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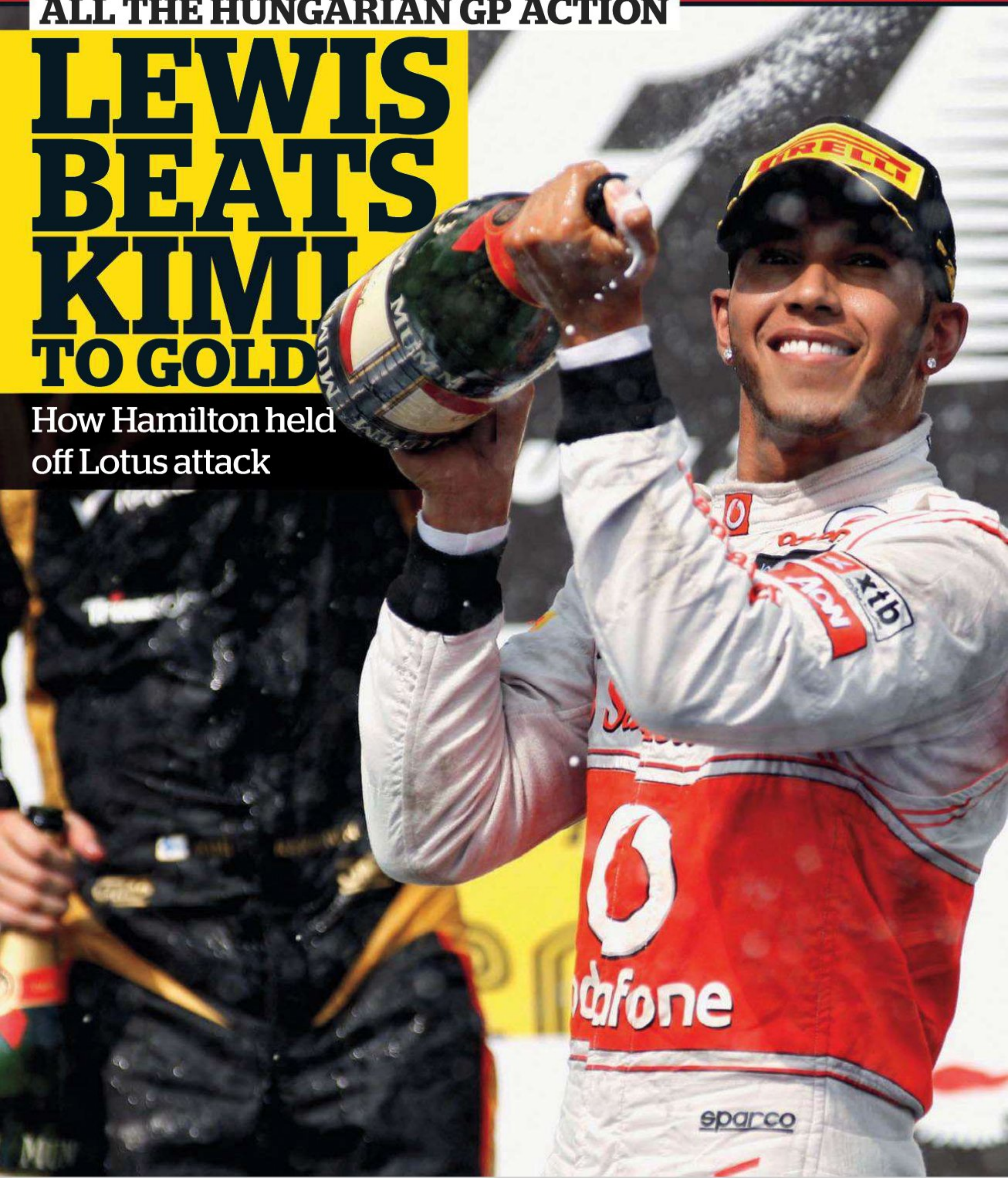
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off Lotus attack



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AUTOSPORT, ISSN number 0269946X,

is published weekly by Haymarket Media Group, Teddington Studios, Broom Road, Teddington TW11 9BE, United Kingdom. The US annual subscription price is \$235. Airfreight and mailing in

the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11434. Subscription records are maintained at Haymarket Media Group, Teddington Studios, Broom Road, Teddington TW11 9BE. Air Business Ltd is acting as our mailing agent.

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Front Line Ltd, Park House, 117 Park Road, Peterborough, Cambs, PE21 2TS. Tel: +44 (0)1733 555161. Printed in England by Wyndeham Heaton Ltd. Cover and centre sections printed by CSM Impact, Basingstoke. Colour origination: Colour Systems, 90-92 Pentonville Road, London N1 9HS (editorial and advertising). ISSN 0269-946X. AUTOSPORT, incorporating Autoclassic, is published weekly by Haymarket Consumer Media, Teddington Studios, Broom Road, Teddington, TW11 9BE, UK.

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POLE POSITION

Hamilton raises his game as Raikkonen threat grows



AMID ALL THE EXCITEMENT OF THE Olympic Games, Lewis Hamilton reminded everyone that he is one of Britain's best competitors with a well-judged win in Hungary.

There have been times in the past when Hamilton's ability to pace himself over a race, rather than simply drive flat-out, was rightly questioned. But his measured defence from both Lotuses indicated he may still be improving his game, even if he was aided by the tight confines of the circuit.

Like many, I've not been a huge fan of DRS as an aid to overtaking, but the Hungaroring gave us a reminder that the alternative – little passing on-track and an emphasis on the pitstops – is far worse.

Perhaps the biggest talking point, though, was the race pace of the Lotus-Renaults, and Kimi Raikkonen in particular. The laconic Finn will now go into the summer break knowing he has the kit to do the job.

Winning the title is a big ask, but with Ferrari lacking outright pace, and his beloved Spa up next, Raikkonen shouldn't be discounted. Let's not forget, Kimi was 17 points behind with only 20 left on offer at the end of 2007...

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BAMBER'S WEEK





HUNGARIAN GRAND PRIX

Haze under the gaze of the world

Nice wheels... Amid a shimmering heat haze, the Formula 1 field lines up for the start of the Hungarian Grand Prix – which it did more than once courtesy of Michael Schumacher. Still, that did not disturb Lewis Hamilton, who was supreme. [Full report, p26](#)

Pic: Hone/LAT

SNAPSHOT
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Kimi title shot is realistic

Pace of Lotus is enough to mount a championship challenge if Raikkonen can step it up. By EDD STRAW

Lotus's performance in the Hungarian Grand Prix has proved that Kimi Raikkonen has the machinery to mount a championship challenge, provided he can hit top form after the August break.

The Finn has had an impressive comeback campaign, finishing on the podium five times and scoring in every race bar China. Team principal Eric Boullier rates his season as "9 out of 10", indicating that there is room for improvement, but he is confident that Raikkonen can hit the 10 out of 10 level after the August break. The 48-point deficit to points leader Fernando Alonso is not

insurmountable because Ferrari is struggling for performance (see opposite) but Raikkonen and Lotus need to start winning when the season resumes at Spa in September to have a realistic chance.

Key to Raikkonen's hopes is raising his game in qualifying. So far this season, he has been outqualified seven times to four by team-mate Romain Grosjean and hasn't started higher than fourth. In Hungary, had he started in the top three, he would have had a better chance of being able to use his pace to jump winner Lewis Hamilton during the pitstops, while in Germany he had the speed to

mount a challenge but lost too much time in the first stint after starting 10th.

Boullier is confident that Lotus has made a step forward in qualifying after Grosjean started second in Hungary and has no doubts that Raikkonen can fight for wins if he can qualify in a better position.

"Since Hockenheim, where it wasn't so good because of the weather, we started to change the procedure in qualifying and it looks like it worked in Hungary," said Boullier. "We understand that if we are in the top four in qualifying, we can fight for the win."

Raikkonen, who sat out two seasons while competing in the World Rally Championship, says that he has found it easy to re-acclimatise to F1, and that allowed him to turn in strong performances from the start of the year. Despite his confidence, it's inevitable that any driver who is out for so long will take time to reach top form, so it's reasonable to expect further improvements after the August break.

"I didn't know what to expect, but when I did the first test with the



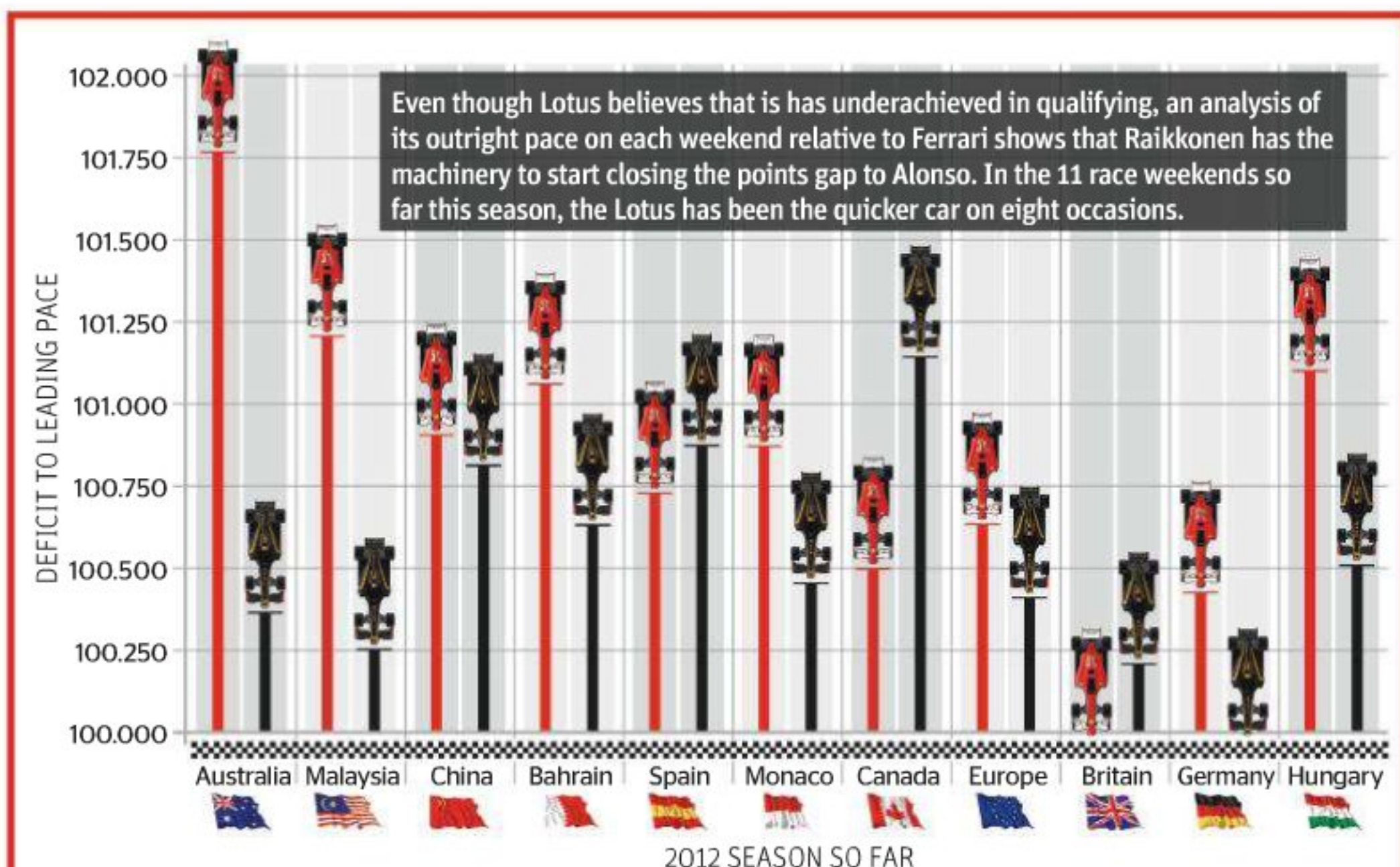
Kimi is only a point behind Hamilton



Raikkonen has settled in well

two-year-old car [at Valencia in January], it felt very normal," Raikkonen told AUTOSPORT. "The team has been very easy to come into and work with, so that has helped my season. Of course, it helps that we have a really good car as with a bad car it's never so easy. Looking back, it was probably the same as starting a new season is for any driver."

One other area where Raikkonen has shown signs of weakness is his aggression on track in battle. But some incisive moves at Hockenheim,



ALONSO: FERRARI "NOT QUICK"

Fernando Alonso insists that Ferrari must make big improvements to its car after the August break if he is to retain his position at the head of the drivers' championship.

Alonso currently leads by 40 points after his fifth place in Hungary, which he described as "more than the maximum". And he warned that if Ferrari does not take a big step forward the team's rivals could have too big an advantage.



"We are very happy with the points but we are not happy with the performance of the car," said Alonso when asked by AUTOSPORT about the pace of the F2012. "We keep repeating this message but everybody keeps forgetting that we are not quick."

"We have been racing with the same car for three or four races without new parts. This is the problem; we are losing ground to the fastest car and after the summer break we need to bring some updates to the car that work and close the gap."

AUTOSPORT SAYS...

EDD STRAW
F1 EDITOR

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In August last year, accompanying a story about Kimi Raikkonen's desire to return to racing, I questioned whether it was a good idea in this very column. I doubted the motivation of someone who decided that Australia was too far to compete in a WRC event, and who wanted to race in NASCAR, but turned down the chance to do so regularly because he wasn't interested in a schedule of nearly 40 races a year. I'm told that the column was shown to Raikkonen to answer those very questions during the negotiations with Williams that came to naught!

Those points were very valid at the time, but there's no question that Raikkonen's return has been a success and he has answered many of them. It's not an unqualified success though, for by and large Romain Grosjean has emerged as the faster Lotus driver in terms of raw pace and Kimi has yet to scale the heights that he did during his glory days at McLaren and Ferrari.

Not that Raikkonen is far off. If he can find that extra little bit of performance in qualifying and continue to show the forcefulness in battle that he did when he headed off Grosjean after exiting the pits, he can be a factor in the drivers' championship.

Kimi has answered the question of whether he is still a very good grand prix driver in the affirmative already. Over the next few months, he has the chance to prove that he can still be a great one. And what a story that would be for Formula 1.

Lotus drivers can hunt the big guns



Lotus celebrated double podium

added to the way that he was willing to push Grosjean wide at Turn 1 to claim second place after emerging from the pits, suggests that this side of his game has improved and that he could prevail in a wheel-to-wheel fight for victory.

Despite the strong form shown by McLaren since its major upgrade at the German Grand Prix, Lotus is bullish about its own plans for development. As well as its version of the double DRS, which was trialed on Raikkonen's car on Friday at

Hockenheim and the Hungaroring, it has an aggressive development programme for the rest of the season that Boullier expects will allow it to match the improvements of the other frontrunning teams.

"This is the best situation [to go into the break in] but we are not going to rest on our laurels," he said. "We have a strong development programme coming. After the break, we can push and keep bringing developments that will put us in a position to fight for the win."

"We can push and keep bringing developments to the car that will put us in a position to fight for the win"

Eric Boullier
Lotus team principal

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Title tilt of 2008 is
a distant memory

It's Ferrari or nothing for Massa

Chances of another team signing Brazilian
if Ferrari replaces him are almost zero



MASSA 2006-2009

Starts: 64
Wins: 11
Poles: 15
Laps led: 823
Podiums: 28

MASSA 2010-2012

Starts: 49
Best finish: 2nd
Best qualifying: 2nd
Laps Led: 52
Podiums: 5

CRASH EFFECTS

There is a stark contrast between Felipe Massa's Ferrari careers before and after the accident that caused life-threatening injuries during qualifying for the 2009 Hungarian Grand Prix. Massa himself is certain that he has no ill-effects from the crash, but the statistics do not support this.

Felipe Massa's future as a Formula 1 driver depends on Ferrari giving him a new deal.

The 11-time grand prix winner insists that he will not move to an uncompetitive team next year, and AUTOSPORT sources at credible alternative teams have shown no interest in his services.

Ferrari did not pick up an option on Massa that expired on July 25. It is understood that the Scuderia was unwilling to pay the financial package within the option, but the Brazilian does remain a contender to stay on with a cut-price deal.

Massa qualified strongly for last weekend's Hungarian Grand Prix and finished a solid ninth, but he has scored just 25 points this season – 15 per cent of team-mate Fernando Alonso's total.

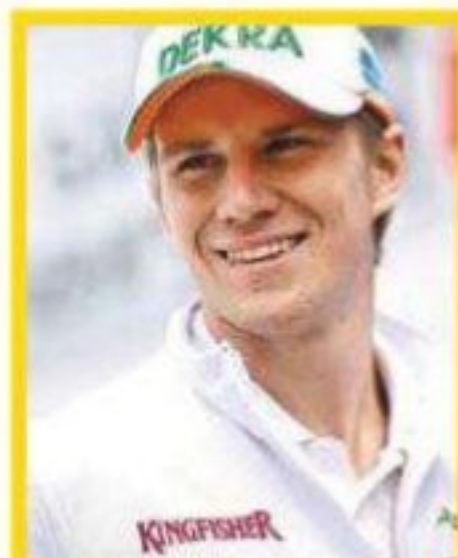
After the race, team principal Stefano Domenicali made clear his

view of Massa's role over the second half of the season.

"Felipe knows that he needs to maximise his performance," said Domenicali. "We need the points to attack first place in the constructors' championship and also to take away points from the others in the drivers' championship. He has some very important races in front of him as a driver and a Ferrari team member. I am sure he will do a good job."

Given Massa's popularity within the team, many are keen to retain him. But Domenicali refused to rule out moves for Kimi Raikkonen or Jenson Button, despite them being tied to Lotus and McLaren respectively for 2013 (in the Finn's case, the performance criteria of both driver and team for a contract extension are certain to be hit).

FERRARI 2013: THE CONTENDERS

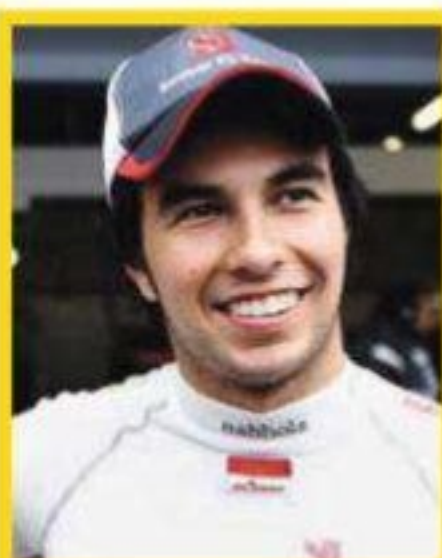


1 NICO HULKENBERG

Pros: Has regained career momentum and is a surefire race winner in the right car.

Cons: Under contract at Force India, but Vijay Mallya's team would be willing to do a deal.

Verdict: The only real downside is that he might be a little too good to be a number two driver.



2 SERGIO PEREZ

Pros: Part of Ferrari's young driver scheme and has the potential to emerge as a top-liner.

Cons: Still makes too many errors and would perhaps benefit from a third season at Sauber.

Verdict: A good investment for the future; would surely do better than Massa.



3 HEIKKI KOVALAINEN

Pros: Out of contract and fits the profile of number two to Alonso.

Cons: Often failed to convert promising race positions into top results at McLaren.

Verdict: 51 per cent scoring rate alongside Lewis Hamilton suggests he is excellent number two material.

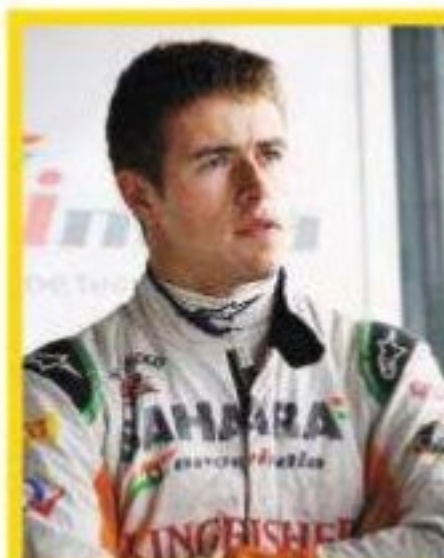


4 FELIPE MASSA

Pros: Knows the team inside out, works well with Alonso and is currently in the seat.

Cons: Very inconsistent and is currently costing Ferrari a shot at the constructors' title.

Verdict: Only a lack of imagination should keep Massa at Ferrari. He's no longer good enough to be there.



5 PAUL DI RESTA

Pros: Ultra-consistent, quick and would, at worst, score heavily for Ferrari.

Cons: Unproven at the front of the F1 field and has the potential to bother Alonso.

Verdict: Only a serious long-term deal would persuade him to break his long-standing Mercedes ties.



6 ADRIAN SUTIL

Pros: A good, safe pair of hands who would likely do a solid back-up job to Alonso.

Cons: Is spending 2012 on the sidelines and legal troubles have left a stain on his reputation.

Verdict: A solid, short-term solution, but not one who would push Alonso.



Massa leading
Alonso: rare

"Felipe has some very important races in front of him as a team member"

Ferrari boss Stefano Domenicali

Other drivers are known to be on the list, including Force India's Nico Hulkenberg, Sauber ace and Ferrari junior Sergio Perez, and Caterham's Heikki Kovalainen.

While Ferrari has traditionally set up its line-up to include a lead driver and a back-up, president Luca di Montezemolo has shown a sudden desire to look at big names for the second seat.

This is why under-contract drivers such as Button and Mercedes' Nico Rosberg are being mentioned in the Italian media, while Domenicali is keen on Raikkonen.

But while Ferrari's policy means that it is difficult to attract proven stars for its second seat, its fear of gambling on an unproven driver has backed the team into a corner, and this is why 31-year-old Massa could stay on for one more season.

If he does, it would leave the team open to attack for a lack of imagination, and could continue to undermine its constructors' championship credibility.

Massa himself is confident that he can do the job. He cites his upturn in performance from May's Monaco Grand Prix, since which he has taken four points finishes in six races, as proof that he is moving in the right direction.

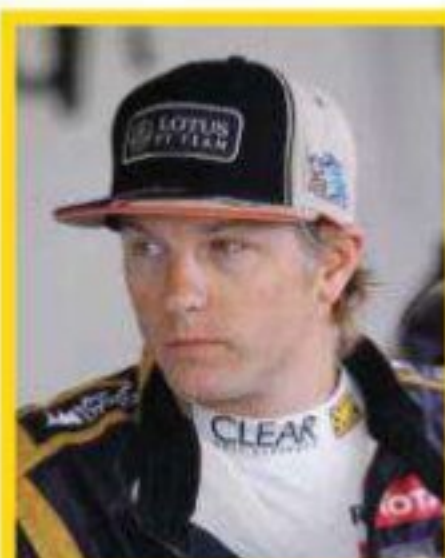
"The first half of the season didn't go as I expected, but I am much stronger now so I am sure the second part will be much better," said Massa.

MASSA VERSUS ALONSO 2012

Massa has consistently been beaten by Alonso, who has outqualified and outraced him throughout the 2012 season. Massa's average qualifying deficit has been 0.664 seconds (based on comparative times in whichever segment the Brazilian got to). While he has finished four races within 10 seconds of the world championship leader, he has also been over a minute behind on four occasions.

QUALIFYING		RACE
+1.003s	Australia	n/a (DNF)
+0.352s	Malaysia	+97.319s
+0.273s	China	+5.523s
+0.509	Bahrain	+7.196s
+0.582s	Spain	+ 1 lap
+0.101s	Monaco	+5.248s
+0.314s	Canada	+11.861s
+0.073s	Europe	+1 lap
+1.319s	Britain	+6.459s
+1.691s	Germany	+71.428s
+0.056s	Hungary	+11.697s

Ferrari has been linked with a plethora of drivers as it evaluates its options for 2013. AUTOSPORT ranks the contenders by a combination of suitability and likelihood.

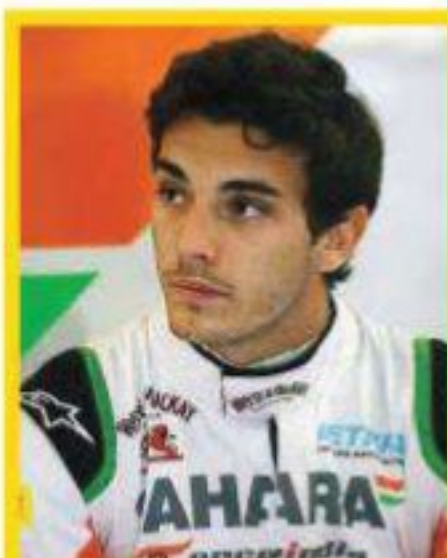


7 KIMI RAIKKONEN

Pros: Well-liked by Stefano Domenicali and has been very consistent this year.

Cons: Contract options will bind him to Lotus; acrimonious split from Ferrari in 2009.

Verdict: Would be a retrograde step and an embarrassment to a team that once paid him off to get Alonso in.



8 JULES BIANCHI

Pros: Ferrari junior has testing miles under his belt for the Scuderia and a lot of potential.

Cons: Despite Force India 'Friday' mileage, has no F1 race experience and is still error-prone.

Verdict: Would be a big gamble so would make more sense to place him elsewhere.



9 NICO ROSBERG

Pros: Consistent, reliable scorer who has a win to his name but probably isn't in Alonso's class.

Cons: Under contract to Mercedes and would be expensive to buy out for 2013.

Verdict: Seems a very expensive way to go when there are other, cheaper options.



10 JENSON BUTTON

Pros: Everyone knows how good he is and would give Ferrari a strong two-car team.

Cons: Under long-term contract to McLaren and would be hideously expensive to buy out.

Verdict: Makes no sense on any level, despite speculation in Italian press.

WILD CARDS



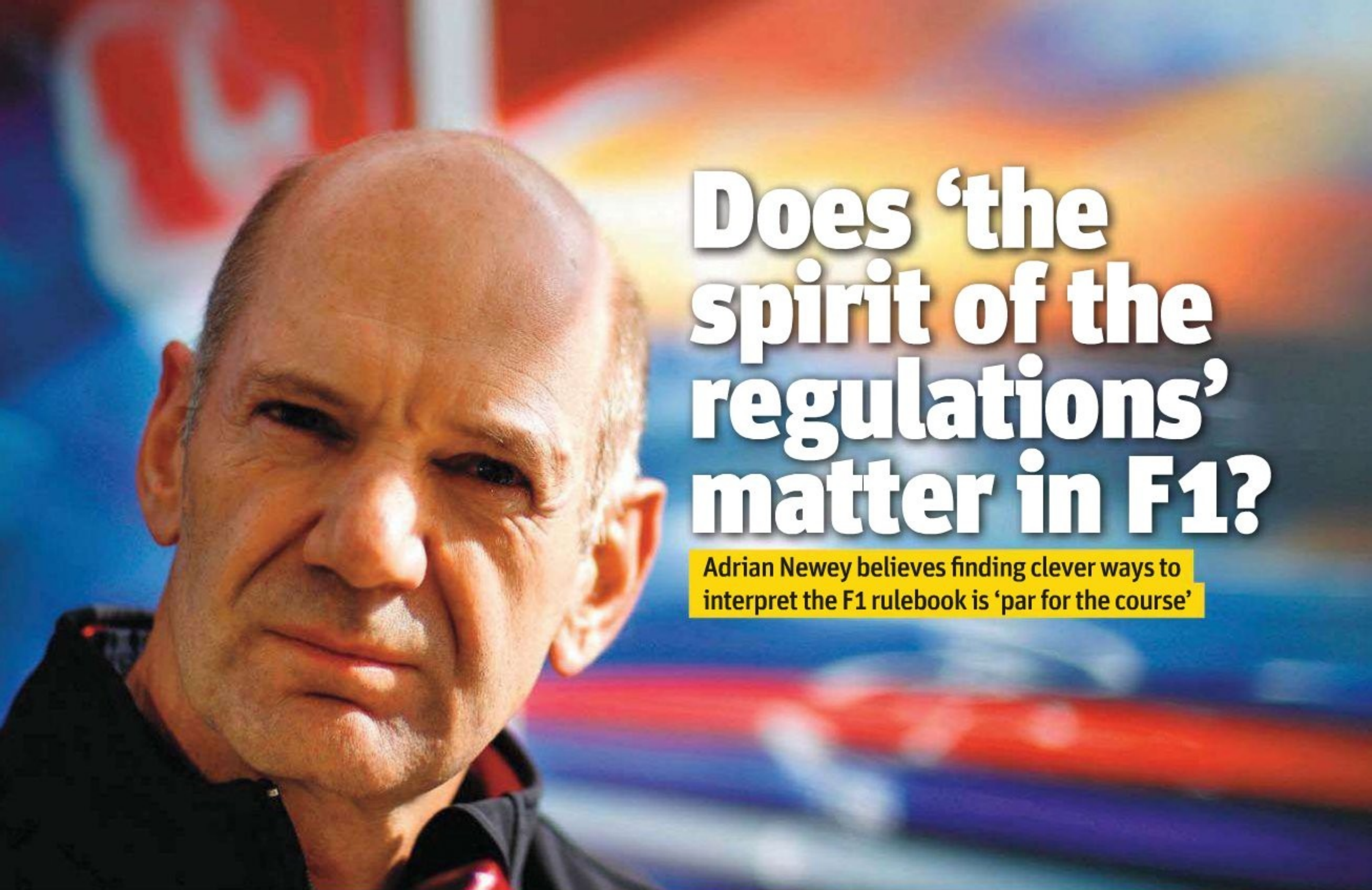
ROBERT KUBICA

He's available, but hasn't driven an F1 car since February 2011 and is still in the rehabilitation phase after his rally smash.



LEWIS HAMILTON

Out of contract and would satiate Luca di Montezemolo's sudden desire for a big name. But would be a huge risk given that the Alonso/Hamilton combination has gone badly wrong before.



Does 'the spirit of the regulations' matter in F1?

Adrian Newey believes finding clever ways to interpret the F1 rulebook is 'par for the course'



Merc DRS trick is a 'grey area'

Red Bull chief technical officer Adrian Newey believes that it is natural for Formula 1 teams to push the boundaries of the rules, even if it goes outside the so-called spirit of the regulations.

The spirit of the regulations is often cited by teams objecting to concepts such as the double diffuser, f-duct and double DRS, which have been pioneered in recent seasons. But the reality is that every single team on the grid has design features that could be characterised as being against the intention of the rules.

Red Bull has been under fire recently for the engine mapping it used in Germany, which led to a

rules clarification being issued. But Newey insists that as long as the FIA is consistent in its treatment of ideas in the grey areas it is no problem to probe the boundaries of the rules.

"It's extremely difficult, if not impossible, to come up with regulations that don't contain a degree of interpretation," Newey told AUTOSPORT. "It is down to the teams to try and exploit that. If there is an interpretation to be made and it's justifiable, then that's par for the course."

"What is important is that teams are treated fairly and equally when they come up with things that are in the grey area. For example, the double

More Red Bull controversy

Red Bull became embroiled in another legality controversy over the Hungarian Grand Prix weekend after it emerged that the FIA had asked it to make a modification to its car at some point during the Canadian GP weekend.

Team principal Christian Horner confirmed the FIA requested a change to the car's suspension on the basis that it was possible to change settings manually with a level of effort that was "too low". Article 34.5 of the sporting regulations insists that "changes cannot be made without the use of tools".

Horner said: "It was something that could either be changed by hand or by

tool but the FIA said they preferred it was a tool that was used. We never changed the ride height in parc ferme.

"What was on the car in Canada has been on the car at other races as well, but at no point has it been adjusted in parc ferme. It is a question of whether you do it with a tool or manually, and it is done with a tool."

Several rival teams were surprised to hear of this, although it is not clear whether or not the car ever ran in this configuration. There remain options for teams to take the matter further under the FIA's international sporting code if they wish.



Red Bull changed car for Canada GP



Red Bull is often centre of attention

"In law, you would say that the spirit is one of the weakest forms of interpretation"

Monisha Kaltenborn
Sauber CEO

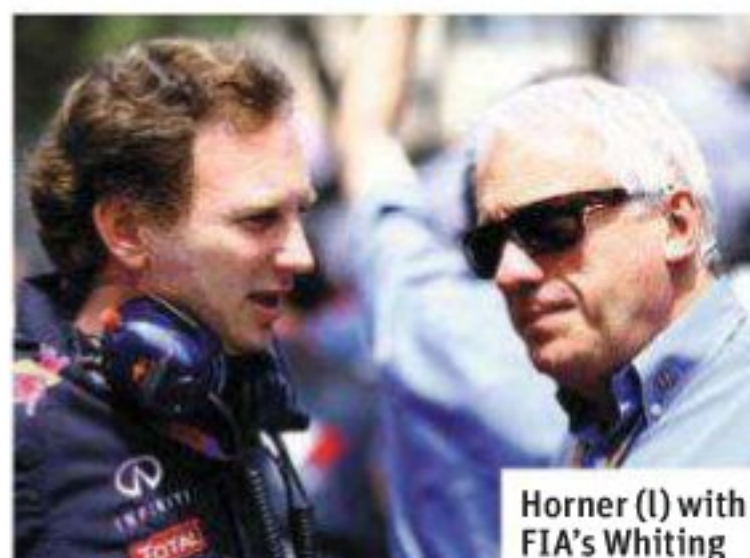
DRS is in the grey area but has been deemed legal [until the end of the season], which is fine. As long as everything is consistent, then that is the nature of it."

Protests based upon the 'spirit' rarely succeed since it is the wording of the regulations that is decisive. Sauber CEO Monisha Kaltenborn, who comes from a legal background, believes that such a concept has no place in the rules.

"Where do we go hunting spirits?" she said. "That's a hunt which will not get you far. In continental law, you would say that the spirit is always one of the weakest forms of interpretation. Hunting spirits is too vague a thing to do."

McLaren team principal Martin Whitmarsh's designers came up with the f-duct concept two seasons ago and successfully argued its legality despite the intention of the rule to outlaw driver-influenced aero. He believes that the spirit of the rules is relevant even though it's impossible to frame watertight regulations.

When asked if there is such a thing as the spirit of the regulations, Whitmarsh told AUTOSPORT: "Yes, there is. The goal should be to write and agree and operate within unambiguous, clear regulations that give a framework to compete. But you are never going to achieve that because the rules are complex and are subject to some interpretation. You've just got to say that when you are



Horner (l) with FIA's Whiting

interpreting a regulation it is normal practice to think what the spirit of the regulation is."

Williams chief operations engineer Mark Gillan believes that by and large the regulations are self-policing thanks to regular FIA technical working group meetings. He thinks that, by definition, any rule that requires the concept of the spirit to be interpreted properly needs to be modified.

"We work to the letter of the regulation," said Gillan. "The name of the game is to keep pushing and to try and find performance. The FIA will react accordingly."

"If you have to rely on the spirit, then the regulation needs a bit of tightening. All of the teams collectively have a responsibility as well to ensure that the regulations are clear. We discuss them every couple of months and with the FIA as well. If there are clear areas where teams are exploiting then they will be discussed. That process happens all of the time and works pretty well."

60 SECONDS WITH

JAMES ALLISON LOTUS TECHNICAL DIRECTOR

What is the spirit of the regulations?

It would be wrong to say that there is no such thing as the spirit of the regulations because Charlie [Whiting, FIA technical delegate] will often use it when clarifying a regulation. If a rule is ambiguous because we didn't draft it correctly then the teams can exploit that ambiguity for a period. But the original intent will win out in the end.



Do you check such ideas with the FIA in advance?

If they are doing something particularly new, most teams will run it past Charlie beforehand because it's too brave not to. If Charlie doesn't like what they are doing, he will use the original intent to clarify to them that it's not what it means even if you could read the rule that way. So the spirit of the regulations is upheld by reference to the original intent not just on a few occasions, but on very many occasions.

What does that process mean for a technical director's approach?

When you are trying to work out what to do for best advantage to the team, you are completely disregarding the original intent and trying to see the words for what possibilities they offer. It's completely disassociated from how they are written. It's often a disadvantage to have been involved with drafting a rule because you're too caught up in what it's supposed to say to see what it actually says. Most useful exploitations in this team [Lotus] of what the rules actually say don't come from people like me who are sometimes involved in forming them, they come from people who are presented with the rules just as words and attack them. That's certainly my team's approach to it and I think if you were to ask most teams up and down the pitlane they would give you the same answer.

So it's a case of balancing up the gains for however long you can run such ideas before they are clarified?

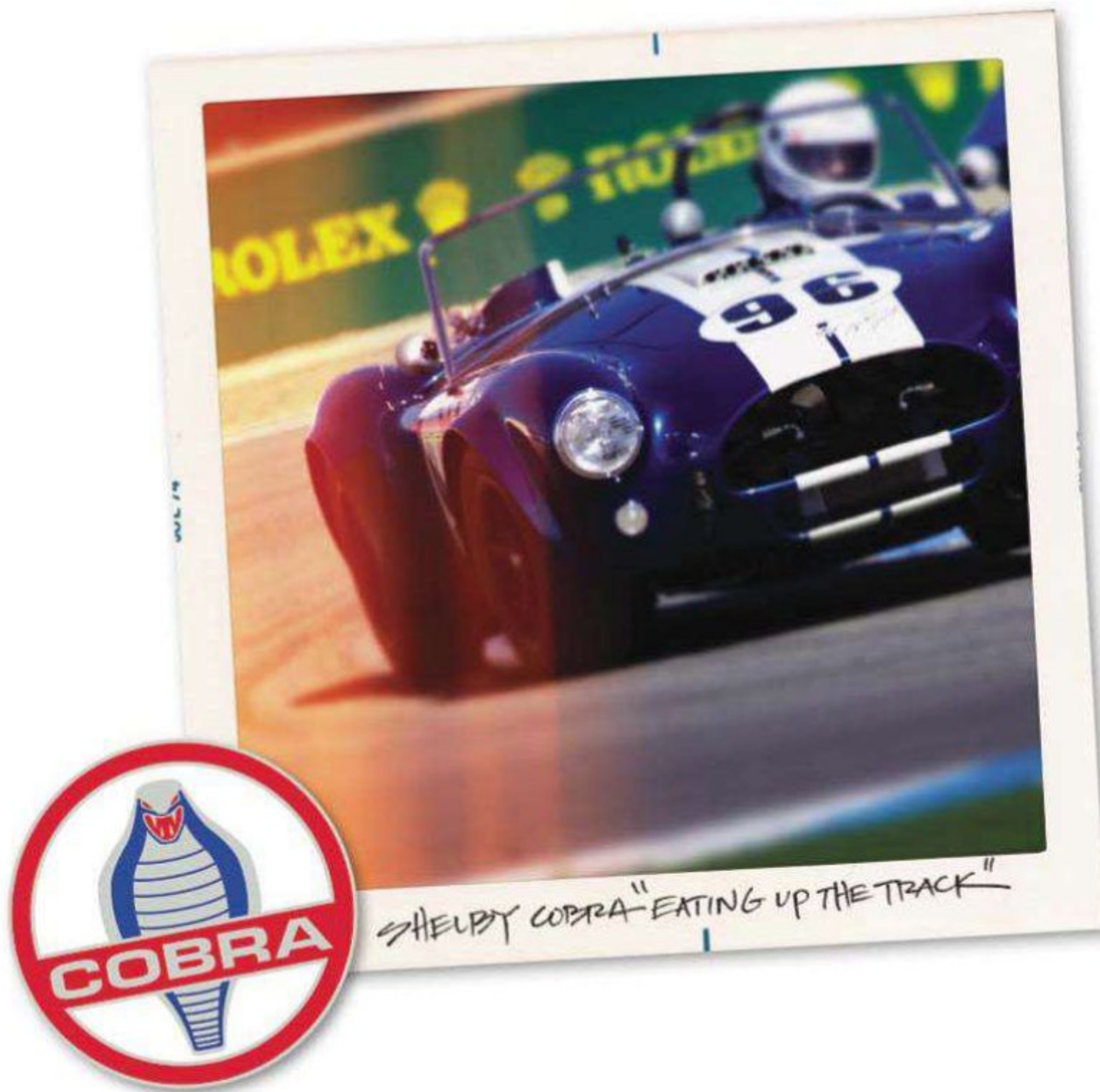
Yes.



James Allison was talking to AUTOSPORT F1 editor Edd Straw



Every team on the grid pushes the boundaries



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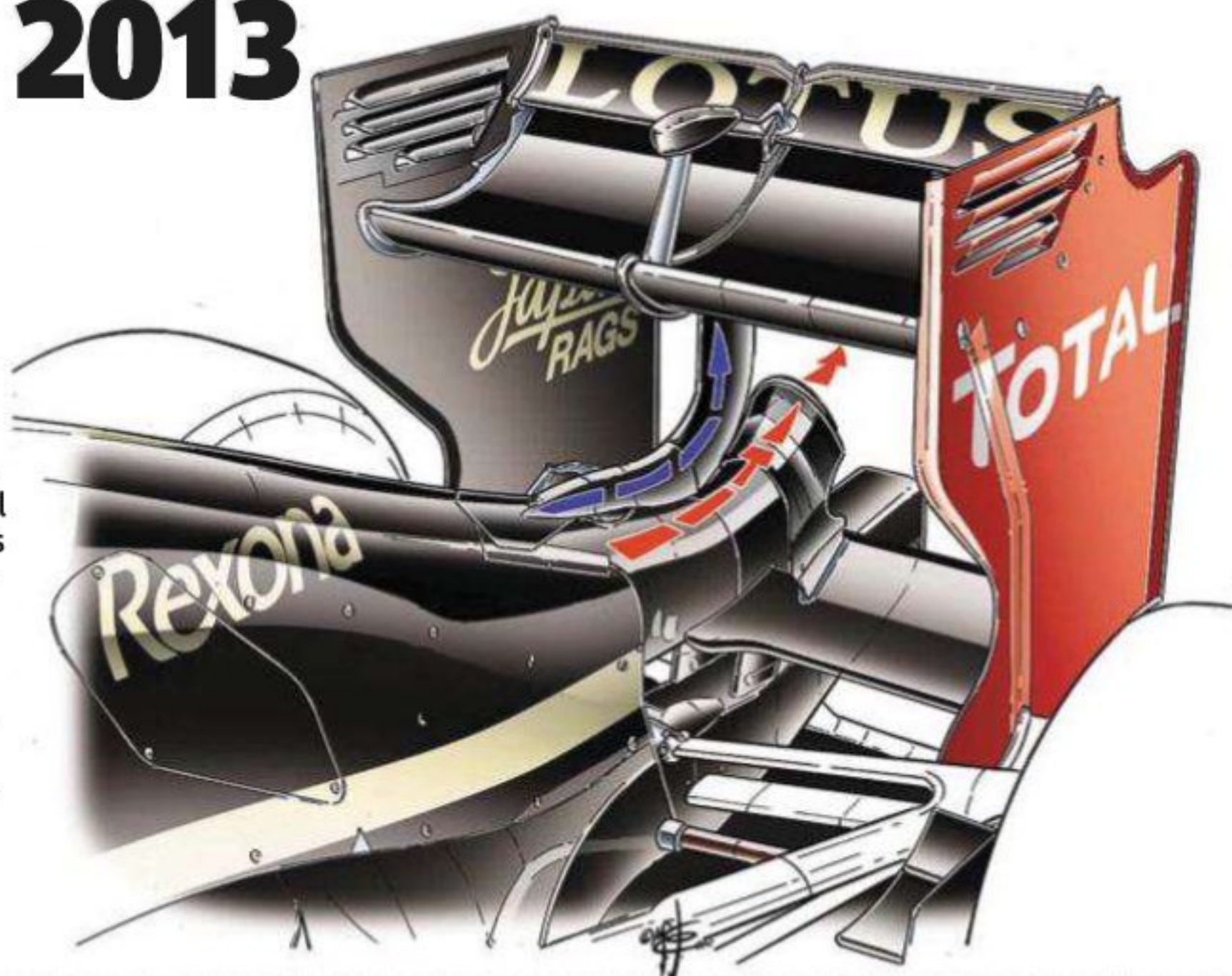


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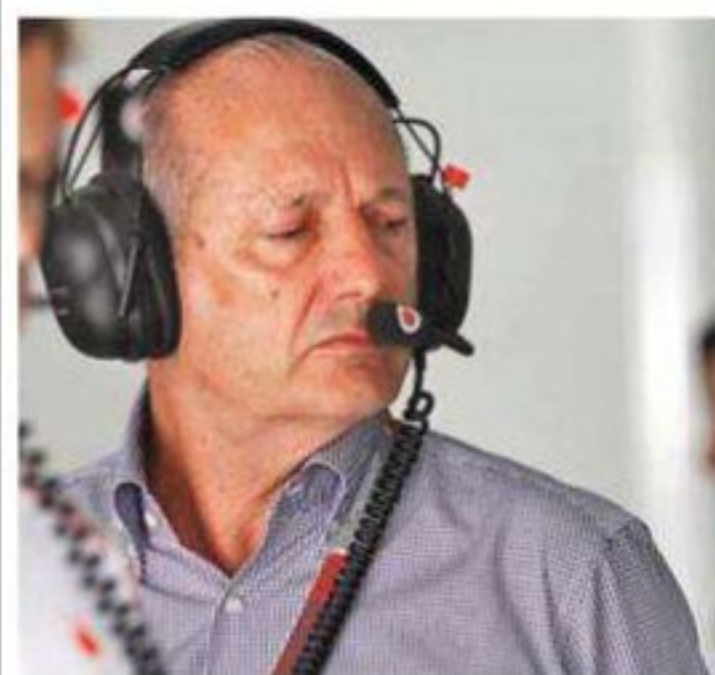
THIS WEEK IN F1

DOUBLE DRS BANNED FOR 2013

Double DRS concepts – such as those raced by Mercedes since the start of the season, and subsequently tested by Lotus (right) – will be outlawed for next year. The technical working group has agreed a package of measures that will achieve this aim, and which will be voted into the rules by the FIA's World Motor Sport Council.



People get a wrong impression. When I last looked at the contract, I was paying him. So it's a question of whether we employ him, and not the other way around. If things pan out how I expect them to, I'm pretty sure he will be sitting in a McLaren next year.



McLaren executive director Ron Dennis on Lewis Hamilton's contract situation, which could be resolved over the summer.

DE VILLOTA OUT OF HOSPITAL

Maria de Villota has been released from La Paz hospital in Madrid. The 32-year-old is continuing her recovery from a straightline test accident, in which she lost an eye, at home. Doctors have confirmed that she suffered no neurological damage in the accident.

100



Heikki Kovalainen became the latest member of Formula 1's 100 starts club in Hungary.

PURE SUSPENDS OPERATIONS

Craig Pollock's PURE engine concern has had to suspend development work on its 2014 Formula 1 engine due to finance issues. Pollock expects funding to come from the US, and is working on finding 'bridging finance' to tide the company over so that it can resume work while waiting for the money to come through.

GERMAN GP WILL RUN, SAYS ECCLESTONE



Bernie Ecclestone has confirmed that next year's German Grand Prix will be held at Hockenheim if the Nürburgring, which is due to stage the race, cannot escape its current financial problems. Ecclestone has also said that the calendar will include 20 races, with only one race in Spain – to be held at Barcelona.

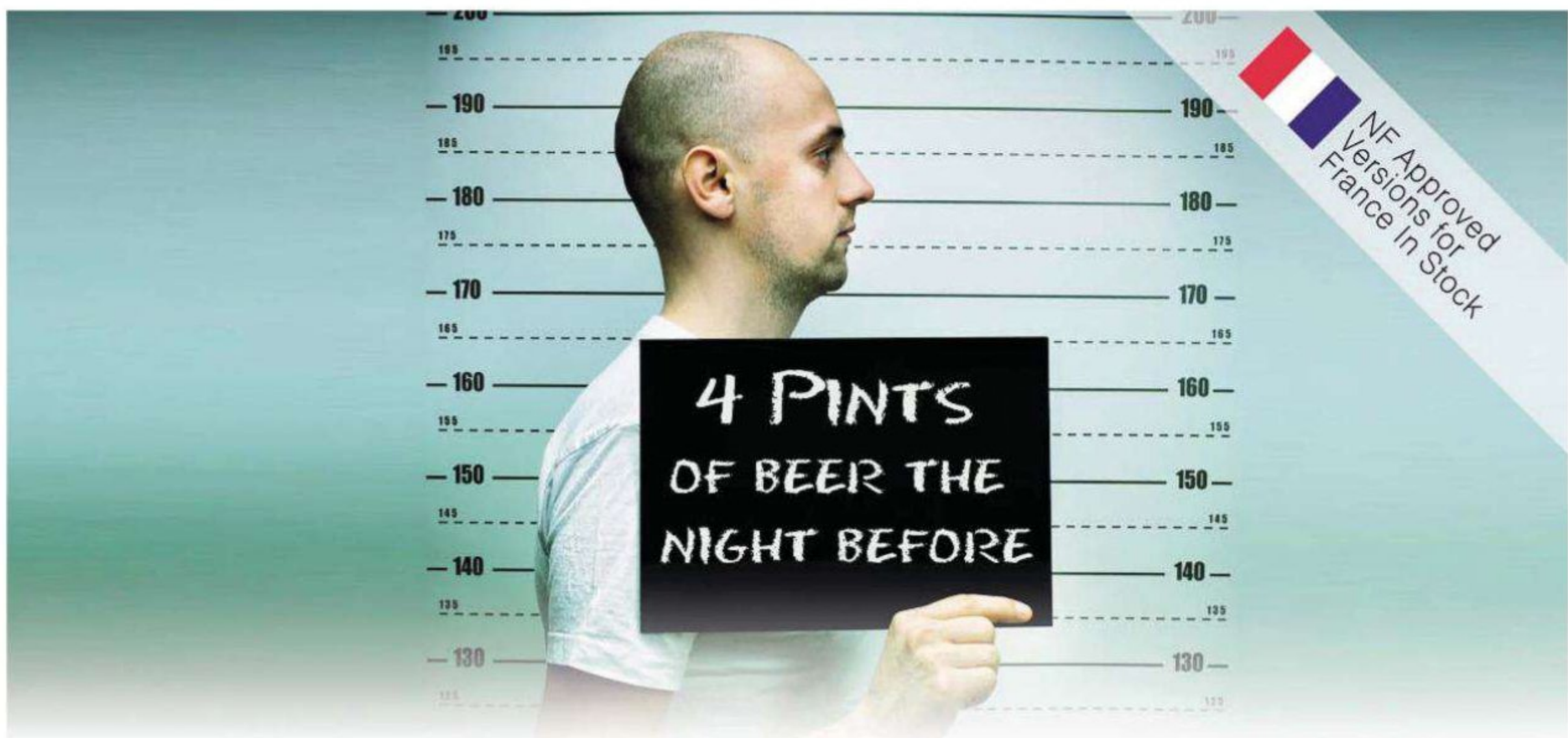


A massive 115-point total was enough for Wednesday F1 to top the eleventh round of the Castrol EDGE Grand Prix Predictor, the final round before F1's summer break. Backing Lewis Hamilton to triumph, with correct predictions of Kimi Raikkonen, Romain Grosjean, Sebastian Vettel and Fernando Alonso to complete the top five, led to the bumper haul of points. To play the game, visit predictor.autosport.com

WOLFF AVOIDS BOTTAS CONFLICT OF INTEREST

Recently appointed Williams executive director Toto Wolff has confirmed that he has "refrained from interfering" in negotiations between the team and Valtteri Bottas's management. Wolff has invested in the Williams reserve driver's career, and takes a five per cent commission on his contract.





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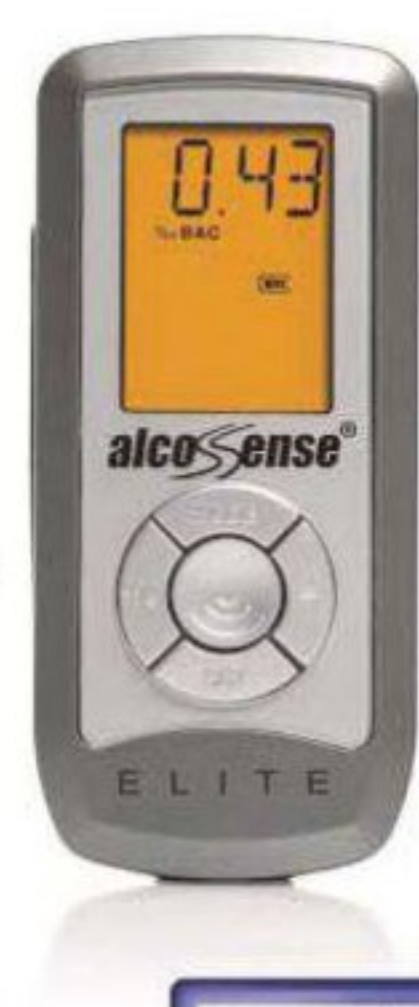
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MARK HUGHES

GRAND PRIX EDITOR

Maximising tyre performance sometimes means compromising theoretical aerodynamic performance – but veteran engineers have known this for a long time

This season has been a bewildering one for many aerodynamicists and performance engineers. The traditional method of finding aero gains in simulation, bolting it on the car and watching it go faster have not always worked. No matter how much theoretical aero performance you find, it means next to nothing if you cannot get – and keep – the tyres in their sensitive working temperature window. Sometimes it's even been necessary to compromise the theoretical aero performance to gain real life tyre performance.

The combination of the squarer-profiled Pirellis with the traits of the reduced downforce 2012 generation of cars has brought this trade-off very much to the fore. But there are engineers, older ones in the main, who have always understood this. In fact, as long ago as 1982 Williams' chief aerodynamicist Frank Dernie was

trying to plot the trade-off, and it amuses him to see such a big deal being made of it today.

"We had lots of testing then, so I was able to build up a really good database," he recalls. "Also, back then, the tyre company would just adjust the tyres through compound and size to whatever it was your car required. We found quite a big advantage from the detailed knowledge of how that whole aero/tyre temperature trade-off worked because we could use it to inform our requests to Goodyear. A lot of people hadn't sussed out that they were on the wrong tyre size for the weight distribution of their car.

"At Williams we could be quite influential in guiding the tyre development in a way that suited us – but which might not suit other cars with different weight distributions. In fact I was on the other side of that at Lotus in 1989. Up until Monaco of that year the car had been working rather well but from Monaco they brought McLaren-type tyres, developed to suit their rearwards-heavy car – and that tyre was totally unsuited to our car's weight distribution.

"The 'correct' way to maximise the performance of the tyres is to balance the load through each contact patch area and traditionally you would do that through tyre size/compound and weight distribution. They were the most powerful tools. But now the tyres have been standardised in both size and compounds – and the weight distribution has also been set by regulation at a fixed point, give or take a tiny percentage. So those two most powerful tools no longer match – and everyone's finding

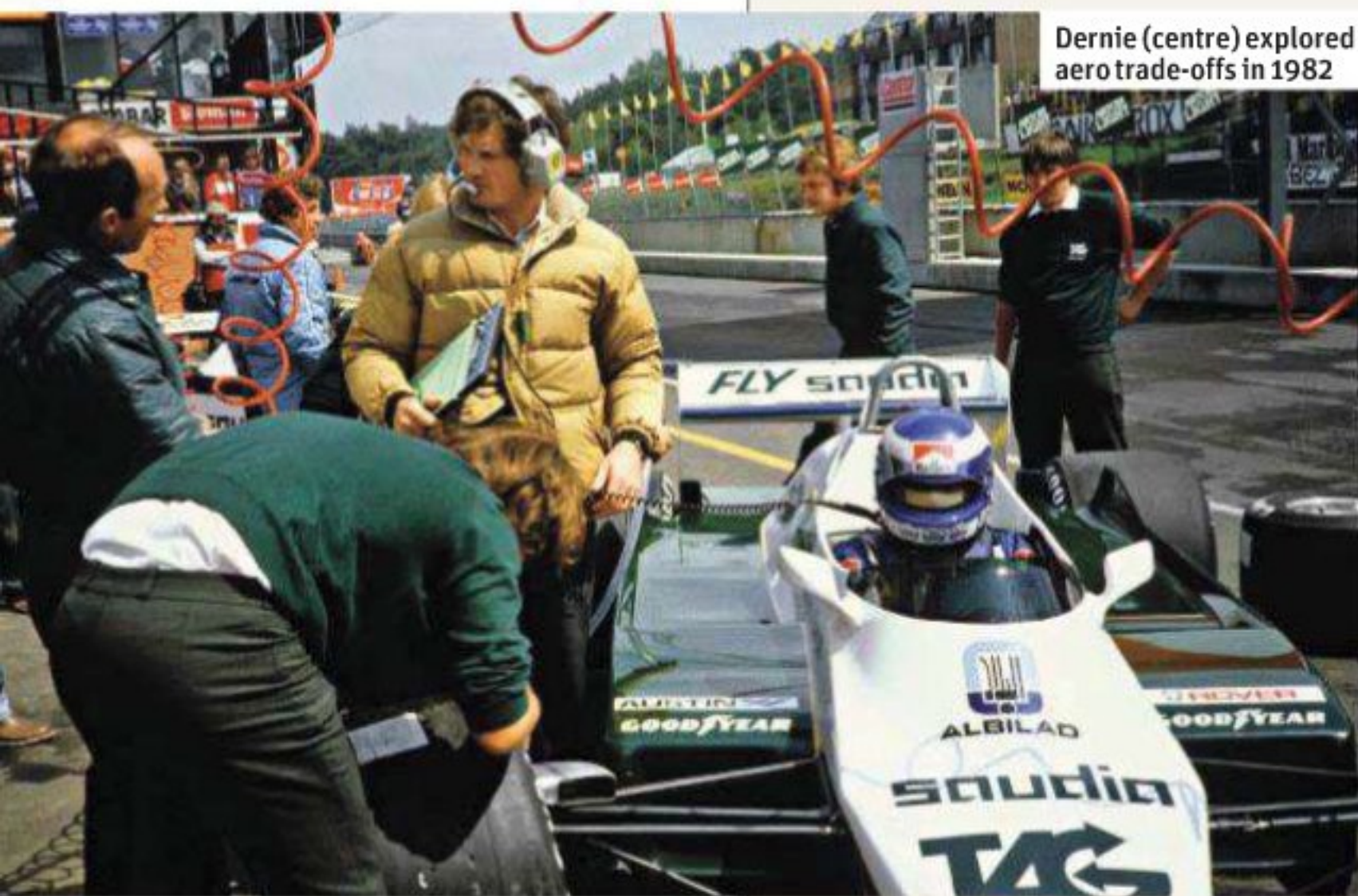
real difficulty in getting the tyres to the correct temperature. You can still play with cambers and toe-in but they are much less powerful, second-order, sort of tools."

So one of the key areas of set-up expertise has simply been made non-applicable. With that as a backdrop, is it possible that developments such as the 'Helmholtz chamber' exhaust in the Red Bull since Silverstone, or the controversial Hockenheim mapping in the same car, have acquired an importance way beyond that of the aerodynamic improvement they have brought?

The Helmholtz device is a cylindrical enclosed chamber within the exhaust 'spaghetti'. Ferrari and Toro Rosso both tried it towards the end of last year. With the driver on the throttle the exhaust system is pressurised and that chamber fills with gases. As the driver lifts off, so the exhaust pressure is released and the stored gas from the chamber flows out the exhaust, thereby giving a measure of off-throttle blowing.

It's believed Red Bull's Hockenheim map enhanced on-throttle blowing by timing the ignition so that air was pumping through the combustion chamber at a part of the cycle when there would normally be no blowing. Both features would of course enhance the aerodynamics. But perhaps the real value is that they addressed the two areas of maximum stress on the rear tyres – when on-throttle blowing is suddenly switched off as the driver lifts the accelerator, and at the maximum torque part of the rev range that is most likely to spin the wheels. ☼

PIC: LAT



Dernie (centre) explored aero trade-offs in 1982

"A key area of expertise is now non-applicable"



PROVISIONAL 2013 BRITISH F3 CALENDAR

March 29-30	Oulton Park (GB)
April 13-14	Monza (I)
May 4-5	Rockingham (GB)
May 18-19	Pau (F)
June 1-2	Silverstone (GB)
June 8-9	Snetterton (GB)
June 29-30	Paul Ricard (F)
July 26-27	Spa (B)
September 21-22	Nurburgring (D)
October 5-6	Brands Hatch (GB)

FORMULA 3

British F3 'needs foreign races'

Series promoter Stephane Ratel proposes 2013 European championship merger with British F3

British Formula 3 International Series promoter Stephane Ratel says that the championship's future depends on the FIA allowing it to run a significant proportion of its races outside the UK.

Ratel has put forward a proposal to the FIA that its European F3 Championship, revived for 2012, effectively piggybacks the British series from next season.

The move has been viewed by some F3 insiders as a bid to alleviate FIA pressure, particularly from

Single-Seater Commission president Gerhard Berger, to restrict national championships to one overseas round each.

Ratel said: "I personally believe that the teams wouldn't find the drivers with the required level of budget for a series made up mostly of British circuits."

He has pledged a minimum of 16 cars to the FIA and has promised live TV coverage from the rounds supporting the Blancpain Endurance Series at Monza, Silverstone, Paul

Ricard, Spa and the Nurburgring.

"We have the heritage of British F3, and I think this is the way forward," said Ratel. "But I'm sure the FIA are looking at other propositions."

Ratel is referring to the Euro Series, upon which the FIA based its European championship revival this season, and which will almost certainly want to retain the link-up.

"I have a three-year contract with [British F3 teams' collective] FOTA and I am following their

wishes," he added. "If they want to go with the European championship, they will go with the European championship. There is no championship if there are no teams."

The teams have all pledged their support to British F3, even if what Ratel describes as a 'unified' series with the European is declined by the FIA (see panel below).

P56 SPA F3 REPORT

WHAT THE TEAMS THINK



"I'll go where the business is. I want to be part of what we've had at Spa [last weekend] - 29 cars. That means something. To me nothing changes - we're in both series anyway - except we've got a good calendar announced in July, which is unheard of!"

Trevor Carlin (Carlin)

"Stephane's in a good position, and five F1 circuits is pretty good. We'll support British F3, but we'd be in a position to do both if there is no unification"

Richard Dutton
(Fortec Motorsport)

"The British series has the best venues. That's what the drivers want and what the teams want as well"

Russell Eacott
(T-Sport)

"If you lose British F3 then you lose a massive chunk of what's made Britain such a great motor racing nation. We go to where the racing is, even if it means doing 18 weekends [in Britain and Europe]"

Anthony Heatt (Double R Racing)



FORMULA 3

NBE can build 13 engines for 2013

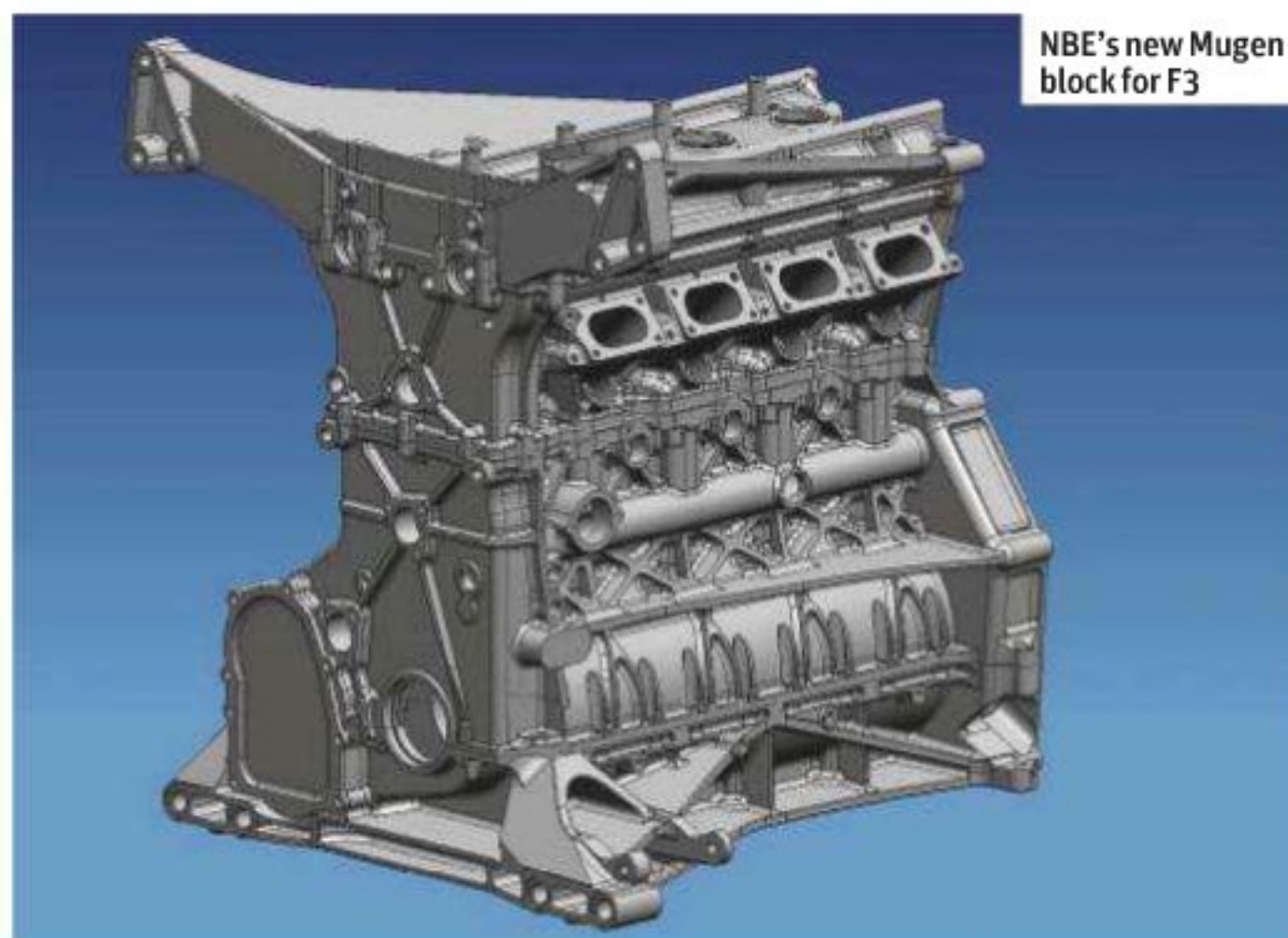
FORMULA 3 ENGINE SUPPLIER

Neil Brown Engineering has stated that it can have 13 engines built to new FIA regulations for the category in time for the start of the pre-season testing programme next March.

NBE's Gavin Harrison made the declaration in the wake of British F3 International Series promoter Stephane Ratel stating that he has pledged the introduction of the new engines to the series in his proposal to merge with the FIA European F3 Championship (see story opposite).

Harrison said: "We've scheduled it in and around all the other work we've got [including Audi's DTM engine programme and the Honda and WSR British Touring Car Championship teams]. Our commitment is to support as many people as we can."

He added that the powerplants, which are ground-up bespoke racing engines, will be available subject to a deposit on a first come, first served basis. More can be built as



NBE's new Mugen block for F3

the year progresses.

"There have been mixed messages from the powers that be about the introduction of the new engines," said Harrison. "But now that it's sorted hopefully things will start to move."

NBE will also produce a new spec

engine for the National Class based on the current-specification Mugen Honda engine, as raced by Sergio Perez to title contention in 2008. It will be de-restricted to offer similar power to the new-rules engines, which are expected to produce approximately 240bhp.

AUTOSPORT SAYS...

MARCUS SIMMONS
CHIEF SUB-EDITOR

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Shortly after 29 drivers had done battle among a marvellous FIA European/British Formula 3 field at Spa, Stephane Ratel pulled a rabbit out of his *chapeau* by announcing his proposal to the governing body for a full-time merger of his British series with the FIA contest next year. Even the teams were taken aback – they didn't find out until after they arrived at Spa.

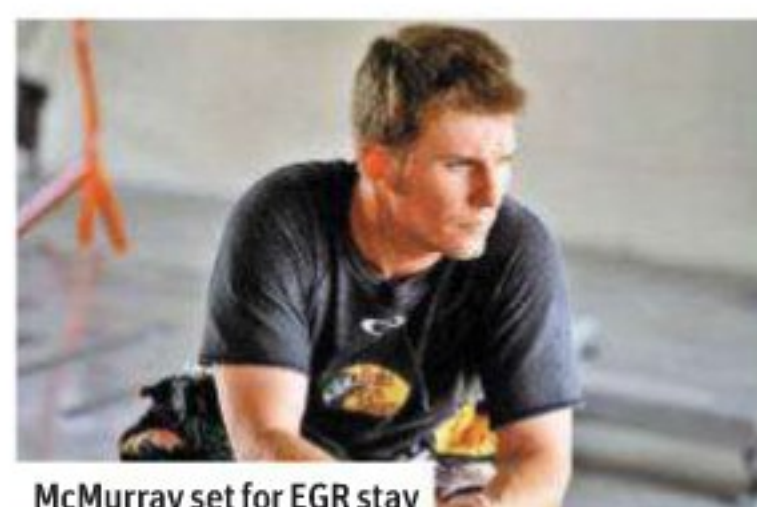
It could be a masterstroke on Ratel's part. He is right in believing that British F3 will die without the races on Formula 1-level tracks. Drivers want them – look at what happened to Formula Renault UK.

His British F3 calendar for 2013 looks superb, and simultaneously he announced his parallel confirmation of the FIA's new engine rules. This at a time when the manufacturers from the Euro Series, which depends so heavily on the car makers' support for its existence, are dragging their heels like cats to worming tablets.

Meanwhile, Neil Brown Engineering has gone some way towards alleviating concerns over supply of the new power units by pledging an initial batch of 13.

Ratel won't want it to go this far, but even if the FIA does try to restrict BF3 to one round outside the UK, this could well be challengeable under EU law. You only have to look at football's infamous Bosman Ruling for a precedent.

British & Euro F3 merged well at Spa



McMurray set for EGR stay

NASCAR SPRINT CUP

McMurray set to keep drive

JAMIE McMURRAY IS LIKELY TO KEEP HIS NASCAR Sprint Cup seat with Earnhardt Ganassi Racing for 2013, despite a below-par season for the 2010 Daytona 500 winner in which he is unlikely to make The Chase for the Championship.

McMurray, whose contract expires at the end of the year, lies only 19th in the Cup points following last weekend's race at Indianapolis, and has gone 16 races since he last finished inside the top 10.

But team owner Chip Ganassi made it clear that he had no plans to alter his line-up for next year.

Ganassi said: "Are we where we want to be in the points? No. Are we where we want to be performance-wise? No. Are we happy with the people we have and the direction we're going? Yes."

McMurray's team-mate Juan Pablo Montoya is two places behind him in the points standings, but, unlike the American, is already under contract for 2013.

FORMULA 3

Blomqvist to Macau with EuroInternational

TOM BLOMQVIST WILL MAKE his Macau Grand Prix debut later this year with EuroInternational.

The 18-year-old Briton, who primarily races in the F3 Euro Series with Ma-Con Motorsport, has also had selected outings in German F3 with Antonio Ferrari's team, and won at Spa recently.

"I did the Formula BMW race with them at Macau in 2010 and came third, and that's how the whole F3 connection with them came about," Blomqvist told AUTOSPORT.

"It was an awesome track in a BMW and in F3, with more power and more grip, it's going to be even better. It'll be tough going though, as there are plenty of guys I'll be racing against who have been there before in these cars."

Blomqvist's agreement means EuroInternational will run current-spec Dallara-Volkswagen machinery, run to FIA-approved technical rules, for the first time. German F3 uses the previous generation of chassis, powered by spec VW turbocharged powerplants.



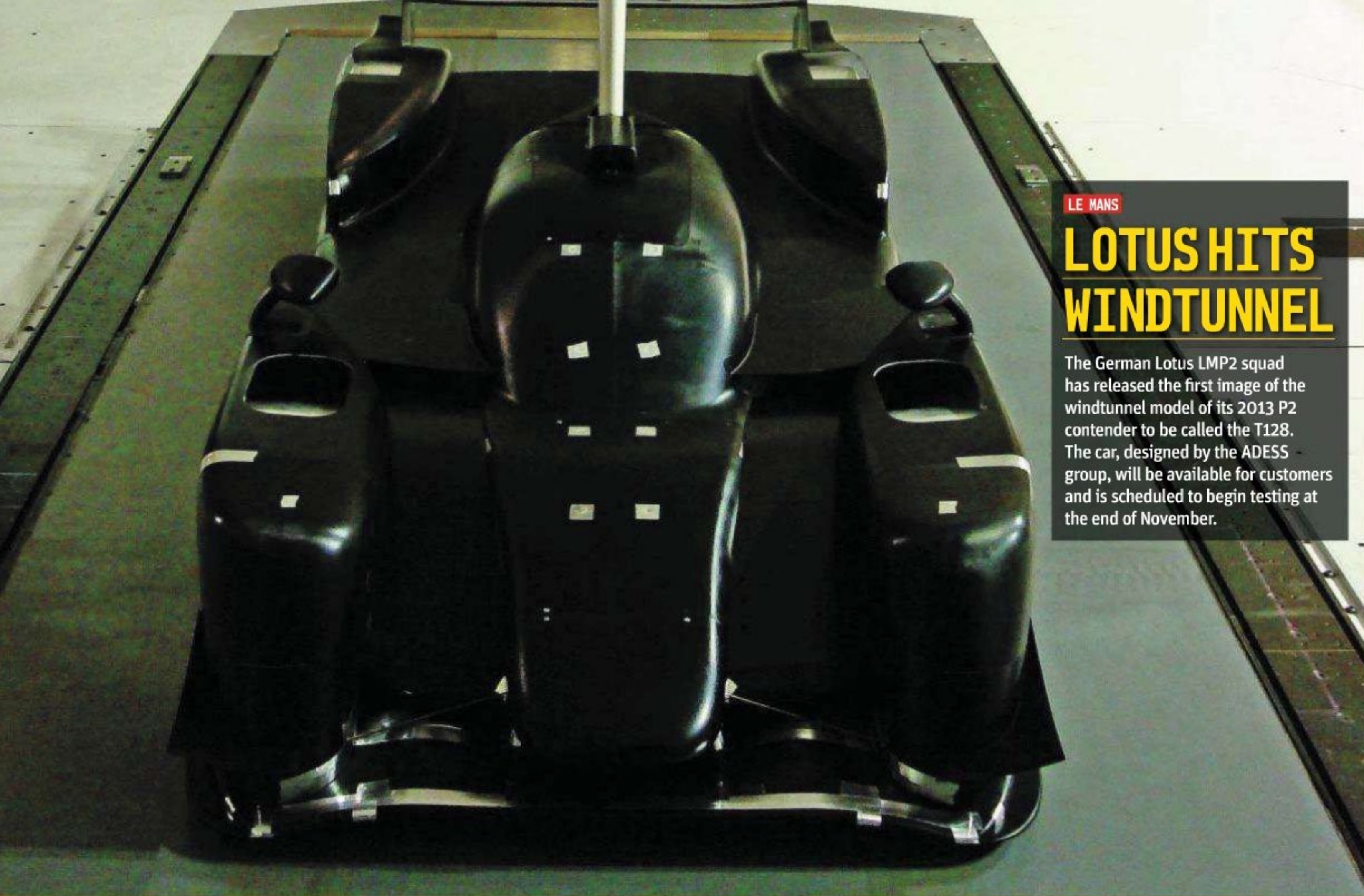
Blomqvist won at Spa for EuroInternational

NBE wasn't always a Mugen Honda specialist...

Neil Brown Engineering is synonymous with Mugen Honda in F3 circles, but the firm also prepared the VW and Toyota engines that respectively powered Andy Wallace and JJ Lehto (below) to their 1986 and '88 British F3 titles.



DID YOU KNOW?



LE MANS

LOTUS HITS WINDTUNNEL

The German Lotus LMP2 squad has released the first image of the windtunnel model of its 2013 P2 contender to be called the T128. The car, designed by the ADESS group, will be available for customers and is scheduled to begin testing at the end of November.

CITY CHALLENGE

New 'street' series unveiled

City Challenge is aiming for grid of 20 plus for winter GT series outside of Europe. By GARY WATKINS

The driving force behind the Bucharest street races of 2007-08 is launching a new winter sportscar series made up entirely of city venues.

The City Challenge is the brainchild of Hartmut Beyer, who promoted the FIA GT and British F3 championship double-header in Romania, and will begin with an event for GT3 machinery on the streets of the Azerbaijani capital of Baku this October. That will be a precursor to a global series of up to five invitational races next year and a championship made up of 10 to 12 events in 2014.

Beyer explained that next year the City Challenge would return to Baku and incorporate races in the Middle East, the Caribbean and Africa, without revealing exact destinations. He promised a "very special" event will take place on December 31 next year.

"The plan is to start next year on February 1 and run through to March or April and then restart in the late autumn," said Beyer.

"That will allow our teams to run their European programmes during our summer."



Baku circuit will snake around government building

Beyer has ruled out seeking any kind of FIA title for his championship in the short term.

"We will work within FIA regulations for the cars and tracks, but having an FIA title is very complicated," he explained. "It is something that we could look at for 2015 or '16."

He said that it was his plan to run his series to GT3 regulations because of the large pool of cars

worldwide that would be able to dip into the series to create a grid.

Beyer said there was a room for the new series because the city format would generate income for the teams.

"We want to set up a professional race series where the teams benefit from the income we generate," he said. "One day we want all the drivers to be paid by the teams; not the other way around."

The City Challenge organisers are seeking a grid of 24 cars for the Baku event on October 5-7, which will take place on a 1.3-mile circuit laid out around the Azerbaijani government building. He expects to draw cars from the ADAC GT Masters and other national series to take part in the two sprints and one-hour main race.

The Vita4One BMW and Reiter Lamborghini squads have already committed to the event.

Vita4One boss Michael Bartels, whose BMW Z4 GT3s bear allegiance to the City Challenge, said: "Bucharest worked as an event and going to cities means there is more potential for sponsorship than at normal tracks. Running races in the winter also fits perfectly with our other programmes."

Hans Reiter, whose team is running Lamborghinis in the FIA GT1 World Championship this year, said: "The idea is good and there is the financial back-up behind the series. We will take two cars to Baku."

 P44 SPA 24H REPORT

FIA GT1 WORLD CHAMPIONSHIP

Ratel's sprint plans have team backing

STEPHANE RATEL'S PLAN TO CREATE a new sprint series, and interlink it with the Blancpain Endurance Series, appears to have the support of his teams.

The existing FIA GT1 World Championship will come to an end this year. Ratel announced last week that he would continue the GT sprint racing concept of the world championship next year, albeit without an FIA title. He announced draft calendars for the sprint series and the BES that would allow teams to compete in both with the same cars and equipment.

Vincent Vosse, whose WRT Audi team is already competing in both the world championship and the BES, said: "We need more details, but Stephane is being realistic and is heading in the right direction. It is the kind of championship we would like to be involved in."

Asked if it mattered that the new series would not have world status, Vosse said: "The important thing is that it is the top level of GT sprint racing. The



Ratel outlined his 2013 plans at Spa

championship is attractive if you are running against top teams like Vita4One and AF Corse."

Bernhard Muhlner, who is running Porsches under the Team Exim Bank China banner this season, said: "It is a good idea that is like the old days when we did the ADAC series and the FIA GT3

European Championship with the same cars. We intend to do it."

Ratel has proposed a reduced BES calendar of five events plus a seven-race sprint series with at least two weeks between any two races. The sprint series will be focused on Europe, with flyaways in the UAE and India.

FIA WORLD ENDURANCE CHAMPIONSHIP

OAK suspends LMP1 race programme

THE FRENCH OAK RACING TEAM HAS called a temporary halt to its LMP1 programme ahead of next month's Silverstone round of the FIA World Endurance Championship.

OAK has withdrawn its LMP1 class Judd-engined OAK-Pescarolo PO1 from the British event and will instead field two of its Morgan-badged LMP2 chassis, rather than the expected one. Team boss Sebastien Philippe said that OAK was aiming to return to P1 later in the season, possibly with a new engine supplier.

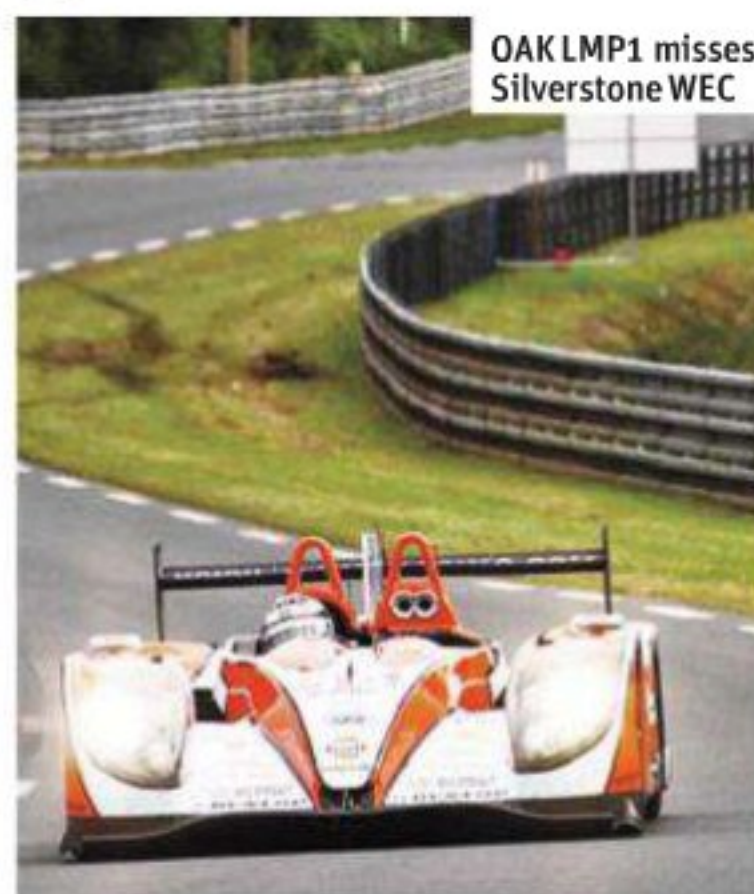
"We had a lot of issues with the Judd engine [OAK suffered engine failure at Le Mans] and we think it is better for us to

stop and to think about how to continue," he said. "We will be back, but can't say what are plans are yet."

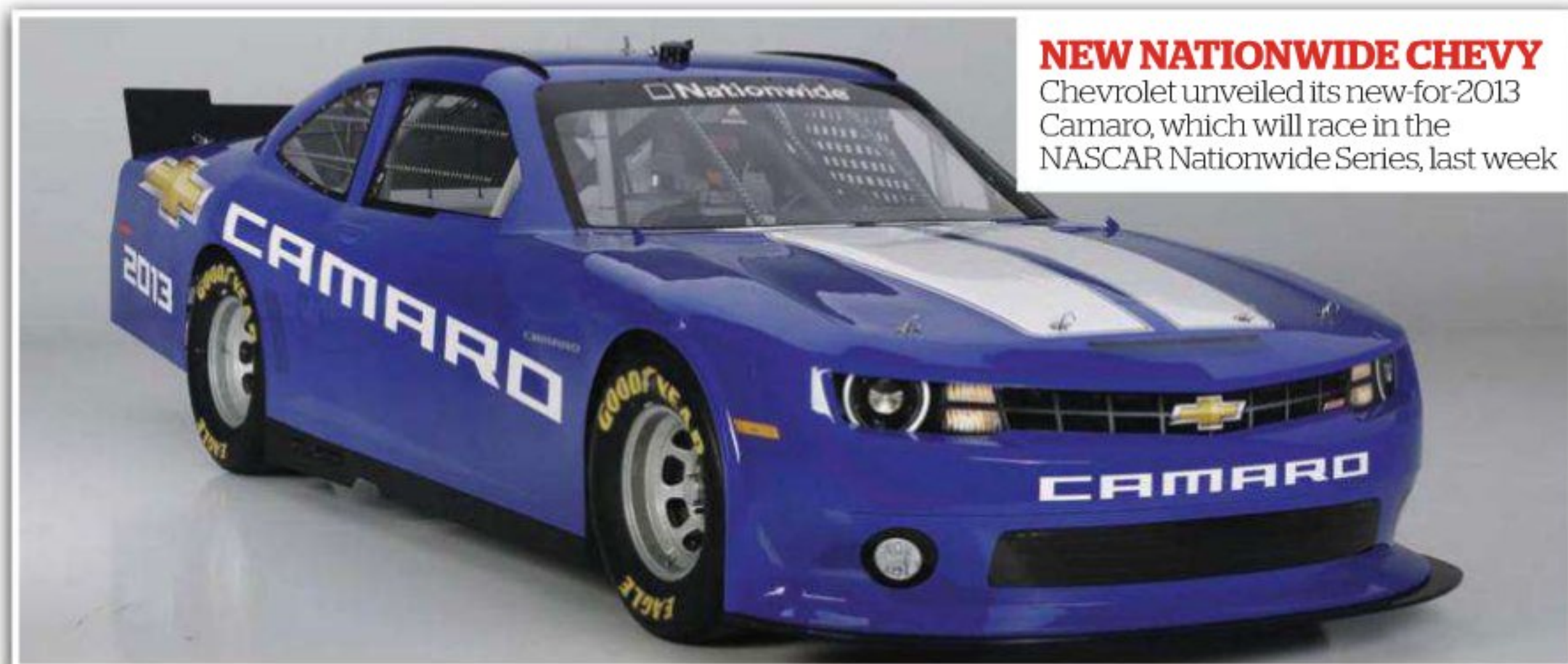
OAK has ended its relationship with Judd in LMP2. It swapped one of its Morgan LMP2 2012s over to the Nissan V8 ahead of the Le Mans 24 Hours in June and both its entries will run the Japanese manufacturer's engines at Silverstone.

Bertrand Baguette and Dominik Kraihamer are stepping down from the P1 programme to drive the P2 at Silverstone.

The withdrawal of OAK's LMP1 entry and the Pescarolo-Judd O1 (see AUTOSPORT, July 26) leaves seven P1 cars on the entry for the Silverstone 6 Hours.



OAK LMP1 misses Silverstone WEC



NEW NATIONWIDE CHEVY
Chevrolet unveiled its new-for-2013 Camaro, which will race in the NASCAR Nationwide Series, last week

IN BRIEF



GT1 back to Slovakia

GT1 CALENDAR RESHUFFLED...

The FIA GT1 World Championship will return to the Slovakia Ring for a second time this year on August 18-19 as part of a revised calendar for the series, which includes a new date for Moscow Raceway on September 1-2 and a race at the Nurburgring on September 22-23.

...AS EURO GT3 JOINS FRAY

Stephane Ratel has pushed through with his plan to combine the FIA GT1 World Championship and FIA GT3 European Championship grids. The two will merge for the Slovakia Ring and Nurburgring events.

PARENTE'S LATE CALL

Factory McLaren driver Alvaro Parente was a late addition to the VonRyan Racing line-up at last weekend's Spa 24 Hours. The Portuguese driver joined up with Rob Barff, Chris Goodwin and Roger Wills in place of car owner Leon Price, who was unavailable for personal reasons.

KENDALL IN FROM THE COLD

Trans-Am legend Tommy Kendall will end a six-year absence from the cockpit to race Chrysler's new SRT Viper GTS-R in the American Le Mans Series, starting this weekend at Mid-Ohio. Kendall, 45, will share one of the two Riley Tech-developed Vipers with Belgian Marc Goossens.

MORE ASTONS FOR SILVERSTONE

Two extra factory-run Aston Martin Vantage GTEs will join the Silverstone WEC grid. British GT regular Andrew Howard will drive one with to-be-determined team-mates, while Stuart Hall and Roald Goethe will race the latter's car, previously run under the Gulf Racing banner.

SILVERSTONE LMP2 GRID GROWS

European Le Mans Series regulars Status Grand Prix, Murphy Prototypes and Jota will bolster the FIA World Endurance Championship field at Silverstone next month with their respective Lola-Judd B12/80, ORECA-Nissan O2 and Zytek Z11SN LMP2 prototypes.

Jota will race at Silverstone



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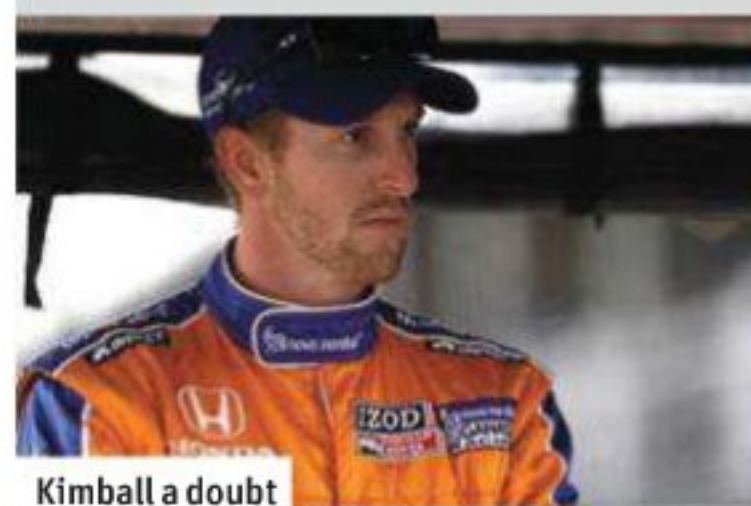
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IN BRIEF



Kimball a doubt

KIMBALL INJURES HAND

Charlie Kimball's participation in this weekend's Mid-Ohio IndyCar round was in doubt as AUTOSPORT closed for press after the Chip Ganassi Racing driver fractured his right hand in a testing accident at the circuit.

BALTIMORE TWEAKS CIRCUIT

Several changes have been made to the Baltimore street circuit ahead of its IndyCar meeting in September, in a bid to increase overtaking. These include the removal of the chicane on the main straight and the widening of Turn 1.

MULLER FRACTURES RIGHT ARM

Sven Muller fractured his right arm in a crash at Raidillon during last Saturday's wet British/European F3 race at Spa. Prema Powerteam expects him to be fit for the Nurburgring Euro Series round on August 18-19.

BRADLEY JOINS CARLIN AT SPA

Hong Kong-based Briton Richard Bradley contested the Spa F3 races with Carlin in the Dallara-Volkswagen normally raced in the Euro Series by Will Buller, who was away on GP3 duty at the Hungaroring. Bradley usually races in Japanese F3.

WILSON JOINS SURFERS LINE-UP

Justin Wilson, Graham Rahal and Franck Montagny have joined Kelly Racing for V8 Supercars' Gold Coast 600, and will share Holdens with Greg Murphy, Rick Kelly and Karl Reindler respectively. Mika Salo will partner Will Davison at Ford Performance Racing.

ALLMENDINGER FAILS 'B' TEST

AJ Allmendinger's temporary NASCAR race suspension became indefinite last week after his 'B' sample tested positive for a banned substance. Following the news, Allmendinger has joined NASCAR's Road to Recovery programme, while stating that he is determined to reclaim his Penske Sprint Cup seat as soon as possible.



Allmendinger wants to return



Velo Citta is up and running

BRAZILIAN RACING

New circuit opens in Brazil

Velo Citta venue plans for expansion of pits and facilities. By PETER MILLS

A new circuit in Brazil has opened within weeks of the historic Jacarepagua track announcing its imminent closure.

The 2.1-mile Velo Citta circuit, which is situated in Mogi Guacu, 110 miles north of Sao Paulo, has been constructed on the estate of its brainchild, Mitsubishi Brazil importer Edoardo Souza Ramos.

The track has been designed to meet FIA homologation and has already hosted its first event. A round of the Brazilian Porsche GT3 Cup took place there when problems at Rio forced organisers to seek an alternative venue.

Features include a large change of gradient, and a mini-corkscrew section reminiscent of the corner of the same name at Laguna Seca. Brazilian driver Leandro Almeida was responsible for much of the design work, but reportedly

received input from Indianapolis 500 winner Gil de Ferran and Brazilian Stock Car veteran Ingo Hoffmann. The GT3 Porsches averaged 78mph around the 13-turn layout.

Plans to expand the current three pit garages to 20 are already in place, although owner Ramos has yet to decide whether he wants to improve the facilities still further in a bid to attract

more prestigious international motorsport in the future.

Currently there are no permanent stands, but a restaurant and control tower are due to be built once the pit expansion work has been completed.

Activity at the circuit centres on testing Mitsubishi products, and a Lancer driving experience offering customers a chance to sample a slalom course, skid pan, and laps of the track itself.

Following the recently announced closure of Jacarepagua to make way for Rio's 2016 Olympic site (see AUTOSPORT, July 19), the possibility exists for Velo Citta to take up demand and offer an alternative to Interlagos for domestic racing, in the same way that Paul Ricard did following its reopening as a testing venue almost a decade ago.

Rio circuit has announced closure



SUPERSTARS MERC TESTS

Roma Racing's new C63 AMG was tested by Nico Caldarella last week





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IN BRIEF

VW wants in on this



VW EYES RALLYCROSS ENTRY

Volkswagen is considering a Global Rallycross entry as early as next season. A spokesperson for the manufacturer said: "Jost Capito [VW Motorsport director] was at the X Games and he was very interested. It had everything we need, including young spectators in an urban area. The sport is easy to cover and easy to understand. Maybe next year could be difficult to get a car out, but why not?"

NAGLE JUMPS IN WITH BREEN

This week's Rally Finland will be the first event for Craig Breen and new co-driver Paul Nagle. They they will compete in the SWRC element of the event. Breen's former co-driver Gareth Roberts was killed in their Targa Florio crash last month.

SAINZ, MOUTON JOIN HoF

Two-time World Rally champion Carlos Sainz and 1982 series runner-up Michele Mouton have been inducted into the Rally Hall of Fame, joining Rauno Aaltonen, Erik Carlsson, Paddy Hopkirk, Timo Makinen, Hannu Mikkola and Walter Rohrl.

LOTUS RALLY CAR MAKES DEBUT

The debut of the Lotus Exige R-GT rally car didn't last long on last weekend's Madeira Rally. Bernardo Sousa crashed into a wall on the third stage, having been troubled by electrical issues that were affecting the car's gearshift. Lotus plans more testing with a private team looking to run one of the cars on next year's Monte Carlo Rally.



Exige made debut



WRC

NEW LOOK

The factory Fords of Jari-Matti Latvala and Petter Solberg will run in a new livery on Rally Finland, reflecting the use of EcoBoost engines on the pair of Fiestas

GLOBAL RALLYCROSS

Gronholm return in doubt

Finn to undergo medical this month to assess condition. By DAVID EVANS

Marcus Gronholm will have to wait another month before he knows whether he will be cleared to race in the Global Rallycross series again this season, following his heavy crash at last month's X Games.

The two-time World Rally champion left hospital a week after his Ford Fiesta hit a concrete post, knocking him unconscious, and has been recuperating at his home in Finland since then. Gronholm will make a firm decision on his future once he is given the doctor's final report at the end of August.

"It's difficult," he said. "When I first stopped rallying, it was no problem. It was good to be with

family and not travelling all of the time. But then I came to rallycross and I saw, OK, I am not too bad, still some speed and I could win the races. I got the buzz again, you know it's very hard to get this same feeling in my shopping centre."

GRC organisers have scrapped plans for an early September round of the series and there is only one more confirmed event in Las Vegas at the end of September.

"I can still win the title," said Gronholm. "I already checked the points. But we have to see what happens. It was not a nice feeling in hospital, I didn't like this."

Talking about the crash, Gronholm admitted that he had no

memory of the practice shunt.

"I landed after the jump and it was all OK," he said. "But then I don't know. Maybe the car slid or something, I don't know. But, bang, into the post. Then I woke up and was asking everybody lots of questions about who they were and what I was doing. Not so good."

The post Gronholm hit was covered following his accident — something the Olsbergs driver wasn't pleased by. "It was a bit late for that!" he said.

GRC boss Chip Pankow told AUTOSPORT that it was changes in the route of the track that necessitated the covering of the post, not Gronholm's crash.

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HUNGARIAN GP

Hungaroring, July 29

ROUND 11/20

LAPS 69

WINNER

Lewis Hamilton
1h41m05.503s

POLE POSITION

Lewis Hamilton
1m20.953s

FASTEST LAP

Sebastian Vettel
1m24.136s

RACE RATING

★★★★☆

One in the eye for
anyone who thinks DRS
has ruined the racing

DRIVERS STANDINGS

Alonso	164pts
Webber	124pts
Vettel	122pts

MILESTONES

- McLaren's 150th F1 World Championship pole position
- Fifth win in six Hungarian GPs for McLaren, and the third for Hamilton



HAMILTON COMES BACK HUNGARY FOR MORE

A much-improved McLaren helped the Briton put his title ambitions back on track with a narrow victory over Raikkonen. MARK HUGHES reports

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QUALIFYING

Confident Hamilton makes the best of McLaren's performance upgrades



Only the average speed of the Hungaroring is slow, on account of the lack of straights. The turns of the lap – a consequence of fitting this serpentine track into a relatively small piece of land – are long and medium-speed and exert a great demand on that part of a car's aerodynamic map. The corners go on forever and merge quickly into the next. There's little respite and you need a car that doesn't waste time understeering into the turn and taking you off-line through it; a car with a front that grips quickly and positively, but then which retains that balance for a long time, and with a rear end that's planted enough to allow you to be hard and early on the power mid-way through the turn.

To see a case study of a perfect Hungaroring car, you needed look no further than Lewis Hamilton's McLaren; seen him through that final uphill, resurfaced Turn 14 onto the pit straight. Heavily loaded up earlier than anything else, Hamilton would then pivot the car around the outer left tyre, transferring the load to the rear, which would then just grab the track, allowing Lewis to be accelerating hard outrageously early, the car launched onto the straight like a missile.

Where Lewis would be hard on the gas, bending that outer rear in combined lateral and tractive force, Fernando Alonso would still be pumping the throttle tentatively, waiting for the Ferrari's front end to settle, the momentum and lap time just leaking away. A Red Bull would occasionally be magically fast into, say, the Turn 13 hairpin, but not consistently so; the slightest deviation in track temperature seemed to alter its balance from one lap to the next. The Lotus, as ever, looked driveable, malleable and very quick through the faster kinks around the back of the circuit, turns nine, 10 and 12. The Mercedes looked awful, turning in okay but surrendering everything before the corner had barely even begun, refusing to load up for long enough, its rear tyres overheating as the downforce bled away.

Hamilton was effortlessly quickest pretty

Hamilton seemed more relaxed than of late



much every time he ran and blitzed Q1 with a single multi-lap run on primes (mediums), went quickest in Q2 by 0.4s and took pole by a similar margin with a multi-lap run on his third set of options (softs).

Romain Grosjean began the weekend not liking the feel of the Lotus in a continuation of his Hockenheim form. This went back to Valencia where, although he'd been quick, he had not liked the feel in the slow corners, something that was repeated at Silverstone. Through P2 and 3 he worked away with engineer Ayao Komatsu on springs and bump rubbers, getting the feeling back that he'd had with the car earlier in the year. He was still fine-tuning through Q1 and Q2, doing three runs in the latter, so that by the time he was into Q3 it was much more to his liking. He'd by now only got one set of

options left but his final lap on them was good enough for the first front row start of his short F1 career and he was beaming even more than usual.

The Red Bull wasn't liking the prime tyres, and staying on them through Q1 left Mark Webber and Sebastian Vettel only 16th and 17th in that session, perilously close to the cut-off. Even onto the options in Q2 Seb was struggling to find that narrow sweet spot, but finally located it with a second run – which got him through, unlike Webber who lined up 11th, not liking that set of tyres. They were scratching much more than usual and although Vettel then qualified third on his remaining set of options, the balance was not as good as just a few minutes earlier and he failed to beat his Q2 time.

The McLaren just didn't open up to Jenson Button's less attacking corner entry style in the way it had for Hamilton, JB finding it difficult to maintain tyre performance for the whole lap. Depending upon how he prepared the tyres on the out-lap he could be quick either at the beginning of the lap or the end, but never both. It left him fourth, 0.6s adrift of his team-mate.

Kimi Raikkonen, having initially been much happier with his Lotus than Grosjean was his, didn't put the ultimate lap together on his four-lap Q3 run and was fifth, another who failed to match his Q2 time. The Ferraris, on a track demanding a lot of front end, were not as strong as usual and it was all Fernando Alonso and Felipe Massa could do to throttle-pump their way

around to sixth and seventh, 1s slower than Hamilton, having each used a set of options just to get out of Q1.

Neither Pastor Maldonado nor Bruno Senna could quite repeat the form shown by the Williams FW34 in practice, when it was among the best of the rest after Hamilton. But they did get both cars through to Q3 for the first time this season, Maldonado eighth, Senna ninth. Getting the Force India through to Q3 was a good effort from Nico Hulkenberg and if he had the tyres left to repeat his Q2 lap he'd have lined up fifth. As it was, he was 10th. Paul di Resta didn't find the space for the ideal tyre preparation lap and was 12th.

Behind di Resta, Nico Rosberg did well to put the Mercedes 13th, with a lap that probably flattered the car. Michael Schumacher was a lowly 17th in the other, 0.8s behind, delayed on his best lap through a Maldonado dust cloud. Between the Mercs were the Saubers of Sergio Perez and Kamui Kobayashi – each struggling to get the tyres working – and Jean-Eric Vergne's Toro Rosso. Daniel Ricciardo in the sister car didn't get out of Q1 after failing to find track space on his sole lap on options.

Grosjean nailed front row for the first time



P36 RESULTS
All those vital stats





Hamilton left his braking late into Turn 1



RACE CONDITIONS

Hot and dry weather throughout, with the threatened thunderstorm finally arriving after the race.

The two outstanding images of the weekend were of a McLaren and a Lotus. In the former, Lewis Hamilton was outrageously quick through the final corner, great turn-in, loads transferring quickly to a rear end of stupendous grip, allowing him to confidently floor the throttle pedal early and loud. He was hitting the pit straight much faster than anything else. The Lotus image was an in-car one that could have come from either of its drivers Kimi Raikkonen or Romain Grosjean and it showed a car surreally level and composed as its suspension wishbones worked up and down like crazy things.

Only Hamilton and the Lotus drivers fought out the destiny of this race and in those two images were contained the salient points. The beautifully supple Lotus ride helped give the tyres a significantly easier time than any other car on a scorching Budapest day around a

track of almost constant long turns – tyre life so good that it would have no problems whatsoever in doing the long stints of a two-stop race. McLaren had pole and knew it had to convert that, understood that if a Lotus got in front, it would comfortably pull away in the late stages of a stint, to be out of reach at the pitstops. Keeping track position over it was crucially important – and in that the MP4-27's speed onto the pit straight and the DRS zone ensured it couldn't be passed, even when the Lotus was quicker. They were the hard points of the race, two remarkable cars, three terrific drives.

Hamilton's was a drive of alternate attack and conservation, rather like that of Fernando Alonso's a week earlier around a very different track. Grosjean's drive was attacking, strategically brain-frying but ultimately frustrating, a young warrior on the very cusp of greatness but ultimately not quite yet ready to win. Raikkonen's was patient, cunning and relentless, with a brief savage unleashing of the pace of his great days, a sublime talent still in there, followed by a brief moment of uncompromised brawling.

Michael Schumacher is not used to being down in 17th on the grid and perhaps that's why he overshot his position, the Mercedes' rear wheels



Schumacher botched the start

almost level with the front of the painted grid slot. The grid marshal waved his flag, the race director aborted the start, sending everyone round again while Michael – who had switched off in response to the red lights he'd created – was pushed off the grid, to start from the pitlane. In the heat and confusion of it all, he then sped through the pits to get to the end, incurring a drivethrough penalty! He'd later retire with an overheating engine.

As a brief comedy interlude in the vein of Peter Ustinov it was pretty good; its significance as to the shape – and possibly the outcome – of the race was that it may have played its part in Raikkonen's KERS battery going flat (Lotus was still

investigating the reason at the time of writing). It also probably contributed to the Ferraris not getting a chance to vault clear of their grid slots. Their usual rocket-like getaways didn't occur since their clutches were not at the optimum temperatures by the time of the restart.

Much to his relief, Hamilton got away perfectly as Grosjean and Vettel zig-zagged against each other, Seb ahead but on the outside as they approached the first turn. At this moment Hamilton locked up a front tyre as he turned in and began to run wide. Seb couldn't take advantage because that pesky Lotus was still there, on the inside, and Grosjean edged the Red Bull out wide onto ▶

the exit kerbs on the corner's downhill exit. As the RB8's rear wheels struggled to get traction, Vettel now had to try and fend off Jenson Button's McLaren. Hamilton meanwhile was long gone, having quickly gathered his little moment up. Just behind the side-by-side Vettel and Button, Kimi in his KERS-less Lotus was zapped by Alonso as the pack charged down the hill to Turn 2, going around his outside to complete the pass, while between two and the uphill right of three Button concluded his long outside/inside move on Vettel to go third.

That opening choreography left Vettel staring at Button's gearbox for the next two stints in a Red Bull that may or may not have had the pace to run with Hamilton and the Lotuses, but probably not. It put Raikkonen behind a slower Ferrari, meaning he was 16s behind the leader by the time Alonso finally pitted out of his way. The KERS issue was only ever partially resolved; a reset allowed a measure of power to be restored, but some damage had been done to the unit.

Hamilton sprinted away, Grosjean 1.4s behind at the end of the first lap, 2.1s a lap later. But then Romain halted the rot, matching the McLaren for the next few laps and gradually putting distance on the other one

behind him. Button was 6s adrift by the 10th lap. Jenson's driving style required a set-up that was just not giving him access to the performance Hamilton had unlocked from it, the car visibly lazier into the turns, Jenson having to wait longer before he could get on the power. The team believed he was using up his tyres more quickly, too, and after a dozen or so laps he was being told he would be three-stopping.

"You sure?" he asked, unconvinced. After vacillating for a couple more laps, it was confirmed and a likely three-stop strategy was suggested as he pitted at the end of the 15th lap. "I thought the tyres were okay, actually," said a mystified Button afterwards, "but clearly the team didn't agree."

It was a difficult call for McLaren. It needed to commit early to a three-stop if it didn't believe Button would be able to make the rubber last long enough for a two-stop – and it didn't. The caution was fuelled by having insufficient data to go on after Friday afternoon practice was interrupted by rain, and by the fact that at Hockenheim the previous week the car did seem to use up its rubber faster than many. Heat degradation of the left-front was the limitation for everyone here rather than the usual rears, and the concern was that once that tyre was overwhelmed by the energy fed into



Kimi's mid-race pace was blistering



Frontrunners were bunched early on

it, the drop-off was potentially catastrophically sudden. But Jenson's times up to that point on his first set of softs were showing no significant drop off. Nonetheless he was brought in, fitted with a set of new mediums and sent on his way.

Vettel came in two laps later and fitted with a set of softs but Button's new tyre pace kept him ahead of the Red Bull. On the faster tyre, however, Vettel was soon climbing all over the back of the McLaren. But even the DRS function hasn't been enough to transform the Hungaroring into a passing track, the straight too short, the corner onto it too quick.

Grosjean could keep pace with Hamilton, but never really recovered the couple of seconds lost in the first two laps: "It's really difficult to follow another car here," he explained, "to be close and not do any mistakes. When

I was following Lewis sometimes I was losing a little bit of the grip of my tyres. Then I had to recover a little bit. You can feel that you're sliding the tyres, losing the grip, sliding more and it gets worse and worse." The Lotus appeared faster – Grosjean's best lap in this stint was 0.3s faster than anyone else's – but needed clean air and could find no breach in Lewis' defence.

Hamilton pitted from a couple of seconds in front at the end of the 18th lap, late enough to straddle two and three-stop possibilities. It wasn't only Button the team was thinking might not be able to pull off a two-stop, for it had its doubts about Hamilton too. If it was forced to do the extra stop, it looked almost certain to lose the race to a Lotus for which three-stopping wasn't even on the radar.

DRIVER BY DRIVER by Edd Straw

1  **7/10**
Event rating

SEBASTIAN VETTEL

Red Bull-Renault RB8-04
Start: 3rd. Finish: 4th

Complained about balance in qualifying but it's fair to say he should have been one place higher on the grid if he had extracted the most from the car. Drove well in the race on a strategy that was compromised by traffic but only when on fresh rubber was his pace eye-catching.

2  **5/10**
Event rating

MARK WEBBER

Red Bull-Renault RB8-03
Start: 11th. Finish: 8th

Another difficult weekend for Webber, who complained about being unhappy with the feel of his fresh options during Q2 and missed out on the top 10. A good first stint on mediums got him into contention for a better result, only for a diff problem to accelerate tyre degradation.

3  **6/10**
Event rating

JENSON BUTTON

McLaren-Mercedes MP4-27-02
Start: 4th. Finish: 6th

Button didn't seem to be able to extract the maximum from his car in qualifying, ending up six-tenths behind his teammate. But a good start to run third set him up for a podium finish that slipped through his fingers thanks to a curious strategy from McLaren. Given that, sixth was reasonable.

4  **9/10**
Event rating

LEWIS HAMILTON

McLaren-Mercedes MP4-27-04
Start: 1st. Finish: 1st

Hamilton knew he needed a big result in Hungary to keep his title chances alive and he did so. Qualifying dominance suggested that it would be easy, but he had to be at the top of his game to keep the Lotuses in check. Keeping the tyres alive during his final stint was very impressive.

5  **9/10**
Event rating

FERNANDO ALONSO

Ferrari F2012-296
Start: 6th. Finish: 5th

On paper, fifth doesn't sound like much for a driver who has won two out of the previous three races, but considering the Ferrari was the fourth fastest car it was excellent. It was more than enough to extend Alonso's points lead, proving his excellence is key to his championship position.

6  **7/10**
Event rating

FELIPE MASSA

Ferrari F2012-294
Start: 7th. Finish: 9th

Impossible to fault his qualifying performance, which was excellent, as proven by the sub-one tenth of a second gap to Alonso. A bad start compromised his race, but after that he did a decent job to bag a couple of points for ninth and gain a glimmer of contractual hope.



what Romain had lost coming onto the straight: "After a while I dropped back because I knew I would damage my tyres if I just stayed there."

Alonso had pitted on lap 17 for a new set of primes, having kept Raikkonen behind him for the whole stint. But freed of the Ferrari's obstruction, Kimi ran another three very rapid laps, a full 0.8s faster than Alonso had been going and quicker even than Fernando could manage on his new tyres. It was enough for Kimi to comfortably leapfrog past the Ferrari, and brought him up to fifth, on another set of the soft tyres, with the Button/Vettel contest 5s up the road and the leader 13.6s ahead.

Alonso was left behind, fending off the Red Bull of Mark Webber, one of

"I had to save my speed for the last sector and I did that every lap"

Lewis Hamilton

"Yeah, the team wasn't sure if I could do my target times without using up the tyres," said Lewis afterwards, "but I was confident I could." This confidence was coming partly from the fact that he wasn't pushing flat out. "I had to save my speed for the last sector and made sure I drew a big enough gap in the last three corners – and I did that every lap. I could see it was very difficult for them to follow, particularly through those areas, so it was important to make sure you maximised there, especially with the DRS zone following."

At the pitstop there was a slight delay as the traffic light system malfunctioned, Lewis getting under way on his fresh mediums after 4.2s. Lotus pitted Grosjean the next lap – and there was a problem there too. Normally the rear jack man will drop



Senna was on fine form for Williams all weekend

the car when he receives a light signal from each wheelgun. In this case the switch on the right-rear wheelgun didn't work. The jack man did it the old-fashioned way by checking each wheel man was finished before he dropped the car, but it had all taken 4.9s. But now Romain was on the faster soft tyres

and he quickly hunted Hamilton back down. Within five laps he had wiped out a 3.6s deficit and was now in the DRS zone. But what next? He was soon right back into stalemate, Hamilton's use of the McLaren's grip and traction through the last corner easily enough to keep the Lotus behind, the DRS only clawing back

very few to start the race on the primes from his lowly grid place. He went into this race expecting to three-stop, hoping to go into the final laps on softs to pick off some out-of-rubber runners, so was running another set of mediums for his second stint. He was being held up by the Ferrari but finding, just like everyone else, that being quicker wasn't enough to get you past.

Grosjean and Lotus continued to prove the point. On the faster tyres he could alternately fall back and close up on Hamilton at will – but that was as far as he could get. Hamilton was not pushing hard at this point, determined as he was to remain on the two-stop strategy. This was keeping the field quite closely bunched, with Button still only 6s or so back and a very frustrated Vettel hard on his ▶

7  **1/10**
Event rating

MICHAEL SCHUMACHER
Mercedes F1 W03-09
Start: 17th. DNF
Crashed on Friday, qualified badly, struggled to match Rosberg's pace, parked in the wrong place on the grid, switched his engine off when he shouldn't have, sped in the pitlane, held up frontrunners, then retired after climbing no higher than 18th. His worst F1 weekend ever?

8  **7/10**
Event rating

NICO ROSBERG
Mercedes F1 W03-07
Start: 13th. Finish: 10th
The Mercedes wasn't at its best on the long corners of the Hungaroring and it's difficult to be too critical of Rosberg for missing Q3. Had a good, solid race to the final point and it's questionable whether he had any business finishing ahead of any of the cars that crossed the line before him.

9  **9/10**
Event rating

KIMI RAIKKONEN
Lotus-Renault E20-05
Start: 5th. Finish: 2nd
Raikkonen was happier with the car thanks to a small adjustment of the front springs that made all the difference. Qualified disappointingly, but drove superbly in the race. On a track on which overtaking was easier, this could well have been a win.

10  **8/10**
Event rating

ROMAIN GROSJEAN
Lotus-Renault E20-04
Start: 2nd. Finish: 3rd
This weekend encapsulated Grosjean perfectly. He was searingly fast in qualifying and inch-perfect from the start to the exit of Turn 2 to preserve second. A few small errors meant that he slipped behind his team-mate but a third podium of the year was still impressive.

11  **6/10**
Event rating

PAUL DI RESTA
Force India-Merc VJM05-02
Start: 12th. Finish: 12th
Hoped to fight for points despite not matching Hulkenberg in qualifying. During the race, the two-place difference between them closed as the Force Indias regressed to the mean, suggesting that both drivers pretty much got the most out of what they had on race day.

12  **7/10**
Event rating

NICO HULKENBERG
Force India-Merc VJM05-03
Start: 10th. Finish: 11th
His Q2 time would have been good enough for fifth on the grid, which is testament to the single-lap speed that he was able to find. It became clear early in the race that he wasn't having the best time with rear tyre degradation and it was no surprise to see him slipping behind Rosberg.

tail, telling his team they needed to do something because he could lap much quicker. The problem was there were no gaps to drop him into if they brought him in and, as with Grosjean, this was effectively wasting the benefit of the faster soft tyres. Raikkonen followed 3s or so back then Alonso/Webber, Bruno Senna's Williams and Felipe Massa's Ferrari. It was one big circulating mass doing roughly the same Hamilton-dictated speed – and this was putting building pressure on someone to break the stalemate.

By the 31st lap Grosjean was less than 1s behind the leader and, looking to the second stops, if Lotus could only get him in before Hamilton, he could surely undercut past him, using his new tyres to pump in the fast out-lap while Lewis circulated for another lap on his old rubber. The problem was finding a gap in the traffic in that big circulating lump that would allow Grosjean to do that. A stop would take 18s allowing for a stationary time of 4s – which as things stood would have brought him out behind Alonso, maybe even Webber: "We were very wary about trying that," said Lotus' Alan Permane, "especially as Webber was on the primes and may have been running for a long time yet. If we'd got stuck there, and the others around us stayed out, Button and Vettel may have done us.

We were not far enough clear of them. It was too risky."

Lotus continued to monitor that gap. If only Hamilton would start lapping faster, so that the gap back to Alonso's sixth place would open up to 20-21s or so, then they could try for the undercut. But that just wasn't happening; the gap remained stubbornly at 18s as Lewis continued to do just enough to save his tyres. Unknowingly, he was trapping Grosjean into a tactical stalemate.

This was creating possibilities for those behind. On lap 34 Red Bull prepared to bring Vettel in, as there

"For a moment I thought we might have been on to jump Kimi past Hamilton"

Lotus's Alan Permane

was a nice gap between Senna and Massa they could drop him into that would potentially allow Seb the fast out-lap to leapfrog him past Button. But as Red Bull then saw McLaren getting ready to stop, so they then cancelled and stayed out.

Jenson was brought in and changed to fresh softs, emerging just behind Senna. Now Button was confused: "Before they brought me in I could still see the leaders, the tyres were still OK yet the team pitted me

Three-stopper put Button behind Alonso



Webber tackled opening stint on medium Pirellis

early again. That just dropped me into traffic that was slower than the cars I'd been racing. It seemed like a slight misunderstanding of the positioning on the circuit. We called the strategy very wrong."

"We believed Jenson's tyre deg wouldn't have allowed him to two-stop," said sporting director Sam Michael, "so even though stopping him when we did dropped him into traffic, if we'd gone much longer we'd have been too late for a three-stop." Sadly for Button, Senna would run for another eight laps.

Let off the leash, and with clear air ahead of him at last, Vettel banged in the race's fastest lap so far, a full 1s faster than Hamilton and Grosjean. Raikkonen, also on the soft tyres, went with him and they quickly closed down the gap.

Three laps after Button was pulled out of their way, Vettel was just 4.5s behind Grosjean. But with Raikkonen now lapping at an extraordinary pace, 0.6s faster even than Vettel and almost 2s faster than the leaders, Red Bull realised it was in real danger of being undercut by Kimi. Thus it brought Seb in for his second stop on lap 38 and he was fitted with a set of primes. He exited only just in front of Senna/Button, but his pace on the mediums was nowhere near good enough to counter Raikkonen's continuing pummelling charge. "It was just extraordinary how much pace Kimi was able to unleash at that point," said Permane. "He just went crazy and for a moment I thought we might even have been on to jump him past Hamilton."

Grosjean was brought in to

DRIVER BY DRIVER by Edd Straw

14  **5/10**
Event rating

KAMUI KOBAYASHI
Sauber-Ferrari C31-01
Start: 15th. Finish: 18th
Like his team-mate, Kobayashi struggled to get performance out of the Sauber and was further compromised by losing positions at the start. An early pitstop sent him into a spiral of time-loss that ultimately led to Kovalainen being classified ahead of him.

15  **5/10**
Event rating

SERGIO PEREZ
Sauber-Ferrari C31-02
Start: 14th. Finish: 14th
Coming one week after the Mexican breezed from the ninth row of the grid to a top six finish, it's difficult to know what to make of Sauber's weekend. Perez seemed to struggle badly for front-end grip all weekend. It's so hard to pass here that all was pretty much lost on Saturday.

16  **6/10**
Event rating

DANIEL RICCIARDO
Toro Rosso-Ferrari STR7-04
Start: 18th. Finish: 15th
Fell in Q1 for the first time this season, blaming a Lotus that came out of the pits just in front of him for compromising his STR aerodynamically. In a car that isn't quick enough to fight for points on merit, it was no surprise to see him not far ahead of the lead Caterham.

17  **6/10**
Event rating

JEAN-ERIC VERGNE
Toro Rosso-Ferrari STR7-03
Start: 16th. Finish: 16th
Managed to avoid dropping out of qualifying in Q1, but the aggression that he displayed to do so continued in the race and took its toll on the tyres. His four-stop strategy was a consequence of an occasionally lairy style, particularly when pressured by Kovalainen.

18  **6/10**
Event rating

PASTOR MALDONADO
Williams-Renault FW34-02
Start: 8th. Finish: 13th
Looked to be struggling to match his team-mate for sheer pace, but pulled it out of the bag in qualifying. A bad getaway meant that he was, at best, flirting with the points and it was no surprise considering his recent record to see him penalised for hitting di Resta.

19  **8/10**
Event rating

BRUNO SENNA
Williams-Renault FW34-03
Start: 9th. Finish: 7th
By Williams chief operations engineer Mark Gillan's reckoning, this was comfortably Senna's strongest weekend since joining the team. Seemed to tighten up a little bit during qualifying and should have done even better than ninth, but his race was excellent.



Hamilton's title bid is now back on track



Pic was unsung star



Rosberg salvaged point in difficult Mercedes

counter Vettel's stop on lap 39 – from less than 1s behind Hamilton. There might yet have been an opportunity to jump the McLaren, if he could somehow clear Alonso. But it was going to be very tight and his in-lap wasn't great, not the best of times to encounter HRTs and Marussias. Furthermore, he was fairly gentle in his approach to his marks and the vital moments slipped away. The stop itself was okay at 3.3s but as the Lotus rejoined on his new mediums, Hamilton was responding with an in-lap a full 1s faster than Grosjean's had been; and with a stop of 2.8s from the McLaren boys, Lewis was comfortably ahead upon rejoining and bang on schedule to remain on a two-stop. The Grosjean challenge had been seen off.

The worry for McLaren now was Raikkonen, who'd pulled himself into contention with that dizzyingly fast sequence of laps. Hamilton had been lapping in the mid-27s before his stop and on his fresh mediums was soon into the mid-26s. But Raikkonen, on tyres that were by now over 20 laps old, was in the high-25s as the race leader. Lewis desperately needed not to fall more than 17-18s behind Kimi. He'd exited around 14s behind but with Kimi initially almost 1s faster. On the 42nd lap he lost a further 0.7s to the Lotus, but one more lap and the crisis was over; Raikkonen's tyres were finally beginning to wilt and Hamilton was able to equal his time to keep the gap at 14s and a lap later Hamilton was 0.2s faster. Lotus brought Kimi in at the end of the 45th lap.

He couldn't now pass Hamilton, but that charge had brought Kimi level-pegging with team-mate Grosjean. As Raikkonen pitted for a final time, Grosjean knew he had to push hard. So it was hugely frustrating for him that as he came to lap Schumacher, Michael was very tardy in acknowledging the blue

flags. "He cost me 1.5s on that lap," fumed Grosjean, who approached the end of the straight neck-and-neck with his team-mate exiting the pitlane, Kimi costing himself vital fractions by keeping his pit limiter button pressed down too long.

Side-by-side into Turn 1, Romain not quite able to cut across, Kimi on the inside, Vettel watching on from just a couple of car lengths back. Kimi eased his team-mate over onto the exit kerbs and the dust beyond. Raikkonen was now second and it was all Grosjean could do to keep Vettel behind him as he rejoined. "Kimi did what he had to do," accepted Grosjean, who thereafter fell back, concentrating just on staying ahead of the Red Bull.

That was essentially it. Hamilton was on his way to a very accomplished and disciplined victory, with Lotus once more the fastest race car denied only through track positioning. Webber was running about 10s behind Vettel when his differential developed a fault, the resultant wheel-spinning forcing him to make a third stop and dropping him behind Alonso, Button and Senna and just ahead of Massa. Those laps stuck behind Senna had ultimately lost Button fifth place to Alonso.

Vettel in fourth was so far clear of Alonso that he was able to make a third stop for fresh tyres 12 laps from the end. This combination of light fuel and fresh softs bagged him another fastest lap. A solitary 10th place point was Nico Rosberg's reward for a long afternoon in a difficult Mercedes.

"If this had been a track where overtaking was possible, I think the result might have been very different," said Hamilton. That's a thought the whole field might ponder during the summer break with Raikkonen's kingdom of Spa next on the calendar. ☼

20  **8/10**
Event rating

HEIKKI KOVALAINEN
Caterham-Renault CT01-3
Start: 19th. Finish: 17th
It was the same old story for the 2008 Hungarian Grand Prix winner, who did all that could be expected with the machinery. Qualified, and finished, ahead of all those that he could reasonably be expected to but despite hanging onto the STRs in the first stint, gradually fell back.

21  **6/10**
Event rating

VITALY PETROV
Caterham-Renault CT01-2
Start: 20th. Finish: 19th
Blamed qualifying six-tenths off Kovalainen on a mistake on his best Q1 lap. Spent the first stint running with Kovalainen then gradually slipped away, complaining of balance problems. All of this meant he only briefly showed pace comparable to his team-mate when it mattered.

22  **7/10**
Event rating

PEDRO DE LA ROSA
HRT-Cosworth F112-02
Start: 23rd. Finish: 22nd
It's difficult to judge whether the Spaniard got the most out of the car in qualifying, but he seemed pretty happy despite being unable to bother the Marussias. Was in a similar position in the race and could do nothing about Pic, but was ahead in the intra-HRT battle, which is all you can ask.

23  **6/10**
Event rating

NARAIN KARTHIKEYAN
HRT-Cosworth F112-03
Start: 24th. DNF
Continues to inch towards de la Rosa on qualifying pace, ending up a quarter-of-a-second down despite the team having to hack bodywork off to solve a cooling problem, costing downforce. Had a tidy race, ultimately retiring when a lower wishbone bolt sheared.

24  **4/10**
Event rating

TIMO GLOCK
Marussia-Cosworth MR01-02
Start: 22nd. Finish: 21st
Glock seemed a little lacklustre, perhaps not surprising since he once finished second here and is now in humbler machinery. Had a poor race, spinning on lap three and regularly suffering from big lockups as he made heavy weather of getting back past the HRTs.

25  **10/10**
Event rating

CHARLES PIC
Marussia-Cosworth MR01-03
Start: 21st. Finish: 20th
Rounded out an impressive rookie half-season by outqualifying, and outracing, Glock for the second race in succession. Considering how strong the German traditionally is at this type of track, that's impressive. Was able to turn in some genuinely midfield lap times.

Drawing board



Gary Anderson, Mark Hughes and Giorgio Piola outline aerodynamic modifications made by Ferrari, McLaren, Lotus and Mercedes for the Hungarian Grand Prix

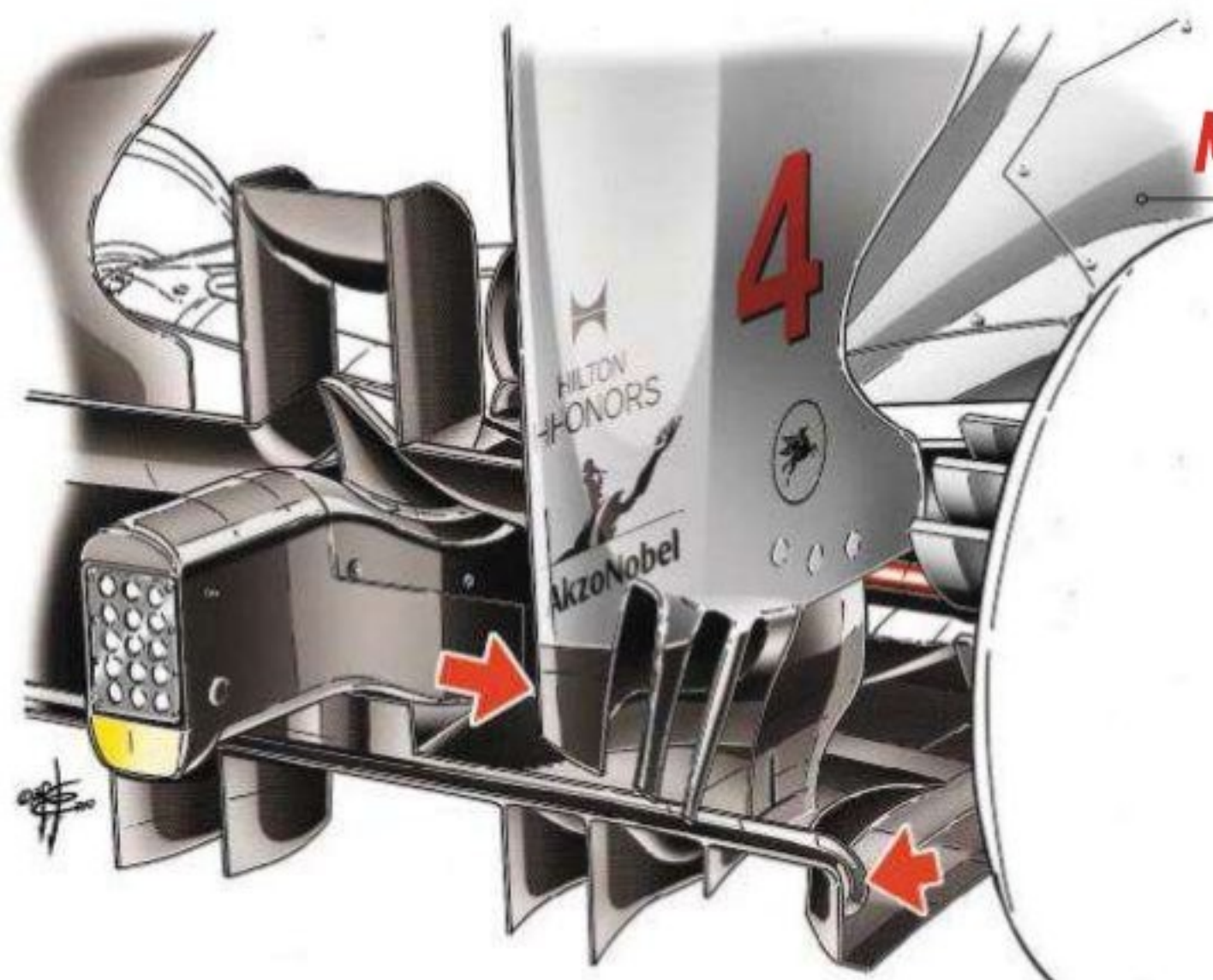
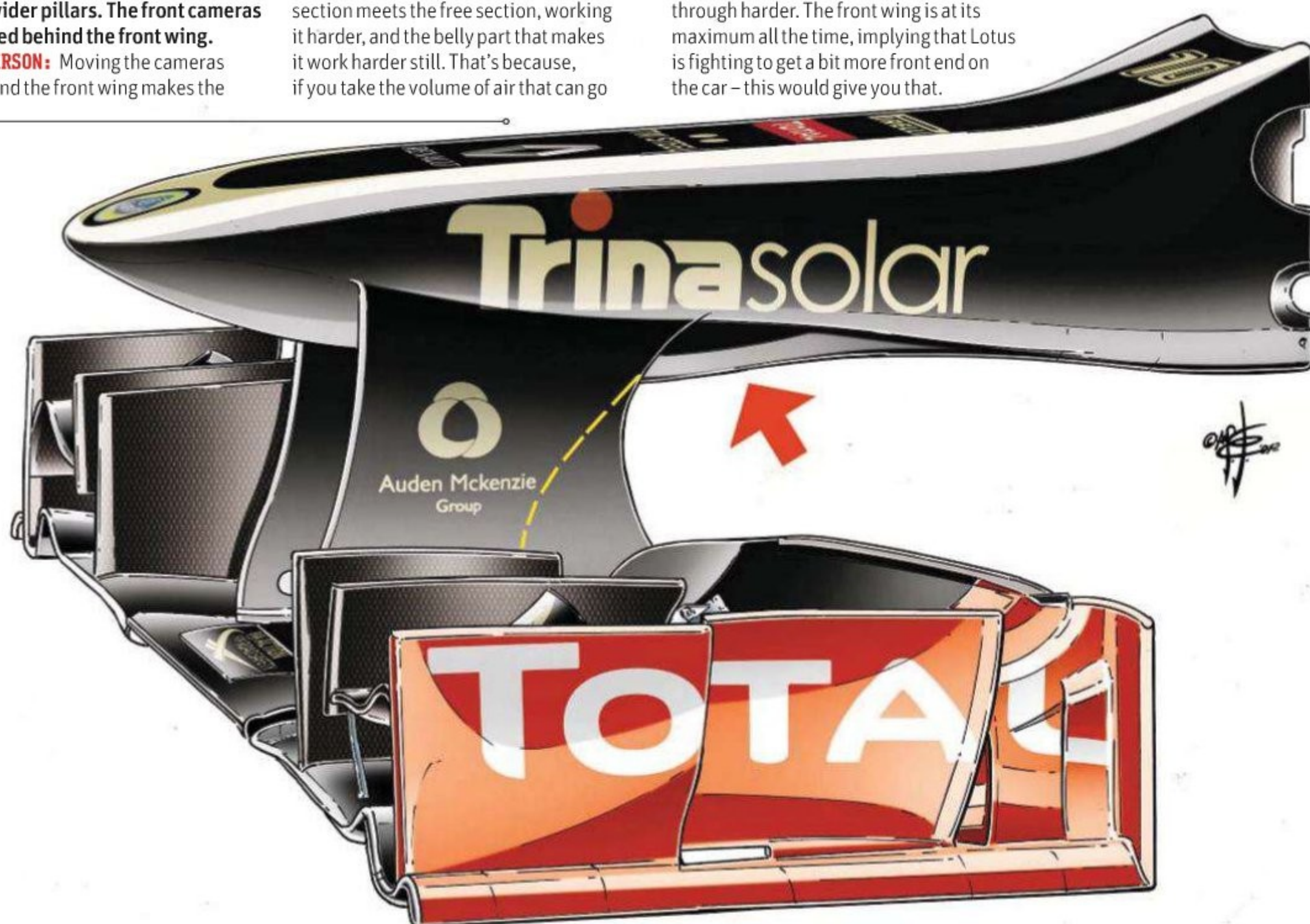
LOTUS'S HARDER-WORKING WINGS

➔ Lotus appeared with a new 'pregnant' nose (arrowed) and revised, wider pillars. The front cameras were moved behind the front wing.

GARY ANDERSON: Moving the cameras down behind the front wing makes the

neutral section also work as a wing. It's now got endplates where the neutral section meets the free section, working it harder, and the belly part that makes it work harder still. That's because, if you take the volume of air that can go

through any given area, it gets expanded at the back so you're dragging that air through harder. The front wing is at its maximum all the time, implying that Lotus is fighting to get a bit more front end on the car – this would give you that.



MCLAREN'S SITUATION DIFFUSER

➔ McLaren extended the gurney section atop the diffuser around the outer corners, in much the same way that Red Bull did earlier in the year.

GARY ANDERSON: The whole outboard curvature of the vane (arrowed right of pic) is all about making that airflow turn inwards at the back. The turning vanes on the endplates (arrowed left of pic) do the same job, and attempt to make the diffuser 'see' the width of the whole car, rather than just the width of the diffuser. The splitters are about compartmentalising the airflow separation, so that it doesn't spread across the whole width of the diffuser.

FERRARI'S DOWNFORCE DUCTS

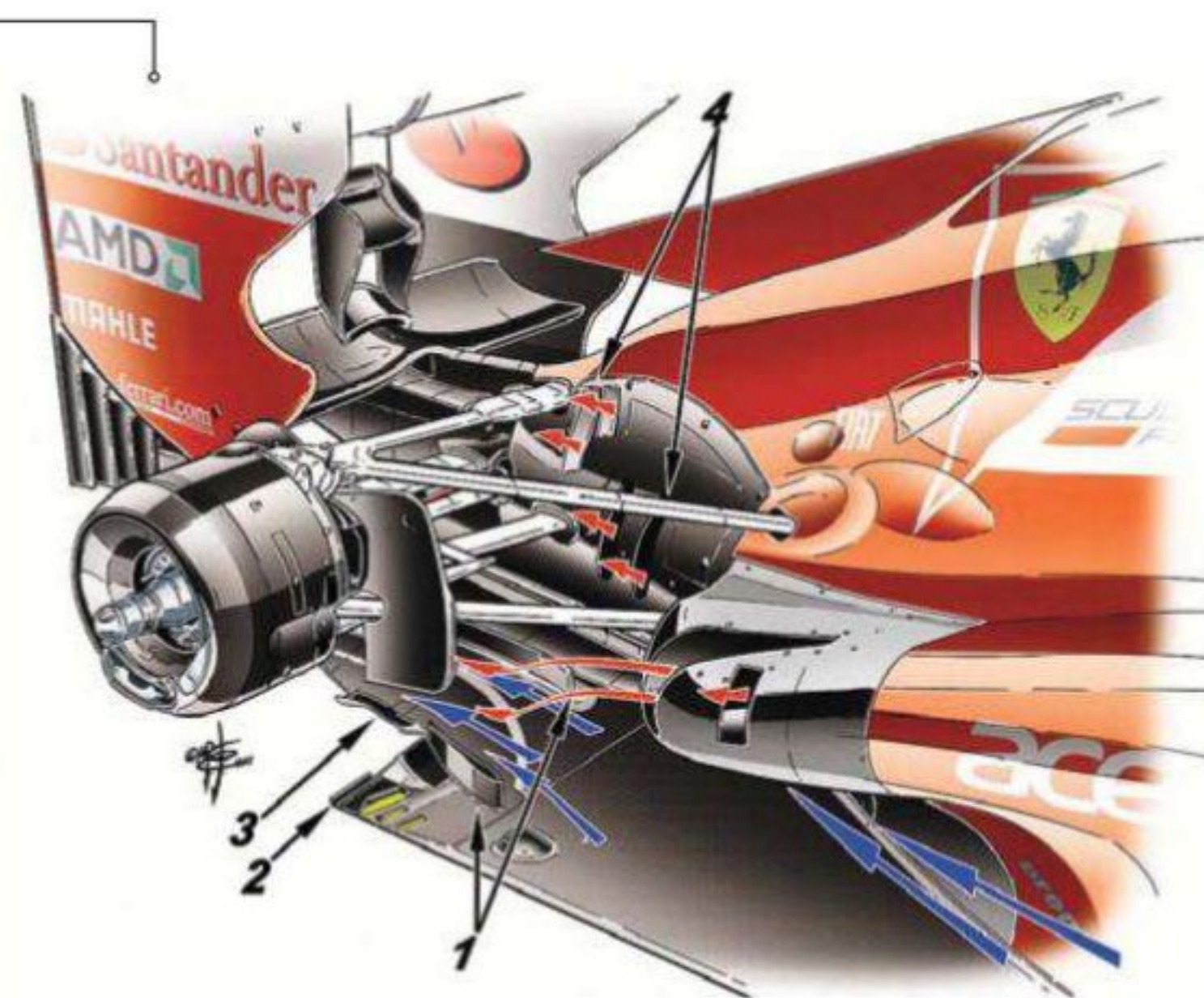
➔ Ferrari made further tweaks to its lower-rear bodywork ahead of the rear wheels, with extra vanes (1) and gurney strips (2 and 3) strategically placed on the outer floor, as it sought to further improve the flow to the downforce-producing brake ducts and sides of the diffuser. Cooling holes (4) were also cut to cope with the high temperatures of the Hungaroring.

GARY ANDERSON: The turning vane (1) is to catch the exhaust flow, to ensure that it goes to all the downforce-creating devices, and the brake ducts, which give useful downforce directly on the wheels without having to go through the suspension. Because of the way it turns the airflow, you're stopping the diffuser leaking from the sides too, so it's a double whammy. The gurney on the floor (2) is for the same reason.

The airflow in front of the tyre will attempt to disperse, and most flows inside the wheels because of the low-pressure area of the floor. That happens up to at least axle height. At the back you want that airflow to suck on the floor; in

effect, you're creating a mini-diffuser. The gurney flap is to make the underfloor work harder. You're trying to get this corner of floor to create downforce in its own right, as well as feeding flow to downforce-producing devices further back. This part (3) is an extension of the same device. You want the airflow beneath there to meet a leading edge, because if it's sharp then it's very sensitive. It creates another small diffuser – with a leading edge and a low-pressure area behind. All the low-pressure parts of the whole floor talk to each other in how they link up the flow, but the more produced, the greater the sum of the parts.

Extra cooling ducts (4) will be circuit-specific for Hungary because of the low average speeds and high temperatures. Ferrari cuts the holes in the bodywork – not pretty, but effective. The Coke-bottle profile is quite aggressive, and there'll be a tendency for the airflow to lift off that surface, so that's the right place to put a hole: it will suck through the flow that would otherwise try to lift.



MERCEDES WINGS IT

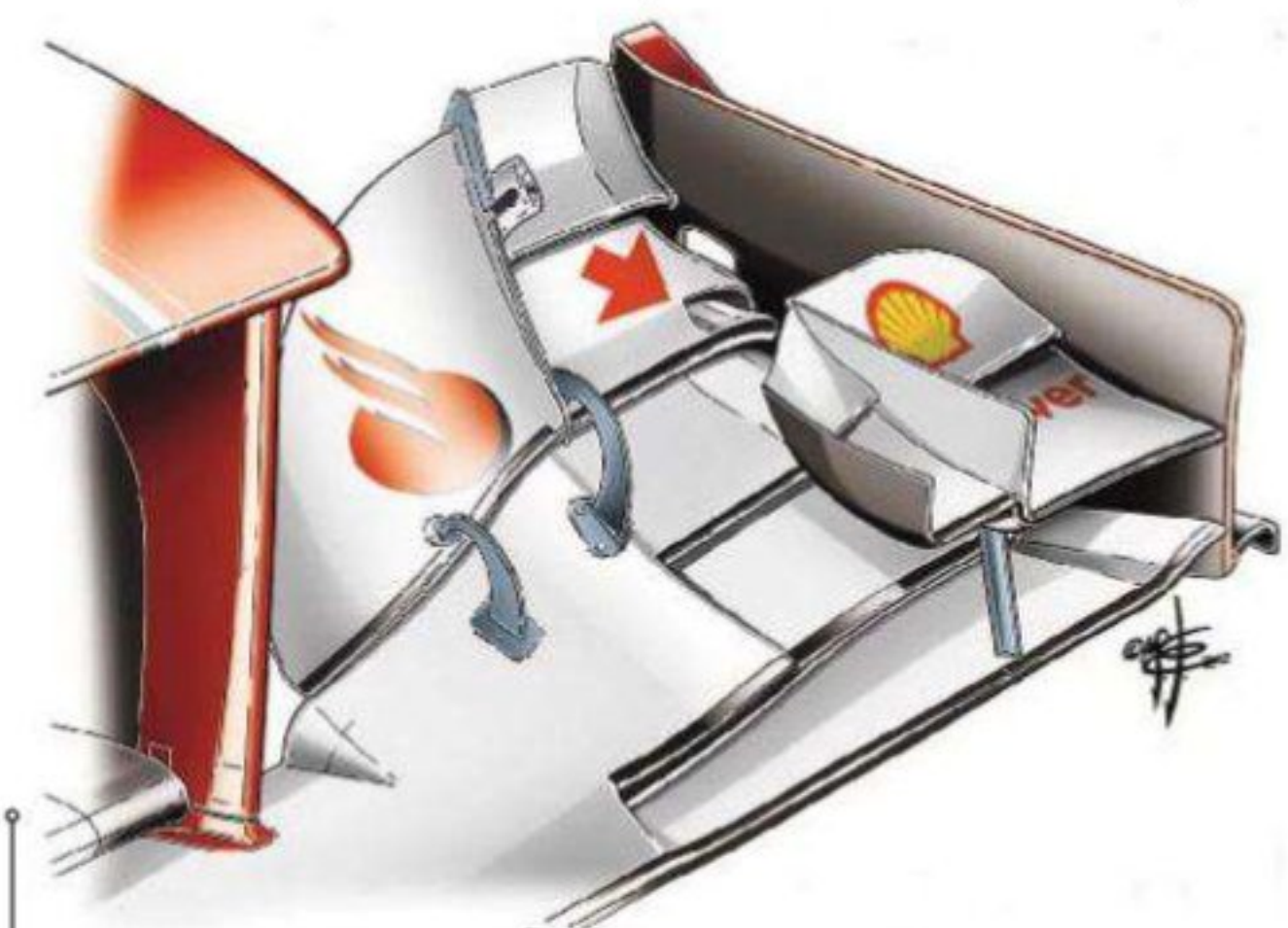
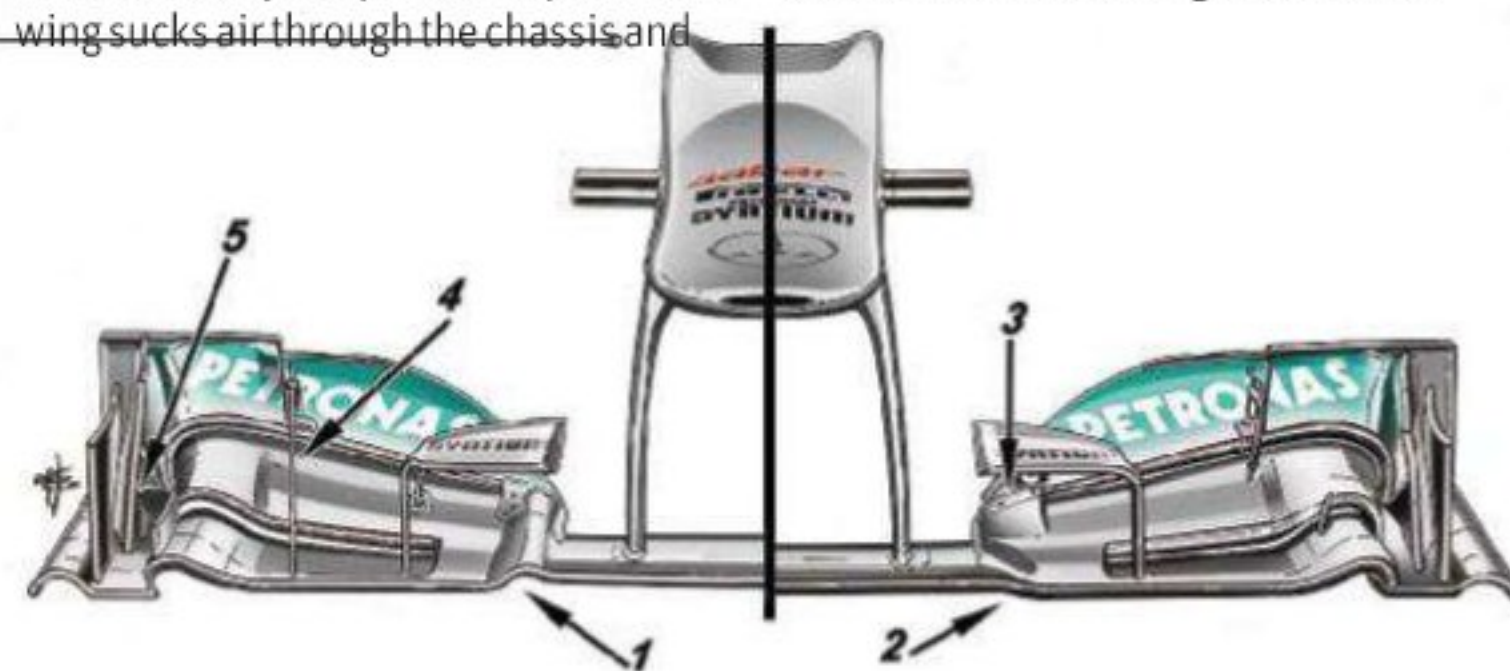
➔ Mercedes made further changes to its front wing. The one on the left is pre-Montreal, while that on the right is in Hungaroring spec. The vortex-generating kink (1) has been removed (2), the transition from the neutral centre section to the free outer-section has been made more abrupt (3), and the separating fence for the endplate (4) has been removed, as has an endplate vane (5).

GARY ANDERSON: Mercedes runs a lot less front wing than it has available, and it runs with all these bits on, with the endplate missing – I don't understand why it thinks that this philosophy will work. Everyone else has their cameras mounted low to make the neutral centre section work as a wing, but Mercedes doesn't – and it still has the double DRS, which I think is part of its problem. The team should put a champagne cork in that DRS hole – but the problem is that it doesn't have any!

Transient aero is what makes a car work, and this system messes with it. In DRS mode, as you open the flap the front wing sucks air through the chassis and

reduces the performance of the front wing. When you hit the brake pedal the DRS then shuts, and the rear wing should attach immediately. But because you've got this long hosepipe from the rear-wing endplates to the front wing, there's a time lag. At somewhere like Monza this would be good: as you hit the brake at 330km/h, you want as much grip at the rear as possible, and this set-up gives you that. Because it's a long braking zone at that speed, by the time you turn in you've got the front grip because you've given the front wing time to re-attach.

But at somewhere like Hungaroring, with small braking episodes, you don't have a huge braking time, and are perhaps turning in on the brakes. So you shut the DRS; the rear wing attaches perfectly, but you want the car to change direction and it doesn't because the front wing hasn't re-attached. By mid-corner it's OK. If you then stick front wing on to get rid of that initial understeer, you'll have oversteer mid-corner as the front wing re-attaches.



FERRARI DITCHES DESIGN

➔ Ferrari made yet another variation on its front wing at the Hungaroring, but it wasn't used after being trialled in testing by both drivers.

GARY ANDERSON: Ferrari normally has a three-slot endplate; three progressively smaller bleed points. It also has a wing endplate where the holes become progressively bigger. This one has four bleed points. The combination of endplate and flap allows more air to bleed through. Look at the Lotus or Sauber – they have more sophisticated endplates than this: three-dimensional units with the slots all interacting to take account of vertical and lateral forces. You can create lateral aerodynamic steer by having an endplate

arrangement that, as the airflow changes as you steer the wheel, makes the wing work better one side and worse the other – which accentuates the steering effect. Not many teams today look at the lateral forces, but I did a front wing at Stewart with a huge amount of aero lateral thrust. The driver didn't like it – the turn-in was too good and he didn't get the appropriate steering feel. But there's something in it, I'm sure, and the more sophisticated front wings you see are probably using a bit of it. Even so, this isn't one of them. I don't think this is a very good package, and anywhere you have a lot of steering lock – like at the Hungaroring – the lack of three-dimensional wing performance will become worse.

HUNGARIAN GP RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	HAMILTON	1m22.821s
2	BUTTON	1m22.922s
3	ALONSO	1m23.397s
4	ROSBERG	1m23.628s
5	GROSJEAN	1m23.633s
6	SCHUMACHER	1m23.845s
7	MASSA	1m23.904s
8	RAIKKONEN	1m23.983s
9	BOTTAS	1m24.152s
10	PEREZ	1m24.268s
11	MALDONADO	1m24.300s
12	KOBAYASHI	1m24.394s
13	WEBBER	1m24.546s
14	DI RESTA	1m24.559s
15	VETTEL	1m24.608s
16	RICCIARDO	1m25.354s
17	VERGNE	1m25.559s
18	BIANCHI	1m25.715s
19	PETROV	1m26.440s
20	PIC	1m26.705s
21	KOVALAINEN	1m26.755s
22	GLOCK	1m27.015s
23	DE LA ROSA	1m27.101s
24	CLOS	1m28.176s

Weather: dry

PRACTICE 2: Friday

POS	DRIVER	TIME
1	HAMILTON	1m21.995s
2	RAIKKONEN	1m22.180s
3	SENNA	1m22.253s
4	MASSA	1m22.417s
5	ALONSO	1m22.582s
6	BUTTON	1m22.747s
7	DI RESTA	1m22.794s
8	VETTEL	1m22.824s
9	GROSJEAN	1m22.922s
10	SCHUMACHER	1m23.160s
11	ROSBERG	1m23.164s
12	MALDONADO	1m23.337s
13	HULKENBERG	1m23.713s
14	WEBBER	1m23.814s
15	KOBAYASHI	1m23.841s
16	VERGNE	1m24.328s
17	RICCIARDO	1m24.345s
18	PEREZ	1m24.623s
19	PETROV	1m24.823s
20	KOVALAINEN	1m25.220s
21	GLOCK	1m27.104s
22	DE LA ROSA	1m27.106s
23	PIC	1m27.185s
24	KARTHIKEYAN	1m27.822s

Weather: dry, then wet, then drying

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	WEBBER	1m21.550s
2	HAMILTON	1m21.643s
3	VETTEL	1m21.671s
4	SENNA	1m21.876s
5	ALONSO	1m21.884s
6	RAIKKONEN	1m21.953s
7	GROSJEAN	1m22.110s
8	MASSA	1m22.136s
9	DI RESTA	1m22.191s
10	BUTTON	1m22.233s
11	MALDONADO	1m22.381s
12	KOBAYASHI	1m22.387s
13	VERGNE	1m22.492s
14	HULKENBERG	1m22.530s
15	PEREZ	1m22.597s
16	RICCIARDO	1m22.716s
17	SCHUMACHER	1m22.868s
18	ROSBERG	1m22.931s
19	KOVALAINEN	1m24.036s
20	PETROV	1m24.547s
21	PIC	1m25.224s
22	GLOCK	1m25.497s
23	DE LA ROSA	1m26.785s
24	KARTHIKEYAN	1m26.898s

Weather: dry

FRIDAY TESTERS



1 VALTTERI BOTTAS
WILLIAMS 1m24.152s



2 JULES BIANCHI
FORCE INDIA 1m25.715s



3 DANI CLOS
HRT 1m28.176s



QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	HAMILTON	1m21.794s (1)	1m21.060s (1)	1m20.953s
2	GROSJEAN	1m22.755s (13)	1m21.657s (9)	1m21.366s
3	VETTEL	1m22.948s (17)	1m21.407s (2)	1m21.416s
4	BUTTON	1m22.028s (3)	1m21.618s (7)	1m21.583s
5	RAIKKONEN	1m22.234s (9)	1m21.583s (5)	1m21.730s
6	ALONSO	1m22.095s (5)	1m21.598s (6)	1m21.844s
7	MASSA	1m22.203s (8)	1m21.534s (4)	1m21.900s
8	MALDONADO	1m22.475s (12)	1m21.504s (3)	1m21.939s
9	SENNA	1m22.271s (10)	1m21.697s (10)	1m22.343s
10	HULKENBERG	1m22.176s (7)	1m21.653s (8)	1m22.847s
11	WEBBER	1m22.829s (16)	1m21.715s	-
12	DI RESTA	1m21.912s (2)	1m21.813s	-
13	ROSBERG	1m22.079s (4)	1m21.895s	-
14	PEREZ	1m22.110s (6)	1m21.895s	-
15	KOBAYASHI	1m22.801s (15)	1m22.300s	-
16	VERGNE	1m22.799s (14)	1m22.380s	-
17	SCHUMACHER	1m22.436s (11)	1m22.723s	-
18	RICCIARDO	1m23.250s	-	-
19	KOVALAINEN	1m23.576s	-	-
20	PETROV	1m24.167s	-	-
21	PIC	1m25.244s	-	-
22	GLOCK	1m25.476s	-	-
23	DE LA ROSA	1m25.916s	-	-
24	KARTHIKEYAN	1m26.178s	-	-

Weather: dry

QUALIFYING STATISTICS

	HEAD TO HEAD	
VETTEL	6	5 WEBBER
BUTTON	1	10 HAMILTON
ALONSO	11	0 MASSA
SCHUMACHER	5	6 ROSBERG
RAIKKONEN	4	7 GROSJEAN
DI RESTA	5	6 HULKENBERG
KOBAYASHI	6	5 PEREZ
RICCIARDO	9	2 VERGNE
MALDONADO	9	2 SENNA
KOVALAINEN	9	2 PETROV
DE LA ROSA	11	0 KARTHIKEYAN
GLOCK	6	4 PIC



THE GRID

1 HAMILTON McLAREN 1m20.953s Soft	2 GROSJEAN LOTUS 1m21.366s Soft
3 VETTEL RED BULL 1m21.416s Soft	4 BUTTON McLAREN 1m21.583s Soft
5 RAIKKONEN LOTUS 1m21.730s Soft	6 ALONSO FERRARI 1m21.844s Soft
7 MASSA FERRARI 1m21.900s Soft	8 MALDONADO WILLIAMS 1m21.939s Soft
9 SENNA WILLIAMS 1m22.343s Soft	10 HULKENBERG FORCE INDIA 1m22.847s Soft
11 WEBBER RED BULL 1m21.715s Medium	12 DI RESTA FORCE INDIA 1m21.813s Soft
13 ROSBERG MERCEDES 1m21.895s Soft	14 PEREZ SAUBER 1m21.895s Soft
15 KOBAYASHI SAUBER 1m22.300s Soft	16 VERGNE TORO ROSSO 1m22.380s Soft
17 SCHUMACHER MERCEDES 1m22.723s Soft	18 RICCIARDO TORO ROSSO 1m23.250s Soft
19 KOVALAINEN CATERHAM 1m23.576s Soft	20 PETROV CATERHAM 1m24.167s Soft
21 PIC MARUSSIA 1m25.244s Medium	22 GLOCK MARUSSIA 1m25.476s Medium
23 DE LA ROSA HRT 1m25.916s Medium	24 KARTHIKEYAN HRT 1m26.178s Soft

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

THE RACE: 69 laps, 187.808 miles

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PIT STOP	TIME IN PITS	GRID
1	LEWIS HAMILTON	McLAREN-MERCEDES	69	1h41m05.503s	1m25.677s	2	39.495s	1
2	KIMI RAIKKONEN	LOTUS-RENAULT	69	+1.032s	1m25.728s	2	39.859s	5
3	ROMAIN GROSJEAN	LOTUS-RENAULT	69	+10.518s	1m26.050s	2	42.382s	2
4	SEBASTIAN VETTEL	RED BULL-RENAULT	69	+11.614s	1m24.136s	3	57.675s	3
5	FERNANDO ALONSO	FERRARI	69	+26.653s	1m25.738s	2	39.034s	6
6	JENSON BUTTON	McLAREN-MERCEDES	69	+30.243s	1m25.831s	3	58.846s	4
7	BRUNO SENNA	WILLIAMS-RENAULT	69	+33.899s	1m26.248s	2	40.817s	9
8	MARK WEBBER	RED BULL-RENAULT	69	+34.458s	1m25.402s	3	58.172s	11
9	FELIPE MASSA	FERRARI	69	+38.350s	1m25.920s	2	39.898s	7
10	NICO ROSBERG	MERCEDES	69	+51.234s	1m25.830s	2	40.984s	13
11	NICO HULKENBERG	FORCE INDIA-MERCEDES	69	+57.283s	1m26.073s	2	41.343s	10
12	PAUL DI RESTA	FORCE INDIA-MERCEDES	69	+1m02.887s	1m25.976s	2	40.812s	12
13	PASTOR MALDONADO	WILLIAMS-RENAULT	69	+1m03.606s	1m25.723s	3	53.265s	8
14	SERGIO PEREZ	SAUBER-FERRARI	69	+1m04.494s	1m25.218s	2	40.536s	14
15	DANIEL RICCIARDO	TORO ROSSO-FERRARI	68	-1 lap	1m26.508s	3	1m00.167s	18
16	JEAN-ERIC VERGNE	TORO ROSSO-FERRARI	68	-1 lap	1m26.061s	4	1m19.465s	16
17	HEIKKI KOVALAINEN	CATERHAM-RENAULT	68	-1 lap	1m26.595s	3	1m03.202s	19
18	KAMUI KOBAYASHI	SAUBER-FERRARI	67	hydraulics	1m25.745s	2	40.299s	15
19	VITALY PETROV	CATERHAM-RENAULT	67	-2 laps	1m27.629s	3	1m03.202s	20
20	CHARLES PIC	MARUSSIA-COSWORTH	67	-2 laps	1m28.727s	2	42.293s	21
21	TIMO GLOCK	MARUSSIA-COSWORTH	66	-3 laps	1m28.447s	2	41.720s	22
22	PEDRO DE LA ROSA	HRT-COSWORTH	66	-3 laps	1m28.765s	2	44.209s	23
R	NARAIN KARTHIKEYAN	HRT-COSWORTH	60	suspension	1m29.506s	2	43.290s	24
R	MICHAEL SCHUMACHER	MERCEDES	58	precautionary	1m26.778s	3	55.038s	17

Weather: dry. Winner's average speed: 111.468mph. Fastest lap: Sebastian VETTEL 1m24.136s (116.478mph) on lap 68.
Lap leaders: 1-17 Hamilton; 18-19 Grosjean; 20 Raikkonen; 21-40 Hamilton; 41-45 Raikkonen; 46-69 Hamilton.

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	164	5 th	1 st	9 th	7 th	2 nd	3 rd	5 th	1 st	2 nd	1 st	5 th									
2	WEBBER	124	4 th	4 th	4 th	4 th	11 th	1 st	7 th	4 th	1 st	8 th	8 th									
3	VETTEL	122	2 nd	11 th	5 th	1 st	6 th	4 th	4 th	ret	3 rd	5 th	4 th									
4	HAMILTON	117	3 rd	3 rd	3 rd	8 th	8 th	5 th	1 st	19 th	8 th	ret	1 st									
5	RAIKKONEN	116	7 th	5 th	14 th	2 nd	3 rd	9 th	8 th	2 nd	5 th	3 rd	2 nd									
6	ROSBERG	77	12 th	13 th	1 st	5 th	7 th	2 nd	6 th	6 th	15 th	10 th	10 th									
7	BUTTON	76	1 st	14 th	2 nd	18 th	9 th	16 th	16 th	8 th	10 th	2 nd	6 th									
8	GROSJEAN	76	ret	ret	6 th	3 rd	4 th	ret	2 nd	ret	6 th	18 th	3 rd									
9	PEREZ	47	8 th	2 nd	11 th	11 th	ret	11 th	3 rd	9 th	ret	6 th	14 th									
10	KOBAYASHI	33	6 th	ret	10 th	13 th	5 th	ret	9 th	ret	11 th	4 th	18 th									
11	MALDONADO	29	13 th	19 th	8 th	ret	1 st	ret	13 th	12 th	16 th	15 th	13 th									
12	SCHUMACHER	29	ret	10 th	ret	10 th	ret	ret	ret	3 rd	7 th	7 th	ret									
13	DI RESTA	27	10 th	7 th	12 th	6 th	14 th	7 th	11 th	7 th	ret	11 th	12 th									
14	MASSA	25	ret	15 th	13 th	9 th	15 th	6 th	10 th	16 th	4 th	12 th	9 th									
15	SENN	24	16 th	6 th	7 th	22 nd	ret	10 th	17 th	10 th	9 th	17 th	7 th									
16	HULKENBERG	19	ret	9 th	15 th	12 th	10 th	8 th	12 th	5 th	12 th	9 th	11 th									
17	VERGNE	4	11 th	8 th	16 th	14 th	12 th	12 th	15 th	ret	14 th	14 th	16 th									
18	RICCIARDO	2	9 th	12 th	17 th	15 th	13 th	ret	14 th	11 th	13 th	13 th	15 th									
19	KOVALAINEN	0	ret	18 th	23 rd	17 th	16 th	13 th	18 th	14 th	17 th	19 th	17 th									
20	PETROV	0	ret	16 th	18 th	16 th	17 th	ret	19 th	13 th	dns	16 th	19 th									
21	GLOCK	0	14 th	17 th	19 th	19 th	18 th	14 th	ret	dns	18 th	22 nd	21 st									
22	PIC	0	15 th	20 th	20 th	ret	ret	ret	20 th	15 th	19 th	20 th	20 th									
23	KARTHIKEYAN	0	dnq	22 nd	22 nd	21 st	ret	15 th	20 th	18 th	21 st	23 rd	ret									
24	DE LA ROSA	0	dnq	21 st	21 st	20 th	19 th	ret	ret	17 th	20 th	21 st	22 nd									



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	246	30	12	22	37	8	37	18	12	40	14	16									
2	McLAREN	193	40	15	33	4	6	10	25	4	5	18	33									
3	LOTUS	192	6	10	8	33	27	2	22	18	18	15	33									
4	FERRARI	189	10	25	2	8	18	23	11	25	30	25	12									
5	MERCEDES	106	0	1	25	11	6	18	8	23	6	7	1									
6	SAUBER	80	12	18	1	0	10	0	17	2	0	20	0									
7	WILLIAMS	53	0	8	10	0	25	1	0	1	2	0	6									
8	FORCE INDIA	46	1	8	0	8	1	10	0	16	0	2	0									
9	TORO ROSSO	6	2	4	0	0	0	0	0	0	0	0	0									
10	CATERHAM	0	0	0	0	0	0	0	0	0	0	0	0									
11	MARUSSIA	0	0	0	0	0	0	0	0	0	0	0	0									
12	HRT	0	-	0	0	0	0	0	0	0	0	0	0									



TYRE CHOICE

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

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

SECTOR 1 TIMES

POS	DRIVER	TIME
1	WEBBER	30.194s
2	VETTEL	30.233s
3	RAIKKONEN	30.392s
4	BUTTON	30.413s
5	HAMILTON	30.493s
6	ROSBERG	30.501s
7	PEREZ	30.503s
8	MASSA	30.572s
9	MALDONADO	30.606s
10	KOVALAINEN	30.617s

SECTOR 2 TIMES

POS	DRIVER	TIME
1	VETTEL	30.599s
2	PEREZ	30.879s
3	RAIKKONEN	31.064s
4	DI RESTA	31.082s
5	KOBAYASHI	31.117s
6	ALONSO	31.193s
7	MALDONADO	31.197s
8	HAMILTON	31.243s
9	BUTTON	31.262s
10	VERGNE	31.316s

SECTOR 3 TIMES

POS	DRIVER	TIME
1	VETTEL	23.222s
2	MALDONADO	23.661s
3	HAMILTON	23.675s
4	PEREZ	23.726s
5	WEBBER	23.741s
6	RAIKKONEN	23.743s
7	SENN	23.756s
8	KOBAYASHI	23.758s
9	BUTTON	23.769s
10	ALONSO	23.773s

SPEED TRAP (MPH)

POS	DRIVER	SPEED
1	HULKENBERG	191.1
2	MASSA	190.3
3	BUTTON	189.5
4	RICCIARDO	189.3
5	SENN	189.1
6	PETROV	188.8
7	VERGNE	188.8
8	PEREZ	188.7
9	VETTEL	188.7
10	ALONSO	188.1

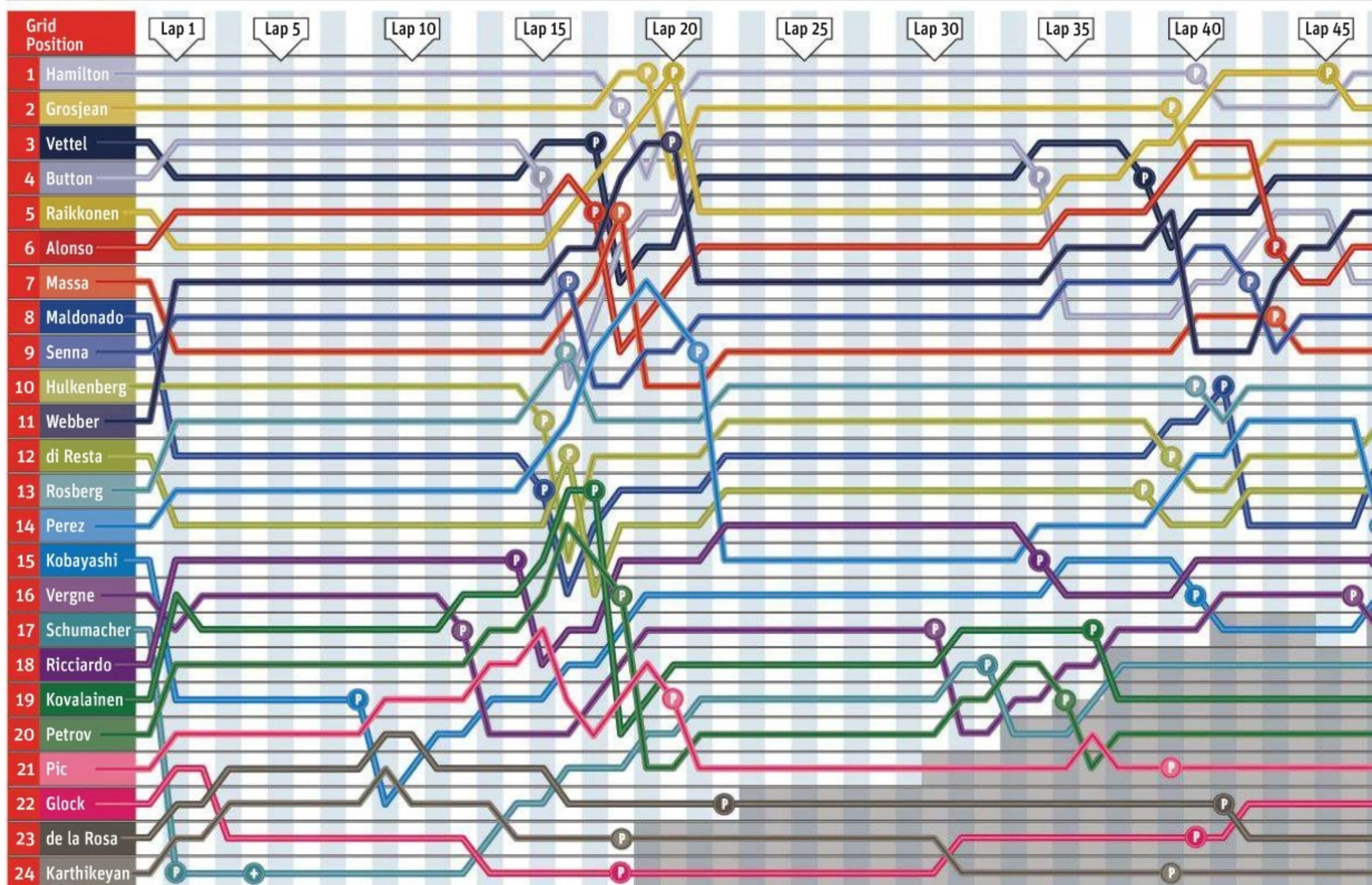


FOR IN-DEPTH F1 RESULTS

FORIX

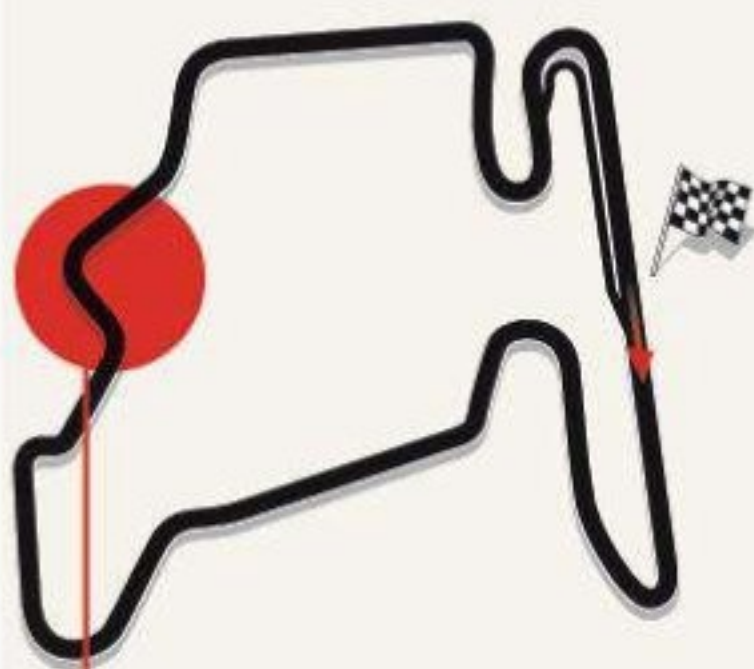
HUNGARIAN GP THE FINAL WORDS

THE RACE: LAP BY LAP



TRACKSIDE VIEW

MARK HUGHES
GRAND PRIX EDITOR



It's three years since Kimi Raikkonen was last here, but Turns 8 and 9 have waited implacably for his return. He's reacquainting himself, and it's as though he's just limbering up as he accelerates hard out of the chicane. He zaps through the turn without drama, but goes out wide and simply

turns into T9 from the middle of the track, not making any great effort to get over to the left.

A few laps of this, then it's in for adjustments and back out – more serious now – clambering harder over the exit kerb of the chicane, car squirming beneath him. More speed into T8, so that when he exits he has to briefly get off the gas to help the car over to the left. Next lap, and it's the same on entry but this time he pumps away on the throttle as he exits, trying to counter the understeer that's pulling him where he doesn't want to be.

He tries something different each time: on the next lap he's taking a sliver of the banked apex kerb with the rear wheel, trying to unsettle the back of the car into getting him quickly over to the left – 'rotation', as vehicle dynamicists would call it. Each time the evolution of his approach is fine-tuned by smaller increments, and by the end you can distinguish his Lotus from Romain Grosjean's without even looking at helmets or camera colours.

THURSDAY

1013 @WilliamsF1Team: "Who says F1 isn't superstitious?! In Hungary this is 13th on the grid"



1405 Sebastian Vettel talks down fears that the change in engine-mapping regs will hurt Red Bull's competitiveness.

1410 Vettel also denies referring to Lewis Hamilton as stupid after the German Grand Prix. He had said: "It's a bit stupid to disturb the leaders," referring to Hamilton's unlapping move.

1425 Romain Grosjean insists that he will learn from his mistakes after a lairy German Grand Prix weekend.

1507 Kimi Raikkonen talks up Lotus's chances of winning races after bagging his third podium of the season in Germany a few days earlier.

1520 Fernando Alonso is asked in a press conference if it's true that the team calls him "maestro". He deadpans: "They call me Fernando normally."

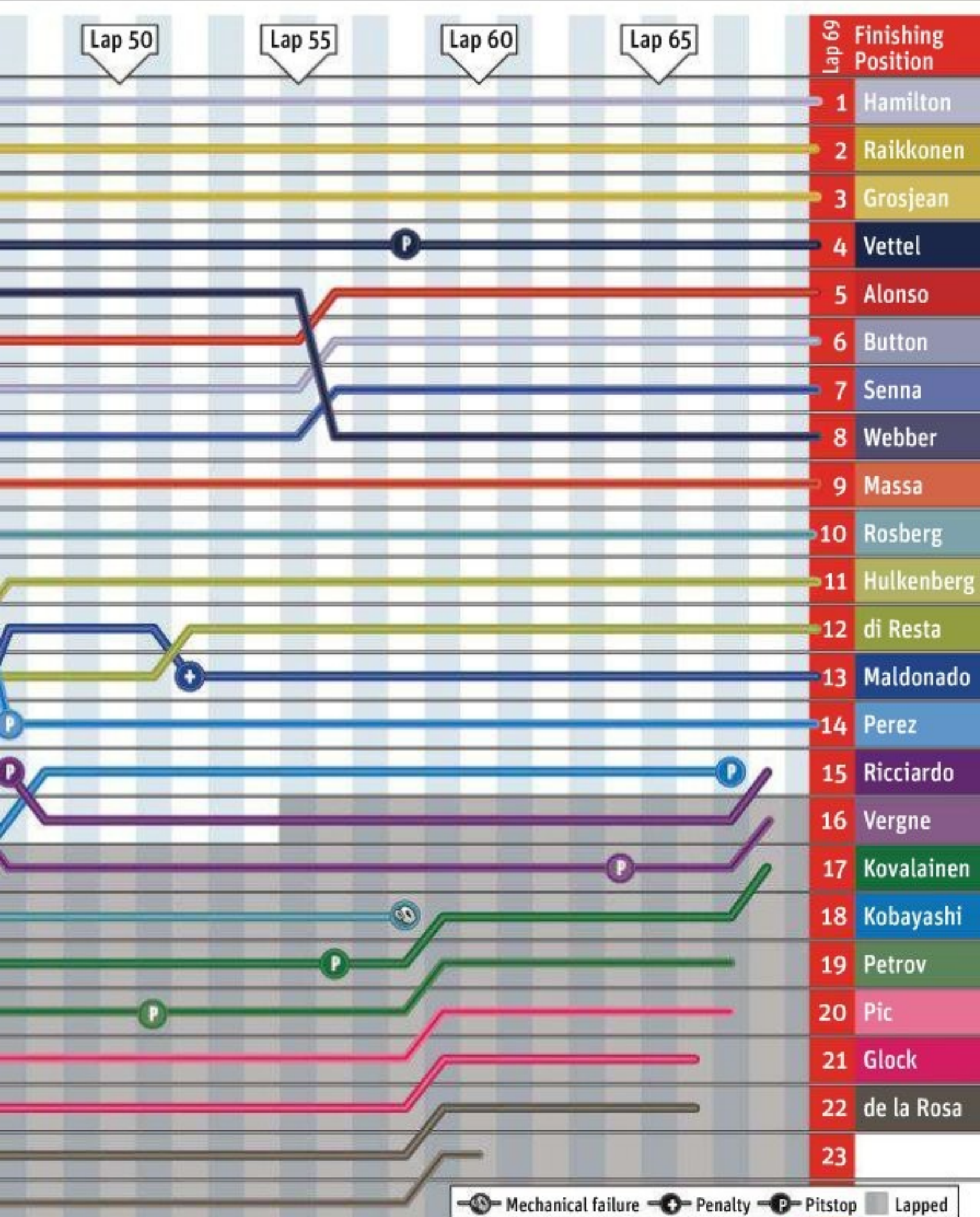
1615 Felipe Massa insists that he won't join an uncompetitive team simply to stay in Formula 1 next year if Ferrari doesn't retain him.

1630 Hamilton talks up McLaren's Germany pace. "Knowing I had lost so much downforce [yet remained] competitive was comforting."



1756 @OfficialSF1Team: "#Kamui is busy to prepare the beer cooler for our media dinner tonight. We are a small team, but very efficient!"





GRAND PRIX DIGEST

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

SATURDAY

1114 @Alex_Wurz: "Best position for driver coach! Entry viewed from back, so u can c car movements & steering inputs"



1407 Felipe Massa: "I had traffic - Michael. He fucked up completely my lap." Later in session: "He fucked me again, again!"



1437 Massa runs off track at Turn Four in Q2 for the second lap in succession.

1447 Bruno Senna reaches Q3 for the first time in his Williams career, bumping Mark Webber in the dying seconds of Q2.

1458 Lewis Hamilton prior to setting pole in Q3: "You need to give me a heads-up, man. I just nearly got in the way of Maldonado."



1500 Hamilton clinches McLaren's 150th F1 pole position, 40 years after Peter Revson claimed the first in Canada.



1515 Hamilton warns that Lotus will be strong in race conditions, highlighting the outfit's long-run pace.

1550 Fernando Alonso talks down Ferrari's hopes, insisting that he expected the team's real dry-weather qualifying pace to leave it fighting for the third row.

1606 @JensonButton: "Congrats to Lewis and the whole team for pole today sorry I couldn't get up on the front row but I'll be there tomorrow don't you worry!! ;)"



1640 Nico Hulkenberg admits that a mistake on his Q3 lap cost a strong qualifying position. "It's a bit frustrating because my lap time from Q2 would have been good enough for sixth on the grid," he laments.

SUNDAY

1403 Start aborted after Schumacher overshoots his grid box. He then turns off his engine and is wheeled into the pits to be restarted.

1417 Schumacher hit with a drivethrough penalty for speeding in the pitlane when joining the race after previously stopping on the grid.

1502 Button (right) questions his team's pitstop strategy: "What's the point of coming in early?"



1531 Pastor Maldonado receives drivethrough penalty for forcing Paul di Resta off the track at Turn 12.

1616 Fernando Alonso describes his result as "incredible" after extending his championship lead despite only finishing fifth.

1720 Maldonado tells AUTOSPORT that he has "no idea" why he got the penalty. "There was a small contact, but this is racing," he says.

1743 @WilliamsF1Team: "Brilliant work by the team to record our fastest ever pit stop! Well done boys! #Hungaroring #F1"



1749 @Alo_oficial: "Very happy how the day went! Again many points and more difference in the championship...! A good birthday day.. :)))"



1750 Button admits that he was baffled by McLaren's three-stop strategy.

1804 Red Bull confirms that Mark Webber had no choice but to pit three times because of a differential problem.



FRIDAY

1102 Pastor Maldonado flies into the gravel at Turn 10 after a misunderstanding with Heikki Kovalainen in FP1. He is able to escape and continue.



1109 Paul di Resta: "The rear feels really light, just before you go for the power to get the blowing effect."



1121 Raikkonen's engineer: "Rear wing is good, rear wing is good." Kimi: "Do you mean it's working or it's normal?" Engineer: "It's working, OK for DRS"



1132 @InsideFerrari: "McLaren look very strong here, according to this first session, as they were in Hockenheim."



1310 McLaren's Sam Michael questions how strict the FIA will be in enforcing the regulations preventing drivers gaining an advantage by running off track.

1447 Kovalainen goes off as the rain arrives in FP2, but escapes the gravel.

1450 @OfficialSF1Team: "With this year's race weather we even might get wet in the desert of Abu Dhabi."



1501 Schumacher overdoes it under braking in the wet and noses into the barrier at Turn 11. "I just ran out of road," he said after the session.



1536 Jenson Button talks up Lotus as a serious threat for victory based on its practice form.

1655 @LewisHamilton: "We speak mostly about safety & rules eg where Seb took jenson last race, will now be changed to AstroTurf to stop that"



HUNGARORING

HUNGARY
July 28-29
GP2 Series
Round 9/12



AT A GLANCE

- Race 1 Max Chilton
- Race 2 Esteban Gutierrez
- Pole position Chilton
- FLs Simon Trummer/Gutierrez



Hockenheim winner Cecotto had a dismal weekend in Hungary

Taking it to the Max

Double podium in Hungary keeps Luiz Razia atop the championship, but Max Chilton is the man in charge of the feature race



Chilton won feature race from pole

THE FRONTMARKER IS AN unusual motorsport concept – and Max Chilton wasn't quite sure how to deal with it. Having controlled the opening Budapest GP2 race from the start, the Englishman opted for the path of prudence. A wise option, it transpired.

Carlin driver Chilton had taken his first feature race pole by making a late run on a drying track, rising from 22nd to seventh to first in the space of three laps. That put him 0.023s clear of compatriot James Calado, although the Lotus driver was docked two places for allegedly having impeded DAMS rival Felipe Nasr during, erm, free practice. It was a prime slice of bureaucratic nonsense, but Calado dropped to the outside of row two, behind

Chilton, Davide Valsecchi and Jolyon Palmer, while points leader Luiz Razia and Giedo van der Garde lurked just behind.

Having annexed pole, Chilton decided to focus on winning the main event: Pirelli brought super-soft and medium compounds for GP2 and the former was reckoned to be good for 15-18 laps. With Sunday's sprint lasting for 28, most teams opted to keep a set of fresh mediums in reserve. Chilton, though, used two sets of the more durable tyre on Saturday – a tactic that also gave him the option of swapping rears only at the mandatory stop.

"Most of those around me started on the super-soft," he said. "And I was concerned that it might give them an advantage during the early

laps, but there didn't seem to be a great deal of difference."

He led away, while Valsecchi held second from the fast-starting Razia and Esteban Gutierrez, the latter pair surviving a clash of wheels at the first turn. Calado ran fifth, but swapped places with his Mexican team-mate on lap three – the two being on opposing strategies – while van der Garde (the other main

contender on an all-medium diet) completed the top six. The Dutchman lost a place to Johnny Cecotto on lap four, but the Venezuelan almost immediately suffered a failed left-rear brake calliper and skated into the tyres at Turn 1.

Razia and Calado pitted on lap 12, while the top two and van der Garde followed suit next time around. That left Gutierrez on his own at the

front and his tactic was to gain as much time as possible in clean air while the rest were gummed in traffic. He felt he was on course to vault to the front of the queue, but then lost time defending against Marcus Ericsson. The Swede had stalled at the start – he favours relatively low revs, to minimise wheelspin, but on a hot day such as this the tyres bit more than he'd anticipated and left him with no revs at all. He'd started over a minute in arrears and was simply trying to put himself back on the lead lap.

When Gutierrez stopped on lap 22, he left a knot of slower, yet-to-stop midfielders at the head of the pack – Julian Leal and Simon Trummer foremost among them. Trummer passed Leal on lap 23, to take the lead on



Gutierrez took his third win of 2012

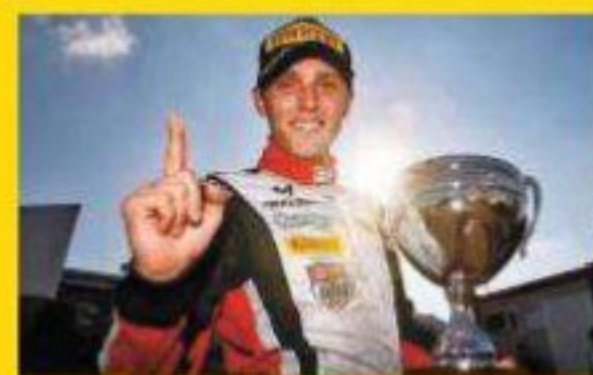
RACE RATING

★★★★☆

Race one good (customary daftness of Gonzalez and Teixeira apart), race two dull

MILESTONE

Chilton gives Carlin team its maiden GP2 Series victory



REPORT GP2 HUNGARORING

SIMON ARRON reports



the road, but Leal – the aforementioned frontmarker – was about three seconds off the pace and soon had Chilton, Valsecchi, Razia, Calado and van der Garde behind him. “I kept hoping they’d show blue flags,” said Chilton, “but he was within his rights to race for position and I didn’t want to make any hasty lunges because I wasn’t sure how he’d react. The only real option was to get close enough on the straight to have a go into Turn 1, but he seemed to be running fairly low downforce so I couldn’t even do that.”

He was relieved to see the impediment head for the pits on lap 25 and natural order was restored once Trummer had done likewise five laps later. The order remained unchanged to the end and Valsecchi admitted there wasn’t much he could have done. “I was happy with my race,” the Italian said, “but Max was simply faster.”

Palmer drove strongly to recover to sixth after a slowish start – “Quite a few people seemed to go a bit mad during the first couple of laps,” he said, “and I didn’t see the point in crashing at that stage” – while Nathanael Berthon passed Gutierrez for seventh after

Gutierrez twice ran off the road having finally switched to super-softs.

Early morning thunderstorms might have provided relief for those obliged to race super-softs on Sunday, but the Hungaroring dries swiftly and was devoid of moisture long before the start. Gutierrez and Berthon led away in grid order and ran unmolested to the flag, the Mexican always in total control of proceedings.

Razia made a fine start to take fourth at the first corner, but the first two were able to pull away while third-placed van der Garde’s super-softs gently wilted. It took the championship leader 20 laps to shift van der Garde, who subsequently plunged to 10th, just ahead of Chilton.

Valsecchi and Palmer took fourth and fifth, having traded positions when Valsecchi pulled off a fine move at Turn 3 on lap 24, and Calado recovered from an unproductive first lap to finish sixth. Haryanto and Nasr took the final points, the Brazilian putting in one of the morning’s finest drives after fried rear brakes caused him to slide off in race one. ☼

PORSCHE SUPERCUP

Key revs it up at the Hungaroring

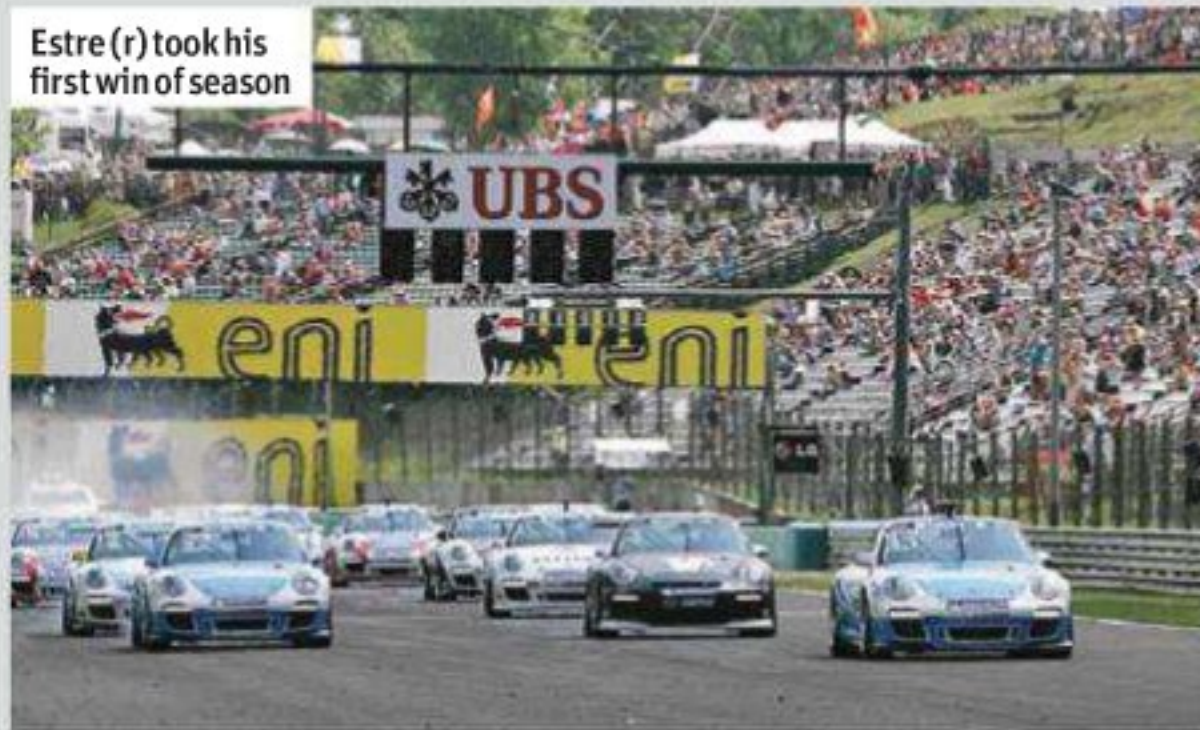
Kevin Estre and Christian Engelhart were the victors at the Hungaroring double-header after polesitter Rene Rast chose to head to Spa after qualifying and win the 24-hour race there instead.

The grids were decided via a single session, with drivers’ quickest times counting for Sunday, and their second fastest forming Saturday’s line-up. Championship leader Rast had pole for both, but secured a dispensation from the Lechner Racing squad to remain at Spa rather than return.

That left Attempto man Estre at the front for the first race and he duly led into Turn 1 from the fast-starting Michael Ammermuller and Nicki Thiim.

Estre and Lechner driver Ammermuller remained safely in front for the duration, the Frenchman conserving his tyres well on his way to his first win of the season. Britain’s Sean Edwards got past Thiim’s Attempto car in a bold move at the first corner on lap seven to claim third, while Norbert Siedler and Philip Eng

Estre (r) took his first win of season



completed the top six.

Edwards inherited pole for Sunday’s race, with his Konrad team-mate Engelhart alongside. Despite being on the dirty side Engelhart made the better start, and he motored past. From third, Thiim also scrambled past Edwards, who had leaned heavily on Engelhart during the frantic lunge down to T1.

Engelhart gradually eased away to score his first win of 2012, while Edwards tried hard to get past Thiim, but the Dane did a good defending job and made it home in second. Verva driver Kuba Giermaziak was right behind Edwards and inherited third when the latter

was disqualified owing to a missing washer on a tie rod.

That also promoted Ammermuller and Estre, enabling Estre to take the championship lead from Rast.

● Adam Cooper

RESULTS

Race 1 1 Kevin Estre, 14 laps in 26m00.283s; 2 Michael Ammermuller, +1.282s; 3 Sean Edwards; 4 Nicki Thiim; 5 Norbert Siedler; 6 Philipp Eng. **Race 2** 1 Christian Engelhart, 14 laps in 26m06.485s; 2 Thiim, +5.761s; 3 Kuba Giermaziak; 4 Ammermuller; 5 Estre; 6 Siedler. **Points** 1 Estre, 105; 2 Rene Rast, 104; 3 Siedler, 99; 4 Edwards, 93; 5 Ammermuller, 87; 6 Thiim, 85.

RESULTS

GP2 Series, round 9 of 12, Hungaroring (H), July 28-29

RACE 1 GRID

1 CHILTON 1:28.980	2 VALSECCI 1:29.034
3 PALMER 1:29.093	4 CALADO 1:29.003*
5 RAZIA 1:29.177	6 VD GARDE 1:29.202
7 GUTIERREZ 1:29.248	8 LEIMER 1:29.334
9 ERICSSON 1:29.345	10 CECOTTO 1:29.367
11 KRAL 1:29.472	12 BERTHON 1:29.496
13 NASR 1:29.574	14 ONIDI 1:29.637
15 CANAMASAS 1:29.666	16 MELKER 1:29.717
17 HARYANTO 1:29.786	18 GUERIN 1:29.786
19 COLETTI 1:29.906	20 RICHELMI 1:30.027
21 GONZALEZ 1:30.201	22 LEAL 1:30.202
23 TEIXEIRA 1:30.475	24 TRUMMER 1:30.655
25 DE JONG 1:30.930	26 SERENELLI 1:33.093

RACE 1 - 37 LAPS, 100.698 MILES

POS	NAME	TEAM	TIME	GRID
1	Max Chilton (GB)	Carlin	59m02.965s	1
2	Davide Valsecchi (I)	DAMS	+0.628s	2
3	Luiz Razia (BR)	Arden International	+1.538s	5
4	James Calado (GB)	Lotus GP (ART)	+4.090s	4
5	Giedo van der Garde (NL)	Caterham Racing	+8.070s	6
6	Jolyon Palmer (GB)	iSport International	+10.805s	3
7	Nathanael Berthon (F)	Racing Engineering	+16.236s	12
8	Esteban Gutierrez (MEX)	Lotus GP (ART)	+16.826s	7
9	Fabio Leimer (CH)	Racing Engineering	+17.794s	8
10	Stefano Coletti (MC)	Scuderia Coloni	+19.176s	19
11	Fabio Onidi (I)	Scuderia Coloni	+28.116s	14
12	Rio Haryanto (RI)	Carlin	+34.742s	17
13	Simon Trummer (CH)	Arden International	+35.069s	24
14	Nigel Melker (NL)	Ocean Racing Technology	+35.468s	16
15	Daniel de Jong (NL)	Rapax	+37.861s	25
16	Julian Leal (CO)	Trident Racing	+44.080s	22
17	Stephane Richelmi (MC)	Trident Racing	+44.267s	20
18	Marcus Ericsson (S)	iSport International	+1m04.364s	9
19	Ricardo Teixeira (AO)	Rapax	+1m29.576s**	23
20	Giancarlo Serenelli (YV)	GP Lazarus	+1m44.083s	26
21	Victor Guerin (BR)	Ocean Racing Technology	-1 lap	18
22	Sergio Canamasas (E)	GP Lazarus	-1 lap	15
23	Rodolfo Gonzalez (YV)	Caterham Racing	-1 lap	21
R	Josef Kral (CZ)	Addax Team	34 laps-suspension	11
R	Felipe Nasr (BR)	DAMS	33 laps-brakes	13
R	Johnny Cecotto (YV)	Addax Team	4 laps-accident	10

RACE 2 - 28 LAPS, 76.198 MILES

POS	DRIVER	TIME/REASON	GRID
1	Gutierrez	43m58.301s	1
2	Berthon	+3.565s	2
3	Razia	+15.733s	6
4	Valsecchi	+29.352s	7
5	Palmer	+30.237s	3
6	Calado	+30.493s	5
7	Haryanto	+32.336s	12
8	Nasr	+33.578s	25
9	Coletti	+39.475s	10
10	van der Garde	+41.928s	4
11	Chilton	+44.868s	8
12	Canamasas	+45.399s	22
13	Trummer	+45.417s	13
14	Leimer	+46.221s	9
15	Leal	+46.937s	16
16	Gonzalez	+49.087s	23
17	Kral	+50.058s	24
18	Melker	+51.735s	14
19	de Jong	+54.037s	15
20	Teixeira	+54.870s	19
21	Richelmi	+55.887s	17
22	Serenelli	+1m04.537s	20
23	Guerin	+1m09.900s	21
24	Onidi	-1 lap	11
R	Cecotto	10 laps-spin	26
R	Ericsson	1 lap-accident	18

CHAMPIONSHIP TABLES

POS	DRIVER	PTS
1	Razia	196
2	Valsecchi	189
3	Gutierrez	150
4	Calado	132
5	van der Garde	129
6	Chilton	124
7	Leimer	97
8	Cecotto	80
9	Nasr	69
10	Palmer	62
POS	TEAM	PTS
1	Lotus	282
2	DAMS	258
3	Arden	200
4	Racing Engineering	156
5	Carlin	153
6	Caterham	135

All in Dallara-Mecachrome GP2/11. *2-place grid penalty; **30s penalty applied post-race.

Race 1 Winner’s average speed: 102.32mph. Fastest lap: Trummer, 1m32.164s, 106.33mph.

Race 2 Winner’s average speed: 103.97mph. Fastest lap: Gutierrez, 1m32.348s, 106.12mph.



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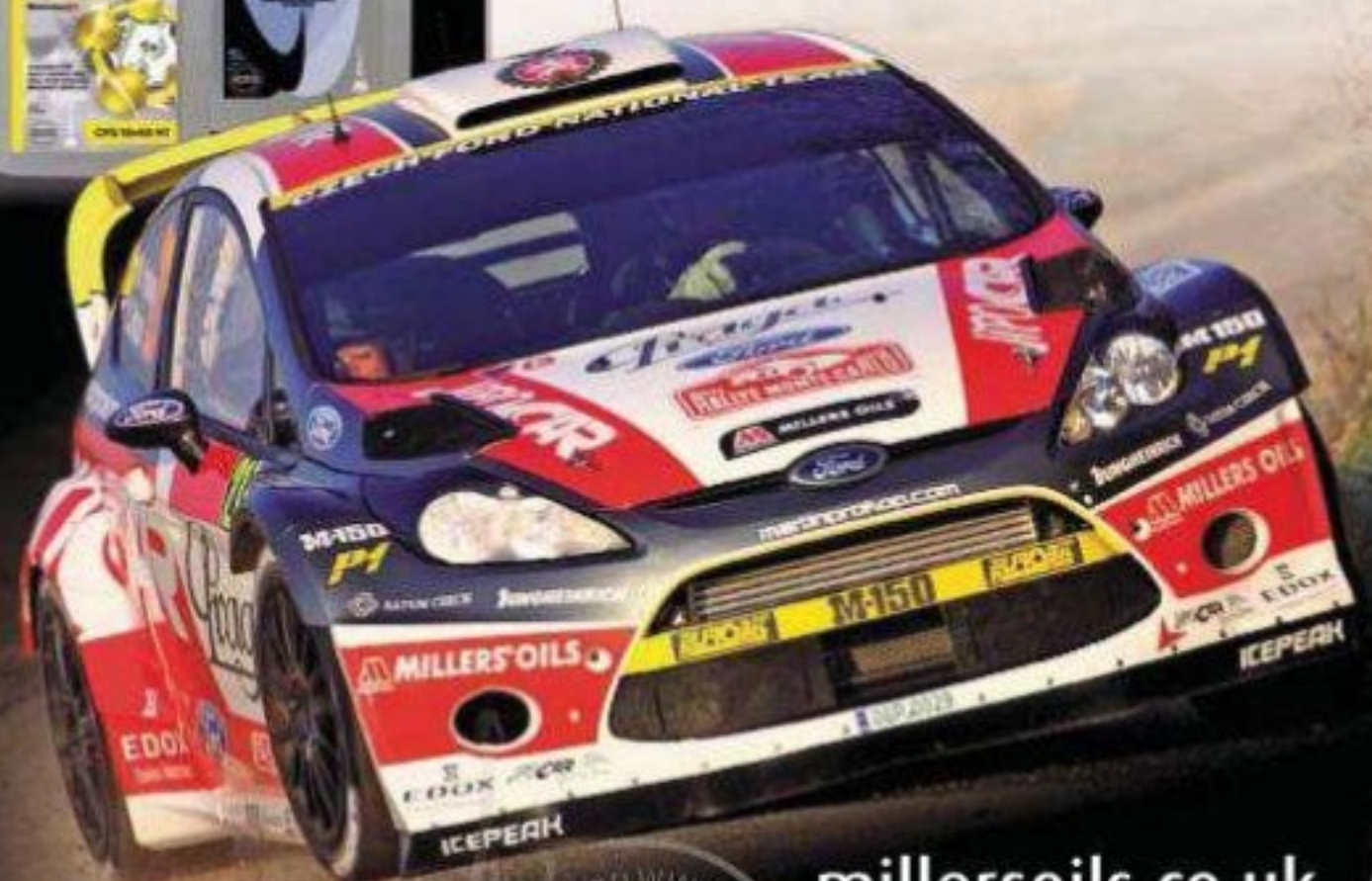
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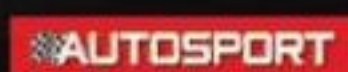
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8	16th Sept	Daytona Milton Keynes	International
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10	18th Nov	Daytona Sandown Park	Alternate

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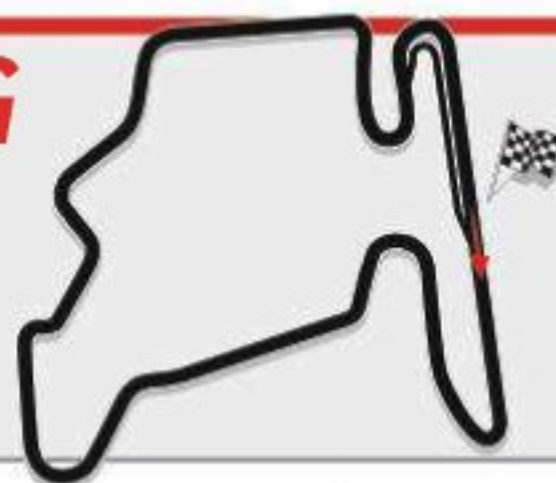
HUNGARORING

HUNGARY

July 28-29

GP3 Series

Round 6/8



AT A GLANCE

- Race 1 Antonio Felix da Costa
- Race 2 da Costa
- Pole Aaro Vainio
- Fastest laps da Costa/Evans

REPORT GP3 HUNGARORING

SIMON ARRON
reports



Da Costa was flying high in Hungary

Da Costa double livens up title race

THE START WAS EITHER

torpid or explosive – and perspectives altered according to where you were sitting. In the case of the opening Hungaroring GP3 race, the first few moments were also pivotal.

Title contender Aaro Vainio qualified on pole for Lotus, but bogged down hopelessly on the line. Carlin man Antonio Felix da Costa had the rare opportunity of being able to lead into Turn 1 from the dirtier side of the circuit, but first had to deal with fast-starting series leader Mitch Evans. The MW Arden driver made an electrifying getaway from third, but had to edge left as he passed the faltering Vainio.

“That cost me momentum,” said the Kiwi. “And I’m fairly sure I could have grabbed the lead otherwise.” He poked his front wing ahead on the approach to Turn 1, but da Costa had the inside line and Evans spent the first sequence of corners jostling for position. He had just



Brundle took best GP3 result

about established himself in second when Daniel Abt sliced past at Turn 5.

With Abt there as a useful buffer, da Costa pulled 1.6 seconds clear during the opening lap and controlled matters thereafter. “We might not have had quite enough pace for pole,” he said, “but we always have a good race car.”

He was sufficiently comfortable to keep his tyres in good nick and set fastest lap in the closing stages. It completed a fantastic day for Carlin, for whom Max Chilton and Carlos Sainz Jr had earlier won in GP2 and British F3 respectively.

“I think I could have given

Antonio a reasonable fight,” said Evans. “But there were no real passing opportunities beyond the opening lap.”

Abt just grinned. “Last weekend,” he said, “Mitch denied me victory in my home race at Hockenheim. That was a bad second place, but this feels like a good one. It’s a revenge of sorts.”

Kevin Ceccon passed Vainio for fourth on the second lap and the top eight positions remained unchanged thereafter, with Conor Daly holding sixth from Matias Laine and David Fumanelli. Lewis Williamson pitched up for his second event with Status, but was usurped from ninth by

team-mate Marlon Stockinger.

Overnight thunderstorms drenched the circuit ahead of race two, which Laine led initially – helped in part when team-mate Fumanelli crashed after a couple of corners. Meanwhile, Evans spun at the first corner after Abt clipped him and punctured his left rear. The Kiwi pitted immediately for slicks – although he soon spun again, underlining that such a switch might have been premature.

Laine resisted fierce pressure from Daly for the first 10 laps, by which stage it was definitely dry enough for slicks. Saturday victor da Costa timed his switch to perfection, coming in on lap nine and then scything through to take his second win in as many days. Having led for the first 14 laps, Laine slumped to seventh during the final two.

Jenzer teenager Patric Niederhauser profited from a bold call to start on slicks to take second, while local man Tamas Pal Kiss initially

completed the podium. He was very impressive when the track was properly wet and, like da Costa, pitted on lap nine, but was later given a time penalty for crossing the pit exit line prematurely.

Brundle started on slicks and inherited third, his best GP3 result, while Tio Ellinas swapped to dry rubber at the end of the warm-up lap and came through to fourth. Williamson was fifth while Will Buller – whose race one puncture on the opening lap dropped him to 23rd – drove a splendid opening lap to rise to ninth, but left his tyre change until lap 11, a touch too late to bear fruit. ☼

RESULTS

Race 1 1 Antonio Felix da Costa, 16 laps in 26m33.107s; 2 Daniel Abt, +4.410s; 3 Mitch Evans; 4 Kevin Ceccon; 5 Aaro Vainio; 6 Conor Daly. **Race 2** 1 da Costa, 16 laps in 30m36.220s; 2 Patric Niederhauser, +11.929s; 3 Alex Brundle; 4 Tio Ellinas; 5 Lewis Williamson; 6 Matias Laine.

Points 1 Evans, 136; 2 Vainio, 119; 3 da Costa, 102; 4 Abt, 94; 5 Niederhauser, 87; 6 Daly, 81.

SPA 24 HOURS

BELGIUM

July 28-29

Blancpain Series

Round 4/6



AT A GLANCE

- Winners Frank Stippler/Andrea Piccini/Rene Rast
- Pole position Frank Kechele
- Fastest lap Maxime Martin



A massive Blancpain watch for Phoenix team boss Ernst Moser



Phoenix crew beat WRT trio at Spa

Phoenix makes it an Audi treble

German team brings Spa victory to Ingolstadt to add to Le Mans and Nurburgring classics

ANOTHER 24-HOUR RACE AND another Audi victory. The German manufacturer added victory in the Spa 24 Hours to its triumphs in the Le Mans and Nurburgring twice-around-the-clock enduros to claim a unique hat-trick for 2012. And, like the 'big one' in France in June, Audi let two factory cars to slug it out to the end.

Victory went to Phoenix-run Audi R8 LMS ultra driven by Frank Stippler, Rene Rast and Andrea Piccini over the WRT car shared by Stephane Ortelli, Christopher Haase and Christopher Mies in a race that ultimately hinged on the details. There was little or nothing to choose between the two cars over the course of a 24-hour race that had no fewer than 16 safety car periods.



Martin (right) gets in front of Kechele at start

The race would have gone down to the wire but for a puncture in the 22nd hour for the WRT car. The R8, in the hands of Mies, was forced to pit two laps early, which meant it would need an additional splash-and-dash fuel stop.

WRT gambled when the safety car came out one last time in the final hour. It

brought Ortelli in for that splash early, but the car fell out of contention when the Monegasque was held at the end of the pitlane. The stop-go awarded to the WRT car for crossing the white line on the pitlane entry, so late was the call to stop, was inconsequential.

It would be wrong to say that WRT deserved to have

"To be honest, I can't say when or where we won"

A relieved Andrea Piccini

won any more than Phoenix, because the winning car had also lost time with a puncture. But the German-run Audi did get better breaks than its Belgian-fielded sister when the safety car came out.

"We had a little better luck whenever the safety car came out, but on the other hand we had to change the [front] brakes one more time," said Piccini, who finally made up for his near miss with the Phoenix Aston Martin at Spa in 2006. "But to be honest, I can't say when and where we won the race."

It was easy to see where

BMW lost this race.

The Munich marque's Z4 finished third and fourth with the Vita4One and Marc VDS teams' respective examples, but either car could have won.

That might even be *should* have won — it probably was in the minds of the 50,000-strong Spa crowd. The Z4 was at the very least a match for the R8 on speed, and thanks to a starring performance from a local hero it was easy to take the view that BMW deserved to add to its tally of 21 Spa victories.

Maxime Martin, son of four-time Spa 24 Hours winner Jean-Michel, proved again that he is one of the world's top GT racers on a dry track and that, when it's wet, he has no equal. The Marc VDS driver's performance in

RACE RATING

★★★★☆

Audi provided another interecine thriller, BMW the starring performance

MILESTONE

Frank Stippler becomes only the fourth driver to win the Nurburging and Spa 24-hour races in the same season, joining Jean-Michel Martin and Christian Danner in 1992 and Marc Duez in '98

REPORT SPA 24 HOURS

GARY WATKINS
reports



atrocious conditions during the night was nothing short of mesmeric.

The Belgian was routinely six to eight seconds faster than his fellow frontrunners. And just for good measure he set fastest lap of the race on a dry track late on.

Marc VDS, points leader in the Blancpain Endurance Series, played a tactical blinder last weekend. Markus Palttala, who joined Martin and Bas Leinders in the lead car, had been penalised for exceeding the track limits in free practice on Thursday. The punishment, which surely did not fit the crime, was a stop-go penalty to be taken within three laps of the 'guilty' driver taking over in the race. Marc VDS reckoned that the 50 or seconds this would lose could prove crucial when points were up for grabs at both quarter and half-distance of this double-points BES blue-riband. The decision was made, therefore, for Palttala not to take the wheel until the 13th hour of the race.

Marc VDS topped the leaderboard at six hours thanks to that man Martin, who came from third to first on the final lap before quarter distance. The car looked on course for full points at half-distance until Leinders was hit up the rear at the Bus Stop in the 12th hour. After Palttala took the penalty, a puncture and time lost to a red light at the end of the pitlane dropped the car three laps behind. Such was its pace that the car was only two laps down, despite a starting glitch, when the chequered flag fell.

The Vita4One entry, in which pole winner Frank Kechele was joined by Mathias Lauda and Greg Franchi, lost its time in the second hour when the rain came. Lauda had taken the car over just before, had to return to the pits for wets and then got unlucky behind the safety car. The car dropped one lap down, which is where it finished.

The Spa 24 Hours was all about Audi and BMW, but



The McLarens flattered to deceive; this one retired

there could have been another contender last weekend, and a surprise one at that. The McLaren MP4-12C struggled on its international debut at Spa this time last year and has struggled since, but a ninth-place finish for the Pro-Am VonRyan Racing entry shared by Alvaro Parente, Rob Barff, Chris

Goodwin and Roger Wills proved what might have been.

The Boutsen McLaren, in which Nico Verdonck was the only driver who could get near Martin's times when the track was at its wettest, might well have been in the mix. Eric van de Poele and Jack Clarke, two drivers at opposite ends of their

sportscar careers, also flew, but the car was bundled out of the race by a backmarker during the night.

For the moment, though, the GT3 enduros fought out in the forests of the range of hills that we refer to as the Ardennes in July and the Eifel in May remain Audi-versus-BMW affairs. 🏆

RESULTS

Spa 24 Hours, Spa-Francorchamps (B), July 28-29, Blancpain Endurance Series, round 4 of 6

GRID	
1 KECHELE 2:19.473	2 MARTIN 2:19.552
3 PARENTE 2:19.729	4 ORTELLI 2:20.026
5 DEN BOER 2:20.031	6 VERDONCK 2:20.085
7 KOX 2:20.240	8 COLOMBO 2:20.365
9 ALZEN 2:20.391	10 BAGUETTE 2:20.403
11 SOULET 2:20.429	12 C'DOULO 2:20.471
13 FASSLER 2:20.482	14 SCHNEIDER 2:20.486
15 C-WALTER 2:20.594	16 MOSER 2:20.695
17 LECLERC 2:20.720	18 VILANDER 2:20.734
19 PLA 2:20.749	20 LAMY 2:20.756
21 SANDSTROM 2:20.790	22 BERTOLINI 2:20.813
23 ARNINDO 2:20.848	24 CATSBUG 2:20.880
25 B'NOLEN 2:20.896	26 CIOCI 2:20.940
27 A'QUERQUE 2:20.957	28 BADEY 2:20.972
29 STIPPLER 2:20.982	30 CADET 2:21.027

509 LAPS, 2215.21 MILES

POS	DRIVERS	TEAM	CAR	TIME
1	Frank Stippler (D)/Andrea Piccini (I)/Rene Rast (D)	Audi Sport Team Phoenix	Audi R8 LMS ultra	24h01m21.757s
2	Christopher Mies (D)/Christopher Haase (D)/Stephane Ortelli (MC)	Audi Sport Team WRT	Audi R8 LMS ultra	-1 lap
3	Frank Kechele (D)/Mathias Lauda (A)/Greg Franchi (B)	Vita4one Racing Team	BMW Z4 GT3	-1 lap
4	Maxime Martin (B)/Bas Leinders (B)/Markus Palttala (FIN)	Marc VDS Racing Team	BMW Z4 GT3	-2 laps
5	Andrea Bertolini (I)/Niek Hommerson (NL)/Louis Machiels (B)/Alessandro Pier Guidi (I)	AF Corse	Ferrari 458 Italia GT3	-7 laps
6	Andre Lotterer (D)/Marcel Fassler (CH)/Tom Kristensen (DK)	Audi Sport Team Phoenix	Audi R8 LMS ultra	-8 laps
7	Uwe Alzen (D)/Christian Menzel (D)/Hans Guido Riegel (D)/Mike Stursberg (D)	Haribo Racing Team	Porsche 911 GT3-R	-12 laps
8	Olivier Panis (F)/Fabien Barthez (F)/Eric Debarb (F)/Morgan Moullin Traffort (F)	SOFREV ASP	Ferrari 458 Italia GT3	-12 laps
9	Alvaro Parente (P)/Rob Barff (GB)/Chris Goodwin (GB)/Roger Wills (NZ)	Von Ryan Racing	McLaren MP4-12C GT3	-12 laps
10	Ludovic Badey (F)/Patrice Goueslard (F)/Tristan Vautier (F)/Jean-Luc Beaubelique (F)	SOFREV ASP	Ferrari 458 Italia GT3	-14 laps
11	Peter Kox (NL)/Marc Hayek (CH)/Jos Menten (NL)/Albert von Thurn und Taxis (D)	Reiter Engineering	Lamborghini Gallardo LP600+	-23 laps
15	Mike Hezemans (NL)/Bert Longin (B)/Henri Moser (CH)	Marc VDS Racing Team	BMW Z4 GT3	-31 laps
20	Xavier Maassen (NL)/Marc Hennerici (D)/Marc Goossens (B)	ProSpeed Competition	Porsche 911 GT3-R	-48 laps
26	Toni Vilander (FIN)/Giuseppe Ciro (I)/Gaetano Ardagna Perez (YV)/Daniel Brown (GB)	AF Corse	Ferrari 458 Italia GT3	449 laps-engine fire
29	Marco Cioci (I)/Jack Gerber (ZA)/Enzo Ide (B)/Raffaele Giammaria (I)	AF Corse	Ferrari 458 Italia GT3	-62 laps
31	Edward Sandstrom (S)/Marco Bonanomi (I)/Laurens Vanthoor (B)	Audi Sport Team WRT	Audi R8 LMS ultra	417 laps-accident
R	Stefano Gattuso (I)/Davide Rigon (I)/Daniel Zampieri (I)	Kessel Racing	Ferrari 458 Italia GT3	354 laps-accident
R	Jonathan Adam (GB)/Phil Dryburgh (GB)/John Gaw (GB)/Andrew Howard (GB)	Beechdean Motorsport	Aston Martin Vantage	342 laps-lost wheel
R	Stephane Lemeret (B)/Jeffrey van Hooydonk (B)/Jeroen den Boer (NL)	DB Motorsport	BMW Z4 GT3	271 laps-accident
R	Filipe Albuquerque (P)/Gregory Guilvert (F)/Dino Lunardi (F)	Sainteloc Racing	Audi R8 LMS ultra	267 laps-DNF
R	Olivier Pla (F)/Philippe Gache (F)/Eric Clement (F)	SMG Challenge	Porsche 911 GT3-R	262 laps-DNF
R	Matt Griffin (IRL)/Duncan Cameron (GB)/Mike Edmonds (GB)/Niki Cadei (I)	Mtech	Ferrari 458 Italia GT3	257 laps-accident
R	Jamie Campbell-Walter (GB)/Stuart Hall (GB)/Roald Goethe (D)	Gulf Racing UK (DPR)	McLaren MP4-12C GT3	216 laps-accident
R	Rob Bell (GB)/Andy Meyrick (GB)/Michael Wainwright (GB)	Gulf Racing UK (DPR)	McLaren MP4-12C GT3	203 laps-accident
R	Pedro Lamy (P)/Luis Silva (P)/Ricardo Bravo (P)/Karim Ojeh (SA)	ASM Team	McLaren MP4-12C GT3	190 laps-driveline/clutch
R	Mark Blundell (GB)/Mark Patterson (ZA)/Richard Meins (GB)/Alain Li (PRC)	United Autosports	Audi R8 LMS ultra	187 laps-accident
R	Jeroen Bleekemolen (NL)/Bret Curtis (USA)/Steve Jans (L)/CongFu Cheng (PRC)	Black Falcon	Mercedes-Benz SLS AMG GT3	125 laps-accident/steering
R	Nico Verdonck (B)/Jack Clarke (GB)/Eric van de Poele (B)/Edouard Mondron (B)	Boutsen Ginion Racing	McLaren MP4-12C GT3	124 laps-accident
R	Bernd Schneider (D)/David Jones (GB)/Godfrey Jones (GB)/Mike Jordan (GB)	Team Pyro	Mercedes-Benz SLS AMG GT3	73 laps-electrical
R	Alex Buncombe (GB)/Chris Ward (GB)/Jann Mardenborough (GB)/Lucas Ordenez (E)	RJN Motorsport	Nissan GT-R Nismo GT3	53 laps-electrical

Winners' average 92.21mph. Fastest lap Martin, 2m19.758s, 112.10mph. There were 66 starters. Driver listed on grid set qualifying time. First-named driver in each car in table started the race.

Blancpain points 1 Martin/Leinders/Palttala, 99; 2 Ortelli/Haase/Mies, 84; 3 Vanthoor/Sandstrom, 51; 4 Stippler/Rast/Piccini, 44; 5 Zampieri/Rigon/Gattuso, 39; 6 Kechele, 38; 7 Goossens/Maassen/Hennerici, 37; 8 Bonanomi, 33; 9 = Hezemans/Longin/Moser & Lauda/Franchi, 24. ProAm 1 Hommerson/Machiels, 68; 2 Bertolini, 67; 3 Amos/Bonacini/Petrobello, 65; 4 Riegel/Stursberg, 52.

Old guard, young hearts

With 12 Le Mans wins between them, Audi's 'superstar' line-up could have been forgiven for cruising at the Spa 24 Hours. Not so. Tom Kristensen tells *GARY WATKINS* of a mega charge



Phoenix Audi made recovery

Think back 15 years, and a racing car driven flat-out for 24 hours gives a young Tom Kristensen a sensational debut victory at Le Mans. Another seven victories in the French enduro later, and the Dane again gives no quarter on his first attempt on one of the 24-hour sportscar classics. There's no fairytale ending this time, but the drive is perhaps no less sensational.

Audi had placed Kristensen together with Andre Lotterer and Marcel Fassler in a 'Le Mans Winners' entry for the Spa 24 Hours. Their Audi R8 LMS ultra lost 12 laps to suspension repairs after Lotterer was tagged by a slower car making a lunge for the pitlane in the first hour, yet Kristensen crossed the line only eight laps down in sixth place, with the machine bearing battle scars that tell their own story.

Suggest that some simple arithmetic means that Kristensen and co should have won this one, and the 45-year-old has a pragmatic reply.

"That's not what racing is about," he says, "but perhaps that statistic is something we can take away from here."

Kristensen refers to the moment that

perhaps cost him a second debut 24-hour sportscar success (he 'competed' in the race in its touring car iteration in 2000 but never got to drive in the race) as the "piano incident".

"It was like looking left and right to cross the road," he says, "and getting hit by a piano falling out of the sky the moment you step off the kerb."

The sportscar superstars, now with 12 Le Mans wins between them, might have taken their foot off the gas on what was effectively an away day for the trio. Rather, it only motivated them.

"Marcel and I were sitting in the truck and we were down in P63," Kristensen explains. "We knew we didn't have any chance of winning, but we agreed that we would try to make it back onto the first page of the timing screens. We never thought for a moment that we'd make it all the way back to sixth."

The disappearance of the #6 Audi from the all-important first page of the timing screens means that many missed Kristensen's pace in the rain during the night. He reckons that, in the race, he'd finally adapted to driving a GT3 car.

"Being fastest in the warm-up in the

Mechanics get to work on damage



wet gave me a lot of confidence," says Kristensen, whose experience of the 'other' R8, and not the prototype of the same name, was limited to a couple of hours of testing at Paul Ricard and a handful of runs at last year's Race of Champions. "That included the confidence to push a bit more and be more aggressive in the dry."

Kristensen is insistent that his appearance at the wheel of an R8 is a one-off. The focus for the foreseeable future remains his day job, driving Audi's latest prototype offering, which means trying to seal the inaugural FIA World Endurance Championship at the wheel of the R18 ultra he will share with Allan McNish over the rest of the season.

That said, he wants to come back. Kristensen won't admit it, but you get the impression this could just be a case of unfinished business. ☘



Before disaster: in a big battle



Kristensen: passion burns



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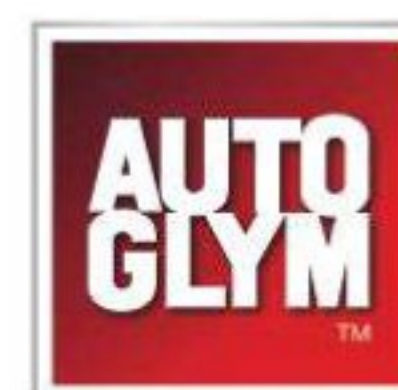
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NASCAR SPRINT CUP

Indianapolis (USA), Rd 20/36

QUICK RESULTS

- Winner Jimmie Johnson
- Pole Denny Hamlin
- Laps led Johnson
- Points leader Dale Earnhardt Jr

RACE RATING

★★★★☆

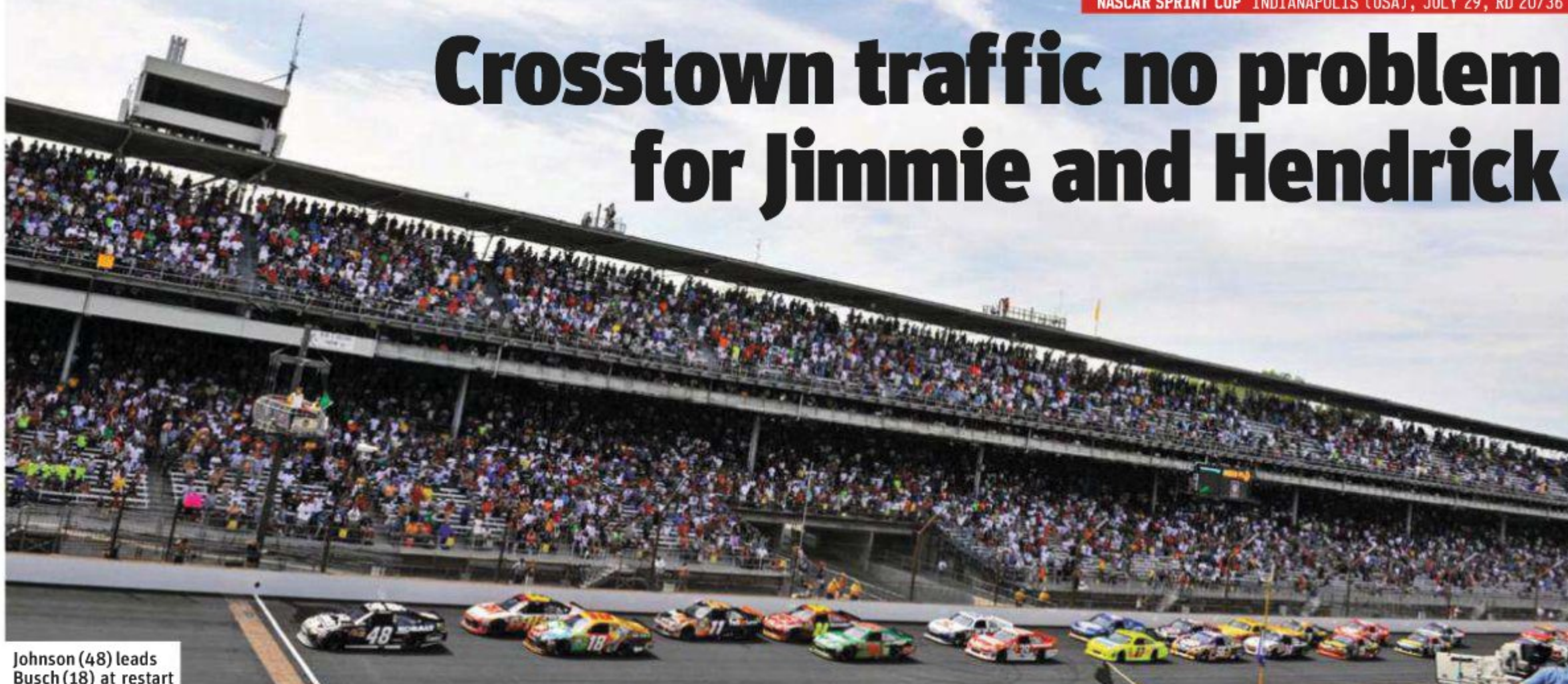
Despite their efforts, Biffle and 'Kes' could not liven it up

REPORTS

WORLD OF SPORT

NASCAR SPRINT CUP INDIANAPOLIS (USA), JULY 29, RD 20/36

Crosstown traffic no problem for Jimmie and Hendrick



Johnson (48) leads Busch (18) at restart

FROM THE MOMENT ON LAP 27 that Jimmie Johnson overtook polesitter Denny Hamlin for the lead of last Sunday's Brickyard 400 at Indianapolis, the outcome of the race was never in serious doubt.

It's not that nobody tried to overhaul the Hendrick Chevrolet driven by the five-time champion; Brad Keselowski and Greg Biffle both gambled on quirky strategies to gain track position at crucial moments. But through a long, caution-free run to the chequered flag, Johnson was in a league of his own. After retaking Biffle's Roush Fenway Ford with 29 laps to go, he pulled away to take his third win of the year.

The only man that looked like a genuine rival for Johnson was his team-mate Jeff Gordon, but a poor final stop hampered his chances

Slow stop cost Jeff Gordon



and left him to recover to fifth by the end.

"I knew by the second or third lap yesterday on the track that we were going to have an awful good chance of winning," Johnson said. "The confidence that I had helped us through practice.

"There were a couple of moments where adjustments didn't work and I lost a little pace, but I had a feeling and I knew we were going to be fine."

Kyle Busch ran strongly all

race and finished second in his Joe Gibbs Toyota, despite his engine cutting out as he tried to leave his pit area for the first time. He, like Johnson, had to pass Biffle, whose gamble of taking two tyres at his final stop worked in his favour, even if he did have to control excessive oversteer by the end.

Dale Earnhardt Jr snatched the series lead with fourth spot, the Hendrick driver benefitting from a collision between erstwhile leader

Matt Kenseth (Roush) and Joey Logano (Gibbs) that put Kenseth out of the race in the closing stages. Hamlin dropped down during the second half of the race and finished sixth.

Keselowski could have been a victory contender too, but a clash with Regan Smith at a restart ended his hopes.

● Dylan Jacobs

RESULTS

1 Jimmie Johnson (Chevrolet Impala), 160 laps in 2h54m19s; 2 Kyle Busch (Toyota Camry), +4.758s; 3 Greg Biffle (Ford Fusion); 4 Dale Earnhardt Jr (Chevy); 5 Jeff Gordon (Chevy); 6 Denny Hamlin (Toyota); 7 Ryan Newman (Chevy); 8 Martin Truex Jr (Toyota); 9 Brad Keselowski (Dodge Charger); 10 Tony Stewart (Chevy). **Points** 1 Earnhardt, 731; 2 Matt Kenseth, 717; 3 Biffle, 709; 4 Johnson, 704; 5 Hamlin, 667; 6 Kevin Harvick, 653; 7 Truex, 653; 8 Stewart, 652; 9 Keselowski, 649; 10 Clint Bowyer, 643.

IN BRIEF

NASCAR NATIONWIDE

A drivethrough penalty for Elliott Sadler for jumping a restart allowed Brad Keselowski to head home his Penske Dodge team-mate Sam Hornish Jr in the first series race at Indianapolis Motor Speedway.

SUPER TC2000

Jose Maria Lopez made it back-to-back wins at a wet Ojeda as the Ford driver beat Peugeot rival Nestor Girolami. Series leader Mariano Werner was fifth for Toyota.

JK RACING ASIA SERIES

Nabil Jeffri led home a 1-2-3 for EuroInternational in the first race at Spa, as Irfan Ilyas fended off a strong attack from Aston Hare for second. Hare got the better of Jeffri in the wet second race, with Tan Wei Ron third.

Castrol **EDGE** Rankings

CURRENT STANDINGS

- 1 Sebastian Vettel <> 24,955
- 2 Fernando Alonso <> 20,070
- 3 Mark Webber <> 19,252
- 4 Lewis Hamilton <> 19,097
- 5 Jenson Button <> 18,548

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Jimmie Johnson is once again the highest-ranked NASCAR driver following his Brickyard 400 win. He jumped two spots into eighth, while his main rivals all suffered falls; Tony Stewart (10), Carl Edwards (12) and Matt Kenseth (13) sliding seven spots collectively.

To see the full list, visit castroldriverrankings.com



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INTERNATIONAL RACES & RESULTS

GRAND-AM

Indianapolis (USA), Rd 9/13

QUICK RESULTS

- Winners **Sebastien Bourdais/Alex Popow**
- Pole **Jon Fogarty**
- Fastest lap **Bourdais**
- Points leaders **Pruett/Rojas**

RACE RATING

★★★★☆

Bourdais sensational in Indy crashfest

REPORTS

WORLD OF SPORT

GRAND-AM INDIANAPOLIS (USA), JULY 27, RD 9/13

Bourdais shows his class amid Grand-Am chaos

SEBASTIEN BOURDAIS IS still seeking that elusive first victory at his home circuit of Le Mans, but the former Champ Car dominator can now at least boast a win at the hallowed Indianapolis Motor Speedway following a spectacular drive last Friday.

The inaugural Brickyard Grand Prix counted for points in both Grand-Am and the three-race North American Endurance Championship. It was run over three hours on the road course and began under caution following a torrential rain shower.

Nine more cautions – mainly due to series of crashes – followed. Several of them were triggered by Juan Pablo Montoya, who drove a second Ganassi entry with Scott Dixon



Bourdais was a cut above at Indy

and, as usual, was a controversy magnet.

Montoya was involved in at least two incidents, which effectively took care of Action Express pair Darren Law/Joao Barbosa and Starworks duo Ryan Dalziel/Enzo Potolicchio –

the closest two challengers to his own team-mates, Scott Pruett and Memo Rojas, in the championship chase. Both cars lost a lap while they were retrieved from the gravel traps.

Bourdais, meanwhile, made a series of strong but

fair challenges after taking over from Alex Popow, who drove a fine opening stint. The Frenchman worked his way into the lead with a little over half an hour remaining to secure the endurance title – and a US\$100,000 payday – for

Peter Baron's Starworks team. He posted the fastest lap for good measure.

The heavy attrition elevated a thrilling GT class battle to fifth place, with Andy Lally and John Potter clinching the coveted NAEC title for Magnus Racing.

● Jeremy Shaw

RESULTS

1 Sebastien Bourdais/Alex Popow (Riley-Ford MkXXVI), 91 laps in 3h00m55.304s; **2 Scott Pruett/Memo Rojas (Riley-BMW)**, +1.271s; **3 Max Angelelli/Ricky Taylor (Dallara Corvette DP)**; **4 Scott Dixon/Juan Pablo Montoya (Riley-BMW)**; **5 John Potter/Andy Lally (Porsche GT3 Cup)**; **6 Jonathan Bomarito/Sylvain Tremblay (Mazda RX-8)**. **Points** 1 Pruett/Rojas, 265; 2 Enzo Potolicchio/Ryan Dalziel, 254; 3 Darren Law, 252; 4 David Donohue, 243; 5 Popow, 242; 6 Joao Barbosa, 239.

SUPER GT SUGO (J), JULY 29, RD 4/8

First-corner collision leaves way open for Le Mans victory

TEAM LE MANS TOOK ITS first Super GT win for nine years at Sugo last Sunday thanks to a controlled drive from its Japanese duo of Daisuke Ito and Kazuya Oshima.

Ito's start was no match for those of Satoshi Motoyama and Joao Paulo de Oliveira, who placed

their Nissans on either side of his Lexus as the trio approached the braking zone, but he was the happiest of the trio as he rounded the first corner. That was because de Oliveira moved across on his rival too early, causing his Impul GT-R to be spun into Motoyama's

NISMO-run version, putting both into the barriers and out of the race.

Ito's win looked assured by the time he handed over his car to Oshima, but both had bargained without a charge from Kazuki Nakajima, who took over the TOM's Lexus from Loic Duval. Duval had earlier

fallen to fourth when reigning champion Ronnie Quintarelli took his Mola Nissan by, but his co-driver pushed hard to get back into the hunt once the driver changes had been completed.

The former Williams Formula 1 driver made it to within 0.5s of Oshima after ruthlessly dealing with traffic that his rival had taken a cautious approach to lapping. That was as close as he came to victory, though; on shot tyres, he was unable to stay with his rival when Oshima nailed the final two laps on rubber he'd been preserving through his stint. The margin of victory was nevertheless still a mere 0.6s.

Lexus machinery utterly dominated, with third-placed Masataka Yanagida and Quintarelli being the

only crew in the top six not driving an SC430.

Ralph Firman, who was sharing his Team Aguri Honda with Takashi Kobayashi, crashed early on and then retired before half-distance with the resultant damage and handling issues.

● Jiro Takahashi

RESULTS

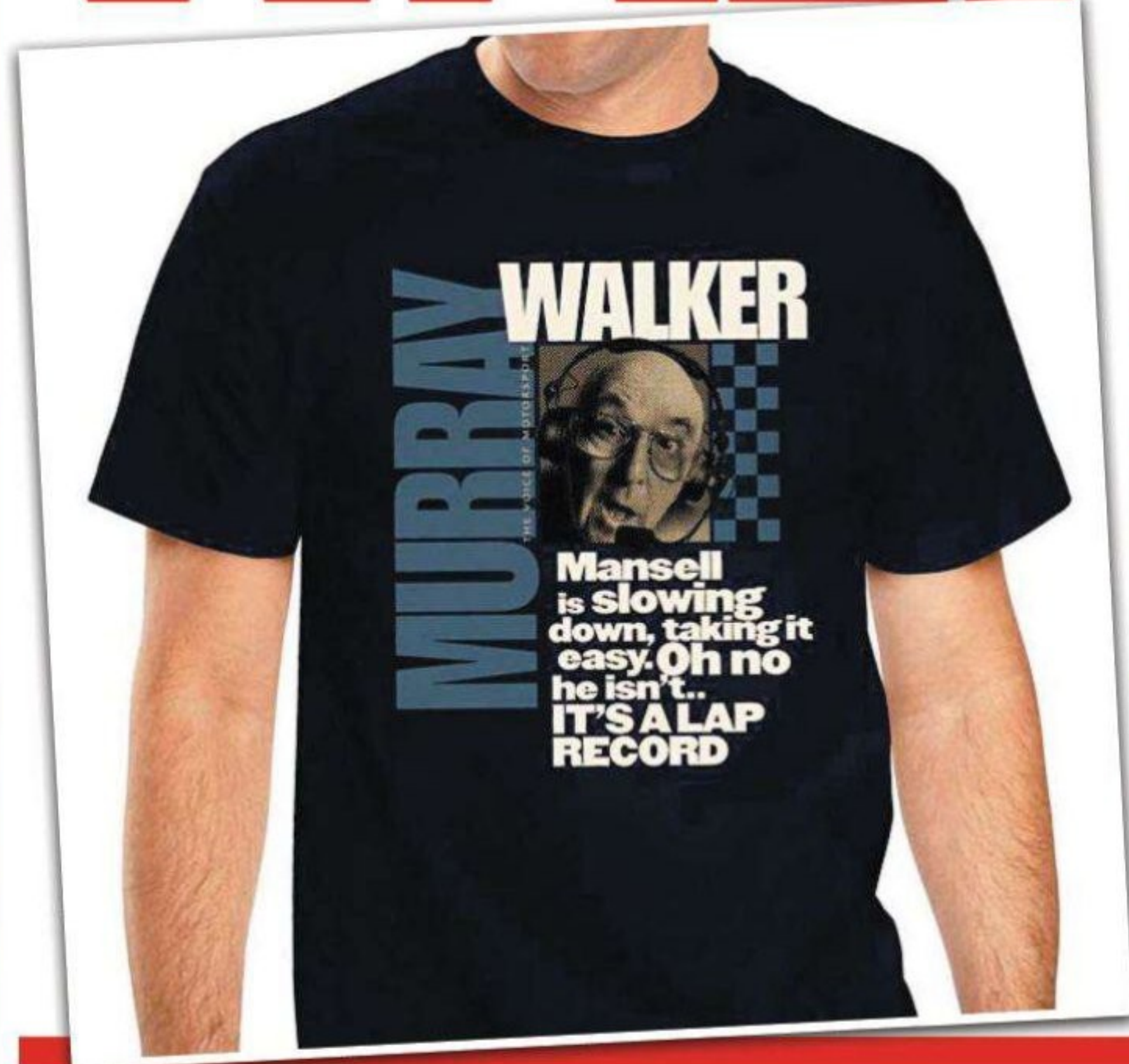
1 Daisuke Ito/Kazuya Oshima (Lexus SC430), 81 laps in 1h48m37.179s; **2 Loic Duval/Kazuki Nakajima (Lexus)**, +0.626s; **3 Ronnie Quintarelli/Masataka Yanagida (Nissan GT-R)**; **4 Juichi Wakisaka/Hiroaki Ishiura (Lexus)**; **5 Kohei Hirate/Yuji Tachikawa (Lexus)**; **6 Andrea Caldarelli/Yuji Kunimoto (Lexus)**. **Points** 1 Hirate/Tachikawa, 44; 2 Wakisaka/Ishiura, 38; 3 Takuya Izawa/Naoki Yamamoto, 38; 4 Ito/Oshima, 32; 5 Takashi Kogure/Carlo van Dam, 30; 6 Nakajima, 29.

Ito leads as Motoyama and de Oliveira (r) crash



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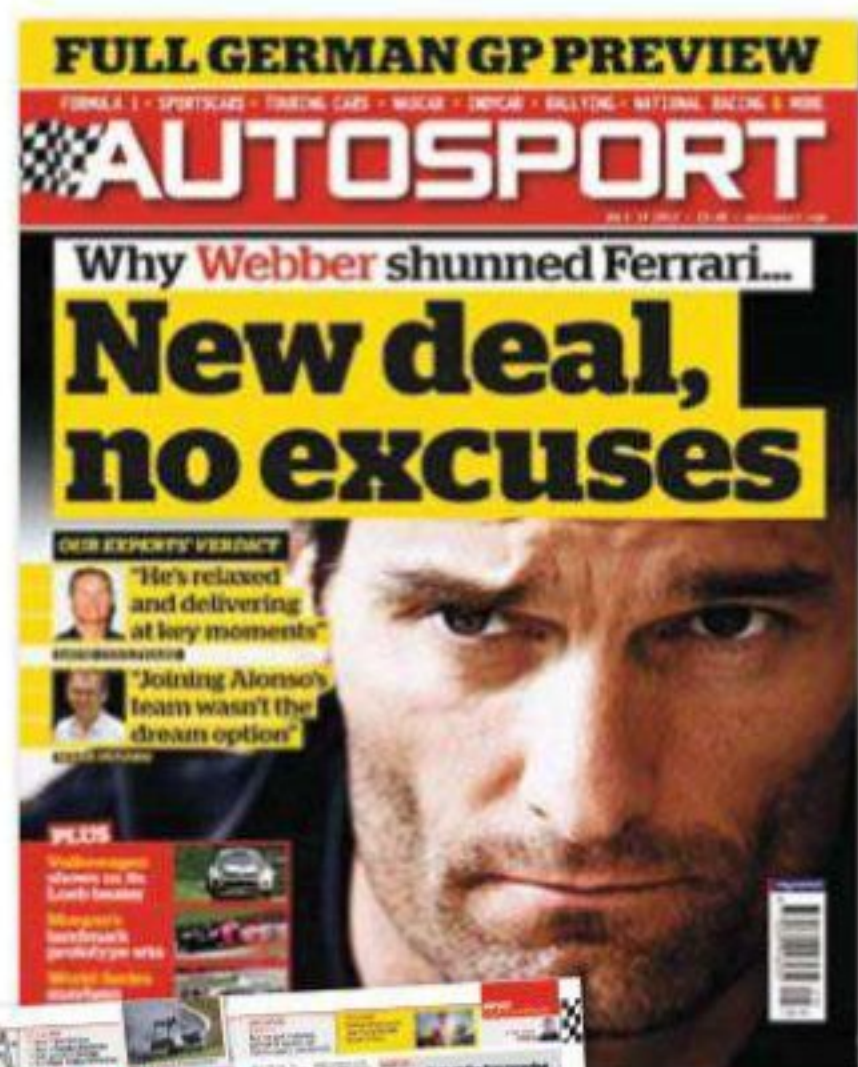
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SPA

Belgium

July 27-July 28

FIA Euro F3 Rd 6/10,
British F3 Rd 7/10**AT A GLANCE**

- **Winners Felix Serralles/
Carlos Sainz Jr**
- **Poles Serralles x 2**
- **Fastest laps Serralles/Sainz**

Puerto Rican flag carried
to victory by Serralles

Cats like Felix like winning

Cool as you like, Serralles was the man to beat at Spa - and he now tops the points

NO-ONE PREDICTED FELIX Serralles as a title contender for the British Formula 3 International Series before the season started, but a commanding win at Spa-Francorchamps has helped propel the Puerto Rican into the points lead with only three race weekends to go.

Serralles and his Fortec Motorsport Dallara-Mercedes were on top form at Spa, over an event that returned us to the state of play we saw at the start of the season.

It's clear that the new Dallara F312 has provided a kind of reset button on F3, and at Oulton Park and Monza - the opening two

rounds - Fortec had strong straightline speed thanks to excellent mechanical grip, which allowed the team to get away with running lower downforce. Meanwhile, hitherto dominant team Carlin's Dallara-Volkswagens looked extremely stable in high-speed corners - and have done ever since.

But at Pau, Rockingham and Brands Hatch, Serralles faded off the ultimate pace even within his own team. It looked as though Alex Lynn would be the Fortec man winning races in the second half of the season, as Carlin's drivers scampered away to fight out the title between themselves.

At Norisring and Spa it has

been Serralles back on top form, and around the rolling Ardennes hills Fortec once again had very impressive straightline speeds, plus huge commitment from its Latino-Caribbean starlet. In sector one, including the blat through Eau Rouge and the long Kemmel straight, Serralles's fastest time in practice and qualifying was 39.843s, 0.4s quicker than his team-mates. Carlos Sainz Jr was the top Carlin runner on 40.244s.

But where Serralles won this weekend was in the downforce-dependent sector two, including Rivage and the long Pouhon - Carlin country, in other words. After a superb pre-Spa test at Pembrey, where he amazed the team at the just-flat Honda Curve, he was really ragging the car in Belgium, catching slides as he asked more of it than it wanted to give into Pouhon, scrabbling into the run-off (no-one seemed worried about track limits this weekend), dancing with disaster. Carlin's pre-weekend points leader Jack Harvey, driving beautifully,

was fastest in this sector on 58.516s, but Serralles heroed a 58.701s. None of his very able Fortec team-mates could get within 0.3s.

"This track is all about high speed and having big balls," smiled Serralles. "That's the way I like to drive the F3 car - on the edge."

With an unexpected amount of rear grip, Serralles bogged down off the grid at the start of Friday's race, allowing Sainz to beat him into La Source. In a dramatic start, Lynn was forced onto the grass into the hairpin as he took a sniff inside Serralles. Another Fortec runner, Hannes van Asseldonk, went wide and, he said, briefly held the lead before losing out as he rejoined the track. Still off line at Eau Rouge, he would lose several further places as a result.

The lead-change came on the third lap, with Serralles swishing outside Sainz on the run out of Eau Rouge, then needing a brief lock of the brakes into Les Combes to make sure that he completed the move.

European championship contender Daniel Juncadella followed him past a couple of laps later, and it briefly looked as though the Prema Powerteam Dallara-Mercedes would put Serralles under pressure.

But Serralles also showed intelligence, figuring that Juncadella's tyres would soon fade under the baking Spa sun. And they did, Juncadella professing that "we are running the lowest downforce we can" in a bid to keep up with the leading British F3 boys.

These guys would also be the contenders in the other race, which by total contrast was played out on a wet track. But at least it was played out - Friday's reversed-grid race had been cancelled due to a torrential thunderstorm.

Just as at Monza in similar conditions, Sainz was supreme. This time Serralles got the best start, but Sainz passed him on the run to Les Combes on the third lap. For two more laps Serralles chased dramatically, bravely running wide at Blanchimont



Sainz splashed to a soggy win. Again

RACE RATING

★★★★☆

Passing for the lead and action down the field; even a great scrap for last!

MILESTONE

Blomqvist makes it a sons-of-World-Rally-champs top two



REPORT BRITISH/EURO F3 SPA

MARCUS SIMMONS
reports



Harvey chased Jaafar all weekend



as the rain began to come down ever-harder, but then he spun at Pouhon when his right-rear touched the rumble strip. He was in good company: Juncadella had made an identical mistake two laps earlier.

Up stepped Tom Blomqvist, and it was the Anglo-Swede who chased Sainz home in his Ma-Con Motorsport Dallara-VW – some recompense for his disappointment at the binning of the reversed-grid race, for which he was on pole. It also gave him a chance to show his talent in a season during which he's been struggling in the dry with a braking instability.

Behind Serralles (who only lost one place with his spin), Jazeman Jaafar led Michael Lewis and Harvey in the

fight for fourth. That was a rematch of what was a pretty high-cholesterol dust-up from race one, in which Lynn had been in the mix, too.

Harvey did some strong racing from a lowly grid slot – caused by a crash with van Asseldonk in qualifying – and only got past Jaafar into Les Combes on the last lap. He'd tried one lap earlier, but had been forced onto the grass as the Malaysian stretched the limits of etiquette. Jaafar said that Harvey had also been dishing it out, while the Englishman said of his team-mate's move: "It was a bit hard, but I'm under no illusion that we're championship rivals."

True, but with Serralles's Saturday result lifting him above them, they're now the ones doing the chasing. ☼

Euro crisis is saved by a Spaniard

When the Prema Powerteam quartet were mired in the midfield in free practice, complaining of severe oversteer, there were some from the British Formula 3 ranks who reckoned the class team from the European championship was sandbagging and bluffing.

Not so: while Daniel Juncadella pulled out what he claimed was one of his laps of the season to qualify on the second row of the grid, and the Spaniard drove out of his skin to take second place in race one, his team-mate, European championship leader

Raffaele Marciello, couldn't even score a point.

The drivers looked like they were trying hard, with Marciello on the absolute limit under braking and regularly driving so far into the run-off at Pouhon that he almost reached Zolder before rejoining the track.

Wet weather caused the mistake that did for Juncadella's aspirations in Saturday's race, but at least it provided Tom Blomqvist with a chance to exhibit his talent. Marciello, meanwhile, looked on course to make it into the top 10 until he was inadvertently tipped into a spin by Felix Rosenqvist at the Bus Stop chicane, an

incident that forced the Swede out of the race.

Amid all this European gloom, one impressive performer was Prema's Michael Lewis. The American outpaced Marciello all weekend and raced well with the British title contenders.

This was the second time – after Pau – that the Europeans have raced their new Dallara F312s on the Cooper tyres used in British F3. Mücke Motorsport boss Peter Fluckiger reckoned the struggle might well just be down to the fact that Spa is a much more tyre-dependent circuit than the French street track. With data and experience, expect a stronger attack in 2013.



Juncadella really attacked Spa

RESULTS

FIA European Formula 3 Championship, round 6 of 10, British Formula 3 International Series, round 7 of 10, Spa-Francorchamps (B), July 27-28

GRID	RACE 1 - 13 LAPS, 56.577 MILES	GRID	RACE 3 - 15 LAPS, 65.281 MILES	BRITISH CHAMPIONSHIP
1 SERRALLES 2:15.212	POS DRIVER TEAM CAR TIME GRID	1 SERRALLES 2:15.157	POS DRIVER TIME GRID	POS DRIVER PTS
2 SAINZ 2:15.455	1 Felix Serralles (USA) Fortec Motorsport DMB F312 29m45.219s 1	2 SAINZ 2:15.198	1 Sainz 41m42.632s 2	1 Serralles 212
3 LYNN 2:15.715	2 Daniel Juncadella (E) Prema Powerteam DMB F312 +5.657s 4	3 JUNCADILLA 2:15.460	2 Blomqvist +5.604s 6	2 Harvey 208
4 JUNCADILLA 2:15.821	3 Carlos Sainz Jr (E) Carlin DVW F312 +10.462s 2	4 LYNN 2:15.527	3 Serralles +8.667s 1	3 Jaafar 204
5 ASSELDONK 2:15.862	4 Jack Harvey (GB) Carlin DVW F312 +12.678s 10	5 JAAFAR 2:15.678	4 Jaafar +14.203s 5	4 Sainz 176
6 JAAFAR 2:15.899	5 Jazeman Jaafar (MAL) Carlin DVW F312 +14.364s 6	6 BLONQVIST 2:15.697	5 Lewis +15.859s 11	5 Lynn 156
7 FANTIN 2:15.983	6 Alex Lynn (GB) Fortec Motorsport DMB F312 +14.515s 3	7 HARVEY 2:15.767	6 Harvey +20.823s 7	6 Tincknell 143
8 LEWIS 2:16.004	7 Michael Lewis (USA) Prema Powerteam DMB F312 +16.009s 8	8 DERANI 2:15.815	7 Derani +24.563s 8	7 Fantin 140
9 TINCKNELL 2:16.060	8 Pipo Derani (BR) Fortec Motorsport DMB F312 +16.776s 12	9 ASSELDONK 2:15.834	8 Juncadella +25.524s 3	8 Derani 110
10 HARVEY 2:16.151	9 Felix Rosenqvist (S) Mücke Motorsport DMB F312 +18.081s 13	10 TINCKNELL 2:15.914	9 Tincknell +27.172s 10	9 van Asseldonk 83
11 BLONQVIST 2:16.219	10 Tom Blomqvist (GB) Ma-Con Motorsport DVW F312 +20.037s 11	11 LEWIS 2:15.953	10 Bernstorff +27.187s 17	10 McBride 61
12 DERANI 2:16.222	11 Raffaele Marciello (I) Prema Powerteam DMB F312 +20.283s 15	12 FANTIN 2:15.972	11 Lynn +30.607s 4	
13 ROSENQVIST 2:16.329	12 Sven Muller (D) Prema Powerteam DMB F312 +26.069s 17	13 ROSENQVIST 2:16.026	12 Wehrlein +31.894s 18	
14 MCBRIDE 2:16.386	13 Harry Tincknell (GB) Carlin DVW F312 +27.009s 9	14 MCBRIDE 2:16.189	13 Wolf +32.900s 24	
15 MARCIELLO 2:16.593	14 Pascal Wehrlein (D) Mücke Motorsport DMB F312 +28.790s 16	15 MARCIELLO 2:16.320	14 Marciello +35.348s 15	
16 WEHRLEIN 2:16.744	15 Geoff Uhrhane (AUS) Double R Racing DMB F312 +29.233s 19	16 MULLER 2:16.570	15 McBride +42.717s 14	
17 MULLER 2:16.810	16 Pietro Fantin (BR) Carlin DVW F312 +31.052s 7	17 BERNSTORFF 2:16.612	16 Roda +43.870s 22	
18 ILYAS 2:17.004	17 Emil Bernstorff (GB) Ma-Con Motorsport DVW F312 +31.753s 20	18 WEHRLEIN 2:16.640	17 Fong +45.066s 25	
19 UHRHANE 2:17.053	18 Nick McBride (AUS) T-Sport DN F312 +33.004s 14	19 ILYAS 2:16.681	18 van Asseldonk +46.361s 9	
20 BERNSTORFF 2:17.104	19 Andrea Roda (I) Jo Zeller Racing DMB F312 +33.486s 21	20 UHRHANE 2:16.777	19 Fantin +49.475s 12	
21 RODA 2:17.270	20 Lucas Wolf (D) URD Rennsport DMB F312 +37.729s 23	21 BRADLEY 2:16.912	20 Sa Silva +51.500s 27	
22 BRADLEY 2:17.274	21 Fahmi Ilyas (MAL) Double R Racing DMB F312 +38.501s 18	22 RODA 2:16.966	21 Ilyas +52.266s 19	
23 WOLF 2:17.954	22 Sandro Zeller (CH) Jo Zeller Racing DMB F308 +40.982s 24	23 ZELLER 2:17.503	22 Calbimonte +55.591s 29	
24 ZELLER 2:18.163	23 Hannes van Asseldonk (NL) Fortec Motorsport DMB F312 +45.415s 5	24 WOLF 2:17.792	23 Goddard +56.929s 26	
25 SA SILVA 2:18.300	24 Richard Bradley (GB) Carlin DVW F312 +45.470s 22	25 FONG 2:17.826	24 Padayachee +1m04.247s 28	
26 GODDARD 2:18.348	25 Duvashen Padayachee (AUS) Double R Racing DMH F308 +54.785s 28	26 GODDARD 2:17.962	25 Zeller +1m21.861s 23	
27 FONG 2:18.675	26 Luis Sa Silva (AO) Angola Racing Team DMB F312 +56.276s 25	27 SA SILVA 2:18.155	R Bradley 11 laps-rear wing 21	
28 PAD'CHEE 2:19.365	27 Adderly Fong (PRC) CF Racing DMH F308 +1m01.814s 27	28 PAD'CHEE 2:18.804	R Muller 9 laps-accident 16	
29 CALBIMONTE 2:19.431	28 Spike Goddard (AUS) T-Sport DMH F308 +1m01.982s 26	29 CALBIMONTE 2:19.325	R Rosenqvist 6 laps-acc damage 13	
	29 Pedro Calbimonte (BO) T-Sport DMH F308 +1m03.490s 29		R Uhrhane 4 laps-accident 20	

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

Race 1 Winner's average: 114.09mph.
Fastest lap: Serralles, 2m16.123s, 115.10mph.
Race 2 Cancelled.
Race 3 Winner's average: 93.91mph.
Fastest lap: Sainz, 2m36.453s, 100.14mph.



WRC's milestone moment

Rally Finland will mark the WRC's 500th points-scoring event. *DAVID EVANS* takes a look back at the past 40 years of stage competition

This really wasn't how it was supposed to be. Standing on the road into the Digne, officials from the newly formed World Rally Championship watched as the police arrived to quell an angry mob. Of competitors.

Round one, 498 rounds ago, was the 1973 Monte Carlo Rally. And, mid-way through the Burzet stage a Ford Capri had spun and wedged itself between the two snowbanks. Around 150 crews were following and had no chance of getting around the stricken car. So, the organiser, the Automobile Club de Monaco, excluded them all.

That was when the police were called. Having extricated themselves from the stage, the 150 or so excluded crews decided to block the road into Digne to bring WRC round one to a halt entirely.

It didn't work.

After an inauspicious start on the Monte, things didn't improve much for round two in Sweden – where the organisers had decided to ban studded tyres. Some crews could barely get their cars off the line, let alone through anything resembling a corner.

Fortunately, things have improved since then. And, 497 rallies and 39 years after the slippery Swedish, we arrive

here at the 499th round of the FIA World Rally Championship.

For the dyscalculia sufferers among you, this week's Rally Finland will be the 500th event in the history of the championship. Even more reason for even more of Jyväskylä's population to trouble even more bottles of vodka for the event's three days.

The World Rally Championship had, for all intents and purposes, been running for three years prior to 1973 anyway, with the sport's governing body – then the Commission Sportive Internationale – running the International Manufacturers' Championship from 1970-1972. All nine of the 1972 IMC rounds were drafted into the inaugural WRC calendar with four more added.

The 1960s had been a period of significant change in the sport of rallying. The decade prior to that had given rallying a chance to revive itself from the ravages of the Second World War. And as the European economy slowly revitalised itself, rallying found its feet and became enormously popular across the continent.

And those events became increasingly competitive. The '60s were ushered in with the arrival of the first special stage on the RAC Rally and out with cars such as the Alpine A110 shunning a well-trodden route of mass-production-based competition cars. And, in between those times, anybody who had



Waldegaard, 1979: first world champ



Alpine-Renault won the first event in '73



Rohrl won 100th, Monte Carlo 1982



Audi Quattro took tech to a new level



Lancia's Group A Delta dominated

“Group B came and went with savage power and fatal consequences. The cars were too fast”

was leading and looking good to win round one for Ford... right up until a couple of rocks found their way onto the road over the Col de Turini. Strangely, they weren't there when Frenchman Bernard Darniche passed shortly afterwards. Having been six minutes up, Waldegaard lost the rally to Darniche's private Stratos by six seconds.

While Fiat had taken a sabbatical in 1979, Ford had gone full bore with the Escort and Waldegaard became the first World Rally Champion, beating team-mate Hannu Mikkola by just one point.

So, 75 rallies after it all began, the WRC crowned two champions.

Fittingly, the centenary event for the WRC was the 1982 Monte Carlo Rally, won by Walter Rohrl in an Ascona 400. 100 rallies in, however, and the sport had changed even more dramatically, after a couple of radical thinkers at Audi elected to send drive to the front and rear wheels in something they called 'Quattro'.

The second century of WRC events would be by far the most tumultuous in its history as Group B came and went with savage power and fatal consequences. First Peugeot, then Austin Rover, Lancia and Ford all joined Audi to create cars that were too fast. The WRC's 159th round, in December '86, would be the last for Group B.

By the time the sport hit 200, Group A regulations were well and truly exploited, leaving behind the ►

witnessed BMC's competitions department in action was left in little doubt that the professional era was upon world rallying.

Having made the decision to attach a 'world' title to its championship for manufacturers in 1973, a truly world crisis hit CSI's new series hard in year two. The Middle Eastern oil-producing countries took a dim view of America's decision to supply arms to Israel and placed an embargo on the flow of fuel in late '73. The first two rounds of '74 were cancelled and only eight of the scheduled 11 rallies would run.

It wasn't all bad news, though. At the same time that oil began to flow around the world more freely, it began to flow quickly through the twin 48mm Weber carbs on arguably world rallying's first supercar: the Stratos.

Lancia's Fulvia had given the mighty

Italians victory in the final year of the IMC, in 1972. While Cesare Fiorio was busy borrowing and fitting Ferrari Dino engines into the back of a beautiful Bertone design, the Alpine stole the march and took rallying's first title in 1973. That was the Renault-engined car's only season-long success.

From then on, the Stratos took hold to carry the Turin workforce to three successive championship titles. And when the superiority of the Stratos faded, its successor also came from a familiar factory in Northern Italy, with the 131 Abarth.

More important than the Italian dominance of the early years of world rallying was the arrival of a drivers' championship in 1979.

And, just as the makes' race had arrived amid Monte controversy, so did the drivers' title tilt. Bjorn Waldegaard

WRC MILESTONE RALLYING HITS 500



McRae/Subaru won 300th, Greece 1998

◀ humdrum early days of 1987. And the Italians were very definitely back. The Lancia Delta, first created in fire-breathing Group B form, was tamed and tuned to Group A and would go on to become the joint most successful model of car in the history of the WRC, winning 46 rounds – including Miki Biasion's success on the 200th.

The halfway point of the WRC's journey from rounds one to 499 is Francois Delecour's third win of the 1993 season, the Catalunya Rally.

The triple century is celebrated by a flying Scot in a Subaru. Colin McRae's victory on the 1998 Acropolis Rally was not only the 300th round of the WRC, it would also be the 1995 world champion's final victory in an Impreza.

Again, the sport had moved on through technical change, with World Rally Cars arriving for 1997. WRCs broke down the barriers of entry to the world championship, allowing manufacturers to essentially cut and shut from the range. Providing 25,000 or more of the desired model were produced by the manufacturer annually, then four-wheel drive and a turbocharged engine could be fitted – with 20 examples required by the FIA for year-on-year homologation.

World rallying was opened to the masses, allowing Skoda to shun its perennial tag of class-winner by building the Octavia WRC. SEAT was another to come with its Cordoba, as was Hyundai and the Accent – all competing without a turbo, four-wheel-drive, road-going derivative of the competition car.

One manufacturer exploited the

2h47m02s

Biggest winning margin: 1973 Rally of Poland, when Achim Warmbold's Fiat 124 Abarth thrashed Egon Culmbacher's Wartburg 353

85

The most WRC wins by a single manufacturer: Citroen

173

The most WRC starts for one co-driver: Denis Giraudet

WRC in numbers

46

The most wins by a single model: Lancia Delta and Subaru Impreza

11

WRC rounds have been decided by less than five seconds

196

Most WRC starts: Carlos Sainz

1

driver has won 72 WRC rounds

165

The most WRC wins for one nation: Finland

13

The most times a manufacturer has won one event: Ford/Acropolis

21

Drivers who have started more than 100 WRC rounds

7

WRC rounds have been cancelled

0.2s

Closest finish: Jordan 2011, when Sebastien Ogier defeated Jari-Matti Latvala

375

WRC rounds have been won by a four-wheel-drive car

29

Drivers have won once in the WRC

10

WRC rounds have been won by a front-wheel-drive car

71

Different drivers have won a WRC round

World Rally Car rules better than anybody, though. And that marque, Citroen, has become utterly associated with one man: Sebastien Loeb.

Loeb's first win – in Germany 2002, was the 357th round of the world championship. The Frenchman won the 400th in Argentina in 2005 – by then already well on his way to a successful defence of his maiden world title.

Between rounds 357 and 499, the name Loeb has appeared atop the winner's list for 72 of those rallies – and all of them in Citroen products.

Of the 142 WRC rounds run between Argentina 2005 and New Zealand this year, Loeb has finished on the podium 106 times.

In 499 rounds, the WRC has created four-time champion heroes in the shape of Juha Kankkunen and Tommi Makinen; it's made four drivers into double champions (Walter Rohrl, Miki Biasion, Carlos Sainz and Marcus Gronholm) – it even made Markku Alen a champion for 11 days at the end of 1986 – before his Sanremo win was rendered pointless (and thus doesn't count in our 499). But nothing prepared the WRC for Loeb.

The 38-year-old has won 45 per cent of the events he's started, set fastest times on 844 special stages and bagged 1426 points.

But this week is all about the sport's really big number. It's taken 39 years and 499 rallies to get here. Now, who will win WRC round 500 in Finland on Sunday afternoon? ☼



499th WRC event fell to incomparable Loeb

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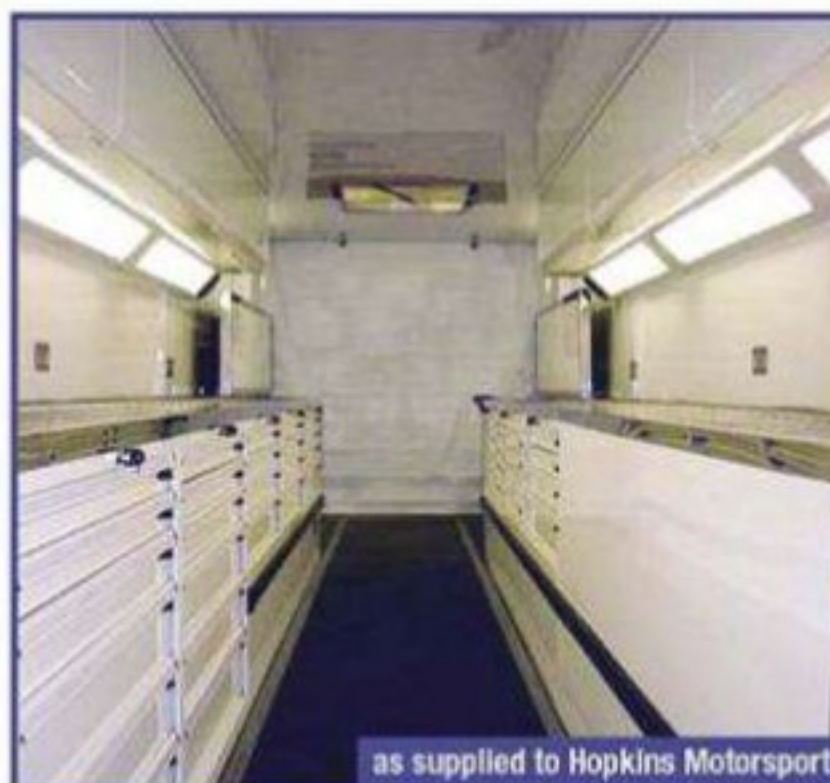
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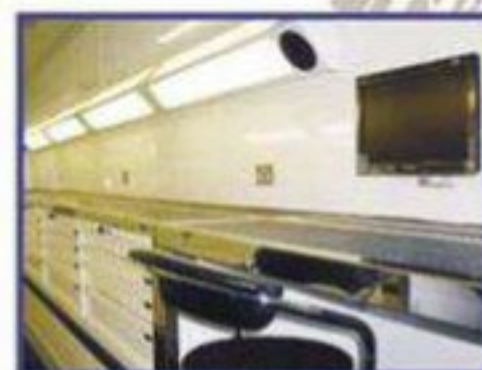
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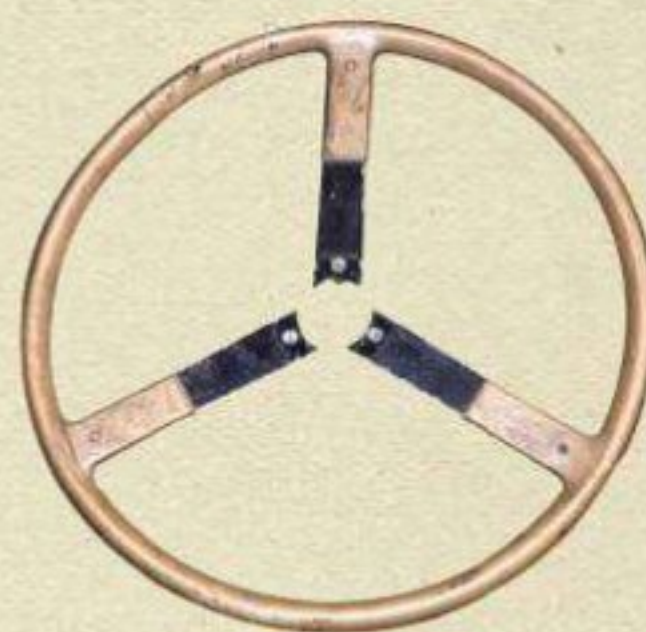
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Toyota GB revived to run new car in Silverstone 24 Hours

NGTC BTCC firm to build race version of GT86 for Production Class

» THE UK ARM OF JAPANESE manufacturer Toyota will enter a team in this September's Britcar 24 Hours at Silverstone.

Toyota has revived the Team Toyota GB moniker of its successful British Touring Car campaigns of the late 1980s and early '90s to enter a Toyota GT86



Toyota GB enjoyed BTCC success in the mid '80s

in the Production Class of the twice-round-the-clock enduro.

The 197bhp car, which will run in a livery echoing that of the Corolla that carried Chris Hodgetts to back-to-back BTCC titles in 1986-87, will be prepared by GPR Motorsport, the firm behind the spec NGTC parts in the BTCC.

GPRM's Gary Blackham and Roger King will oversee the project, which aims to turn the two-litre GT86 into a competitive racer while retaining as many of the standard road car's parts as possible.

Blackham believes the car will be a strong contender. "The new Toyota has all the makings of a great Production Class racer," he said.

"We are concentrating our efforts on stripping back the chassis, lightening and strengthening it and equipping it with a rollcage and all the other safety gear required, as well as quick-refuelling equipment. Other than that, the GT86 will remain essentially in road car form."

Toyota is hoping to showcase the merits of its latest sportscar design in a competitive environment in a similar way to Mazda UK, which has campaigned the Mk3 version of its MX5 in Britcar events in recent seasons.

An announcement on the team that will run the GT86 and its driver line-up for the 24 Hours will be made in the coming weeks. It is not yet known when the new car will hit the track.

AUTOSPORT SAYS...

BEN ANDERSON
NATIONAL EDITOR

ben.anderson@haymarket.com



THE NEWS THAT TEAM TOYOTA

GB has been revived to race in this year's Britcar 24 Hours may mist the eyes of some of those who recall the BTCC of the 1980s.

Toyota was very successful in this branch of the sport during that time, beginning with Win Percy's completion of his title hat-trick in a Class C Corolla GT in 1982. Dabbles in the top class (with the Celica Supra in '83 to '85, the Supra Turbo of the late '80s and with the Carina of '91 to '95) never quite yielded sustained levels of glory for a marque that has always been keen on motorsport.

Toyota always harvested more fruit in the smaller classes of the championship (as Chris Hodgetts' back-to-back titles of 1986 and '87 attest), so perhaps it's appropriate that the return of Toyota GB should come in the lower division of the Britcar stable.

Toyota GB's plan to race its GT86 model in Britain's biggest endurance race follows the path trodden by rival Japanese manufacturer Mazda with its MX5. I was privileged to be part of a line-up that finished 16th overall (in a field of nearly 60 cars) in last year's race, competing in a near-standard version of the MX5 Mk3 and proving that you don't always need a powerful brute to be successful in endurance racing.

Mazda's fruitful partnership with endurance racing squad Jota Sport has now carried into British GT4. I wonder if Toyota is headed in the same direction...

Extra contact details

Kevin Turner, features editor
kevin.turner@haymarket.com





British GT

Hetherington joins Motorbase

Ex-Carrera Cup scholar to race for Porsche GT3 squad while Nissan awaits repairs

Hetherington will replace Jelley

FORMER PORSCHE Carrera Cup GB scholar Benji Hetherington will switch from the JMH Nissan GT-R GT3 to a Motorbase Performance Porsche for this weekend's British GT round at Snetterton.

Hetherington, 20, will become regular driver Steve Parish's third co-driver of the season in the #10 Motorbase 997 GT3 R, after Nick

Tandy and Stephen Jelley.

Hetherington, who tested the Porsche at Snetterton last Friday, said: "Unfortunately the Nissan had an off at Brands and the spares are taking too long to come over from Japan so the car isn't fixed.

"Stephen Jelley broke his foot [when a McLaren MP4-12C was dropped off its jacks onto him early last month] and I was on

the sidelines, so I spoke to David [Bartrum, Motorbase boss] about driving with Steve."

Bartrum added: "It's a one-off at the moment. I knew he was available. I think he'll do a solid job; he knows the Porsche well."

Rhino's Leipert Motorsport, which joined the field at the Nurburgring earlier this season, will field its Lamborghini Gallardo LP600+

for Marco Attard and Austrian Hari Prozyk in GT3, while reigning VW Racing Cup champion Steve Chaplin will make his British GT4 debut, sharing his Aston Martin Vantage GT4 with Phil Keen.

International GT ace Richard Westbrook will also return to action this weekend, again driving the Trackspeed Porsche of current championship leader David Ashburn.

VW Racing Cup

Onslow-Cole to Snett VW Cup

BRITISH TOURING CAR RACE winner Tom Onslow-Cole will contest the Volkswagen Racing Cup rounds at Snetterton this weekend.

The 25-year-old, who currently lies seventh in the BTCC standings in a WSR BMW, will drive a new Scirocco run by KPM. "It's fairly last-minute, but I'm looking forward to it," said Onslow-Cole, who will not drive the car before the event. "Milltek Sport [which back the car], one of my sponsors, sorted it out and asked me to drive.

"I know some of the guys who have graduated from it and it's a good



Onslow-Cole will race a KPM Scirocco at Snett

championship. There's a nice mix of cars and the racing should be good."

Although he now races a rear-wheel-drive BMW, Onslow-Cole has extensive front-wheel-drive experience. He was Renault Clio Cup champion in 2006 and has raced several FWD BTCC machines.

"Having not driven the car before I don't know where we'll be, but I hope to get hold of it pretty quickly," he added.

Bike-Sports

Greensall's Anglesey marathon

FORMER EUROBOSS CHAMPION

Nigel Greensall will contest the next round of the 750 Motor Club Bike-Sports championship at Anglesey this weekend.

The versatile UK racer will step into the Speads RS06D of Class B racer Iain Cumming, who is away on holiday.

Greensall has briefly driven the car, but will not be able to test because he is contesting a Fun Cup event on Saturday.

"I'm going to finish at Brands Hatch and drive to Anglesey that evening," he said. "I'll have to get

used to the Speads when I arrive; I've done three laps at Brands Hatch and five at Donington so I should be OK.

"I'll be teaming up with my old mechanic Tony Frost, who used to work on the Tyrrell in EuroBOSS, which will be really nice too."



Greensall will sub for Cumming in Wales

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Radical Sportscars

Radical targets 24 novices with new Clubman's Cup feeder series

UK SPORTSCAR CONSTRUCTOR

Radical is targeting a grid of 24 cars for its new SR1 Cup in 2013.

The series is designed for novice drivers and will slot in below the Radical Clubman's Cup. The new SR1 design will feature a detuned 185bhp version of the 1340cc RPE-Suzuki engine used in the company's SR3 model, and will run on treaded Dunlop tyres.

Radical spokesman Will Brown said

Radical's new series will feed its Club Cup



interest in sportscar racing was at an all-time high and that the SR1 Cup would cater for newcomers to the sport.

"We are providing a package for people who don't know how to go about it and keeping costs down at the same time," he said. "We will provide three trackdays, in cooperation with MotorSport Vision, and teach people skills like qualifying practice, getting heat into tyres and practice starts; it will include an ARDS test if needed. We've already had a lot of interest."

The series will feature four double-header meetings at Brands Hatch, Snetterton, Oulton Park and Cadwell Park, running alongside the Clubman's Cup. SR1 drivers will be able to step up in their second year, with the winner getting a prize drive in the first round of the 2014 Clubman's Cup.

MARCUS PYE

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The voice of club motor racing



Croft's Nostalgia Weekend is a growing historic event

This weekend the Historic Sports Car Club fraternity regroups in the North East for the Croft Nostalgia Weekend, one of the most intriguing events on its calendar. For the past two years the meeting - with its wonderful retro feel and inspired theming - has grown splendidly. If the weather is kind, the third edition will really establish the brand.

Last August, Saturday's racing was almost washed out, but gallant juggling by HSCC supremo Grahame White's team, in league with the circuit's ever-obliging staff and stoic marshals, ensured that the day's feature Guards Trophy enduro for GT and Sports Racers ran as programmed. By moving the opening legs of some events to Sunday, everybody got a run.

Leaving aside the 18-race card for a moment, what I love about the Nostalgia Weekend is the spirit of non-racing participants. Historic aircraft - cloudbase permitting, a Supermarine Spitfire (Saturday) and Jet Provost and Hawker Fury (Sunday) this year - and military vehicle demos enhance the experience for casual spectators, while a 400-strong classic car cavalcade laps the circuit on Sunday morning.

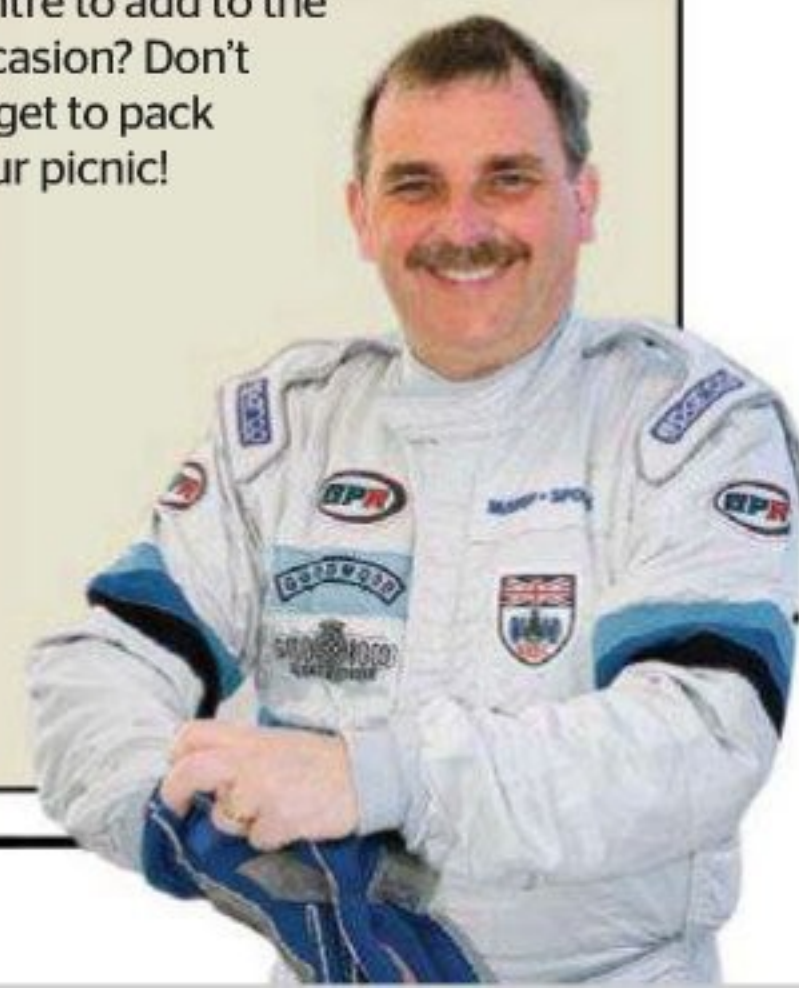
Enthusiasts in the Teesside area are fanatical about using their old

cars and the paddock approach becomes an interactive 'Observers Book of Automobiles' as they proudly display their machines. And more visitors are joining them in dressing for the occasion, in 1940s-1970s costume, which adds considerably to their enjoyment.

Historic race cars fit perfectly into the green setting. After its high-speed opening section, the circuit's sinuous back leg - into which they funnel via the daunting Jim Clark Esses - balances out handling and power and tends to bunch the fields through its tight final sector. Mistakes here are costly and instantly pounced upon, so one or two surprise results are likely.

Scot Nick Fleming, who has won the mixed Guards race for the past two seasons aboard his Chevron B8, is this time taking his Lotus Elan, in which he slayed TVR Griffith, AC Cobra and Jaguar E-type opposition in the separate GT split of March's season-opener at Donington. The ex-Formula Fordster also makes his open-wheel comeback in the Derek Bell Trophy races in an F2 Ralt RT1.

If you live locally, why not take a free ride to Croft in a vintage or classic bus from Darlington town centre to add to the occasion? Don't forget to pack your picnic!



“Leaving aside the racecard, what I love about Nostalgia Weekend is the spirit of the non-racers”

Endurance Racing

Navarra track to host 48-hour race

THE NAVARRA CIRCUIT WILL PLAY host to a 48-hour race next year.

The Maxi Endurance Spain event, set for March 15-17, is the brainchild of sportscar racer Jesus Diez Villarroel.

The Spaniard, who has two Le Mans 24 Hours starts to his name, is aiming to attract a field of up to 80 cars, which would include cars from previous-generation GT2 cars to one-make tin-tops such as Mini Challenge cars and Renault Clio.

Stuart Radnofsky, whose Project 100 group has been charged with attracting entries from the UK and the USA, said: "Jesus has a vision to run an endurance race with a difference. It will run like any other endurance race with the caveat that each car's engine may be

Villarroel raced a Porsche at Le Mans in 2000



changed once and that cars can be recovered back to the pits for repairs."

Ginetta GT Supercup racer Hunter Abbott is already talking to the organisers about competing in the Maxi Endurance event.

"This race is going to move the goalposts in terms of the challenge of an endurance race," said Abbott. "It will sort the men from the boys."

JK Racing Asia Series

Van de Poele Jr's single-seater bow

ALEXIS VAN DE POELE, THE SON OF former grand prix driver Eric, made his single-seater debut at Spa last weekend.

Van de Poele Jr, who has completed only one full season of racing (in last year's Belgian Touring Car Series)



Van de Poele raced a Formula BMW car at Spa

landed a vacant drive in the JK Racing Asia Series for ex-Formula BMW cars at last weekend's Spa 24 Hours meeting.

The Eurasia team gave the Belgian the drive after recognising him in the paddock from his Facebook profile.

Van de Poele, who won both Belgian Racing Car Championship rounds at the weekend, finished 11th in each of his two single-seater outings.

Ex-New Zealand A1GP driver Earl Bamber also picked up a one-off JK Asia drive at Spa. He finished fifth in the first race for the Mahara team.

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IN BRIEF

Another Escort win in historic rallying



GARETH JAMES AND STEFFAN

Evans scored a first victory in the British Historic Rally championship on Sunday's Harry Flatters Historic Rally. The Welsh crew took the lead on the first stage in their Ford Escort Mk2 and still led after 80 miles over the Epynt ranges.

FORMER PORSCHE CARRERA CUP

racer George Richardson scored his first podium in the Continental Tires GT series that supports Grand-Am last weekend. Richardson and team-mate Jeff Bucknum took their Mitchum Motorsports Chevy Camaro to second at Indianapolis.

FORMER LE MANS SERIES RACER

Thor Christian Ebbesvik joined the Marks Electrical team for the Radical UK Cup at Oulton Park last Saturday, partnering fellow single-seater refugee Victor Correa. "I hope to do the rest of the season," said the Norwegian after finishing sixth in race one and retiring from race two with gearbox failure.

ASTON MARTIN GT4 CHALLENGE

team MB Racing has bought a new GT3 Vantage to contest this year's Britcar 24 Hours. Team boss Mike Brown will be joined by regular driver Dave West and Prodrive tester Jamie Wall. They hope to test the car at Silverstone on August 10.

EX-750MC FORMULA 4 CHAMPION

Jonathan Weston-Taylor is planning to make his F3 Cup debut at Silverstone in September with the ex-Alan Ellis Mark Bailey Racing Dallara-Renault F301. He tested the car for the second time at Donington Park last Thursday.

LUKE COOPER WRAPPED UP THE

Formula Ford 1600 Triple Crown title at Silverstone last Saturday. The teenager could only manage eighth and fifth after a delay on the first lap of race one, but outscores John Murphy and Felix Fisher.

FORMER IRC CHAMPION KRIS

Meeke won the annual Lurgan Park Rally in County Armagh, Northern Ireland last weekend in a Mini WRC.



Meeke won Irish rally event



Senna's famous '93 European GP win will be celebrated

Historics

Donington to honour Senna

Third Historic Festival to celebrate anniversaries in F1 legend's career

THREE-TIME FORMULA 1 WORLD

champion Ayrton Senna's career is to be celebrated through two significant anniversaries at next May's Donington Historic Festival, the third in a series inaugurated last season by Duncan Wiltshire of Historic Promotions Ltd.

Next year will mark 30 years since Frank Williams gave the Brazilian - on his way to winning the British Formula 3 title with West Surrey Racing - his first F1 test at Donington in a Cosworth DFV-powered FW08C. Naturally he excelled, although Toleman signed him.

Ten years after his F1 trial, Senna -

driving a McLaren-Ford MP4/8 - dominated the 1993 European GP (to date Donington's only world championship round) to score the 38th of his 41 grand prix victories in difficult weather conditions.

Wiltshire said: "Ayrton Senna was a sensationally gifted racer who enjoyed an enormous following worldwide.

"I believe his British fans will think it important to mark major anniversaries of two of his greatest Donington achievements at the circuit's 2013 Historic Festival."

The event's race programme has yet

to be decided, but will follow precedents in offering quality grids. It is hoped that the Williams chassis, or a sister car, will be available for demonstration runs.

Donington managing director Christopher Tate said: "It's too early to say what will be there, but the intention is to have moments of Senna celebration and there are opportunities to do various things.

"The McLaren is guarded like gold down in Woking, but the FW08 belongs to Kevin [Wheatcroft, circuit owner] and is in the Donington Collection."

Team USA

Team USA reveals scholar shortlist for '12

THE CONTENDERS FOR THIS year's Team USA Scholarship have been unveiled.

The scheme will provide fully funded drives in England later this year, with two drivers contesting the Formula Ford 1600 Festival at Brands Hatch on October 27-28 and the Walter Hayes Trophy at



Ex-winner Alberico is on the shortlist again

Silverstone on November 3-4.

One other - more experienced - driver will be entered into the final two races of Formula Renault BARC at Silverstone on October 6-7.

Former Scholarship winner Neil Alberico, Formula 4 frontrunner Falco

Wauer and Matthew Brabham, grandson of Sir Jack, are among 14 drivers on the shortlist for the prize.

The judging panel will include IndyCar president Randy Bernard and ALMS boss Scott Atherton, as well as ex-Scholarship winners Josef Newgarden and Charlie Kimball, who now race in IndyCar.

The panel will convene at this weekend's IndyCar/ALMS round at Mid-Ohio to interview the drivers.

Bernard said: "The Team USA Scholarship continues to be an important part of shaping our homegrown stars of IndyCar."

HRDC Touring Greats

Race debut for one-off Gregory V8 GT car

THE UNIQUE 1949 GREGORY V8

special made its racing debut in the HRDC Touring Greats race at Donington Park last Saturday in the hands of Nick Leston, son of ex-grand prix driver Les.

Built by Bob Gregory, who created 1172cc trials cars, the V8 was designed for use in sprints and hillclimbs. Plans to build more Ford Pilot V8-powered cars

came to nothing and Leston's car is the only one produced.

"I was offered it very cheap," said Leston Jr. "It's been a slow process to get it ready. I did one hillclimb two years ago, but I don't think it has ever raced."

Various teething troubles hindered progress at Donington but Leston thinks it has potential to be a fun race car.



Leston failed to finish in his unusual V8 racer



BRITISH FORMULA FORD/EUROCUP NURBURGRING, JULY 28-29

Lichtenstein in charge as Buri has a rare off day

JAMUN RACING'S ERIC Lichtenstein won two of the three Nurburgring rounds of the British Formula Ford Championship and would probably have won the other but for a turbo problem that slowed him mid-race after he had built a six-second lead.

Points leader Antti Buri spun off moments after seizing the lead from poleman Lichtenstein away from the start of race one. The Finn rejoined last and a climb back to fourth was the best he could achieve.

Lichtenstein had an easy run ahead of a down-on-power Jake Cook and Cavan Corcoran, although a disconnected turbo pipe two laps from home slowed the Argentinian.

Buri was in further strife in race two, clipping a rival's wheel as he charged from a back-row start and damaging his suspension. Lichtenstein again ran away and hid from Cook, but more turbo problems for Eric intervened and he was left to limp home fifth.

Cook had no answer to JTR's Julio Moreno, who passed for the lead two laps from the end and went on to take his maiden win. Corcoran snatched second from Cook on the final lap.

There were no errors from Buri in race three until the final lap. The Finn charged, again from the back, to take up second to Lichtenstein on lap two. He pursued all the way, but spoiled his chances of last-



Lichtenstein leads into the first turn

lap glory by running wide.

Corcoran took third from Moreno at the final corner to make the podium again.

Dutchman Bas Schouten scored a hat-trick in the Duratec class, the third by only 0.2s after a racelong attack from Danish driver Nicolai Sylvest.

● Nick Carter

RESULTS (8 LAPS) 1 Eric Lichtenstein (Mygale M12-SJ); 2 Jake Cook (M12-SJ) +5.892s; 3 Cavan Corcoran (M12-SJ); 4 Antti Buri (M12-SJ); 5 Julio Moreno (M12-SJ); 6 Ryan Cullen (M12-SJ). **Duratec** Bas Schouten (Mygale SJ08). **Fastest lap** Lichtenstein 2m16.119s (84.60mph).

RACE 2 (9 LAPS) 1 Moreno; 2 Corcoran +0.382s; 3 Cook;

4 Cullen; 5 Lichtenstein; 6 Schouten. **Duratec** Schouten. **FL** Lichtenstein 2m01.077s (95.11mph).

RACE 3 (9 LAPS) 1 Lichtenstein; 2 Buri +0.465s; 3 Corcoran; 4 Moreno; 5 Cullen; 6 Cook. **Duratec** Schouten. **FL** Buri 2m00.731s (95.38mph). **POINTS 1 Buri, 400;** 2 Cook, 302; 3 Moreno, 280; 4 Corcoran, 279; 5 Lichtenstein, 269; 6 Luke Williams, 199.



Burke splashed to glory in race one

CATERHAM R300 SUPERLIGHT NURBURGRING, JULY 28-29

Burke shows his prowess before Wilson takes over

AFTER TWO DAYS OF testing under blistering sunshine, the Caterham Eurofest was sure to get struck by the Nurburgring's legendary climate and it was the R300 championship that succumbed first to the torrential showers.

Once conditions had improved from diabolical to merely dreadful, the first race got underway behind the safety car.

Paul Wilson made an early mistake, allowing

'Caterham Drive Experience' drift expert Darren Burke to make the most of the skills he demonstrates on a daily basis and take the lead.

The order quickly settled and Burke went on to take an impressive maiden win, followed home by Wilson and James Sharrock.

Sunday's dry race was an altogether more frantic affair, compounded by a safety car period after contact into the Dunlop hairpin left Jonathan

Mitchell stranded.

Wilson was not going to make any mistakes this time, keeping Ian Payne at bay to win.

Burke struggled with an engine nigger, resulting in a photo finish for third going the way of James Sharrock.

BTCC racer Paul O'Neill didn't make the top six.

● Simon Lambert

RESULTS (11 LAPS)

1 Darren Burke; 2 Paul Wilson +2.106s; 3 James Sharrock; 4 Ian Payne; 5 Paul Brannan; 6 Jon Walker. **FL** Wilson 2m34.801s (74.39mph).

RACE 2 (13 LAPS) 1 Wilson; 2 Payne +4.889s; 3 Sharrock; 4 Burke; 5 Mark Shaw; 6 Brannan. **FL** Payne 2m15.109s (85.23mph).

PRODUCTION GOLF GTI NURBURGRING, JULY 28-29

Comeback kid denied

LUKE SCHLEWITZ returned to race with the Production GTI brigade and grabbed pole from Simon Hill by just over a second.

In race one, Schlewitz took a commanding lead but was forced to retire due to mechanical issues.

This made life easier for the pursuing Hill, who recovered from missing a gear off the line to chase Schlewitz until the leader's retirement with fuel problems.

Hill inherited the top spot and went on to take victory from Martyn Walsh and championship leader John Mawdsley, who both had a minor coming-together at the second corner earlier on in the race.

Schlewitz had to start from the back of the grid for race two, so it was Hill (now running with a fresh gearbox) who took charge at the start and

managed to establish a commanding lead from the rest of the pack as he drove off into the Nurburgring sunshine.

Hill maintained a healthy gap for much of the race, while Schlewitz made up for the disappointment of race one with a fine drive through the field to second spot, finishing less than two seconds behind the winner.

Hill was thrilled with a double race victory that closes the gap between himself and Mawdsley in the race for the title.

● George Mainwaring

RESULTS (BOTH 8 LAPS)

1 Simon Hill; 2 Martyn Walsh +5.998s; 3 John Mawdsley; 4 David Parris; 5 Chris Webb; 6 Craig Roberts. **CW** Roberts. **FL** Hill 2m33.570s (74.99mph). **RACE 2 1 Hill;** 2 Luke Schlewitz +1.674s; 3 Walsh; 4 Mawdsley; 5 Parris; 6 Webb. **CW** Roberts. **FL** Schlewitz 2m33.234s (75.14mph).



Biggers (left) eventually drew clear of Whittaker's BMW

BRITISH HILLCLIMB CHAMPIONSHIP WISCOMBE PARK, JULY 29

Willis has a wonderful weekend at Wiscombe

TREVOR WILLIS USED the absence of Scott Moran (away on business) to score a double win and take the lead in the title race.

But the OMS-Powertec driver didn't just cruise to victory. Instead, he twice lowered the long-standing hill record at a course where he has taken double wins before, in 2010.

Willis was pushed all the way by Jos Goodyear, who continued his own recent good form with two runner-up spots.

Willis lowered the record in the early set of class runs, before rain looked set to scupper any more record-breaking efforts before the first run-off.

That was until fourth runner Oliver Tomlin

crashed heavily, the ensuing delay allowing the track to dry, as Willis defeated Goodyear.

Conditions improved again later. Goodyear set a mark within a tenth of the old record and Willis pulled out one last effort to drop it below 34s for the first time.

"The engine felt tight and didn't want to start for that last run," said Willis. "I nearly abandoned it but finally it kicked in and ran. I saw Jos's time and knew it needed a big effort."

Will Hall had his best day yet in the Force-Nissan, while Wallace Menzies was on for a high score until he spun out in the last run-off.

● Eddie Walder



Willis starred in Moran's absence

ROUND 21 Trevor Willis (3.2 OMS-Powertec) 36.47s; 2 Jos Goodyear (1.6 GWR-Suzuki Raptor Extreme) 36.73s; 3 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 37.00s; 4 Will Hall (3.5 Force-Nissan WH) 37.49s; 5 Tony Wiltshire (2.5 Gould-Cosworth GR55) 38.26s; 6 Richard Spedding (1.6 Force-Suzuki PC) 40.31s; 7 Tom New (4.0 Gould-Judd GR55) 40.51s; 8 John Bradburn (3.5 Gould-Cosworth HB GR55) 41.00s; 9 Lee Adams (1.6 GWR-Suzuki Raptor Extreme) 41.38s; 10 David Uren (1.6 Force-Suzuki PC) 43.58s; 11 Gary Thomas (1.1 Force-Suzuki PT) 47.56s; Oliver Tomlin (4.0 Pilbeam-Judd MP97) Fail.

ROUND 22 Willis 33.92s hill record and BTD; 2 Goodyear 34.26s; 3 New 34.35s; 4 Hall 34.98s; 5 Bradburn 35.04s; 6 Adams 35.28s; 7 Uren 35.62s; 8 Spedding 35.89s; 9 Alex Summers (1.1 OMS-Suzuki) 37.61s; 10 Simon Fidoe (1.1 Empire-Suzuki 002) 37.62s;

11 Thomas 38.11s; Menzies Fail.
Class winners Andy Bulpitt (2.0t Ford RS Cosworth) 41.16s; Andrew Williams (1.8 Westfield SE) 41.18s; Den Cornibear (2.0 Nissan GTiR) 44.64s; Geoff Blake (2.0 Westfield SEi) 41.41s; John Reed (3.0 Ford Anglia V6) 50.73s; Gary Pitt (2.0 Ford Escort) 46.01s; Andrew Russell (1.1 Ginetta G15) 45.90s; Roy Bray (2.0 Ford Escort) 45.29s; Peter Turnbull (3.6 Porsche 911 GT3) 43.36s; Phillip Montgomery-Smith (1.3 Fisher Fury) 39.73s; Graham Wynn (1.6 Force-Suzuki LM) 38.73s; Rodney Thorne (5.0 Pilbeam MP43) 38.88s; Lloyd Chaplin (0.6 Empire-Force DS600) 38.35s **record**; Thomas 38.09s; Goodyear 34.67s **record**; Andrew Dinner (2.0 Pilbeam-Vauxhall MP62/82) 37.65s; Willis 34.01s **record**. **POINTS** 1 Willis, 186; 2 Scott Moran, 182; 3 Roger Moran, 147; 4 Goodyear, 134; 5 Menzies, 100; 6 Adams, 98; 7 Hall, 72; 8 New, 67; 9 Bradburn, 62; 10 Spedding, 44.

IN BRIEF



Smith won two Roadsport races

CATERHAM ROADSPORT

The fickle Eifel weather played havoc with the timetable, pushing both races onto one day at the Nurburgring. Once the sun was back out, Brad Smith edged out points leader Elliott Norris and Jake Bradshaw in both races.

CATERHAM TRACKSPORT

David Robinson could do nothing about Terry Langley's dastardly plan to shadow him for the full 30 minutes before striking on the last lap of Sunday's Nurburgring race. Langley took the lead on the final run to the chicane.

CATERHAM SUPERSPORT

Aaron Head's win in the second race at the Nurburgring was short lived after he was hit with a 30s penalty for overtaking under yellows, demoting him to 13th. Lee Wiggins inherited victory.

PRE-93 TOURING CARS

Lawrie Dunster made it two out of two at Mallory. An early race one challenge failed to faze him, as Paul Bellamy settled in second. Jack Stanford kept him honest second time around.

BLUE OVAL SALOONS

Ashley Bird maintained his pole advantage to win at Mallory. Craig Rainer and Colin Tester piled on the pressure first time around, before a solo vain chase of Bird by Rainer in race two.

CLASSIC THUNDER

Mark Biggers (Nissan Skyline) scored two comfortable victories over Garrie Whittaker (BMW M3) at Mallory.

ALFA ROMEO OWNERS CLUB

Nick Starkey's GT Junior resisted Roz Shaw's GT AM to score two victories at Mallory. Richard Merrell (Giulia GTJ) chased them to the podium twice.

Starkey leads Shaw in Alfa thrash



POST HISTORIC & GROUP ONE TOURING CARS MALLORY PARK, JULY 29

McLoughlin doubles up after Mallory thriller

JIM McLOUGHLIN

displaced polesitter Tim Scott Andrews to score a double win at Mallory.

After closely trailing initial leader Scott Andrews, McLoughlin found a Capri-sized gap to slot into and take the lead.

Scott Andrews made the best of a speedy getaway in race two as McLoughlin and David Howard, in his newly rebuilt Jaguar XJ12, hunted.

With little more than a whisker between them, each had a turn at leading, but it was McLoughlin ahead when it mattered by less than half a second.

● Leanne Fahy

RESULTS (BOTH 17 LAPS)

1 Jim McLoughlin (Ford Capri); 2 Tim Scott Andrews (Rover Vitesse) +2.957s; 3 Steve Cripps (Ford Escort RS2000); 4 David Howard (Jaguar XJ12); 5 Dave Hickton (Opel Ascona); 6 Neil Bray (Ford Capri).

CW Cripps; Howard; Bray; John Wright (Ford Escort RS2000); Matthew Irons (BMW 323); Mark Aistrup (Ford Escort RS); Paul Young (VW Golf Mk1 GTI); Tony Crates (Ford Lotus Cortina). **FL** Scott Andrews 53.157s (91.42mph).

RACE 2 1 McLoughlin; 2 Scott Andrews +0.430s; 3 Howard; 4 Cripps; 5 Hickton; 6 William Jenkins (BMW 3.0 CSL). **CW** Howard; Cripps; Jenkins; Wright; Irons; Aistrup; Young. **FL** Scott Andrews 52.914s (91.84mph).



Manser Mini chases the Spriggs

CLASSIC SALOONS & HISTORIC TOURING CARS MALLORY PARK, JULY 29

Spriggs add flavouring

IN A SUCCESSFUL DAY for the Sprigg family, Richard and son Steven each collected a win.

David Hall's Cortina led the first two laps of race one until dropping out, handing the initiative to Phil Manser's Mini as the Sprigg duo battled behind.

Manser fell to third on lap 10, but fought back to second as Sprigg Jr took the win in his Cortina.

The same trio provided more high-octane combat second time around. After much competition, Sprigg Sr's Anglia outpaced its pursuers by just 0.255s.

● Leanne Fahy

RESULTS (BOTH 16 LAPS)

1 Steven Sprigg (Ford Lotus Cortina); 2 Phil Manser (Austin Mini Cooper) +0.625s; 3 Richard Sprigg (Ford Anglia 105E); 4 Andy Messham (Austin Mini Seven); 5 Tony Preston (Morris Mini S2); 6 Tim Dodwell (Austin Cooper S). **CW** Manser; Messham; Preston; Dodwell; Stuart Radford (Triumph 2000). **FL** S Sprigg 57.407s (84.65mph).

RACE 2 1 R Sprigg; 2 S Sprigg +0.255s; 3 Manser; 4 David Hall (Ford Lotus Cortina); 5 Messham; 6 Julian Crossley (Morris Mini A Series). **CW** S Sprigg; Messham; Preston; Dodwell; Radford. **FL** S Sprigg 57.665s (84.27mph).



Capri was the car to have at Mallory

TOURING GREATS DONINGTON PARK, JULY 28

Trusty Westminster wins touring car thriller

DESPITE A WINNING margin of 48 seconds, Nick Naismith and John Young had a tough race before taking their Austin Westminster to victory at Donington.

"It was a bit frantic at the beginning," said Naismith after the opening stint of the hour-long race for 1950s tin-tops.

Having thrashed the field in qualifying, Anthony Reid fired Nigel Webb's Jaguar Mk1 off the grid. However, within three laps several cylinders had gone astray and Reid's race was run.

Meanwhile Naismith, in the trusty three-litre Westminster, took over the lead with the Jaguar Mk1 of Richard Butterfield and the Austin A40 of Mark Daniell

in hot pursuit. Daniell's handling of the A40 was impressive, but he was to drop a number of laps in the pits and lose any chance of victory.

After some cracking laps as the top three plunged through traffic, the lead contest faltered as Daniell pitted, and the Butterfield Jaguar started to misfire as soon as Peter Dorling took over. The Austin, however, behaved impeccably and Young took over to guide it home and score his third race win in seven days. "It always does the job," he said.

As Dorling continued on fewer than six cylinders, he was passed by the similar Jaguar of Peter Burton. However, the latter's car



Naismith/Young worked hard to win

also suffered problems; this time on the last lap. As Burton struggled to the flag, Paul Taft grabbed an unexpected second for the Volvo Amazon started by Malcolm Harrison. Before Burton was able to limp over the line, Dorling misfired past and took a place on the podium.

"I'm surprised to be second," admitted Taft. And with the Amazon's water temperature at 120 degrees, the late safety car had been a welcome sight.
● Paul Lawrence

RESULTS (38 LAPS) 1 Nick Naismith/John Young (Austin Westminster); 2 Malcolm Harrison/Paul Taft (Volvo

Amazon) +48.143s; 3 Richard Butterfield/Peter Dorling (Jaguar Mk1); 4 Peter Burton (Jaguar Mk1); 5 James Turner (Ford Zodiac Mk2); 6 William Lynch (Austin A35). **Class winners** Harrison/Taft; Lynch; Nik Rochez/Ian Mills (Jaguar XK150); Brian Arculus (Hillman Minx); Andy Cross/Mark Cross (Morris Minor). **Fastest lap** Anthony Reid (Jaguar Mk1) 1m29.428s (79.66mph).



Newall nursed his MGB to victory

MGB50 DONINGTON PARK, JULY 28

Newall fixes famous car then wins another race

OUT ONCE MORE IN the famous JCB-backed MGB '8 DBL, Andy Newall always looked likely to be the winner of the MGB50 encounter.

The hard charger had already taken two MGB scalps earlier in the season, but almost didn't get the chance to make it three on the track that he's able to see from his house.

Newall had spent Friday fitting a new head gasket to the car that won the Guards 1000 race at Brands Hatch in 1965, with John Rhodes and Warwick Banks at the wheel. However, he finished the job in time for his event.

Never giving his rivals time to settle in, Newall was away and gone on the opening lap and held the margin at around 10s.

However, a long yellow flag zone at Hollywood and late-race concerns about water temperature forced Newall to ease back from maximum attack, and a stirring chase by Adrian Johnson pulled the gap back to eight seconds at the chequered flag.

"Thanks to JCB for letting me drive it," said Newall of the famous car. Meanwhile, Johnson never faltered in his chase of the winner. "He's just too quick," said the runner-up.

Consistently around 10s back from Johnson was Peter Edney, who counted himself fortunate after surviving a monster tank-slapper at the Old Hairpin on the opening lap. Some way back, Martin Richardson pipped Nick Sleep for fourth spot.

● Paul Lawrence

RESULTS (21 LAPS) 1 Andy Newall (MGB); 2 Adrian Johnson (MGB) +8.833s; 3 Peter Edney (MGB); 4 Martin Richardson (MGB); 5 Nick Sleep (MGB); 6 John Sandilands (MGB). **CW** Jim Baynam (MGB); Andrew Cox (MG TC); Steve Atkinson (MG 1100). **FL** Johnson 1m27.787s (81.15mph).

TC63 & TC65 DONINGTON PARK, JULY 28

Faulkner is the fall guy

THE COMBO OF MIKE Gardiner, Niki Faulkner and Gardiner's Ford Falcon was too strong for the rest of the joint TC63 and TC65 field.

Gardiner ran a storming opening stint, but did admit to using up the Falcon's quota of brakes before handing over to his mate.

As Gardiner expected, stunt driver Faulkner coped with the problem and romped home. "I loved it," said Faulkner.

Nick Swift took his Cooper S up to second at the expense of the Falcon of Chris Clarkson and

Ted Williams. "It was relatively easy for a man of my youth," joked the vanquished Williams.

● Paul Lawrence

RESULTS (41 LAPS)

1 Mike Gardiner/Niki Faulkner (Ford Falcon); 2 Nick Swift (Morris Cooper S) +1m10.665s; 3 Chris Clarkson/Ted Williams (Ford Falcon); 4 Mike Wrigley (Ford Mustang); 5 Phil Anning (Riley Elf); 6 Richard Frankel/Barrie Williams (Ford Falcon). **CW** Swift; Peter Dorlin/Richard Butterfield (Jaguar Mk2); Ben Shuckburgh (Alfa Romeo Giulia); Tim Dutton/Duncan Pittaway (Alfa Romeo GTA). **FL** Gardiner 1m24.591s (84.22mph).



Gardiner's Ford Falcon dominated

NATIONAL RACES & RESULTS

AMOC
DONINGTON PARK

AMOC RESULTS

→ Intermarque **Darren McWhirter**
→ Equipe GTS **Keith Ahlers**
→ HVRA **Zoe North**



Bryant thrashed the '50s Sports Car field in his Lotus 15

REPORTS SPORTS EXTRA

AMOC INTERMARQUE DONINGTON PARK, JULY 29

McWhirter whirls his way to glory in Aston DB4 battle



McWhirter's solo efforts did the job

ASTON MARTIN DB4GT Zagato racer Darren McWhirter earned a dominant 26-second win in a rain-affected race at Donington last Sunday to secure the day's second success for his family: Darren's father, Tom, earlier claimed the Pre-War Team Challenge victory.

Heavy rain ahead of the 45-minute race led to a dramatic start when the polesitting Sunbeam Tiger of William Smallridge spun as it launched off the line. Avoided by the remainder of the field, the Tiger came to rest along the pitwall and triggered a safety car.

Conor O'Brien built up a substantial lead after the restart, and by lap 12 the DB4 driver was 40s ahead of McWhirter as the rain ceased. The latter made his mandatory pitstop, while O'Brien pitted from the lead four laps later, with John Bussell taking over.

Bussell rejoined with a 25s lead over McWhirter, but the Zagato Replica ate into the Lightweight's gap. By lap 21 of 26 he had passed, before beginning to ease clear.

Jonathan Fildes, sharing Jackie Cochrane's Tiger, grabbed second from the fading Bussell.

● Marc Orme

RESULTS (26 LAPS) 1 Darren McWhirter (Aston Martin DB4GT Zagato Replica); 2 Jackie Cochrane/Jonathan Fildes (Sunbeam Tiger) +26.806s; 3 Conor O'Brien/John Bussell (Aston Martin DB4 Lightweight); 4 Tim Mogridge (Ferrari F355 Challenge); 5 Wayne Marrs (Ferrari 355 Challenge); 6 Steven Byrne (Aston Martin N24). **CW** Cochrane/Fildes; Mogridge; Robert Hollyman (Porsche 944 S2); Euan Marshall/Andrew Smith (Aston Martin DBS V8). **FL** Mogridge 1m26.760s (82.11mph).

DONINGTON IN BRIEF



Whitaker's TVR beat Marler's Griffith

GTS65

The GTS65 race at Donington was a battle of the TVRs; it was Mike Whitaker who bagged a 30s win in his Griffith over the similar car of Andrew Marler, who shared with Dan Eagling. Dan almost matched Whitaker's fastest lap in a late charge.

GT GREATS

Nigel Bancroft brought excitement to the race by making a leisurely getaway from pole in Tony Mantle's Lotus Elite. From sixth place at Redgate on lap one, Bancroft eased to the front after just a handful of laps and saw off the attentions of Ian Hulett's WSM Sprite to take a commanding win.

'50s SPORTS CARS

Oliver Bryant was untouchable as he lapped the entire field in the Lotus 15, having qualified on pole 5.6s clear of Nick Naismith's Aston Martin DB4. Naismith and Martin Brewer battled superbly for second, with Brewer's DB4 taking the place.

AMR GT4 CHALLENGE

GT4 drivers Olivier Bouche and Pierre Mantello, who started 11th on the Donington grid, won the event-closing two-hour enduro by two laps from the N24 of Sid Sadique and Gavan Kershaw. Alan Bonner, teaming with Tom Black, started on pole but could only hold the lead until lap nine.

PRE-WAR CHALLENGE

Jaguar SS100 racer Tom McWhirter won by 13 seconds from Clive Morley's Bentley 3/4½. The first of Sunday's races at Donington remained dry, and just 0.5s separated the third-placed Austin Monopost Special of Olly Sanders from Morley at the finish.

Jaguar SS100 won Pre-War race



EQUIPE GTS DONINGTON PARK, JULY 29

Ahlers on top as Beresford charge narrowly falls short

KEITH AHLERS TOOK a hard-earned victory in an entertaining half-hour encounter, with the Morgan racer just edging David Beresford's MGB by 0.5 seconds.

Ahlers' main rival for most of the race was the impressive, 17-year-old William Plant in his similar Morgan Plus 4. The onset of rain from three-quarters distance proved problematic for the youngster, however, and he slipped back into the clutches of Beresford.

In an intriguing battle of youth versus experience, Ahlers and Plant were

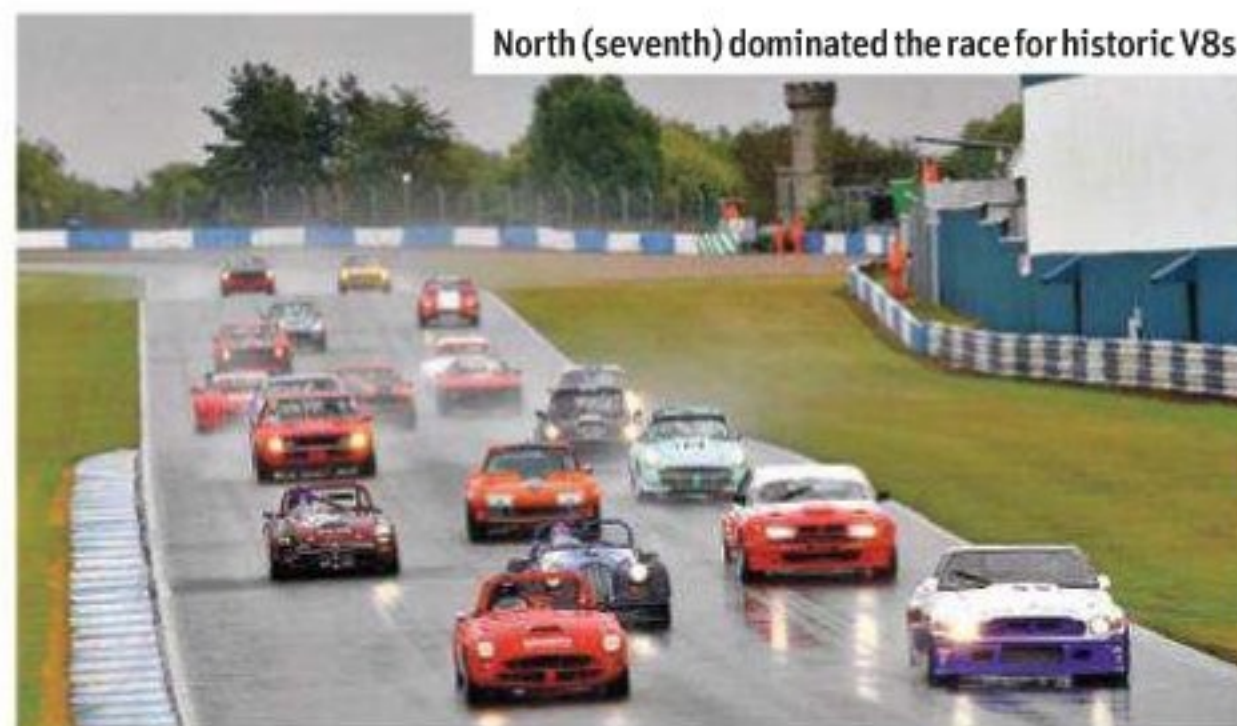
separated by the slimmest of margins for the first 15 laps. During the closing stages, however, and in worsening rain, Beresford passed Plant to take second place; and the MGB driver almost caught Ahlers over the last couple of miles.

● Marc Orme

RESULTS (20 LAPS) 1 Keith Ahlers (Morgan Plus 4); 2 David Beresford (MGB) +0.543s; 3 William Plant (Morgan Plus 4); 4 James Willis (MG Midget); 5 Ronald Watt (MGB); 6 Mark Hobble (Moran Plus 4). **CW** Beresford; Willis; Keith Hampson (Sunbeam Alpine Le Mans). **FL** Plant 1m27.232s (81.67mph).



Plant stalks Ahlers in the early stages



North (seventh) dominated the race for historic V8s

HVRA DONINGTON PARK, JULY 29

North roars to victory

SUNBEAM TIGER RACER Zoe North delivered a memorable win in the Historic V8 Racers Association outing at Donington Park, with a sensational performance in wet conditions.

Rain just before the off led to a delayed start, enabling competitors to return to the pits and change tyres.

When racing finally got underway, Jonathan Fildes led from pole in his Tiger, but a strong start from eighth on the grid enabled North to quickly work her way towards the front.

On lap three, she made a stunning move around the outside at Schwantz Curve to take the lead, before cruising to a winning margin of almost a lap.

● Marc Orme

RESULTS (25 LAPS) 1 Zoe North (Sunbeam Tiger); 2 Tim Mogridge/Martin Brewer (Ferrari 355) +1m25.898s; 3 Jonathan Fildes/Jackie Cochrane (Sunbeam Tiger); 4 David Smallridge (Sunbeam Tiger); 5 Graham Bryant/Oliver Bryant (Morgan); 6 Barley McNaughton/Tom Barley (Chevrolet Camaro). **CW** Mogridge/Brewer; Paul Dolan (TR7 V8). **FL** Mogridge/Brewer 1m28.894s (80.14mph).

MINI CHALLENGE OULTON PARK, JULY 28

Stoney and Pattison share the spoils in Mini Challenge

SHANE STONEY

converted pole position into a lights-to-flag win in the first of the day's races, with Lee Allen heading the pursuit throughout.

Arthur Forster started well but lost his early third place to Chris Panayiotou on the opening lap.

For a while it was a six-car tussle for third, before Panayiotou slowed and eventually pitted, leaving Forster to consolidate the place. The remaining combatants fought among themselves, which allowed Lee Pattison (who started from the pitlane after a turbo pipe came off) to catch them up.

Chris Smith ousted Chris Smiley from fourth into Cascades with a lap to go,

but lost out himself on the final tour to Pattison's challenge. "I got it wrong into Knickerbrook and he took me at Druids," Smith explained.

But victory was Stoney's, over four seconds up on Allen at the flag. "I was pushed hard at the start though," he reckoned.

With the top six reversed to make up the grid for the second race, Pattison made a flying start and was joined by Smith in an immediate break. Once again there was a big dispute over third, with Allen heading Osborne, Smiley, Forster and Stoney. Osborne began to push hard for third and joined Allen as they broke from their rivals.

The leaders had just



Lee Pattison (5) won race two

completed their fifth lap when Kevin O'Connor crashed out and forced the race to be red flagged.

Pattison was declared the winner by 3.3s from Smith, with Allen retaining the final podium place from Osborne. Smiley retained fifth, but having just taken Forster on the lap the race was stopped, Stoney

reverted back to seventh.

The Club Class once again had Henry Gilbert and Jono Brown locked in combat throughout both races. Just 0.152s separated them in race one in Gilbert's favour, but the positions were reversed second time around, when they were even closer.

● Peter Scherer

RESULTS (11 LAPS)

1 Shane Stoney; 2 Lee Allen +4.191s; 3 Arthur Forster; 4 Lee Pattison; 5 Chris Smith; 6 Sam Osborne. **Class winner** Henry Gilbert. **Fastest lap** Pattison 1m54.396s (84.71mph).

RACE 2 (4 LAPS) 1 Pattison;

2 Smith +3.344s; 3 Allen; 4 Osborne; 5 Chris Smiley; 6 Forster. **CW** Jonathan Brown. **FL** Pattison 1m54.856s (84.37mph).



Deacon (39) battled for win

LOTUS CUP UK OULTON PARK, JULY 28

Deacon wins as Train runs into two-lap penalty buffer

IT WAS A SOMEWHAT chaotic end to the one hour race, when Steve Train's 2-Eleven was handed a late two-lap penalty for a pit infringement, just after losing his race lead to Simon Deacon.

Jamie Stanley's Exige led the from the start, but his considerable early gap was reduced to almost nothing by Adrian Hall's Exige at the pitstop window. Glenn Sherwood took over from Stanley, but was soon reeled

in by Train and Deacon.

Tom Chatterway's 2-Eleven was into third by the end of lap 21, as Sherwood's slide continued, with Steve Williams/Martin Donnelly's Evora and Paul McNeilly/BJ Chong's Exige both going by.

Deacon closed in on Train and took the lead with two laps left. Going onto the last there was still only 0.150s between them, which became irrelevant when Train's penalty dropped him

to 16th. Chatterway was classified second from McNeilly/Chong.

Sherwood finished fifth on the road, but received a similar penalty to Train's, which promoted Rob Boston's Production Class winning Elise into fourth. ● Peter Scherer

RESULTS (30 LAPS) 1 Simon

Deacon (2-Eleven); 2 Tom Chatterway (2-Eleven) +17.731s; 3 Paul McNeilly/BJ Chong (Exige S1); 4 Rob Boston (Elise S2); 5 Steve Williams/Martin Donnelly (Evora GTN); 6 Benji Hetherington/Freddie Hetherington (Elise S2). **CW** McNeilly/Chong; Phil Capstick/Jack Goff (Exige Cup); Williams/Donnelly; Boston. **FL** Adrian Hall (Exige S1) 1m51.005s (87.30mph).

LOTUS ELISE TROPHY OULTON PARK, JULY 28

Bentley takes double

LUCK WAS CERTAINLY on Andrew Bentley's side as he secured a double win in the Lotus Elise Trophy at Oulton Park, aided by a penultimate-lap retirement for Rob Boston in the first race.

Boston led from pole after defending from Bentley into the first corner. Craig Denman looked relatively safe in third until encountering backmarkers on lap seven. "I was out on the grass into Island and only just held on to the car," he explained.

Having stormed from eighth on opening lap, Warren Scott moved into third as Denman recovered from his excursion. But the drama came at Lodge with a lap to go.

"The engine died; it's a road car safety feature that cut the fuel when I braked hard," explained

Boston. "It's supposed to do it when the car is upside down."

Bentley therefore inherited the win, with Scott taking second from the closing Denman.

Bentley led race two from the opening lap, but despite a "wobble" at Cascades, Boston still charged up to second by the end of lap four and was only 0.363s off Bentley.

Scott escaped from celebrated ex-MGOC racer Martin Wills to complete the podium. ● Peter Scherer

RESULTS (11 LAPS)

1 Andrew Bentley; 2 Warren Scott +6.13s; 3 Craig Denman; 4 Martin Wills; 5 Ken Savage; 6 Neil Stothert. **FL** Rob Boston 1m54.771s (84.44mph).

RACE 2 (10 LAPS)

1 Bentley; 2 Boston +0.363s; 3 Scott; 4 Wills; 5 Denman; 6 Ben Hyland. **FL** Boston 1m55.283s (84.06mph).



Packman bounced back to win second Mega Grads race

INTERSTEPS THRUXTON, JULY 28-29

Parry denied three by wet master Mason



Mason denied Parry a hat-trick

ANOTHER DOMINANT performance from Matt Parry netted him two wins from three races at Thruxton, but a safety car intervention and heavy shower curtailed any hopes of a second consecutive hat-trick. Matt Mason proved to be the master of the conditions, aided by a late change to wet tyres.

Parry led race one from

the first lap, having overtaken the fast-starting Liam Venter out of Church. Jack Aitken followed a lap later, and Cameron Twynham lined up to be next. Both he and Lassi Halminen got by, with Halminen holding third as they closed on Aitken.

Mason opted for wets in race two, while the rest of the frontrunners stayed on

slicks. Although Parry led initially from pole, Mason got by on the outside into the chicane on the opening lap and was never headed.

Parry settled into second with Matteo Ferrer third as Aitken went off at Allard. Venter struggled for grip and collided with Sean Walkinshaw as he was challenged at Goodwood.

There was confusion with the safety car as it took the field to the flag, resulting in Ferrer losing his third place in favour of team-mate Twynham.

"I saved my tyres behind the safety car, but it came out a bit earlier than I wanted," said Mason.

Parry took his second win in the weekend's finale, but had to battle all the way to the flag with Fortec team-mate Aitken.

"Awesome, Matt's had it too easy so far," said Aitken. The lead duel had also allowed Halminen to close in. "I was waiting for them to take each other off," he said.

Venter completed the top four after a fairly lonely race.

● Peter Scherer

RESULTS (14 LAPS)

1 Matt Parry; 2 Jack Aitken +9.929s; 3 Lassi Halminen; 4 Cameron Twynham; 5 James Peace; 6 Matt Mason. **FL** Aitken 1m16.722s (110.54mph).

RACE 2 (12 LAPS)

1 Mason; 2 Parry +1.806s; 3 Twynham; 4 Franco Aragones; 5 Halminen; 6 Peace. **FL** Mason 1m22.617s (102.66mph).

RACE 3 (11 LAPS) 1 Parry; 2 Aitken +0.665s; 3 Halminen; 4 Liam Venter; 5 Nikita Miliakov; 6 Peace. **FL** Aitken 1m16.838s (110.38mph).

IN BRIEF



Moseley heads to Radical UK Cup win

RADICAL UK CUP

Zac Chapman was a surprise winner in the first race at Oulton when Manhal Allos ran wide on the last lap, sacrificing a certain win. It was a lights-to-flag victory for the duo of Mark Smithson/Stuart Moseley in race two.

RADICAL CLUBMAN'S CUP

Bradley Smith's SR3 took a double win in the Clubman's Cup at Oulton. Smith led the first from Cascades on lap four and it was the same corner that rewarded Smith again in race two.

SUPER GRADUATES

It was a double win for Edward Benson at Thruxton. Race one featured three different leaders, with Benson finally heading home Dylan Stanley. In race two Toby Briant had the lead onto the last lap but Benson came back around the outside at Church.

CLASSIC/SIGMA GRADS

Ian Anderson and Steve Humphreys were the men to beat in the Classic/Sigma races at Thruxton. Anderson won the first race by 15.7s. The second was a duel to the last with Humphreys holding off Anderson by 0.067s.

MEGA GRADUATES

Both Thruxton Mega Graduates races were duels between Nicholas Haryett and reigning champion Myles Packman at Thruxton. Haryett took the first race and Packman the second.

SPORTS 2000 ENDURO

The Sports 2000 Enduro gave Peter Williams's MCR victory by a healthy 14s over Wil Arif's Ray at Thruxton. Dave Croft's Gunn TS11 was the only other car on the lead lap. Bill Coombs/Clive Hayes (MCR) led from the start until the driver change, but came home fourth, a lap down.

Williams won easily in Sports 2000



PICKUPS THRUXTON, JULY 28-29

Dance waltzes to win as Boardley follows his lead

STEVE DANCE AND

Carl Boardley shared the victory spoils in two vastly different conclusions.

Nic Grindrod had worked his way to the front of race one by lap four and started to build a lead over pursuers Boardley and Dance.

Dance inched ahead of Boardley and all three arrived at the chicane for the final time as one. Dance won the drag to the line by 0.011s over Grindrod and Boardley, with Dave Longhurst a distant fourth.

It was wheel to wheel again in race two between

Boardley and Grindrod, until Grindrod crashed out on the seventh lap. "Something broke in the steering and I went straight on," he said. Boardley was left to romp home.

● Peter Scherer

RESULTS (BOTH 12 LAPS) 1 Steve

Dance; 2 Nic Grindrod +0.011s; 3 Carl Boardley; 4 Dave Longhurst; 5 Paul Tompkins; 6 Michael Smith. **FL** Dance 1m24.673s (100.16mph).

RACE 2 1 Boardley; 2 David O'Regan +6.906s; 3 Longhurst; 4 Dance; 5 Tompkins; 6 Dave Briggs. **FL** Boardley 1m24.208s (100.72mph).



Caudle leads tight PTC fight

PRODUCTION TOURING CAR TROPHY THRUXTON, JULY 28-29

Giddings takes first win

THREE RACES AND three different winners, as Gary Duckman, Luke Caudle and Jake Giddings all took to the top step of the podium at Thruxton.

Caudle and Duckman battled in the first race, with Caudle straightlining the chicane to take the chequered flag, but a penalty reversed the order.

Caudle was a dominant winner in race two.

Giddings got his reward in the finale though, taking his first ever race win ahead of Caudle.

● Peter Scherer

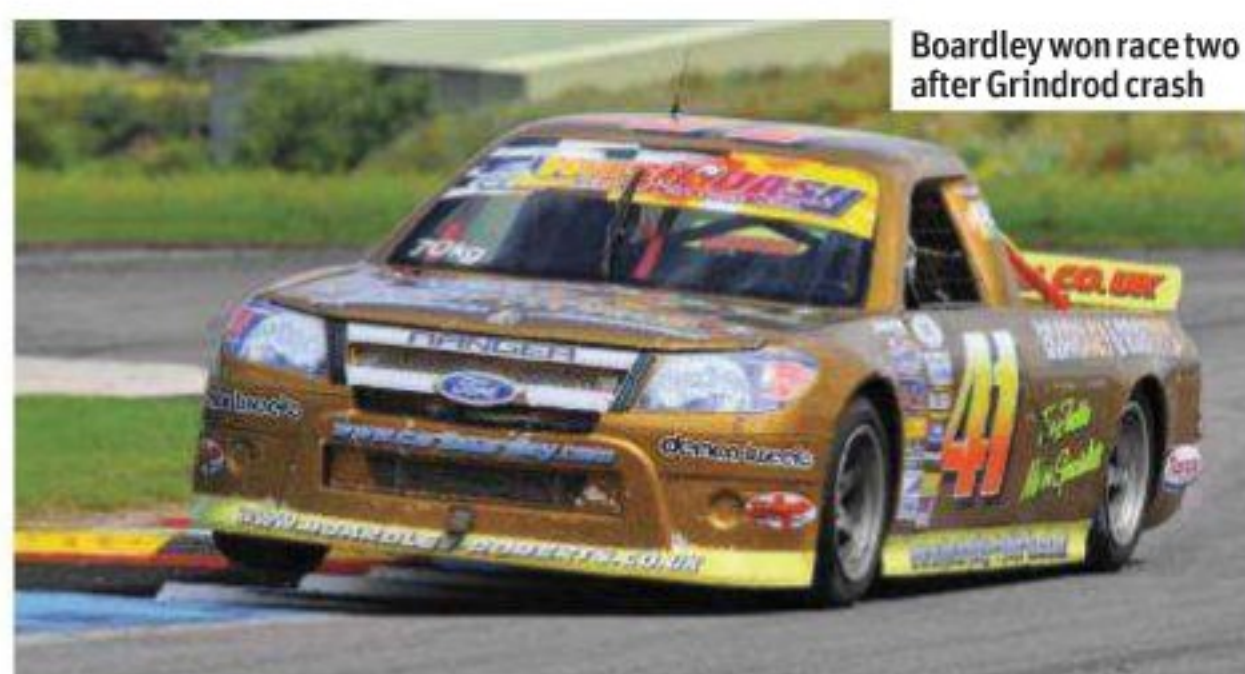
RESULTS (14 LAPS)

1 Gary Duckman (SEAT Leon); 2 Luke Caudle (SEAT Leon) +0.649s; 3 John Robins (SEAT Leon); 4 Antony Williams (Renault Megane); 5 Sarah Franklin (Abarth 695); no other finishers. **CW** Franklin. **FL** Duckman 1m25.461s (99.24mph).

RACE 2 (14 LAPS)

1 Caudle; 2 Duckman +9.807s; 3 Jake Giddings (Vauxhall Astra VXR); 4 Robins; 5 Williams; 6 Franklin. **CW** Franklin. **FL** Caudle 1m25.514s (99.18mph).

RACE 3 (15 LAPS) 1 Giddings; 2 Caudle +11.063s; 3 Duckman; 4 Stewart Calder (Astra); 5 Robins; 6 Williams. **CW** Franklin. **FL** Giddings 1m24.233s (100.69mph).



Boardley won race two after Grindrod crash

REPORTS SPORTS EXTRA

NATIONAL RACES & RESULTS

BRSCC
SILVERSTONE

TVR CHALLENGE QUICK RESULTS

→ Race 1 **Michael Saunders**
→ Race 2 **Saunders**



Janicki leads West in the Nippon Challenge

SILVERSTONE IN BRIEF



Styrin (99) won both Porsche races

BRSCC PORSCHE

Poleman Steven Boyles briefly led the first stanza, but by lap two it was the two championship protagonists – Richard Styrin and Richard Sykes – at the front. Styrin beat his rival by just over 1.5 seconds. Styrin also led home Sykes in the second race.

NIPPON CHALLENGE

James Janicki took a double victory in his Nissan Skyline. On both occasions, he was followed home by the Subaru Impreza of Martin Price. Jason West (Nissan 200SX) recovered from a poor start to make the podium in race one, while the similar machine of Adam Lockwood ascended the podium in race two.

MR2 RACING SERIES

Nathan Harrison was pushed all the way to the flag in a wet race one by Chris Shackle. Richard Avery was Harrison's main challenger in race two, and he briefly led until he was blocked by a backmarker, which allowed Harrison back through. Paul Corbridge took third after starting 27th on the grid.

MIGHTY MINIS

Jonathan Lewis took both Mighty Mini wins. After an early challenge from David Marcussen, Lewis pulled away for a pretty easy race one win. Kelvin Fletcher, who started seventh, was eight seconds behind him. Race two wasn't as straightforward for Lewis, who just pipped Marcussen to the flag by 0.009s. Marcussen was later disqualified.



Lewis took two Mighty Mini wins

TVR CHALLENGE SILVERSTONE, JULY 28-29

Saunders wins twice but can go faster still

MICHAEL SAUNDERS was unbeatable in the Dunlop TVR Challenge last weekend; and, rather ominously for his rivals, he reckons he could have gone a lot quicker. "We were five seconds off the pace", he said.

Saunders' weekend wasn't without its issues, however. He suffered an engine fire in practice after a rocker gasket blew. Luckily, no significant damage was done.

The powerful Cerbera was difficult to get off the line, and in race one it was Dean Cook who led the opening lap. Cook's lead would be short-lived, with Saunders powering into

the lead at Copse on lap two. Saunders couldn't be caught, and Cook's Tuscan crossed the line just over 25 seconds in arrears.

Race two wasn't quite so easy for Saunders, who was now struggling on nine-race-old tyres. At the end of lap one he was lying third, behind Cook and Keith Vaughan Williams. He took the latter at Copse on lap two, and then made light work of Cook two tours later at Brooklands.

It looked as if the man from Kent would once again power away to a dominant victory. In the closing stages though, Cook was beginning to



Cook (leading) could not hold off Saunders

close in, and was just under three seconds behind at the flag.

"I was conserving my tyres; when I saw Dean catching me I thought I'd better get driving the thing!" said Saunders.

Vaughan Williams was cruelly denied a second podium of the weekend, after an electrical problem caused his engine to cut out at Luffield on the final lap.

● Matt Upton

RESULTS (BOTH 20 LAPS)

1 Michael Saunders (Cerbera); 2 Dean Cook (Tuscan) +25.523s; 3 Keith Vaughan Williams (Tuscan AJP V8); 4 Neil Sampson (Tuscan); 5 John Wilson (Cerbera); 6 Darren Smith (Tuscan). **Class winners** Tim Davis (Tuscan); Piers Townsend (MGB V8 Roadster). **Fastest lap** Saunders 1m00.01s (98.42mph). **RACE 2 1 Saunders;** 2 Cook +2.836s; 3 Wilson; 4 Tim Davis (TVR Tuscan); 5 Smith; 6 Jason Clegg (TVR Cerbera). **CW** Davis; Townsend. **FL** Saunders 1m00.418s (97.74mph).



Ford took a first and a second

SUPER MIGHTY MINIS SILVERSTONE, JULY 28-29

Ford and Patterson take wins by tiny margins

BOTH SUPER MIGHTY Mini races at Silverstone last weekend were won by the slenderest of margins.

Pat Ford came from eighth on the grid to snatch race one glory by just 0.007s from Chris Morgan.

"What a race!", beamed Ford, who snatched the lead on the final lap going into Brooklands. "It was every man for himself at Luffield."

Morgan had led a big chunk of the race, battling with Dave Rees – who later slid off at Becketts – in the early stages.

Five cars were in with a shout of winning race two,

with Elliot Stafford, Morgan and Ford all taking turns at the head of the field. Gary Patterson hit the front on the penultimate lap and managed to fend off Ford for the win.

● Matt Upton

RESULTS (15 LAPS)

1 Pat Ford; 2 Chris Morgan +0.007s; 3 Gary Patterson; 4 Jamie White; 5 Elliot Stafford; 6 Neil Slark. **FL** Patterson 1m15.192s (78.53mph).

RACE 2 (15 LAPS)

1 Patterson; 2 Ford +0.135s; 3 Morgan; 4 Stafford; 5 White; 6 Slark. **FL** Slark 1m15.244s (78.48mph).

FORMULA FORD 1600 SILVERSTONE, JULY 28-29

Mitchell storms through

WITH THE FIRST 11 cars being separated by just over a second in qualifying, Formula Ford 1600 was always going to be close.

David McArthur jumped poleman Neil Winn at the start to take an early lead in the first encounter, but it wasn't long before the safety car appeared.

McArthur held onto his lead at the restart, but fifth-placed man Ben Mitchell was on the move.

He seized the lead on lap nine, after McArthur ran wide at Brooklands, and would not be caught.

But race two wasn't so good for Mitchell, who ended up sixth.

"I decided to lower the ride height but it just made my understeer worse," he

said afterwards.

This gave McArthur the opportunity to make amends. He broke the tow and pulled away to take a deserved victory.

● Matt Upton

RESULTS (17 LAPS) 1 Ben Mitchell

(Van Diemen RF99); 2 David McArthur (Van Diemen LA10) +1.816s; 3 Joshua Barnett (Van Diemen BR001); 4 Chris Chisnall (Van Diemen LA10); 5 Nick Jones (Spectrum 09); 6 Chris Acton (Ray GRS09). **CW** Oliver Bull (Swift SC92F); Stephen Bracegirdle (Van Diemen RF89). **FL** Fisher 1m02.962s (93.79mph).

RACE 2 (19 LAPS) 1 McArthur;

2 Fisher +2.971s; 3 Barnett; 4 Chisnall; 5 Cooper (Swift SC10); 6 Mitchell. **CW** Jo Zosso (Van Diemen RF02); Bracegirdle. **FL** Chisnall 1m03.102s (93.58mph).



Mitchell raced through the pack

SPORTS EXTRA RESULTS ROUND-UP



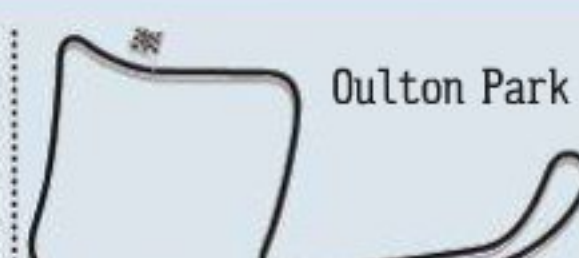
Nurburgring



Mallory Park



Donington Park



Oulton Park



Thruxton



Silverstone

NURBURGRING

BRSCC, JULY 28-29

CATERHAM ROADSPORT (8 LAPS)

1 Brad Smith; 2 Elliott Norris +0.239s; 3 Jake Bradshaw; 4 Humphrey Bucknell; 5 Robert Chappell; 6 Matthew Lowe.

Fastest lap Norris 2m27.565s (78.04mph).

RACE 2 (9 LAPS) 1B Smith; 2 Norris

+0.128s; 3 Bradshaw; 4 Robert Smith; 5 Bucknell; 6 Matthew Lowe.

FL R Smith 2m27.162s (78.25mph).

CATERHAM TRACKSPORT (12 LAPS)

1 Stuart Leonard; 2 Terry Langley +0.228s; 3 David Robinson; 4 Mark Hart; 5 Jon Mortimer; 6 Oliver Jarratt. **FL** Leonard 2m26.367s (78.68mph).

RACE 2 (13 LAPS) 1 Langley; 2 Robinson

+0.029s; 3 Leonard; 4 Adam White; 5 Rowan Williams; 6 Hart. **FL** Langley 2m24.374s (79.76mph).

CATERHAM SUPERSPORT (13 LAPS)

1 Jeremy Webb; 2 Ben Whibley +0.279s; 3 Sean Byrne; 4 Steve Day; 5 Craig Currie; 6 Aaron Head. **FL** Webb 2m22.317s (80.92mph).

RACE 2 (13 LAPS) 1 Lee Wiggins;

2 Currie +0.454s; 3 Webb; 4 Whibley; 5 John Saunders; 6 Carlton Brown. **FL** Webb 2m21.407s (81.44mph).

IRISH GLOBAL GT LIGHTS (7 LAPS)

1 Mark Braden; 2 Peter Drennan +0.063s; 3 Allan Byrne; 4 Mark Twomey; 5 Paul Fitzpatrick; 6 Ivor Miller.

FL Byrne 2m21.533s (81.36mph).

RACE 2 (7 LAPS) 1 Fitzpatrick; 2 Byrne

+0.215s; 3 Drennan; 4 Braden; 5 Richard Finlay; 6 Twomey. **FL** Fitzpatrick 2m18.718s (83.02mph).

RACE 3 (7 LAPS) 1 Byrne; 2 Fitzpatrick

+0.661s; 3 Drennan; 4 Braden; 5 Finlay; 6 Twomey. **FL** Drennan 2m18.500s (83.15mph).

MALLORY PARK

CTCRC, JULY 29

PRE 93 TOURING CARS (17 LAPS)

1 Lawrie Dunster (BMW M3 E36); 2 Paul Bellamy (BMW M3) +8.679s; 3 Steve Cripps (Ford Escort RS2000); 4 Graham Myers (Ford Sierra Cosworth); 5 Malcolm Wise (Ford Sapphire Cosworth); 6 Jack Stanford (BMW M3 E30). **CW** Cripps; Stanford; Stuart Tranter (Rover Tomcat); Andrew Harrison (Jaguar XJS); Simon Sheridan (Ford Fiesta XR2). **FL** Mark Osborne (Mitsubishi Starion Ralliart) 52.880s (91.90mph).

RACE 2 (7 LAPS) 1 Dunster; 2 Stanford +0.377s; 3 Wise; 4 Mark Fowler (BMW M3 E36); 5 Richard Millar (Ford Sierra Cosworth); 6 Cripps. **CW** Stanford; Cripps; Tranter; Michael Sheraton (BMW 325i E30); Sheridan. **FL** Stanford 52.694s (92.22mph).

BLUE OVAL SALOONS (17 LAPS)

1 Ashley Bird (Ford Sierra 4x4); 2 Craig Rainer (Ford Escort Mk2) +1.836s; 3 Colin Taster (Ford Sierra Cosworth); 4 David Matthias (Ford Escort Cosworth); 5 Jeff Windsor (Ford Escort RS); 6 Terence Clark (Ford Fiesta ST). **CW** Clark; John Edwards Parton (Ford Fiesta XR2); Brian

Long (Ford Fiesta XR2). **FL** Rainer 51.308s (94.72mph).

RACE 2 (18 LAPS) 1 Bird; 2 Rainer +0.423s; 3 Tester; 4 Paul Nevill (Ford RS2000); 5 Clark; 6 Malcolm Wise (Ford Sapphire Cosworth). **CW** Nevill; Edwards Parton; Long. **FL** Rainer 51.210s (94.90mph).

CLASSIC THUNDER (19 LAPS)

1 Mark Biggers (Nissan Skyline R32 GTR); 2 Garrie Whittaker (BMW M3 E36)

+10.486s; 3 Darren Bly (Nissan Skyline R32 GTR); 4 Joss Ronchetti (Talbot Sunbeam); 5 Vaughan Fletcher (Subaru Impreza); 6 Paul Dobson (Mazda RX7). **CW**

Whittaker; Ronchetti; Dobson; Des Thresh (BMW E36 M3); Andy Johnson (Renault Clio). **FL** Biggers 46.742s (103.97mph).

RACE 2 (11 LAPS) 1 Biggers; 2 Whittaker

+4.887s; 3 Dan Stringfellow (BMW M3 E46); 4 Dobson; 5 Fletcher; 6 Ronchetti. **CW** Whittaker; Stringfellow; Ronchetti; Brian Lilley (Ford Escort); Johnson.

FL Biggers 46.791s (103.86mph).

ALFA ROMEO OWNERS CLUB

(16 LAPS) **1** Nick Starkey (Alfa Romeo GT Junior); 2 Roz Shaw (Alfa Romeo GT AM)

+0.684s; 3 Richard Merrell (Alfa Romeo Giulia GTJ); 4 Geoffrey Shephard (Alfa Romeo Giulia Sprint GT); 5 Bob Trotter (Alfa Romeo Alfetta GTV); 6 Steve Fletcher (Alfa Romeo 33). **CW** Shephard; Trotter; Fletcher; Mark Oldfield (Lancia Monte Carlo). **FL** Shaw 56.335s (86.26mph).

RACE 2 (16 LAPS) 1 Starkey;

2 Shaw +0.332s; 3 Merrell; 4 Shephard; 5 Fletcher; 6 Ian Daltrey (Alfa Romeo Alfasud). **CW** Shephard; Fletcher; Trotter; Oldfield. **FL** Merrell 55.951s (86.86mph).

DONINGTON PARK

HRDC, JULY 28

GTS65 (43 LAPS) 1 Mike Whitaker (TVR Griffith); 2 Andrew Marler (Dan Eagling (TVR Griffith) +30.403s; 3 Mark Halstead/ Stuart McPherson (Lotus Elan); 4 Rob Hartley (Shelby Mustang GT350); 5 Keith Ahlers (Morgan SLR); 6 Richard Squire/ Michael Squire (AC Cobra).

CW Halstead/McPherson; Ahlers; Robi Bernberg/Adam Richardson (TVR Grantura); Chris Blewett (Ginetta G12). **FL** Whitaker 1m21.043s (87.91mph).

GRAND TOURING GREATS (20 LAPS)

1 Nigel Bancroft (Lotus Elite); 2 Ian Hulett (WSM Sprite) +12.830s; 3 Brian Arculus (WSM Midget); 4 James Prentice (Austin Healey Le Mans Prototype); 5 Gordon Elwell (Austin Healey Sebring Sprite); 6 Rae Davis (WSM Sprite). **CW** Hulett. **FL** Bancroft 1m28.840s (80.19mph).

DONINGTON PARK

AMOC, JULY 29

AMOC '50s SPORTS CARS (22 LAPS)

1 Oliver Bryant (Lotus 15); 2 Martin Brewer (Aston Martin DB4) -1 lap; 3 Nick Naismith (Aston Martin DB4); 4 Steve Hart (Maserati 300S); 5 Alan Hudd (Aston Martin DB4); 6 John Burton (Jaguar XK120). **CW** Brewer; Hart; Burton; Mark Hoble (Morgan Plus 4); Kevin Zwolinski (Jaguar XK140 FHC);

Andrew Mitchell (Bristol Special).

FL Bryant 1m20.029s (89.02mph).

ASTON MARTIN GT4 CHALLENGE OF GREAT BRITAIN (87 LAPS)

1 Olivier Bouche/Pierre Mantello (Aston Martin GT4); 2 Sid Sadique/Gavan Kershaw (Aston Martin N24) -2 laps; 3 Alan Bonner/Tom Black (GT4); 4 Tim Eakin/Richard Taffinder (N24); 5 Chris Kemp (GT4); 6 Kenneth Greenberg/ Andreas Kramer (GT4). **CW** Nicholas King (Aston Martin DB4). **FL** Black 1m13.766s (96.58mph).

PRE-WAR TEAM CHALLENGE

(12 LAPS) **1** Tom McWhirter (Jaguar SS100); 2 Clive Morley (Bentley 3-4 1/2)

+13.242s; 3 Olly Sanders (Austin Monoposto Special); 4 Christian Pederson (Austin 7 Single Seater); 5 Peter Dubsky (Austin 15/98 2 Seater); 6 Tony Armstrong (Aston Martin Ulster). **CW** Morley; Sanders; Dubsky; Richard Reay-Smith (Lagonda LG45); Nicholas Pellett (Sunbeam Tourist Trophy IOMD); John Seber (Wolseley Hornet Special). **FL** Tim Greenhill (Wolseley Hornet Special) 1m34.787s (75.16mph).

OULTON PARK

MSVR, JULY 28

RADICAL UK CUP (25 LAPS)

1 Zac Chapman (SR8); 2 Manhal Allos (SR8) +2.496s; 3 Tony Wells (SR8); 4 James Abbott (SR8); 5 Mark Smithson/ Stuart Moseley (SR8); 6 Victor Correa/ Thor Christian Ebbesvik (SR8).

CW Gary Kane/Tom Ashton (SR3). **FL** Moseley 1m33.749s (103.37mph).

RACE 2 (25 LAPS) 1 Smithson/Moseley;

2 Wells/James Littlejohn +2.111s; 3 Terrence Woodward/Ross Kaiser (SR8); 4 Allos; 5 Shaun Balfe/Nigel Taylor (SR8); 6 Colin Noble (SR3). **CW** Noble. **FL** Moseley 1m33.328s (103.84mph).

RADICAL CLUBMAN'S CUP (13 LAPS)

1 Bradley Smith (SR3); 2 Matt Bell (SR3) +0.745s; 3 Mark Abbott (PR6); 4 James

Breakell (PR6); 5 Martin Brooks (SR3); 6 Paul Marsham (SR3). **CW** Abbott. **FL** Bell 1m37.091s (99.81mph).

RACE 2 (9 LAPS) 1 Smith; 2 Brooks

+4.843s; 3 Bell; 4 Abbott; 5 Breakell; 6 Marsham. **CW** Abbott. **FL** Smith 1m37.881s (99.01mph).

THRUXTON

BARC, JULY 28-29

CATERHAM SUPER GRADUATES

(15 LAPS) **1** Edward Benson; 2 Dylan Stanley +0.353s; 3 Toby Briant; 4 Neil Shinner; 5 Luke Tzourou; 6 Roger Ford. **FL** Benson 1m29.656s (94.60mph).

RACE 2 (15 LAPS) 1 Benson;

2 Briant +0.462s; 3 Shinner; 4 Ford; 5 Tzourou; 6 James Potter. **FL** Tzourou 1m29.382s (94.89mph).

CLASSIC & SIGMA GRADUATES

(14 LAPS) **1** Ian Anderson; 2 Steve Humphreys +15.700s; 3 John Gil; 4 Daniel Siviter; 5 Ian Dyble; 6 Bill Scott. **CW** David Pearson. **FL** Anderson 1m31.370s (92.82mph).

RACE 2 (14 LAPS) 1 Humphreys;

2 Anderson +0.067s; 3 Scott; 4 Dyble; 5 Matt Siviter; 6 Nick Dyer. **CW** Pearson. **FL** Humphreys 1m31.435s (92.76mph).

MEGA GRADUATES (15 LAPS)

1 Nicholas Haryett; 2 Myles Packman +0.922s; 3 Brett Ray; 4 Luke Embling; 5 Adrian Russell; 6 Peter Frith. **FL** Nick Frost 1m27.712s (96.69mph).

RACE 2 (14 LAPS) 1 Packman; 2 Haryett

+4.921s; 3 Ray; 4 Embling; 5 Russell; 6 Glenn Burtenshaw. **FL** Haryett 1m27.778s (96.62mph).

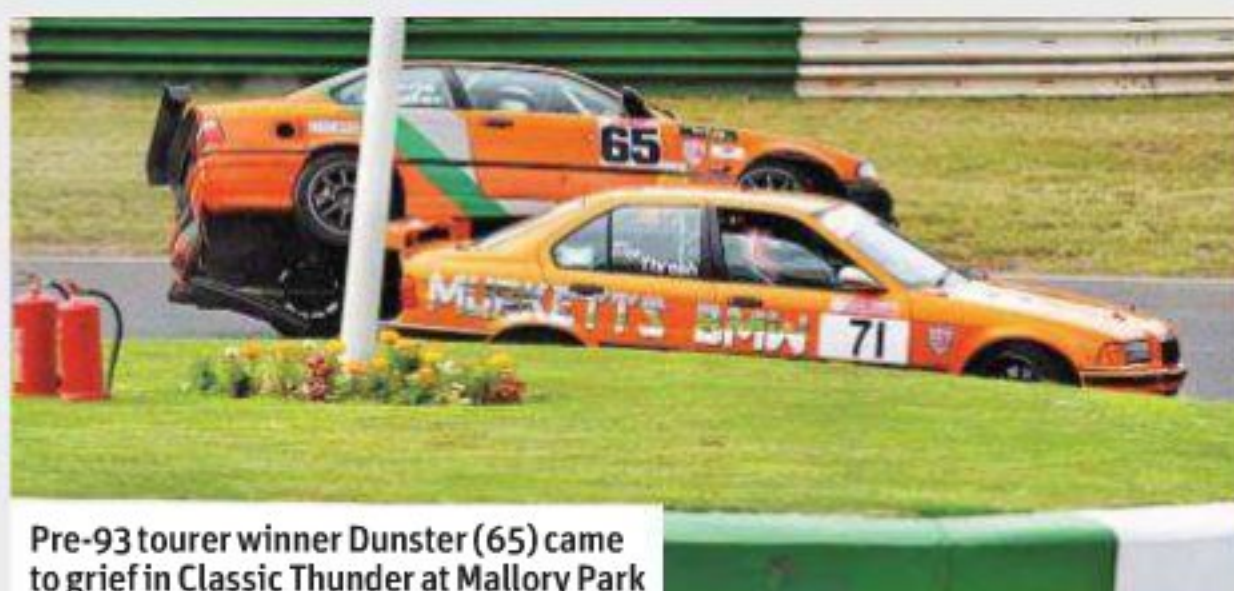
SPORTS 2000 TROPHY (39 LAPS)

1 Peter Williams (MCR); 2 Wil Arif (Ray S2000) +14.720s; 3 Dave Croft (Gunn TS11); 4 Bill Coombs/Clive Hayes (MCR); 5 Tom Stoten (Gunn TS6); 6 Anders Fredricsson/Guy Woodward (MCR). **CW** Mike Bamby (Tiga SC80); Ryan Hooker/Mark Powell (Tiga SC84). **FL** Coombs 1m20.009s (106.00mph).

Tony Sinclair beat Simon Tilling twice in OSS at Silverstone



John Davies Roberts put his Jaguar XK140 on its roof in the AMOC '50s sportscar race at Donington



Pre-93 tourer winner Dunster (65) came to grief in Classic Thunder at Mallory Park

COMPUTER GAMER TO GT WINNER

A year ago Jann Mardenborough was just another student playing computer games in his bedroom. Now he's become a race-winning British GT driver with a top manufacturer. By TOM MALLET



A little over a year ago, Jann Mardenborough was a computer gamer who had never before turned a wheel in a real racing car. Today, he is a bone fide British GT race winner with a bright future in front of him.

Not only that, but Mardenborough and RJN Motorsport team-mate Alex Buncombe were victorious in June's two-hour mini enduro on the Brands Hatch GP circuit in their Nissan GT-R GT3, defeating the 007 Aston Martin Vantage GT3 of Andrew Howard and Jonathan Adam by the smallest margin in British GT history. With the success came increased expectation as Nissan committed to a full season and a title challenge in what's considered to be one of the strongest British GT seasons ever.

"It was my first proper race win. I've previously won at other class levels, but this was my first high-level race victory," says 20-year-old Mardenborough, who hails from Cardiff. "It shows that the car has potential, too."

Mardenborough has had a steep learning curve this year, but so far his progress has been strong. The idea had been to use the first British GT round at Oulton Park to test the GT-R prior to a full campaign in the international Blancpain Endurance Series, but that initial outing gradually turned into a full campaign.

The Nurburgring round followed, where he thrashed his amateur competition; and at Rockingham he raced with the

professional drivers for the first time, leading early on before slipping back as he struggled with rear tyre wear.

Mardenborough's pace has also impressed compared with that of established GT ace and Nissan team-mate Buncombe, being close to, or matching him, at each step.

At Oulton, Mardenborough's fastest race-one time of 1m50.436s compared favourably to Buncombe's 1m50.281s; Mardenborough went even quicker in the second race, posting a 1m50.212s lap. The drivers' close times have continued through the season.

Buncombe was slightly quicker at Brands, as the pair took their first win; but it was Jann who held on to take the flag by only 0.022s, again suffering from tyre woes in the late stages.

"At Brands Hatch we were bang-on the 110s pitstop time limit, and we won the race by a stupid margin," says Mardenborough with a smile. "It just shows that when things go right, they go right."

In the aftermath of his win, Nissan's claim that the pair can fight for the British GT title in the build-up to Brands gained greater weight. With three rounds remaining, the duo is only nine points behind leader David Ashburn.

Mardenborough is certain that there is more to come from the GT-R, too, especially in qualifying. "We're using our race set-up because we haven't



...then celebrated with co-driver Buncombe (left) on the podium



VIRTUAL REALITY BECOMES REALITY

In 2009, the dream of Nissan and PlayStation to turn a gamer into a racing driver became reality, with Lucas Ordonez taking the mantle as the first GT Academy winner.

Since then, two further European drivers and an American have followed in his footsteps. Frenchman Jordan Tresson was crowned winner in 2010, while Britain's Jann Mardenborough and Bryan Heitkotter (from the USA) both claimed the title in 2011.

Ordonez and Tresson have since competed at Le Mans, with the former taking second in the LMP2 class on his debut in 2011. Heitkotter and Mardenborough, meanwhile, are campaigning in GTs this year on opposite sides of the Atlantic.

All four drivers came from a pool of half-a-million *Gran Turismo* online entrants. They were asked to achieve certain times on the game, with the best two-dozen graduating to a national final and eventually an international final at Silverstone, where drivers from each eligible European country got to grips with real racing cars. Finally, one winner was given the ultimate prize of a race at the Dubai 24 Hours.

Before Dubai, each of the winners competed in British club events in order to gain their International C licences, and gain valuable experience in a Nissan 370Z GT4 car.

All four drivers have had their contracts with Nissan extended after strong showings in Dubai, and Ordonez in particular is now forging a career as a prototype driver.

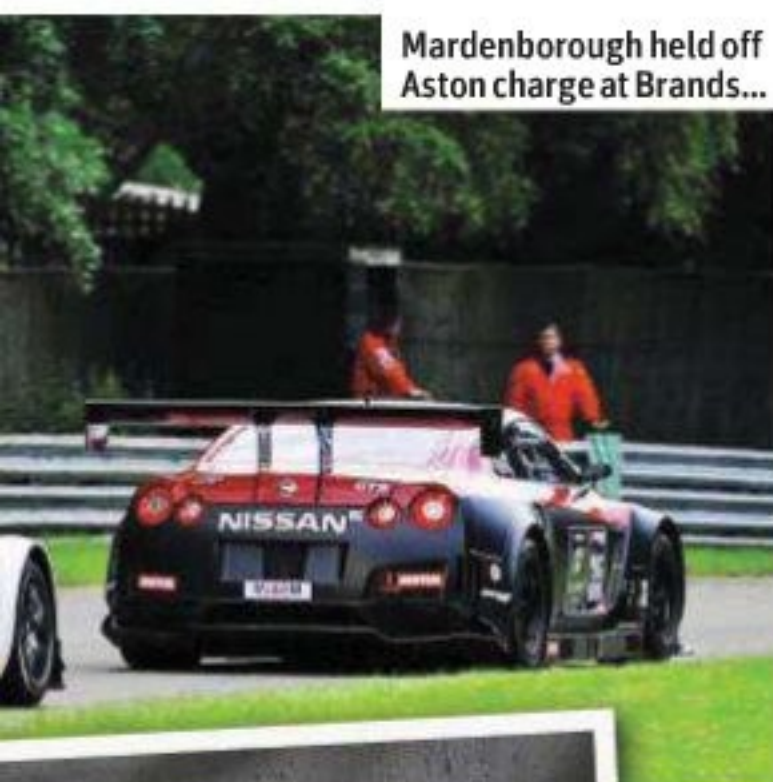


GT Academy has turned gamers into real racers



BRITISH GT3 POINTS TABLE

1. David Ashburn	Porsche 997 GT3 R	96.5
2. Duncan Cameron/Matt Griffin	Ferrari 458 Italia	88
3. Jann Mardenborough/Alex Buncombe	Nissan GT-R GT3	87.5
4. Oliver Bryant/Alasdair McCaig	BMW Z4 GT3	69.5
5. Andrew Howard/Jonathan Adam	Aston Martin Vantage GT3	60



Mardenborough held off Aston charge at Brands...



had a chance to work on it," he explains. "We can't risk anything too edgy because it could backfire. But we were only four-tenths off [pole] at Brands, and the car felt mega."

Talk of qualifying set-ups and title challenges is a far cry from the previous June, when Mardenborough was still battling with his fellow gamers for a prize drive in the Dubai 24 Hours. Mardenborough had always wanted to be a racing driver, but his experience had been limited to his PlayStation and some arrive-and-drive karting. "I did my first bit of karting as a seven-year old in Ibiza, and my parents gave me kart lessons for my eighth birthday," he says. "That's when I learned I wanted to be a racing driver."

His results so far have secured his seat for the rest of this year, and the future seems promising for Mardenborough, who also took a class podium in this year's Dubai 24 Hours. "When I won GT Academy my prize was to race at the Dubai 24 Hours; I wasn't guaranteed a drive this year," he says. "But I did quite well in Dubai and in the lead up to it."

That first impressive outing was only the beginning of what could turn out to be a fine career for the young Welshman, who has ridden a steep learning curve in the Blancpain Endurance Series this year – alongside his emerging British GT title quest. But it could all have turned out so differently for Nissan's young charge.

"If I hadn't won, I'd be at university doing art and design, or furniture design, which I'm not really interested

in," laughs Mardenborough. "When I called up to say that I wouldn't be doing the course any more, I couldn't resist telling them why!"

So, instead of crafting garden chairs or painting pretty pictures, Mardenborough could be lining up on the grid at Le Mans next year alongside the great and good of endurance racing. He'd follow in the footsteps of previous GT Academy winners Lucas Ordonez, who's raced there twice, and Jordan Tresson, who drove for the first time this year. "I hope that's the plan; it makes sense and I'd love to do it," says Mardenborough. "I want to continue racing with Nissan and hopefully in Le Mans Prototypes. That is my ambition."

Ordonez took an LMP2-class podium at Le Mans in 2011



FINAL DRIVE

LETTERS ■ GEAR ■ ON-TRACK ■ ON-SCREEN ■ PICS ■ TECH ■ ARCHIVE

YOUR SAY

What you think of the motorsport news of the past week



Was Le Mans the last we'll see of Pescarolo?

We can't let Pescarolo disappear

I was horrified to read in AUTOSPORT last week that, for a second time, Henri Pescarolo's team is on the verge of going into administration. I'm even more horrified that, unlike the last time, there doesn't appear to be a Jacques Nicolet-style benefactor ready to step in and save this legendary man's outfit.

Surely somebody out there can give Henri a break. God knows, we need as many teams out there running quick sportscars as possible at the moment.

Bob Miles, Jurby

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. RED BULL TO BE FORCED TO CHANGE ENGINE MAPS
2. HORNER: HAMILTON DID NOTHING WRONG
3. F1 DRIVERS HAD OFF-TRACK MOVES WARNING
4. PURE SUSPENDS ENGINE DEVELOPMENT
5. RED BULL DENIES PARC FERME TWEAKS

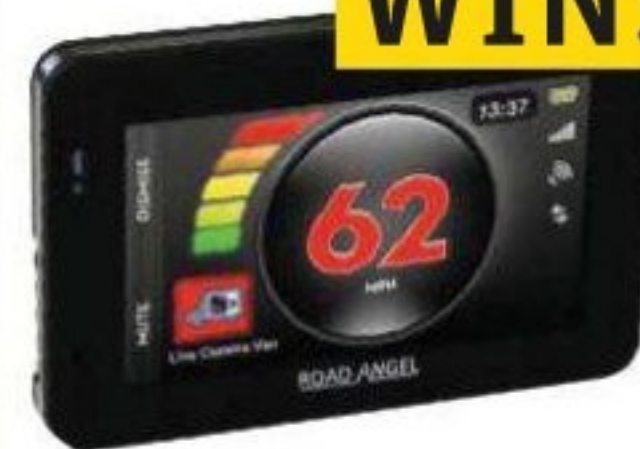
AUTOSPORT+

TOP STORY ONLINE

TAKI INOUE ON HIS F1 'NIGHTMARE'

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

- Last week's GP3 report stated that Antonio Felix da Costa drives for Status. He actually drives for Carlin.
- On page 80 of the July 26 issue, we also listed Peter Mullen as a class winner in Formula Junior at the Silverstone Classic. The C2 category was, however, won by Crispian Besley's Cooper T56 in both races.

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

EDITORIAL CONTACT mail@autosport.com

Watching the Olympics

on TV this week got me wondering why it is that the whole nation can get behind swimmers, cyclists and gymnasts and feel gutted when medal success proves elusive, yet we can't feel the same when it's a British F1 driver in the same situation. Instead, we seem to just want to knock Lewis Hamilton and Jenson Button down at every opportunity. That doesn't sound very sporting now, does it? Certainly not a very Olympic thing to do...

Wayne Pocock
By email

You may have BBC men

Gary Anderson and David Coulthard as well-respected and informative correspondents, contributors and journalists, but why the continued sniping at Sky's coverage of F1 in your *Final Drive* section?

Natalie James
By email

AUTOSPORT is supposed to be impartial in all things motorsport. But when I see Sky Sports adverts plastered all over your website and too much glorification of BBC's F1 programmes, I

find myself asking just how impartial you are.

Maurice Flaunt

By email
(*Ed - Surely the last two letters prove that we are indeed impartial, highlighting the positives and negative aspects of each broadcaster's coverage of our sport...*)

In reply to George

McAndrews' moan (July 26) about the Silverstone Classic, I must say that I really enjoyed the event – even the 'has-been' bands.

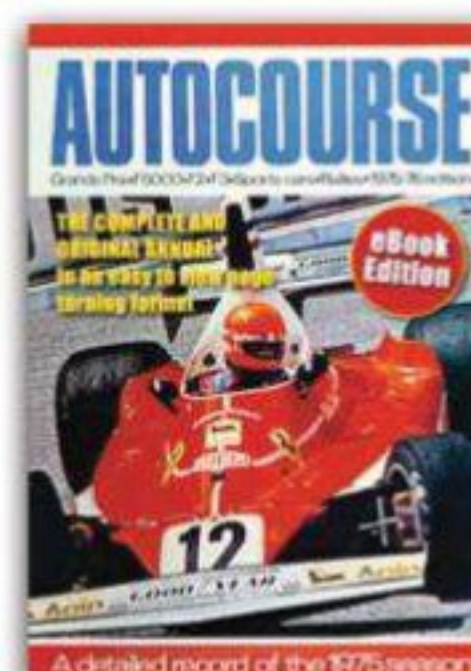
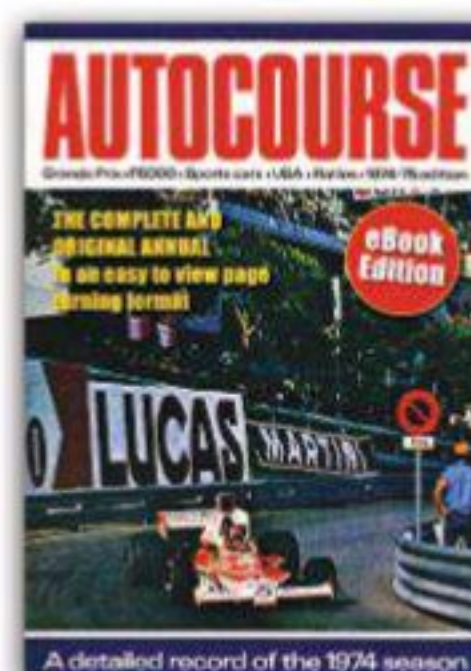
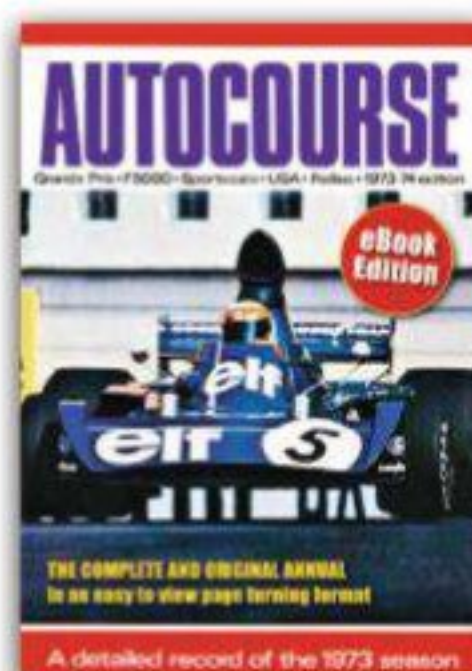
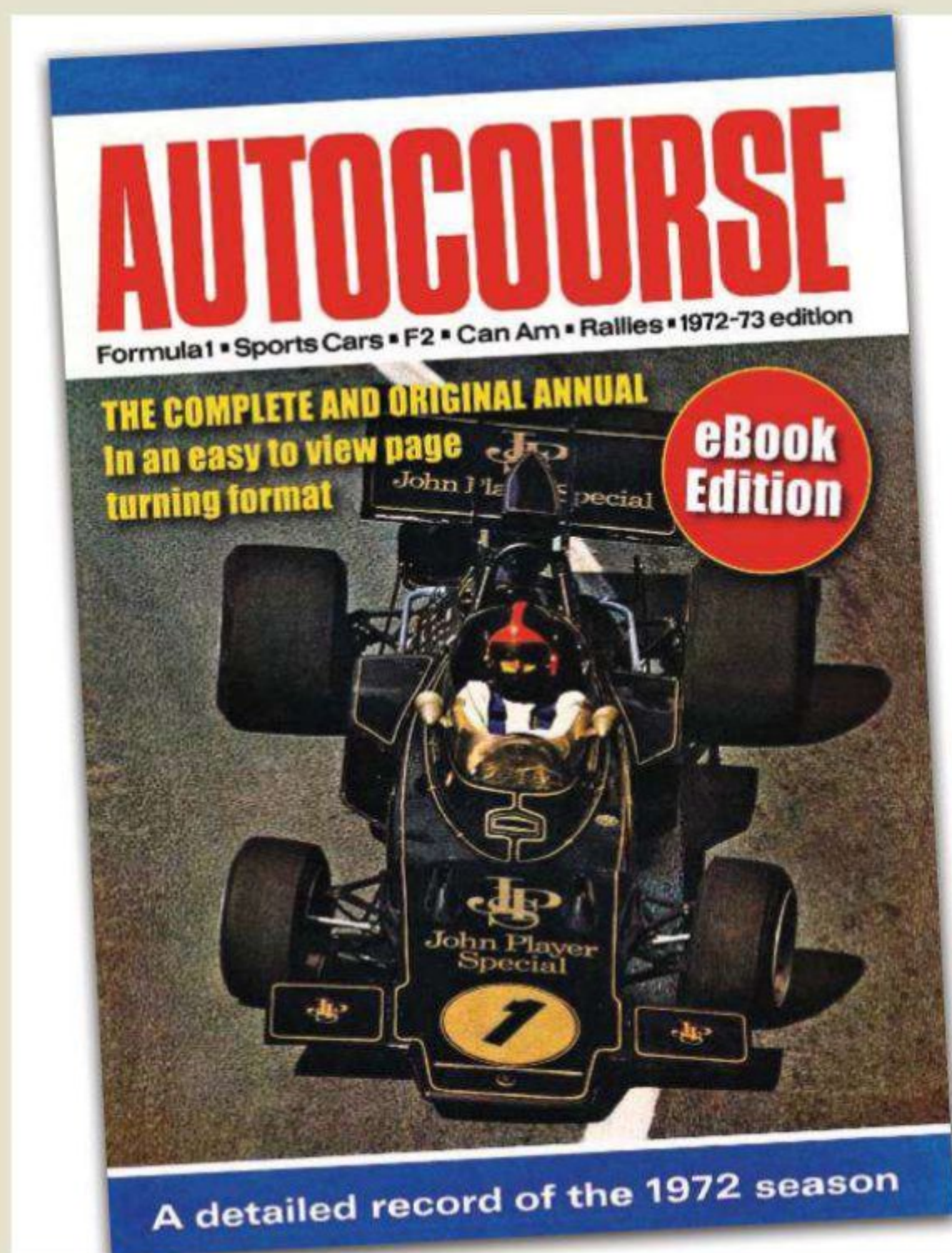
We had some great cars

and good racing, and Nigel Mansell and Derek Bell were great, greeting fans and signing autographs. We had a celebrity charity race and everybody was friendly to fans, especially Brian Johnson, who spent so much time talking and having photos taken with fans. In fact, even a man with AC/DC superstar status like him seemed to really enjoy himself. I would just like to thank him for being friendly to everyone. Please come back again, Brian.

Brian White
By email

THE LATEST GEAR

Desirable new releases for motor racing fans: books, DVDs, models, art and gifts

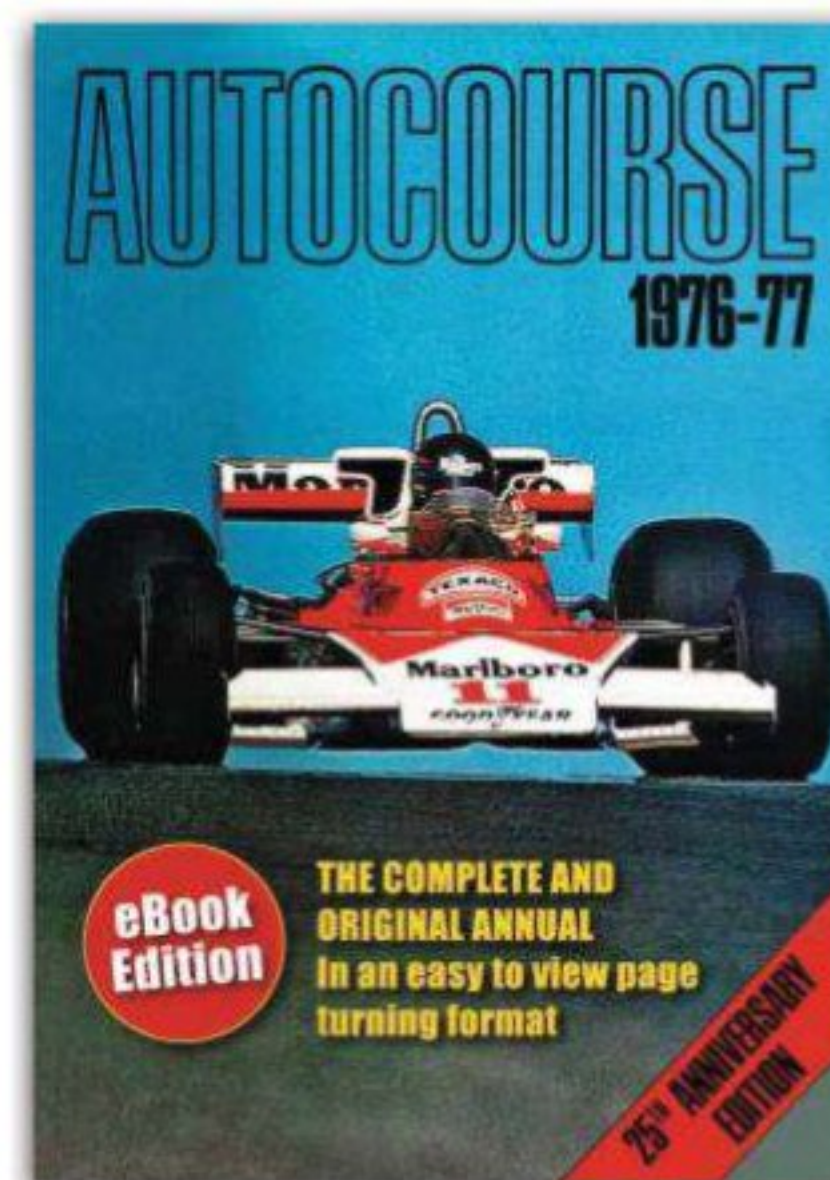


AUTOCOURSE eBooks

£19.99 (Five for £80)

autocourse.com

A selection of the famous Formula 1 annuals can now be pored over in digital format, saving collectors a fortune and plenty of shelf space. The fully searchable discs feature every page of the original annuals, including the retro adverts, with an easy-to-navigate zoom-in facility. The discs are £19.99 each, or you can buy all five (1972-1976) for £80, which effectively means one's free. Purists may prefer a more tangible print-and-paper format, and be worrying about the value of their 1970s hardbacks, but this is still a great way to relive a golden era, with other years promised soon...



PORSCHE 962C 1:18

£149.99

autosport.com/shop



McLAREN STEERING WHEEL

£59.99

autosport.com/shop



AUTOMODELISME MAG

€6.90

grandprixmodels.com

A diecast replica of the Porsche 962C that won at Le Mans in 1986 in the hands of Derek Bell, Al Holbert and Hans Stuck is now available in 1:18-scale from Spark. It comes without any Rothmans tobacco branding, but fear not: the correct decals are supplied – you just have to put them on yourself.

Gone are the days of three-spoke, suede-rimmed Momo or Personal F1 wheel, with hand-written 'new pads' sticker on the boss. Amalgam's 1:4-scale models show how much of a nerve centre the modern wheel has become. Choose from McLaren's MP4-27 (above), Mercedes's F1 W03 or Ferrari's F2012.

The entire 2012 Le Mans 24 Hours grid will be available in miniature and the latest issue of the diecast lover's bible lists details of all of them. The 72-page glossy mag, available now from Grand Prix Models, is packed with details of all the key model makers and suppliers so there's now no excuse for missing out.

HOT ON THE WEB THIS WEEK

YOUTUBE: DINO ZAMPARELLI'S LIGHTNING REACTIONS AT SPA



SEARCH FOR: Amazing Reactions by Dino Zamparelli in a Racing Car!! (0:32)
Formula 2 racer Dino Zamparelli is busy concentrating on getting through Eau Rouge, Raidillon and up to Les Combes in wretched Spa conditions when he has to take instantaneous avoiding action. We reckon he'd be rather good at Batak...

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

SNETTERTON (F3/GT)

August 4-5

Admission: £13 (Saturday)
£21 (Sunday), £17 (Sunday
advance ticket), £21

(weekend advance ticket)

Tel: 01953 887303

While the British F3 title battle is brewing up, Felix Serralles now in front, David Ashburn leads the GT rankings and has Richard Westbrook alongside him in his Porsche this time out. Behind him, the Duncan Cameron/Matt Griffin Ferrari 458 and Alex Buncombe/Jann Mardenborough Nissan GT-R are snapping at his heels. Ginetta Challenge, VW Racing Cup, FFord and Northern Sports/Saloons are in support.



British GT contenders return to Snetterton this weekend

ANGLESEY (750MC)

August 4-5

Admission: £12 each day,
£15 (weekend ticket)

Tel: 01407 811400

The 750MC brings a packed programme of double-headers to North Wales, including the 750 Formula, 750 Trophy, Bike-Sports, Formula Vee, MR2, Sports Specials, Locost, Stock Hatch, RGB, Saxmax, and BMW Compact Cup on the Coastal circuit.

BRANDS HATCH (BRSCC)

August 4-5

Admission: £13 each day,
£16 (weekend advance ticket)

Tel: 01474 872331

Down in Kent this two-day meeting features Caterham Academy and a couple of Fun Cup enduros on Saturday, with Ford Fiestas, Alfa Romeos and Ford Fiesta Juniors taking centre stage on Sunday.

CROFT (HSCC)

August 4-5

Admission: £13 (Saturday),
£20 (Sunday)

Tel: 01325 721815

Historic Road Sports, Historic Formula Ford, 70s Road Sports, Derek Bell Trophy, Historic Touring Cars, Formula Junior, Historic F3, Guards Trophy, Formula Ford 2000 and 500cc Formula 3 all appear at Croft's annual Nostalgia Weekend.

PEMBREY (BARC)

August 4-5

Admission: £12 each day
Tel: 01554 891042

The bill features InterSteps, Kumho BMWs, Armed Forces Race Challenge, WRDA Sports Saloons, Classic Clubmans and Chevron GR8 Challenge/Crossle 9S Challenge/Spirit of 60s Challenge.

CRAIGANTLET (HILLCLIMB)

August 4

top12runoff.co.uk



IndyCar title fight heads to Mid-Ohio

INDYCAR

Rd 12/15

Mid-Ohio, USA

August 5

indycar.com

The IndyCar Series enters the defining point of its season with only four races left. Three drivers dominate the standings, with Ryan Hunter-

Reay, Helio Castroneves and Will Power all hoping the other two slip up. Castroneves won last time out, but Hunter-Reay leads the points race.

RALLY FINLAND

World Rally Championship

Rd 8/13, August 2-5

Jyväskylä, Finland

wrc.com

NASCAR SPRINT CUP

Rd 21/36

Pocono, Pennsylvania, USA

August 5

nascar.com

INDY LIGHTS

Rd 10/12

Trois-Rivieres, Quebec,

Canada, August 5,

indycar.com

FORMULA NIPPON

Rd 5/7

Motegi, Japan

August 5

f-nippon.co.jp

AMERICAN LE MANS SERIES

Rd 6/10

Mid-Ohio, USA

August 4

alms.com

NASCAR NATIONWIDE

Rd 20/33

Iowa Speedway, USA

August 4

nascar.com

V8 SUPERCARS

Rd 8/15

Queensland Raceway,

Australia, August 4/5

v8supercars.com.au

GERMAN FORMULA 3

Rd 5/9

Assen, Netherlands

August 3-5

formel3.de

Television

THURSDAY AUGUST 2

0900-0935 1135-1210 1415-1445

Motors TV

WRC: Finland Preview

1210-1415 Motors TV

NASCAR Nationwide: Indianapolis Highlights

1445-1750 Motors TV

Spa 24 Hours: Highlights

2235-2305 Motors TV

WRC: Finland Day 1 Highlights

FRIDAY AUGUST 3

0900-0935 1135-1210 1750-1825

Motors TV

WRC: Finland Day 1

0935-1135 Motors TV

Grand Am: Indianapolis Highlights

1900-1930 2330-0000 Sky Sports F1

F1 Legends: Nigel Mansell

1930-2000 Sky Sports F1

F1 Legends: Murray Walker

2030-2100 Motors TV

The Grid: Episode 22

2100-2200 Sky Sports F1

Formula 1: 1999 Season Review

2200-2300 Sky Sports F1

Sky F1 Show

2235-2305 Motors TV

WRC: Finland Day 2

SATURDAY AUGUST 4

0010-0040 0900-0935 1135-1210

1340-1415 Motors TV

WRC: Finland Day 2

0115-0340 Motors TV

ADAC Masters: Nurburgring Replay

1000-1100 1400-1500 1800-1900

Sky Sports F1

Sky F1 Show

1415-1545 Motors TV

GP3: Hungary Highlights

1645-1745 Motors TV

British F3: Spa Highlights

1745-2105 Motors TV LIVE

ALMS: Mid-Ohio Race

2100-2200 Sky Sports F1

Formula 1: Season Review 2000

2235-2305 Motors TV

WRC: Finland Day 3

SUNDAY AUGUST 5

0900-0935 1330-1400 1750-1825

Motors TV

WRC: Finland Day 3

1000-1100 2000-2100 Sky Sports F1

Sky F1 Show

1530-1700 Sky Sports F1

Formula 1: British GP Repeat

1600-1750 Motors TV

NASCAR Nationwide: Iowa Highlights

1700-2200 Premier Sports LIVE

NASCAR Sprint Cup: Pocono

1700-1830 Sky Sports F1

Formula 1: German GP Repeat

1730-2000 Sky Sports 4 LIVE

IndyCar: Mid-Ohio Race

1830-2000 Sky Sports F1

Formula 1: Hungarian GP Repeat

2100-2200 Sky Sports F1

Formula 1: 2001 Season Review

MONDAY AUGUST 6

1240-1345 Motors TV

Le Mans Classic: Highlights

1345-1415 Motors TV

Porsche Supercup: Hungary

2130-2240 Sky Sports F1

Formula 1: Season Review 2002

Online

AUTOSPORT+

Coming up in our premium web content this week



HUNGARIAN GP ANALYSIS

AUTOSPORT's team of F1 journalists delve below the surface to bring you the best analysis and opinion of the Hungarian GP weekend. Plus, we look at how Austin is getting on as it prepares to host its first United States GP.

BUTTON'S FIRST FORMULA 3 TEST

Marcus Simmons talks to Trevor Carlin about the first time future McLaren star Jenson drove an F3 machine.



NISSAN'S GIFT TO THE BEST GAMERS

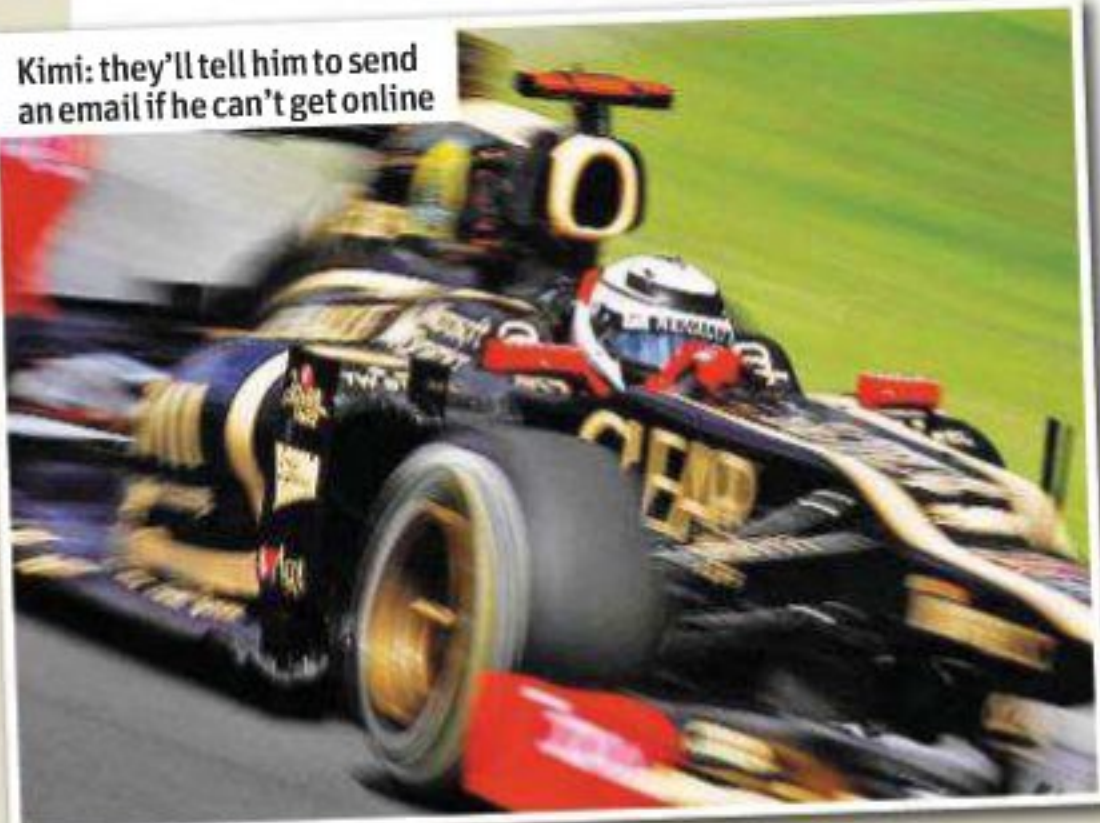
We find out how the Nissan PlayStation GT Academy picks who gets to race.



REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

Kimi: they'll tell him to send an email if he can't get online



KIMI RAIKKONEN PRESSES

the button. Nothing happens. He presses it again. Nothing happens. He smacks the array of dials and knobs in front of him, and tries again. Nothing, zip, ei mikään (that's Finnish for 'nothing').

He sighs and makes the inevitable phone call.

"Hello, Enstone helpdesk, Sheila speaking, how may I help you today?"

Kimi: "Er, [mumble] why is not my KERS working?"

Sheila: "Are you on a PC or a Mac?"

Kimi: "Er, [mumble] Lotus E20."

Sheila: "I'll just put you through to our KERS expert, Mark."

Kimi sighs as the hold music is that revving Renault engine playing the national anthem.

Mark: "Hi, I hear you've got trouble with KERS?"

Kimi: "Er, yeah. Why is not my KERS working?"

Mark: "Fail - press OK twice. The battery is a bit empty. Press the OK button twice."

That's (sort of) what happened in Hungary on Sunday. Tuning in to Sky's pitlane channel radio traffic was like listening to an IT helpdesk.

Playing out on McLaren FM, meanwhile, things were far more interesting:

"Jenson, we are moving to Plan B." Jenson: "Are we sure?" The response: "OK Jenson, we're going to stick with Plan A."

Then, a bit later: "We think we have to switch to Plan B." Jenson: "OK." And: "Lewis, I think we've got to switch to Plan B." Lewis: "I hear ya." But later: "If these tyres are

feeling OK Lewis, we're back on Plan A."

We know now that Button's switch to a three-stop was disastrous, and Lewis's two-stop won him the race. As the penny dropped, Jenson asked: "So what was the reason for coming early?"

Team radio might be often bewildering, but we can recognise a peeved driver when we hear one.

Revved Up

"Team radio might be bewildering, but we can recognise a peeved driver when we hear one"

THE WEEK IN PICTURES

Our lensmen pounding the beat, from Spa town centre to a track near Budapest, via Indianapolis



BMW RACERS ON THE ROAD TO SPA

The Marc VDS team and its Z4s were local favourites at the Spa 24 Hours. Here they are in the Wednesday pre-race parade



MEANWHILE, UP AT LA SOURCE

The Gulf Racing Team's MP4-12Cs pose with a 1997 F1 GTR and some road versions at the Spa circuit's famous hairpin



BRAD KESELOWSKI MAKES HISTORY AT THE BRICKYARD

It's only NASCAR Nationwide, but it was the series' first time at Indianapolis. Hence Keselowski's joy



OH NO, NOT AGAIN

Romain Grosjean crashed his Lotus in practice for the Hungarian GP, but took a fine podium in the race

PICS: COATES, LEVITT/LAT

NEXT WEEK

PASTOR MALDONADO BAD BOY OF F1.
PLUS FERRARI AND GP TECH REVIEW

DON'T MISS IT!

FROM THE ARCHIVE

John Surtees becomes an F1 constructor, 1970



"IN MANY WAYS I NEVER INTENDED TO GET INVOLVED with car construction. Perhaps if I was thinking only of John Surtees the driver, I wouldn't have. As it was, I got on the constructor rollercoaster..."

John Surtees might have taken his first official grand prix finish in a chassis bearing his name – the Surtees TS7 – almost exactly 42 years ago, but in truth the journey to becoming an independent constructor was several years in the making.

The Briton seemed set to see out his career with Ferrari after taking his historic world championship in 1964, but in '66 he and the team suffered what the Italian media deemed a 'divorce' and separated.

A move into the Honda stable, via Cooper, then met with tragedy when Jo Schlesser was killed at the 1968 French Grand Prix, leading to Honda's withdrawal and Surtees's switch to BRM.

"What I should have done was stop for a minute, and maybe phone Colin Chapman, forget our earlier upset and come to an arrangement," Surtees says. "I was asked to sort out BRM though, and I went there."

"I had quite an admiration for the team in its 1.5-litre days, as it had a special car, but the management fell apart, and between Alfred Owen and Louis Stanley getting decisions

was horrific. It was a great shame.

"I thought enough was enough, and so we decided to do it ourselves. The instinct was basically born out of frustration over my previous struggles. Len Terry and I had already developed the TS5 [used in F5000], and we set about building the TS7, virtually entirely within our Edenbridge workshop.

"We had a budget of around £23,000, and did a deal with Cosworth for engines at £7500. We decided to keep it simple and build a very stiff chassis, using various lessons from the TS5. There was no rollout – that happened when it came out of the truck at the Brands Hatch paddock, in preparation for the British Grand Prix.

"We were running OK, challenging Jackie Stewart for sixth, but we ran a bearing due to not getting the oil tank right for the engine. But then we went to Hockenheim and finished, scored points with a fifth in Canada and won the Gold Cup at Oulton Park against a very strong field.

"It was a good start for such a small team, and very encouraging. It wasn't what I had always wanted; I thought I would see out my days at Maranello, and had a similar feeling after joining the Honda family. But running like we did – on a very small budget, but with a good little car – was a very satisfying project."

THIS WEEK IN...

NEW WESLAKE V12 - WATKINS GLEN - SPA 24 HOURS
AUTOSPORT
Entertaining club racing at Brands Hatch



JULY 27 1972

THE BRSCC'S MELAWARE CUP MADE

the cover of AUTOSPORT this week in 1972, as late rain and a new surface at Druids produced some fantastic racing at Brands Hatch. The showpiece Formula Ford final was eventually won by Syd Fox, one of the rare few not to suffer any sort of moment during the 20-lap contest.

Across at Watkins Glen, the first year of the three-litre World Championship of Makes came to a fitting conclusion as Ferrari dominated the six-hour event.

The Italian marque won every round it entered that year, in part due to a lack of factory competition. But intra-team rivalry kept things interesting in the US, as Mario Andretti and Jacky Ickx put in a late charge to prevail over the sister 312PB of Ronnie Peterson and Tim Schenken. Third was the Mirage of Carlos Pace and Derek Bell, 14 laps down.



PICT: LAT



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Castrol
EDGE
GRAND PRIX
PREDICTOR



Brought to you by CarPlan



ROY SALVADORI

■ Goodwood Nine Hours ■ August 16 1952 ■ Ferrari 225 S ■ Privateer podium leads to Aston Martin works drive



The Salvadori/Baird Ferrari salvaged third

IN 1952, IRISH ENTHUSIAST

Bobbie Baird invited me to drive his Formula 2 Ferrari in the British Grand Prix at Silverstone. I finished eighth, three laps behind Alberto Ascari's winning works Ferrari. A few weeks later, at Snetterton, I tried his 2.7-litre, V12 Ferrari 225 S sports-racer and he asked me to drive it in the Goodwood Nine Hours – Britain's first night race.

The Ferrari was very fast, and I felt sure we had a good chance of victory against the works C-type Jaguars and DB3 Aston Martins. Unfortunately, Bobbie was pretty slow, and his wife Isobel (who was running the pit) said to me, "If we're going to get anywhere you will have to do most of the driving".

The BARC ruled that no driver could do more than two hours at the wheel, but even before his first stint was over, Bobbie was tired and spun three times. When I set off just before 5pm we were seventh.

At about 6pm, Eric Thompson brought his DB3 into the pits and the mechanics managed to set fire to it. Two of them and team manager John Wyer were quite badly burned, so Reg Parnell (who had been driving with Thompson) took over John's role.

When I came in about half an hour later, Bobbie's mechanics

"We should have won that race. I was very disappointed, but as things turned out it did me a lot of good"

jacked up the Ferrari for a wheel change and the jacks just sunk into the Tarmac. We were next to the Aston pit and their blaze had melted the road! We sorted it out with some wooden blocks, but about an hour later Bobbie was five laps behind, so I took over.

I got back up to third place again, during which time Bobbie and Isobel decided that he would relieve me for only one lap in future, allowing me to drive for virtually the remainder of the race

and giving us a good chance of victory. Things began to get better for us when the Tony Rolt/Duncan Hamilton Jaguar lost a wheel, leaving me in second behind the Stirling Moss/Peter Walker C-type and ahead of the Peter Collins/Pat Griffith Aston. Then Stirling brought the Jag in with a broken rear-axle locating arm and I took the lead.

I now had the race in my pocket, but there was more drama to come when I made my next pitstop. Bobbie jumped in, pressed the

starter – no response. The problem was only solved by a new battery and by the time Bobbie had done his one tour and handed over to me again we were no longer in the lead – we were three laps in arrears and lying third. I set off at a frantic pace to make up for all our lost time, only to be black-flagged!

Reg Parnell had spotted that one of the Ferrari's rear lights had failed and had me called in to have it fixed. Reg was later to become one of my greatest friends, but right then I could have throttled him. I was so mad that I went flying back into the race and had an almighty spin at Madgwick and stalled the engine. In spite of the new battery I couldn't get the damn thing going again and had to push start, for which I was penalised one lap.

We should have won that race, but could only finish third. I was very disappointed, but as things turned out it did me a lot of good. It was my best race to date and made Wyer and Parnell take notice of me.

Early in 1953 John invited me to join Aston Martin as a works driver and that was the start of a very happy, eight-year association, which peaked in 1959 when Carroll Shelby and I won the Le Mans 24 Hours in the DBR1. ☼

First published on August 24 1989

IN PROFILE



ROY SALVADORI BEGAN RACING

with an R-type MG in 1946. By 1952 he was making a name for himself and joined the Aston Martin factory squad for '53. He raced in 47 GPs, in Ferrari, Connaught, Maserati, Vanwall, Cooper, Aston Martin and Lola machinery, as well as winning Le Mans for Aston in 1959. He quit racing at the end of '64, then acted as Cooper's F1 team boss from 1965-'67. He retired to Monte Carlo in 1974 and died, aged 90, on June 3 this year.



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