better grid slot.

10 3/10 Event rating

ROMAIN GROSJEAN
Lotus-Renault E20-04
Start: 19th. Finish: 18th
Easily his worst weekend of the year, and it's difficult to find much positive to say. Didn't string together a decent lap in intermediate conditions in the first half of Q2. Went off on the first lap of the race, adding another off-track moment later on as he made very little impression.

11 7/10 Event rating

PAUL DI RESTA
Force India-Merc VJM05/02
Start: 9th. Finish: 11th
Looked on course to join his team-mate in the top six in Q3, but complained about traffic that cost him tyre temperature. That starting position cost him. While Hulkenberg was able to hang on in the points, di Resta missed out by 10s as quicker machinery came through.

12 9/10 Event rating

NICO HULKENBERG
Force India-Merc VJM05/03
Start: 4th. Finish: 9th
Drove superbly in qualifying to earn what became a second-row slot. Inevitably, his was a defensive race as the Force India was at best a borderline points car. Drove excellently, keeping quicker cars behind for longer than he should have for two very hard-fought points.

softer option tyres on the 31st lap and rejoined over a lap down, quite close behind Alonso and Vettel and a few seconds ahead of Button, who was smack in the middle of his charge to close down the gap on the leaders. On his fresh options Hamilton was going faster than the leaders, whose prime tyres were now 10 laps old.

This was potentially awkward for McLaren. Lewis's radio crackled into life. He was told he either had to pass the leaders, or back off to allow Jenson to lap him. Predictably, Lewis preferred option A and lined up an aggressive slice down the inside of Vettel into the hairpin. This was fantastic news for Button, of course, for the dicing delayed Vettel – he lost a full second to Button on that lap.

Seb was less than amused: "That was not nice of [Hamilton]. I don't see the point why he's trying to race us. If he wants to go fast he can drop back, find a gap and go fast there. But it's a bit stupid to disturb the leaders. I think you should respect that and use common sense."

But there's no rule saying you cannot overtake the leaders if you are faster.

Vettel's anger was reflected in his driving at this point. After giving Hamilton the raised hand gestures – taking time to pause and switch from one hand to the other so that he could change gear – the Red Bull was slammed over the kerbs and thrown aggressively into the corners. It took a couple of laps for that all to subside. Button, meanwhile, edged ever-closer, just 1.7s behind now. But if it had been good news for Button, it was probably even better for Alonso – so long as he could prevent himself from also being unlapped by Hamilton, which Lewis was trying hard to do.

> "Had Vettel handed the place back, he could surely have passed legitimately. Such things may be crucial at season end"

"For me, it was a good position to have Hamilton between me and Sebastian because we were approaching the pitstop time," said Fernando. "Hamilton was around a second behind and Sebastian was another second or 1.5s behind Lewis. This 2.5s to Sebastian was very good approaching the pitstop time, so I tried to keep Lewis behind."

From having had his hands full fending off an apparently faster car in the run-in to the pitstop window, Alonso had just been rescued from possible undercut – ironically by Hamilton. As Button had the gap to Vettel down to 1.7s going into the 40th lap, McLaren braved an undercut attempt. He came in for his fresh primes and was turned around in a remarkable 2.31s, breaking McLaren's own record for the fastest-ever pitstop. Alonso and Vettel responded immediately, both in on the next lap, Alonso under way again without drama and still ahead. But as Vettel exited the pitlane, a silver-and-dayglo vision screamed by on his left and Button was through. Vettel used his DRS to make an immediate counter-attack into the hairpin, but Jenson placed his car cannily and then began to pull away. He was now just 1.6s behind Alonso and lapping quicker, shrugging off a slight flat-spot from locking the inside-right into the hairpin.

But, just as Vettel and Hamilton had found, passing the Ferrari was not the easiest of tasks. "Fernando knows exactly, as we all do, how to use KERS to keep someone behind," said Button. "Not just in the DRS

Rosberg lunges past Maldonado

DRIVER BY DRIVER by Edd Straw

14 8/10 Event rating

KAMUI KOBAYASHI
Sauber-Ferrari C31-01
Start: 12th. Finish: 4th
Wasn't happy with the car in the wet and claimed he would have easily been in the top 10 on the grid in the dry. Race pace backed him up, and he said it could have been better had the car not started the race out of position. Despite that, his drive was very much worthy of his fourth place.

15 8/10 Event rating

SERGIO PEREZ
Sauber-Ferrari C31-03
Start: 17th. Finish: 6th
Qualifying was messy, and he earned himself a grid penalty for impeding. Ease with which he climbed into the upper reaches of the field makes you wonder what would have been possible had he done the car justice in qualifying, but deserves credit for his race drive.

16 7/10 Event rating

DANIEL RICCIARDO
Toro Rosso-Ferrari STR7-04
Start: 11th. Finish: 13th
The Australian was hoping for rain and certainly capitalised it, missing Q3 by less than a tenth. Briefly ran in the points early on, but the car wasn't quite up to hanging in there. As the eventual gap to his team-mate showed, he regressed to the car's mean level on Sunday afternoon.

17 6/10 Event rating

JEAN-ERIC VERGNE
Toro Rosso-Ferrari STR7-03
Start: 15th. Finish: 14th
Put his failure to get out of Q1 – again – down to a mistake in the last corner, although would have benefited had the team not anticipated rain and brought his programme to an early end. An off in the race didn't help, although pace was good and on fresh rubber he was catching Ricciardo late on.

18 8/10 Event rating

PASTOR MALDONADO
Williams-Renault FW34-02
Start: 5th. Finish: 15th
After his recent tribulations, qualifying was a reminder that he is capable of being seriously quick, turning a time that the team put firmly down to him. Held sixth throughout an excellent first stint, but collected debris that hobbled his car and meant he spent the rest of the race dropping back.

19 6/10 Event rating

BRUNO SENNA
Williams-Renault FW34-03
Start: 14th. Finish: 17th
Very disappointing to see him fail to make an impression in qualifying given usual wet-weather form. That was compounded by contact with Grosjean on the first lap that gave him a puncture. From then on showed pace good enough for a comfortable points finish – but too late.

PICS: DUNBAR, FERRARO, TEE/LAT

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Vettel homes in on Button move

zone but in other areas around the lap. I just ran out of steam at the end of the straight each time." Button kept trying, staying glued to the Ferrari and pulling around 3s clear of Vettel, but 10 laps of this and he'd used up the best of his tyres. Alonso had fended off the last of several serious challenges and was now free to proceed to his 30th career victory.

Vettel began to recatch Button and was upon him at the hairpin with two laps to go. Jenson defended the inside, Seb went round the outside, carrying much more speed. Button left space as they exited, but Vettel was now completely off the track on the painted area beyond, and still travelling faster. Button's rear tyres were now shot and, as he wheelspun uselessly, Vettel simply outdragged him. It was later an open-and-shut case for the stewards: passing by going off the track is not permitted; Vettel had passed by going off the track. Twenty seconds were added to his time, dropping him from second to fifth.

This was as close as Vettel got to Alonso

Had he simply handed the place back, Vettel surely had enough extra grip that he could have passed legitimately in the remaining couple of laps. Such things may turn out to be crucial at the end of the season, as the Red Bull drivers try to fight for the title against a fully-supported Ferrari number one who has just extended his advantage at the head of the table.

Promoted to third and fourth with Vettel's penalty were Lotus's Kimi Raikkonen and Sauber's Kamui Kobayashi. Both were flying at various times in the race, but from poor grid positions.

Likewise Kobayashi's team-mate Sergio Perez, who took sixth on a tyre strategy that worked less well than Kamui's. The Mexican just fended off the three-stopping Schumacher, the Mercedes' tyre degradation high enough to have ensured a two-stop would have been slower. The combination of light fuel and fresh option tyres provided by Michael's three-stop allowed him to add to his formidable tally by setting his 77th career fastest lap.

Silverstone victor Mark Webber was never in the picture with a Red Bull in which he had no confidence, having failed to find a good set-up in the limited running of practice. It was all he could do to get it to the line just ahead of Hulkenberg and the three-stopping Merc of Nico Rosberg, the latter a good effort from a starting slot of 21st.

There were several eye-catching performances. Bruno Senna was lapping his Williams as quickly as the leaders for a long time, but way down the field after a first-lap clash with Romain Grosjean's Lotus. Team-mate Pastor Maldonado slipped steadily down the field to 15th from his fifth-place starting position, the underfloor seriously damaged by his running over debris on the 12th lap. Meanwhile, Charles Pic put in a great drive for Marussia.

But up front we'd just witnessed a masterclass. While Alonso's Ferrari car may not have been the outright fastest, in the circumstances of the weekend it was probably the best.

20 6/10 Event rating

HEIKKI KOVALAINEN
Caterham-Renault CT01-3
Start: 16th. Finish: 19th
Claimed that his qualifying lap was "perfect", which was disappointing news for a team that hoped to close on the mid-pack. After slipping behind Petrov at the start, jumped him in the first stops before serious understeer set in and killed his tyres, leading to a nose change late on.

21 6/10 Event rating

VITALY PETROV
Caterham-Renault CT01-2
Start: 18th. Finish: 16th
Didn't get anything like the best out of the machinery during qualifying, but made up for that with a decent first lap that got him ahead of Kovalainen. Slipped behind him at the first stops, but the Finn's problems meant that he could later get back ahead. Race pace was fine.

22 7/10 Event rating

PEDRO DE LA ROSA
HRT-Cosworth F112-02
Start: 23rd. Finish: 21st
Qualifying could have been better, although he blamed that on being impeded by a faster car on a slow lap. Certainly, his claim that he could have beaten the Marussias seemed to have something to it. Drove well in the race, pulling opportunist pass on Glock late on.

23 6/10 Event rating

NARAIN KARTHIKEYAN
HRT-Cosworth F112-03
Start: 24th. Finish: 23rd
Fairly typical weekend for a man who continues to have difficulty getting the best out of fresh tyres in qualifying. Bang on de la Rosa's pace in the race, finishing just five and a half seconds behind. With another lap, he would likely have got ahead of Glock as well after a decent race.

24 6/10 Event rating

TIMO GLOCK
Marussia-Cosworth MR01-02
Start: 22nd. Finish: 22nd
Complained throughout the weekend of his struggles to find a decent balance, and never able to get into his stride. Pipped by Pic in qualifying, he was also unable to match his pace in the race, although a diff problem late on exaggerated the gap and allowed de la Rosa to get by.

25 9/10 Event rating

CHARLES PIC
Marussia-Cosworth MR01-03
Start: 20th. Finish: 20th
It's easy to ignore a young, softly-spoken rookie in an uncompetitive car, but there's no excuse for it when he's driving this well. Beat Glock fair and square, with some seriously impressive times. And missed the vast majority of pre-race running because of a Saturday engine problem.

Drawing board

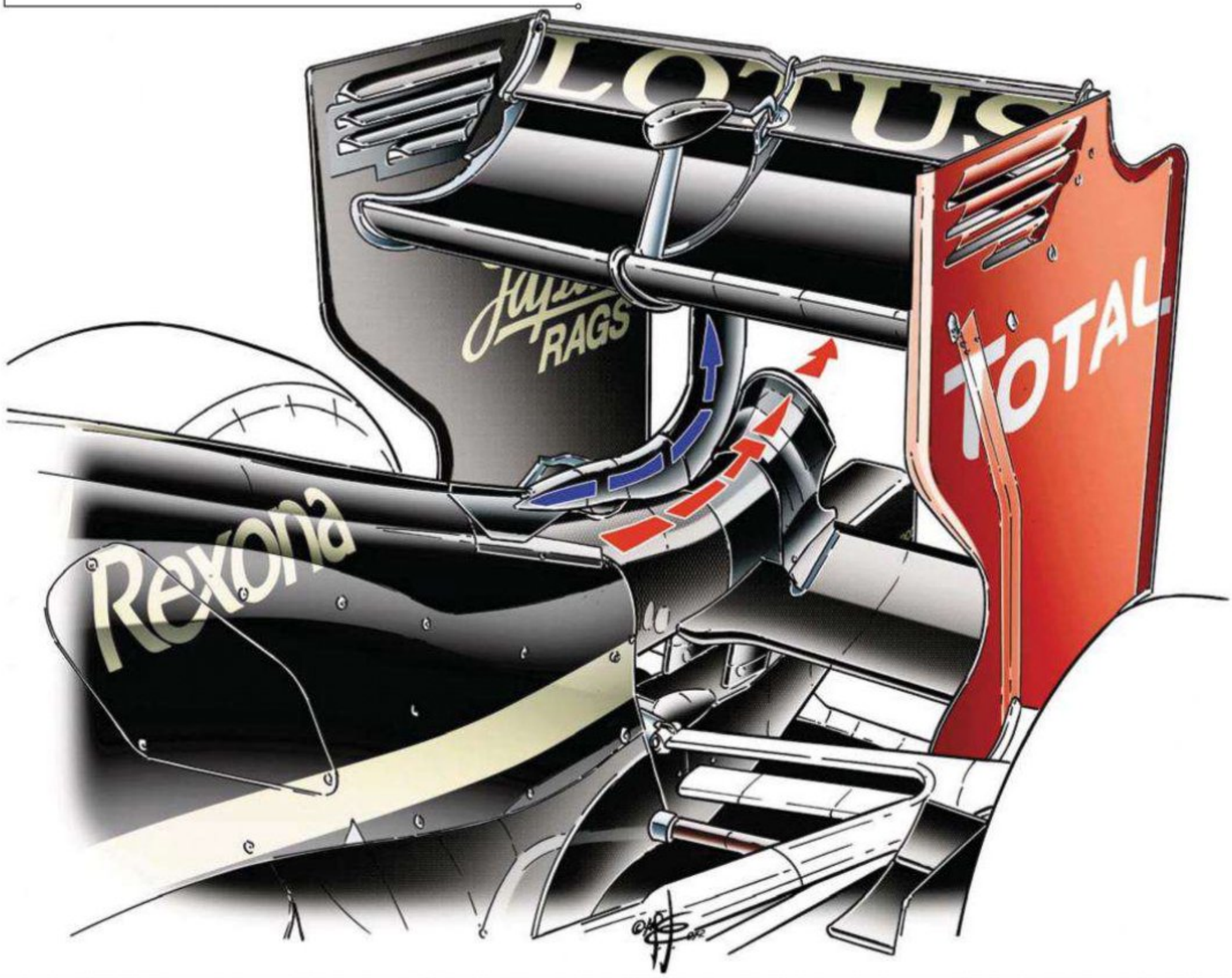
Gary Anderson, Mark Hughes and Giorgio Piola outline modifications made by Ferrari, Lotus and Williams for the German GP at Hockenheim - and they're all aerodynamic

LOTUS CHANNELS ITS ENERGY

Lotus experimented with this internally-channelled device working upon the rear wing, taking airflow from inlets around the airbox. It is believed that a fluidic switch acts to move the flow at a set pressure, switching it from the red-arrowed path to the blue-arrowed one. The arrangement uses the same legal justification as given by the FIA for the Mercedes 'double DRS' system after Lotus protested it in China. Lotus has been working on this system since then. It's believed that, in contrast to the Mercedes system, the straightline speed advantage given by this method comes when not in DRS mode. It was tried on Kimi Raikkonen's car during Friday practice but not used thereafter.

GARY ANDERSON: From the air intakes each side of the airbox, it looks like the air flows down inside the engine cover through to the funnelled exit, which acts as a sort of slotted flap, with air flowing inside and out to act as an extractor by creating a low-pressure area behind it. Most cars have a cooling exit somewhere here but Lotus has taken it further back, to the rear of the allowable wing section defined in that area. The funnel is also the maximum permitted width of 75mm. I reckon Lotus will also be cooling the hydraulics in there with it, as they might as well do something with the air on the way.

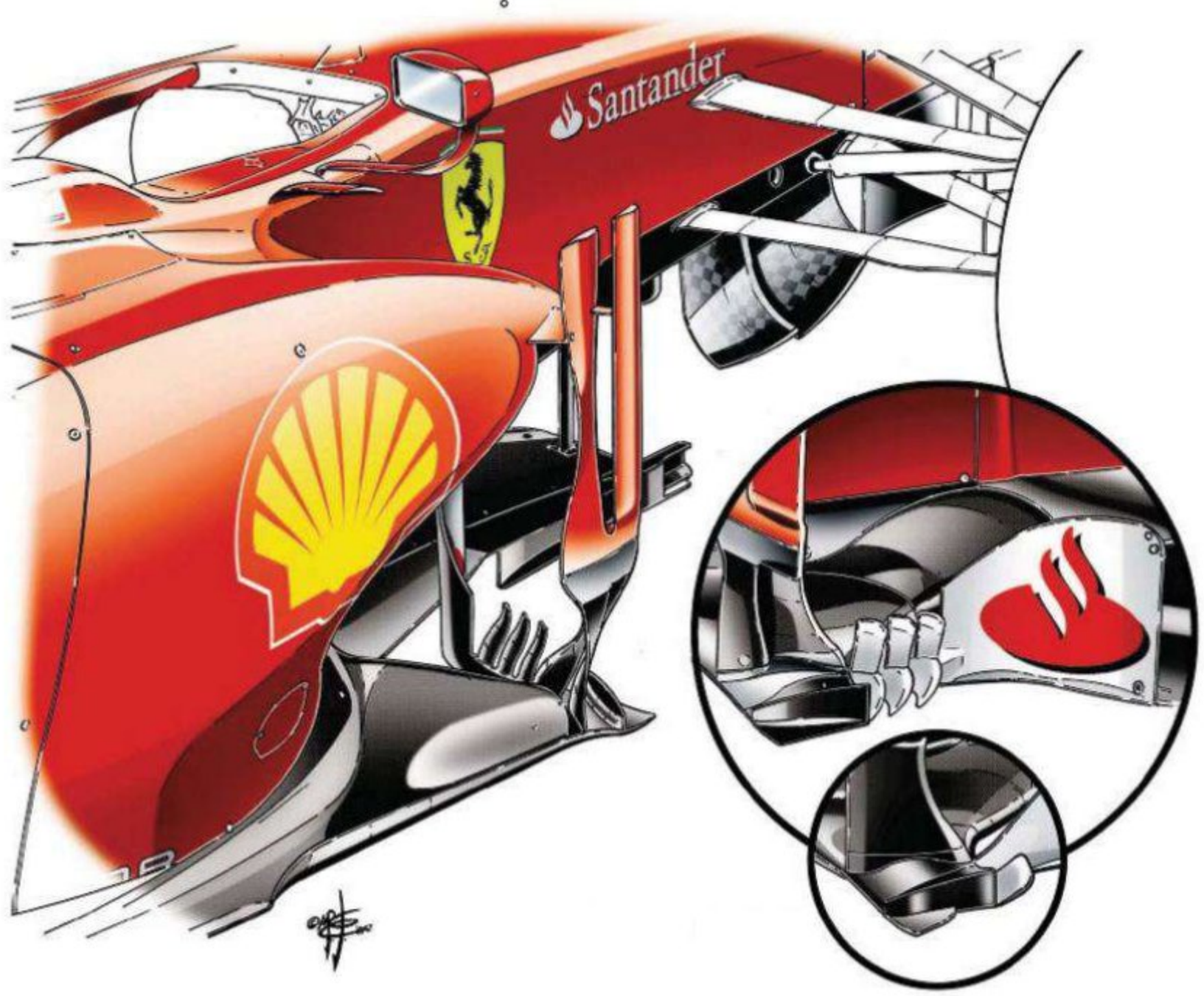
You get changes in airbox spillage around the sides of the airbox at high speed because the engine just can't pump all the air. The pressure builds up inside the airbox until the excess air spills around the sides, spoiling the flow to the rear wing. The extra inlets around that area on Lotus's system will help with this. The pressure switch that makes the airflow change direction has to have a certain pressure at the head of it or low pressure behind it – something has to alter the route the airflow will choose. Lotus has obviously created a low-pressure area behind the end of the lower structure that sucks the flow through it. But when the DRS is operating there will be, I'd assume, access holes in the endplates so that the pressure up there will be lower than that further down the structure. That will make the airflow switch from the lower tunnel to the upper one, which goes through the banana-shaped tube beneath the wing, along the wing and up through its endplates, blowing onto the wing profile itself. That corner of the wing is very draggy – that's what the gills in the endplate are for. Even with the DRS open that corner is still very draggy; feeding some air into it would reduce it by a multiple of DRS. I cannot see how it would be working to reduce drag when not in DRS mode, but I guess all will become clearer in time.



FERRARI GOES ALL VANE

Ferrari introduced modifications to the outer edge of the floor ahead of the bargeboard (bigger inset and main). Three mini turning vanes between the bigger ones are extensions of the three 'teeth' serrations aft of the main bargeboard (inset) and follow on from a single mini vane tried at Shanghai (small inset). The changes have been made in an attempt to better join the flow aft of the front wing with that heading towards the Coke-bottle section of the lower bodywork. A gurney flap runs along the lower side edge of the floor.

GARY ANDERSON: Ferrari is trying to scavenge airflow from beneath the chassis through these turning vanes. As a general rule, you are trying to make that whole floor section ahead of the sidepod into its own little wing, with the big gurney running along the bottom helping to accelerate the air beneath. That gives you forward downforce on the car. The diffuser works the central section of the floor, while this works these outer edges of it. The three leading edges are helping to turn that air. If you tried to do all that turning with just one rather than three, it wouldn't stay attached. Everything with airflow is about looking at what it's trying to do and then making it do it a bit harder, but if you make it do it too hard it'll stall. You have to progressively convince it to do what you want it to do.



WILLIAMS IN A FLAP

Williams brought a modified front wing to Hockenheim, with an additional small flap (1) in the transition between the FIA-defined neutral centre section and the free part outboard of that. The cameras (2) behind the neutral section were later moved to their former position outboard. The flap (3) on the endplate section aligns the airflow to the top of the tyre to reduce drag and increase the flow along the flanks of the car.

GARY ANDERSON: The mandated FIA section is supposed to be neutral and to give good airflow through to the rear. But teams started putting their cameras there, which turns the whole thing into a slotted wing section. The intersection between the FIA area and the free bit – which works much harder – creates a vortex back along the floor, keeping the two flows separate. But since the cameras have been put there, and with that neutral section working as a wing, there isn't such a big vortex at that transition anymore. The new flap helps to make load distribution more equal.

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GERMAN GP *RESULTS*

PRACTICE 1: Friday

POS	DRIVER	TIME
1	BUTTON	1m16.595s
2	HAMILTON	1m17.093s
3	ALONSO	1m17.370s
4	SCHUMACHER	1m17.382s
5	PEREZ	1m17.413s
6	HULKENBERG	1m17.599s
7	ROSBERG	1m17.915s
8	MASSA	1m17.995s
9	MALDONADO	1m18.020s
10	GROSJEAN	1m18.130s
11	KOBAYASHI	1m18.226s
12	VETTEL	1m18.339s
13	BOTTAS	1m18.422s
14	RICCIARDO	1m18.709s
15	RAIKKONEN	1m18.831s
16	BIANCHI	1m18.972s
17	VERGNE	1m19.039s
18	PETROV	1m19.674s
19	KOVALAINEN	1m19.963s
20	WEBBER	1m20.122s
21	PIC	1m20.169s
22	GLOCK	1m20.539s
23	DE LA ROSA	1m21.138s
24	CLOS	1m21.740s

Weather: dry then wet

PRACTICE 2: Friday

POS	DRIVER	TIME
1	MALDONADO	1m27.476s
2	ROSBERG	1m27.564s
3	VETTEL	1m27.902s
4	PEREZ	1m28.402s
5	GROSJEAN	1m28.420s
6	HULKENBERG	1m28.495s
7	RICCIARDO	1m28.513s
8	BUTTON	1m28.516s
9	WEBBER	1m28.877s
10	RAIKKONEN	1m29.327s
11	VERGNE	1m29.364s
12	MASSA	1m29.719s
13	KOBAYASHI	1m29.785s
14	PIC	1m30.090s
15	GLOCK	1m30.220s
16	SENNA	1m30.291s
17	KOVALAINEN	1m30.331s
18	DI RESTA	1m30.437s
19	HAMILTON	1m30.617s
20	ALONSO	1m31.207s
21	PETROV	1m32.241s
22	KARTHIKEYAN	1m32.349s
23	SCHUMACHER	1m32.777s
24	DE LA ROSA	1m42.566s

Weather: wet

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	ALONSO	1m16.014s
2	HAMILTON	1m16.091s
3	PEREZ	1m16.202s
4	RAIKKONEN	1m16.238s
5	WEBBER	1m16.447s
6	VETTEL	1m16.475s
7	MALDONADO	1m16.664s
8	MASSA	1m16.771s
9	KOBAYASHI	1m16.801s
10	SENNA	1m16.930s
11	GROSJEAN	1m16.962s
12	HULKENBERG	1m17.033s
13	DI RESTA	1m17.148s
14	RICCIARDO	1m17.238s
15	SCHUMACHER	1m17.266s
16	VERGNE	1m17.419s
17	ROSBERG	1m17.491s
18	KOVALAINEN	1m18.366s
19	PETROV	1m18.818s
20	DE LA ROSA	1m19.778s
21	GLOCK	1m20.235s
22	PIC	1m20.318s
23	KARTHIKEYAN	1m20.741s
24	BUTTON	1m20.914s

Weather: dry then showers

FRIDAY TESTERS

1 VALTTERI BOTTAS
WILLIAMS 1m18.422s

2 JULES BIANCHI
FORCE INDIA 1m18.972s

3 DANI CLOS
HRT 1m21.740s

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	ALONSO	1m16.073s (4)	1m38.521s (4)	**1m40.621s**
2	VETTEL	1m16.393s (10)	1m38.309s (3)	**1m41.026s**
3	WEBBER	1m16.500s (13)	1m39.382s (7)	**1m41.496s**
4	SCHUMACHER	1m16.686s (17)	1m38.010s (2)	**1m42.459s**
5	HULKENBERG	1m16.271s (8)	1m39.467s (8)	**1m43.501s**
6	MALDONADO	1m16.181s (5)	1m38.731s (6)	**1m43.950s**
7	BUTTON	1m16.507s (14)	1m38.659s (5)	**1m44.113s**
8	HAMILTON	1m16.221s (6)	1m37.365s (1)	**1m44.186s**
9	DI RESTA	1m16.352s (9)	1m39.703s (9)	**1m44.889s**
10	RAIKKONEN	1m15.693s (1)	1m39.729s (10)	**1m45.811s**
11	RICCIARDO	1m16.516s (15)	**1m39.789s**	-
12	PEREZ	1m15.726s (2)	**1m39.933s**	-
13	KOBAYASHI	1m16.481s (12)	**1m39.985s**	-
14	MASSA	1m16.265s (7)	**1m40.212s**	-
15	GROSJEAN	1m16.685s (16)	**1m40.574s**	-
16	SENNA	1m16.426s (11)	**1m40.752s**	-
17	ROSBERG	1m15.988s (3)	**1m41.551s**	-
18	VERGNE	**1m16.741s**	-	-
19	KOVALAINEN	**1m17.620s**	-	-
20	PETROV	**1m18.531s**	-	-
21	PIC	**1m19.220s**	-	-
22	GLOCK	**1m19.291s**	-	-
23	DE LA ROSA	**1m19.912s**	-	-
24	KARTHIKEYAN	**1m20.230s**	-	-

Weather: dry then wet

QUALIFYING STATISTICS

	HEAD TO HEAD		
VETTEL	5	5	WEBBER
BUTTON	1	9	HAMILTON
ALONSO	10	0	MASSA
SCHUMACHER	5	5	ROSBERG
RAIKKONEN	4	6	GROSJEAN
DI RESTA	5	5	HULKENBERG
KOBAYASHI	6	4	PEREZ
RICCIARDO	9	1	VERGNE
MALDONADO	8	2	SENNA
KOVALAINEN	8	2	PETROV
DE LA ROSA	10	0	KARTHIKEYAN
GLOCK	6	3	PIC

THE GRID

1 ALONSO FERRARI 1m40.621s Soft

2 VETTEL RED BULL 1m41.026s Medium

3 SCHUMACHER MERCEDES 1m42.459s Soft

4 HULKENBERG FORCE INDIA 1m43.501s Soft

5 MALDONADO WILLIAMS 1m43.950s Soft

6 BUTTON McLAREN 1m44.113s Soft

7 HAMILTON McLAREN 1m44.186s Soft

8 WEBBER RED BULL 1m41.496s* Soft

9 DI RESTA FORCE INDIA 1m44.889 Soft

10 RAIKKONEN LOTUS 1m45.811s Soft

11 RICCIARDO TORO ROSSO 1m39.789s Soft

12 KOBAYASHI SAUBER 1m39.985s Soft

13 MASSA FERRARI 1m40.212s Soft

14 SENNA WILLIAMS 1m40.752s Soft

15 VERGNE TORO ROSSO 1m16.741s Medium

16 KOVALAINEN CATERHAM 1m17.620s Soft

17 PEREZ SAUBER 1m39.933s* Soft

18 PETROV CATERHAM 1m18.531s Soft

19 GROSJEAN LOTUS 1m40.574s* Soft

20 PIC MARUSSIA 1m19.220s Soft

21 ROSBERG MERCEDES 1m41.551s* Medium

22 GLOCK MARUSSIA 1m19.291s Soft

23 DE LA ROSA HRT 1m19.912s Soft

24 KARTHIKEYAN HRT 1m20.230s Soft

*5-place penalty

PICS: RYS, ROBERTSON, BARON/GETTY, COATES, ETHERINGTON, DUNBAR, TEE, THOMPSON/LAT

THE RACE: 67 laps, 190.433 miles

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PIT STOP	TIME IN PITS	GRID
1	FERNANDO ALONSO	FERRARI	67	1h31m05.862s	1m19.044s	2	35.512s	1
2	JENSON BUTTON	McLAREN-MERCEDES	67	+6.949s	1m19.719s	2	34.698s	6
3	KIMI RAIKKONEN	LOTUS-RENAULT	67	+16.409s	1m19.485s	2	35.737s	10
4	KAMUI KOBAYASHI	SAUBER-FERRARI	67	+21.925s	1m19.161s	2	38.081s	12
5	SEBASTIAN VETTEL	RED BULL-RENAULT	67	+23.732s*	1m19.469s	2	35.371s	2
6	SERGIO PEREZ	SAUBER-FERRARI	67	+27.896s	1m19.270s	2	36.342s	17
7	MICHAEL SCHUMACHER	MERCEDES	67	+28.970s	1m18.725s	3	54.588s	3
8	MARK WEBBER	RED BULL-RENAULT	67	+46.941s	1m19.794s	2	35.543s	8
9	NICO HULKENBERG	FORCE INDIA-MERCEDES	67	+48.162s	1m19.372s	3	55.093s	4
10	NICO ROSBERG	MERCEDES	67	+48.889s	1m19.105s	3	55.030s	21
11	PAUL DI RESTA	FORCE INDIA-MERCEDES	67	+59.227s	1m19.717s	2	35.867s	9
12	FELIPE MASSA	FERRARI	67	+1m11.428s	1m19.225s	3	1m01.866s	13
13	DANIEL RICCIARDO	TORO ROSSO-FERRARI	67	+1m16.829s	1m20.066s	2	36.364s	11
14	JEAN-ERIC VERGNE	TORO ROSSO-FERRARI	67	+1m16.965s	1m19.645s	3	57.275s	15
15	PASTOR MALDONADO	WILLIAMS-RENAULT	66	-1 lap	1m19.607s	3	56.941s	5
16	VITALY PETROV	CATERHAM-RENAULT	66	-1 lap	1m19.997s	3	56.479s	18
17	BRUNO SENNA	WILLIAMS-RENAULT	66	-1 lap	1m19.894s	3	1m25.077s	14
18	ROMAIN GROSJEAN	LOTUS-RENAULT	66	-1 lap	1m20.013s	3	1m15.897s	19
19	HEIKKI KOVALAINEN	CATERHAM-RENAULT	65	-2 laps	1m20.596s	4	1m26.407s	16
20	CHARLES PIC	MARUSSIA-COSWORTH	65	-2 laps	1m21.753s	2	37.212s	20
21	PEDRO DE LA ROSA	HRT-COSWORTH	64	-3 laps	1m22.407s	2	40.315s	23
22	TIMO GLOCK	MARUSSIA-COSWORTH	64	-3 laps	1m22.778s	2	40.514s	22
23	NARAIN KARTHIKEYAN	HRT-COSWORTH	64	-3 laps	1m21.788s	2	38.917s	24
R	LEWIS HAMILTON	McLAREN-MERCEDES	56	bodywork dam	1m20.091s	3	57.487s	7

Weather: dry. Winner's average speed: 125.425mph. Fastest lap: Michael SCHUMACHER 1m18.725s (129.174mph) on lap 57.
Lap leaders: 1-17 Alonso; 18-20 Vettel; 21-67 Alonso. *20-second post-race penalty

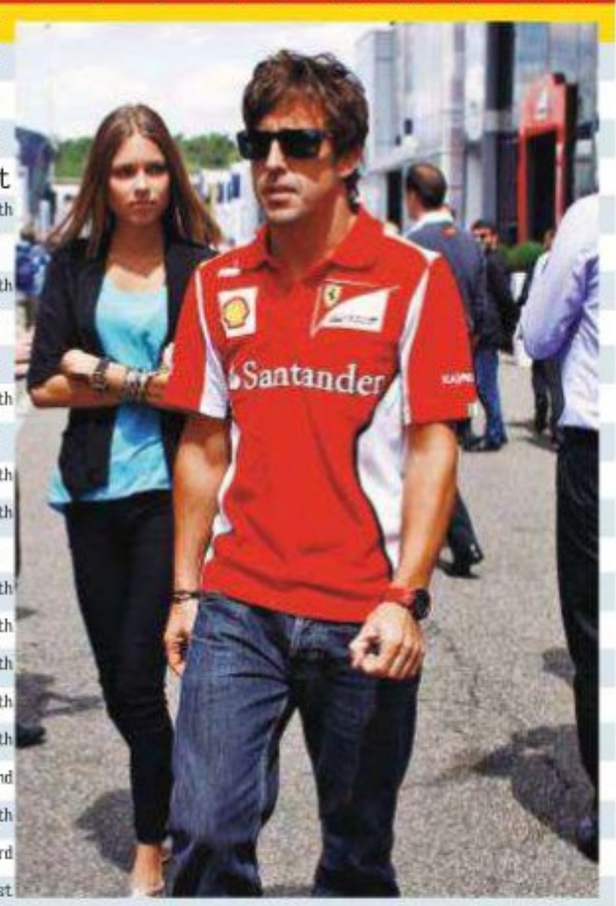
TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4	STINT 5
Soft	Medium	Medium		
Soft	Medium	Medium		
Soft	Medium	Medium		
Soft	**Soft**	Medium		
Medium	Medium	**Soft**		
Soft	Medium	Medium		
Soft	**Soft**	Medium	**Soft**	
Soft	Medium	Medium		
Soft	Medium	**Soft**	Medium	
Medium	**Soft**	**Soft**	**Soft**	
Soft	Medium	Medium		
Soft	Medium	Medium	**Soft**	
Soft	Medium	Medium		
Medium	Medium	Medium	**Soft**	
Soft	Medium	Medium	**Soft**	
Soft	Medium	Medium	Medium	
Soft	Medium	Medium	**Soft**	
Soft	Medium	Medium	**Soft**	
Soft	Medium	Medium	Medium	**Soft**
Soft	**Soft**	Medium		
Soft	**Soft**	Medium		
Medium	**Soft**	Medium		
Soft	Medium	Medium		
Soft	Medium	Medium	**Soft**	

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

DRIVERS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	USA	BR
1	ALONSO	154	5th	1st	9th	7th	2nd	3rd	5th	1st	2nd	1st										
2	WEBBER	120	4th	4th	4th	4th	11th	1st	7th	4th	1st	8th										
3	VETTEL	110	2nd	11th	5th	1st	6th	4th	4th	ret	3rd	5th										
4	RAIKKONEN	98	7th	5th	14th	2nd	3rd	9th	8th	2nd	5th	3rd										
5	HAMILTON	92	3rd	3rd	3rd	8th	8th	5th	1st	19th	8th	ret										
6	ROSBERG	76	12th	13th	1st	5th	7th	2nd	6th	6th	15th	10th										
7	BUTTON	68	1st	14th	2nd	18th	9th	16th	16th	8th	10th	2nd										
8	GROSJEAN	61	ret	ret	6th	3rd	4th	ret	2nd	ret	6th	18th										
9	PEREZ	47	8th	2nd	11th	11th	ret	11th	3rd	9th	ret	6th										
10	KOBAYASHI	33	6th	ret	10th	13th	5th	ret	9th	ret	11th	4th										
11	MALDONADO	29	13th	19th	8th	ret	1st	ret	13th	12th	16th	15th										
12	SCHUMACHER	29	ret	10th	ret	10th	ret	ret	ret	3rd	7th	7th										
13	DI RESTA	27	10th	7th	12th	6th	14th	7th	11th	7th	ret	11th										
14	MASSA	23	ret	15th	13th	9th	15th	6th	10th	16th	4th	12th										
15	HULKENBERG	19	ret	9th	15th	12th	10th	8th	12th	5th	12th	9th										
16	SENNA	18	16th	6th	7th	22nd	ret	10th	17th	10th	9th	17th										
17	VERGNE	4	11th	8th	16th	14th	12th	12th	15th	ret	14th	14th										
18	RICCIARDO	2	9th	12th	17th	15th	13th	ret	14th	11th	13th	13th										
19	KOVALAINEN	0	ret	18th	23rd	17th	16th	13th	18th	14th	17th	19th										
20	PETROV	0	ret	16th	18th	16th	17th	ret	19th	13th	dns	16th										
21	GLOCK	0	14th	17th	19th	19th	18th	14th	ret	dns	18th	22nd										
22	PIC	0	15th	20th	20th	ret	ret	ret	20th	15th	19th	20th										
23	KARTHIKEYAN	0	dnq	22nd	22nd	21st	ret	15th	20th	18th	21st	23rd										
24	DE LA ROSA	0	dnq	21st	21st	20th	19th	ret	ret	17th	20th	21st										



SECTOR 1 TIMES

POS	DRIVER	TIME
1	ROSBERG	17.293s
2	SCHUMACHER	17.299s
3	PEREZ	17.331s
4	KOBAYASHI	17.383s
5	ALONSO	17.386s
6	BUTTON	17.414s
7	WEBBER	17.444s
8	RAIKKONEN	17.450s
9	MASSA	17.466s
10	HULKENBERG	17.470s

SECTOR 2 TIMES

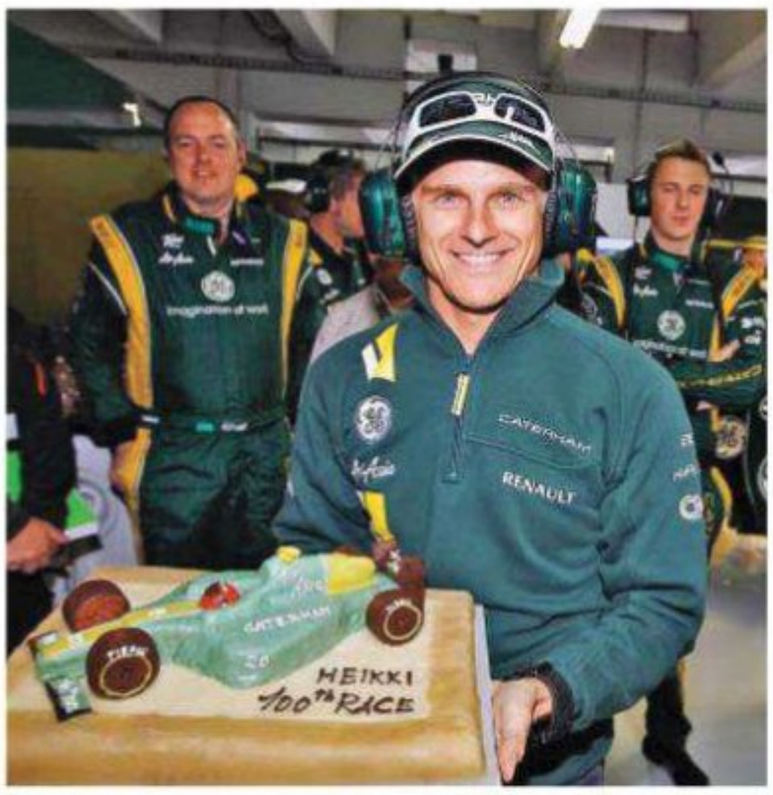
POS	DRIVER	TIME
1	MASSA	36.760s
2	RAIKKONEN	36.768s
3	SCHUMACHER	36.829s
4	HULKENBERG	36.836s
5	HAMILTON	36.866s
6	PEREZ	36.893s
7	MALDONADO	36.902s
8	VETTEL	36.913s
9	VERGNE	36.916s
10	ROSBERG	36.941s

SECTOR 3 TIMES

POS	DRIVER	TIME
1	SCHUMACHER	24.363s
2	BUTTON	24.584s
3	KOBAYASHI	24.654s
4	ALONSO	24.712s
5	ROSBERG	24.755s
6	SENNA	24.768s
7	MASSA	24.771s
8	PEREZ	24.790s
9	GROSJEAN	24.839s
10	MALDONADO	24.913s

SPEED TRAP (MPH)

POS	DRIVER	SPEED
1	VERGNE	196.3
2	PEREZ	195.6
3	ROSBERG	195.6
4	HAMILTON	195.4
5	RICCIARDO	195.4
6	BUTTON	195.3
7	SCHUMACHER	195.0
8	ALONSO	194.3
9	KOBAYASHI	194.3
10	MASSA	194.2



CONSTRUCTORS' STANDINGS

POS	TEAM	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	US	BR
1	RED BULL	230	30	12	22	37	8	37	18	12	40	14										
2	FERRARI	177	10	25	2	8	18	23	11	25	30	25										
3	McLAREN	160	40	15	33	4	6	10	25	4	6	18										
4	LOTUS	159	6	10	8	33	27	2	22	18	5	15										
5	MERCEDES	105	0	1	25	11	6	18	8	23	6	7										
6	SAUBER	80	12	18	1	0	10	0	17	2	0	20										
7	WILLIAMS	47	0	8	10	0	25	1	0	1	2	0										
8	FORCE INDIA	46	1	8	0	8	1	10	0	16	0	2										
9	TORO ROSSO	6	2	4	0	0	0	0	0	0	0	0										
10	CATERHAM	0	0	0	0	0	0	0	0	0	0	0										
11	MARUSSIA	0	0	0	0	0	0	0	0	0	0	0										
12	HRT	0	-	0	0	0	0	0	0	0	0	0										

FOR IN-DEPTH F1 RESULTS FORIX

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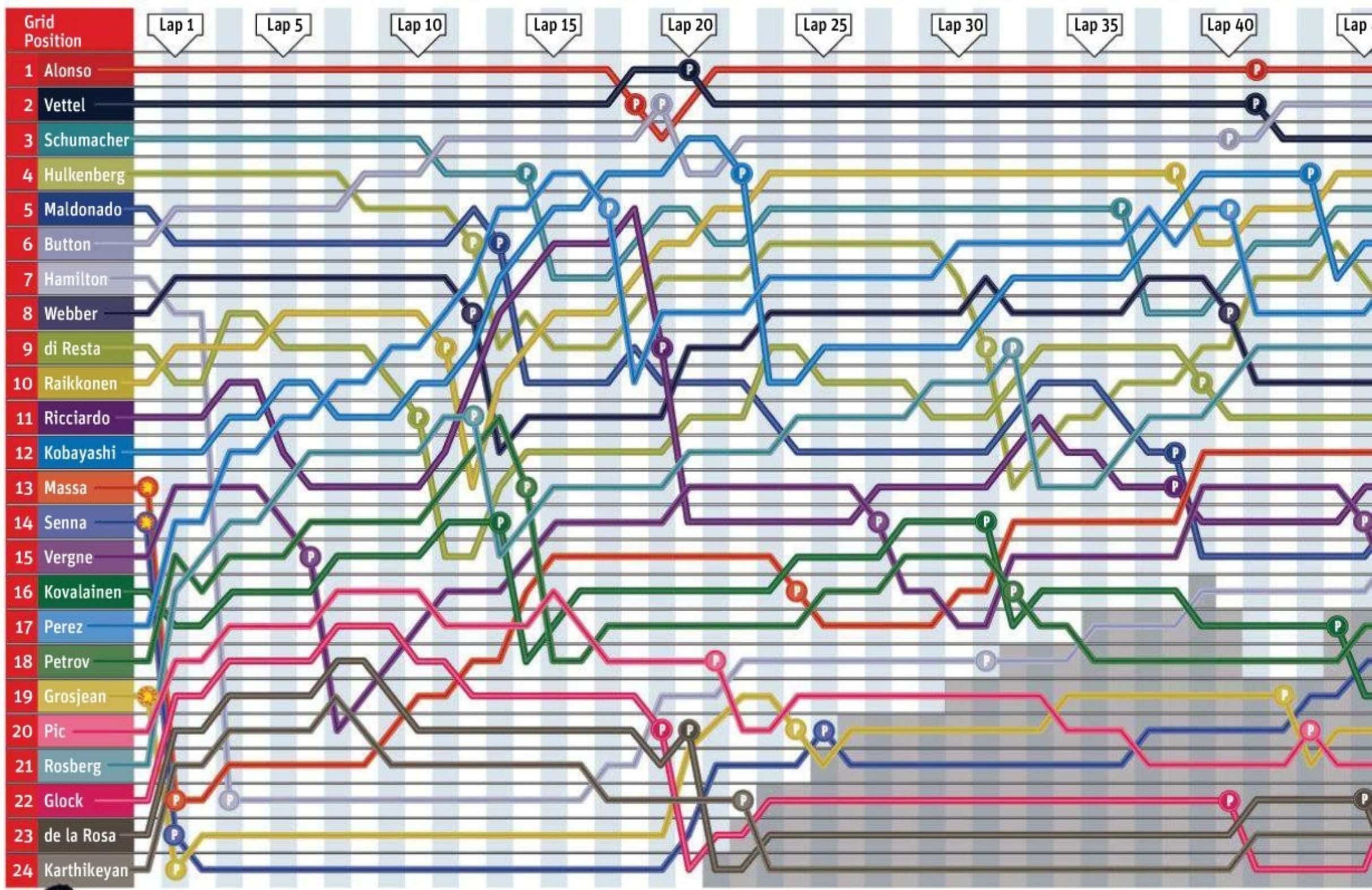
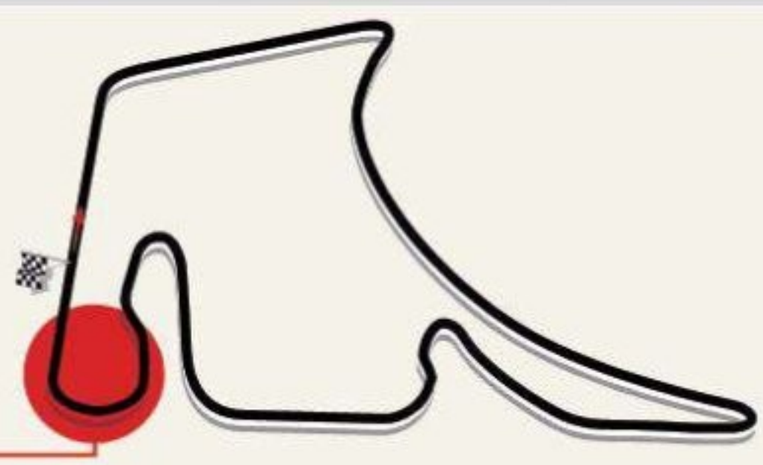
GERMAN GP THE FINAL WORDS

THE RACE: LAP BY LAP



TRACKSIDE VIEW

MARK HUGHES
GRAND PRIX EDITOR



The dirty black cloud hovers only over the last two turns of the still-dry track. But if you've not yet set a dry time, you're too late. That nimbostratus is about to dump its load all over turns 16 – the tight second-gear right – and 17 – the third-gear Sudkurve onto the pit straight. Nico Rosberg is the first to find the surprise: a straight line part-way through 16 delineating dry from wet. What follows is a masterful display of car control, over the kerbs, with two perfect red-alert saves within a couple of seconds. Rosberg stays out for another slick-tyred lap, even passing Vitaly Petrov around the outside of Sudkurve. But then the Mercedes pits, too, and the only one staying out is Jean-Eric Vergne, with violent flares of wheelspin as the Toro Rosso's tyres find the painted grid position lines. Within a couple of minutes, the rain has stopped and, Hockenheim being an extremely quick-drying track, the others are soon back out to join him – only to find it raining again by the time they've done their out-laps! Lewis Hamilton and Felipe Massa are lapping together, and through that now fully wet final turn the contrast in styles is stark – Hamilton smoothness and light, Massa combative and punchy, catching sudden twitches with the reflexes and hand movements of a boxer.

THURSDAY

1353 Sergio Perez reveals that he hasn't changed his opinion about Pastor Maldonado after their clash at Silverstone two weeks earlier.

1409 Paul di Resta hasn't given up hope of a move up the grid. "There's a lot of talk about drivers moving at the moment," he said.

1423 Romain Grosjean (right) torpedoes Jackie Stewart's suggestion that he needs a driver coach.

1425 Kimi Raikkonen says that there is "no reason" to rule himself out of contention for the world title, despite being 46 points behind Fernando Alonso.

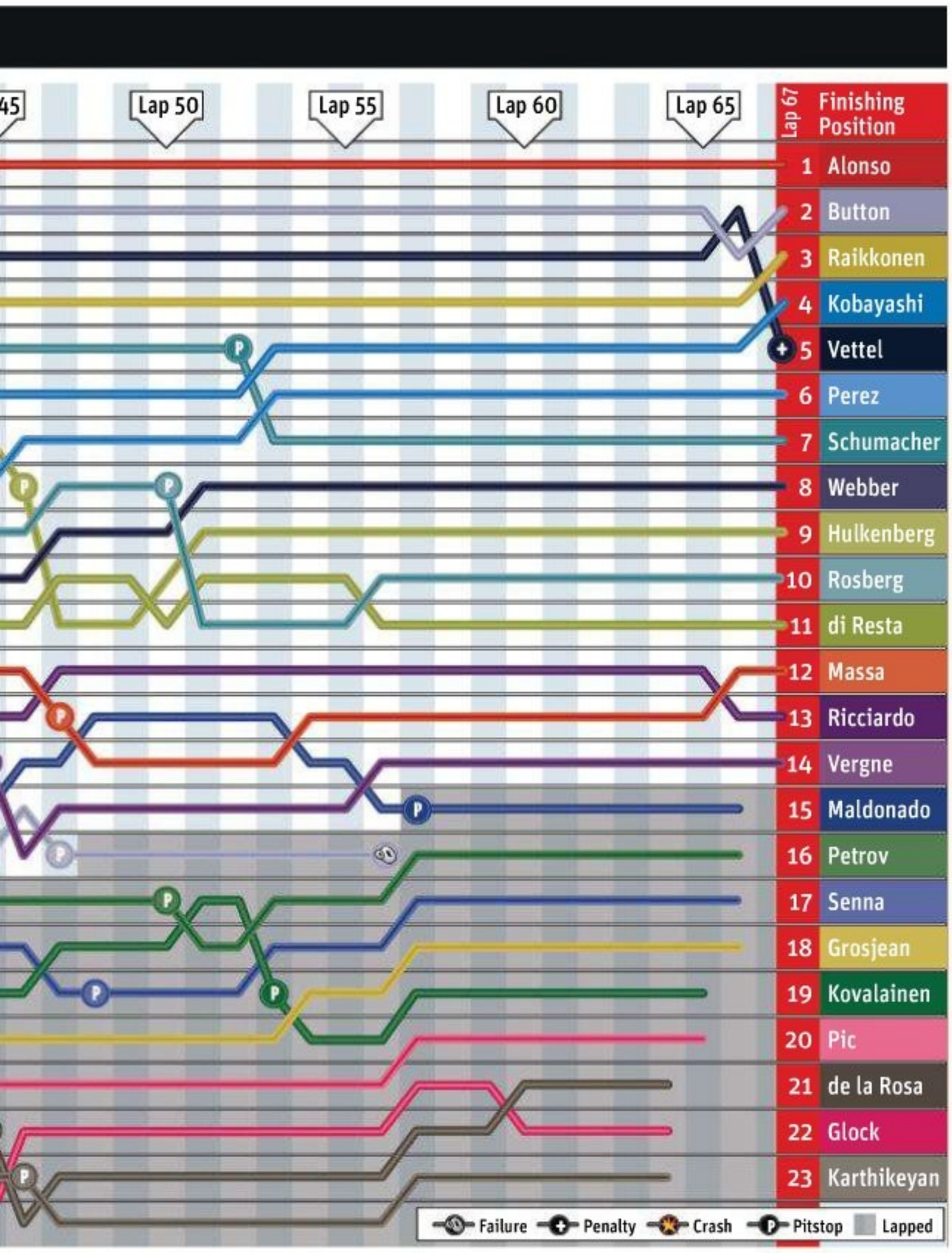
1511 "I'm not going to tell you I'm going to do it in two days, am I?" said Mark Webber when asked why he said at Silverstone his contract would be done later.

1515 German world champions Michael Schumacher and Sebastian Vettel express concern for the future of the Nurburgring.

1632 Felipe Massa insists he isn't worried about Ferrari talking to other drivers after Mark Webber's admission that he'd had some contact with the Scuderia.

1718 Lewis Hamilton hints that he will be staying at McLaren, saying it would be "abnormal" for him to race elsewhere.

1753 @InsideFerrari: **"Some more work to do for Fernando: seat fitting in the new chassis of the F2012 (#296)"**



GRAND PRIX DIGEST

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

SATURDAY

0936 AUTOSPORT reveals that Mark Webber will be given a five-place grid penalty because of a gearbox change.

1152 After a dry start to the day, the first signs of rain appear during FP3. Soon, it turns into a massive downpour.

1531 Fernando Alonso just avoids clattering the back of team-mate Felipe Massa's car as the Brazilian recovers from a wide moment at Turn 7.

1547 Alonso questions the wisdom of Q3 going ahead because of the conditions.

1551 Nico Hulkenberg survives a high-speed spin through the gravel at Turn 5 after aquaplaning on the wet track surface.

1601 Sebastian Vettel behind Webber in Q3: **"What is Mark doing? Instead of letting me by he's slowing us down!"**

1556 Alonso (right) claims his and Ferrari's first back-to-back poles since Italy/Singapore 2010.

1620 Sergio Perez hit with a five-place grid penalty for impeding both Fernando Alonso and Kimi Raikkonen in Q2.

1631 Button fined €2500 for crossing the white line at the pitlane exit in Q3.

1638 When asked if McLaren can still win the German Grand Prix, sporting director Sam Michael replies with an emphatic "yes".

1935 @LewisHamilton: **"Very excited about my 100th race this weekend! What's your favourite? I can't choose."**

FRIDAY

1038 Pastor Maldonado gets in trouble with the stewards again. This time he's fined €1200 for breaking the pitlane speed limit by 6.6km/h in FP1.

1048 @Lotus_F1Team: **"[photo, left] Here's what everyone was trying to see in Kimi's garage? #EinsZweiDrive"**

1128 Williams Friday driver Valtteri Bottas spins into the barrier at the Sachskurve (right).

1245 Caterham is fined €2500 for fitting a tyre that had not been presented to the FIA technical delegate during scrutineering in FP1.

1526 Schumacher spins into the wall at the right-hander entering the stadium in FP2.

1533 Nico Rosberg reveals he'll take a five-place grid penalty for a gearbox change.

1538 Jenson Button says that he is confident he will recapture his race form this weekend. "I don't fear the race," he says.

1642 @MBrundleF1: **"So MSC wiped 3 corners off his Merc along the barriers because he was on the radio, twiddling knobs + not concentrating. Man enough to admit it."**

1702 Eric Boullier confirms that Lotus is unlikely to race the double DRS system it tried on Kimi Raikkonen's car.

1707 Paul Hembery laments the wet conditions that prevent Pirelli from running its experimental hard tyres for the second race in succession.

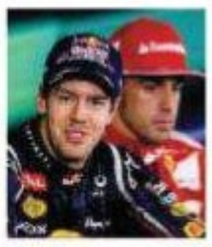
SUNDAY

0955 Red Bull called to the stewards after F1 technical delegate Jo Bauer highlights irregularities in the team's torque map used in qualifying.

1251 Stewards clear Red Bull of a breach of Article 5.5.3 of the technical regulations, although not unequivocally.

1414 Hamilton: **"The car doesn't feel stable, something's wrong in my left rear. Am I the only one to have got a puncture?"** Later on: **"I'm not catching up, am I? Is there any rain coming?"**

1533 Button: **"Did he not just pass me off the circuit? Sebastian passed me off the circuit."**



1554 Sebastian Vettel brands Lewis Hamilton as "stupid" for unlapping himself during the race.

1638 Martin Whitmarsh defends Hamilton's decision to unlap himself. "He was quicker, he overtook and he pulled away, so I'm not sure what stupidity there is in that."

1651 Christian Horner is adamant that there is no question of Red Bull being outside the rules. "The regulations are straightforward, it's either in or out. It can't be a little bit in or a little bit out," he says.

1720 Vettel hit with a 20-second penalty for overtaking Button off the track.

1747 @alo_oficial: **"And these guys, the mechanics of my car…! 22 consecutive races in the points, thanks to them!!!"**

PICS: COATES, DUNBAR, FERRARO, HONE, TEE/LAT

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HOCKENHEIM

GERMANY

July 20-22
GP2 Series
Round 8/12

AT A GLANCE

- Race 1 **Johnny Cecotto Jr**
- Race 2 **James Calado**
- Pole position **G van der Garde**
- Fastest laps **Onidi/Richelmi**

Britain's James Calado celebrates his victory in the sprint race

Slick performance gives it to Cecotto

Local knowledge played its part in the German-born racer's decision, then he played it cool to win on dry-weather tyres

Cecotto won thanks to brave tyre gamble

THIS IS THE TALE OF Hockenheim's inspired minority, two drivers who bucked a trend and reaped the rewards.

In qualifying it had been a matter of nailing a fast lap as swiftly as possible while conditions deteriorated in the gathering rain. Giedo van der Garde and James Calado got to grips with the weather more briskly than rivals – although the Englishman arrived with a 10-position penalty for a bit of GBH at Silverstone. With Lotus GP team-mate Esteban Gutierrez similarly hammered, Calado wound up 11th when the music stopped and Fabio Leimer inherited his place alongside van der Garde.

It had been raining again before the start, although a dry line was beginning to emerge during the formation laps and the sky was distinctly azure.

Only two drivers thought this an omen worth heeding: Johnny Cecotto, who started 17th, and Stephane Richelmi, 22nd. "I know this place pretty well," said Cecotto, whose formative years in racing came in Germany. "It always dries quickly and the sky was clear, so it seemed a good bet. I told the team we should fit slicks after the formation lap, while everyone else lined up. I wanted to delay the change as long as possible, so that nobody copied me, but the team opted to do it on the grid." Richelmi had to be a bit more persuasive: "My engineer didn't want to risk it, but the team manager said, 'OK, you're the one out there. If that's what you want...'"

Van der Garde got away well enough from pole, but was muscled aside during the opening lap by Nigel Melker – a splendidly aggressive start from third – and Leimer. Cecotto was back in 19th, but encouraged that he was able to run at more less the same pace as the cars around him.

By lap four Cecotto was setting fastest sector times and the message soon percolated. Leimer and van der Garde repassed Melker on the fifth lap, by which time Cecotto was 11th, and next time almost the whole field pitted – with the exception of Fabio Onidi, who had run fourth but delayed his stop by a lap and was thus condemned to obscurity.

Cecotto's Addax car and the Trident Racing machine of Richelmi were now first and second, with Racing Engineering man Leimer third, 28s in arrears. "The team kept coming on the radio to tell me I needed to find another few tenths to clear Leimer after my own tyre stop," Cecotto said, "but when I found those they asked for a couple more. It felt like I was chasing pole almost every lap. I think we spent more time on the radio than we did off it."

Van der Garde took wet pole

The difference, of course, was that he could run evenly balanced stints on Pirelli mediums, while Leimer had to make his only set last 32 laps. Cecotto eventually came in on lap 24 (one later than Richelmi, who switched to the faster but less-durable soft) and resumed with less than a second in hand over Leimer... but a significant tyre advantage that enabled him to pull away thereafter.

Richelmi dropped to fifth

RACE RATING
★★★★☆
A cocktail of opportunism and racecraft. Cecotto and Calado, take a bow

MILESTONE
Johnny Cecotto Jr beats his dad's sixth place in the 1982 Formula 2 series at Hockenheim

SIMON ARRON reports

on the road after his stop, but picked off van der Garde and Felipe Nasr (who'd passed the Dutchman on lap nine) to complete the podium. Melker took sixth, while points leader Luiz Razia resisted Calado's fierce late challenge to take seventh. The Brazilian's closest title rival Davide Valsecchi escaped with minor nose damage after an early clash with Stefano Coletti, but later ran off the road twice and slipped to 13th. Returnee Tom Dillmann and Esteban Gutierrez completed the scorers, with Brits Max Chilton and Jolyon Palmer 14th and 18th respectively.

Ricardo Teixeira was permitted to start, despite failing to qualify within 107 per cent of pole, then picked up a drive-through for ignoring blue flags before being black-flagged for failing to serve his penalty – a contender for one of the worst race performances by anybody, ever.

Calado said his car had handled horribly in race one and some front-wing damage was later discovered. He made no mistake in the sprint, converting pole into an immediate lead, although the safety car was soon out after Razia – who dropped back after running wide at Turn 1 – spun at the hairpin and triggered a chain-reaction that eliminated Dillmann and Chilton.

"I wasn't worried," Calado said, "because I knew how good the car felt." It looked it, too, as the Englishman made a blistering restart and controlled the balance of the race from the front, netting fastest lap towards the end as an added bonus. "I honestly think this is the most perfect race I've ever experienced," he said. "The car was awesome throughout and the tyres held up much better than I'd expected." That final detail enabled him to claim the extra two points on offer.

Van der Garde finished a lonely second and the rest were ever-more-distant specks, Nasr and Leimer running third and fourth throughout to finish ahead of Gutierrez and Cecotto.

Palmer put in one of the race's best drives, rising from 18th to seventh... but during the course of that he passed Josef Kral under yellows – when the Czech slowed in the stadium, close to where Giancarlo Serenelli had recently crashed – and a 20s penalty sent him tumbling from the points.

PORSCHE SUPERCUP

Rast assured for victory at home

Rene Rast extended his Porsche Supercup series lead by winning the championship's 20th-anniversary race at Hockenheim on a day when his key rivals self destructed on the opening lap.

Qualifying began on a wet track that quickly dried out. Rast secured pole ahead of Michael Ammermuller and title contenders Sean Edwards and Norbert Siedler.

Usually the Supercup field is reasonably well behaved, but this time around there was total mayhem with a series of incidents between the start and the second corner. Rast got away safely in front, but Siedler and regular frontrunners Christian Engelhart and Kuba Giermaziak were all eliminated. Meanwhile, Edwards crawled round to the pits to retire with front-end damage and a pierced radiator.

All of this shook up the order somewhat, so Rast led from Ammermuller, Jeroen Mul (who had shot up from eighth), Kevin Estre (from 10th), Nicki Thiim (from sixth) and Philipp Frommenwiler (from 14th).

Rast was irresistible

Mul couldn't hold onto his position, so Estre and his immediate pursuers soon moved past him. On lap four there was more action as Florian Scholze spun and created a brief safety car interlude, which cost Rast the lead he had built.

At the restart the German had no problems holding onto his lead, and he came home 1.5s clear of Ammermuller. Estre took third, while Robert Lukas did well to move up from 16th to fourth at the flag, ahead of Thiim and Patryk Szczerbinski. Guest driver Nick Heidfeld started 17th and had moved up to a respectable 10th by the flag.

Rast now has 100 points, while Edwards and Siedler are still stuck on 77. This weekend in Hungary is a big event, with an extra race inserted on Saturday to take the place of the cancelled Barcelona event. Rast will have a busy commute from the Spa 24 Hours.

● Adam Cooper

RESULTS
1 Rene Rast, 14 laps in 25m25.523s; 2 Michael Ammermuller, +4.402s; 3 Kevin Estre; 4 Robert Lukas; 5 Nicki Thiim; 6 Patryk Szczerbinski.
Points 1 Rast, 100; 2 Sean Edwards, 77; 3 Norbert Siedler, 77; 4 Estre, 73; 5 Ammermuller, 55; 6 Thiim, 53.

RESULTS

GP2 Series, round 8 of 12, Hockenheim (D), July 21-22

RACE 1 GRID

1 VD GARDE 1:44.022	2 LEIMER 1:44.944
3 MELKER 1:45.063	4 ONIDI 1:45.129
5 VALSECCHI 1:45.152	6 NASR 1:45.420
7 GUERIN 1:45.516	8 RAZIA 1:45.636
9 CHILTON 1:45.760	10 DILLMANN 1:45.763
11 CALADO 1:44.034*	12 CANAMASAS 1:45.821
13 ERICSSON 1:45.870	14 COLETTI 1:45.907
15 BERTHON 1:45.917	16 TRUMMER 1:45.939
17 CECOTTO 1:46.103	18 GUTIERREZ 1:45.613*
19 HARYANTO 1:46.394	20 KRAL 1:46.637
21 PALMER 1:46.651	22 RICHELMI 1:46.849
23 LEAL 1:47.332	24 GONZALEZ 1:49.546
25 TEIXEIRA 1:52.356	26 SERENELLI No time

RACE 1 - 38 LAPS, 108.002 MILES

POS	NAME	TEAM	TIME	GRID
1	Johnny Cecotto Jr (YV)	Barwa Addax Team	58m16.075s	17
2	Fabio Leimer (CH)	Racing Engineering	+9.609s	2
3	Stephane Richelmi (MC)	Trident Racing	+14.987s	22
4	Felipe Nasr (BR)	DAMS	+21.459s	6
5	Giedo van der Garde (NL)	Caterham Racing	+27.885s	1
6	Nigel Melker (NL)	Ocean Racing Technology	+29.260s	3
7	Luiz Razia (BR)	Arden International	+29.573s	8
8	James Calado (GB)	Lotus GP (ART)	+29.950s	11
9	Tom Dillmann (F)	Rapax	+31.978s	10
10	Esteban Gutierrez (MEX)	Lotus GP (ART)	+32.373s	18
11	Marcus Ericsson (S)	iSport International	+33.798s	13
12	Josef Kral (CZ)	Barwa Addax Team	+39.284s	20
13	Davide Valsecchi (I)	DAMS	+46.854s	5
14	Max Chilton (GB)	Carlin	+51.305s	9
15	Nathanael Berthon (F)	Racing Engineering	+55.440s	15
16	Simon Trummer (CH)	Arden International	+55.707s	16
17	Rio Haryanto (RI)	Carlin	+56.284s	19
18	Jolyon Palmer (GB)	iSport International	+1m02.119s	21
19	Fabio Onidi (I)	Scuderia Coloni	+1m08.223s	4
20	Stefano Coletti (MC)	Scuderia Coloni	+1m18.043s	14
21	Julian Leal (CO)	Trident Racing	+1m18.945s	23
22	Sergio Canamasas (E)	Venezuela GP Lazarus	+1m20.866s	12
23	Rodolfo Gonzalez (YV)	Caterham Racing	+1m30.812s	24
24	Giancarlo Serenelli (YV)	Venezuela GP Lazarus	-1 lap	26
R	Victor Guerin (BR)	Ocean Racing Technology	27 laps-accident	7
R	Ricardo Teixeira (AO)	Rapax	18 laps-black flagged	25

RACE 2 - 27 LAPS, 76.738 MILES

POS	DRIVER	TIME/REASON	GRID
1	Calado	40m18.134s	1
2	van der Garde	+7.962s	4
3	Nasr	+17.509s	5
4	Leimer	+21.962s	7
5	Gutierrez	+22.353s	10
6	Cecotto	+33.193s	8
7	Valsecchi	+38.870s	13
8	Melker	+41.861s	3
9	Berthon	+42.196s	15
10	Razia	+42.442s	2
11	Haryanto	+42.959s	17
12	Leal	+43.336s	21
13	Kral	+43.580s	12
14	Canamasas	+44.111s	22
15	Ericsson	+46.002s	11
16	Teixeira	+46.683s	26
17	Trummer	+47.624s	16
18	Palmer	+53.235s**	18
19	Coletti	+54.660s**	20
20	Gonzalez	+56.315s	23
21	Richelmi	+1m02.778s	6
22	Onidi	+1m13.439s	19
23	Guerin	-1 lap	25
R	Serenelli	18 laps-accident	24
R	Dillmann	0 laps-accident	9
R	Chilton	0 laps-accident	14

CHAMPIONSHIP TABLES

POS	DRIVER	PTS
1	Razia	171
2	Valsecchi	161
3	Gutierrez	129
4	van der Garde	119
5	Calado	116
6	Leimer	95
7	Chilton	95
8	Cecotto	80
9	Nasr	68
10	Ericsson	56

POS	TEAM	PTS
1	Lotus	245
2	DAMS	229
3	Arden	175
4	Racing Engineering	136
5	Caterham	125
6	Carlin	122

All in Dallara-Mecachrome GP2/11.
*10-place grid penalty.
**20s penalty post-race.
Race 1 Winner's average speed: 111.212mph. Fastest lap: Onidi, 1m25.254s, 120.015mph.
Race 2 Winner's average speed: 114.243mph. Fastest lap: Richelmi, 1m25.760s, 119.306mph.

PICS: STALEY, KALISZ/GP2

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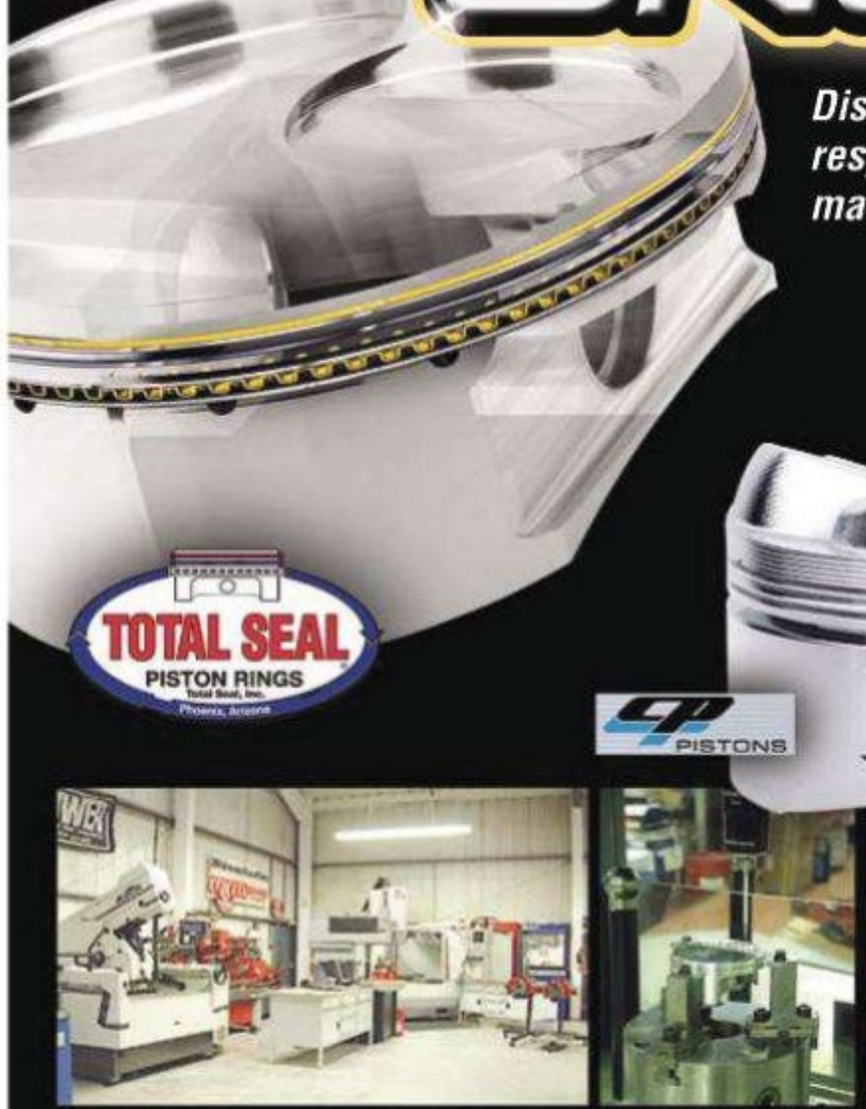

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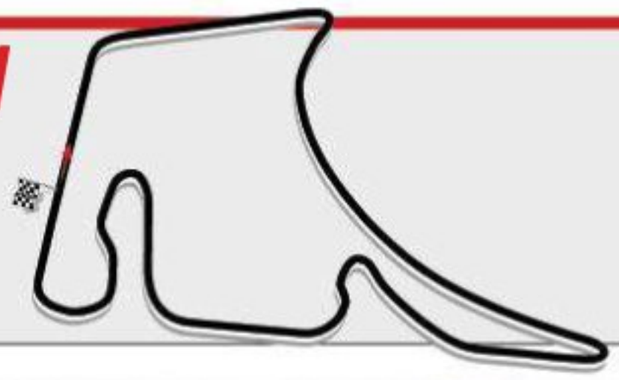
HOCKENHEIM

GERMANY

July 21-22
GP3 Series
Round 5/8



RACE RATING

★☆☆☆☆

There was plenty going on, but not much could be classified as actual racing...

SIMON ARRON reports

Niederhauser mastered the awful conditions

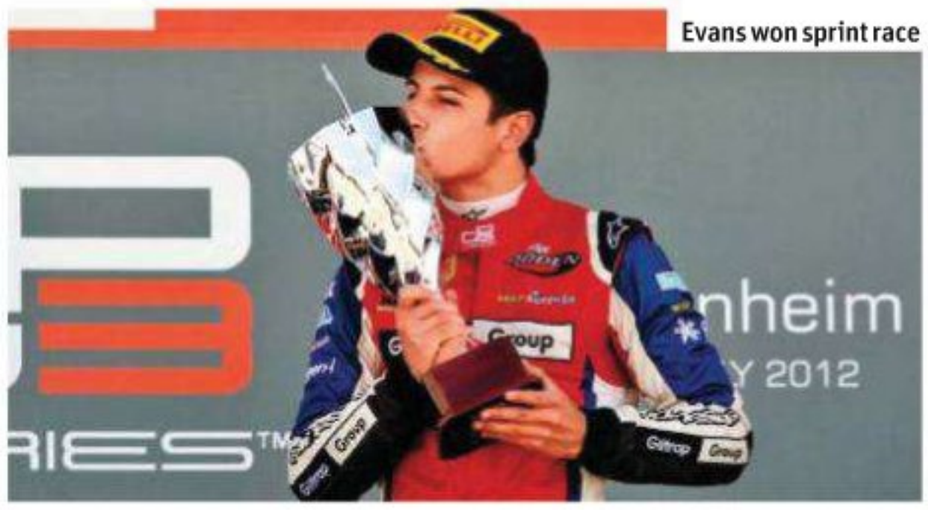
Niederhauser stalks on water to win

THE OLD MOTORSPORT MAXIM says you should react to the actual, rather than the theoretical, but it doesn't always work. It was dry just before the three-minute board was given ahead of Saturday's opening GP3 race at Hockenheim, by which stage wheels and tyres must be fitted, and belting down with rain just moments later.

Front-row men Daniel Abt and Mitch Evans were already committed to slicks by the time a safety car start was announced and they headed a sizeable, pit-bound queue at the end of lap one.

Conditions were worsening by the raindrop, however, and on lap two the action was suspended, with Lotus driver Conor Daly leading from Patric Niederhauser and Kevin Ceccon. It wasn't the weekend's first disruption: a power cut had caused the previous afternoon's practice session to be halted...

The latest delay lasted 16 minutes and the race resumed behind the safety car, which didn't pull in until the end of lap eight. This was supposed to be an 18-lap race, but there would be time only for another six.



Evans won sprint race

Always brisk in the wet, Jenzer driver Niederhauser zapped Daly within a few corners of the restart – "I knew I had to get him quickly," he said, "because if nothing else I wanted to be able to see where I was going" – and the pair ran like that to the flag. "It is without doubt one of the most difficult races I've driven," Niederhauser said, "and at one point I thought maybe we'd spend all of it behind the safety car."

Daly conceded that his tyre pressures were set a little too low for the conditions and felt that gave his rival a decisive edge.

Ocean man Ceccon ran third all the way, but was later given a 30s time penalty when video evidence proved he hadn't had tyres and wheels fitted at the three-minute board.

Trident's Giovanni Venturini inherited third, while Arden driver Matias Laine defended resolutely against fellow Finn Aaro Vainio (Lotus) to take what become fourth and Tamas Pal Kiss completed the top six, from the recovering Abt and Evans. Will Buller, another to start on slicks, took ninth, while Tio Ellinas carved through the field to finish 10th. He and team-mate Dmitry Suranovich were sent to the back of the grid after their Manor cars were found to have qualified with enlarged hydraulic gearbox hoses.

Alex Brundle and Robert Visoiu ran initially in the top 10, but were given stop-go penalties for fitting wets after the three-minute board: as both served only drive-throughs, they were ultimately excluded.

Robert Cregan took 11th, while series returnee Lewis Williamson and Status team-mate Alice Powell were 13th and 19th after starting on the wrong tyres. Title pretender Antonio Felix da Costa, in the third Status car, looked set to shadow Evans until crashing on lap 10.

Abt made the best start to race two, streaking ahead as Arden points leader Evans squeezed Kiss towards the pitwall to make sure he kept second. The Hungarian soon lost another position, to the fast-starting Daly, but the race was soon neutralised.

Vicky Piria hit Cregan's rear wing at the hairpin approach, took flight and then smacked into Buller's car, which launched her a second time. Williamson and Powell were caught up in the ensuing tangle, during which Ceccon spun. He continued, Cregan made a lengthy repair stop and the others all retired. "I braked early, as a precaution," Powell said, "but a loose wheel hit me and spun me into Lewis."

The safety car stayed out until the end of lap eight and Evans illustrated the art of a clean hairpin pass, slicing inside Abt to seize the lead. Just as well, really, because racing opportunities would be all to brief.

At the start of lap 10, Fabiano Machado ran wide at Turn 1 and hit the uneven grass with sufficient force to pitch him skywards. The impact left him needing medical attention and the safety car returned for the balance of the event, the flag being shown after 15 laps with Evans leading from Abt, Daly, Pal Kiss, Laine, Vainio, Ellinas and Venturini. Brundle was the only Brit to be classified, back in 13th.

RESULTS

Race 1 **1 Patric Niederhauser**, 14 laps in 45m51.078s; 2 Conor Daly, +0.693s; 3 Giovanni Venturini; 4 Matias Laine; 5 Aaro Vainio; 6 Tamas Pal Kiss. **Race 2** **1 Mitch Evans**, 15 laps in 30m41.349s; 2 Daniel Abt, +0.428s; 3 Daly; 4 Kiss; 5 Laine; 6 Vainio. **Points** 1 Evans, 121; 2 Vainio, 103; 3 Abt, 76; 4 Niederhauser, 75; 5 Daly, 73; 6 Laine, 60.

PICS: KALISZ, DUNBAR/GP3

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INTERNATIONAL RACES & RESULTS
AUTO GP
Curitiba (BR), Rd 6/7

QUICK RESULTS
- Race 1 **Antonio Pizzonia**
- Race 2 **Pizzonia**
- Pole **Adrian Quaife-Hobbs**
- FLs **Daniel de Jong/Pal Varhaug**

RACE RATING ★★☆☆☆ Dramatic end made up for less-than-thrilling races

IN BRIEF

Aston wins, for now

INTERNATIONAL GT OPEN
A win at Paul Ricard for Matteo Malucelli and Alvaro Barba remains provisional after their Villois Aston Martin squad appealed their disqualification for a parc ferme infringement. Andrea Montermini/Juan Manuel Lopez (Villorba Ferrari) won race two.

EUROPEAN F3 OPEN
Italian Niccolo Schiro took a Paul Ricard double, pushed each time by RP Motorsport team-mate Gianmarco Raimondo. The Canadian stretches his points lead as title rival Mans Grenhagen took a third and a non-finish.

STAR MAZDA
Venezuelan Camilo Schmidt benefited from slick tyres on a drying track to claim a dramatic IndyCar support race win at Edmonton. Briton Jack Hawksworth, who leads the points, won the second race. Sage Karam and Gabby Chaves completed the podium each time.

NASCAR TRUCKS
Despite a mid-race carburettor change that cost him two laps, James Buescher took his Turner Chevrolet to victory at Chicagoland, passing Brendan Gaughan's Chevy on the last lap.

SUD-AM F3
Nicolas Costa won the belated season opener at Curitiba, but the Hitech Brazil driver's hopes of a double disappeared when Fernando Resende passed him late on in race two.

Quaife-Hobbs leads, with Pizzonia tucked behind

AUTO GP WORLD SERIES CURITIBA (BR), JULY 21-22, RD 6/7

Quaife-Hobbs champ as Pizzonia does double

SUPER NOVA BOSS DAVID Sears flew out to Brazil a week ahead of Curitiba's Auto GP round on Friday the 13th, sitting in row 13. Given the omens, it was unsurprising that Adrian Quaife-Hobbs claimed the team's 13th single-seater drivers' title in odd fashion.

The start of Quaife-Hobbs's weekend went to plan as he earned a fifth pole in six outings. But despite using 20 per cent more throttle on the cement-like pit straight on race day, both he and fellow front-row starter Chris van der Drift (Manor MP) bogged down at the lights.

The drama at the front assisted ex-F1 driver Antonio Pizzonia's charge into the lead on his series debut. Driving for Ombra Racing, Pizzonia established a five-second lead in seven laps from the only man who could deny Quaife-Hobbs the title – Pal Varhaug.

Quaife-Hobbs suffered a long pitstop, due to trouble securing a rear wheel. Sixth was salvaged, but title celebrations were put back 24 hours. Meanwhile, Varhaug benefited from a fast stop by the Virtuosi UK team to bring the deficit to Pizzonia down to just over 1s at the chequered flag.

Race two proved a head to head between Pizzonia and long-time leader Quaife-Hobbs, and the Briton looked set for victory until skating off the road and into a tyre barrier with three laps remaining. Quaife-Hobbs had been one of the last drivers to pit, and enjoyed a 35s lead over Pizzonia at the time of the accident. Despite the shock retirement he was given a reprieve, being confirmed as champion as Varhaug came home fifth.

● Peter Mills

SADLER BEATS ILLNESS TO WIN AT CHICAGOLAND
Flu victim Elliott Sadler won for the third time in the NASCAR Nationwide Series at Chicagoland. The Childress Chevy man beat title rival Ricky Stenhouse Jr by 0.3s.

RESULTS
Race 1 **1 Antonio Pizzonia**, 23 laps in 28m51.683s; 2 Pal Varhaug, +1.142s; 3 Sergey Sirotkin; 4 Daniel de Jong; 5 Chris van der Drift; 6 Adrian Quaife-Hobbs. **Race 2** **1 Pizzonia**, 23 laps in 28m44.316s; 2 van der Drift, +8.021s; 3 de Jong; 4 Sirotkin; 5 Varhaug; 6 Rafael Suzuki. **Points** 1 Quaife-Hobbs, 205; 2 Varhaug, 150; 3 Sirotkin, 140; 4 van der Drift, 127; 5 de Jong, 78; 6 Facu Regalia, 68.

CURRENT STANDINGS

1	Sebastian Vettel	◇	24,085
2	Fernando Alonso	▲	20,420
3	Mark Webber	▼	19,927
4	Lewis Hamilton	◇	18,997
5	Jenson Button	◇	18,013

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK
Ex-F1 racer Antonio Pizzonia gains 247 places thanks to his Auto GP debut double victory at Curitiba, jumping to 544th in the process. Adrian Quaife-Hobbs, who sealed the title, meanwhile gains three spots to break back into the top 100 – in 100th place.

To see the full list, visit castroldriverrankings.com

PICS: LAT SOUTH

INTERNATIONAL RACES & RESULTS
ALMS
Mosport (CDN), Rd 5/10

QUICK RESULTS
→ Winners **Klaus Graf/Lucas Luhr**
→ LMP2 **Martin Plowman/David Heinemeier Hansson**
→ GT **Johannes van Overbeek/Scott Sharp**

RACE RATING ★★☆☆☆ Penalties decided GT and LMP2 victories; LMP1 was dull

AMERICAN LE MANS SERIES MOSPORT (CDN), JULY 22, RD 5/10

Four in a row for Pickett's German duo

PICKETT RACING TOOK ITS fourth straight series win at Mosport thanks to German duo Klaus Graf and Lucas Luhr overcoming electrical problems on their HPD.

At Lime Rock the problem left the team four laps down, but this time it only enabled the rival Dyson Lola-Mazda in the hands of Guy Smith to reduce its deficit to 10 seconds after the final restart as Graf went into conservation mode.

A stop-go penalty for Level 5's Christophe Bouchut ended a close fight for LMP2 honours against Conquest Racing. While chasing Martin Plowman's Morgan-Nissan in the closing minutes, Bouchut strayed into the pit exit, the penalty leaving Plowman and David Heinemeier Hansson as the victors.

It appeared that Pat Long and Jorg Bergmeister had brought the Flying Lizard Porsche squad a second-straight victory until the car failed a stall test post-race. Bergmeister had held off poleman Jan Magnussen's Corvette and the Ferrari of Johannes van Overbeek in the final green segment.

On the final lap, when the Dane made a bid for the lead in the Moss Hairpin, van Overbeek slipped by the Corvette to take second. It turned out to be the winning move and brought Extreme Speed Motorsports its first ALMS victory thanks to the efforts of van Overbeek and Scott Sharp.

Bruno Junqueira won LMPC with Tomy Drissi. In GTC, Spencer Pumpelly and Emilio di Guida won.
● Jonathan Ingram

Luhr leads an LMP fight

RESULTS
1 Klaus Graf/Lucas Luhr (HPD ARX-03a), 117 laps in 2h46m02.897s; 2 Chris Dyson/Guy Smith (Lola-Mazda B12/60), +10.695s; 3 Martin Plowman/David Heinemeier Hansson (Morgan-Nissan LMP 2012); 4 Scott Tucker/Christophe Bouchut (HPD ARX-03b); 5 Tony Burgess/Eric Lux (Lola-Mazda B11/66); 6 Bruno Junqueira/Tomy Drissi (ORECA-Chevrolet FLM09). **GT** 1 Scott Sharp/Johannes van Overbeek (Ferrari 458 Italia); 2 Jan Magnussen/Antonio Garcia (Chevrolet Corvette C6.R); 3 Joey Hand/Dirk Muller (BMW M3); 4 Wolf Henzler/Bryan Sellers (Porsche 911 GT3-RSR). **Points** 1 Graf/Luhr, 102; 2 Dyson/Smith, 90; 3 Burgess/Lux, 39. **GT** 1 Magnussen/Garcia, 80; 2 Hand/Muller, 73; 3 Oliver Gavin/Tommy Milner, 72.

INDY LIGHTS EDMONTON (CDN), JULY 21, RD 9/12

Munoz masters damp track to take maiden win

CARLOS MUNOZ TOOK BOTH the trophy and the style points for his maiden Indy Lights win at Edmonton, the Colombian overcoming tricky conditions to dominate the race.

On a wet but drying track, the Andretti Autosport driver started from pole and encountered his only hiccup when he lost the advantage to series leader Esteban Guerrieri at the start. But Munoz quickly regained the position and, once he had a clear track again, he vanished. He stretched his lead and crossed the line 8.3s ahead of Andretti/AFS man Sebastian Saavedra.

Saavedra's second place came from sixth on the grid, with Guerrieri completing the podium. Briton Oli Webb was a lonely fourth behind his Sam Schmidt Motorsports team-mate, but the real action was behind him where Peter Dempsey, Tristan Vautier and Gustavo Yacaman spent the second half of the race disputing fifth, a battle decided in the Irishman's favour.
● Mark Glendenning

Munoz king of the wet

RESULTS
1 Carlos Munoz, 40 laps in 1h01m05.981s; 2 Sebastian Saavedra, +8.345s; 3 Esteban Guerrieri; 4 Oli Webb; 5 Peter Dempsey; 6 Tristan Vautier. **Points** 1 Guerrieri, 351; 2 Saavedra, 324; 3 Vautier, 323; 4 Gustavo Yacaman, 295; 5 Victor Carbone, 277; 6 Munoz, 271.

INTERCONTINENTAL RALLY CHALLENGE SIBIU RALLY (RO), JULY 19-21, RD 8/13

Mikkelsen breaks winless streak

ANDREAS MIKKELSEN moved clear in the IRC title race with his first win since February on the punishing rocky roads of Transylvania last weekend.

Mikkelsen profited when several fancied runners hit trouble on day one and built an unassailable advantage – which had grown to an IRC record 5m33.8s by the finish – as his rivals behind struggled to see in dust created by his rapid Skoda UK Fabia.

But while the Norwegian profited from going first on the road on day one, he drove without error and didn't always enjoy the most favourable of road conditions.

Ford Fiesta driver Patrik Flodin fought back from 45th and last – the result of a puncture – to finish second for Petter Solberg's team, with veteran Francois Delecour third despite myriad delays caused by persistent shock absorber maladies.

Volkswagen protege Sepp Wiegand (Skoda Germany) should have finished second, but broken suspension three stages from home dictated otherwise.
● Graham Lister

Mikkelsen was back on top

RESULTS
1 Andreas Mikkelsen/Ola Floene (Skoda Fabia S2000), 2h15m28.0s; 2 Patrik Flodin/Goran Bergsten (Ford Fiesta S2000) +5m33.8s; 3 Francois Delecour / Dominique Savignoni (Peugeot 207 S2000); 4 Vitaliy Pushkar/Ivan Mishyn (Mitsubishi Lancer Evo X); 5 Edwin Keleti/Botond Csomortani (Mitsubishi); 6 Robert Consani/Cedric Beynet (Renault Clio R3). **Points** 1 Mikkelsen, 132; 2 Jan Kopecky, 83; 3 Juho Hanninen, 68; 4 Sepp Wiegand, 52; 5 Giandomenico Basso, 40; 6 Flodin, 28.5.

PICS: ABBOTT, BOYD/LAT

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Rallying's own Nazi-thwarting Olympic heroine

In 1936 Jesse Owens starred at the Berlin Olympics; so too did a British female with a 1-in-125 chance of a gold medal. *PAUL FEARNLEY* recounts an amazing story of true grit in the face of Hitler's empire

Bronzed athletes – preferably with golden hair – and Silver Arrows racing cars were cogs in the Nazi Party's propaganda machine of the 1930s. Sporting prowess and technological advancement were props for military aggrandisement.

In the first half of 1936, for example, Germany's armed forces reoccupied the Rhineland, heavyweight Maximillian Adolph Otto Siegfried Schmeling KO-ed American rising star Joe Louis at New York's Yankee Stadium, and Focke-Wulf of Bremen flew the first controllable helicopter. One, it seemed, couldn't occur without the others. August's Berlin Olympic Games were, therefore, to be a showpiece synthesis of a warped sense of superiority – but two very different people stuck a stick in the swastika's spokes.

One is a global icon, a hopeful symbol of good's triumph over evil; the other drove an archetypal British two-seater sportscar. One was the disadvantaged son of an Alabama sharecropper; the other was a privileged grandniece of Field Marshal Douglas Haig, commander of the British Expeditionary Force for much of the First World War. One was the epochal black sprinter/jumper James, aka Jesse, Cleveland Owens; the other was an adventurous woman, a spunky 'gel' forever pleading poverty, called Elizabeth Haig, aka Betty.

Owens's story – four gold medals, each cheered to the echo in a 110,000-seat 'statement' stadium that otherwise rang hollow – is fundamental: in breaking the tape, he shattered the Aryan myth. Haig's is a footnote in comparison – but her Singer, the only British car in a field of 125, is an automotive Owens.

Haig came late to rallying. She was 29 in early 1935 when she contested her first event; in truth, she viewed it as an opportunity to tour continental Europe and earn money in the process. A late mistake cost her any chance of the latter, but she had done well enough in her privateer Singer to persuade the Coventry-based company to place her on a semi-works basis, despite its financial difficulties. She rallied, sprinted and raced its neat, smoothly torquey six-cylinder 1.5-litre Le Mans model with much success at club level.

The 1936 Olympic Rally, prestigious prelude to the Olympics, was of a much higher order. This 2000-mile event in July attracted crews from all over Europe – plus three from America – who chose, Monte Carlo-like, from a variety of starting points.

Haig's Singer parked in fast lane of autobahn!

Haig's event began somewhat unglamorously – lipsticked pout of determination notwithstanding – from the RAC's office in Birmingham. Her car, BLN 291, had been repaired and prepared by future star 500cc Formula 3 constructor/tuner/racer Reg Bicknell after its collision with a Viennese tram during that year's Monte. Haig's navigator Barbara Marshall was also her flatmate.

> "In a velvet-lined case, Haig was handed the holiest of sporting holies: an Olympic gold medal"

Haig steered a course to Dover, caught the night boat to Ostend and then drove non-stop to a control in Cologne. The size and splendour of the welcome they got when they crossed the German frontier at noon was indicative of how important this event was to the locals, and what big news these foreign females would become. Haig only had positives to say about the support and help that they received: "wonderfully spontaneous and friendly". It was the same for Owens ironically: his warm reception in Berlin provided a stark contrast to the subsequent cold shoulder, humiliation and eventual bankruptcy of home.

MOTORSPORT AT THE OLYMPICS

The second modern Olympic Games was held in Paris in 1900 in conjunction with a World's Fair. It took on a very different form to the event that we know today: it lasted from May 14 to October 28.

It also included some surprising sports: Basque pelota, ballooning, cricket – we beat the French! – croquet and a swimming obstacle race in the Seine. Motorsport too was on its programme. Reliability trials for cars, taxis, delivery vans and trucks – with classes for electric-powered vehicles – were held on a variety of courses near Paris. There were overseas entries but French manufacturers dominated, among them Renault, Peugeot, Panhard and Delahaye.

The most prestigious event was the 836-mile Paris-Toulouse-Paris Trial. It consisted of three legs, a halt in Limoges dividing the return journey. The Mors of Alfred Velghe, known as 'Levegh', was fastest on the first of these and went on to win outright despite the superior speed of Pinson's Panhard on the second and third legs. The winning average was 42.4mph.

Among the notable retirements were Panhard's Rene de Knyff and the British Napier of Selwyn Frances Edge. Louis Renault's Renault won the Voiturette class.

Haig's papers are checked as Nazi sentry looks on

Haig and Marshall headed south on the twisting cobbled roads beneath the forbidding castles overlooking the Rhine, pausing briefly – albeit in the fast lane! – to photograph the capacious newness of an autobahn en route, via Heidelberg and Stuttgart, to the vast Zeppelin sheds of Freidrichshafen on the shore of Lake Constance.

Turning east as the weather turned nasty, they forged into the Bavarian Alps, then swung up past Nuremberg towards the Czech border, where the unmade roads alongside the Danube had been rendered a quagmire by torrential rain. As unpleasant as they were, these conditions suited the Singer. Though capable of almost 90mph in racing trim, the six-pot Le Mans was seen at its best in the contemporary British trialling scene. Its longer engine had forced cockpit and crew seven inches further back in a frame inherited from the four-cylinder Nine, and so traction, with slab fuel tank, spare wheel and luggage helpfully slung beyond the rear axle, was excellent. This section of the rally, therefore, was probably where Haig, always happy to get stuck in and no doubt snicking through the close-ratio gearbox, dug out her advantage.

The final flat run to the Berlin finish was uneventful bar the necessary police presence to control the crowd at the Annaberg control in Saxony – but it did explode another Nazi myth: its vaunted autobahns were in short supply, whereas potholed, muddied, cobbled back roads were not. A few miles before Potsdam, the tired crew, unsure of their position in the rally and craving its finish, was stopped by Brown Shirts and handed a document that was verbose in several languages: these were the instructions for driving in Berlin during the Games.

Tensions high as Olympic Brits enter Berlin stadium

The finish was at the AVUS circuit, west-southwest of the capital. There, Haig and Marshall learned that they were the first car to finish and that their tally of 2162 points was sufficient for victory. After numerous introductions to self-important dignitaries, accompanied by much clicking of heels, Haig was handed a velvet-lined case that contained the holiest of sporting holies: an Olympic gold medal. The celebratory drive along the Unter den Linden boulevard beneath a sea of flags and between huge strolling crowds was dreamily blissful.

The journey home brought Haig back down to earth with a graunch and a lurch – but her gearbox and valve-timing woes were trifles compared to the pickle that Singer was in. The unedifying sight of three works Nines crashing spectacularly at the same spot – Bradshaws Brae – during the 1935 RAC Tourist Trophy at Ards was a PR disaster from which the original company would never recover. Unable to compete with its bigger and better organised Austin and Morris rivals, its disaffected shareholders forced their long-standing MD to stand down in May 1936, and Singer & Co Ltd was dissolved in December and reconstituted as Singer Motors Ltd.

Haig had thus returned during an interregnum, when cutting costs was the priority. Not only was 'her' car's return demanded, but there was nobody in a position – or willing, more likely – to benefit from her Olympic success. Singer had no propaganda machine.

● *Gifford Wright, editor of Singer Owners' Club magazine, owns BLN 291. He bought it in 1987 as a box of bits and restored it. The car (right) will be on display at London's Savoy Hotel throughout the London 2012 Olympic and Paralympic Games.*

PICS: REX FEATURES

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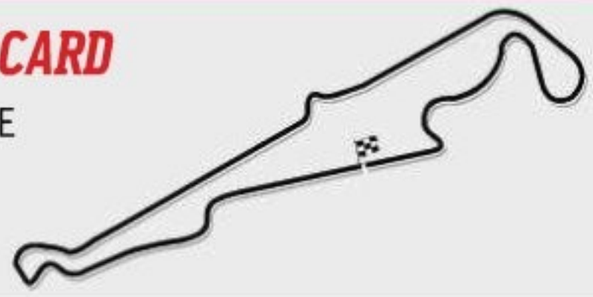
PAUL RICARD
FRANCE
July 21-22
Formula 2
Round 6/8



AT A GLANCE
- Race 1 **Matheo Tuscher**
- Race 2 **Markus Pommer**
- Poles **Tuscher/Pommer**
- FLs **Tuscher/Bacheta**

McKenzie on race one podium

Teen dream for Tuscher

The 15-year-old won his maiden F2 victory at Paul Ricard, while series leader Luciano Bacheta continued to concede points to his title rivals

ON APRIL 29, THE FORMULA 2 championship appeared to be over. Luciano Bacheta had won all four of the opening races, with a mixture of superb racecraft and lights-to-flag wins helping him to a commanding lead at the top of the points table.

It was the first time in the modern era of F2 that a driver had won four races in a row. Andy Soucek, Mirko Bortolotti and Ramon Pineiro had all managed three, the first two going on to become champions.

The signs, then, were all there that this was going to be a season dominated by the former Formula Renault Eurocup runner-up.

Bacheta, though, was keen to stress that none of his wins was commanding in the way that Bortolotti or Pineiro's were last season.

"I had to overtake people on the final lap at Silverstone," he said, "and I was fending off Matheo Tuscher for both of the races at Algarve. It certainly didn't feel as easy as it looked."

Fast forward three months, and Bacheta's cautious approach to his early success seems to have been well advised. Since that fourth victory, he has been outscored by each of the four drivers chasing him in the championship, and again at Paul Ricard he continued to be reeled in by his rivals.

The story for Bacheta in the south of France was a slightly different one from the previous two rounds, though. He had the pace to score strongly in Spa, but an unavoidable first-lap incident and torrential rain put an end to any big scores.

Again at Brands Hatch, Bacheta was confident of taking a victory, until more rain and a tyre pressure error in qualifying scuppered his ambitions.

At Paul Ricard, it was the opposite. On Friday evening Bacheta was concerned, unable to dial either himself or the car into the circuit, with a fourth place in qualifying the best he could manage. So he set about some damage limitation.

Come Saturday's race, a textbook start brought him past Daniel McKenzie and Markus Pommer for second at the first corner. He had no answer for Tuscher, the 15-year-old French-Swiss becoming the youngest F2 race winner, and announcing himself – as some had long suspected – as Bacheta's main title rival.

Tuscher's sensational season has been well documented, and his maiden win only served to improve his reputation. At his home race, he put the car on pole for the third time this season, but for the first time held the lead into the first corner. Bacheta chased him hard, lining up for a move late in the race, but outbraked himself into the chicane on the Mistral straight, dropping back and leaving Tuscher clear to win.

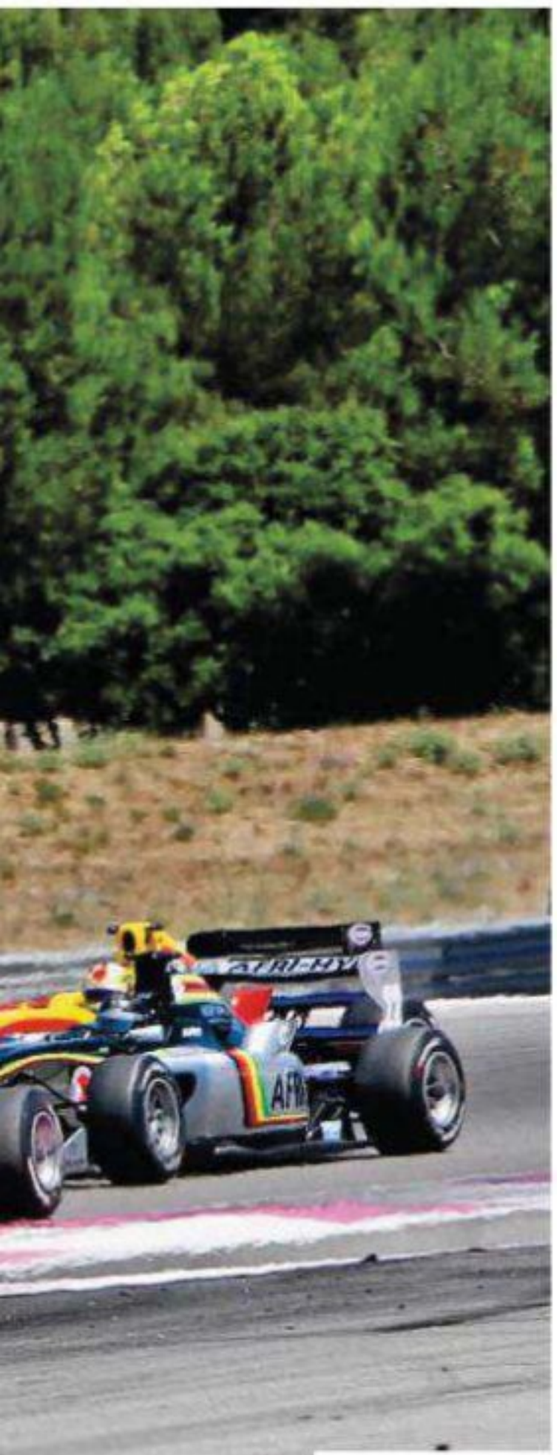
Whilst Bacheta dropped points to Tuscher, his other challengers ended the race further back, as excellent and entertaining drives from McKenzie and Dino Zamparelli to third and

Zanella spoiled race one with drive-through

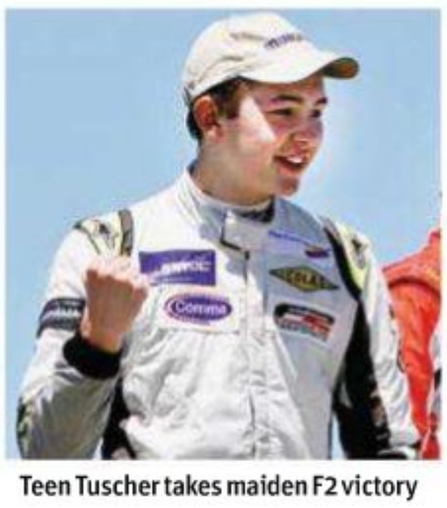
RACE RATING
★★☆☆☆
Battles threatened to develop, but never delivered

MILESTONE
First trip to Paul Ricard for the international F2 championship

JACK NICHOLLS reports


Tuscher leads from pole in the first race

Pommer takes the victory in race two


Teen Tuscher takes maiden F2 victory

fourth respectively acted as a buffer back to Pommer. Mihai Marinescu and Christopher Zanella – two other title protagonists – could only manage seventh and eighth places, the latter after a drive-through penalty.

On Sunday, more ground was lost by Bacheta. Pommer struggled massively with his race set-up on Saturday after starting on the front row, but those issues were resolved on Sunday, and he took pole position and cruised to a comfortable victory. Tuscher followed, but couldn't maintain the pace.

The bad news for Bacheta was that Zanella completed the podium, as the Englishman could only manage fifth. But Zanella, declared his title challenge finished: "Anything can happen, but really it's over."

Bacheta's concession of points to his rivals must not, of course, be overplayed. He has picked up at least one podium at every round this season, and took victory at Spa in the abandoned wet race. But by his own admission "this is a new experience for me. The championships I've won in the past I've always been coming from behind, chasing people. That's much easier. I just want the season to end!"

So it seems Tuscher has the easier job. With nothing to lose in his first year of international racing, he is going to be pushing harder than anyone to catch the series leader.

Anything but winning the title would be a failure for Bacheta. Under this pressure, he is coping well. He may well be being slowly caught by his rivals, but with only two meetings to go he just needs to remain calm, confident and intelligent to secure the crown and the prize Williams Formula 1 test. Fortunately for him, and unfortunately for his pursuers, those are qualities Bacheta has in abundance.

Circuits are worlds apart

Having visited Brands Hatch just one week previously, F2 would have been hard pressed to find a track more dissimilar than Paul Ricard for its next race.

Both venues enjoyed their Formula 1 heydays in the 1980s, but in 2012 that's where the similarities end.

"It's much easier to drive here [Paul Ricard] than at Brands," said Dino Zamparelli. "At Brands, you know that one mistake will put you in the wall." An experience Matheo Tuscher endured at Paddock Hill Bend seven days earlier...

The acres of asphalt surrounding Paul Ricard not only played into the hands of drivers who had never been there before, but also played its part in the race.

When Luciano Bacheta was chasing down Tuscher in the opening race, he was pushing hard on the penultimate lap to try to get within the one-second 'boost zone'. As a result, he missed his braking point going into the Mistral straight chicane, travelling 15mph faster at the 50-metre board than he had on any other lap. With no hope of making the corner, he went straight on, blending back in roughly the same distance behind Tuscher as he had been beforehand.

The question then became whether he had gained an advantage from his actions. McKenzie and Zamparelli, who were following, clearly felt he had. While Bacheta had not gained overall time or position, had he attempted to turn into the bend with the rears locked it would inevitably have ended in a spin. So by cutting the chicane he had kept himself in the race.

Where Tuscher made a mistake at Brands and recorded a DNF, Bacheta's similar error at Paul Ricard cost him nothing. Despite the French circuit's exquisite facilities, it highlights the importance of junior categories still visiting tracks like Brands Hatch, where mistakes are punished.

Bacheta got away with Ricard error

RESULTS

FIA Formula 2 Championship, Paul Ricard (F), July 21-22, round 6 of 8

GRID

1 TUSCHER 1:53.023	2 POMMER 1:53.213
3 McKENZIE 1:53.395	4 BACHETA 1:53.430
5 ZANELLA 1:53.588	6 ZAMPARELLI 1:53.594
7 FONTANA 1:53.688	8 MARINESCU 1:53.764
9 MIROCHA 1:53.766	10 KRALEV 1:54.150
11 HURST 1:54.278	12 CALAMIA 1:54.709
13 JEFFERIES 1:54.922	14 ZHU 1:54.977

RACE 1 - 19 LAPS, 68.971 MILES

POS	NAME	TIME	GRID
1	Matheo Tuscher (CH)	39m11.727s	1
2	Luciano Bacheta (GB)	+1.192s	4
3	Daniel McKenzie (GB)	+1.628s	3
4	Dino Zamparelli (GB)	+2.056s	6
5	Markus Pommer (D)	+6.329s	2
6	Kevin Mirocha (PL)	+7.298s	9
7	Mihai Marinescu (RO)	+17.744s	8
8	Christopher Zanella (CH)	+28.336s	5
9	Hector Hurst (GB)	+28.440s	11
10	Axcil Jefferies (ZW)	+28.990s	13
11	Mauro Calamia (CH)	+32.635s	12
12	Plamen Kralev (BG)	+37.943s	10
13	David Zhu (PRC)	+49.391s	14
14	Alex Fontana (CH)	+56.903s	7

GRID

1 POMMER 1:52.339	2 TUSCHER 1:52.478
3 ZANELLA 1:52.647	4 MIROCHA 1:52.659
5 ZAMPARELLI 1:52.872	6 BACHETA 1:52.874
7 MARINESCU 1:52.935	8 KRALEV 1:53.100
9 FONTANA 1:53.198	10 McKENZIE 1:53.316
11 JEFFERIES 1:53.394	12 HURST 1:53.717
13 CALAMIA 1:53.733	14 ZHU 1:54.006

RACE 2 - 19 LAPS, 68.971 MILES

POS	DRIVER	TIME/REASON	GRID
1	Pommer	37m08.254s	1
2	Tuscher	+1.222s	2
3	Zanella	+2.143s	3
4	Mirocha	+6.345s	4
5	Bacheta	+7.217s	6
6	Zamparelli	+7.483s	5
7	Marinescu	+13.537s	7
8	McKenzie	+15.255s	10
9	Kralev	+22.457s	8
10	Jefferies	+23.683s	11
11	Calamia	+28.664s	13
12	Zhu	18 laps-DNF	14
R	Fontana	15 laps-acc damage	9
R	Hurst	8 laps-accident	12

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Bacheta	189.5
2	Tuscher	157
3	Zanella	143
4	Pommer	140
5	Marinescu	135
6	Mirocha	96.5
7	McKenzie	80
8	Zamparelli	71.5
9	Fontana	70
10	Hurst	27

Race 1 Winner's average speed: 105.580mph. Fastest lap: Tuscher, 1m56.358s, 112.310mph. **Race 2** Winner's average speed: 111.431mph. Fastest lap: Bacheta, 1m56.247s, 112.418mph.

CURITIBA

BRAZIL

July 21-22
WTCC
Round 8/12

AT A GLANCE

- Race 1 **Yvan Muller**
- Race 2 **Rob Huff**
- Pole **Yvan Muller**
- FLs **Muller/Huff**

Michelisz and the BMWs lead at the start of the second race

Curitiba Cruze control

The Chevrolets dominated again in Brazil, taking five of the top six spots in qualifying before factory drivers Muller and Huff shared the race spoils

Chevy may be quitting, but it is still dominant

TRAVEL EAST OF DOWNTOWN Curitiba, traverse the atmospheric level crossings and railway lines on which slow-moving freight trains can bring on aneurysm-inducing tailbacks, and you reach Pinhais, the location of the smart Autodromo Internacional de Curitiba.

This Brazilian round marked the first stop on the World Touring Car Championship's run of long-haul races, which climaxes with this season's Macau finale. The suburban setting was the first time the paddock had regrouped since the revelation earlier this month that the dominant factory Chevrolet team, in its current guise, was to withdraw from the WTCC, at the end of the year.

While nothing has been settled regarding the futures of Chevrolet's three drivers, the RML WTCC operation or even Chevrolet Europe Motorsport boss Eric Neve, the distance from the announcement allowed some thoughts to be gathered and aired by the key players.

No one was more candid than Chevrolet's reigning world champion, Yvan Muller. Admitting a decision on his future was not an immediate priority, Muller was startlingly frank in explaining his outlook.

"I want to race, but it has to be to something that either gives me the possibility to fight for the title, or if not winning immediately, then something that excites me," said Muller shortly after setting the fastest time in both practice sessions. "That could mean NASCAR, the Dakar, maybe even cycling. I am really open to anything. But if I don't have [any of those] possibilities, I would prefer to stay home. I've had a nice career. I do want to race, but I am not desperate."

Muller's views should not be confused with a wavering commitment to the task in hand of winning a fourth World Touring Car title. A narrow practice advantage over team-mate Alain Menu was maintained throughout both qualifying sessions, and on raceday a textbook sixth win of the season was delivered.

However, if Muller was looking for an excuse to switch disciplines, the WTCC points system could well provide him with a motive. Unable to find a way past a stubborn Gabriele Tarquini, holding third, in the reversed-grid race two, Muller was equally honest in his frustration about leaving Brazil having conceded a point to his nearest challenger in the drivers' standings, team-mate Rob Huff.

The Briton produced a great drive for a victory in race two, but the close nature of the intra-team Chevrolet scrap and the evenly weighted distribution of points between races highlighted the finely balanced nature of this season's title fight.

"We have done many kilometres to come here to lose a point in the championship," said Muller. "When you get the pole, win the first race and finish fourth in race two - but score less points than your team-mate who missed [out

Huff wins in race two

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RACE RATING
★★☆☆☆
Minimal wheel-to-wheel action in race one, but things livened up considerably in race two

MILESTONE
First indie win for Michel Nykjaer since Macau 2011

PETER MILLS reports

Tarquini held Huff at bay for most of the second race

in] qualifying, it is tough. But the scoring for race two has been like this for a while, so I have to accept it."

Chevrolet's familiar dominance of 2012 extended to the Bamboo Cruzes in Curitiba, as all five Chevrolets qualified in the top six. It was therefore unfortunate that the likeable Pasquale di Sabatino should be forced to sit out the Brazilian round. Bamboo reported that its regular driver was recovering from pneumonia and bronchitis, and drafted in Dane Michel Nykjaer, who competes in a similar-spec Cruze in the Scandinavian series.

Nykjaer did a sterling job to qualify fourth on his last-minute return to the WTCC. Despite losing out to recent Honda signing Tarquini's Lukoil SEAT at the rolling start, Nykjaer claimed the Yokohama Trophy for independents in race one from his team-mate Alex MacDowall.

Ahead of fourth-placed Tarquini, Muller was hounded for the lead by Menu and Huff. The trio were covered by one second at the finish, but, in truth, it was one of the most processional races of the year, as the podium men finished in their qualifying order.

Hungaroring victor Norbert Michelisz picked up the reversed-grid pole, but the Zengo Motorsport driver was denied another taste of glory by Tarquini who went past him following a restart from a safety car period on lap seven. The three factory Chevrolets swiftly followed suit, but the blue train took a while to break down 2009 world champion Tarquini's defences. The Italian doggedly maintained the lead until three laps from home, when Huff produced a sublime outbraking move around the outside of Turn 1.

Menu took advantage of the wrong-footed Tarquini to grab second place, prompting the Italian to redouble his efforts to keep Muller in his mirrors.

Perhaps aware that the first race hadn't been a classic, Tarquini jested: "I wanted to make it more exciting for the public! It is up to the Chevy guys to fight until the last lap of the last race, otherwise people at home are not going to watch."

Nykjaer shines on return

Danish touring car racer Michel Nykjaer acquitted himself commendably in his stand-in role for Bamboo Engineering.

A veteran of 48 World Touring Car Championship starts, the twice European Touring Car Cup winner made the most of his experience to out-qualify team-mate and WTCC rookie Alex MacDowall for race one. The pair were evenly matched throughout practice, where MacDowall narrowly held an advantage.

"I wouldn't say Michel has brought in any new working practices," said MacDowall, after the pair qualified fourth and sixth for race one. "It is obviously a Cruze track, we have been close, but Michel is just someone else to beat."

MacDowall would finish sixth in race one, a second adrift of Nykjaer. The back-to-back WTCC races had just 50 minutes separating them, which discouraged drivers from overt risks.

Lacking in practice for making standing starts, Nykjaer almost stalled away from the line in race two, but would stage a great recovery to catch Mehdi Bennani's sixth-placed BMW in a protracted battle.

"The last laps were very nervous," said Nykjaer. "I had various alarms going off because the engine was over 100 degrees. Bennani was blocking every time, so I gave him a little push at Turn 1 just to say, 'Hey! Get on with it!' I finally managed to pass him on the last lap at Turn 1. I hope that battle made for some very good TV."

Super-sub Nykjaer

RESULTS

FIA World Touring Car Championship, round 8 of 12, Curitiba (BR), July 22

GRID RACE 1

2 MENU 1:22.444	1 MULLER 1:22.289
4 NYKJAER 1:22.765	3 HUFF 1:22.592
6 MACDOWALL 1:23.086	5 TARQUINI 1:22.947
8 MONTEIRO 1:23.500	7 O'YOUNG 1:23.366
10 MICHELISZ 1:23.622	9 CORONEL 1:23.516
12 BENNANI 1:23.927	11 DUDUKALO 1:23.630
14 ORIOLA 1:24.360	13 CERQUI 1:24.293
16 BOARDMAN 1:24.601	15 NG 1:24.528
18 MONJE 1:24.700	17 ENGSTLER 1:24.652
20 CHILTON 1:24.986	19 NASH 1:24.902
	21 D'ASTE 1:25.121

RACE 1 - 15 LAPS, 34.439 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Yvan Muller (F)	Chevrolet (RML)	Chevrolet Cruze 1.6T	22m05.549s	1
2	Alain Menu (CH)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+0.398s	2
3	Rob Huff (GB)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+0.933s	3
4	Gabriele Tarquini (I)	Lukoil Racing Team	SEAT Leon WTCC	+2.767s	5
5	Michel Nykjaer (DK)	Bamboo Engineering	Chevrolet Cruze 1.6T	+5.656s	4
6	Alex MacDowall (GB)	Bamboo Engineering	Chevrolet Cruze 1.6T	+6.639s	6
7	Darryl O'Young (PRC)	Special Tuning Racing	SEAT Leon WTCC	+13.850s	7
8	Tom Coronel (NL)	ROAL Motorsport	BMW 320 TC	+15.552s	9
9	Norbert Michelisz (H)	Zengo Motorsport	BMW 320 TC	+15.721s	10
10	Fernando Monje (E)	SUNRED Engineering	SEAT Leon WTCC	+19.896s	18
11	Aleksei Dudukalo (RUS)	Lukoil Racing Team	SEAT Leon WTCC	+20.552s	11
12	Mehdi Bennani (MA)	Proteam Racing	BMW 320 TC	+29.405s	12
13	Charles Ng (PRC)	Team Engstler	BMW 320 TC	+31.621s	15
14	James Nash (GB)	Arena Motorsport	Ford Focus S2000 TC	+35.093s	19
15	Franz Engstler (D)	Team Engstler	BMW 320 TC	+38.976s	17
16	Pepe Oriola (E)	SUNRED Engineering	SEAT Leon WTCC	+46.613s	14
17	Stefano D'Aste (I)	Wiechers-Sport	BMW 320 TC	+1m01.675s	21
18	Tom Chilton (GB)	Arena Motorsport	Ford Focus S2000 TC	+1m05.411s	20
19	Tom Boardman (GB)	Special Tuning Racing	SEAT Leon WTCC	13 laps-engine	16
NC	Alberto Cerqui (I)	ROAL Motorsport	BMW 320 TC	9 laps-accident	13
R	Tiago Monteiro (P)	SUNRED Engineering	SEAT Leon 1.6T	1 lap-accident	8

RACE 2 - 16 LAPS, 36.735 MILES

POS	DRIVER	TIME	GRID
1	Huff	23m49.750s	8
2	Menu	+1.099s	9
3	Tarquini	+1.496s	6
4	Muller	+1.758s	10
5	Michelisz	+4.958s	1
6	Nykjaer	+12.849s	7
7	Coronel	+14.072s	2
8	Bennani	+14.477s	12
9	Monteiro	+15.506s	3
10	Dudukalo	+16.263s	11
11	MacDowall	+16.552s	5
12	Boardman	+19.243s	16
13	D'Aste	+19.785s	21
14	Monje	+26.411s	18
15	Nash	+30.662s	19
16	Chilton	15 laps-DNF	20
17	Oriola	13 laps-gearbox	14
R	Cerqui	8 laps-accident	13
R	O'Young	4 laps-gearbox	14
R	Ng	2 laps-accident	15
R	Engstler	1 lap-accident	17

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Muller	287
2	Huff	270
3	Menu	250
4	Tarquini	162
5	Coronel	150
6	Michelisz	118
7	Oriola	107
8	D'Aste	84
9	Bennani	47
10	Monteiro	47

YOKOHAMA TROPHY

POS	DRIVER	PTS
1	Michelisz	111
2	Oriola	106
3	D'Aste	75

MANUFACTURERS

POS	MANUFACTURER	PTS
1	Chevrolet	673
2	BMW Customer	430
3	SEAT Customer	425

Race 1 Winner's average: 93.53mph. Fastest lap: Muller, 1m23.920s, 98.49mph. **Race 2** Winner's average: 92.50mph. Fastest lap: Huff, 1m24.244s, 98.11mph.

PICS: GIBSON/LAT

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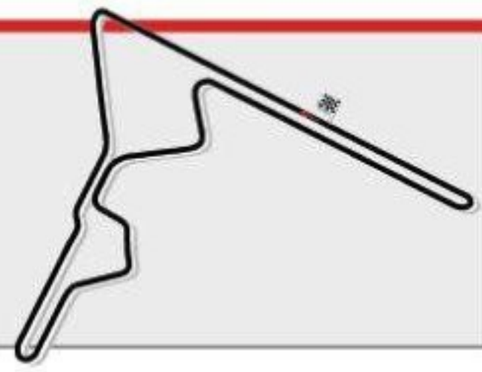
EDMONTON

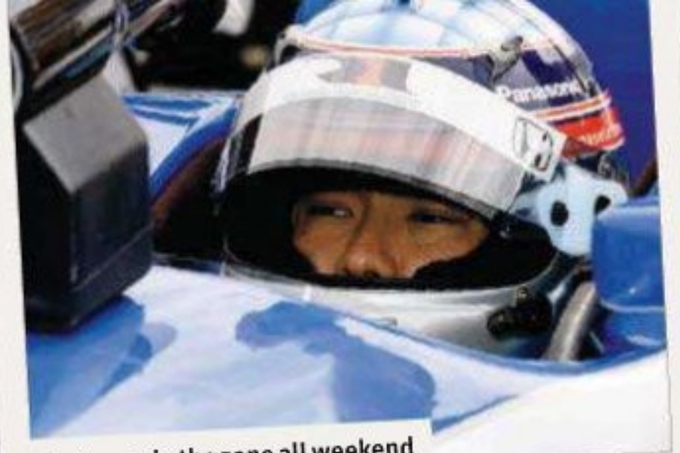
Canada

July 21-22
IndyCar Series
Round 11/15



AT A GLANCE

- Winner **Helio Castroneves**
- Pole **Dario Franchitti**
- Most laps led **Alex Tagliani**
- Fastest lap **Josef Newgarden**



Sato was in the zone all weekend

Castroneves sets record straight

Quick thinking on the Penske pitwall promotes Brazilian to a late victory and gives him sweet revenge for penalty that lost him the same race in 2010

Castroneves held off late Sato challenge...

FOR A STUDY IN CONTRASTS, go back and find the TV footage of an incensed Helio Castroneves squaring up to IndyCar chief of security Charles Burns after the 2010 Edmonton race.

The furious but diminutive Penske driver and the clearly amused former state trooper would have been a catastrophic mismatch. However, in that moment, Castroneves was too overcome by a sense of raging injustice to notice. He'd just crossed the line in first place, only to be penalised – unfairly, most agreed – for blocking team-mate Will Power on the final restart. Not even the intervention of team president Tim Cindric could do much to console him.

Compare that with the scenes last Sunday. The Brazilian veered into the run-off area at Turn 1, clambered out of his car and performed his trademark skitter up the catchfencing in front of the grandstand.

At the start of the weekend, Castroneves had been musing over the fact that he seemed to be the only person who'd noticed he was in the championship fight. Winning at Edmonton fixed that, but thinking of it as redemption for what happened two years ago would be a mistake.

"Maybe some people will disagree that this is not my second win [here]," he said. "I'm never going to forget what happened, but we've got to move on. Today was a great day."

Castroneves' route to Victory Lane owed a little to a last-stint battle with Takuma Sato and a lot to some quick thinking on the Penske pitwall. Starting on the black harder tyres was the right call, but the key was when the team decided to bring him in earlier than planned for his second stop. Even Castroneves was taken by surprise.

"Normally, you wait longer to do your pitstop," he said. "I was saving fuel so that I could go one lap later. I thought it was a bit risky, a bit ballsy, by the team [to call me in]."

The tactic paid off, however. Castroneves executed a superb out-lap, and when then-leader Alex Tagliani exited the pitlane after his own stop shortly afterwards, he was greeted by the sight of a bright yellow rear wing.

Tagliani, who'd led most of the race, struggled with the used reds that were fitted for his final stint. Sato was one to capitalise, skipping past the Canadian on the inside of Turn 5 just after the final stop.

With 20 laps to go, there were just 2.2s between Sato

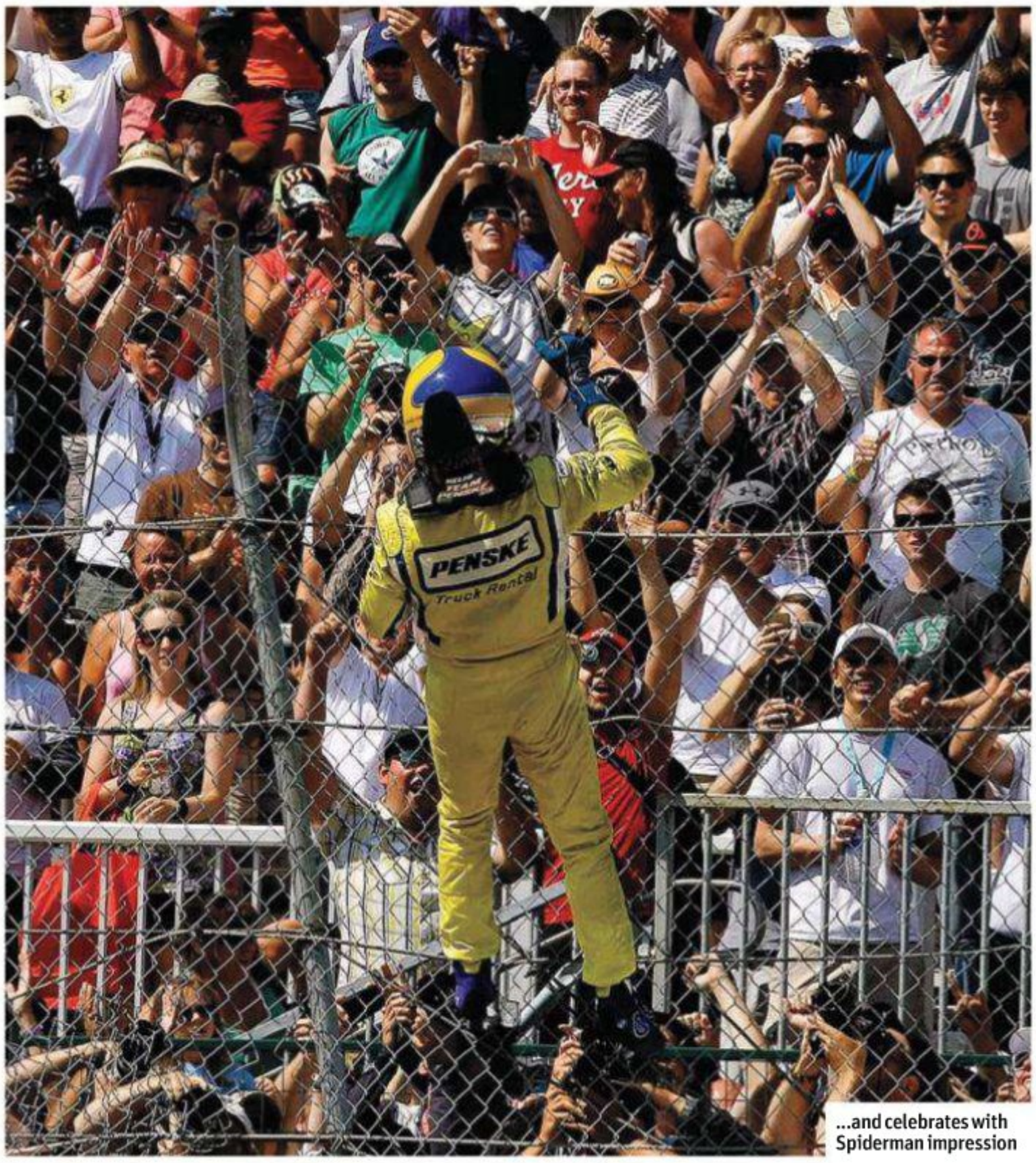
Franchitti needed constant adjustments

Briscoe (2) fell prey to charging Hunter-Reay

MARK GLENDENNING reports

RACE RATING
★★★☆☆
An event with few fireworks, but plenty of intrigue

MILESTONE
The last caution-free Indy-style road course race was the 2007 Portland Champ Car encounter



...and celebrates with Spiderman impression

and Castroneves, and the Japanese driver made short work of that, carving the deficit down to 0.6s in just four laps.

Sato probably had the pace to get past – and, Sato being Sato, he certainly tried – but Castroneves was able to draw upon his experience, and some liberal defensive use of the push-to-pass button, to keep his advantage to the end. Sato had to settle for a career-best second place, although he admitted his feelings afterwards were mixed.

"I'm pleased, but frustrated," he said. "It was a bit disappointing, simply because we didn't win it."

Rather more happy with his lot was Power, who put in the drive of the day to climb from 17th on the grid to third place. The feat was all the more impressive for the fact that the race had run its full distance without any caution periods, meaning that the Australian had been forced to make up ground through swashbuckling and strategy.

As with Castroneves, the team called Power's race perfectly, leaving him out fractionally longer for both of his stops to give him a lap or two of clear air. The move paid dividends immediately when he was able to leapfrog title rival Ryan Hunter-Reay during the first round of stops. But Power's performance at the wheel was also pure class. His only regret later was that he hadn't had quite enough pace at the end to challenge the leaders.

"I could see [Castroneves and Sato] battling," he ▶

Hildebrand faces a long fightback after Kimball clash

Power enjoys having Castroneves at Penske

Penske's healthy rivalry

Helio Castroneves makes no secret of the fact that 2011 was his *annus horribilis*. After finishing a winless season 11th in the points, the Penske driver didn't figure as a contender in many pre-season predictions.

However, Castroneves' team-mate and title rival Will Power is not surprised by the Brazilian's return to form.

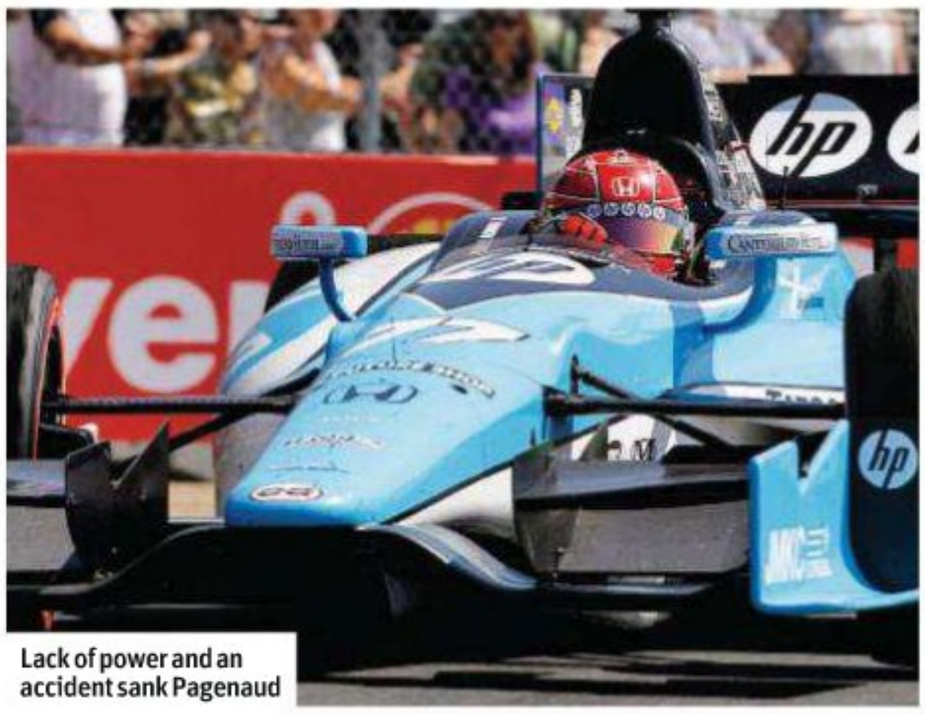
"Considering the year he had last year, people probably overlooked him," Power said. "He was a bit erratic. He had a few incidents. He just had an all-round bad year. But if you go back a couple of years, it's easy to see why he's always been a guy in contention for the championship.

"To me, it's not a surprise. He has definitely worked on some driving details. He's adopted some of what I do, and I've taken some of what he does. So, collectively, we're faster.

"What I've been most impressed with this year is that he has switched to left-foot braking. That's pretty impressive, because that is hard to do."

Castroneves, for his part, has one advantage over Power – he has experience of battling team-mates for championships. Over the past couple of seasons, Power's main threats have come from the Ganassi garage, rather than his own.

"Having team-mates fighting each other is a good problem to have," Castroneves said. "I prefer it, because I know what he's got. But I hope it will be really tough. Will is an incredible talent, and Ryan [Hunter-Reay] has fantastic momentum right now. In the end, it's all about being there. I'm just playing it cool, man."



Lack of power and an accident sank Pagenaud

PICS: ABBOTT, LEVITT, NELSON/LAT

Grid penalty spoilt Dixon's weekend

> "I had about 50 seconds of push-to-pass left and he had about 70, so it was always going to be difficult"
> Takuma Sato on the difficulties of trying to pass Castroneves for victory as the finish loomed

said. "I was hoping they'd come together."

Instead, Power had to spend the final few laps making sure that he stayed ahead of Graham Rahal, who had recovered from a slow start to the weekend to work himself into fourth ahead of Tagliani.

For everyone else, the race was a mixed bag. Like Power, Hunter-Reay and Dixon both had to overcome 10-place grid penalties.

The penalty carried a particular sting for Hunter-Reay after the American took pole position on Saturday. He made decent progress through the field to climb from 11th to seventh, although he admitted later that he had needed a yellow to pull his race together.

Dixon made rather more progress, rising from 18th place to 10th, and he likely would have finished even higher had it not been for a problem during the opening laps that left him battling a car that switched into neutral every time he went into a braking zone.

It was an equally testing afternoon for Dixon's team-mate Dario Franchitti, who inherited pole following Hunter-Reay's penalty, only to find himself in the mire with his set-up. He finished sixth.

It probably came as little consolation to the Scot that he wasn't alone in his misery. Simon Pagenaud spent the entire race struggling for power due to a problem that was still yet to be traced when the team left the circuit, and then had his afternoon completed by being T-boned by Charlie Kimball.

Tagliani led most of the way in Edmonton

Rahal passed Tagliani with a smart move

Pagenaud was furious with the Ganassi driver after the race, and he was not the only one who had a bone to pick with the British-born American. Panther's JR Hildebrand was forced to pit for a new nose at the start after claiming that Kimball "checked up a bunch because he was pushing into the middle of the corner, and I got into the back of him".

Sebastien Bourdais' afternoon was ruined by a drive-through penalty for blocking Power, and KV Racing's day turned sour because... it just did.

KV's Rubens Barrichello ran strongly early on, but faded out of the top 10 as the race progressed. Team-mate Tony Kanaan, meanwhile, pitted super-early after deciding he hated his first set of tyres, and then never got the caution he'd have needed to get back into the mix. To cap things off, EJ Viso was put onto the grass early in the race, had a refuelling problem near the end and battled an ill-handling car in between.

The shape of the championship battle changes with every race. What looked like a straight fight between Power and Dixon early on then evolved into a potential showdown between Power and Hunter-Reay. Now, the series moves to Mid-Ohio facing the prospect of an intra-Penske war between Power and Castroneves if Hunter-Reay wavers. Only four races to go — and things are just getting started.

RESULTS

IndyCar Series, round 11 of 15, Edmonton (CDN), July 21-22

GRID

1 FRANCHITTI 1:17.2446	2 BRISCOE 1:17.4238
3 SATO 1:17.5526	4 TAGLIANI 1:17.6139
5 CASTRONEVES 1:17.6401	6 PAGENAUD 1:27.8410
7 BARRICHELLO 1:28.2521	8 RAHAL 1:28.6737
9 HINCHCLIFFE 1:28.7409	10 WILSON 1:16.6190
11 H-REAY 1:17.2338*	12 BOURDAIS 1:16.9747
13 NEWGARDEN 1:16.7533	14 JAKES 1:16.9900
15 ANDRETTI 1:16.9881	16 VISO 1:16.9920
17 POWER 1:27.5666*	18 DIXON 1:27.7001*
19 KIMBALL 1:17.0078	20 HILDEBRAND 1:17.5285
21 KANAAN 1:17.5441	22 CARPENTER 1:17.6918
23 CONWAY 1:18.8781	24 SERVIA 1:17.3906*
25 SILVESTRO 1:17.9789*	

75 LAPS, 166.80 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Helio Castroneves (BR)	Team Penske	Dallara-Chevrolet DW12	1h38m50.9294s	5
2	Takuma Sato (J)	Rahal Letterman Lanigan Racing	Dallara-Honda DW12	+0.8367s	3
3	Will Power (AUS)	Team Penske	Dallara-Chevrolet DW12	+5.3697s	17
4	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda DW12	+6.9481s	8
5	Alex Tagliani (CDN)	Bryan Herta Autosport	Dallara-Honda DW12	+15.2358s	4
6	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda DW12	+15.8757s	1
7	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Chevrolet DW12	+21.5357s	11
8	Ryan Briscoe (AUS)	Team Penske	Dallara-Chevrolet DW12	+23.5311s	2
9	Justin Wilson (GB)	Dale Coyne Racing	Dallara-Honda DW12	+26.3280s	10
10	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda DW12	+26.6481s	18
11	Mike Conway (GB)	AJ Foyt Racing	Dallara-Honda DW12	+27.0458s	23
12	James Hinchcliffe (CDN)	Andretti Autosport	Dallara-Chevrolet DW12	+31.4527s	9
13	Rubens Barrichello (BR)	KV Racing Technology	Dallara-Chevrolet DW12	+35.1206s	7
14	Marco Andretti (USA)	Andretti Autosport	Dallara-Chevrolet DW12	+39.8669s	15
15	Sebastien Bourdais (F)	Dragon Racing	Dallara-Chevrolet DW12	+40.8154s	12
16	EJ Viso (YV)	KV Racing Technology	Dallara-Chevrolet DW12	+55.1028s	16
17	Josef Newgarden (USA)	Sarah Fisher Hartman Racing	Dallara-Honda DW12	+56.0449s	13
18	Tony Kanaan (BR)	KV Racing Technology	Dallara-Chevrolet DW12	+57.0272s	21
19	Charlie Kimball (USA)	Chip Ganassi Racing	Dallara-Honda DW12	+1m04.8947s	19
20	Simon Pagenaud (F)	Schmidt-Hamilton Motorsports	Dallara-Honda DW12	74 laps-accident	6
21	JR Hildebrand (USA)	Panther Racing	Dallara-Chevrolet DW12	-1 lap	20
22	Ed Carpenter (USA)	Ed Carpenter Racing	Dallara-Chevrolet DW12	-1 lap	22
23	Simona de Silvestro (CH)	HVM Racing	Dallara-Lotus DW12	-2 laps	25
24	Oriol Servia (E)	Panther/Dreyer & Reinbold Racing	Dallara-Chevrolet DW12	65 laps-clutch	24
25	James Jakes (GB)	Dale Coyne Racing	Dallara-Honda DW12	43 laps-damper	14

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Hunter-Reay	362
2	Castroneves	339
3	Power	336
4	Dixon	301
5	Hinchcliffe	286
6	Kanaan	279
7	Pagenaud	276
8	Franchitti	258
9	Briscoe	241
10	Rahal	237

Winner's average: 101.246mph.
Fastest lap: Newgarden, 1m17.3629s, 103.491mph.
Qualifying: field divided into two groups for qualifying. The fastest six from each move into a 12-car second round. The fastest six from this move into the pole shootout.
*10-place grid penalty.

PICS: NELSON, ABBOTT/LAT

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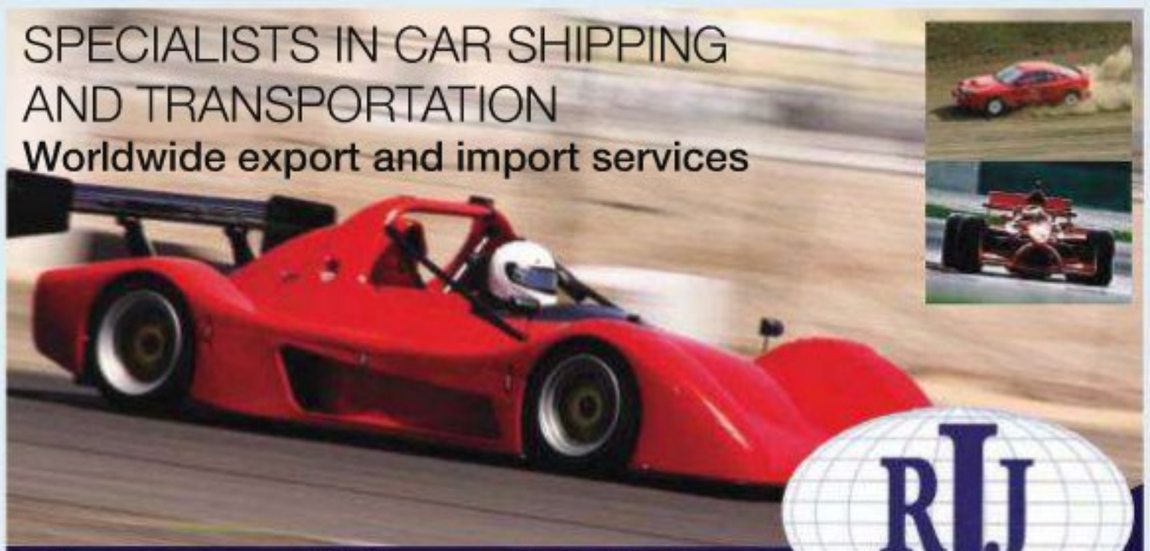

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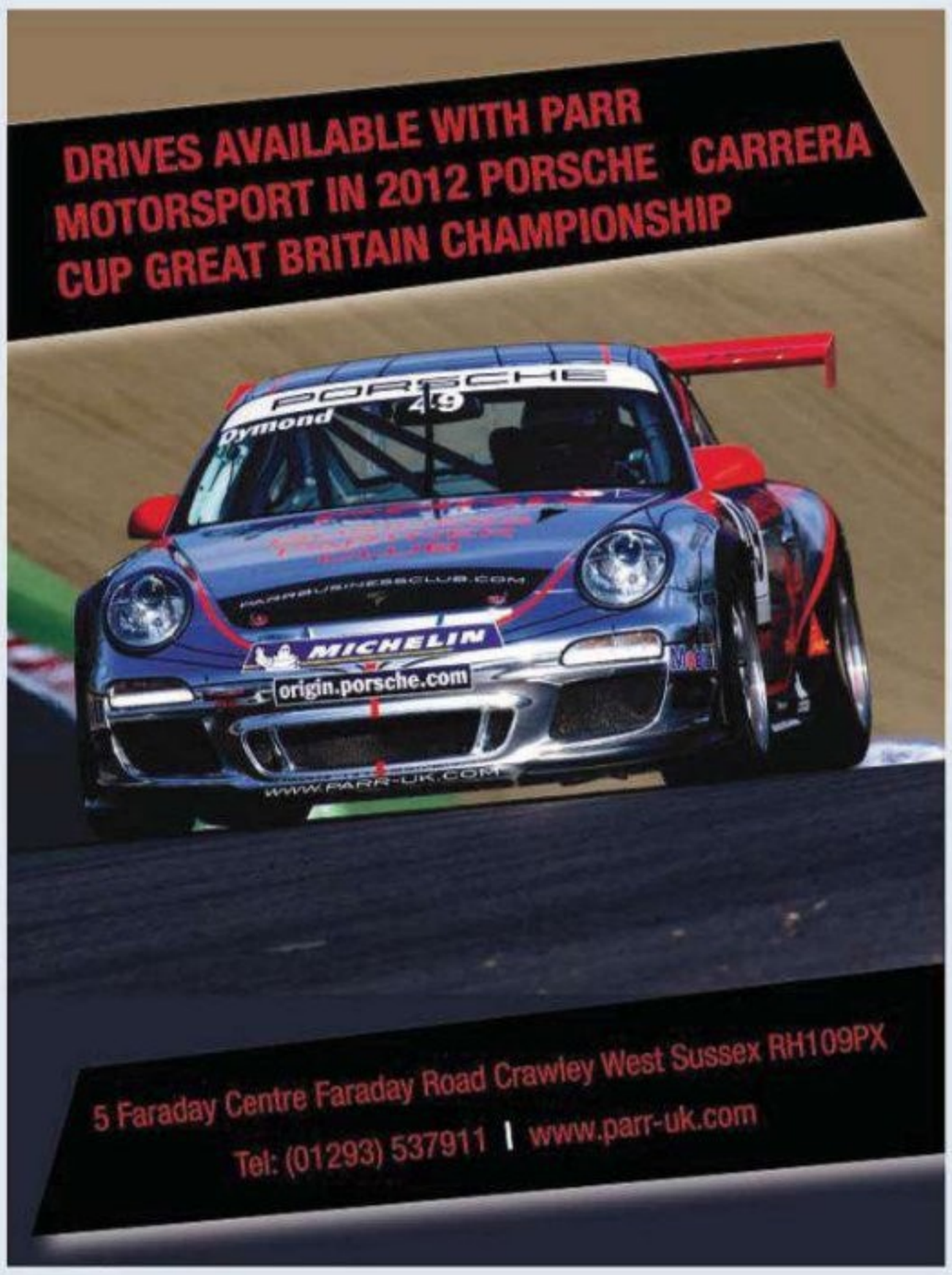

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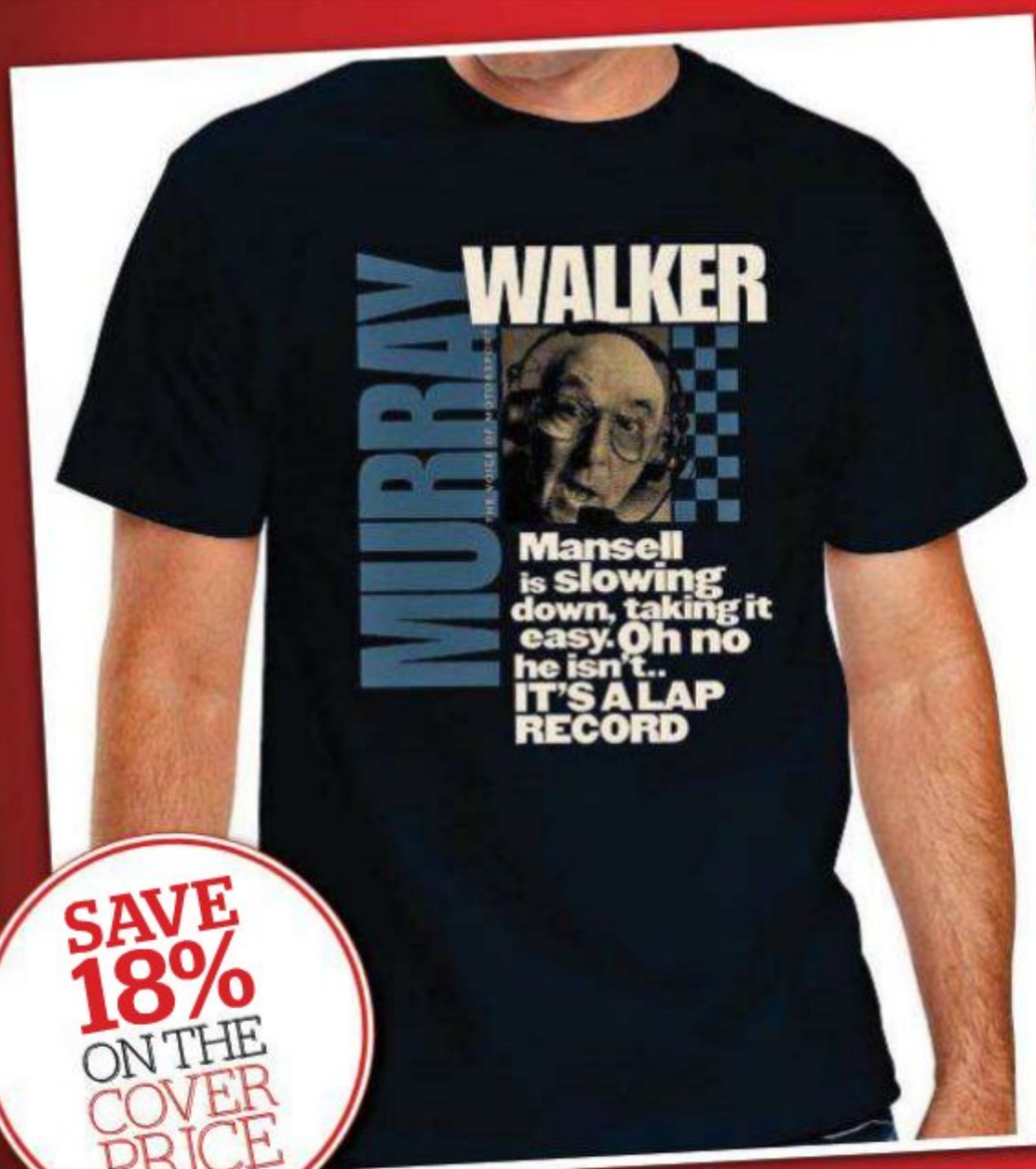

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Sports Extra

United Autosports to run McLarens in British GT

Team to switch MP4-12C from Blancpain to UK series

UA has withdrawn MP4-12C from Spa 24

THE ANGLO-AMERICAN United Autosports team will enter a McLaren MP4-12C GT3 in the next round of British GT at Snetterton next weekend, ahead of a planned two-car attack in 2013.

United Autosports decided last week to end its participation in the Blancpain Endurance Series with the twin-turbo McLaren ahead of this weekend's Spa 24 Hours blue-riband round of the series.

It will instead undertake a campaign in a minimum of two out of the remaining three British GT rounds this year by way of preparation for next season.

Team boss Richard Dean explained that UA was withdrawing what had turned into a solo McLaren entry for Spa courtesy of fears over the reliability of the GT3 machine.

"We are not ready with the car for a 24-hour race," he said. "We are funded by a combination of sponsorship and paying drivers, and the drivers preferred not to go into Spa with the McLaren."

The switch to British GT with the McLaren for next season was a financial one, Dean explained.

"Budgets in Blancpain are already big and are going up and up as everyone tries to compete with factory-assisted teams," he added. "Budgets for a team like us that is partially funded by drivers is more achievable in British GTs than in Blancpain."

UA will still field its Audi R8 LMS ultra at Spa for a roster of drivers including Mark Blundell and Grand-Am Daytona Prototype race winner Mark Patterson. Because the Snetterton British GT round follows one week after Spa on August 4-5, its regular drivers Matt Bell and Charles Bateman will race a McLaren before reverting to the Audi for the final two weekends of the season.

United is expecting to field two McLarens in the British GT finale at Donington Park at the end of September. Its participation in the penultimate round at Silverstone earlier in the month with the MP4-12C will be dependent on a test and development schedule it has planned.

Zak Brown, who co-owns the outfit with Dean, and team regular Richard Meins are already confirmed for next season's British GT assault.

McLaren test and development driver Alvaro Parente, who drove in the BES with UA this season, is likely to share with Brown. Dean said that "someone comparable with Alvaro" was being sought to partner Meins.

UA will also continue its relationship with Audi into next season. "The plan is to run two Audis next year [in British GT]," explained Dean. "We will run as two separate teams as we have this year."

UA is also planning to take its MP4-12Cs to the Macau GT Cup on the Formula 3 Grand Prix undercard in November, the Gulf 12 Hours in Abu Dhabi in December, and the Bathurst 12 Hours next February.

UA will continue to run Audi R8 LMS ultra in GT3

PICS: BLANCPAIN, EBREY/LAT

AUTOSPORT SAYS...

BEN ANDERSON
NATIONAL EDITOR

ben.anderson@haymarket.com

THIS HAS ALREADY BEEN A great season for British GT and it looks as though things are about to get even better as United Autosports gets ready to bring its McLaren MP4-12Cs onto the grid.

Series boss Benjamin Franassovici always wanted to have a McLaren in the field this year and now it seems he will get two thanks to UA's defection from the Blancpain Endurance Series.

The worrying part of UA's reasoning is Richard Dean's assertion that budgets are beginning to spiral up in the BES. Manufacturer-backed teams and works drivers are all well and good, but the approaching demise of the FIA GT1 World Championship – after just three seasons – shows the difficulty of trying to run an expensive GT category without the safety net of enthusiastic paying amateurs.

Nevertheless, British GT3 is still on its own upward trend, and if UA can make good on its pledge to run dual Audi and McLaren campaigns in 2013, then that will be three more cars (and hopefully as many more topline drivers) on the grid.

Porsche ace Richard Westbrook told me that the best season of British GT yet was only going to get better next year. Right now, that's looking like a safe bet.

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Silverstone Classic

Super Touring trophy to continue in 2013

Vintage tin-tops make successful Silverstone Classic return

Wrathall jumps the start of the first race

THE TOURING TROPHY for Super Touring, Group A and other tin-tops of the 1970-2000 era is set to continue next year after a successful outing at the Silverstone Classic last weekend.

The category was revived for this year's Classic, and 36 cars started the first of the two races at Silverstone. Organisers have already been asked to return for the next running of the Classic in 2013, and there could be up to two other events elsewhere.

Jonny Westbrook, one of the organisers, who also ran the Super Touring Vauxhall Cavalier taken to two second places by BTCC racer Frank Wrathall, said: "We were looking for credibility among the historic guys and we've achieved what we wanted. It's a great privilege to be asked back and it's where we want to be."

Westbrook confirmed that the target for further meetings, which could include a trip to Europe, would be other big historic events.

"We've got to get a consensus on what people want to do," he said. "We're going to see what comes our way, but we want big meetings with series like Group C and historic F1.

"We'd like to do three races and build it up gradually."

Although the Silverstone event covered a wide variety of cars from a 30-year period, Westbrook has no plans to slim it down.

"I was reasonably pleased with the balance," he said. "There was such a good spectrum – it was touring cars through the ages.

"There are some awesome machines and the best thing about it was the racing."

Formula Renault BARC

Wauer to Renault with Dempsey

FORMULA 4 FRONTRUNNER FALCO Wauer will make his Formula Renault BARC debut in the penultimate round of the championship at Donington Park next month.

The Norwegian-American, who has won five of the six races he has contested in the 750 Motor Club's F4 series so far this year, will drive for Cliff Dempsey Racing.

CDR boss Cliff Dempsey said Wauer would fill the seat vacated by fellow American Trent Hindman before last weekend's round at Croft.

Dempsey said: "I've been watching his progress. He's up for the Team USA Scholarship and looks to be quite quick. We'll do some testing to get him up to speed and see what we can do."

Wauer has impressed Dempsey with 2012 form

Dempsey would also like to continue running 2010 title contender James Theodore, who replaced Hindman at Croft. Theodore topped practice, qualified 11th and seventh, and finished seventh and fifth in his two races.

Ma5da MX5

Ma5da leaves BRSCC for Combe

MA5DA RACING, WHICH RUNS races for Mk1 and Mk3 Mazda MX5s, will leave the British Racing & Sports Car Club at the end of this season.

The BRSCC has been the organising club for Ma5da since 2009, but the series will now move under the Castle Combe Racing Club's wing for 2013. It marks an expansion for the CCRC beyond its three Combe-based series.

Ma5da championship director Jonathan Blake hopes to work more closely with the club and relevant circuits to reduce costs.

"The obvious step was to improve the current monopoly and precedence of organising clubs with a fresh and cost-effective approach," said Blake, who confirmed details of the deal will be revealed soon.

"We have reached agreement with the CCRC to work in partnership to develop this new approach," he said.

Ma5da is shaking things up for 2013 season

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Formula Renault BARC

Malvern parts ways with CDR as Cullen Motorsport goes it alone

FORMULA RENAULT BARC frontrunner Scott Malvern split with Cliff Dempsey Racing ahead of last weekend's round at Croft.

The reigning British Formula Ford champion, and current FR BARC points leader, instead raced under his sponsor Pat Cullen's Cullen Motorsport banner.

Malvern finished in fourth and second places in the two races, as title rival Josh Webster narrowed his advantage to just seven points by scoring a double win.

Malvern clung to his points lead at Croft

Malvern said: "I don't know the details, but I think Pat [Cullen], who owns the car, is looking to set a team up and wants to run the car under his own name as a bit of an experiment.

"I was a little bit concerned at the time because I wasn't sure if I was going to be out, but when he said a couple of guys from Jamun [Racing's FFord team] were spannering I was less concerned."

CDR boss Cliff Dempsey said he did not know the reasons for the switch, but was left surprised by the move.

"I don't really know what it's all about," said Dempsey.

"I've been in motorsport for probably 30 years, and I've never heard of a driver leaving a team when they were leading the championship."

Group C/GTP

Minassian races Lancia at Classic

FORMER WORKS PEUGEOT Le Mans driver Nicolas Minassian finished on the podium on his Group C/GTP debut at the Silverstone Classic last weekend in a Lancia LC2.

Minassian was entered in Rupert Clevely's Peugeot 905 Evo 1 bis. He qualified the 3.5-litre V10 machine second on a drying track, but a clutch problem forced the car out.

After finishing seventh in Saturday's race, Clevely offered his LC2 to Minassian. Despite not having driven the car before, Minassian shot to third on the opening lap. He got faster and faster as the race progressed, eventually setting a best of 1m52.812s, less than 0.4s slower than the fastest lap of Gareth Evans in the later Sauber C9. The Frenchman then snatched second on the final lap when period Group C racer Herve Regout's Porsche 962 was delayed in traffic.

Minassian loved his Group C debut in Lancia

"It was just so much fun!" said Minassian. "It took so much physical strength, with all the gearchanges and working the car. The cars of today are easy, but this was hard. It was a brilliant race and I really enjoyed myself."

Britcar 24 Hours

Mission Motorsport back to Britcar

ARMED FORCES CHARITY MISSION Motorsport plans to contest the Britcar 24 Hours again this season in a Nissan.

Four members of the armed forces, including charity director Major James Cameron, contested last year's event in a Jota-run Mazda MX5 Mk3. For 2012, Cameron is planning to enter a crew in an RJN-run Nissan 350Z or 370Z.

Cameron is plotting a Nissan attack in Britcar

Cameron, who formed part of a four-man team that finished 24th in last season's 24 Hours, said: "I've got a number of guys to put in the car, and may well do it myself just to bring a bit of experience to the team."

Mission Motorsport will also enter a squad in the 2CV 24 Hours at Snetterton at the end of August, and Cameron also wants some of his soldiers to contest RAFMSA events.

PICS: EBREY, HAWKINS, MOIR, DEVENT, GRIFFITHS/LAT

MARCUS PYE

HUMBLE PYE

The voice of club motor racing

Stretton's March F2 chased Hadfield's Trojan F5000

The 22nd Silverstone Classic, if you count back to the birth of the BRDC Historic Festival in 1991, almost didn't happen as a knock-on from the wettest June and early July on record. With the saturated ground – which, race day aside, made the British Grand Prix a misery – still far from recovered, only a last-ditch reshuffle of the myriad sideshows and the forbearance of car club folk 'saved' the weekend.

Another mighty storm lashed the circuit as I arrived on Wednesday (the 35th anniversary of the day I joined AUTOSPORT incidentally), leaving the perimeter road under inches of water in places. Mercifully, blue skies reigned on Saturday and Sunday, when a recently unfamiliar yellow orb rose in the east, spotlighting some of the best racing in the event's history.

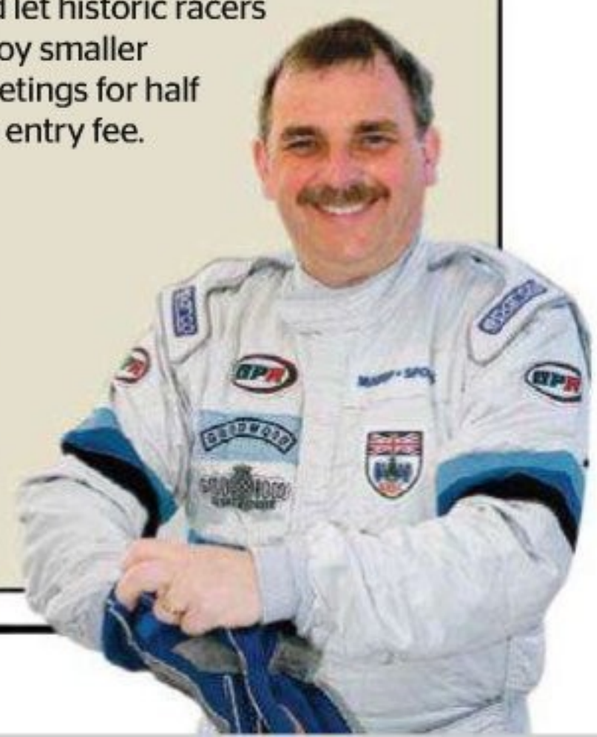
The intense Formula 5000 versus F2 battles at the head of the Peter Gethin Memorial Trophy races – between Simon Hadfield, Michael Lyons and Martin Stretton – were a fitting memorial to the 1971 Italian GP winner, who raced in both classes, was Britain's first F5000 star and uniquely nailed the F1 cars with his Chevron B24 in the 1973 Race of Champions.

"There's no substitute for cubic inches. Or noise. "Bring back Formula 5000," enthused ex-Le Mans racer Richard Hay, whose Hayfisher TV team recorded the action beautifully on a supremely challenging circuit. The other big banger brawl between Stretton (in Paul Knapfield's stunning Ferrari 512M) and Ollie Bryant (Lola T70 Mk3B) was equally compelling on the giant screens.

But untenable logistics continue to blight the Classic, particularly the International Paddock's lack of accessibility. With only one sinuous umbilical cord (which became a causeway in torrential rain) linking it to the rest of the world, pathetic support vehicle parking and – provided at exorbitant cost – an utterly useless shuttle bus service, competitors in the shadow of The Wing were again stranded miles from private cars and motorhomes, divorced from enthusiasts who also pay through the nose to be there.

Suggestion for 2013: reunite the paddocks at the top of the campus, put the car clubs at the southern end beside the Stowe test track and make the Classic enjoyable for the competitors at its nucleus. Or drop the racing, make it a giant car festival with lots of track activity and let historic racers enjoy smaller meetings for half the entry fee.

> "The intense F5000 versus F2 battles at the head of the Peter Gethin races were a fitting memorial"



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IN BRIEF

Mullen raced BRM P261 for the first time

FORMULA JUNIOR STALWART Peter Mullen made his Formula 1 debut at the Silverstone Classic last weekend, driving his ex-Graham Hill BRM P261/2 in the HGPCA Pre-1966 events. The Hoole Racing-run car took 22nd and 15th.

FORMER BRITISH TOURING CAR champion Tim Harvey failed to start the RAC TT race for pre-1963 GT cars at the Silverstone Classic after the Jaguar E-type he was due to share with Guy Minshaw hit engine problems during qualifying.

SAXMAX LEADER OWEN HUNTER is considering graduating to Formula Ford, Caterham, or the BMW Compact Cup for 2013. "Castle Combe Saloons is an option but I would prefer to do something national," said the 16-year-old.

GERT DE ROOY, SON OF 1970s Dutch rallycross pioneer Jan and a successful Dakar truck racer in his own right, will make his rallycross debut in the Dutch round of the European championship on August 11-12. The Dutchman will drive a Citroen C4 used in the British championship by Steve Harris.

THE BRSCC HAS LAUNCHED A recruitment initiative for new volunteers for race-meeting management and administration, with an emphasis on finding new clerks of the course. Club chairman Bernard Cottrell said: "Not enough people are coming forward to be clerks and we need to attract people who will support the sport in the years to come."

HISTORIC FORMULA 1, BOSS, AND F5000 machines are being targeted for a demonstration around the streets of the Azerbaijan capital, Baku, on October 3-8. Event organiser City Challenge wants 15 cars, for which expenses will be paid.

AUTOSPORT's BRITISH HILLCLIMB reporter Eddie Walder and marshal Claire le Bourgeois escaped serious injury when they were hit by Craig Bates's errant OMS at Bouley Bay last week. Walder continued to cover the meeting and the subsequent Val des Terres event (see page 85).

Walder took this before being hit

PICS: EBREY, LAT, WHITTINGTON, WALDER

Escort was part of Rallycross Retro event

Rallycross

Retro Rallycross makes debut

New initiative for pre-1987 cars seeks growth after Mallory inauguration

THE NEW RETRO RALLYCROSS Challenge made its debut during the British Rallycross Championship round at Mallory Park last weekend.

Retro Rallycross features two classes: pre-1982, and 1982 to 1987. The class split was pinned on 1982 to reflect the seed change that took place in the sport following the arrival of the Audi Quattro and four-wheel drive. Historic rally cars are also catered for.

A couple of late problems reduced the inaugural field to five cars, as Dublin-based Pole Greg Kalinecki took his Lancia Delta Integrale to victory.

Retro Rallycross will appear at the remaining three BRC events: Lydden, Pembrey and Croft, and is expected to get a full time place as a BRC support category in 2013.

Series boss Shirley Gibson expects the field to grow. "We should have had seven or eight cars but there were some last-minute hold ups that delayed some," she said. "There's just over a month until the next event and I hope we'll have a full grid there.

"The first event has gone well, the drivers all had fun and we had great feedback from fans; there is a great interest in the older cars."

Competitors were happy with the debut event too. Ian Sandwith, who entered his Mini for Lance Foster, said: "We haven't run the car for two years but this was just about perfect. A few events for fun each year is attractive."

Hastings-based Ray Morgan made a rare trip away from Lydden with his rear-drive Escort for the event. "My car is 30 years old and all the stuff in it is 30 years old," he said. "It's as it was then and can't keep up with the modern cars so this is a great idea and been done very well here."

Historic Rallying

RAC club plots new historic rally series

THE ROGER ALBERT CLARK Rally Motor Club has unveiled plans to run a new championship in 2013, focusing on historic rally cars complying with MSA historic regulations.

The RAC Pre-'87 Championship is the working title for the initiative, which is expected to run over eight one-day gravel rallies in England, Scotland and Wales.

New historic rally series will appear next year

The series will cater for cars from MSA historic Categories One, Two and Three, as well as those prepared to FIA Appendix K. Additional classes will accommodate cars built up to the end of 1986, as well as other pre-1987 machines that do not fully comply with historic regulations.

Colin Heppenstall, the man behind the Roger Albert Clark Rally, said that competitor demand had been the catalyst for the series.

"We expect to have eight one-day gravel events in the first year with the best six scores to count," he said. "There will be a good geographical spread, but one of our prime aims is to contain the cost of competition and attract as strong a field as possible in these difficult financial times."

Silverstone Classic

Brodie makes comeback in Classic tin-tops

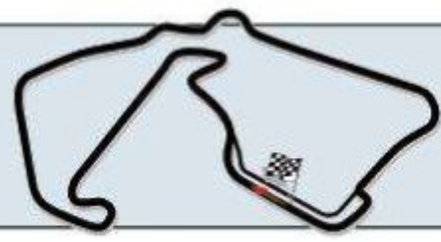
TOURING CAR VETERAN DAVE Brodie returned to racing for the Touring Trophy races at the Silverstone Classic last weekend, three years on from his last race and after recovering from illness.

Brodie drove his familiar Ford Sierra RS500, originally built for the British Touring Car Championship, for the first time in six years in the event for tin-tops of the 1970-2000 era.

He missed qualifying due to a diff failure in testing, but came through to finish 15th from 36 starters in the first race. Further problems limited Brodie, who started racing over 40 years ago, to 26th in the second event.

"It's terrific to be back out," said the 69-year-old.

Brodie returned at Silverstone in RS500



F5000/F2 QUICK RESULTS
→ Race 1 **Michael Lyons**
→ Race 2 **Simon Hadfield**

"It's fantastic to race Martin – I was in the way, it's a big car!"
Hadfield kept the Trojan ahead of Stretton's March

SILVERSTONE CLASSIC HSCC, JULY 20-22

F5000s thrill in Classic encounters

TWO SENSATIONAL Formula 5000-versus-F2 battles for the Peter Gethin Memorial Trophy starred at the Silverstone Classic, which provided some of the closest historic racing of the season. That both encounters were decided by just over a tenth was all the more fitting as Nick Gethin – son of the F5000 ace who died last December – presented the silverware.

Michael Lyons might have planted his Lola T400 on pole by nearly a second and taken the lead at the start, but this was not to be one of the 21-year-old's runaway victories. With second qualifier – and top F2 man – Martin Stretton fluffing the rolling start, Simon Hadfield was given a clear run at Lyons. The ex-John Watson Trojan T101 tracked the Lola on the opening lap and, with superior straightline speed, swept down the inside at Stowe to snatch the lead.

So began an epic duel in which they were tied together, and sometimes side-by-side, for most of the race. "He seems to have less downforce – it was quicker at the end of the straights, but I was faster in the high-speed corners," said Lyons.

After briefly retaking the lead earlier, Lyons made a move stick in traffic, but Hadfield stayed close. He tried around the outside at Stowe with three laps to go, uncharacteristically spun, and nudged the barriers. Hadfield grabbed reverse and smoked the tyres as he recovered to third, but Lyons was gone.

He wasn't safe, though. Stretton had put on a great charge up to third and a sequence of fast laps brought his March 742 up to the battling V8 monsters. He duly took up the cudgels after Hadfield's off, but now it was Lyons who had the straightline advantage and he held on to win by 0.144s.

When Stretton made a much better start in Sunday's bout, a three-way battle looked likely. Hadfield's getaway wasn't so strong, but he blasted past Stretton on the run to Brooklands, and went by Lyons on Hangar Straight. The trio crossed the line covered by a second, only for the Lola's engine to expire, leaving Lyons disappointed and stranded.

The old hands thus pulled clear, with Stretton buzzing all around the Trojan's gearbox in the twisty stuff. He got ahead once, going round the outside at Village to give himself the inside for the Loop, but ran wide and Hadfield thundered back through to avenge his race-one defeat.

"He's so good and precise," said Stretton. "We had his mistake yesterday, not today."

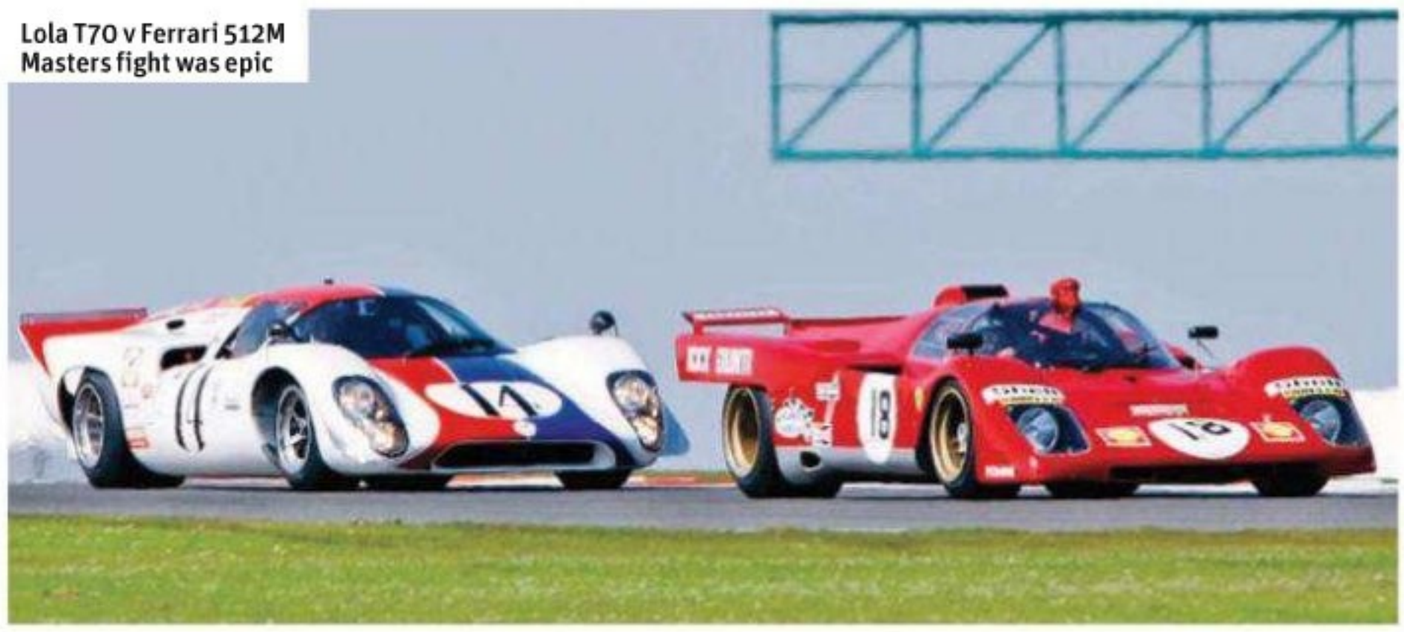
AUTOSPORT's Ben Anderson, making his category debut in the unique ex-Gethin Chevron B37, looked set for a fine third, but crown wheel and pinion failure forced him out. Neil Fowler's March 75B/752 thus completed the podium after closest rival Lee Dwyer was taken out at Abbey by errant backmarker Crispian Besley.

Stretton was once again a glorious second in the World Sports Car Masters enduro. Sharing Paul Knapfield's Ferrari 512M for the first time, he narrowly lost out to Oliver Bryant's Lola T70 in an enthralling duel.

A wet and chaotic qualifying had produced a mixed grid, but Knapfield used the sheer power of the five-litre Ferrari to jump from 10th to second on lap one, behind Bryant's co-driver Andrew Smith.

Knapfield soon took the lead, but could not maintain his early pace and Smith clung on. In traffic at Aintree, the Lola got too close and in the confusion hit the Ferrari, sending the T70 spinning and taking off its door.

While Smith headed for the pits for an early driver


Lola T70 v Ferrari 512M Masters fight was epic

PICS: GRIFFITHS/LAT, EBREY, BLOXHAM

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GROUP C QUICK RESULTS
→ Race 1 **Gareth Evans**
→ Race 2 **Evans**

"I had no answer to Mike's pace, but on this occasion my luck was with me"
Coombs took GP Masters win after Michael Lyons faltered

Hadfield and Lyons fought hard and took a win apiece

Wrathall leads Touring Trophy pack, but Pearson won twice

McInerney was solo winner in '60s tin-tops

change, Rob Hall moved his T70 up to challenge the big Ferrari and the duo pitted together. Stretton emerged just ahead of Andy Wolfe, in for Hall, and easily drew away, but immediately had Bryant on his tail.

The 512M looked potentially faster, but Stretton was learning the car, while Bryant's experience in the T70 made his progress relentless. Every time Stretton looked set to break away he made a small mistake, running wide at Abbey and Brooklands, and they swapped places several times.

When Stretton went into Abbey too hot with two laps to run, Bryant moved ahead once more and stayed just out of reach to take a well-earned win. Stretton's efforts, along with his F2 exploits and several other outings, were nevertheless enough to make him the Driver of the Meeting.

Soloist Steve Tandy overcame Wolfe for third, while Manfredo Rossi di Montelera's Abarth-Osella beat Charlie Kemp/Richard Sykes (Lola T210) to two-litre honours despite time penalties for starting out of position and not respecting track limits.

The even faster sportscars of the Group C era also managed to put on a great lead tussle. Gareth Evans dominated Saturday's evening race in his Sauber C9, chased gamely by Roger Wills in his Lancia LC2, but Sunday's race was a different matter altogether.

Period Group C racer Herve Regout qualified on pole in the wet in the Jagermeister-liveried Porsche 962 taken to third by Christophe d'Ansembourg in race one, and held the early advantage. The greater Mercedes power of the Sauber took Evans ahead into Copse on lap three, but despite ever-increasing pace the Silver Arrow could not shake off its orange pursuer.

All the while, modern sports-prototype ace Nicolas Minassian was learning Rupert Clevely's LC2 in third. Remarkably, he worked his times down to those of the duo ahead and kept them in sight. That proved crucial when the lead fight hotted up.

Evans and Regout had already almost touched at Stowe when Evans dived down the inside at Copse to retake the lead in the closing stages. A gaggle of cars to lap on the final tour proved decisive. Evans got a break, while the flying Minassian snatched second on the exit of Copse after the Porsche was almost forced off the road by the Jaguar XJR-5B of Don Miles. "I was pushing like crazy," admitted Minassian.

Grand Prix Masters was another group to provide a great race two after a tame opener. The most notable thing about Saturday's DFV-fest was that runaway leader Michael Lyons caused an early halt when the Hesketh's fuel-pump switch failed. Bill Coombs moved up to take the win, recompense for the British GP support race that he lost right at the end.

While Lyons charged through the pack on Sunday, Coombs fought Steve Hartley. The Arrows man put the Tyrrell under intense pressure, but Coombs held firm, with Lyons closing all the time.

The trio was together with three laps to go. Lyons overtook Hartley out of Aintree, ran wide at Brooklands to allow the Arrows back through, then tried to go round the outside at Copse. "I hit the brakes and nothing happened," said Lyons of his subsequent off, and he had to settle for third. Hartley redoubled his efforts and swarmed all over Coombs on the final lap, but lost out by 0.210s.

The Touring Trophy for tin-tops of 1970-2000 made for an unusual and welcome sight. In the wet, BTCC racer Frank Wrathall put the Super Touring Vauxhall Cavalier on pole, but in the dry he could not hold off the flying Nissan Primera of Rick Pearson. Despite an intermittent misfire, the ex-David Leslie car overcame Wrathall early on in both races and looked comfortable in the lead. "The Cavalier's a bit older and I think age told," reckoned Pearson.

The action behind was more intense. In race one, a whole group of Super Tourers fought the more powerful but less nimble Group A Ford RS500s and BMW M3s, with Neil Smith's even more agile S2000 Alfa Romeo 156 also in the mix. Ultimately, he recovered from an early spin to take fourth behind Richard Hawken's Primera.

The duo put on the race's best battle on Sunday. They swapped places throughout, only for Dave Jarman (Nissan) to reel them in and jump Smith out of Luffield on the final lap.

Craig Davies's ex-Chris Hodgetts RS500 twice won the Group A split after an incredible wall-flirting tankslapper at Woodcote in race one, but sixth was the best he could manage against the grip of the newer machines.

Alex Furiani's glorious Alfa Romeo GTA led the early stages of the Under 2-litre Touring Car field from Phil Keen's Lotus Cortina and the bouncing BMW of Jackie Oliver.

But all three left it too late to make their driver changes during a safety-car period and fell back as a result. Fifth for Richard Shaw (in for Oliver), ninth for Mike Gardiner (Keen) ▶

Coombs and Hartley battle as Lyons closes

QUICK RESULTS
→ U2TC **Sean McInerney**
→ Pre-1966 GTs
Jon Minshaw/Martin Stretton

"It was now or never; I went in a bit too hard and lost it"
Methley spun at the end of first Formula Junior race

and 12th for David Fitzsimons in the Alfa was all they could manage.

That should have allowed Simon Hadfield (Cortina) to take an easy win. Leo Voyazides had started the car and almost kept the lead trio in sight, and such was Hadfield's pace there was a good chance he could have caught them anyway.

A string of fastest laps pulled him clear of soloist Sean McInerney – up from 38th after qualifying problems – but a 10s stop-go penalty for an unsafe pit release dropped him to fourth.

Hadfield then hurled the Cortina around Silverstone, passing BTCC ace Mat Jackson, struggling with a misfire in Henry Mann's Cortina, and began the last lap 4.7s behind McInerney. With traffic to negotiate, Hadfield zapped the Alfa of Max Banks at Stowe, but took the flag 1.4s down on McInerney's Cortina.

McInerney also featured in the Gentleman Drivers event for pre-1966 GTs, powering his TVR Griffith into the lead early on. His cause was aided by Rick Hall, starting the AC Cobra put on pole by son Rob, being hit by a sideways Mike Whitaker exiting the Loop. The subsequent puncture put the Cobra out of contention.

McInerney led the Jaguar E-type of Jon Minshaw and the Voyazides Cobra up to the stops. A great Minshaw-Martin Stretton handover then gave the Big Cat the lead. McInerney homed in, but smoke from the V8 machine proved ominous and he toured round to fourth, leaving Hadfield in Leo Voyazides' Cobra and the E-type of Pearsons John and Gary to complete the top three.

Lotus 16s were to the fore in the HGPCA Pre-1961 stanzas. The 2.2-litre version of Roger Wills swapped places with the 2.5-litre example of Philip Walker before the bigger car showed its hand to pull clear in the closing stages of race one. It was a similar pattern the following day, but this time Walker was hit with penalties totalling 35s for not respecting the track limits, thus Wills got a deserved win.

Eddie McGuire twice made it a Lotus 16 1-2-3 with his two-litre car, pipping Rod Jolley's Monzanapolis Lister Jaguar. Both were helped by the travails of Julian Bronson, who had to come through from the back in race one in his Scarab, and retired from third on Sunday with the Offenhauser engine cutting out.

The Andrew Smith/John Young Cooper Jaguar and Pearson family D-type shared the Woodcote Trophy honours. In the first encounter Smith's early lead over John Pearson wasn't enough to prevent brother Gary catching Young to take victory.

Smith and ex-BTCC ace Anthony Reid's Jaguar C-type fought brilliantly for the early race-two advantage but, even without Reid's five-second penalty for drifting off track too often, co-driver Nigel Webb couldn't live with Young and Gary Pearson. This time Young's pace proved quick enough.

Evans (62) had to work for his Group C double

FORMULA JUNIOR HSCC, JULY 20-22

Milicevic takes revenge before Methley wins

AFTER PUTTING ON the best races of the 2011 event, much was expected from the huge Formula Junior field and it didn't disappoint.

Jon Milicevic ended up taking revenge for his defeats last year at the hands of Sam Wilson by winning the first race in Stuart Rolt's Cooper T59, but neither had qualified fastest. That honour went to David Methley's Brabham BT6, breaking the Cooper stranglehold, while Wilson languished in seventh with a misfire.

Milicevic nevertheless grabbed the lead at the start and had Methley shadowing him as the lead duo drew away. Wilson made a poor getaway and was 7.6 seconds behind Milicevic at the end of lap one. He didn't make it up to third until lap six of nine, by which time the leaders were too far away, but the fact that he finished only 6.9s down on the victor showed what might have been.

Methley it was, however, who took the fight to the leading Cooper. Rarely close enough to try a move, he made one last push, but spun under braking for Brooklands on the final lap. That allowed Wilson into second and left category champion Milicevic to cruise home.

Methley made amends in the second event, taking the early advantage. Once Pete Morton's fast-starting Lightning Envoyette had been dealt with, Milicevic went round the outside of Methley at Stowe, only for the Brabham to strike back two laps later.

Then the Cooper pulled off at Aintree. Milicevic had accidentally switched his fuel pump off, and Methley was handed breathing space. Wilson once again chased hard from his lowly grid position, but was 1.9s short at the flag.

Andrew Hibberd made up for his spin in race one by winning a fine scrap with Morton to secure third in his Lotus 22.

Methley's Brabham beat the Coopers

RESULTS (BOTH 9 LAPS)
1 Jon Milicevic (Cooper T59); 2 Sam Wilson (T59) +6.856s; 3 David Methley (Brabham BT6); 4 James Murray (Lola Mk5A); 5 Michael Hibberd (Lotus 27); 6 Pete Morton (Lightning Envoyette).
CW John Chisholm (Gemini Mk3A); Andrew Tart (Bond); Peter Mullen (Kieft); Gil Duffy (Bond); Jan Biekens (Stanguellini).
FL Wilson 2m20.297s (93.63mph).
RACE 2 1 Methley; 2 Wilson +1.896s; 3 Andrew Hibberd (Lotus 22); 4 Morton; 5 Jonathan Hughes (Brabham BT6); 6 Manfredo Rossi di Montelera (Lotus 22).
CW Chris Drake (Elva 300); Crispian Besley (Cooper T56); Simon Goodliff (Lola Mk2); Duffy; Biekens.
FL Wilson 2m20.093s (93.76mph).

PICS: GRIFFITHS/LAT, EBREY, BLOXHAM

Smith and Reid duelled in Woodcote Trophy

"I was too cautious today and left Mr D-type too much work to do"

John Pearson apologises to brother Gary after Woodcote Trophy

Alex Buncombe built up an unassailable lead in the Stirling Moss Trophy for pre-1961 sportscars before handing the Costin-bodied Lister Jaguar to Silverstone Drive chief instructor Chris Ward. A frantic six-car battle for second eventually boiled down to a fight between Jamie McIntyre, in the Lotus 15 started by brother Ewan, and James Dodd, having his first run in father Graeme's Cooper Monaco.

A tardy driver change eroded the advantage Ewan McIntyre had built up, and his brother and Dodd Jr then put on a great show. A move into Copse on the penultimate lap sealed it for the Cooper. "One of the best races I've had for a long time," was Jamie McIntyre's verdict.

Buncombe also dominated both Jaguar E-type Challenge races, despite losing fluid and seeing his water temperature climb in race one. He had an advantage of around three seconds a lap in race two, in which Anthony Reid recovered from a misfire on Saturday to come through to fourth.

Jason Minshaw twice thrapped the HGPCA pre-66 split. Fellow Brabham BT4 pilot John Harper recovered from a misfire in qualifying to be runner-up in race one, helped by a lap-one clash that put the rapid Will Nuthall and Peter Horsman out, and ran second throughout race two.

● Kevin Turner

Minshaw/Stretton Jag topped pre-'66 GTs

One of Buncombe's wins came in Lister Jaguar

Lotus 16s of Wills and Walker dominated

RAC TOURIST TROPHY FOR PRE-1963 GTs HSCC, JULY 20-22

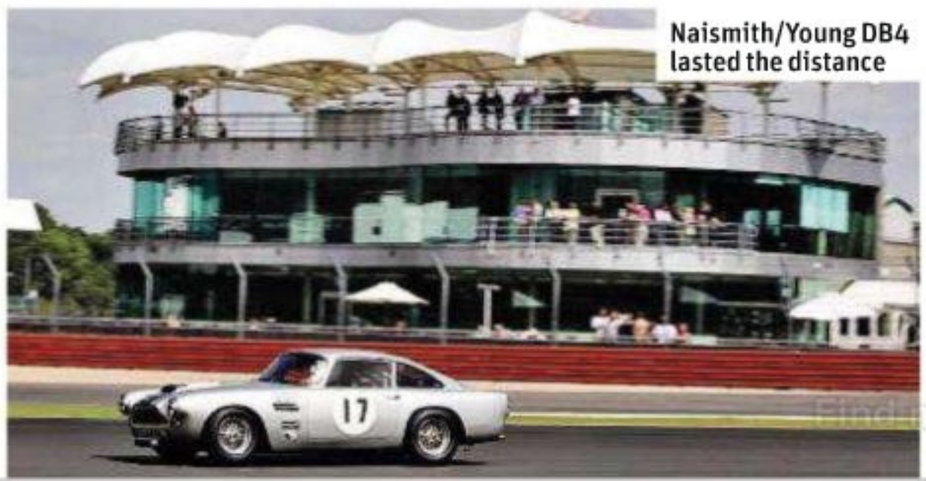
Aston Martin takes TT as quicker rivals fail

MECHANICAL CARNAGE made for an unusual podium in the TT enduro.

The spectacular James Cottingham slid his E-type past Jackie Oliver's polesitting Ferrari 250 at Stowe on lap one, but was soon in the pits with suspected head-gasket failure. Already there was Martin Hunt's AC Cobra, put on the front row by Patrick Blakeney-Edwards, which would eventually charge to sixth after gearbox issues.

A serene Oliver handed over to Gary Pearson and the Ferrari looked set to win until it too wilted with high oil temperature.

That moved invitation entries to the front, with the Nick Naismith/John Young Aston Martin DB4 surviving fuel pick-up problems to win from the indecently rapid Turner of soloist Ben Adams. Aston Martin Project 212, driven by Wolfgang Friedrichs and David Clark, was thus first 'official' runner home.


Naismith/Young DB4 lasted the distance

RESULTS (19 LAPS) **1 Nick Naismith/John Young (Aston Martin DB4)**; 2 Ben Adams (Turner Mk2) +19.774s; 3 Wolfgang Friedrichs/David Clark (Aston Martin Project 212); 4 Barry Wood/Tony Wood (Jaguar E-type); 5 Peter Neumark/David Franklin (Ferrari 250 SWB); 6 Martin Hunt/Patrick Blakeney-Edwards (AC Cobra). **CW** Friedrichs/Clark; Neumark/Franklin; John Emberson/Bill Wykeham (Morgan +4 Supersports); Ian Dalglish/Oliver Bryant (Lotus Elite). **FL** Blakeney-Edwards 2m35.217s (84.63mph).

SILVERSTONE CLASSIC RESULTS

PETER GETHIN MEMORIAL TROPHY FOR F5000 & F2 (BOTH 11 LAPS) **1 Michael Lyons (Lola T400)**; 2 Martin Stretton (March 742) +0.144s; 3 Simon Hadfield (Trojan T101); 4 Lee Dwyer (March 782); 5 Ben Anderson (Chevron B37); 6 Neil Fowler (March 752). **Class winner** Stretton. **Fastest lap** Stretton 1m56.266s (112.98mph).
RACE 2 1 Hadfield; 2 Stretton +0.124s; 3 Fowler; 4 Philip Gladman (Chevron B34); 5 Mark Dwyer (Lola T400); 6 Frank Lyons (Gurney Eagle FA74). **CW** Stretton. **FL** Stretton 1m57.680s (111.62mph).

WORLD SPORTSCAR MASTERS (23 LAPS) **1 Andrew Smith/Oliver Bryant (Lola T70 Mk3B)**; 2 Paul Knapfield/Martin Stretton (Ferrari 512M) +0.802s; 3 Steve Tandy (T70 Mk3B/C); 4 Rob Hall/Andy Wolfe (T70 Mk3B); 5 Manfredo Rossi di Montelera (Abarth-Osella PA1); 6 Charlie Kemp/Richard Sykes (Lola T210). **CW** Rossi; Greg Caton (Chevron B16); Sandy Watson/Martin O'Connell (Chevron B8); Chris Jolly/Steve Farthing (Cooper Monaco T61M); Mark Bates (Porsche 911 RSR); Tony Bianchi/Nick Wigley (Brabham BT5). **FL** Stretton 2m07.888s (102.71mph).

GROUP C (BOTH 15 LAPS) **1 Gareth Evans (Sauber-Mercedes C9)**; 2 Roger Wills (Lancia LC2) +4.906s; 3 Christophe d'Ansembourg (Porsche 962); 4 Mike Donovan (Spice SE88); 5 Steve Tandy (Nissan R90CK); 6 Peter Meyrick (Spice SE89C). **CW** Donovan. **FL** Evans 1m54.393s (114.83mph).
RACE 2 1 Evans; 2 Nicolas Minassian (Lancia LC2) +2.125s; 3 Herve Regout (Porsche 962); 4 Tandy; 5 Meyrick; 6 Wills. **CW** Meyrick. **FL** Evans 1m52.483s (116.78mph).

***DAILY EXPRESS* INTERNATIONAL TROPHY FOR GRAND PRIX MASTERS** (8 LAPS) **1 Bill Coombs (Tyrrell 009)**; 2 Steve Hartley (Arrows A4) +5.388s; 3 Michael Fitzgerald (Williams FW08); 4 Roger Wills (Tyrrell P34); 5 Richard Meins (Williams FW07); 6 Simon Fish (Ensign N180). **CW** Wills; Andrew Smith (March 701); Paul Knapfield (Brabham BT42). **FL** Michael Lyons (Hesketh 308E) 1m53.696s (115.54mph).
RACE 2 (11 LAPS) **1 Coombs**; 2 Hartley +0.210s; 3 Lyons; 4 Fish; 5 Meins; 6 Jean-Michel Martin (Fittipaldi F8). **CW** Lyons; Smith; Chris Perkins (Surtees TS14). **FL** Lyons 1m53.548s (115.69mph).

TOURING CAR TROPHY 1970-2000 (BOTH 9 LAPS) **1 Rick Pearson (Nissan Primera)**; 2 Frank Wrathall (Vauxhall Cavalier) +13.122s; 3 Richard Hawken (Primera); 4 Neil Smith (Alfa Romeo 156 S2000); 5 Dave Jarman (Primera); 6 Alvin Powell (Ford Mondeo). **CW** Wrathall; Craig Davies (Ford RS500); Mark Wright (Ford RS1800); Cern Osman (BMW M3 E30); Jody Halse (BMW 635); Paul Pochciol (Jaguar XJ12). **FL** R Pearson 2m13.402s (98.47mph).
RACE 2 1 R Pearson; 2 Wrathall +11.861s; 3 Hawken; 4 Jarman; 5 Smith; 6 Davies. **CW** Wrathall; Davies; Jan Bot (BMW M3 E30); Wright; Simon Hadfield (XJ12); Halse. **FL** R Pearson 2m14.260s (97.84mph).

ALAN MANN TROPHY FOR U2TC (18 LAPS) **1 Sean McInerney (Ford Lotus Cortina)**; 2 Leo Voyazides/Simon Hadfield (Cortina) +14.01s; 3 Andrew Banks/Max Banks (Alfa Romeo Giulia Sprint GTA); 4 Henry Mann/Mat Jackson (Cortina); 5 Jackie Oliver/Richard Shaw (BMW 1800 TiSA); 6 Arne Berg/John Haugland (Sprint GTA). **CW** Oliver/Shaw; Peter Baldwin/Graham Churchill (Austin Mini Cooper S); Paul Hocking/Geoff Turrall (Fiat Abarth 1000TC Corsa). **FL** Hadfield 2m32.591s (86.08mph).

MASTERS GENTLEMAN DRIVERS PRE-1966 GT (20 LAPS) **1 Jon Minshaw/Martin Stretton (Jaguar E-type)**; 2 Leo Voyazides/Simon Hadfield (AC Cobra) +79.08s; 3 John & Gary Pearson (E-type); 4 Sean McInerney (TVR Griffith); 5 John Clark/Gregor Fisken (E-type); 6 Shaun Lynn (Cobra). **CW** Mark Halstead/Stuart McPherson (Lotus Elan S1); James Bellinger/Keith Ahlers (Morgan SLR); Nick Naismith (Aston Martin DB4); Malcolm Paul/Rob Wells (TVR Grantura). **FL** Mike Whitaker (Griffith) 2m25.270s (90.42mph).

HGPCA PRE-1961 GP CARS (BOTH 9 LAPS) **1 Philip Walker (Lotus 16)**; 2 Roger Wills (Lotus 16) +3.035s; 3 Eddie McGuire (Lotus 16); 4 Rod Jolley (Lister Jaguar Monzanapolis); 5 Julian Bronson (Scarab Offenhauser); 6 Michael Steele (Connaught C type). **CW** Jolley; Allan Miles (Maserati 250F CM7); Michael Gans (ERA R1B); Paul Grant (Cooper-Bristol Mk2); Mac Hulbert (ERA R4D); Richard Pilkington (Talbot Lago T26SS). **FL** Walker 2m23.910s (91.28mph).
RACE 2 1 Wills; 2 Walker +33.697s; 3 McGuire; 4 Jolley; 5 Tony Wood (TecMec Maserati F415); 6 Steele. **CW** Jolley; Miles; Gans; Grant; Hulbert. **FL** Walker 2m23.785s (91.36mph).

WOODCOTE TROPHY FOR PRE-1956 SPORTSCARS (BOTH 12 LAPS) **1 John & Gary Pearson (Jaguar D-type)**; 2 Andrew Smith/John Young (Cooper Jaguar T33) +10.449s; 3 Nigel Webb/Anthony Reid (Jaguar C-type); 4 Robin Ward/Nick Adams (D-type); 5 Malcolm Verey/Denis Welch (Allard J2); 6 Mike Thorne/Johnny Todd (Austin Healey 100M). **CW** Verey/Welch; Thorne/Todd; Mark Midgley/Chris Woodgate (Aston Martin DB3); Philip Champion/Sam Stretton (Frazer Nash Mille Miglia); Chris Rea (Lotus 6). **FL** G Pearson 2m32.293s (86.25mph).
RACE 2 1 Smith/Young; 2 J Pearson/G Pearson +6.077s; 3 Reid/Webb; 4 Adams/Ward; 5 Geraint Owen/Charles Knill-Jones (Kurtis 500S); 6 Stephen Skipworth/Barrie Williams (D-type). **CW** Owen/Knill-Jones; Willie Green/Conrad Ulrich (Maserati 300S); Jonathan Bailey (D-type); Thorne/Todd; Stephen Bond (Lister Bristol); Rea. **FL** Reid 2m32.452s (86.16mph).

STIRLING MOSS TROPHY FOR PRE-1961 SPORTSCARS (21 LAPS) **1 Alex Buncombe/Chris Ward (Lister Jaguar Costin)**; 2 Graeme & James Dodd (Cooper Monaco T49) +12.039s; 3 Ewan & Jamie McIntyre (Lotus 15); 4 Jason Minshaw (Maserati T61 Birdcage); 5 Gary Pearson (Lister Jaguar Knobbly); 6 Roger Wills/Joe Twyman (Lotus 15). **CW** Dodd/Dodd; Oliver & Grahame Bryant (Lotus 15); Rick Bourne/Malcolm Paul (Elva Mk5); Malcolm Harrison/Patrick Watts (Rejo Mk3); Keith Fell/Stephen Bond (Maserati 250S). **FL** Buncombe 2m22.974s (91.88mph).

JAGUAR E-TYPE CHALLENGE (BOTH 9 LAPS) **1 Alex Buncombe**; 2 Jason Minshaw +4.702s; 3 Jon Minshaw; 4 John Pearson; 5 Graeme Dodd; 6 John Clark. **CW** Clark; Roger Cope. **FL** Buncombe 2m22.733s (89.89mph). **RACE 2 1 Buncombe**; 2 Gregor Fisken +15.141s; 3 Pearson; 4 Anthony Reid; 5 Chris Scragg; 6 Manfredo Rossi di Montelera. **CW** Rossi; Barrie Williams. **FL** Buncombe 2m24.289s (88.92mph).

HGPCA PRE-1966 GP CARS (BOTH 9 LAPS) **1 Jason Minshaw (Brabham BT4)**; 2 John Harper (BT4) +15.609s; 3 Rod Jolley (Cooper T45/T51); 4 Nick Fennell (Lotus 25); 5 Mark Piercy (Lola Mk4); 6 Jon Fairley (Brabham BT11). **CW** Fennell; Andrew Beaumont (LDS 03); John Chisholm (Lotus 18); Malcolm Cook (Cooper T43). **FL** Minshaw 2m18.908s (94.56mph).
RACE 2 1 Minshaw; 2 Harper +10.034s; 3 Jolley; 4 Fennell; 5 Roger Wills (Cooper T51); 6 Sid Hoole (Cooper T66). **CW** Fennell; Chisholm; Beaumont; Miles Griffiths (Cooper T45). **FL** Minshaw 2m19.177s (94.38mph).

CELEBRITY CHALLENGE (8 LAPS) **(all cars Morgan Lightweight) 1 Kelvin Fletcher**; 2 Brian Johnson +7.513s; 3 Jay Kay; 4 Tony Hirst; 5 Steve Bull; 6 Dave Vitty. **FL** Fletcher 2m34.990s (84.75mph).

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QUICK RESULTS
→ Deutsche Marque **Mark Chilton**
→ Future Classics **Nicholas Olson**
→ Magnificent Sevens **David Walley**

"If there's a garland for slowest driver change, we should get it"
Morgan driver Paul Conway rues a tardy stop in Future Classics

Ronchetti (leading) and Stevens st

CSCC CASTLE COMBE, JULY 21-22

Chilton hangs on for Deutsche glory

MARK CHILTON CLUNG on to win the Deutsche Marque encounter at Combe's Classic 50 extravaganza, making up for the disappointment of losing out in the earlier Future Classics thrash.

The Worcestershire driver led throughout, the pitstop window aside, with his main challenge coming from the rear of the grid.

Kevin Maxted's and Nick Starkey's BMW M3 suffered driveshaft issues in the morning, but Maxted charged through the field to be within a second of the leading Porsche 928 going into the stops. Chilton resumed comfortably ahead, but Starkey narrowed the gap to two tenths going onto the final lap. Tailenders, though, blunted his charge.

Neil Harvey and James Neal (Porsche 964) overcame Dominic Malone (M3) in a tussle for third.

In the Future Classics, Chilton's 928 emerged from the stops comfortably ahead of Nicholas Olson's rapid Lotus Esprit. Olson hunted Chilton down and timed a move for the lead perfectly just before yellow flags at Tower, but gave the place up at Bobbies. He was soon back ahead, though, and romped home by 10 seconds.

In Swinging Sixties, Dave Boland relayed to Roger Lee, who took their Lotus Seven to victory by a clear lap. Martin Wager handed the family Mini over to father Richard, who claimed second.

David Walley's CSR was the top Magnificent Seven, with ex-Formula Ford racer Grahame Tilley, in a similar car, never quite close enough to mount a challenge.

A disappointing entry of Special Saloons produced the same top three each day. Ian Hall's Darrian led fine fights between Pete Stevens (Vauxhall Carlton) and Joss Ronchetti's Sunbeam Lotus.

The unheralded Jaguar XJS/Saloon brigade put on a brilliant contest. David Howard's XJ12 was tracked by young Patrick Doyle's XJS until lap seven, when Doyle dived through on the inside at Folly. Within two laps both were out, with Doyle's lairy spin at Old Paddock collecting Howard in the aftermath. James Ramm's XJS took over and won, tracked by Richard Dorlin (XJ6) until his retirement.

Ramm had things all his own way in race two, with Doyle's climb from the back taking him as far as fifth before a smoky exit. Gail Hill (XJ40) went around the outside of everyone at Quarry on lap one to grab second, then spent the race defending from Derek Pearce's MkII prior to his retirement.

Simon Tilling took his Radical SR3 to victory in the resident Sports and GT race by more than half a minute, his hopeless start (which left him virtually at the back) overcome by taking Norman Lackford's lead at Camp on lap three.

Gary Prebble got his Mitsubishi Evo to the head of the five-car chasing pack, bottling up the field until lap 11 when Mike Roberts (ADR) escaped at Camp. Lackford (Radical Prosport) nabbed third a couple of laps from home.

Tilling made a similarly bad getaway in race two, with Saturday absentee Andrew Shanley (Radical Prosport) sprinting away but inevitably losing the lead through Folly on lap

Olson's Esprit leads Future Classics field

...arred with their Allcomers escapades

"I'm tired of third – that's six in a row!"
Roger Orgee was on the podium again in FF1600

Walley leads Mag 7s

Chilton made up for Future Classics loss

Ramm doubled up in thrilling Jag races

Norton won twice in Combe FF1600

six. Championship leader Prebble's smoky car was hauled into the pits by officials, but he was still credited with a class win.

Ben Norton consolidated his lead in the Combe FF1600 title race with a double victory. Steven Jensen kept him honest in the first race, having led initially, but as Sunday's contest unfolded so Jensen became distracted by Nathan Ward, who had retired from third a day earlier. After a couple of place swaps, Ward made a brilliant move at Camp to snatch second.

Charles Hyde-Andrews-Bird leads the local Saloon Car championship after another solid double victory in Class C. He benefited from an ECU failure for erstwhile leader (and Saturday's outright winner) Will di Claudio, who pulled his Peugeot 106 off on the green-flag lap for the second race.

Adam Prebble (Rover 220), who had propelled Tony Dolley off at Tower as he attempted to recover from a poor start to race one, comfortably took victory on Sunday.

After a problematic weekend in the local saloons, frontrunner Tony Hutchings gained some consolation with a victory in the Allcomers race.

Ronchetti charged to second from the back by the end of lap three, having switched back to his Sunbeam after his Holden Monaro was too noisy in qualifying. He narrowed the gap to Hutchings, who started from pole, and went around the outside at Camp on lap seven before smoking into retirement three laps later.

● Ian Sowman

CSCC TIN TOPS CASTLE COMBE, JULY 21-22

Jordan falls short as Tongue holds on

AFTER DRAMAS while leading three previous CSCC Tin Tops races in the closing stages, Nigel Tongue finally took his Peugeot 306 to a first victory of the season.

He was aided, at least in part, by the heavy time penalty imposed on the previously successful Nigel Ainge/Mike Jordan combination.

After some early battling, solo driver Tongue claimed the lead at Bobbies on the first lap, with Russell Hird's MG ZR relegating the Ainge Honda Integra there on the next tour. Ainge reclaimed second into Camp on lap five, before catching – and briefly passing – Tongue prior to the stops.

Tongue and Ainge headed into the pits on successive laps, but Ainge had to wait for 60s (having won three times already) before handing over to ex-BTCC star Jordan, who rejoined almost a lap down in 21st.

What followed was a virtuoso performance from Jordan, who lapped more than 3s faster than anyone else, including his co-driver. By the time he passed Hird (who was second) at Tower with five laps to go victory was out of reach, but he finished just 18s adrift.

RESULTS (30 LAPS) 1 Nigel Tongue (Peugeot 306); 2 Nigel Ainge/Mike Jordan (Honda Integra) +17.978s; 3 Russell Hird (MG ZR); 4 Simon Taylor/John Hammersley (Honda Civic); 5 Mark Livens (Honda Civic); 6 Joe Gatt (Honda Integra). **CW** Hird; Lisa Selby/Toby Harris (Ford Puma); Lewis Williams (Ford Fiesta XR2). **FL** Jordan 1m14.557s (89.32mph).

Tongue managed to lick the field this time

DEUTSCHE MARQUE (30 LAPS) **1 Mark Chilton (Porsche 928)**; 2 Kevin Maxted/Nick Starkey (BMW E36) +0.555s; 3 Neil Harvey/James Neal (Porsche 964); 4 Dominic Malone (BMW M3); 5 Brett Evans (Porsche 944); 6 Mark Astall/David Ball (BMW Compact). **Class winners** Maxted/Starkey; Astall/Ball; Matthew Humphries/Mark Humphries (BMW Coupe); Harry Sherrard/Conor Murphy (Mini). **Fastest lap** Starkey 1m16.504s (87.05mph).

FUTURE CLASSICS (30 LAPS) **1 Nicholas Olson (Lotus Esprit)**; 2 Mark Chilton (Porsche 928) +9.770s; 3 Ed Mercer/Paul Conway (Morgan +8); 4 James Neal/Neil Harvey (Porsche 964); 5 Martyn Adams (Triumph TR7); 6 Brett Evans (Porsche 944). **CW** Chilton; Neal/Harvey; David Bryant (Toyota MR2); Geoff Hanson/Rupert Bullock (Porsche 924); Jon Jeffery (Davrian Mk1). **FL** Olson 1m16.730s (86.79mph).

MAGNIFICENT SEVENS (32 LAPS) **1 David Walley (CSR)**; 2 Grahame Tilley (CSR) +10.665s; 3 Jonathan Gibbs (C400); 4 Pascal Green (C400); 5 Kevin Williams (C400); 6 Keith Dunn (C400). **CW** Gibbs; Chris Porritt (7); Andy Blight/Richard Fores (R300); Tim Woodman (7); Carl Nairn (Roadsport); Brian Small (Westfield); Ben Kieft/Edward Spurrier (Tiger). **FL** Walley 1m10.843s (94.01mph).

ALLCOMERS SEVENS (12 LAPS) **1 Porritt**; 2 Dunn +7.042s; 3 Tilley; 4 Mike Aikens (CSR); 5 Anthony Bennett (R300); 6 Jez Hobbs (Roadsport). **CW** Tilley; Neil Palmer (Raw Striker); Mark Drain (Roadsport). **FL** Tilley 1m12.033s (92.45mph).

SWINGING SIXTIES (29 LAPS) **1 Dave Boland/Roger Lee (Lotus Seven SII)**; 2 Richard Wager/Martin Wager (Mini Cooper) -1 lap; 3 Marcus Miller (Triumph TR5); 4 Tim Cairns (Austin Healey Sprite); 5 Sam Summerhayes (Mini); 6 John Spiers (TVR Griffith). **CW** Wager/Wager; Miller; Spiers; Goran Nyberg (Volvo P1800); John Pugsley/Dan Cox (Ford Anglia); Glenn Canning (NSU TT); Robert Macvicar (Aston Martin DB4); Richard McKoen (Triumph TR4); Norman Davidson-Kelly (Jaguar E-type). **FL** Lee 1m18.229s (85.13mph).

SPECIAL SALOONS (13 LAPS) **1 Ian Hall (Darrian Wildcat)**; 2 Peter Stevens (Vauxhall Carlton) +13.510s; 3 Joss Ronchetti (Talbot Sunbeam Lotus); 4 David Brewis (Lotus Elan); 5 Phil Gale (Darrian T9); 6 Paul Sibley (Lotus Elan). **CW** Stevens; Brewis; Martin Baker (Hillman Imp). **FL** Hall 1m09.857s (95.33mph). **RACE 2** (13 LAPS) **1 Hall**; 2 Stevens +14.697s; 3 Ronchetti; 4 Brewis; 5 Sibley; 6 Gale. **CW** Stevens; Brewis; Baker. **FL** Hall 1m08.909s (96.64mph).

JAGUAR SALOON/XJS/XK8 (16 LAPS) **1 James Ramm (XJS)**; 2 Derek Pearce (MkII) +13.263s; 3 Kevin Doyle (XJ6); 4 Gail Hill (XJ40); 5 David Bye (XJ6); 6 Chris Palmer (XJ6). **CW** Pearce; Ian Drage (XJS); Lawrence Coppock (XJS); Thomas Barclay (Coupe). **FL** Patrick Doyle (XJS) 1m21.157s (82.06mph).

RACE 2 (16 LAPS) **1 Ramm**; 2 Hill +15.520s; 3 Bye; 4 Palmer; 5 Drage; 6 Barclay. **CW** Hill; Drage; Barclay. **FL** Ramm 1m22.101s (81.11mph).

COMBE SPORTS AND GT (15 LAPS) **1 Simon Tilling (Radical SR3)**; 2 Mike Roberts (ADR) +37.690s; 3 Norman Lackford (Radical Prosport); 4 Josh Smith (Radical PR6); 5 Gary Prebble (Mitsubishi Evo); 6 Martin Baker (Radical Clubsport). **CW** Smith; Prebble. **FL** Tilling 1m03.541s (104.81mph). **RACE 2** (15 LAPS) **1 Tilling**; 2 Andrew Shanley (Radical Prosport) +3.507s; 3 Lackford; 4 Smith; 5 George Douglas (Martin BM9); 6 Prebble. **CW** Smith; Prebble. **FL** Tilling 1m03.793s (104.40mph).

COMBE FF1600 (12 LAPS) **1 Ben Norton (Spectrum 010b)**; 2 Steven Jensen (Spectrum 011b); 3 Roger Orgee (Van Diemen RF00); 4 Nick Jones (Spectrum 011c); 5 James Raven (Swift SC95); 6 Richard Higgins (Van Diemen RF90). **CW** Raven; David Cobbold (Van Diemen RF89). **FL** Jensen 1m11.150s (93.60mph). **RACE 2** (12 LAPS) **1 Norton**; 2 Nathan Ward (Spectrum 011c) +4.247s; 3 Jensen; 4 Luke Cooper (Swift SC10); 5 Orgee; 6 Raven. **CW** Raven; Cobbold. **FL** Norton 1m11.363s (93.32mph).

COMBE SALOONS (15 LAPS) **1 Will di Claudio (Peugeot 106)**; 2 Adam Prebble (Rover 220) +1.656s; 3 Mark Wyatt (Vauxhall Astra); 4 Tony Dolley (Peugeot 206); 5 Kevin Bird (BMW 1 Series); 6 Carlton Williams (MG ZR). **CW** Prebble; Charles Hyde-Andrews-Bird (Ford Fiesta); John Avery (MG ZR). **FL** di Claudio 1m15.903s (87.74mph). **RACE 2** (15 LAPS) **1 Prebble**; 2 Dolley +12.470s; 3 Wyatt; 4 Tony Hutchings (Audi TT); 5 Bird; 6 Mark Funnell (Mini). **CW** Williams; Hyde-Andrews-Bird. **FL** Prebble 1m16.238s (87.35mph).

ALLCOMERS INCLUDING POWERED BY JAGUAR (12 LAPS) **1 Hutchings**; 2 Bird +21.204s; 3 Funnell; 4 Steven Moss (Ford Anglia); 5 Guy Parr (Ford Fiesta); 6 James Keepin (MG ZR). **CW** Bird; Funnell; Keepin; Hyde-Andrews-Bird; Paul Alcock (Jaguar D-type); Philip Woods (Jaguar XJ6); Thomas Barclay (Jaguar Coupe); Martin Barrow (Jaguar E-type). **FL** Ronchetti 1m16.508s (87.05mph).

SIXTIES SPORTS AND SALOONS (14 LAPS) **1 Eric Woolley (Ford Escort Mk1)**; 2 John Pugsley (Ford Anglia) +39.550s; 3 Crispin Thomas (Alfa Romeo GT); 4 David Mustarde (MGB GT); 5 Neil Jones (Mini); no other finishers. **CW** Pugsley; Mustarde. **FL** Woolley 1m24.204s (79.09mph).

PICS: JONES

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FR BARC QUICK RESULTS
→ Race 1 **Josh Webster**
→ Race 2 **Webster**
→ Points lead **Scott Malvern**

"This is exactly what I needed to close on Scott"
Croft wins have helped Webster's push

Morris scored two victories with his Porsche 996

CROFT IN BRIEF

Winner Hall (r) and Allinson get close

NSSCC CLASSES B-D & H
Dominant race one winner Michael Cutt missed out on the double after his BMW M3 came to grief in the barriers on lap one of the second encounter. Ken Hall's Metro 6R4 took the race two win after grabbing the lead from Tony Allinson's Mitsubishi Evo 6 RS three laps from the end.

NSSCC CLASSES A & E
Both races were a complete walkover for the Jade-based Lotus Elise of Jeff Wilson, which took the flag eight seconds clear of Bill Addison's Caterham R400. In the second outing, the pair were split by six seconds.

PORSCHE GT3 CUP
Just six cars took the grid for the opening contest, which delivered a maiden win for Justin Sherwood. Steven Liquorish eased to the race-two victory, disappointingly against just two other cars – points leader James Birch and privateer Mark Cowne.

HONDA V-TEC CHALLENGE
Honda Integra racer Richard Voaden earned a double success at Croft, ahead of the Civic 1.6 of Peter Dixon on each occasion. Race two delivered the biggest winning margin – six seconds. The podiums were completed by Andy Smith's Accord in race one and Robert Burkinshaw's Integra in the second event.

CITROEN 2CVs
Alec Graham and Simon Clarke shared the 2CV spoils, each with comfortable winning margins – 12 and 5.4 seconds respectively. Graham added a second place in race two, just 0.4 seconds ahead of Ainslie Bousfield. Matthew Hollis and Steven Panas took second and third places in race one.

Citroen 28-car grid gets away at Croft

FORMULA RENAULT BARC CROFT, JULY 21-22

Webster closes in with Croft double

MGR MOTORSPORT'S Josh Webster largely dominated the fourth event of the Formula Renault BARC season at Croft. Two wins, his third and fourth of the year, enabled him to close the gap on championship leader Scott Malvern to just seven points.

With Seb Morris enduring his second weekend to forget in as many race meetings, contact seriously damaging the Fortec rookie's points tally, the title fight is becoming a two-horse race.

Webster controlled the opening encounter from pole, increasing his lead with each lap and taking a healthy six-second win ahead of Hillspeed's Kieran Vernon and MGR's James Fletcher. Malvern took important points in fourth, lucky to emerge unscathed from contact at the complex when dicing with Morris and Macaulay Walsh, who both retired.

Malvern, driving under the Cullen Motorsport banner, having parted ways with Cliff Dempsey Racing days before the event, finished a close second to Webster in a safety car-interrupted race two. First time poleman David Wagner had to settle for third after slipping back at the start.

James Theodore, making a return for a one-off outing with CDR in the car previously raced by Trent Hindman, produced two superb drives to go from 11th to fifth in race one and seventh to fourth – and within just 0.2s of the podium – in race two.

● Marc Orme

Webster was class of the field at Croft

RESULTS (15 LAPS) 1 Josh Webster; 2 Kieran Vernon +6.131s; 3 James Fletcher; 4 Scott Malvern; 5 James Theodore; 6 David Wagner. **Fastest lap** Webster 1m21.650s (93.69mph). **RACE 2 (17 LAPS) 1 Webster**; 2 Malvern +0.678s; 3 Wagner; 4 James Theodore; 5 Vernon; 6 Diego Menchaca. **Fastest lap** Malvern 1m22.187s (93.08mph). **POINTS 1 Malvern, 234**; 2 Webster, 227; 3 Seb Morris, 161; 4 Wagner, 147; 5 Macaulay Walsh, 144; =6 Vernon & Fletcher, 143.

Roddison twice defeated Halliwell

MAX5 CROFT, JULY 21-22

Roddison beats Halliwell

FRONT-ROW STARTERS Paul Roddison and Jonathan Halliwell provided an entertaining battle in the first of two MaX5 Racing Series encounters.

Halliwell managed to wrest the lead away from the polesitter on lap three with a fantastic move on the outside into the complex, but Roddison hit back on the fifth tour at the Jim Clark Esses before opening up a 2.5s margin during the closing stages of the race.

Jeremy Shipley finished a lonely third ahead of star driver Jonathan Cryer, who scythed his way through to fourth from the last row of the 16-car grid.

In race two, Roddison and Halliwell again battled for the lead but the poleman had it all in hand. Shipley completed the podium again.

● Marc Orme

RESULTS (BOTH 12 LAPS)
1 Paul Roddison; 2 Jonathan Halliwell +2.537s; 3 Jeremy Shipley; 4 Jonathan Cryer; 5 Matthew Tidmarsh; 6 Clive Bussey. **Class winner** Chris Bexon. **FL** Roddison 1m41.580s (75.31mph). **Race 2 1 Roddison**; 2 Halliwell +2.406s; 3 Shipley; 4 Cryer; 5 Bussey; 6 Tidmarsh. **CW** Bexon. **FL** Roddison 1m41.937s (75.04mph).

PORSCHE CLUB CROFT, JULY 21-22

Tale of two races for Porsche man Morris

PETE MORRIS STEERED his Porsche 996 to a pair of contrasting wins at Croft last Saturday – a dominant eight-second victory in race one followed by a hard-fought 0.6s win in a restarted second encounter.

Race one didn't begin well for the polesitter, a sluggish getaway dropping him to fourth behind the 964s of Mark Sumpter and Andy Purdie, and the 996 of Mark McAleer.

Quickly making amends, Morris claimed third from McAleer part-way through lap one, took second from Purdie at Clervaux on lap two and superbly grabbed the lead off Sumpter two corners later.

No sooner had Morris hit the front, he pulled away from Sumpter, with the final podium spot taken by an inspired Mark Proctor in his Porsche 993; the former BTCC racer starring with a tremendous drive from 11th on the grid.

Morris made no errors at the start of race two and built a comfortable four-second lead before the red flags were shown on lap nine due to an incident at the hairpin.

The new race was contested over only five laps, due to the curfew, with Morris just fending off McAleer. Proctor was again third.

● Marc Orme

RESULTS (16 LAPS) 1 Pete Morris (996); 2 Mark Sumpter (964) +8.221s; 3 Mark Proctor (993); 4 Andy Purdie (964); 5 Ben Demetriou (Boxster); 6 Marcus Carniel (Boxster). **CW** Paul Follett (968). **FL** Morris 1m36.092s (79.61mph). **RACE 2 (5 LAPS) 1 Morris**; 2 Mark McAleer (996) +0.597s; 3 Proctor; 4 Purdie; 5 Demetriou; 6 Carniel. **CW** Brian Robinson (968). **FL** McAleer 1m35.595s (80.02mph).

PICS: DEVENT IMAGING, WHITTINGTON, WALDER

RALLYCROSS QUICK RESULTS
→ Supercar **Pat Doran**
→ Supernational **Ash Simpson**
→ RX150 **Marc Scott**

Doran chases Godfrey early in the weekend

BRITISH RALLYCROSS MALLORY PARK, JULY 22

Doran gives new Citroen first British victory

COMING GOOD AT THE end of the British Rallycross Championship's third round at Mallory Park, Pat Doran made a great start from the outside of the front row of the A final and was far enough ahead of polestarter Julian Godfrey to cut across and lead through Gerrards.

Title holder and points leader Godfrey did not give up the fight easily, but lost time on the second lap after clipping a course marker. He was never quite able to get on equal terms with Doran, who thus gave his new Citroen DS3 a win in only its second event.

Behind Andy Grant, who ran a lonely race to third place, Simon Horton brought his Subaru home in fourth, regaining the position on the last lap after briefly losing it to Colin Anson's Ford Ka.

The last finisher was Gary Pusey, who finally got his Subaru Impreza to the end of an event on a day when Steve Mundy and Steve Harris managed just one heat finish each and did not get to the final.

The prospect of a good Supernational final was lost when Michael Boak and Mal Boyd retired on the first lap in a first-corner clash.

Their absence left Ash Simpson's Lotus Exige with an enormous lead that he converted into a clear win.

Tommy Keet, on the other hand, made sure that Marc Scott had it anything but easy in the RX150 A final. Scott led from the start, but Keet spent the entire race looking one side, then the other as he harried the leader.

James Ross passed Kevin Hansen on the penultimate lap to take his third victory in the fifth round of the Junior series.

● Tim Whittington

Doran's Citroen (black) took its maiden win

SUPERCAR RESULTS (4 LAPS)
1 Pat Doran (Citroen DS3); 2 Julian Godfrey (Ford Fiesta VI) +0.4s; 3 Andy Grant (Ford Focus); 4 Simon Horton (Subaru Impreza); 5 Gary Pusey (Subaru Impreza); 6 Colin Anson (Ford Ka). **POINTS 1 Godfrey, 67**; 2 Doran, 61; 3 Ollie O'Donovan (Ford Focus), 47; 4 Steve Hill (Mitsubishi Lancer E10), 42; 5 Grant, 40; 6 Andy Scott (Ford Focus II), 29.

BRITISH HILLCLIMB CHAMPIONSHIP BOULEY BAY & VAL DES TERRES, JULY 19 & 21

Good islands trip for Goodyear in Raptor

THE ISLANDS TRIP GAVE the best set of results yet for the GWR Raptor Extreme driven by Jos Goodyear. In the absence of team-mate Lee Adams and having not been at either course for four years, Goodyear took two hill records and three victories.

At Bouley, Goodyear went under Trevor Willis's two-year-old record to win after taking the 1600cc record. Later, with the tyres not at their best on a cooler track, he gave second best to Willis.

Two days later, Goodyear broke the Val des Terres hill record in qualifying, having already gone under the mark in practice. Not quite as quick in the run-off, he still went under the old record for victory and a bonus point.

Tyres again proved tricky in the final stanza, with Goodyear and Scott Moran's Gould posting identical times for a shared victory, but these events may be the start of a new era in the sport.

Goodyear said: "Without doubt this is my best-ever week after some disappointments in the past four years."

After the explosive record-breaking drama, the efforts of others must not be ignored, with Willis and both Scott and Roger Moran scoring well to maintain their top-three positions in the points.

Local driver Darren Warwick scored 12 points in his Dallara, while father and son Geoff and Chris Guille, Nick Saunders, Jason Mourant and Geoff Guille's son-in-law Ricky Le Cheminant also showed they had the pace to compete with the regulars.

Moran Jr continues to lead the standings and looks set to take another title, but the 1600cc onslaught looks like it is here to stay

● Eddie Walder

Goodyear scored three victories

BOULEY BAY ROUND 17
1 Jos Goodyear (1.6 GWR Raptor Extreme) 37.82 BTD & record; 2 Trevor Willis (3.2 OMS-Powertec 25) 38.10s; 3 Scott Moran (3.5 Gould-NME GR61) 39.23s; 4 Roger Moran (3.5 Gould-NME GR61X) 39.28s; 5 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 39.73s; 6 John Bradburn (3.5 Gould-Cosworth GR55) 39.95s; 7 Will Hall (3.5 Force-Nissan WH) 40.05s; 8 Tom New (4.0 Gould-Judd EV GR55) 40.66s; 9 Darren Warwick (2.0 Dallara-Opel) 41.70s; 10 Geoff Guille (2.0 OMS-Vauxhall CF04) 41.26s; 11 Nick Saunders (1.6 Reynick-Suzuki) 41.41s; 12 Jason Mourant (1.3s OMS-Suzuki 25) 41.57s.
ROUND 18 1 Willis 38.14s; 2 Goodyear 38.47s; 3 R Moran 38.96s; 4 S Moran 39.37s; 5 Menzies 39.59s; 6 Bradburn 40.09s; 7= Hall & Warwick 40.10s; 9 Richard Spedding (1.6 Force-Suzuki PC) 40.33s; 10 New 40.78s; 11 G Guille 41.62s; 12 Saunders Fail.
Class winners Alex Summers (1.1 OMS) 43.43s; Goodyear 38.69s **record**; Warwick 40.26s; Willis 38.80s; Mike Manning (2.0t Ford-Cosworth Puma) 43.67s; Tim Pennington (2.0 Westfield-Vauxhall) 47.15s; Peter Kukainis (2.3 Westfield-Duratec) 46.99 **record**; Mick Lancashire (2.0 Tiger Avon Sprint) 46.69s **record**; Andy Dunbar (2.0 Westfield-Vauxhall) 44.11s; Tim Torode (1.3 Mallock Mk 18) 42.82s **record**; Barry Moignard (5.0 Skoda Special Saloon) 44.81s; Karl Marshall (1.8 Honda Civic) 48.44s **record**.

VAL DES TERRES ROUND 19
1 Goodyear 27.57s; 2 R Moran 28.69s; 3 S Moran 28.05s; 4 Menzies 28.75s; 5 Willis 28.88s; 6 Saunders 29.04s; 7 Hall 29.13s; 8 Bradburn 29.91s; 9 Spedding 29.91s; 10 Chris Guille (2.0 OMS-Vauxhall CF04) 30.34s; 11 Ricky Le Cheminant (1.0 OMS-Suzuki) 30.52s; 12 Warwick Fail.
ROUND 20 1 Goodyear & S Moran 27.76s; 3 R Moran 28.01s; 4 Willis 28.20s; 5 Menzies 28.52s; 6 Saunders 29.21s; 7 Warwick 29.03s; 8 Bradburn 29.92s; 9 Spedding 29.56s; 10 Hall 29.34s; 11 C Guille 30.15s; 12 David Uren (1.6 Force-Suzuki PC) 30.87s.
Class winners Mark King (4.5 Rocksand Special) 31.35s; Mark Le Crad (1.3 OMS SC1) 32.16s; Paul Priaulx (1.0 OMS) 29.87s; Goodyear 27.36 **BTD & hill record**; Warwick 28.79 **record**; Willis 28.50s; Dale Crowsley (1.3 Rotary Mazda RX-8) 36.14s; Manning 34.89s; John Dunne (1.3 Ford-Cosworth BDH Escort Mk2) 34.45s **record**; Lee Corbet (2.0 Westfield SEiW) 39.17 **record**; Dunbar 33.81s; Manning 34.89s.
POINTS 1 S Moran, 182; 2 Willis, 165; 3 R Moran, 147; 4 Goodyear, 116; 5 Menzies, 92; 6 Lee Adams (1.6 GWR Raptor Extreme), 91; 7 Hall, 58; New, 55; 9 Bradburn, 53; 10 Spedding, 36.

RACING SALOONS QUICK RESULTS
→ Race 1 Mike Dugdale
→ Race 2 Karl Cattliff

"Not really my day was it?"
Pearson failed to win

P91 SPORTS EXTRA RESULTS ROUND UP for July 21-22

RACING SALOONS OULTON PARK, JULY 21

Pearson falls at the final hurdle not once but twice

Pearson leads all-BMW battle

MIKE DUGDALE AND Karl Cattliff may have taken the victory spoils as BMW M3s dominated at Oulton Park, but Stephen Pearson led all but the last lap in both races.

At the start of race one Pearson attempted to get away as Dugdale duelled for second with Robert Sadler. Sadler stopped at Cascades in a cloud of steam, leaving Dugdale free to hunt down Pearson for the lead.

But the duel up front only allowed Cattliff to close, making it three for the lead and increasing the pressure on Pearson. They had run nose-to-tail without a serious challenge until Dugdale attacked into Brittens chicane on the last lap and emerged over Hilltop as the new leader.

Nigel Innes was a solitary fourth, Don Hughes's Peugeot 306 was fifth and Bob Buckby's 325i sixth.

For a while it was a four-car battle for supremacy at the start of race two, with Pearson leading Dugdale, Innes and Cattliff down the Avenue. Dugdale went off at Knickerbrook and Innes spun at Cascades, leaving Cattliff to chase Pearson.

Time was running out, but Cattliff drew alongside Pearson past the pits a couple of times and led into Old Hall. It was still wheel to wheel as Pearson tried to fight back and was forced onto the grass, which allowed the recovering Dugdale to grab second.

"Not really my day was it, leading every lap until the last," said Pearson.

Innes had also recovered well and followed Dugdale through the field. He was set for fourth until he crashed at Druids on the last lap, which brought out a red flag with the chequered. John Willcocks reclaimed fourth, while Hughes and Amanda Ewings rounded off the top six.

● Peter Scherer

RESULTS (BOTH 8 LAPS)
1 Mike Dugdale (BMW M3 E36); 2 Stephen Pearson (E36) +0.284s; 3 Karl Cattliff (E36); 4 Nigel Innes (E36); 5 Don Hughes (Peugeot 306); 6 Bob Buckby (BMW 325i). **Class winners** John Willcocks (E36); Hughes; Colin Stubbs (Rover 16 GTi); Mark Palmer (325i). **Fastest lap** Dugdale 1m58.477s (81.79mph).
RACE 2 1 Cattliff; 2 Dugdale +8.777s; 3 Pearson; 4 Willcocks; 5 Hughes; 6 Amanda Ewings (E36). **CW** Willcocks; Hughes; Stubbs; Andrew Partridge (320 E30). **FL** Dugdale 1m57.246s (82.65mph).

Winrow won both races with ease

PRODUCTION BMW OULTON PARK, JULY 21

Winrow unbeatable as he does the double at Oulton

BEN WINROW PROVED unbeatable after his pole position was converted into a dominant double victory.

From the opening lap Winrow and defending champion Mike Tovey were in the clear. Stuart Waite held third after ousting Liam Crilly, but it was Crilly's attempts to repass at Druids that left him spinning down the order. "He tried around the outside and I could see him spinning off," said Waite.

Waite was briefly threatened by Matt Parkes after a mistake at Knickerbrook, but he retained a solid third, as Parkes was left to defend from Jack Gabriel.

It was almost a repeat of the first race as Tovey chased hard to unseat Winrow at the start of race two. Tovey lost it at Knickerbook on the second lap, however, and damaged his suspension against the tyrewall.

Parkes and Waite then fought over second, with Crilly and Harry Goodman equally close for fourth before they all closed up.

Parkes and Waite held station, while Crilly had a number of swaps with Goodman before clinching fourth on the last lap.

● Peter Scherer

RESULTS (8 LAPS)
1 Ben Winrow; 2 Mike Tovey +3.408s; 3 Stuart Waite; 4 Matt Parkes; 5 Jack Gabriel; 6 Harry Goodman. **FL** Winrow 2m06.688s (76.49mph).
RACE 2 (7 LAPS) 1 Winrow; 2 Parkes +23.697s; 3 Waite; 4 Liam Crilly; 5 Goodman; 6 Gabriel. **FL** Winrow 2m07.045s (76.28mph).

GT CUP OULTON PARK, JULY 21

Geddie's GT Cup brace

JIM GEDDIE MADE A dream debut in his new McLaren MP4-12C GT3, taking a double victory but not without pressure.

Richard Chamberlain's Porsche 935 had just held off Geddie to lead into Old Hall at the start of race one. Geddie then ran wide at Shell and allowed the Ferrari of Derek Johnston through for second, which became the lead when Chamberlain was forced to surrender in the pits after losing power on lap six.

Geddie moved in to challenge Johnston for the lead, but the door was firmly shut until Old Hall on lap 10. They were inches apart at times, but Johnston was finally forced to surrender as Geddie forged ahead into Lodge and consolidated his lead to make it decisive. Johnston remained a clear second, with Jordan Witt's Chevron third and Ian Loggie's Porsche 997 fourth. "That's what I call a race," said Johnston on the podium.

Geddie led all the way in the second race, while Chamberlain was forced to retire from second with another power loss and Witt pitted from third with a broken hose clip, handing the final podium place to Nigel Mustill's Audi R8.

● Peter Scherer

RESULTS (BOTH 15 LAPS)
1 Jim Geddie (McLaren MP4-12C); 2 Derek Johnston (Ferrari 458 Challenge) +7.717s; 3 Jordan Witt (Chevron GR8); 4 Ian Loggie (Porsche 997); 5 Colin Broster (Porsche 996); 6 Nigel Mustill (Audi R8). **CW** J Witt; Broster. **FL** Geddie 1m40.354s (96.54mph). **RACE 2 1 Geddie**; 2 Johnston +10.824s; 3 Mustill; 4 Broster; 5 Chris Bentley (Porsche 996); 6 David Witt (Chevron GR8). **CW** Broster. **FL** Geddie 1m41.020s (95.93mph).

PICS: WALKER, STYLES

ALFA ROMEO QUICK RESULTS
→ Race 1 **Adie Hawkins**
→ Race 2 **Hawkins**
→ Pre-91 **Anthony George**

Birley beat Hargreaves to win the Saloons/Tin Tops races

ALFA ROMEO SNETTERTON, JULY 21-22

Returning Hawkins blows rivals away

Adie Hawkins returned to win

AFTER A SABBATICAL from the Alfa Romeo championship stretching back to the end of 2009, erstwhile frontrunner Adie Hawkins marked his return with a brace of victories.

Despite briefly losing the lead of the opening race to Anthony George, he powered back ahead on Bentley Straight.

George finished second, ahead of Chris Oxborough, who battled past Roger Evans early on to claim third. Vincent Dubois lost a race-long scrap with Graham Seager for second in Class C on the final lap, while James Ford narrowly denied Matt Daly in the fight for Class E glory.

Hawkins's pre-eminence proved relentless and he lapped the entire field in race two. Oxborough was rewarded with second, having taken the place away from Evans as they swept into Riches on lap five.

Barely a second covered the next four at the flag, featuring the GTV trio of Seager, Foley and Dubois, joined mid-race by George who started last after switching to an Alfa 33 when his 156 suffered head gasket failure in qualifying. George picked off Dubois but could not pass Seager and Foley.

George steered the same car to victory in the Pre-91 Alfa Romeo Trophy. The race was open to other makes but only Andy Hancock's Honda CRX took up the challenge, leading for six laps before George passed him into Riches. "We couldn't have a Honda winning an Alfa race!" he joked afterwards.

● Oliver Timson

RESULTS (10 LAPS)
1 Adie Hawkins (33); 2 Anthony George (156 Turbo) +37.759s; 3 Chris Oxborough (75); 4 Roger Evans (147 GTA); 5 Graham Seager (GTV); 6 Vincent Dubois (GTV). **CW** Evans; James Ford (156 2.0 TwinSpark). **FL** Hawkins 2m06.532s (84.46mph).

RACE 2 (15 LAPS) 1 Hawkins; 2 Oxborough -1 lap; 3 Evans; 4 Seager; 5 Ray Foley (GTV); 6 George (33). **CW** Evans; George; Matt Daly (156). **FL** Hawkins 1m19.593s (89.73mph).

ALFA ROMEO PRE-91 TROPHY (14 LAPS) 1 Anthony George (33 16v); 2 Andy Hancock (Honda CRX) +2.649s; 3 Clive Hodgkin (Sud); 4 Richard Drake (Sud); 5 Leon Bailey (33); 6 Graham Heels (Sud). **CW** Hancock. **FL** Hancock 1m28.830s (80.40mph).

SPORTS 2000 PINTO SNETTERTON, JULY 21-22

Needham snatches late win after dogged pursuit

IN A NAILBITING finish to the Sports 2000 Pinto race, Peter Needham's dogged pursuit of leader Paul Streat was finally rewarded on the last lap.

He edged ahead into Montreal before battling side-by-side through Palmer to fend off Streat's riposte and secure victory.

"Paul was creeping up on me and I was having all sorts of trouble holding him off at the hairpin," Streat conceded.

Polesitter Damian Griffin battled back from an opening-lap spin at Murrays, overtaking Colin Feyerabend to clinch third place as they sped together into lap 10.

Further back, Richard Cooke claimed a lonely fifth ahead of Mike Johns, who narrowly beat Mike Barnby in a tight scrap for sixth.

● Oliver Timson

RESULTS (12 LAPS)
1 Peter Needham (Tiga SC82); 2 Paul Streat (Swift DB2) +0.204s; 3 Damian Griffin (Lola T598); 4 Colin Feyerabend (Lola T90/90); 5 Richard Cooke (Lola T87/90); 6 Mike Johns (Royale S2000M). **CW** Streat; Griffin. **FL** Needham 2m03.061s (86.85mph).

Needham chases Streat

Mitcham won both Jedi encounters

FORMULA JEDI SNETTERTON, JULY 21-22

Mitcham still the master

REIGNING CHAMPION Richard Mitcham recovered from a slow start in the opening Formula Jedi race to overhaul early leader Dan Clowes.

Mitcham sprinted to victory, while Clowes had a three-way fight for second with Andy Ward and Jonathan Packer. Ward finished in second after Packer and Clowes were forced to retire.

Mitcham controlled race two ahead of Matthew Bett, who survived a late challenge from Ward. Ward came unstuck when he catapulted off the kerbs at Nelson, forcing his retirement. Clowes inherited third ahead of Paul Butcher, who started last after a penalty.

● Oliver Timson

RESULTS (11 LAPS) 1 Richard Mitcham; 2 Andy Ward +5.061s; 3 Matthew Bett; 4 Adam Walker; 5 Michael Watton; 6 Alok Iyengar. **CW** Watton. **FL** Ward 1m52.532s (94.97mph).

RACE 2 (14 LAPS) 1 Mitcham; 2 Bett +4.334s; 3 Dan Clowes; 4 Paul Butcher; 5 Barry Armstrong; 6 Walker. **CW** Watton. **FL** Mitcham 1m10.135s (101.83mph).

IN BRIEF

Taylor and Levett (30) shared spoils

VAG TROPHY
There was little to separate Paul Taylor and Chris Levett in the two VAG Trophy races at Oulton. Taylor managed to keep the truck racing ace at bay in the first race, but Levett found a gap into Old Hall in the second and took his first car-racing victory.

MONO 1800/1600/MOTO
There was a three-car break on the opening lap at Oulton, with Adrian Wright's GEM heading Jason Timms (Speads) and the JKS of Geoff Fern. They finished in that order.

MK2 GOLF GTI
Jamie Martin remains unbeaten in the Mk2 Golf GTIs after another double win. Harry Wright led the chase in race two at Oulton, but a last-lap puncture promoted Daz Bedford and Martyn Walsh.

SPORTS 2000 DURATEC
A startline shunt at Snetterton prompted red flags and reduced the field to just six cars. When the race was re-run, Mike Jenvey dived past fast-starting Pat Sherrington at Montreal on lap six to claim a decisive lead.

SALOONS/TIN TOPS
Having lost the lead at the start of the first Saloons/Tin Tops race at Snett, poleman Rod Birley overhauled Ashley Hargreaves's self-built Peugeot 205 to win. He survived a collision with Hargreaves and a charge from Malcolm Wise to win race two.

INTERMARQUE
Undaunted by starting last in the opening race at Snett, after his Tigra was underweight in qualifying, Tommy Field scythed through to win. He dominated race two from pole, while hot rod convert Matt Simpson took third in his second long-circuit race.

Field won both Intermarque races

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GINETTA GT5 QUICK RESULTS
→ Race 1 **Gary Simms**
→ Race 2 **Sean Huyton**
→ Race 3 **Ryan Ratcliffe**

"Ratcliffe scythed past Huyton at Coppice"
Welsh youngster Ratcliffe took maiden win

O'Hara won inaugural Irish Vee Festival at Mondello

IN BRIEF

Works line-up dominated Team Trophy

MSV TEAM TROPHY
Mike Simpson and Ian Parsons won in the works Ginetta G40R road car, leading from lap seven after a safety car to clear George Wright's Porsche (which crashed heavily at Charlies while lying second). Marcos Burnett's BMW led, but retired early and brought Mike Moss's BMW M3 and Gary/Ben Littlewood's Clio onto the Cadwell podium.

MSV TRACK DAY TROPHY
Lee McCormack's Subaru led an early three-car break at Cadwell, but had to give best to Mark Nenadic's Renault Clio and Richard Preece/James Reed's bewinged Ginetta G20. They ran nose to tail until the late laps.

IRISH GINETTA JUNIOR
If he had managed to pull off a last-gasp dive at Dunlop, James Fleming would have celebrated a double victory at Mondello. Instead, he had to settle for one win and one second as Jake Byrne fended him off.

GLOBAL GT LIGHTS
Alan Byrne left Mondello with two races wins. Although he won the first at a canter, he had to work harder to beat Paul Fitzpatrick, Sean Doyle and Peter Drennan in race two.

HRCA HISTORICS
Two poor starts from Jackie Cochrane were negated by the power advantage his V8 Sunbeam Tiger held over the field at Mondello. Through the corners Billy Crosbie's Lotus 7 was able to keep up, but it had no answer on the straights.

FORMULA SHEANE
Brian Hearty twice beat Robbie Allen at Mondello. A big incident in the second race decimated the field.

Hearty took two wins at Mondello Park

GINETTA GT5 CHALLENGE CADWELL PARK, JULY 22

Ginetta G40 trio share the spoils

THERE WERE THREE winners from the three GT5 races at Cadwell.

A processional opener sprung to life on the ninth lap, when Sean Huyton glanced the tyrewall at the Gooseneck after being caught out during lappery.

Mike Robinson then led but had Ratcliffe inches behind. Into the Hairpin for the final time, Ratcliffe lost it on the grass, knocked Robinson into a spin and recovered to take the win – from Gary Simms and William Burns – with Robinson recovering to fifth. Ratcliffe was later sanctioned for taking an unfair advantage, handing victory to Simms and dropping him to fifth.

Huyton led from lights to flag in race two, shadowed by Robinson. Simms stayed fairly close for a while in third, with Ratcliffe fourth place after an early exchange with Luke Davenport.

It was Robinson chasing Huyton again at the start of race three, until a nudge from Simms dropped Robinson to last.

Ratcliffe took up the pursuit and scythed past Huyton on the outside of Coppice on lap eight. Huyton was overheating and lost power (which allowed Simms and Burns to go by, too) before limping home in fourth.

Mark Wania won the G20 class in race one after Matt Flowers slid off at the Hairpin, but Flowers reigned supreme for the rest of the day.

● Peter Scherer

Huyton leads from Ratcliffe and Simms

RESULTS (ALL 13 LAPS) RACE 1 **1 Gary Simms**; 2 William Burns +0.321s; 3 Luke Davenport; 4 Mike Robinson; 5 Ryan Ratcliffe; 6 Sean Huyton. **G20 winner** Mark Wania. **Fastest lap** Ratcliffe 1m35.943s (81.21mph). **RACE 2 (13 LAPS)** **1 Huyton**; 2 Robinson +0.399s; 3 Simms; 4 Ratcliffe; 5 Burns; 6 Graham Johnson. **G20** Matt Flowers. **FL** Robinson 1m37.429s (80.80mph). **RACE 3 (13 LAPS)** **1 Ratcliffe**; 2 Simms +0.950s; 3 Burns; 4 Huyton; 5 Davenport; 6 Brad Bailey. **G20** Flowers. **FL** Ratcliffe 1m37.686s (80.59mph).

Formula Ford made Mondello return

FF1600 MONDELLO PARK, JULY 22

Wins for Daly and Dunne

FF1600 RETURNED TO Mondello after three years away and put on a great display of close racing.

Most of the action revolved around Noel Dunne, who claimed second in race one with an aggressive move on Morgan Dempsey into Dunlop corner, only to throw it away at the same place right at the death, handing Morgan back the position – behind race winner Stephen Daly.

After the second race was red-flagged for an incident at the second corner, it was Dunne who made the better start as he jumped Daly to take the lead. Daly was later outdragged by Ivor McCullogh for second.

● Paul Healy

RESULTS (16 LAPS) **1 Stephen Daly (Ray)**; 2 Morgan Dempsey (Van Diemen) +3.847s; 3 Noel Dunne (Van Diemen); 4 Ivor McCullogh (Van Dieman RF00); 5 Peter Barrable (Van Diemen); 6 Johnny McMullan (Mondiale M89s). **FL** Dunne 58.263s (71.03mph). **RACE 2 (15 LAPS)** **1 Dunne**; 2 McCullogh +1.150s; 3 Daly; 4 David Quinn (Van Diemen); 5 Adrian Pollock (Van Diemen DP08); 6 Barrable. **FL** Daly 58.575s (70.65mph).

IRISH FORMULA VEE FESTIVAL MONDELLO PARK, JULY 22

O'Hara claims victory as Moore crashes out

CONSIDERING ITS place as the centrepiece of the meeting it was only fitting that the Irish Formula Vee Festival final delivered the most exciting race.

The grid for the 30-strong final had many of the heavy hitters starting mid-pack. Not that they hung around for long, with Lee Newsome moving from eighth to sixth by the end of the first lap, and Ray Moore and Trevor Delaney up to third and fourth.

Dan Polley led from Robert Casey early on, until a mistake from Casey allowed both Ray Moore and Kevin O'Hara to sneak through. Having made it up to second, Moore went straight off at Bridgestone – bringing out the safety car.

O'Hara had a free run at the restart and won, while Newsome beat Polley to second by sliding his car down the inside at Dunlop.

● Paul Healy

RESULTS (ALL 12 LAPS) FINAL **1 Kevin O'Hara**; 2 Lee Newsome +2.618s; 3 Trevor Delaney; 4 Dan Polley; 5 Robert Casey; 6 Jimmy Furlong. **FL** Newsome 1m00.405s (68.52mph). **SEMI-FINAL 1** **1 Newsome**; 2 Ray Moore +0.859s; 3 Delaney; 4 Polley; 5 Paul Heavey; 6 Robbie Parks. **FL** Moore 1m00.504s (68.40mph). **SEMI-FINAL 2** **1 Ian Campbell**; 2 O'Hara +1.369s; 3 Robbie Allen; 4 Casey; 5 Furlong; 6 Philip Devlin. **FL** Campbell 1m01.022s (64.71mph). **HEAT 1** **1 Newsome**; 2 O'Hara +4.746s; 3 Moore; 4 Campbell; 5 Delaney; 6 Casey. **FL** Newsome 1m00.290s (68.65mph). **HEAT 2** **1 Allen**; 2 Damien Murphy +6.429s; 3 Devlin; 4 Parks; 5 Colm Blackburn; 6 Stephen Morrin. **FL** Allen 1m01.835s (66.93mph). **HEAT 3** **1 James O'Riordan**; 2 Roy Tobin +0.324s; 3 Ulick Burke; 4 Michael Sweeney; 5 Philip Lawless; 6 Ian Thornton. **FL** Lorcan O'Keefe 1m03.912s (64.76mph).

PICS: WALKER, CHESTER, MOIR, DEMPSTER

SCOTTISH MINIS QUICK RESULTS
→ Race 1 **Kyle Reid**
→ Race 2 **Reid**
→ Race 3 **David Sleigh**

Brace (7) and Davey battled

SCOTTISH MINIS KNOCKHILL, JULY 21-22

Reid sets the standard in Mini races

THE SEASON-LONG theme of driving standards has changed the complexion of many results sheets this year, and Saturday's Scottish Mini qualifying session was no exception.

A total of five drivers had their times deleted for running wide; the tricky Clark corner being the main area of attention for the stewards. Championship leader David Sleigh resigned himself to seventh on the grid, despite its impact on his slim points lead.

No such problems were encountered by a delighted Kyle Reid, who broke into the winner's circle in only his second season. The first race was a highlight and the early star was Stefan di Resta, who made it into the lead on lap three with a bold move at the hairpin.

Tim Sleigh quickly re-established a slim advantage, but Reid made his winning move on lap six of nine as he sneaked inside at Scotsman corner.

Steven Brewster demoted di Resta to fourth on the penultimate lap, but the rookie (brother of Force India Formula 1 racer Paul) was still a creditable 1.5s behind the victor at the flag.

The weekend went downhill for di Resta in race two as he was excluded for running underweight, while Reid claimed his second victory of the weekend from Tim Sleigh.

Contrastingly, reigning champion David Sleigh saw an upturn in his fortunes as he won a mixed-grid final race from brother Tim after starting from third.

● Jonathan Crawford

Reid twice led his Mini rivals home

RESULTS (ALL 9 LAPS)
RACE 1 **1 Kyle Reid**; 2 Tim Sleigh +0.172s; 3 Steven Brewster; 4 Stefan di Resta; 5 Ross Wylie; 6 David Sleigh. **FL** Di Resta 1m03.748s (72.29mph).
RACE 2 **1 Reid**; 2 T Sleigh +2.417s; 3 Brewster; 4 David Sleigh; 5 Hamish Brandon; 6 Shane Stoney. McNab. **FL** Brewster 1m04.003s (72.00mph).
RACE 3 **1 D Sleigh**; 2 T Sleigh +3.481s; 3 Brandon; 4 Stoney; 5 Brewster; 6 Kyle Reid. **FL** T Sleigh 1m04.667s (71.26mph).

MA5DA MX5 CUP KNOCKHILL, JULY 21-22

Herbert takes two before rival Stilp strikes back

HAVING RECENTLY moved to the top of the standings, Luke Herbert looked determined to maintain his advantage as the Ma5da MX5 Cup travelled up to Scotland.

Jordan Stilp was the man to beat on pole, but Herbert won the first two races with his nearest rivals Chrissy Palmer and Stilp trailing him home.

While Jamie Ingram tasted success in his MX150, his weekend in a Mk3 MX5 was dismal. He crashed in qualifying, and a subsequent clash at the chicane in race three put him in the gravel and caused a safety car.

Pacesetter Stilp struggled to convert his speed into results in the opening two races. He ran off the track at Scotsman corner in race one while battling for first place, but held an assured lead in race three and took advantage of Herbert's lowly seventh position in a rough-sounding car.

● Jonathan Crawford

RESULTS (14 LAPS) **1 Luke Herbert**; 2 Chrissy Palmer +2.174s; 3 Jordan Stilp; 4 Adam Gore; 5 Mathew Davies; 6 Anthony Neild. **FL** Stilp 1m01.088s (75.43mph). **RACE 2 (15 LAPS)** **1 Herbert**; 2 Stilp +0.678s; 3 Gore; 4 Neild; 5 Jamie Ingram; 6 Justin Newnam. **FL** Stilp 1m01.240s (75.25mph). **RACE 3 (12 LAPS)** **1 Stilp**; 2 Gore +1.568s; 3 Davies; 4 Palmer; 5 Paul Sheard; 6 Neild. **FL** Stilp 1m01.402s (75.06mph).

Stilp chased Herbert in the first two races

Smith's powerful Morgan overwhelmed his rivals

SCOTTISH CLASSIC SPORTS & SALOONS KIRKISTOWN, JULY 21

Mighty Morgan on top

ANDY SMITH AND HIS Morgan Plus 8 proved dominant on the Scottish Classics' first visit to the Kirkistown circuit.

Three-point-nine litres of Solihull's finest was more than a match for the rest, and while Robert Marshall's well-driven Mk2 Escort kept up the pressure, there was little he could do.

Behind, Stan Bernard's Porsche was a hard-charging third in race one, while the similar car of Raymond Boyd (which started the first race late after mechanical problems) took the third podium place in race two.

Behind, Keiron Baillie's Alan Mann Racing lookalike Mk1 Escort spent the afternoon locked in an entertaining battle with the Marcos of Tim Reid, emerging triumphant in both races.

● Richard Young

RESULTS (BOTH 15 LAPS) RACE 1
1 Andy Smith (Morgan +8); 2 Robert Marshall (Ford Escort) +2.173s; 3 Stan Bernard (Porsche 911); 4 Keiron Baillie (Ford Escort); 5 Tim Reid (Marcos GT); 6 Jimmy Grant (Lotus Elan). **FL** Smith 1m06.257s (82.15mph).
RACE 2 **1 Smith**; 2 Marshall +1.252s; 3 Raymond Boyd (Porsche 911); 4 Bernard; 5 Baillie; 6 Reid. **FL** Smith 1m07.055s (81.17mph).

KNOCKHILL IN BRIEF

Call of nature hampered Orr's progress

SCOTTISH FIESTAS
George Orr's second place in the first Fiesta race was hard fought after an ill-timed toilet visit caused him to miss qualifying. He went one better in the second race after resisting Dave Colville.

SCOTTISH LEGENDS
Paul O'Brien took advantage of an average meeting for points leader Ross Marshall and won the final race. Marshall was demoted in the first heat after a yellow flag infringement, but won the second.

SCOTTISH FF1600
Reigning champion Kenneth Thirlwall returned and took two dominant wins. This year's form man Alistair Dow had a scary moment in race two when his steering wheel worked loose and he had to pit for repairs.

MA5DA MX5 MK1
Tom Roche dominated, taking three wins to extend his points lead over Adam Gore, who could only take one victory across the six events held in Scotland. Gore struggled to fifth in his final race.

NATIONAL LEGENDS
Dean Brace, Lawrence Davey and John Mickel each took two wins. The final race was chaotic with seven drivers being caught out by the windy and increasingly damp conditions. Brace was the most high-profile casualty.

SPORTS & SALOONS
Colin Noble entered the Saloon and Sportscar race as a guest entry in his Radical SR3, but few expected him to be beaten by an Escort. Stewart Whyte somehow kept his Ford Cosworth ahead thanks to superior acceleration.

Whyte held Radical SR3 at bay to win

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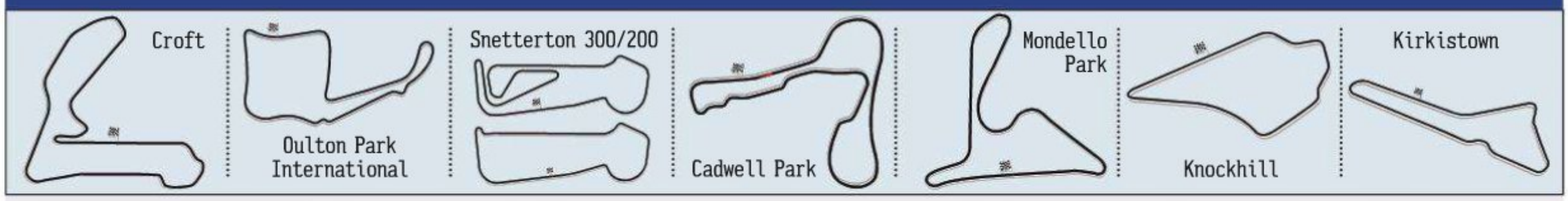


CROFT
BARC, JULY 21-22

DDMC NORTHERN SPORTS & SALOON CARS CLASSES B, C, D & H (BOTH 11 LAPS) 1 Michael Cutt (BMW M3); 2 Ken Hall (Austin Rover Metro) +11.895s; 3 Tony Allinson (Mitsubishi Evo 6 RS); 4 Daniel Irving (Mazda MX5); 5 Paul Moss (Citroen Saxo); 6 Myles Collins (Peugeot 205 GTi. **Class winners** Moss; Brian Morris (Datsun 240Z); David Cox (205 GTi). **Fastest lap** Cutt 1m33.554s (81.77mph). **RACE 2 1 Hall**; 2 Allinson; 3 Irving; 4 Martin Lofthouse (Triumph TR8); 5 Collins; 6 Moss. **CW** Lofthouse; Collins; Cox. **FL** Allinson 1m35.719s (79.92mph).

DDMC NORTHERN SPORTS & SALOON CARS CLASSES A & E (BOTH 11 LAPS) 1 Jeff Wilson (Lotus Elise); 2 Bill Addison (Caterham R400 Superlight) +7.737s; 3 Sam Arrenberg (Caterham R400); 4 Peter Cook (Mitsubishi Evo 9); 5 Paul Brydon (BMW M3); 6 David Botterill (Porsche 964). **CW** Addison; Cook; Alan McPherson (Ford Formula 27). **FL** Wilson 1m27.457s (87.47mph). **RACE 2 1 Wilson**; 2 Addison +6.505s; 3 Arrenberg; 4 Cook; 5 Chris Evans (R400); 6 Botterill. **CW** Addison; Cook; Simon Mayne (Fisher Fury). **FL** Wilson 1m28.089s (86.84mph).

PORSCHE GT3 CUP CHALLENGE (17 LAPS) 1 Justin Sherwood; 2 James Birch +5.512s; 3 Steven Liquorish; 4 Mark Cowne; no other finishers. **FL** Sherwood 1m26.640s (88.29mph). **RACE 2 (11 LAPS) 1 Liquorish**; 2 Birch +15.057s; 3 Cowne; no other starters. **FL** Birch 1m28.229s (86.70mph).

HONDA V-TEC CHALLENGE (BOTH 10 LAPS) 1 Richard Voaden (Integra); 2 Peter Dixon (Civic 1.6VT) +1.254s; 3 Andy Smith (Accord); 4 Michael Clark (Civic); 5 Dave Roberts (CRX); 6 Robert Williams (Civic Type R). **CW** Dixon, Smith, Clark. **FL** Voaden 1m36.753s (79.06mph). **RACE 2 1 Voaden**; 2 Dixon +6.046s; 3 Robert Burkinshaw (Integra); 4 Stewart Hutchinson (Integra Type R); 5 Smith; 6 Williams. **CW** Dixon; Burkinshaw; Clark. **FL** Dixon 1m36.694s (79.11mph).

2CV (BOTH 10 LAPS) 1 Alec Graham; 2 Matthew Hollis +11.814s; 3 Steven Panas; 4 Philip Myatt; 5 Sammie Fritchley; 6 Glenn Oswin. **FL** Nick Paton 2m04.999s (61.20mph). **RACE 2 1 Simon Clarke**; 2 Graham +5.454s; 3 Ainslie Bousfield; 4 Peter Rundle; 5 Christer Hallgren; 6 Hollis. **FL** Graham 2m05.132s (61.13mph).

OULTON PARK INTERNATIONAL
MSVR, JULY 21

VAG TROPHY (7 LAPS) 1 Paul Taylor (VW Golf R32); 2 Chris Levett (VW Golf GTi) +0.220s; 3 Andy Thompson (SEAT Leon Cupra); 4 Dave Carvell (VW Scirocco); 5 Tony Absolom (VW Golf GTi); 6 Len Simpson (VW Vento VR6). **CW** Rob Allum (SEAT Ibiza); Ian Fowler (VW Golf GTi). **FL** Levett 1m56.346s (83.29mph). **RACE 2 (8 LAPS) 1 Levett**; 2 Taylor +8.303s; 3 Carvell; 4 Thompson; 5 Simon Tomlinson (VW Golf GTi); 6 Simpson. **CW** Martyn Walsh (VW Golf GTi). **FL** Levett 1m57.543s (82.44mph).

MONOPOSTO 1800/1600/MOTO (9 LAPS) 1 Adrian Wright (GEM AW3); 2 Jason Timms (Speads RM07) +1.108s; 3 Geoff Fern (JKS TFR11); 4 Stephen Brooks (JKS 03); 5 Ewen Sergison (Swift SC99Z); 6 Len Turner (Jedi Mk6). **CW** Sergison; Nigel Davers (Van Diemen RF89). **FL** Fern 1m42.022s (94.99mph).

MK2 GOLF GTI (8 LAPS) 1 Jamie Martin; 2 Henry Wright +9.990s; 3 Colin Hays; 4 Darren Drury; 5 Harry Vaulkhard; 6 Josh Johnson. **CW** Alex Harris. **FL** Martin 2m05.247s (77.37mph). **RACE 2 (7 LAPS) 1 Martin**; 2 Daz Bedford +8.982s; 3 Martyn Walsh; 4 Johnson; 5 Peter Milne; 6 James Colbourne. **CW** Harris. **FL** Martin 2m04.126s (78.07mph).

MONOPOSTO 2000/CLASSIC (9 LAPS) 1 Tony Bishop (Dallara F398); 2 Richard Purcell (Dallara F301) +4.541s; 3 Jim Blockley (Ralt RT3); 4 Lee Cunningham (Van Diemen RF); 5 Jared Wood (Formula Vauxhall Lotus); 6 Christopher Anstruther (Bowman BC3). **CW** Blockley. **FL** Bishop 1m39.953s (96.95mph).

SNETTERTON 300 & 200
BRSCC, JULY 21-22

SPORTS 2000 DURATEC (12 LAPS OF 300) 1 Mike Jenvey (Gunn TS6); 2 Patrick Sherrington (MCR) +6.031s; 3 Craig Mitchell (Lola T88/90); 4 Harry Chapman (Lola TMS); 5 David Houghton (Van Diemen RFSC02); 6 Scott Guthrie (Van Diemen RFSC02). **FL** Jenvey 1m53.708s (93.99mph).

SALOONS & TIN TOPS (7 LAPS OF 300) 1 Rod Birley (Ford Escort); 2 Ashley Hargreaves (Peugeot 306 Rallye) +3.194s; 3 Graham Heard (BMW M3); 4 Gavin Thomson (Peugeot 205); 5 Steve Rothery (Renault Clio); 6 Graham Bahr (BMW E30). **CW** Hargreaves; Heard; Thomson; Rothery; Curtis Mitchell (Peugeot 205); Richard Johnson (Honda Civic); Chris Whiteman (Honda Civic Type R). **FL** Birley 2m08.675s (83.06mph). **RACE 2 (7 LAPS OF 300) 1 Birley**; 2 Malcolm Wise (Ford Escort Cosworth) +0.277s; 3 Thomson; 4 Heard; 5 Rothery; 6 Tony Paxman (Ford Escort MkII). **CW** Thomson; Heard; Rothery; Paxman; Whiteman; Mitchell; Johnson; Nick Proudlock (Ford Escort Mk1). **FL** Wise 2m04.838s (85.61mph).

INTERMARQUE (8 LAPS OF 300) 1 Tommy Field (Vauxhall Tigra); 2 Matt Moore (Ford Escort) +20.872s; 3 Keith White (BMW Z4); 4 Richard Smith (Vauxhall Tigra); 5 Nigel Oven (Caterham Superlight R300); 6 Matt Simpson (Vauxhall Tigra). **CW** Moore; Oven; Simpson; John Chasey (Caterham 7). **FL** Field 2m01.159s (88.21mph). **RACE 2 (8 LAPS OF 300) 1 Field**; 2 Daniel Smith (Peugeot 206) +41.023s; 3 Simpson; 4 Matt Robertson (VW Corrado); 5 David Hersey (Caterham SV); 6 Chasey. **CW** Smith; Hersey; Chasey; Peter Hargroves (Caterham SLR). **FL** Field 2m01.640s (87.86mph).

EURO SALOONS & SPORTS (10 LAPS OF 300) 1 Andy Robinson (Ford Falcon); 2 Wayne Schofield (Suzuki Cappuccino) +1m03.921s; 3 Alex Sidwell (Holden VZ Commodore); 4 Doug Ellwood (Marcos Mantis); 5 Ian Craig (BMW E46 M3); 6 Nick Hayes (SEAT Leon Cupra). **CW** Schofield; Craig. **FL** Robinson 2m01.078s (88.27mph). **RACE 2 (16 LAPS OF 200) 1 Robinson**; 2 Sidwell +54.338s; 3 Ilsa Cox (SEAT Leon Cupra); 4 Ellwood; 5 Schofield; 6 Craig. **CW** Cox; Schofield; Craig. **FL** Robinson 1m15.969s (94.01mph).

NORFOLK ENDURO (16 LAPS OF 200) 1 Christopher Murray-Brown (Renault Clio Cup); 2 Steve Rothery/Chris Whiteman (Renault Clio) +25.040s; 3 Andy Hancock/Frank Petit (Honda CRX); 4 Graham Bahr (BMW E30); 5 Kenny Coleman (Ford Sierra Cosworth); 6 Tony Paxman/Andy Pyke (Ford Escort Mk2). **CW** Bahr. **FL** David Thomas (Renault Clio Cup) 1m25.560s (83.47mph).

CADWELL PARK
MSVR, JULY 22

MSV TEAM TROPHY (30 LAPS) 1 Mike Simpson/Ian Parsons (Ginetta G40R); 2 Mike Moss (BMW M3) +21.189s; 3 Gary Littlewood/Ben Littlewood (Renault Clio); 4 Philip House (BMW Mini); 5 Antony Sharpe/David Scarborough (Lotus Elise S1); 6 Ricky Coomber/Mike Dickenson (BMW Mini). **CW** Moss; Tom McHugh (Porsche 944 S2); Stefano Draper (Ford Fiesta). **FL** Simpson 1m44.532s (75.31mph).

MSV TRACKDAY TROPHY (25 LAPS) 1 Mark Nenadic (Renault Clio); 2 Richard Preece/James Reed (Ginetta G20) +2.038s; 3 Lee McCormack (Subaru Impreza); 4 Andrew Ball/Richard Hughes (Porsche 968); 5 George Wright/Simon Hogg (Porsche 944 S2); 6 Edward McKean/Richard Evans (BMW 325 Coupe). **FL** Preece/Reed 1m44.177s (75.57mph).

MONDELLO PARK
CCC, JULY 22

IRISH GINETTA JUNIOR (12 LAPS) 1 Jake Byrne; 2 James Fleming +0.135s; 3 Andrew Clarke; 4 Jack Finlay; 5 Sophie Byrne; 6 James Huddlestone. **FL** Fleming 1m07.853s (60.99mph). **RACE 2 (12 LAPS) 1 Fleming**; 2 J Byrne +0.261s; 3 Finlay; 4 Dylan Curley; 5 S Byrne; 6 Huddlestone. **FL** Fleming 1m08.493s (60.42mph).

IRISH GLOBAL GT LIGHTS (13 LAPS) 1 Alan Byrne; 2 Sean Doyle +2.697s; 3 Peter Drennan; 4 Paul Fitzpatrick; 5 Mark Braden; 6 Ben Conway. **FL** Byrne 58.743s (70.45mph). **RACE 2 (15 LAPS) 1 Byrne**; 2 Fitzpatrick +0.779s; 3 Doyle; 4 Drennan; 5 Braden; 6 Derek Behan. **FL** Byrne 59.071s (70.06mph).

HRCA HISTORICS (11 LAPS) 1 Jackie Cochrane (Sunbeam Tiger); 2 Billy Crosbie (Lotus 7) +2.833s; 3 Noel Collins (Ford Escort Mk3); 4 Clive Brandon (Lotus 47); 5 Garth Maxwell (MGB GT V8); 6 Bernard Foley (MGB). **FL** Cochrane 1m02.362s (66.36mph). **RACE 2 (13 LAPS) 1 Cochrane**; 2 Crosbie +1.928s; 3 Foley; 4 Collins; 5 Brandon; 6 Martin White (Jaguar E-type Coupe). **FL** Cochrane 1m03.141s (65.55mph).

FORMULA SHEANE (13 LAPS) 1 Brian Hearty; 2 Robbie Allen +3.257s; 3 Stephen Drury; 4 David Parks; 5 Kevin Sheane Jr; 6 Sean Hynes. **FL** Sheane 57.712s (71.71mph). **RACE 2 (16 LAPS) 1 Hearty**; 2 Allen +2.762s; 3 Parks; 4 Hynes; 5 John Linnane; 6 Tristan Quinn. **FL** Hearty 58.234s (71.07mph).

IRISH FORMULA VEE (12 LAPS) 1 Lee Newsome (Sheane FV94); 2 Kevin O'Hara (Leastone) +2.333s; 3 Ray Moore (Leastone); 4 Ian Campbell (Sheane FV02); 5 David O'Brien (Formula Vee); 6 Trevor Delaney (Sheane). **FL** Newsome 1m00.427s (68.49 mph).

KNOCKHILL
SMRC, JULY 21-22

SCOTTISH LEGENDS (10 LAPS) 1 Paul O'Brien; 2 Carol Brown +1.301s; 3 David Newall; 4 Robbie Burgoyne; 5 Ross Mickel; 6 Scott Hynds. **FL** Ross Marshall 1m02.134s (74.16mph). **HEAT 1 (8 LAPS) 1 Mickel**; 2 Brown +0.072s; 3 Newall; 4 Gerard McCosh; 5 Marshall; 6 Burgoyne. **FL** Marshall 1m00.796s (75.79mph). **HEAT 2 (8 LAPS) 1 Marshall**; 2 Newall +1.024s; 3 David Allan; 4 Burgoyne; 5 Brown; 6 Hynds. **FL** Brown 1m00.800s (75.79mph).

SCOTTISH FORD FIESTAS (10 LAPS) 1 Dave Colville (ST); 2 George Orr (ST) +1.874s; 3 Stuart Haston (ST); 4 Peter Cruickshank (XR2); 5 Blair Murdoch (ST); 6 Wayne MacCauley (XR2). **CW** Cruickshank. **FL** Murdoch 1m03.352s (72.53mph). **RACE 2 (10 LAPS) 1 Orr**; 2 Colville +0.585s; 3 Murdoch; 4 Haston; 5 Cruickshank; 6 MacCauley. **CW** Cruickshank. **FL** Colville 1m03.646s (72.40mph).

SCOTTISH FORMULA FORD (12 LAPS) 1 Kenneth Thirlwall (Van Diemen); 2 Alistair Dow (Ray GRS09) +1.473s; 3 Ian Munro (Van Diemen); 4 Jordan Gronkowski (Van Diemen); 5 Ross McEwan (Van Diemen); 6 Michael Gray (Vector). **FL** Dow 55.931s (82.39mph). **RACE 2 (10 LAPS) 1 Thirlwall**; 2 Gronkowski +3.757s; 3 Munro; 4 McEwan; 5 Gray; 6 Greg Stark (Van Diemen). **FL** Thirlwall 56.270s (81.89mph).

MAZDA MX5 MK1 (19 LAPS) 1 Brian Chandler; 2 James Blake-Baldwin +2.396s; 3 Ed Gay; 4 Matthew Lambert; 5 Adam Gore; 6 Simon Goddard. **FL** Blake-Baldwin 1m03.882s (72.13mph). **RACE 2 (19 LAPS) 1 Tom Roche**; 2 Rhys Jenkins +2.931s; 3 Charlie Charman; 4 Alan Henderson; 5 Brett Smith; 6 Matt Robinson. **FL** Roche 1m03.579s (72.48mph). **RACE 3 (19 LAPS) 1 Roche**; 2 Blake-Baldwin +0.511s; 3 Jenkins; 4 Gay; 5 Chandler; 6 Charman. **FL** Roche 1m03.544s (72.52mph). **RACE 4 (19 LAPS) 1 Gore**; 2 Henderson +1.696s; 3 Ben Short; 4 Lambert; 5 Smith; 6 Alex Preston. **FL** Short 1m04.200s (71.78mph). **RACE 5 (14 LAPS) 1 Blake-Baldwin**; 2 Chandler +0.800s; 3 Gay; 4 Goddard; 5 Smith; 6 Carl Powell. **FL** Blake-Baldwin 1m04.138s (71.85mph). **RACE 6 (17 LAPS) 1 Roche**; 2 Charman +10.128s; 3 Lambert; 4 Short; 5 Gore; 6 Robinson. **FL** Roche 1m04.048s (71.95mph).

NATIONAL LEGENDS SATURDAY FINAL (10 LAPS) 1 Dean Brace; 2 John Mickel +0.138s; 3 Nick Brace; 4 Matthew Pape; 5 Ben Power; 6 Richard Pocklington. **FL** D Brace 1m00.109s (76.66mph). **HEAT 1 (8 LAPS) 1 Lawrence Davey**; 2 D Brace +0.130s; 3 Power; 4 Mickel; 5 James Holman; 6 Glenn Burtenshaw. **FL** D Brace 1m00.987s (75.56mph). **HEAT 2 (8 LAPS) 1 Davey**; 2 D Brace +0.094s; 3 N Brace; 4 Steve Whitelegg; 5 Holman; 6 Pape. **FL** Power 1m01.166s (75.34mph).

SUNDAY FINAL (10 LAPS) 1 Mickel; 2 Pocklington +0.221s; 3 Davey; 4 Eliot Bunn; 5 Power; 6 Jack Parker. **FL** Pocklington 1m00.988s (75.57mph). **HEAT 1 (8 LAPS) 1 D Brace**; 2 Davey +0.468s; 3 Whitelegg; 4 Pape; 5 Power; 6 Parker. **FL** Mickel 1m01.162s (75.34mph). **HEAT 2 (8 LAPS) 1 Mickel**; 2 D Brace +0.014s; 3 Davey; 4 Power; 5 N Brace; 6 Holman. **FL** Holman 1m00.737s (75.87mph).

SCOTTISH SALOONS AND SPORTSCARS (10 LAPS) 1 Stewart Whyte (Ford Escort Cosworth); 2 Colin Noble (Radical SR3) +1.013s; 3 Garry Watson (Westfield); 4 Cameron Purdie (Westfield); 5 Philip Duncan (Westfield); 6 Stuart Walker (Porsche GT3). **CW** Noble; Watson; Clark Sutherland (BMW M3). **FL** Noble 51.449s (89.56mph). **RACE 2 (10 LAPS) 1 Noble**; 2 Watson +1.664s; 3 Whyte; 4 Duncan; 5 Walker; 6 Robert Drummond (Ford Escort Cosworth). **CW** Watson; Whyte; Sutherland. **FL** Noble 51.273s (89.87mph).

MAZDA MX150R (15 LAPS) 1 Jonathan Blake (MX150R); 2 Kevin Dengate (MX150R) +0.159s; 3 Jamie Ingram (MX150R); 4 Adam Gore (MX5); 5 Alan Henderson (MX5); 6 Simon Goddard (MX5). **CW** Gore. **FL** Dengate 1m01.058s (75.47mph). **RACE 2 (14 LAPS) 1 Ingram**; 2 Blake +0.668s; 3 Ben Short (MX150R); 4 Gore; 5 Henderson; 6 Goddard. **CW** Gore. **FL** Dengate 1m01.421s (75.02mph). **RACE 3 (15 LAPS) 1 Dengate**; 2 Ingram +2.521s; 3 Blake; 4 Henderson; 5 Goddard; 6 Martin Tolley (MX5). **CW** Henderson. **FL** Ingram 1m01.427s (75.02mph).

KIRKISTOWN
500 MRCI, JULY 21

ROADSPORTS (16 LAPS) 1 Colin Reid (Reis Aero); 2 Ryan Magennis (GMS Honda) +28.226s; 3 Graham Moore (Westfield-Honda); 4 Johnny Armstrong (Westfield-Honda); 5 Alan Davidson (GMS-Honda); no other finishers. **CW** Magennis. **FL** Reid 1m02.436s (87.18mph). **RACE 2 (16 LAPS) 1 Mike Johnston (Vauxhall Tigra)**; 2 Reid +3.052s; 3 Davidson; 4 Magennis; 5 Moore; no other finishers. **CW** Davidson. **FL** Johnston 1m00.617s (89.79mph).

GT (16 LAPS) 1 Johnston; 2 David Beattie (Ginetta G50) +3.894s; 3 Richie O'Mahoney (Supercar); no other finishers. **FL** Johnston 1m00.399s (90.12mph) **record**.

LIBRE SALOONS (16 LAPS) 1 Gerard McVeigh (Mitsubishi Evo); 2 Ralph Jess (BMW M3) +4.254s; 3 Greer Wray (Vauxhall Vectra); 4 Stephen Traub (Honda Integra); 5 Tony Traub (Honda Integra); 6 Donal O'Neill (Vauxhall Vectra). **CW** Aiden Vance (Honda Civic); Gary Miller (Fiat Punto Abarth). **FL** McVeigh 1m03.668s (85.49mph).

STRYKER SPORTSCARS (15 LAPS) 1 Alan Watkins; 2 Stephen Ross +20.134s; 3 Brian Kingston; 4 Andrew D'Alton; 5 Bill Griffin; 6 Mark Baker. **FL** Watkins 1m06.248s (82.16mph). **RACE 2 (15 LAPS) 1 Watkins**; 2 Paul Yeomans +20.087s; 3 Ross; 4 Griffin; 5 Kingston; 6 Greg Kelly. **FL** Watkins 1m05.390s (83.24mph) **record**.

FORD FIESTA (10 LAPS) 1 James Turkington; 2 Andy McShane +2.604s; 3 Andrew McCullough; 4 Andrew Blair; 5 Alister Robinson; no other finishers. **FL** Turkington 1m17.228s (70.48mph) **record**.

Alex Sidwell's Holden Commodore scored two podiums at Snetterton

PIC: STYLES

YOUR SAY

What you think of the motorsport news of the past week

Vettel's P2 didn't last in Germany

Track-limit violations in spotlight

Sebastian Vettel's post-race penalty for exceeding track limits at the German Grand Prix was good news as it proves that the precedent set by Pastor Maldonado in Valencia – when he did something similar in trying to pass Lewis Hamilton – was not for nothing. Why not eliminate the threat totally by bringing back walls, grass and gravel?

In my opinion, there was no safety consideration in replacing so many gravel traps with concrete run-off anyway; it was all about giving sponsors more space in which to place their logos, and thereby line Mr Ecclestone's pockets even more.

Dick Byrne, Wicklow, Ireland

EDITORIAL CONTACT mail@autosport.com

It was great to see Sky Sports putting on a free weekend, therefore enabling me to try out Sky F1 HD for the first time.

My verdict? Well of course it looked great and the coverage of the race itself was just fine. But the presentation wasn't the big step up in class that I'd expected. Laxidazy Lazenby and co lacked the human element that BBC's three amigos regularly inject and the paddock reporting was so-so.

Above all, the features that pad out the non-live elements of the channel – especially the boring 'Behind the scenes with Force India' – added very little (although it was cool to see the 1997 F1 season review again). I'll not be stumping up any extra cash any time soon.

John Warkington
Hitchin, Herts

Reading some of the reports in the British mainstream press since the German Grand Prix has made me wonder if their journalists have bothered going to any races. 'McLaren out of its crisis'. What crisis? Lewis Hamilton won the Canadian Grand Prix, and that was less than five weeks ago. Come on guys, get a grip.

At least I can rely on AUTOSPORT to give me the facts straight!

Paul Wobble
Wootton Bassett

Fifty pounds to get into the Silverstone Classic. FIFTY POUNDS! Yes, they offered the carrot of live music from Mike and the Mechanics and Adam Ant, but I had no interest in watching these has-beens. What's the point?

Yes, the array of historic machines on display was glorious, but you could get the same fill by going to the classic festival at Donington Park or the Oulton Park Gold Cup. I'm penciling in a trip to Little Budworth already.

George McAndrews
Corby, Northants

I WAS REALLY GLAD TO see Jenson Button getting a strong result in Germany. He's had a tough year at McLaren and needed that confidence boost. He must be a contender in Hungary.

Jose Montecho
Salinas, California

AUTOSPORT.com

TOP FIVE ON OUR WEBSITE

1. MARUSSIA RULES OUT CAR ISSUE IN ACCIDENT
2. OLYMPIC STADIUM F1 RACE BID RECEIVED
3. STEWART OFFERS TO HELP GROSJEAN
4. BUTTON QUICKEST IN RAIN-HIT FIRST PRACTICE
5. MALDONADO TOPS SECOND FRIDAY PRACTICE

AUTOSPORT.com PLUS

TOP STORY ONLINE

HOW THE NURBURGRING WENT BUST

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!

ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

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

PIC:TEE/LAT

THE LATEST GEAR

Desirable new releases for motor racing fans: books, DVDs, models, art and gifts

PIRELLI F1-THEMED TYRES
£Enquire
pirelli.com

On the back of its Formula 1 supply, Pirelli has created two road-legal tyres for racers and non-racers alike. The P Zero Silver is the first road tyre directly derived from its F1 range. Its silver logos reflect the hard compound used in F1, and is aimed at everyday road driving for high-performance cars. It was developed with the same computer simulations as the F1 rubber, sharing materials, polymers and resins. Pirelli has also launched a new cover aimed at the track-day market: the Trofeo R. Its asymmetric tread pattern offers longitudinal grooves on the inside, to disperse water, and transversal grooves to assist braking and aid traction. A central section helps high-speed stability, while the outer area is similar to a cut slick. AUTOSPORT tried both at Silverstone recently, on an Audi RS5, and the Trofeo R in particular gave almost slick-like grip levels.

FERRARI F2012 NOSE
£84.99
autosport.com/shop

Amalgam's model of the front of this year's Formula 1 Ferrari, the F2012, is 1:12-scale, which means it's 15cm wide and 8.5cm deep. And the replica of the nose and front wing of the machine that's won three races in Fernando Alonso's hands features superb detailing.

FORD WTCC ZIP TOP
£49.99
autosport.com/shop

This 'Team Sweat' is part of the official merchandise range of the Arena-run Ford World Touring Car Championship team, so if you're a Tom Chilton or James Nash fan you can let everyone know. The Sweat features all the team and sponsor logos, while retro-look Ford racing stripes adorn both sleeves.

REVELL DTM MODELS
£19.99
revell.eu

Plastic-model giant Revell's latest motorsport-themed 1:24-scale kits are these 2011 DTM monsters from Audi and Mercedes. The yellow Audi A4 comes in the livery raced by Mike Rockenfeller, while the Merc C-class features Bruno Spengler's colours. Both models feature great detailing for the price.

HOT ON THE WEB THIS WEEK

YOUTUBE: TWO-SEAT F1 PASSENGER GETS A SORE NECK

SEARCH FOR: Yas Marina F1 Formula 1 Racing Experience and bad whiplash! (3:58) This unsuspecting female passenger in Yas Marina's two-seat F1 car clearly hadn't done any neck-muscle exercises prior to her lap around the Abu Dhabi GP venue. In fact, she's thrown around so much she almost slips out of one of the belts...

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

DONINGTON PARK (HRDC)

July 28
Admission: £15
Tel: 01332 810048

A high-quality day of historic racing on Saturday includes Touring Greats for pre-'60 historic touring cars, GTS65 for pre-'66 historic GT cars over 1500cc, TC65 for pre-'66 historic group 2 touring cars, Grand Touring Greats for pre-'66 historic GT cars under 1500cc, MGB50 for FIA MGB and historic MGs, and TC63 for pre-'64 historic group 2 touring cars.

MGBs are on the Donington bill

MALLORY PARK (CTCRC)

July 29
Admission: £15 (£13 advance)
Tel: 01455 842931

Classic Touring Car categories will entertain on Sunday.

OULTON PARK (MSVR)

July 28
Admission: £13 (£10 online)
Tel: 01829 760301

Lotus on Track Elise Trophy, Lotus Cup UK, Radical Clubmans Cup, Radical UK Cup and Mini Challenge.

SILVERSTONE (BRSCC)

July 28-29
Admission: £9
Tel: 0844 3728200

The BRSCC brings Mighty Minis, Super Mighty Minis, Formula Ford, Porsche Championship, OSS sportscars, TVR Challenge, MR2 Series and Nippon Challenge to Silverstone.

THRUXTON (BARC)

July 28-29
Admission: £12 (Saturday), £22 (Sunday), £10/£18 (advance)
Tel: 01264 882200

British Truck Racing hordes are headlining, but for car-racing fans it's worth going too. There's a one-hour Sports 2000 race, plus the three Caterham Graduate series, Production Touring Car Trophy, Pickups and the youngsters from the InterSteps series.

DONINGTON PARK (AMOC)

July 29
Admission: £15
Tel: 01332 810048

Pre-War Team Challenge, Equipe GTS, AMOC Intermarque, AMOC 50s Sports Cars, AMR GT4 Challenge of Great Britain and Historic V8 Racers Association.

WISCOMBE PARK (HILLCLIMB)

July 28-29
Admission: £6 (Saturday), £10 (Sunday)
top12runoff.co.uk

The Devon hill hosts its annual British championship round this weekend. Scott Moran is the man to beat, but there is some stiff competition hanging onto his coat tails.

GP2 SERIES

Rd 9/12
Hungaroring, Hungary
July 28-29
gp2series.com

GP3 SERIES

Rd 6/8
Hungaroring, Hungary
July 28-29
gp3series.com

PORSCHE SUPERCUP

Rd 7/9
Hungaroring, Hungary
July 28-29
porsche.com

SUPER GT

Rd 4/8
Sugo, Japan
July 29
supergt.net

NASCAR SPRINT CUP

Rd 20/36
Indianapolis, Indiana, USA
July 29
nascar.com

NASCAR NATIONWIDE

Rd 19/33
Indianapolis, Indiana, USA
July 28
nascar.com

GRAND-AM

Rd 9/13
Indianapolis, Indiana, USA
July 27
grand-am.com

SUPER TC2000

Rd 6/12
Obera, Argentina
July 29
super-tc2000.com.ar

SPA 24 HOURS

Blancpain Endurance Series
Rd 4/6
Spa-Francorchamps, Belgium
July 28-29
total24hours.com
blancpain-endurance-series.com

FIA EUROPEAN F3 & BRITISH F3

Rd 6/10 & Rd 7/10
Spa-Francorchamps, Belgium
July 27-28
formula3.co

23 drivers will hope not to see this on Sunday

HUNGARIAN GRAND PRIX

Formula 1 World Championship
Rd 11/20
Hungaroring, Hungary
July 29
formula1.com

Ferrari's Fernando Alonso is the man they're all gunning to beat after his win in Germany. Red Bull is leading the chase, with McLaren, Lotus and Mercedes all in the mix too.

PICS: EBREY, DUNBAR, HONE, KALISZ/LAT

Television

THURSDAY JULY 26

1035-1240 Motors TV
Formula 2: Paul Ricard Highlights
1240-1445 Motors TV
Int'l GT Open: Paul Ricard Highlights
1400-1445 Sky Sports F1 LIVE
Formula 1: Drivers' press conference
2340-0145 Motors TV
NASCAR Nationwide: Chicago Highlights
2315-0015 Sky Sports F1
Legends: Stirling Moss

FRIDAY JULY 27

0845-1050 Sky Sports F1 LIVE
Formula 1: Hungary Practice 1
1050-1130 Sky Sports F1 LIVE
GP2: Hungary Practice
1245-1445 Sky Sports F1 LIVE
Formula 1: Hungary Practice 2
1445-1525 Sky Sports F1 LIVE
GP2: Hungary Qualifying
1600-1645 Sky Sports F1 LIVE
F1: Team bosses' press conference
1700-1800 Sky Sports F1 LIVE
The F1 Show
2100-0035 Motors TV LIVE
Grand-Am: Indianapolis

SATURDAY JULY 28

0700-0730 Channel 4
Mobil 1 The Grid
0845-0920 Sky Sports F1 LIVE
GP3: Hungary Qualifying
0945-1115 Sky Sports F1 LIVE
Formula 1: Hungary Practice 3
1200-1435 Sky Sports F1 LIVE
Formula 1: Hungary Qualifying
1430-1835 Motors TV LIVE
Blancpain: Spa 24 Hours
1435-1600 Sky Sports F1 LIVE
GP2: Hungary Race 1
1615-1705 Sky Sports F1 LIVE
GP3: Hungary Race 1
1715-1830 BBC2
F1: Hungary Qualifying Highlights
1930-2000 Motors TV
Porsche Supercup: Hockenheim
2130-0005 Motors TV LIVE
NASCAR Nationwide: Indianapolis

SUNDAY JULY 29

0800-1030 Motors TV
Blancpain: Spa 24 Hours
0820-0910 Sky Sports F1 LIVE
GP3: Hungary Race 2
0930-1035 Sky Sports F1 LIVE
GP2: Hungary Race 2
1000-1100 Sky Sports 4
Formula 2: Brands Hatch Highlights
1130-1615 Sky Sports F1 LIVE
Formula 1: Hungarian Grand Prix
1345-1530 1345-1530 Motors TV LIVE
Blancpain: Spa 24 Hours
1700-1835 BBC1
Formula 1: Hungary GP Highlights
1700-2200 Premier Sports LIVE
NASCAR Sprint Cup: Indianapolis
0030-0200 BBC2
Formula 1: Hungary GP Highlights

MONDAY JULY 30

1620-1750 Motors TV
GP3: Germany Repeat
1830-1930 Sky Sports 3
NASCAR Sprint Cup: Indianapolis
1900-2345 Sky Sports F1
Formula 1: Hungary GP Repeat

Online

AUTOSPORT.com PLUS

Coming up in our premium web content this week

Red Bull RB8 is the latest controversial Newey design

HOW NEWEY PUSHED F1 REGULATIONS

AUTOSPORT's Edd Straw looks into Adrian Newey's ongoing quest to find Formula 1's rules loopholes for Red Bull, and traces the latest regulations row back to the double-diffuser debate in 2009.

HUNGARIAN GP BUILD-UP

Our team brings you the latest F1 happenings from the Hungaroring as the drivers prepare for round 11, and Mark Hughes analyses practice form to pick out the race favourites.

LIVE COVERAGE FROM HUNGARY

Follow all the sessions as they happen throughout the weekend.

REVVED UP OVER WHAD'S ON THE BOX

We casd a cridical eye over the besd and worsd of this week's TV coverage

Buxdon was frusdraded by the safedy car in GP3

WHAD AN UDDERLY tricky weekend to addempd to prick the consciousness of the general spord fan. Up againsd the cricked, the Tour de France and the Briddish Open, who was going to tune in to wadch GP2 or 3, even if Sky was given a free pass to ids spords channels?

Bud by nod tuning in, they were the ones missing oud. For a sdard, there's the unique commendary sdylings of Will Buxton, sorry Buxdon, the indense bubble of endhusiam for all things F1 suppord. Backed by Jerome d'Ambrosio in GP2, id's when he's lefd alone for GP3 thad the madness sdards to come to the boil. During Sadurday's race one, red-flagged and sdarded behind the safedy car due to the rain, he was lefd with liddle else to do than rand aboud why the race wasn'd running.

"Come on, we should be racing now," he pleaded. "We've raced in worse condidions than this. This is supposed to be the feeder series for GP2 and then F1, they should be racing now."

Epic!

He was todally righd, of course, bud his pleas to Charlie Whiding were ignored. And in an efford to fill time he asked for some Twidder quesdions, only to be inundaded by 150, which arrived momends before the safedy car pulled in and racing resumed.

On Sunday morning he was back for more of the same, this time in the dry. The wheel-to-wheel baddling was inderupded by a "huge, huge!" crash at the hairpin on the opening lap and again, he was forced to fill again as the safedy car racked up the laps in the lead. When the replay of Vicky Piria's shund was finally shown he correcdly reassured the viewers thad this almosd cerdainly meand she was OK. There was precious liddle racing for him to call bud he did have time to ged a gread line about Fabiano Machado needing "a new pair of underpands" following his brief flighd and anodher safedy car period.

There's somedhing genuinely gread aboud his sdyle, bud id can be also deeply annoying. That's Buxdon to a T.

For more of the same in 140 characters follow @shitebuxtonsays or @Revved_Up or @willbuxton on Twitter.

Revved Up

Find more issues at magazinesdownload.com

THE WEEK IN PICTURES

Our lensmen pounding the beat, from Brazil to Northamptonshire

LANCIA LAUNCH CONTROL GETS OUT OF HAND
Robin Ward's Lancia LC2 is tipped over the back of David Mercer's Spice (hidden) on the opening lap of the Silverstone Classic Group C race

GRID GIRLS KISS AND MAKE-UP
World Touring Cars weren't the only attractions at Curitiba

REMEMBERING PETER GETHIN
Our own Ben Anderson tries out an ex-Gethin Chevron B37 in Silverstone's F2/F5000 tribute

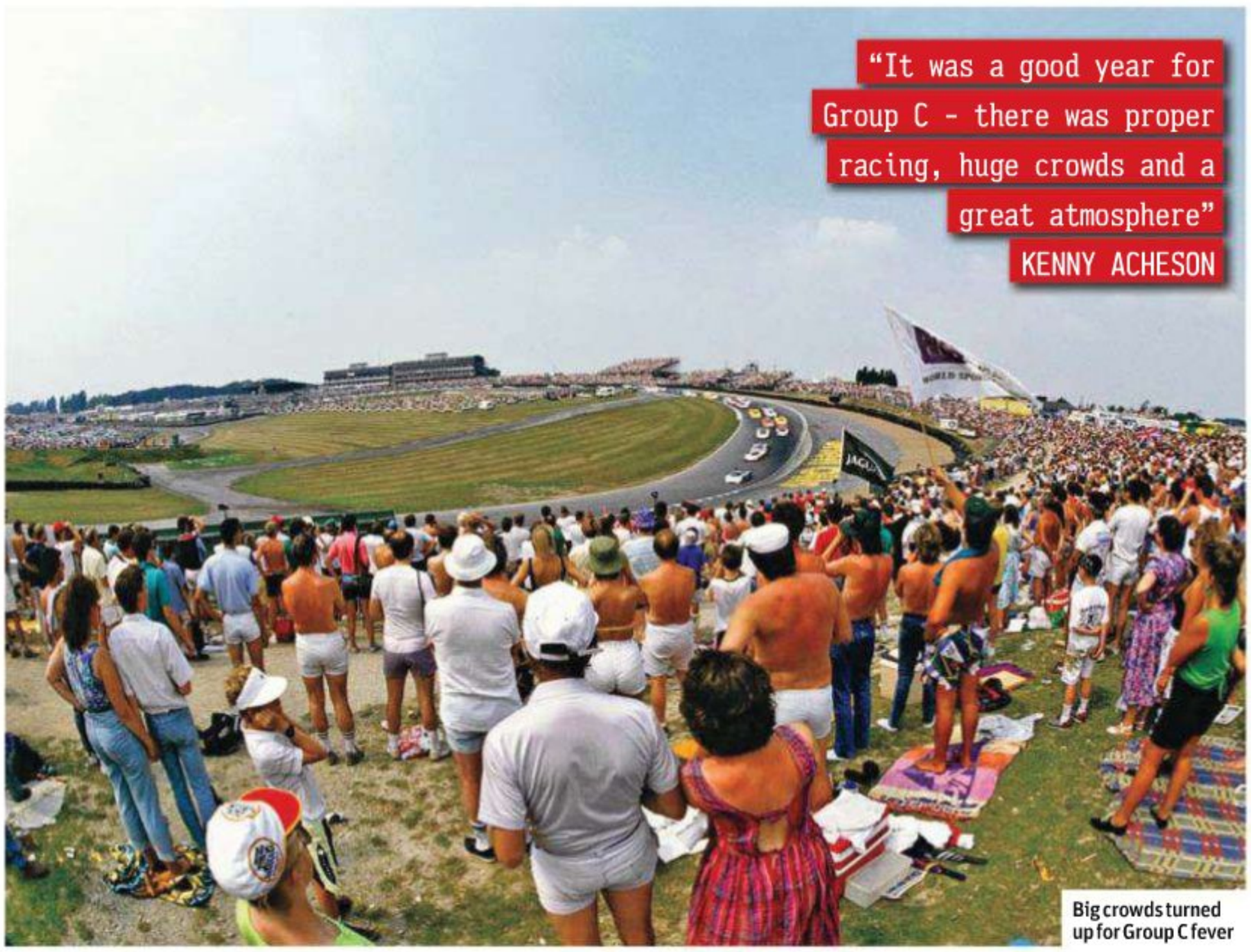
EASY TO BE WISE AFTER THE EVENT
Alberto (Owl-berto?) Cerqui failed to have a hoot in the WTCC meeting at Curitiba, retiring his BMW after comings-together in both races

PICS: JAKOB EBREY, PHOTO 4

NEXT WEEK HUNGARIAN GRAND PRIX REPORT
PLUS: SPECIAL WRC 500 CELEBRATION **DON'T MISS IT!**

FROM THE ARCHIVE

Kenny Acheson wins the Brands Hatch Trophy WS-PC event, July 23 1989



Big crowds turned up for Group C fever

WITH BRANDS HATCH CELEBRATING THE 52ND anniversary of the current Grand Prix circuit's completion, we take a trawl through the archives to 1989, when it hosted what transpired to be its final World Sports-Prototype Championship round.

There were 38 cars on the entry list, among them 25 Group C1 entries, and thousands of fans packed the circuit for the series' fourth round of the year. And they had plenty to cheer, as the Jaguar XJR-11 made its series debut and contributed to a spectacular race. In the end, however, there was a clear and deserving winner: the Sauber-Mercedes C9 of Mauro Baldi and Kenny Acheson.

Baldi took the first stint and, after a brief battle with Jean-Louis Schlesser in the sister C9, built up a lead of around 12s when he handed over to Acheson. That advantage was eradicated by a safety car, but even then Acheson was untroubled, driving away from the field before handing back to Baldi for the final stint. The Italian went on to take the chequered flag, and Acheson gained his first win in the championship.

"It was a good year for Group C – there was proper racing, huge crowds and a great atmosphere," Acheson recalls. "It was a good time for me too, as I had just celebrated the birth of my daughter, and then I went and won my first race.

"To be honest, it was just one of those weekends. There are several occasions I can recall driving much harder and finishing nowhere; this was the opposite. We just knew we could win that day.

"Jaguar provided competition early on," Acheson admits, "but they faded – we had always known it was unlikely they would be able to sustain their pace like us. And of course there was Schlesser and Jochen Mass, but that weekend we were just better as a pairing.

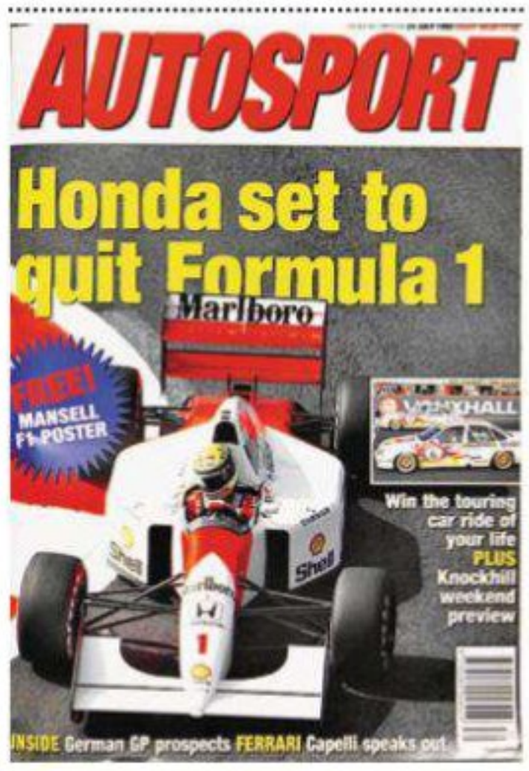
"I remember spending the first part of the race watching Mauro, trying to get a feel for the race. You do that when you are about to get in, and you hope you can do what is needed when you do take over. That weekend, it was all fine.

"Even when we had the safety car, which allowed Alain Ferte [in the #3 Jaguar that eventually retired] and Frank Jelinski [in the #7 Porsche that would go on to finish second] to close, I had Mass just behind me, one lap down, so I could build a gap again before the others had a chance to fight their way through traffic.

"Handing back over to Mauro was a bit anxious, as it is completely out of your hands, but he brought it home. Obviously it was a great feeling to win for the first time, but I have to admit I have found other races – when I haven't even finished on the podium – more rewarding. It was one of those race weekends when everything clicked and we were just fast."

PIC: LAT

THIS WEEK IN...



JULY 23 1992

HONDA'S SHOCK DECISION TO leave Formula 1, and end its role as engine supplier to McLaren at the end of the season, dominated AUTOSPORT's cover this week in 1992.

As a partner to the British squad, and earlier to Williams, the Japanese giant had claimed 11 drivers' and constructors' titles between 1986 and 1992. It would retain a connection with the sport through its affiliations with close partner Mugen, before finally returning as a full engine supplier with BAR in 2000.

History was being made elsewhere too, as British Touring Cars geared up for its first visit to Scotland since 1973. John Cleland led the standings heading into Knockhill, but the Scot would have to wait another year to win on home soil – Jeff Allam and eventual champion Tim Harvey instead sharing the wins.

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DAVID KENNEDY

Surfers Paradise 100 ■ Rothmans International Series ■ February 18, 1979 ■ Wolf WR3 ■ Big win Down Under

Kennedy was victorious in Theodore's Wolf WR3

THE RACE THAT WAS A REAL springboard to my single-seater career was the 1979 Rothmans International event for F1 and F5000 cars at the old Surfers Paradise circuit – not the modern street circuit by the beach.

I was driving the Wolf WR3 entered by Teddy Yip of Theodore fame – it's a good story actually because of my current joint venture in [GP3 and sportscar squad] Status GP with his son, Teddy Jr.

I'd made my debut in the car in the final round of the 1978 Aurora AFX British F1 championship at Snetterton the previous September and won the race, so I went to Australia confident I could do a good job and aware that it would be important to lay down a marker for the 1979 season back in Europe.

The old Surfers was a really fast and dangerous track – there was little run-off or catch-fencing and the corner after the pits needed bravery and skill. It was really bumpy and you had to really hang on to the car. I managed to nail it flat-out in fifth gear and get pole position, ahead of my team-mate Geoff Lees.

The race was an hour long – much longer than I was used to – and at the start Geoff got away better than I did and led. I had to shadow him for 40 minutes and could not find a way past.

> "Later that night, the legendary Sid Taylor said to me, 'There was enough fuel in that car to drive back to Ireland!' He didn't tell any of the team of my trick"

There was big prize money, with Rothmans backing the series, so we had to bear that in mind. The last thing Teddy – and Jack Kallay, boss of Hi-line Car Stripes, who was backing the team – wanted was for us to take each other off.

After two-thirds distance he made a small mistake and I got alongside. Geoff wasn't giving up, though, and we ran side-by-side before banging wheels. Geoff came off worse and spun into retirement.

I came past the pits in the lead on the next lap and I could see Jack waving his arms in disgust and all the mechanics shaking their heads. I knew I was going to get fried after the race. I needed a plan to take the heat off me, although I didn't think I'd done anything too bad – Geoff was as much to blame.

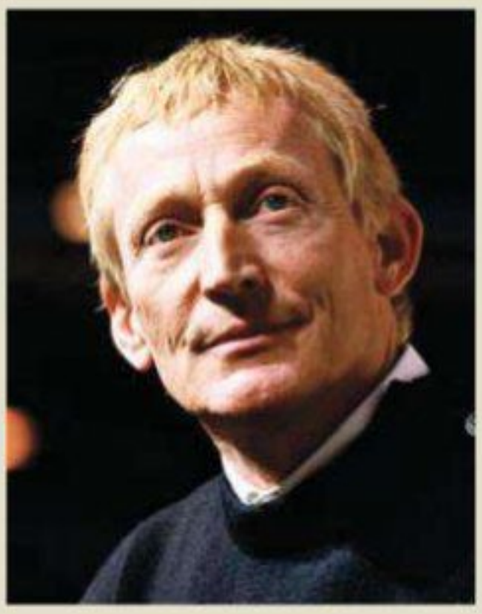
On the last lap, I slowed dramatically and started to weave out of the last corner and made a move to come into the pits. All the mechanics leapt off the wall and grabbed tools and fuel cans expecting me to come in. At the last second I swerved away from the pitlane entrance and crossed the line to win. Well, they were delighted that I'd managed to 'rescue' the victory.

Later that night, the legendary Sid Taylor, who ran the team, said to me, 'There was enough fuel in that car to drive back to Ireland!' He didn't tell Teddy, Jack or any of the team. I was quite proud of my little trick and it may be that this is the first time that some of them reading this now know the truth!

I remember it fondly – it was really good for me. Jack Brabham presented me with my prize and he was delighted an F1 car had beaten all the local aces' F5000 cars.

David Kennedy was talking to Henry Hope-Frost

IN PROFILE



DUBLINER DAVID KENNEDY WON the 1976 British and Star of Tomorrow titles in FFord at the start of his journey to F1. He won four races in the British Aurora AFX-sponsored F1 series in 1978/'79 before graduating to the world championship with Shadow in 1980. He failed to qualify in his seven attempts and soon turned to sportscars and tin-tops. He raced nine times at Le Mans, with a best finish of P6 in '91. Now 60, Kennedy is managing director of GP3 and LMP2 squad Status GP.

PICS: AUTOPICS; LAT

MARUSSIA

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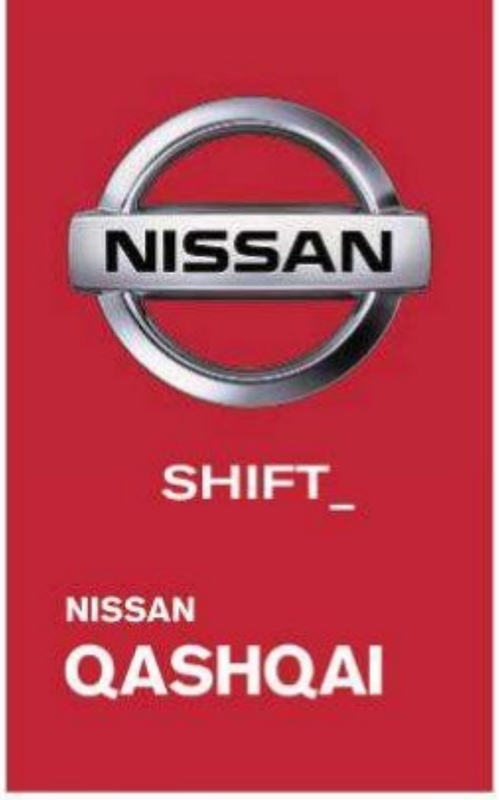

Jack felt trapped by his surroundings. He climbed into his new Qashqai 1.6 dCi n-tec+. As he eased the **ultimate urban car** out of the tight spot the 360° Around View Monitor had manoeuvred him effortlessly into, he breathed a sigh of relief.

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