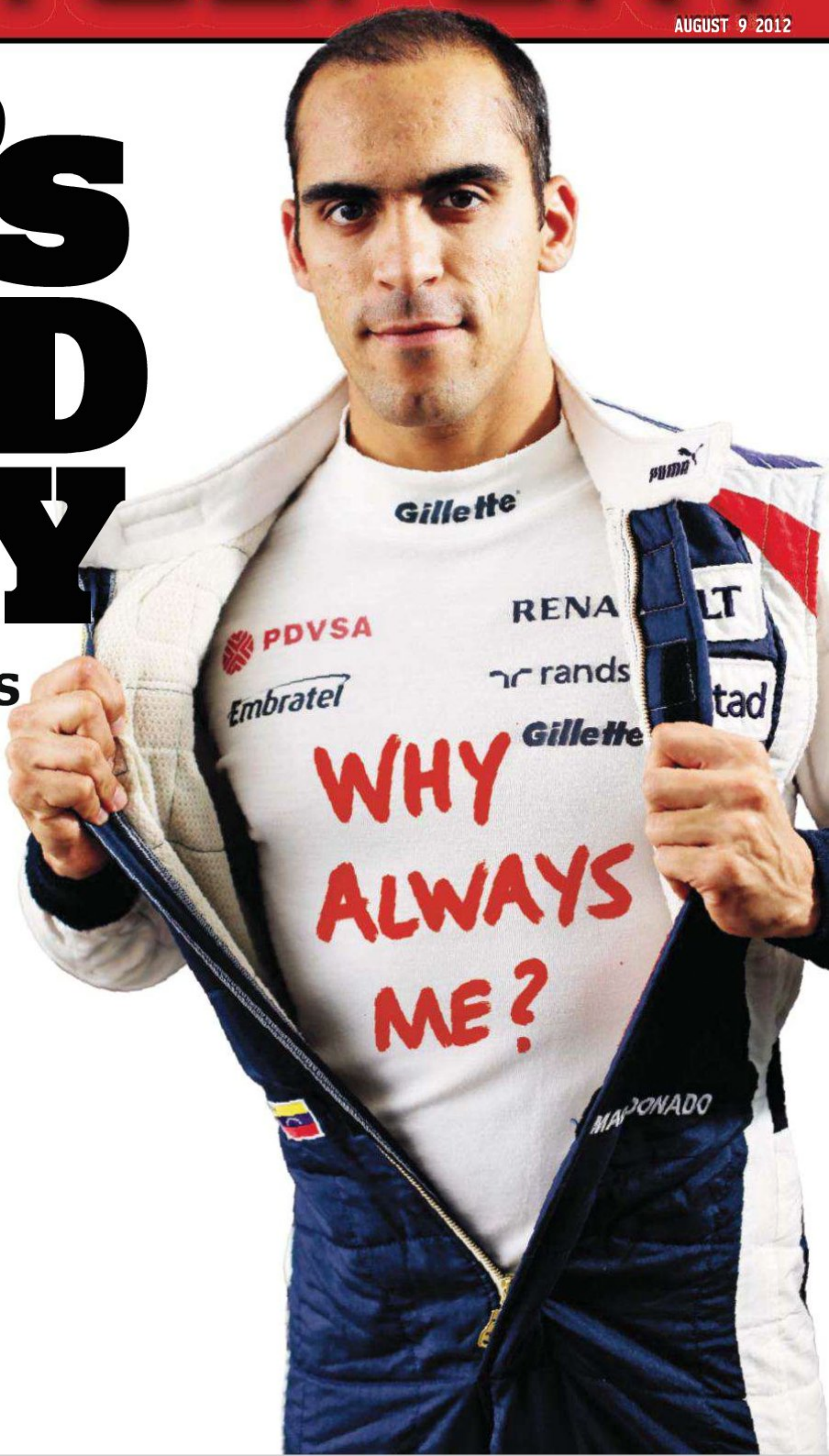


F1's BAD BOY

Can Williams
tame Pastor
Maldonado?



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POLE POSITION

Maldonado: F1's Balotelli is a proper Williams racer



'WHY ALWAYS ME?' – THREE LITTLE WORDS

made famous by Manchester City footballer Mario Balotelli after scoring in a derby match following a flurry of red cards and a fireworks display that set his own bathroom on fire. We've daubed this phrase on Pastor Maldonado's torso because he is currently F1's Balotelli, our sport's 'bad boy'.

Like Balotelli, he's an exciting and explosive sportsman, with the ability to mix it with the best in the world. He's also a proper Williams driver in the mould of Alan Jones, Keke Rosberg and Nigel Mansell – a non-conformist, far removed from a 'McLaren driver'.

But Maldonado's image as a tough customer has been transcended by true moments of recklessness: intentional retaliation against Lewis Hamilton at Spa last year, and Sergio Perez at Monaco in May. This was way over the limit, and surely his penalty for a brush of wheels with Paul di Resta in Hungary shows he's still paying for it in the eyes of the stewards.

Balotelli's manager became so frustrated that he dropped him for the rest of the season. Mud sticks in this game, as well as football. Just don't get involved, Pastor.

Charles Bradley

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RALLY FINLAND

Breen's strong run ends abruptly

Irishman Craig Breen was running right at the front of the Super 2000 class in his Ford Fiesta during the early stages of Rally Finland but then the reigning WRC Academy champion and new co-driver Paul Nagle got this downhill left-hander all wrong. Rally Finland report, [p44](#).

Pic: mcklein.de



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Racing's Olympic dream

As the 2012 Summer Olympic Games in London come to an end, EDD STRAW evaluates the possibility of motorsport joining the Olympic 'family'



Even 2012 Olympic test events drew huge crowds

There are no insurmountable obstacles preventing motorsport being included in the Olympic Games in future, even though it has never officially been part of the world's biggest sporting event before.

In 1900, a series of car races was run off the back of the Paris World's Fair in conjunction with the games, while in 1936 an Olympic Rally was staged, but neither was recognised as an official event. But Nasser Al-Attiyah, winner of the 2011 Dakar Rally and a WRC regular, claimed a bronze medal in skeet shooting at the London Olympics last week. The

41-year-old believes that motorsport could have a place.

"I would love to see motorsport included in the Olympic Games," he told AUTOSPORT. "They could make a special stage in the stadium and it would be a fantastic show."

"I want to make the next Olympics in Rio and I want to win a gold medal to go with my bronze. But it would be fantastic to go there to compete in motorsport and to represent my country, Qatar, like that as well. To come to the Olympics and make your country proud is an amazing thing."

For a sport to be admitted to

the Olympics is difficult, but not impossible. The International Olympic Committee has capped the total number of sports at 28, with the 2012 games comprising 26. There is nothing to stop motorsport, through the FIA (which was recently recognised by the IOC) lobbying.

It is often claimed that events based on mechanical devices such as cars are not admissible. This was once the case, since the Olympic Charter stated that "sports, disciplines or events in which performance depends essentially on mechanical propulsion are not acceptable". This clause was removed in 2007. The FIA signed up for the World Anti-Doping Code in December 2010, removing another potential obstacle.

For there to be any chance of the IOC accepting a proposal for motorsport to be admitted, it is inevitable that car variations would have to be minimised to put the emphasis on driver skill. This in effect rules out a category such as Formula 1, which would anyway be impossible to incorporate because of myriad commercial clashes. But it could allow events based on centrally run, identical-specification race or rally cars, or even karts.

Provided top drivers were able to compete – the Olympic charter

RoC: Olympic Stadium feasible

London's Olympic Stadium could host the Race of Champions in the future.

RoC organiser Fredrik Johnsson believes that an event could be hosted as early as 2014, with tentative talks between his company and the stadium already having taken place.

"It's definitely feasible," Johnsson told AUTOSPORT. "We have had discussions with the [London] Olympic stadium about potentially taking the RoC there and they were very interested to see our plans and how we have done it in the past."

"The discussion that we had was very positive and we are very keen to look at it for the future. If I understand their situation correctly, they have a pretty clear agenda of what they need to do after the Olympics with the Olympic Park, so at the earliest it would be in 2014."

The Race of Champions was staged in Beijing's Olympic Stadium in 2009 before moving first to Dusseldorf and then, for 2012, the Rajamangala Stadium in Thailand. It was last held in London in 2007-2008, at Wembley.



Johnsson (right): London "feasible"

AUTOSPORT SAYS...

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A lot of rubbish about ideals and amateurism is thrown around when the topic of motorsport and the Olympics comes up. The fact is that elite athletes are professional, and the idea that racing drivers shouldn't be allowed to compete in the same Games as the likes of Usain Bolt (estimated earnings north of \$20 million per year) is fatuous.

The bottom line is that you can justify motorsport of some kind being involved because of the widespread interest in so many countries. But does motor racing need the Olympics? Well, while you can't imagine that the same number of people will gather around their televisions to watch motorsport as they did for last Sunday's 100-metre men's final, it would be a great showcase for something that has always seemed something of an outsider in the 'sporting family', to distort a phrase beloved of the IOC.

Formula 1 at the Olympics is a no-go for many reasons, as is pretty much every pre-existing category. The only real option to eliminate the machinery as too big a part of the competitive equation is to have centrally run cars. Then there's the question of who would actually pay for it?

Lobbying for motor racing to be accepted into the Olympics would be a great way for the FIA to promote the sport worldwide and try and create a focal point for wider attention outside the sphere of F1. And with interest in other categories so often disappointingly low, that would be a great cause to pursue.



F1 isn't holding a torch for the Olympics



Olympic stadium could host RoC



IOC's Rogge (right) visited British GP

stipulates only that athletes may not be paid directly for competing — such a format could create a credible competition. The Race of Champions is a potential model, but a long-circuit event may prove more credible.

"A lot of people have said that the Race of Champions is the Olympics of motorsport," RoC organiser Fredrik Johansson told AUTOSPORT. "We would love to be a part of it, if it were possible to enter the Olympic family. I'm not convinced it would be that easy, but the Olympics also realise that they need to bring in new sports.

Maybe a few years down the line it could be a reality."

IOC president Jacques Rogge ruled out the possibility when he visited this year's British Grand Prix.

"The games are about the competition for the athletes, not for the equipment. While having a lot of respect, it will not be included in the Olympic programme."

While Rogge's statement is emphatic, he is due to stand down as president next year. Should his successor be amenable to motorsport, Olympic inclusion could be possible.

"To come to the Olympics and make your country proud is an amazing thing"

Dakar champion
Nasser Al-Attiyah

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Webber ready for title showdown

The pain of missing out in 2010 will help the Australian Red Bull driver in any world title fight this time round



Mark Webber is confident that he will be better equipped to fight for the world championship this year after his experience in 2010.

The Red Bull racer, who is Fernando Alonso's closest challenger in the drivers' championship and lies 40 points behind the Ferrari driver, insists that it is too early to think about the title. But he is adamant that if it does come down to the final few races then what happened two years ago will be an advantage.

"We're going to do have to do a better job than ever in the second half of the year," Webber told AUTOSPORT. "I need to keep driving well and consistently. Then, the experience will be something that I can call upon later in the year."

"Experience is always a good thing to have in your corner. But I'm not getting too far ahead of myself. We have a long way to go and we'll see



Webber missed out in Abu Dhabi 2010

what the situation is two or three races from the end.

"I don't even know who is fourth in the championship. It doesn't mean anything. After Canada, people said, 'these guys [Red Bull] are on for the championship' but then next week it changed. It changes every week. That's what will continue to happen so we've just got to go out and do it."

Webber headed into the final three races of 2010 leading the standings, but a crash in very wet conditions in Korea and a disappointing eighth place in Abu Dhabi meant that he

slipped to third at the end of the season. While the crash in Korea was understandable given the conditions, his underwhelming Abu Dhabi performance, which Webber put down to it being a circuit that he is not well-suited to, led to questions about whether pressure was a factor.

But there is reason to believe that he has a chance to make amends this year. Webber is one of only three drivers to have won at least two races. He believes that capitalising on the days when Red Bull is capable of winning will be key given the unpredictable nature of the season.

"Capitalising on those [potential] wins is important," said Webber. "You could easily be sitting here saying that we've had no victories because in Monaco it took a pretty massive lap for me to get on the front row and at Silverstone, it was close with Fernando at the end."

"In the races where you don't get everything together, you have to be careful not to roll the dice to try and get better results and end up with more egg on your face. You have to grab what you can."

Webber leads Sebastian Vettel in the drivers' championship after bouncing back from his disappointing 2011 season. Last year, he struggled initially with the Pirelli tyres and all season with the driving style required to get the best out of a car with a powerful exhaust-blown diffuser.

"I have a better feeling with the RB8 than the RB7," said Webber. "With the RB7, I was a little bit under the limit of the car and when you're under the limit, it's not mega to set-up as well. I felt immediately better with this car in winter testing and also with our simulation work. The RB8 has been much more beneficial for me."

MARK WEBBER ON...

Turning down Ferrari

"It doesn't really make any sense to talk about Ferrari now. I'm at Red Bull [for 2013]. The decision for me to stay was mine in the end and obviously I'm very happy with that"



Webber trails only Alonso in points...



... and has had the measure of Vettel

Taking on Vettel

"You're obviously trying to beat everyone out on track and with Seb and myself this year it has been a good battle. Qualifying has been a different story this year [to 2011] and it has been interesting. It's good because you get all of the information and it's a straight battle to see who can do a good job over one lap. Seb is always a guy who operates at a pretty good level"

Fitting into the Red Bull cockpit

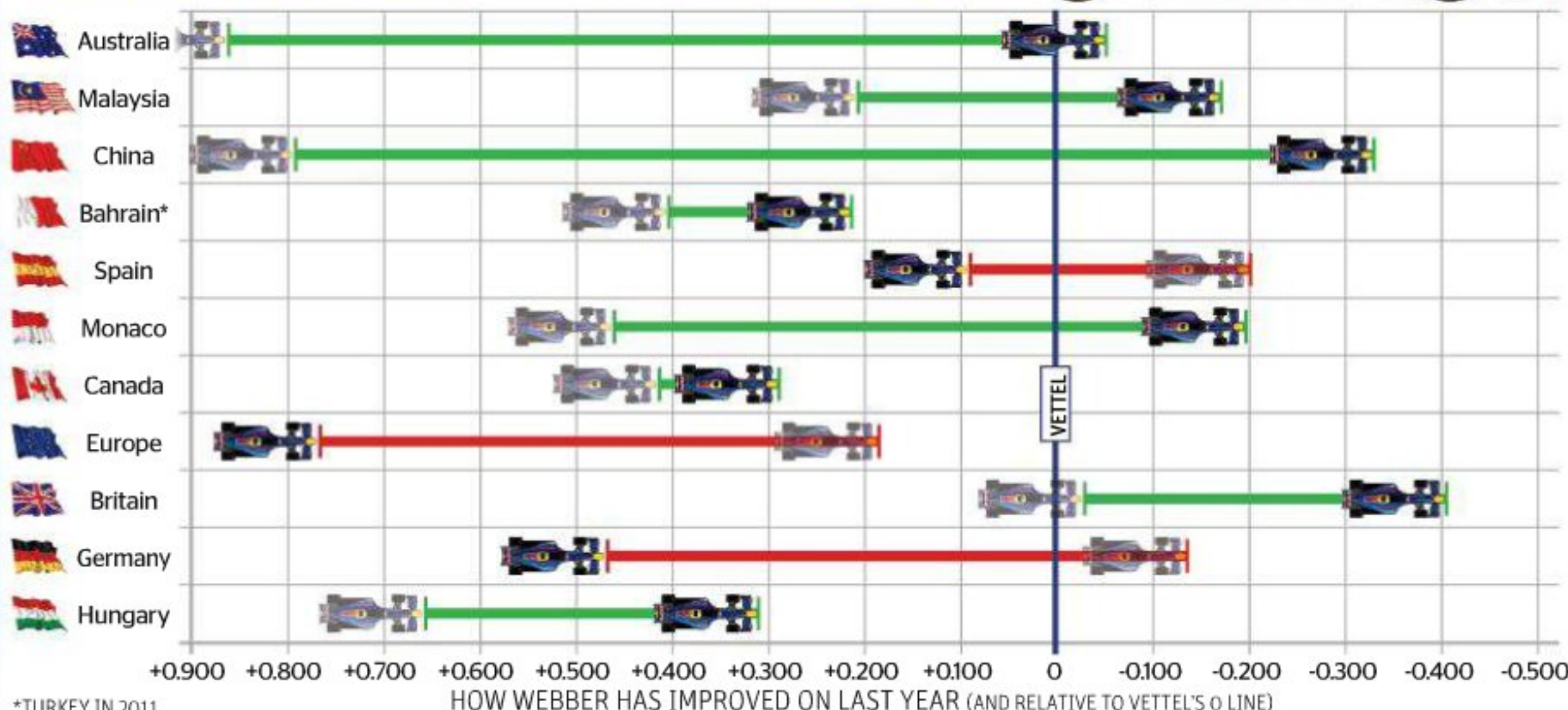
"As a driver, not being 5'4", that is something that you think about. It's something that the guys and I have worked very, very well on at Red Bull to make sure that we're not getting out of the car purple and blue as I was in the early days here. But being comfortable to do the job and have the right environment in the car for me to drive on the limit for the whole race is what I have here now"



Webber feels comfy with team and car

Webber admits 2010 experience will help

WEBBER v VETTEL



After being comfortably outpaced by Sebastian Vettel in 2011, Mark Webber has hit back this year. This qualifying comparison is based on the gap between the two during the latest segment in qualifying at each race (if one dropped out in Q2, only the Q2 times are compared). The green lines show how much stronger his qualifying performances have been relative to his 2011 times; the red lines where he was slower. Vettel's 2012 pace is the constant 0 line at each event.

KEY

Webber's qualifying pace 2011
Webber's qualifying pace 2012

Toro Rosso shifts focus to 2013

Former Sauber tech director James Key tipped to take over as team halts development of troubled 2012 chassis



Top 10 places are a rarity in 2012



Ascanelli left after British GP

Scuderia Toro Rosso has effectively written off the 2012 season after a disappointing start that led to technical director Giorgio Ascanelli being sidelined last month.

AUTOSPORT understands that the team is now fully focused on its 2013 car because it has fallen 40 points behind Force India, its nearest rival in the constructors' championship. Team principal Franz Tost is

known to be evaluating new senior personnel, not only to replace Ascanelli, with ex-Sauber technical director James Key a likely recruit, but also to bolster the aerodynamic department.

Tost has refused to comment on Ascanelli being effectively placed on gardening leave, but sources indicate that the team was disappointed by the relative lack of progress on car development. Ascanelli has regularly talked down

expectations of Toro Rosso, last year telling AUTOSPORT that "when a man with a rifle meets a man with a pistol, the man with the pistol is a dead man" as an illustration of its place in the F1 arms race. But team owner Dietrich Mateschitz is known to be dissatisfied with progress, particularly after investing in work to expand the team's facilities.

The aerodynamic department has been targeted as an area that

THE RISE AND FALL OF TORO ROSSO



From its humble beginnings as the ex-Minardi team to race-winning glory and back to its current level at the back of the 'established' teams, the story of Scuderia Toro Rosso has been full of drama.



2006

Drivers: Scott Speed, Vitantonio Liuzzi

Championship position: 9th (1 point)

After buying Minardi (and then selling 50 per cent of it to Gerhard Berger), Red Bull initially rebrands the team as Squadra Toro Rosso. It runs a 2005 Red Bull chassis and rev-restricted Cosworth V10s.



2007

Drivers: Scott Speed, Sebastian Vettel, Vitantonio Liuzzi

Championship position: 7th (8 points)

With a Ferrari engine deal and a chassis based on the latest Red Bull, hopes are high. Speed is dropped before Hungary and replaced by Vettel. All of the team's points come in the Chinese Grand Prix.



2008

Drivers: Sebastian Vettel, Sebastien Bourdais

Championship position: 6th (39 points)

Vettel's unlikely win from pole position at Monza is the crowning glory of STR's annus mirabilis as it beats Red Bull in the championship. Berger sells his stake back to Red Bull at the end of the year.



Vergne shunted in Q2 at Monaco



Ricciardo, Vergne lack experience

Nicolo Petrucci remains at the team as head of aero, with ex-Williams man Jon Tomlinson heading up work at the Bicester windtunnel used by STR. But further recruitment is expected to boost their efforts and add new ideas to the design process.

"There is a chance that there is going to be a bit of a change and obviously Giorgio's role is a big one," driver Daniel Ricciardo told AUTOSPORT in Hungary. "I haven't been told anything 100 per cent but if there is going to be a change, there are going to be some boots to fill."

Ascanelli's departure, which happened in the aftermath of a turbulent British Grand Prix weekend, is a risky move. The Italian is extremely effective at getting the best out of both a team and its machinery, making him the ideal technical director during the era when Toro Rosso ran Red Bull machinery. But he is neither an aerodynamic specialist nor the Adrian Newey-type figure that some teams crave.

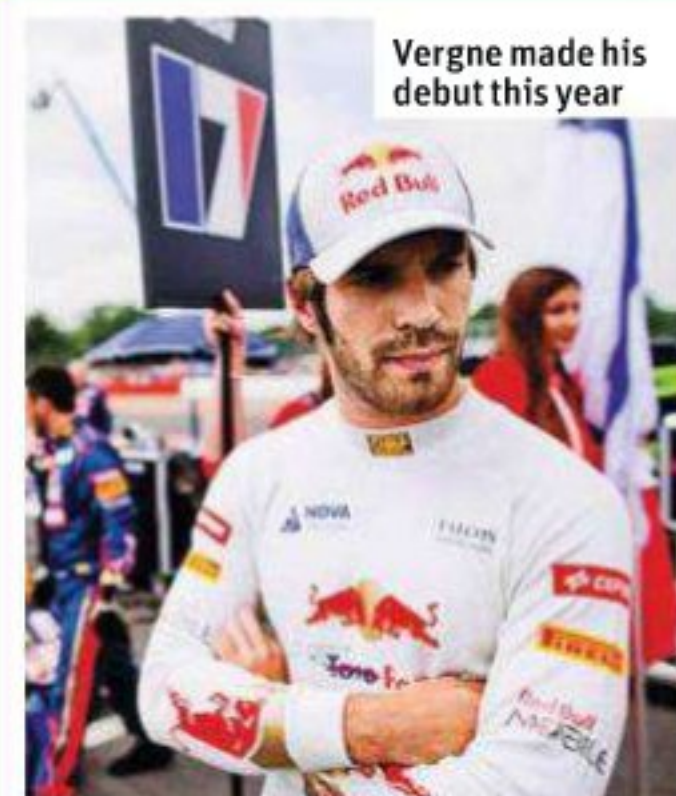
must be strengthened. Ascanelli himself cited a lack of design ideas as one of the reasons why STR was unable to get the most out of what resources it did have. This process inevitably means that 2012 is a write-off. In May, Tost told AUTOSPORT that the upgrade of its Faenza factory would be completed in time to influence its 2013 car, and the recent tech shake-up appears to be motivated by a desire to capitalise on that.

Recruiting Key appears to be something of a like-for-like replacement, although it is a logical move. Key is rightly very well-regarded and played a decisive role in Sauber's improved performance over the past three seasons, though he also comes from an engineering rather than an aero background. But what he does have is a proven track record of getting the best out of the Sauber aero department while technical director.

If the aero team at STR is strengthened, it could create the foundations needed for the team to regain some of the momentum it had last year. Key may not be able to start until September, though, by which time work on the 2013 car ought to be well advanced.

As it is, the ex-Minardi team must now complete the season with a car that has generally been at the back of the midfield.

"Realistically, probably yes," said Ricciardo of whether the team is now relying on attrition to score points. "This is probably where we are for now."



Vergne made his debut this year

VERGNE: INEXPERIENCE NO BARRIER

Jean-Eric Vergne is certain that Scuderia Toro Rosso is not being held back by running two young drivers.

Vergne is in his rookie season, while team-mate Daniel Ricciardo came into 2012 with 11 races for HRT under his belt, but the Frenchman believes that Toro Rosso is able to get the best out of such a line-up.

"I don't think so," said Vergne when asked by AUTOSPORT if inexperience was causing any problems. "There has not been a lack of experience and the team is good at handling young drivers as well. In the end, the only real problem we have had as a team was in China, where we had updates that did not work."

Ricciardo acknowledges that running two inexperienced drivers is not ideal, but says that he and his team-mate are going through a typical rookie learning curve.

"We have been aware of it," Ricciardo told AUTOSPORT when asked about the situation. "Maybe some things would have been fast-tracked if we had more experience, but that's the same for anyone getting started."



2009

Drivers: Sebastien Bourdais, Sebastien Buemi, Jaime Alguersuari
Championship position: 10th (8 points)
The team comes crashing back down to earth and after both drivers score in Melbourne, there are only four subsequent top eight finishes. Bourdais is replaced after the German Grand Prix.



2010

Drivers: Sebastien Buemi, Jaime Alguersuari
Championship position: 9th (13 points)
The ban on customer cars forces Toro Rosso to regenerate itself as a genuine constructor team, which proves to be a big challenge. STR stays well clear of the three new teams, but fights for scraps.



2011

Drivers: Sebastien Buemi, Jaime Alguersuari
Championship position: 8th (41 points)
Team takes a big step forward, scoring points 14 times and only just missing out on stealing seventh in the championship from Sauber. The team then decides to drop both Buemi and Alguersuari.



2012

Drivers: Daniel Ricciardo, Jean-Eric Vergne
Championship position: 9th (6 points)
Ninth place for Ricciardo in Melbourne and eight for Vergne in Malaysia proved to be a false dawn for STR, which has failed to break into the top 10 since. This leads to Ascanelli leaving mid-season.

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THIS WEEK IN F1

NURBURGRING CONFIDENT OF F1 IN 2013

Nurburgring boss Jorg Linder has expressed confidence that the track will host the 2013 German Grand Prix. "I am very optimistic that Formula 1 will be going to the Nurburgring next year," he told the *Frankfurter Allgemeine Zeitung* after the Rhineland-Palatinate legislature approved a €254 million loan to guarantee a previous €330 million redevelopment loan.



SPA UPGRADES FOR FERRARI

Ferrari technical boss Pat Fry has confirmed that a package of "interesting developments" will be introduced at the Belgian Grand Prix after the August break. He added that "we will also have an aerodynamic and engine package specifically suited to the Italian Grand Prix."

P30 FERRARI'S RECOVERY

MERC: THREE SUPPLIERS ENOUGH

Mercedes motorsport boss Norbert Haug believes that three engine suppliers will be sufficient to power the whole F1 grid when the new engine formula is introduced in 2014. Currently only Mercedes, Ferrari and Renault have begun serious work on 2014 powerplants.



I think it's incredibly boring for most people. All we can do is keep passing every single test, and we have. It's not a one-make series. You can design a car to the regulations and that's what we do.



Mark Webber goes on the defensive after Red Bull's recent run of rules arguments.



PIRELLI WARY OF F1 TYRE WAR

Pirelli motorsport director Paul Hembery insists that the company would not be interested in staying in F1 if an unrestricted and costly tyre war broke out. "If it means spending €100 million to go half-a-second quicker, and you can't even prove that you have the better tyre because the same teams will dominate still, it is pointless," he said.

McLAREN KEEN ON DOUBLE DRS

McLaren has not ruled out introducing its own version of the double DRS this season even though the concept will be outlawed in 2013. Sporting

director Sam Michael has confirmed that McLaren has got a system based on that concept in the pipeline, but has yet to decide whether it is worth using it.

PROVISIONAL PRE-SEASON 2013 TESTING CALENDAR

F1 teams currently plan to run three pre-season tests next year. These calendar dates are based upon the season-opening Australian Grand Prix being held on March 17.

2013 TEST DATES		
TEST	DATE	CIRCUIT
1	February 5-8	JEREZ
2	February 19-22	BARCELONA
3	Feb 28-March 3	BARCELONA



FERRARI DENIES RIDE-HEIGHT ADJUST

Ferrari has harpooned allegations from Red Bull motorsport advisor Helmut Marko that it has run a manually adjustable ride-height system. A spokesman told AUTOSPORT that "it is completely untrue".

SENNA UPBEAT ABOUT 2013

Bruno Senna is confident that he will be able to secure a long-term future with Williams if the improved qualifying form he showed in Hungary continues. "Nailing qualifying will be the key to make sure I stay for next year and hopefully the next few years," he said.





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MARK HUGHES GRAND PRIX EDITOR

Romain Grosjean has returned to Formula 1 transformed after his limited success in 2009. He's quick, stylish, thoroughly exciting, and has gained the upper hand over Kimi Raikkonen

When something is taken away from you that you really want," says Romain Grosjean, upon being asked if he believes in second chances, "then you are very happy when you get it back." It's that beaming happiness that's characterised the Franco-Swiss driver's persona second time around in the F1 paddock, all the more remarkable for how starkly it contrasts with the troubled, scowling character of 2009.

At the halfway point, Grosjean stands as the season's revelation, a factor almost everywhere, aggressive, fast and with an exciting attacking style in battle. He's landed himself in trouble a few times, especially in the early laps, but you sense that's a temporary thing whereas the speed is permanent. Up until his troubled weekend in Hockenheim, Grosjean had consistently been the faster of the Lotus drivers, quite some achievement with Kimi Raikkonen in the other car.

But it's the uninhibited, free-wheeling instinctive style of his

passing moves that have been the real eye-opener, a reminder of the fresh air that Lewis Hamilton's similar style brought when he first appeared in F1. In fact one of Grosjean's best moves was when he out-Lewis'd Lewis at Valencia, audaciously going around his outside at the right-hander that ends the DRS zone, then keeping the McLaren penned in there, preventing Lewis from chopping across to stop Grosjean getting the inside line for the following left-hander. In the opening few seconds of the same race Romain had passed Raikkonen on one side and Pastor Maldonado on the other. Though he would later lose a place to a ruthless and inspired Fernando Alonso upon the restart, Grosjean's inch-perfect judgement as he fought that corner out with the Ferrari was beautiful to watch.

Such racecraft has been evident pretty much everywhere: his Bahrain startline shimmy between Rosberg and Button that vaulted him two places from his grid position immediately, his breath-taking Silverstone commitment in passing Button around the outside into Maggotts, both flat-in-top. These are the moves borne of total confidence and the nothing-to-lose mentality of a young driver getting his big chance in a good car.

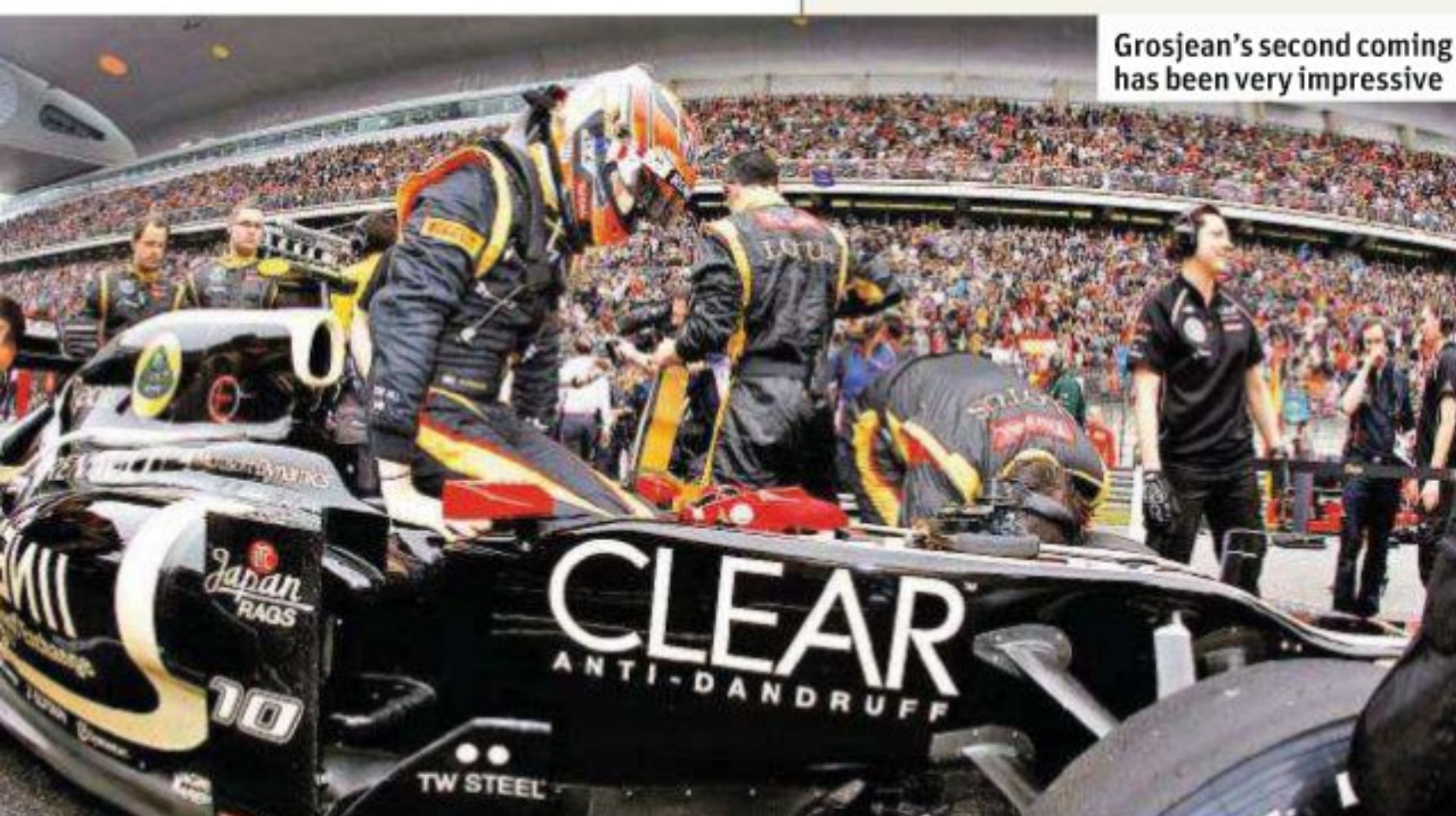
Hungary was an interesting weekend for him. Fresh off the back of his only uncompetitive race of the year so far, at Hockenheim, he was finding the Lotus still not balanced to his liking into the Hungaroring's slow corners. Meanwhile Raikkonen was in the ascendant, getting back into fine-tuning the groove of his great days. Their driving styles are quite different: Kimi is all about

high-momentum corner entry, varying his lines according to the grip of the tyres and track and sorting out the consequences on exit; Grosjean aims for big, swashbuckling direction changes from geometrically perfect turn-in points, maximising the grip through the corner. Ever since Valencia Romain had not liked the way the set-up was evolving – the nervousness it had acquired into the slow turns that perhaps helped with Kimi's more adaptive technique. So, drawing a line under Friday practice, Romain and his engineer had worked away at spring rates and bump rubbers to give it the sort of feel he had enjoyed earlier in the year, and by Q3 it had worked – to the tune of his first front row start.

Raikkonen, meanwhile, had failed to put his best sectors together when it mattered and started three places behind, but it was against the run of play. Kimi had been super-quick all weekend, something that he underlined in the race with a fantastic sequence of super-fast laps that vaulted him past both Sebastian Vettel and Grosjean. There was a bit of Lotus tyre rubbing at the moment of truth – and Grosjean had been delayed at the crucial moment when lapping Michael Schumacher – but Raikkonen had for the second successive weekend outrun his young team-mate.

That's an interesting place to have left it as F1 entered the summer break; with Raikkonen showing signs that he may have fully recaptured his best days, the bar has been raised for Grosjean. How he copes with this will be illuminating, particularly with Spa – where Kimi's track record is immense – as the next installment. ☼

PIC: TEE/LAT



Grosjean's second coming has been very impressive

**“Grosjean stands as the
2012 season's revelation”**



WRC

WELCOME TO THE CLUB

Finnish stars Juha Kankkunen, Ari Vatanen, Marcus Gronholm and Mikko Hirvonen (r-l) accepted three-time Rally Finland winner Sebastien Loeb as one of their own in Jyväskylä.

WRC

Red Bull to promote the WRC

Energy drinks manufacturer will take on World Rally Championship's commercial duties. By DAVID EVANS

Red Bull is expected to be announced as the promoter and a sponsor of the World Rally Championship very shortly, ending months of speculation and concern for the future of the series.

Red Bull Media House was one of three shortlisted candidates vying for the opportunity to replace WRC promoter North One Sport, which went bankrupt earlier this year after Vladimir Antonov, the head of its parent company Convers Sports Initiatives, was arrested for alleged asset-stripping of a Lithuanian bank. The FIA told Eurosport and a South African partnership they had been unsuccessful in their bids to run the WRC's commercial arm last Tuesday.

The manufacturers and other stakeholders in the WRC were informed of the Red Bull deal during last week's Rally Finland, but all involved remained tight-lipped on the subject. WRC Commission president Jarmo Mahonen said: "We

are continuing to work very hard towards securing the long-term promotion of the championship; it is our top priority and we hope to have a decision soon."

An AUTOSPORT source close to the deal, which could be announced as soon as Rallye Deutschland at the end of the month, said: "The

agreement is in due diligence at the moment. There is some legal paperwork to get through on this one, but it's looking like it should be a three or a five-year deal, not the 10 years which NOS [North One Sport, the former promoter] had."

Volkswagen Motorsport director Jost Capito said: "We haven't had

anything official, but I heard that [Red Bull had secured the promotion deal] as well. The main thing is that we're going to get a promoter. That's good news for the championship – that was what was missing."

Citroen team principal Yves Matton denied that a Red Bull deal would have any impact on sponsorship of the factory DS3 WRCs. "I think [Red Bull] Media House promoting the championship would be a good thing, but it would be different from Red Bull, which is the team sponsor."

"When they do something, they do it properly and they don't want to just make a good name with the promotion. If they choose to invest in the World Rally Championship then it's because they want to make a proper job, otherwise they would not even attempt to do it."



Red Bull already supports rallying



P44 FINLAND REPORT

WRC

Latvala: Damper work essential

JARI-MATTI LATVALA HAS URGED

both his Ford team and himself on in the pursuit of a Citroen team which left the Finn and his Fiesta RS WRC well beaten on the iconic Rally Finland last week.

Latvala, the winner of his home WRC round in 2010, admitted he could get close to the DS3 WRCs of Sebastien Loeb and the Frenchman's team-mate Mikko Hirvonen, but he could not overhaul either. Both of the French cars were running a new Hirvonen-inspired damper set-up which was key to the company's first one-two on Rally Finland.

Latvala said: "On the personal side, my preparation was not right. I wasn't able to relax. New Zealand was a big disappointment for me and when I came here I was looking for the rocks and the holes and all the time I was trying to keep the car on the road. There was a bit of hesitation from me from the start and this made it very difficult. But as well, Citroen



Latvala wants Ford to counter Citroen's edge

has made a step and we have to do more. We have to work more on our new damper, but we have to look at other things as well."

Citroen technical director Xavier Mestelan-Pinon said: "For 11 years we have run the same damper, but now we have changed it. We have the oil reservoir at the bottom of the

damper, not the top. We have to thank Mikko for this. We were very happy at the test, but we were alone and we did not know what this meant. Usually in Finland it is Citroen behind Ford by one second on each stage, just behind – but this time it was the opposite. So, yes, we are very happy."

IN BRIEF

Sordo will miss GB



PRODRIVE SKIPS RALLY GB

The Prodrive World Rally Team has confirmed that it will not contest its home WRC event, Rally GB. Instead, Dani Sordo will drive the Mini WRC in Germany, France and Spain, the three remaining asphalt rallies of the 2012 season.

CITROEN SALE DENIED

Citroen CEO Frederic Banzet has denied rumours that Qatar World Rally Team driver Nasser Al-Attiyah and his backers have purchased Citroen Racing, following rumours that surfaced in the French media last week about the manufacturer's future in the sport.

WILSON SET FOR GB RETURN

Matthew Wilson is expected to return to competition on next month's Rally GB. The Briton is confident of securing the funding for his first World Rally Championship outing since January's Monte Carlo Rally, on which he drove a Ford Fiesta WRC.

WRC

Loeb will not be swayed by Citroen on future

EIGHT-TIME WORLD RALLY champion Sebastien Loeb is adamant that he won't be influenced by anybody when making a decision on his WRC future. The Frenchman also says the minute he stops enjoying driving, he'll quit.

Loeb will decide his future in the next month and admits he understands why Citroen – the team with which he has won all his titles – is keen to keep him in a DS3 WRC. But he says he'll make his own mind up.

He said: "I don't want to go against Citroen's interests. But at the same time, I can't keep on

driving just to please other people. If I feel that I don't want to carry on, it would be stupid to continue reluctantly."

Loeb added that his decision was not influenced by his retainer, reported to be €8million per season.

"I've earned enough, so that's not a factor," said Loeb. "I've got more of it than I ever dreamed of having. There's also the question of the risks in the sport. I don't need more money and what more is there to prove? Whether I've got eight, nine or 10 titles it doesn't make a real difference to me at all."



Loeb must make mind up soon

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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Whisper it loudly, the beginning of the end of the end might be in sight for the World Rally Championship. It seems we've got ourselves a promoter. And not just any promoter – it's only one of the hippest brands in the world... Red Bull.

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Red Bull already backs numerous 'athletes' in the sport: Loeb, Ogier, Sordo – and, of course, the Citroen team. But this will be different. This will be coming from Red Bull Media House, the media arm of Austria's most famous export. And Media House is already pretty well-equipped to deal with waking the world up to its rally championship.

Worried about the television production? Don't be, Media House has it covered within its own four walls. And cash? Well, a can of Red Bull is around a pound – and it sells 4.5 billion per year. We should be covered...

Late last year the WRC was really looking up. Then some Lithuanians decided they wanted a word with a Russian in London. It's time to put all that behind us. Time to be bullish. And paint the town red...

Red Bull is a Citroen sponsor



REMEMBER WHEN...

MARCH 24-26, 2006



Red Bull had a WRC team? Well, they sort of did. The energy drinks brand backed several outings made by Gilles Panizzi in the 2006 WRC in a Skoda Fabia. Here he is on his way to 10th on Rally Catalunya.



INDYCAR

PANTANO RETURNS

Giorgio Pantano returned to IndyCar competition for the first time in 11 months at Mid-Ohio last weekend after being called up as a late stand-in for the injured Charlie Kimball at Chip Ganassi Racing. He finished 14th.

INDYCAR

IndyCar team switch for Rubens

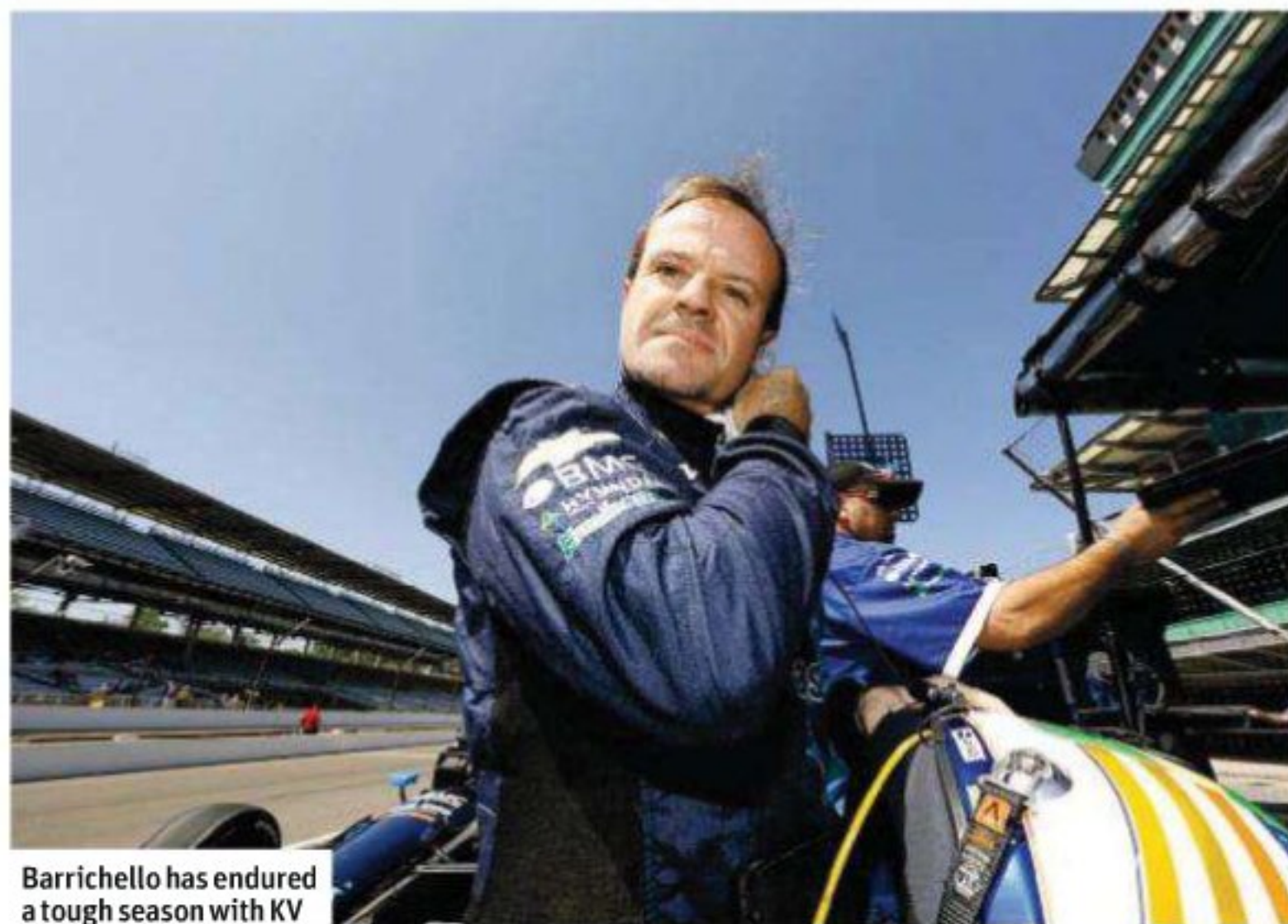
Brazilian veteran likely to extend IndyCar career with a Honda-powered outfit. By MARK GLENDENNING

Rubens Barrichello is almost certain to remain in IndyCar for a second season next year, although he is likely to do so with a team other than KV Racing.

The 40-year-old Brazilian has endured a frustrating transition to racing in North America after leaving Formula 1 at the end of last season, with just five finishes inside the top 10 and a best result of seventh. Some of his problems have been linked to the KV squad's struggle to adapt to this year's new chassis and engine package, although it was widely assumed that his close relationship with team-mate Tony Kanaan, who engineered his move to IndyCar and who remains under contract to KV until the end of next year, would convince Barrichello to remain with the team for 2013.

However, Barrichello told AUTOSPORT that despite his personal loyalty to Kanaan — the pair grew up together in Sao Paulo — he has no qualms about moving to a team that can deliver on his aim to run at the front.

"Absolutely," he said. "Friends apart, business is business. I'm



Barrichello has endured a tough season with KV

fairly open to [KV owners] Jimmy [Vasser] and Kevin [Kalkhoven]; they gave me a car, and we had a situation where the deal was done in the last 20 minutes. And I'm having fun, I'm having my brother running with me — he's a real brother, I've known Tony since I was 12. But that doesn't mean we have to stick together.

"We're still going to be brothers.

We're still going to be friends. I need to see if the team is going to be able to provide me with something really good. It's the best situation I could aim for: a family. You get out of the car, you have fun, you have the barbecues, you travel together and so on. But I'm not here to make friends. I'm here to win."

Barrichello's departure from KV would also be likely to involve a

move from engine manufacturer Chevrolet. AUTOSPORT understands that he has already been in advanced talks with at least one Honda-powered team about a drive in 2013, and the deal could potentially be finalised in the coming weeks.

"I just love what I do," Barrichello said. "This year I put not even one penny in my pocket. I am doing it for the pure fun and the pure enjoyment of it. I don't like being 15th, and I am working myself up. I'm getting better in comparison with my team-mates, but my car is still not. And the strategy side still hasn't clicked.

"Now that I have done IndyCar, I want to do it better, because I don't think I was able to do what I am really capable of for one reason or another. And since I do this because I enjoy doing it, I might as well come back."



P40 MID-OHIO REPORT



FORMULA 3

British outfits keen on Abu Dhabi race

LEADING TEAMS IN THE BRITISH

Formula 3 International Series have welcomed moves to host a new end-of-season floodlit race at Yas Marina.

The race is scheduled for Thursday December 13 (a weekend day in Abu Dhabi) in support of the Gulf 12 Hours, with four test days to follow from Saturday to Tuesday. Cooper Avon will supply the tyres.

It theoretically leaves teams with enough time for their cars to be shipped from the Macau Grand Prix on November 17-18. Macau GP coordinator Barry Bland, who is not involved in the Abu Dhabi race, has pledged to help smooth the logistics of transportation.

Teams appear keen to contest the race with their 2012 drivers, and then use the testing afterwards to prepare new recruits moving up to F3 for 2013.

Carlin boss Trevor Carlin said: "I think it's a good idea if we make the numbers balance logistically, getting from Macau to Abu Dhabi and then back to the UK."



F3 could follow F1's lead in Abu Dhabi

You'll have dry weather, and that's not as important for the race as for the testing.

"It would give new drivers mileage on a decent, safe track, and for anyone who will be doing GP2 and F1 in the future it would be nice for them to learn the track."

Fortec Motorsport chief Richard Dutton added: "Racing on a GP circuit at night under lights all sounds quite appealing. We're definitely looking into it."

Event organiser Andrea Ficarelli told AUTOSPORT that the event could include cars from series using spec engines or old chassis, such as the European F3 Open.

"This is a possibility, but to do this, we would have separate classifications for the old cars, because I don't want to do performance balancing. So far the main contact has been with Britain and the Euro Series."

INDYCAR

Rahal set to quit Ganassi IndyCar squad

GRAHAM RAHAL IS EXPECTED TO LEAVE his Chip Ganassi Racing team at the end of this season.

The 23-year-old American declared himself a free agent last week after the team missed a deadline to have the funding for his seat in place. He told AUTOSPORT that his ambition was to find a team where he can continue to develop his career.

"If I leave, it will be to something better," he said. "It will be a move forward. I'm not going to go anywhere and take a step back. And that's the focus for my management and those guys right now – their goal is to



Rahal is likely to leave Ganassi

find a good home for us. And there are options."

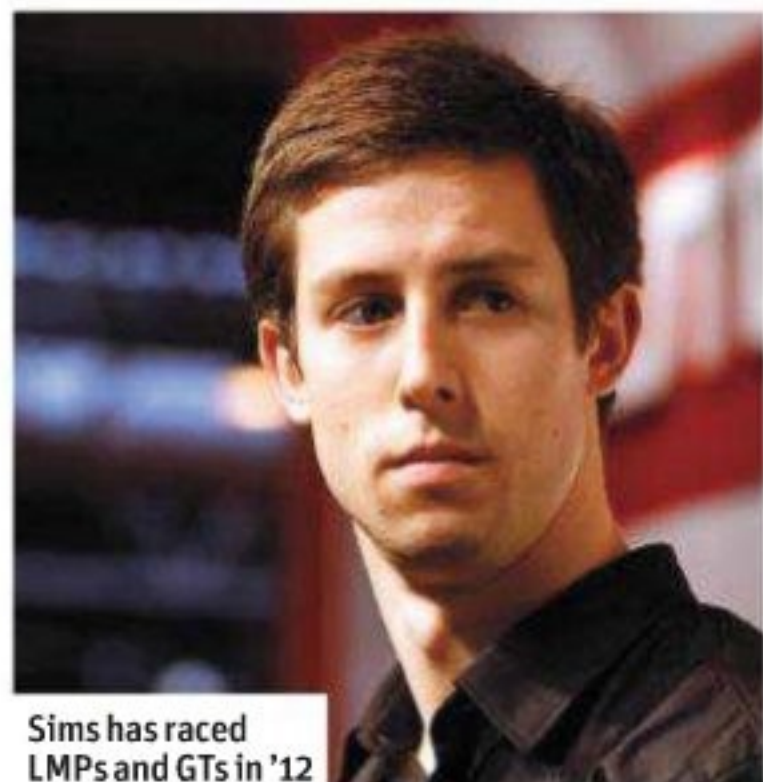
With several drivers coming to the end of their deals this year, Rahal does have opportunities. Ryan Briscoe's

status at Penske beyond the end of the season remains uncertain, while Honda is known to be pushing its single-car teams to add second cars. One of those teams is Rahal Letterman Lanigan Racing, co-owned by Rahal's father Bobby. Current RLL driver Takuma Sato is out of contract at the end of the year, meaning that a deal could be on the cards even if the second car falls through.

Bobby Rahal has already signalled his intentions to try to sign his son for the 2013 season, and met with Graham's agent John Caponigro at Mid-Ohio last weekend.

FORMULA 3

Sims to make F3 return at Nurburgring



Sims has raced LMPs and GTs in '12

FORMER McLAREN AUTOSPORT BRDC

Award winner Alexander Sims is to return to single-seaters in a bid to win the Macau Formula 3 Grand Prix.

Sims, who moved into sportscars this year, will contest the Nurburgring round of the F3 Euro Series next weekend in British F3 team T-Sport's Dallara-Nissan.

Drivers must contest an FIA-rules F3 round during the season in order to become eligible to race at Macau, so Sims will drive the car being raced in Britain this year by Nick McBride. T-Sport will also take BF3 National Class leader Spike

Goddard in his Dallara-Mugen Honda.

T-Sport boss Russell Eacott said: "Alexander tested with us last year and went really well. Spike wanted to go to the 'Ring, and as Nick is contracted only for British F3. His car is free so we're killing two birds with one stone."

"It'll be great to have experience of the [Euro Series] Hankook tyres, and Nick will come to the 'Ring to learn what he can from Alexander."

Sims, who has not yet signed a deal with any team for Macau, was due to test the car at Anglesey today (Thursday).

IN BRIEF



Bourdais will have a team-mate

DRAGON BACK TO TWO CARS

Dragon Racing will revert to two cars for the upcoming Sonoma IndyCar race after securing a one-off additional Chevrolet engine for Katherine Legge. The team scaled back after switching from Lotus to Chevy power with Legge driving at ovals and Sebastien Bourdais on road courses.

GANASSI RETAINS INDY TRIO

Dario Franchitti and Scott Dixon will remain with Chip Ganassi Racing for next year's IndyCar season, with both drivers in the process of finalising their deals. Charlie Kimball, currently sidelined through injury, will also remain on board in the Novo Nordisk-backed third car.

AUSTIN JOINS FOYT FOR INDY

AJ Foyt Racing will enter a second car for next year's Indianapolis 500. Chase Austin, 22, who has previously raced in Indy Lights and the NASCAR Nationwide Series, will drive it alongside the team's full-time entry.

FORMULA NIPPON RENAMED

The All-Japan Formula Nippon Championship will be renamed next year as the Japanese Championship Super Formula. The identity change is aimed at creating a more international brand for the series across Asia.

TRIPLE 8 DEBUTS V8 CoT

Triple 8 became the first V8 Supercar team to shake down its Car of Tomorrow at the Holden Driving Centre in Queensland last week. The multiple championship-winning team has also secured Red Bull as a title sponsor for 2013 in place of its current backer Vodafone.

ALLMENDINGER RELEASED

AJ Allmendinger was released by Penske Racing's NASCAR Sprint Cup outfit last week after failing two doping tests within a month. Nationwide driver Sam Hornish Jr, who is currently on a race-by-race deal to campaign the ex-Allmendinger Cup Dodge, is keen to retain the seat for the rest of the 2012 season.



AJ: No longer a Penske man

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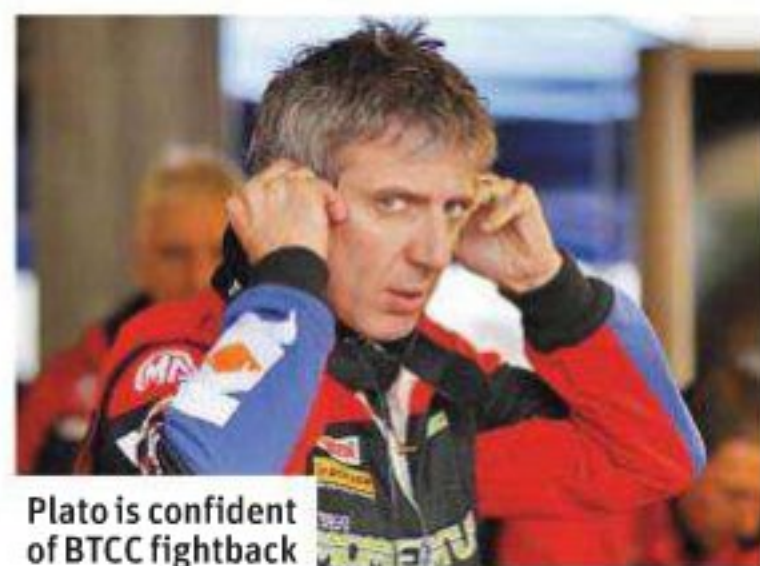
Works MG6 has been improved over summer

Plato promises title charge

BTCC's most successful driver vows to close gap to Hondas. By KEVIN TURNER

Two-time British Touring Car champion Jason Plato believes he can close the gap to Honda rivals Matt Neal and Gordon Shedden when the title race resumes at Snetterton this weekend.

Plato went into the summer break 29 points behind reigning champion Neal, but has made a big title push after the mid-season break in recent years and has closed the gap to the points leader in each of the past four seasons.



Plato is confident of BTCC fightback

After further work on the factory MG6 by the Triple 8 Engineering squad that runs the cars, Plato believes he can do so again in 2012.

"We've definitely moved the car on," said the 70-time BTCC race winner, who conducted a test at Brands Hatch over the break. "We've had some development parts and we're setting ourselves up for a strong second half of the year."

"It's a step forward. You can achieve a lot in one day if you have a targeted plan and Triple 8 really know how to test. That's all down to their experience and pedigree."

Plato also emphasised the work done away from testing. "A lot of it is done away from the track, it's not a programme of testing," he added. "What it enables you to do is to think long and hard about what you can do differently, how I can drive the car differently to get

more out of it.

"It also gives the engineers quality time to look at the data and I'm quite proactive at driving that forward."

Plato also told AUTOSPORT he believes the MG6 will be strong on the Snetterton 300 layout: "We've been good with traction and mid-corner speed, we just weren't so good at corner entry. We've made good progress on the stability without hurting the mid-corner performance."

"I think Snetterton will suit us and we're absolutely going there to win."

How Plato has pulled back mid-season points deficits since 2008

YEAR	Halfway gap	Final gap
2012	29 (Neal)	?
2011	40 (Neal)	21 (Neal)
2010	8 (Neal)	0 (champion)
2009	36 (Turkington)	5 (Turkington)
2008	46 (Giovanardi)	39 (Giovanardi)

IN BRIEF

Gilham will drive Vauxhall



GILHAM TO DRIVE INSIGNIA

Tony Gilham will race Thorney Motorsport's NGTC Vauxhall Insignia at Snetterton this weekend after his own Tony Gilham Racing team signed American Robb Holland to race its S2000 Honda Civic. Gilham's team and Thorney will run the car together.

GRIFFIN SKIPS SNETTERTON

Liam Griffin will miss this weekend's British Touring Car round due to a clashing personal engagement. The Motorbase Ford team will reduce its effort to a pair of Ford Focuses for Mat Jackson and Aron Smith at Snetterton.

FAN DIES AT POCONO

A 41-year-old man died at last weekend's NASCAR Sprint Cup race at Pocono after being struck by lightning in one of the track's car parks. The storms caused the race to be stopped after 98 of the scheduled 160 laps.

SPORTSCARS FOR SA RETURN

Long-distance sportscar racing is set to return to South Africa next February with a race devised as a precursor to a bid for an FIA World Endurance Championship event. The African 6 Hours is scheduled to take place at Welkom on February 23 and will be open to a variety of machinery, including all four Le Mans classes.

BMW: We won't build new-style S2000 car



Five teams run BMWs in WTCC

BMW HAS RULED OUT BUILDING A

Super 2000 version of its new 3 Series in the near future.

The manufacturer currently supports customer teams in the World Touring Car Championship running the older E90 model, and does not intend to change this. BMW motorsport director Jens Marquardt told AUTOSPORT that while there were no plans to homologate the new-style F30, a series of upgrades for the E90-based 'TC' would be made available for 2013.

"There will be a certain degree of development to our cars and engines for 2013," he said. "In addition, we will secure the availability of all parts and the usual technical support provided in Munich."

BMW last fielded factory S2000 machines in 2010, before switching its focus to the DTM. The E90s have since been adapted to run turbo 1600cc engines. Five WTCC teams run BMWs with Norbert Michelisz and Stefano D'Aste winning races this year.



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A1GP folded after '09 Brands Hatch finale

A1GP

Bids received for A1GP

Dutch- and Australian-backed offers set to compete for series. By GARY WATKINS

Two bids have been received for the assets of the A1GP World Cup of Motorsport by groups looking to relaunch the series.

The administrator of A1GP Operations has confirmed that two bids were made last week for the assets, which include the fleet of 'Powered by Ferrari' single-seaters used in the final season of the series in 2008-09. Both bidders are known to be looking to use the cars to revive a series that went bust in the wake of its fourth season.

Vijay Chadra, who is assisting A1GP Operations administrator Tim Bramston of Griffins Insolvency Practitioners, said: "We have received two bids and are waiting to see who can complete first and then go from there. But that process doesn't preclude another party coming

forward before a sale is completed."

The sale is being jointly handled by Griffins and freight company Delivered on Time, which was given permission to enforce the security of its lien on the A1GP fleet by the courts last November.

The administrator for A1GP Holdings has also revealed that it is working towards a sale of the assets of that company. These include the trademarks plus jigs and tools for the 'Powered by Ferrari' car.

Chadra would not comment on the identity of the bidders, but it is known that one is a group that is working on relaunching the championship at the end of 2013 with races predominantly in Asia, which is understood to have secured funding from Australia.

The second, believed to be based in the Netherlands, wants to revive

the A1GP idea as the A1 World Cup and is believed to be the group negotiating to buy the trademarks.

Should either of the bidders be successful it would only be the first step towards launching a new series. A number of hurdles would have to be overcome before the existing fleet of cars could be raced.

Ferrari will not support the running of the cars with its direct-injection V8 and the electronics systems have been returned to Magneti Marelli. The Australian-based group is understood to favour putting Judd V10s in the cars.

The second obstacle is the homologation of the car. It was given a one-year dispensation to compete without the latest Formula 1-level side-impact protection and would now also require a revised head restraint.

IN BRIEF

New Civic has tested



WTCC HONDA HITS TRACK

Honda's new Civic World Touring Car completed its first major test at Vallelunga last weekend with Gabriele Tarquini and Tiago Monteiro at the wheel of the JAS-run car. It is due to test again in Europe and Japan before its race debut in October.

BERNHARD MAKES RACE RETURN

Former Le Mans winner Timo Bernhard made his race return at the Nordschleife last weekend, five months after fracturing his back in a testing crash at Sebring. Bernhard drove a Manthey Racing Porsche 911 GT3-RSR in the six-hour VLN race.

ELMS TEAMS TO PETIT LE MANS

Seven European Le Mans Series teams will race at Petit Le Mans, which will be the series' double-points finale. TDS, Status, OAK, Greaves and Murphy will each take an LMP2 car. Imsa Performance and AF Corse will field GTE-Am cars.

HEINEMEIER HANSSON TO OAK

David Heinemeier Hansson will return to OAK Racing's LMP2 line-up at the Silverstone round of the FIA World Endurance Championship. He will share a Morgan-Nissan 2012 LMP2 with Bertrand Baguette and Dominik Kraihamer.

VIPER RETURNS TO ALMS

The new Dodge Viper notched up a pair of race finishes on the iconic car's return to top-flight sportscar racing in last weekend's Mid-Ohio ALMS round, the two SRT Viper GTS-Rs coming home 10th and 12th in class.



The Vipers both finished

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“My only mission is to put Williams on top”

Pastor Maldonado has become F1's bad boy in recent races, but *EDD STRAW* discovers there's far more to him than that

Has any driver in Formula 1 history gone from zero to hero to zero as quickly as Pastor Maldonado? Since that incredible Spanish Grand Prix victory on May 13, he hasn't scored a point in six races and has built up an alarming rap sheet. After a clash with Sergio Perez in last month's British Grand Prix, which led to Maldonado being fined, the Mexican used phrases such as “idiot”, “no respect” and “dangerous” to describe the Venezuelan.

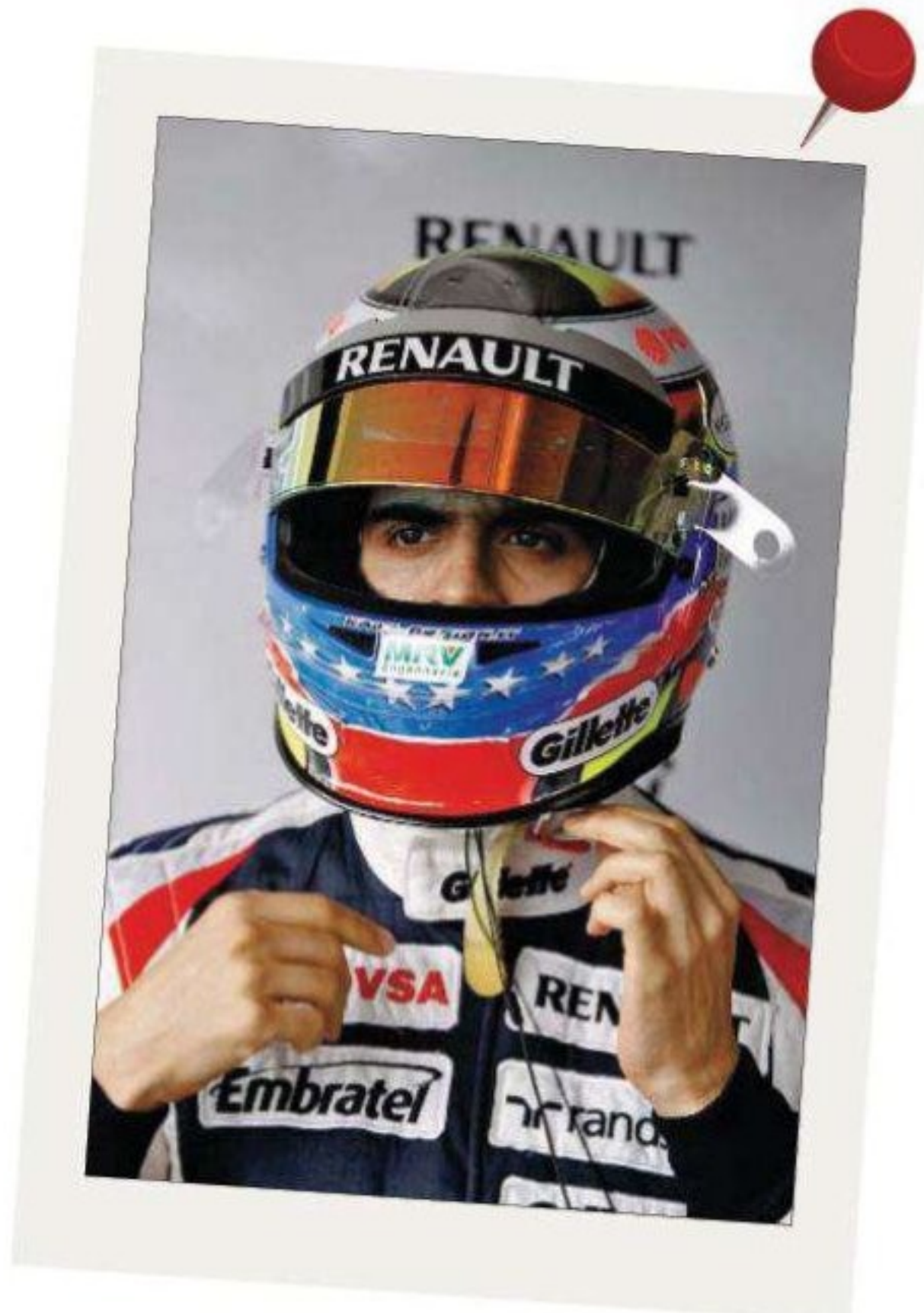
Perez isn't the only one to use such terminology, and even Maldonado's day of days has been written off in some quarters as some outrageous piece of good fortune. But to do that is to miss the point. Maldonado's drive in Spain was exquisite, showing off the streak of brilliance in his driving.

Unfortunately for those who would side with Perez, to brand Maldonado merely as an idiot would be to grossly oversimplify things. You don't drive like he did in Barcelona without having some very serious ability. Sadly, the Saturday morning clash with the

Sauber driver in Monaco that led to the Williams man being given a grid penalty, and which can only be interpreted as a particularly crass mistake or a manic moment of red mist, meant that the best and worst of Maldonado shone through in the space of a few days. But while he is not the most popular driver among his rivals on the grid, his off-track persona is far from the wild and aggressive character that you might expect. Even when being grilled yet again about another clash, he is softly-spoken, patient and refuses to go on the attack.

“It's difficult to say much about my reputation, but I don't care about what people are saying,” says Maldonado. “I care only about me and my team and I have only one mission here, which is to put Williams at the top. I have been involved in some accidents in the past couple of races and we need to learn from the mistakes – it's clear that I need to stay away from that. I'm having a difficult moment that everyone has in their career.”

The line about learning from



mistakes is one that he has produced several times in recent races, but it's difficult to escape the conclusion that he would benefit from leaving a little margin when in the thick of battle. After being punished by the stewards for hitting Lewis Hamilton in Valencia and then Perez at Silverstone, it was no surprise to see Maldonado given a drivethrough penalty for forcing Paul di Resta off the track in Hungary, a move that, chances are, most without his prior record would have got away with. Certainly, he was baffled by the decision and feels that he is now a marked man in the stewards' office to the point where he can't get away with legitimate racing accidents.

“It feels like these penalties are only coming to me,” he says. “We need to try to keep away from other drivers. I think I need to race alone! That would be better.”

While you wouldn't blame the team for being frustrated by Maldonado, the general feeling is that Williams has on its hands a seriously fast racing driver. Overall, he has been one of the ►

WILLIAMS'S UNEXPECTED HEROES

Pastor Maldonado isn't the first Williams driver to defy popular expectations after being signed by the team. Here are five who went on to be world champions.

ALAN JONES

The Australian did have a great victory for Shadow in the 1977 Austrian Grand Prix on his CV when he joined Williams for '78, but few reckoned him to be anything special. The following year he won four races and went on to win the team's first drivers' title in '80.



KEKE ROSBERG

After Jones's retirement, Williams took a punt on Keke Rosberg off the back of him showing searing pace in a test at Paul Ricard. The Finn had only one podium finish to his name at the start of his first season with the team in 1982, but ended it as world champion.



NIGEL MANSELL

Showed some flashes of brilliance in his 59 starts with Lotus from 1980 to 1984, but one pole position and five podiums hadn't marked him out as Williams material. But he became a team legend and arguably merited more than his one drivers' title.



DAMON HILL

When Mansell went to Indycar for 1993, Williams needed a safe pair of hands in the second car alongside Alain Prost. Hill, who had started two GPs in desultory Brabhams, had done a decent job in testing and was promoted. In 1996 he became champion.



JACQUES VILLENEUVE

The Canadian joined Williams in 1996 as the reigning Indycar champion, but there was scepticism about his potential after a patchy F3 career in Europe. Almost won on debut from pole, pushed Hill close for the title and was crowned in '97.



◀ outstanding performers of the season on a Saturday afternoon, with an uncanny knack for pulling a stunningly fast lap out of the car even after a quiet run throughout practice.

Chief operations engineer Mark Gillan, the man who ultimately needs to help his driver get onto the straight and narrow, prefers to highlight Maldonado's pace. "I really like Pastor as a driver," says Gillan. "He's quick, he's got raw talent and a fantastic ability to manage the car and do things that show a very high level of skill. He's also very mentally robust. If he makes a mistake, he will reset himself very quickly so it doesn't trouble him.

"When we look back at what has happened this season, he has had quite

a lot of very unfortunate incidents. Germany was a case in point as he ran over some debris and damaged the car [while on course for a solid points finish]. And you've got to remember that he's still relatively inexperienced. If I look at where he was when I joined in September last year to where he is now, it's night and day."

The point about the way that 27-year-old Maldonado is able to manage the car, specifically the tyres, is a fascinating one. In a season when even noted 'technical' drivers such as Jenson Button have struggled to get on top of the Pirellis, Maldonado hasn't. That isn't down to luck

Xevi Pujolar, Maldonado's race engineer for the past season and



Only way is up: with Pujolar



Bottas: fourth Finnish F1 champ?

WILLIAMS'S NEXT STAR

Two statements made by Williams chief operations engineer Mark Gillan on reserve driver Valtteri Bottas stand out. The first is that "he is one of the most naturally-gifted drivers I've seen". The second that "there is no doubt that he has a bright future in F1".

You can make a compelling case that Bottas is the fastest of the three Williams

drivers in 2012. He has driven eight times in Friday practice in place of Bruno Senna so far, outpacing Pastor Maldonado five times. His performances have caught the eyes of rival teams, as well as impressing internally.

"When they run together, Valtteri and Pastor have similar run plans but they have different aims: Pastor is developing for the



a half, has a high regard for the way that his charge works through a race weekend. He believes that the mishaps are simply a consequence of a potential champion's will to win.

"During free practice, he doesn't give 100 per cent," says Pujolar. "He is seeing what works and doesn't work and we know that, if we put everything together, he'll get the lap. He's a very intelligent driver. He is a champion and wants to win. Maybe like these types of guys, if he doesn't have the equipment to be at the front he tries to make the difference, even if this isn't possible. But it's his second season and he has come a long way. What he did in Barcelona – his tyre management – and what he does in qualifying shows

that he definitely understands the car.

"People make much more of that [the incidents] than it really is. These guys are racing and you can't have racing where everything is clean and perfect. If you go over the limit, sometimes it will be a bit too much. But if you don't go with that approach, why compete? We're not here to be 15th. If you look at the world champions out there, at the beginning of their careers they pushed hard, they had crashes and look at where they are now. Pastor will be another of these examples."

This is not merely a close ally of Maldonado pleading his case. The fact is that if he can harness that speed and consistently achieve Barcelona-like

levels, then he will genuinely have the quality to push for championships. But that's a huge 'if'.

The first task will be to add to the 29 points (that Spain win plus an eighth place in China) after the August break. Maldonado is under no illusions that he has to start putting together the results, particularly with Williams languishing in seventh in the constructors' championship with an FW34 that should be in the mix for the top five. If he can do that, it won't be long before his run of blunders is forgotten. The ball is in Maldonado's court on that one.

"In this world, when you make a mistake everybody is looking at you, and when you win it's the same," says

"World champions push hard early in their careers and crash. Look where they are now"

Engineer Xevi Pujolar

Maldonado. "Last year it was the same, as I had Rubens Barrichello as a team-mate, no experience and we had a really bad car. I suffered a lot, but I learned a lot. The problems I have had this season are completely different to the ones I had last season. I've had a spell of bad luck. Bad races aren't good for any driver, but I need to be focused on the second half of the season. We need more points."

He's hit the nail on the head. The question is, will he learn? His three clashes in the past four races have all resulted from fundamentally the same error, having to correct the car while alongside a rival, and a good start would probably be to leave a bigger margin for the next few events to get him out of this destructive cycle.

Maldonado says that he doesn't need to do this, but then again he would, wouldn't he? You may want to write him off as an idiot, but a true idiot would be the one who sends smoke signals to his rivals that he's going to be soft in battle for a while – better, instead, to go through this process quietly. How he responds to his new-found villain status will dictate how much of his potential he will realise. ☼



Holding off Mark Webber in German GP

whole weekend while Valtteri is in for one session and has to deliver," says Gillan. "He must not drop the car and is doing a very good job."

And deliver he has. His one misdemeanour came at Hockenheim, where an apologetic Bottas backed the Williams into the barrier in the stadium section. But aside from that, his body of work, which includes six days of

testing over the past nine months, proves that the former GP3 champion and F3 Euro Series ace is ready to step up to a race seat.

Bottas says all the right things, but has the air of a man who is ready and desperate to get into an F1 car on a Sunday afternoon. Not that he's underestimating the challenge.

"I'm happy with how I've improved," says Bottas. "I didn't expect to be on the pace so

quickly – the first couple of Fridays went really well – but it's nice to see that I can match him [Maldonado] on pace and sometimes can be quicker. And I still feel there is so much more to come."

Financial reality could prevent him racing a Williams next year, but you can be sure that if he does get a chance, he has the ability to make a serious impression.

BOTTAS GAP TO MALDONADO FP1

Malaysia	-0.059s
China	-0.242s
Bahrain	+0.229s
Spain	-1.177s
Europe	+1.409s
Britain	-0.392s
Germany	+0.402s
Hungary	-0.148s



HOW FERRARI SURPRISED ITSELF

Things didn't look good for Ferrari when the F2012 first hit the track, but now Fernando Alonso has a healthy 40-point lead in the title race with nine rounds to go. Tech boss Pat Fry tells *EDD STRAW* how the team turned things around



Alonso pits on way to German GP win

Fernando Alonso leads the world championship by 40 points. Think about that for a moment. A Ferrari that was all over the place during pre-season testing, and was a marginal Q3 contender in the early races of 2012, has taken its driver to a formidable position at the mid-season break. It's far from an insurmountable gap, but it's a remarkable turnaround from where it started.

Before we go any further, don't be fooled into thinking that the negativity at Ferrari pre-season was a construction of the media. The F2012 was an unwieldy car that lacked pace and balance. As technical supremo Pat Fry admits, had you told him five months ago what the situation would be now, he would have been staggered.

"I think everyone would have been," he laughs. "I'm surprised!"

Nobody within Ferrari would have seriously considered backing themselves to be in this position, so it was no surprise heading into the season that the lameness of the Prancing Horse was the talk of the paddock. This makes what

has happened since all the more impressive. So how exactly has Ferrari pulled off this remarkable turnaround?

"There were a number of issues at the start of the year," explains Fry. "I don't want to go into all of them, but the most obvious one was the exhaust concept that we had which, although it gave some reasonable downforce, also gave us tyre-temperature issues. That's why we backed out of that in the end."

"Some of the characteristics we ended up with were making the car difficult to drive, and because the exhaust system wasn't working exactly as we wanted we were lacking downforce as well. So we made the conscious decision to change the exhaust concept and then try and regroup. That was the right decision, because then we managed to sort out all of the characteristic issues and the basic CL [lift coefficient] issues we had. Then we introduced the exhaust in Canada [in June]."

"From the work we did in February, we could introduce the Canada system almost ▶



Fry is applying new methods

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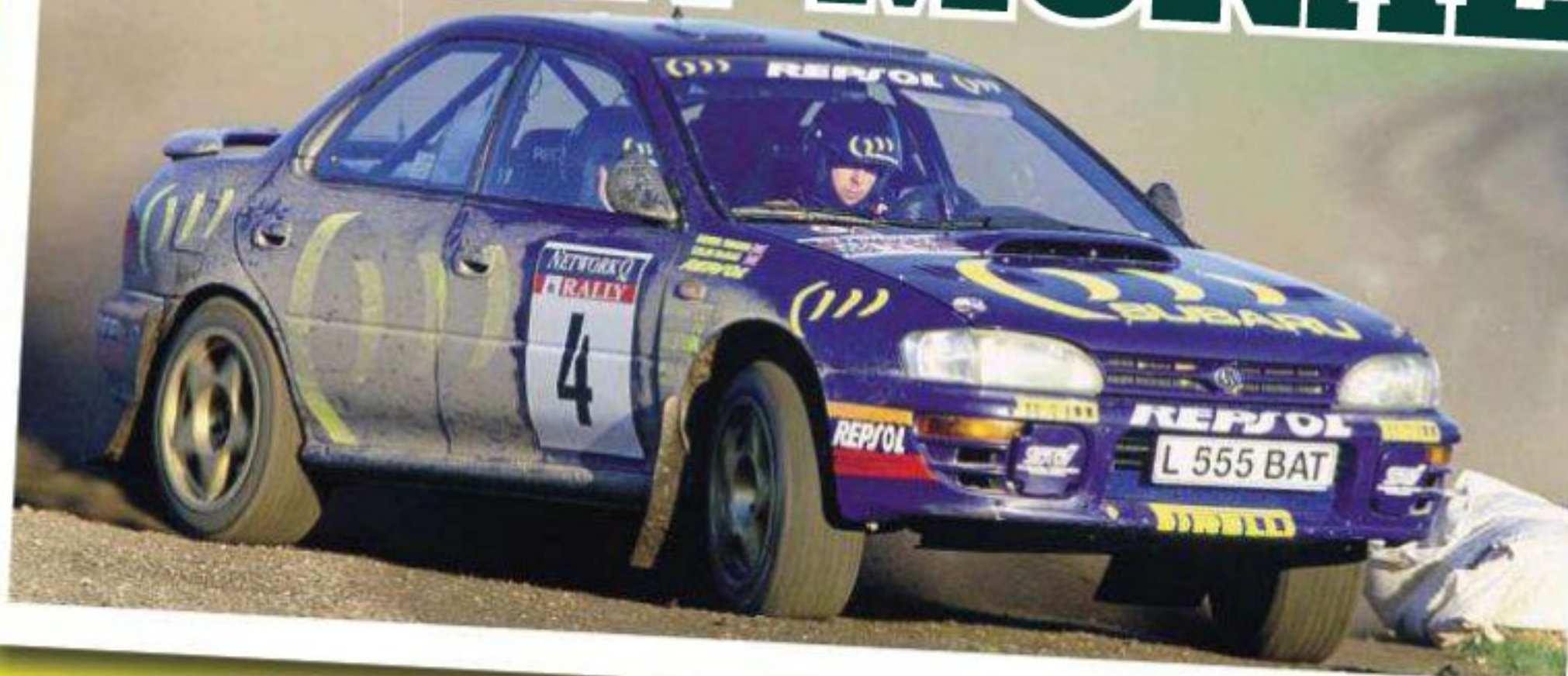
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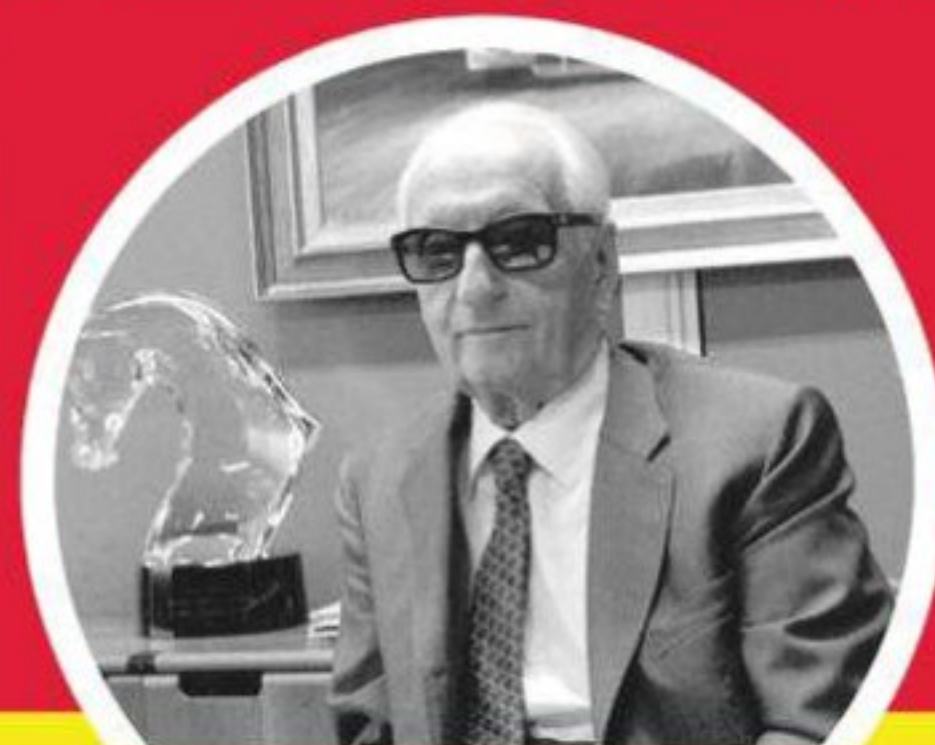
NIGEL MANSELL



COLIN McRAE



ENZO FERRARI



ANDY ROUSE

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ALONSO'S AMAZING SEASON

AUSTRALIA

Qualifies 12th but comes through to bank valuable points for fifth in the race.



MALAYSIA

Wet race allows Alonso to climb from eighth on the grid to take an unlikely win.

CHINA

Clatters back to earth with ninth place from the fifth row of the grid.



BAHRAIN

Finishes almost a minute behind winner Sebastian Vettel in seventh.

SPAIN

Leads, but can't keep the faster Williams of Pastor Maldonado at bay.



MONACO

Potentially has the pace to win with a bold strategy, but settles for solid third.

CANADA

Fades from first to fifth in the closing stages after failed gamble not to pit.



EUROPE

Misses Q3 after trying to save a set of tyres, but charges through to win.

BRITAIN

Takes pole in the wet, but lack of soft-tyre pace allows Mark Webber to pass him.



GERMANY

Again on pole position in wet conditions and controls the race to perfection.

HUNGARY

With no rain to help in qualifying, can do no better than fifth in the race.

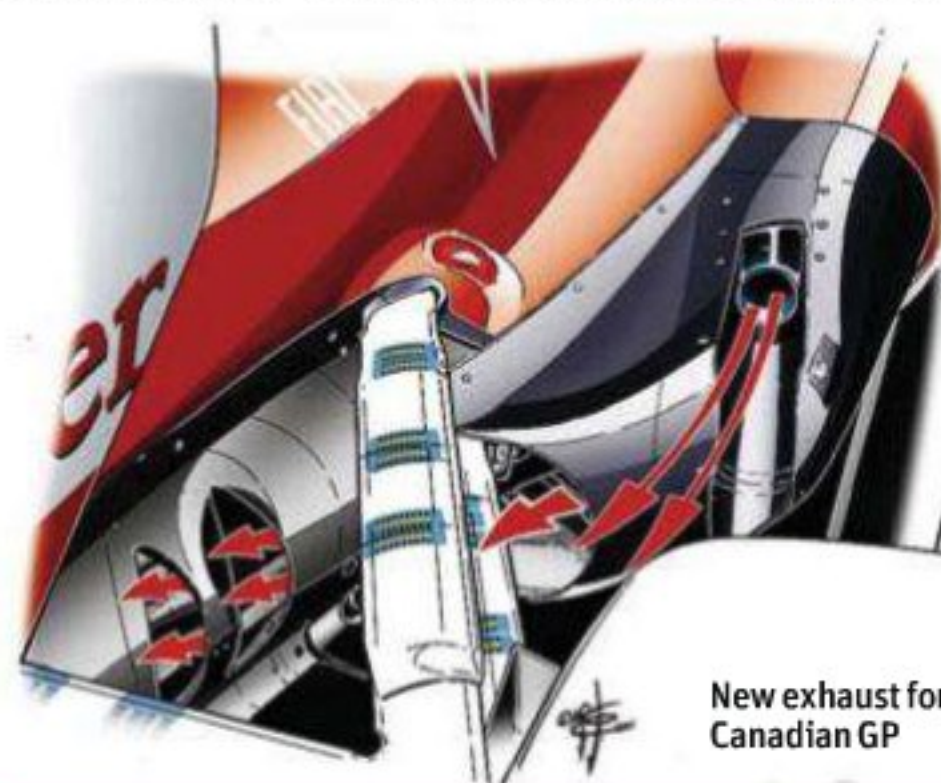


Alonso has been mega-consistent

◀ without a hiccup. I'm sure I must be the person who knows the most about tyre temperatures and exhausts in the pitlane after all the work we've done on it!

"But the exhaust effect is a small effect. It gives you downforce; most people are exploiting it – I think we made a reasonable step at the Spanish Grand Prix [in May]. It didn't include the exhaust as part of that package. It's just a small step in the right direction, really; it's not the thing that transformed the car."

The new exhaust was along similar lines to the McLaren and Sauber designs, with the airflow from the exhaust directed to 'seal' the diffuser (see below). It certainly worked, mitigating the tyre-overheating problem, reducing the negative effect on the Coke-bottle area caused by the original design and making



New exhaust for Canadian GP

"There were a few aero things we weren't happy with, so it was a case of changing the way we worked"

Ferrari's Pat Fry

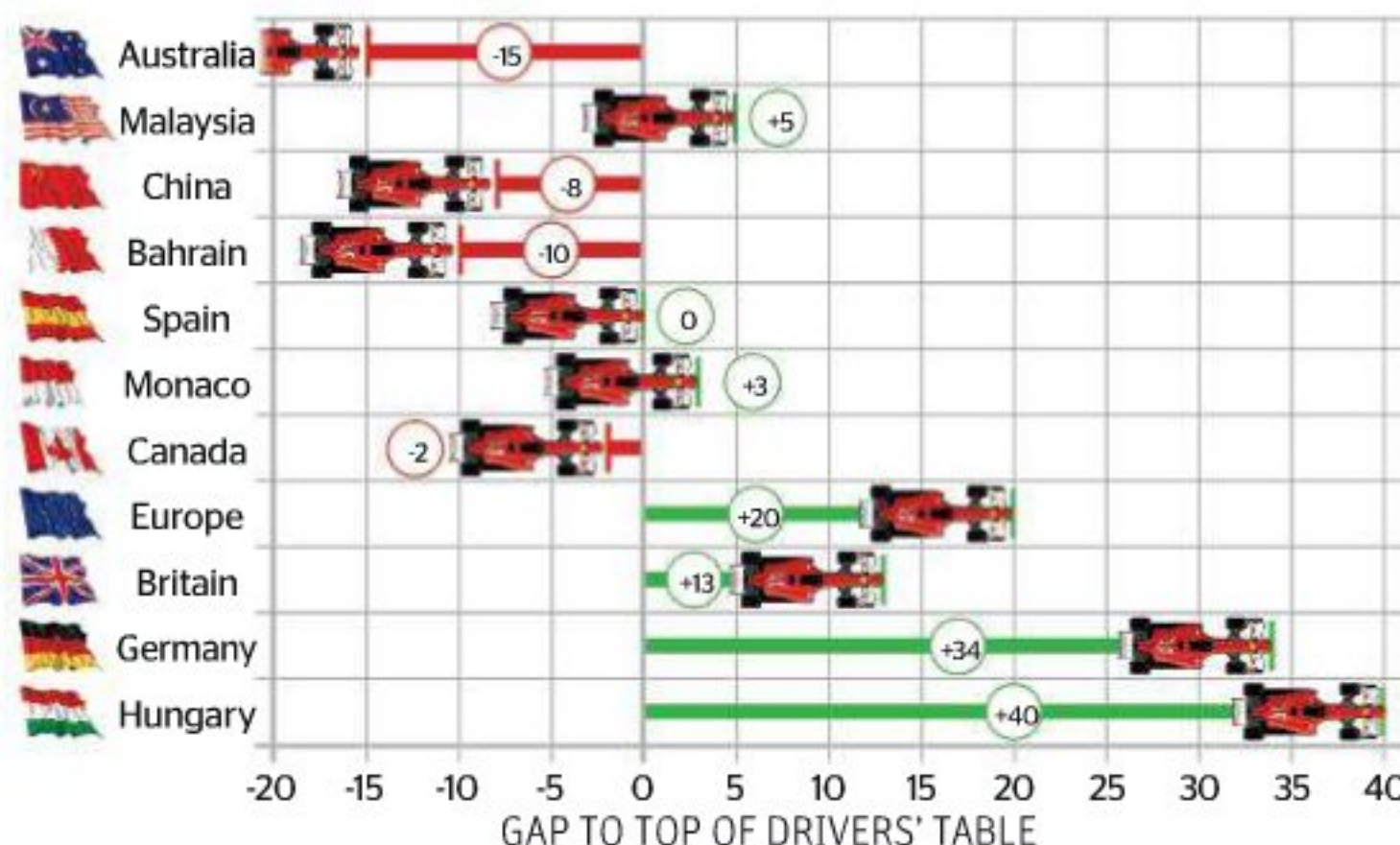
better use of the fast exhaust gasflow. Alonso was within four tenths of pole in Canada, which was nothing extraordinary. But when he followed up his Montreal fifth place with two wins and a second, it became clear that the upgrade had made a difference. That's not to suggest that Ferrari's problems were limited to the exhaust set-up – the struggles of the car were as much a legacy of the outmoded Ferrari way of doing things as anything else, and the modified exhaust was just part of the solution.

"There were a few other aerodynamic characteristics that we weren't happy with, so it was a case of realising that and changing the way we worked to make sure we include all the parameters we should be including," says Fry of the situation at the start of the year. "It was a conscious decision to say, 'Right, we'll now completely change the work to actually try and improve it.' It certainly seems to be working."

So it's clear that this was about more than merely a car that wasn't quite right; it was about addressing ongoing limitations within Ferrari. Fry was promoted to his current ▶

ALONSO'S CHAMPIONSHIP CHALLENGE

Based on his points relative to his best-placed rival in the championship after each round. He owes his championship lead to a combination of consistency – never finishing lower than ninth – and opportunism, winning three times despite not having the quickest car on any of those occasions.





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SILVERSTONE

◀ role – officially, if clumsily, titled ‘technical director for the chassis division’ – in the wake of Aldo Costa’s departure last year, and set about changing the way Ferrari operated. This meant moving away from a methodology born in the era of unlimited testing and ensuring that the finished racer is produced through windtunnel, CFD and simulation work. He doesn’t say as much, but reading between the lines he met a little resistance to some of this change, and the early struggles with the 2012 car gave him a mandate to push through the full scope of reform.

“The problems we had with the car leaves you with nothing to hide behind, does it?” says Fry. “Then it’s just a case of doing the work to try and bring [improvements] in quicker or earlier than we were hoping. The direction is correct, it’s just a huge amount of work until the end of the year to keep up with everyone else.”

“In Germany, Fernando was saying, ‘Let’s wind the engine down and save fuel for when it might be needed’”

Fry on master tactician Alonso

Despite such improvements, last time out in Hungary the Ferrari was not a match for the McLaren, Lotus or Red Bull. That is particularly worrying for Alonso’s hopes of holding his position. Remarkably, his fifth place at the Hungaroring, frankly the maximum the car was capable of given that at no stage did it show anything like the pace needed to go any higher, extended his lead by a further six points. This is symptomatic of a campaign in which consistency, combined with ramming home any advantage when you get it, has been key. This is exactly what Alonso has done, never finishing lower than ninth and taking a car that shouldn’t be leading the standings to the top.

“He’s very good, isn’t he?” says Fry of Alonso. “Take the German Grand Prix; in that wet qualifying session he was half a second quicker than everyone. In the race, he controlled it from the front. We didn’t have the quickest car, but we had better tyre degradation, so in the end people closed in at the start of the stint and in the end they were dropping away. It’s all about how you set your car up.”

“Fernando was driving sensibly and he was the one who came over the radio saying, ‘Let’s wind the engine down and save fuel until the end of the race, when it might be needed’



Alonso leads the way at Hockenheim

MASSA “HAS BEEN UNFORTUNATE”

The bare statistics of Felipe Massa’s season are dire. He has scored 25 points compared to Alonso’s 164 and languishes 14th in the drivers’ championship. But Ferrari continues to back Massa and Pat Fry is hopeful that he can start to deliver consistently at the level he did at the British Grand Prix, where he banked good points for fourth place in support of Alonso.

“He has been unfortunate,” says Fry. “We certainly struggled at the start of the year, trying to get a car he was happy with, and the characteristics of the car we had hurt his driving style a little bit more than Fernando’s. After that he has been unlucky. Looking at the points tally is not really a fair [indicator of the] level of his performance.”

Fry believes that qualifying is key to Massa’s revival, which is interesting as arguably the Brazilian’s most impressive moments have been the occasions when he was able to match Alonso’s outright pace, such as in Hungary.

“Starting five or eight places further up is going to be a lot better for him,” says Fry. “The pace is there – we just need to get the qualifying and the race together for him.”

Massa loses front wing in Germany



So even though there were cars one and a half seconds behind, we were backing the engine down to use it later in the race.

“He’s certainly thinking tactically and obviously knows how much margin he’s got in the way he’s driving. He drove a great race in Germany.”

But Alonso cannot do it alone. What Ferrari can rely on is that, if it keeps the car in the ballpark of the competition, he will keep racking up the points. The Hungaroring didn’t seem to suit the Ferrari relative to the McLaren and Alonso was 0.9s down in qualifying. While it’s hard to imagine the deficit will be the same



FM with engineer Rob Smedley

While Fry sounds convincing, it’s hard to believe he is satisfied with his second driver’s performance. Unlike many at Ferrari, including team principal Stefano Domenicali, he doesn’t have many years of working with the Brazilian to bias his evaluation of Massa’s performance level.

Had Massa scored another 57 points, delivering 50 per cent of Alonso’s tally, Ferrari would be on top of the constructors’ championship to complete the amazing turnaround since pre-season testing. When analysing the team’s performance so far, that fact won’t escape anyone.

when the championship gets back underway at Spa in September, Alonso has left the team in no doubt about how much there is still to do.

“We finished Canada and said we needed to improve, we finished Valencia and said we needed to improve, at Silverstone we had to improve and now we have to improve again,” says Alonso. “Because we won a couple of races, it seemed that everything was on the right path, but we have never said anything else. With dry running on Friday, Saturday and Sunday [in Hungary] you can see more clearly. Lotus, McLaren and Red Bull have been ahead of us for the whole championship. It’s just that at the start of the year it was 1.5 seconds, then eight tenths, then four, then six. That’s the great merit of the team, that with all this we are 40 points ahead, which is completely abnormal.”

And if that doesn’t make clear how much work Ferrari still needs to do to close out this championship, nothing will. From where it started, the Scuderia has done an outstanding job. It has stayed in the game, and is even ahead of it on points heading into the final nine races of the 2012 season.

The foundations have been laid and much of the bad start has been made up for. Now, as the other big teams start to gain momentum, the real challenge begins. ☼

Bang goes the THEORY

Some teams have failed to unlock their cars' theoretical speed over a race distance. GARY ANDERSON calculates F1 2012's winners and losers

McLAREN

RAW PACE AVERAGE 100.223% **1st** ↓ **6th** RACE PACE AVERAGE 101.406%

It was strange to see McLaren performing so well at the start of the season, which has traditionally not been a time when it's strong, and then slip backwards.

The Hockenheim upgrade has made a big difference and the car has unquestionably been the fastest over the past

two races, setting up Lewis Hamilton for a title attack in the second half of the season. The team must have a good handle on the car to have made that step. It could now have a very strong race car on its hands after some strange race performances at times earlier in the season.



RED BULL

RAW PACE AVERAGE 100.391% **2nd** ↑ **1st** RACE PACE AVERAGE 100.589%



It's hard to know what to make of Red Bull. The car has been thereabouts pretty consistently; it's the second-fastest car on raw pace and the outright-fastest on race pace, but has often not quite been where it ought to be.

There's a suspicion that Red Bull has focused too much on

trying to harness the residual exhaust blowing effect that made the car so strong in 2010-2011 rather than getting the best out of the basic package. This is still a strong car, as the numbers indicate, and there's no doubt that there will be more wins in the second half of the year.

FERRARI

RAW PACE AVERAGE 100.808% **4th** ↓ **7th** RACE PACE AVERAGE 101.433%

The numbers don't lie and the Ferrari has not been especially fast despite Fernando Alonso's 40-point lead in the drivers' championship.

The team has done a decent job of getting the best out of a limited car, because if you look closely at it you can see that it isn't as well-conceived as some of its rivals. While Alonso will



clearly be a strong contender for the title, at the Hungaroring he finished a distant fifth in a car

that was fourth quickest. If that pattern continues, that big lead could start to come down rapidly.

LOTUS

RAW PACE AVERAGE 100.516% **3rd** — **3rd** RACE PACE AVERAGE 101.064%

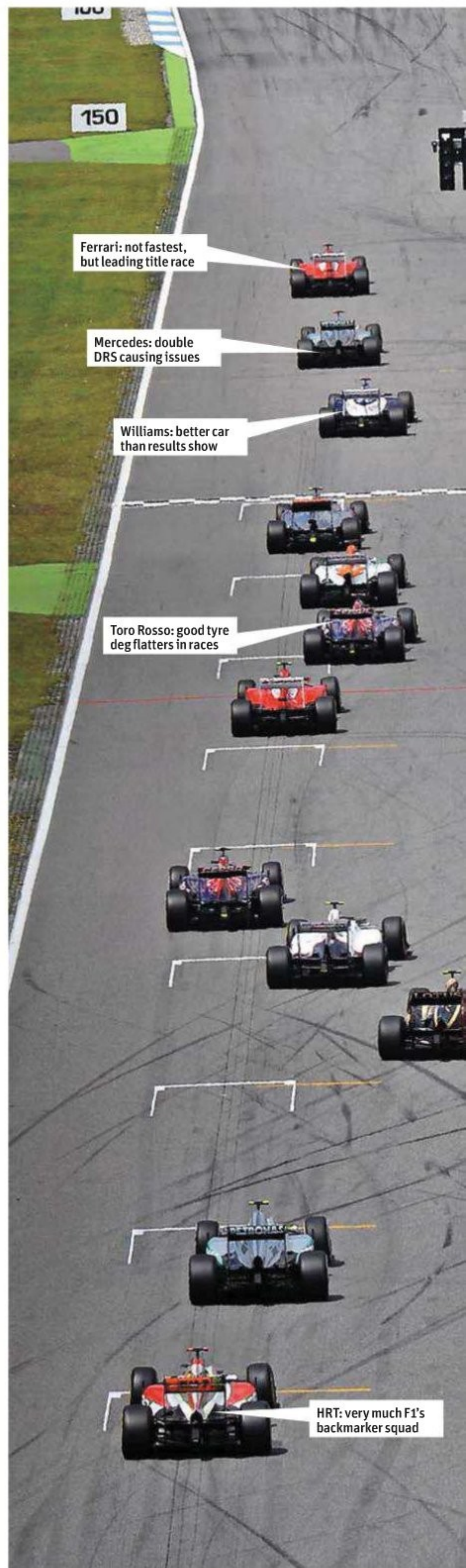


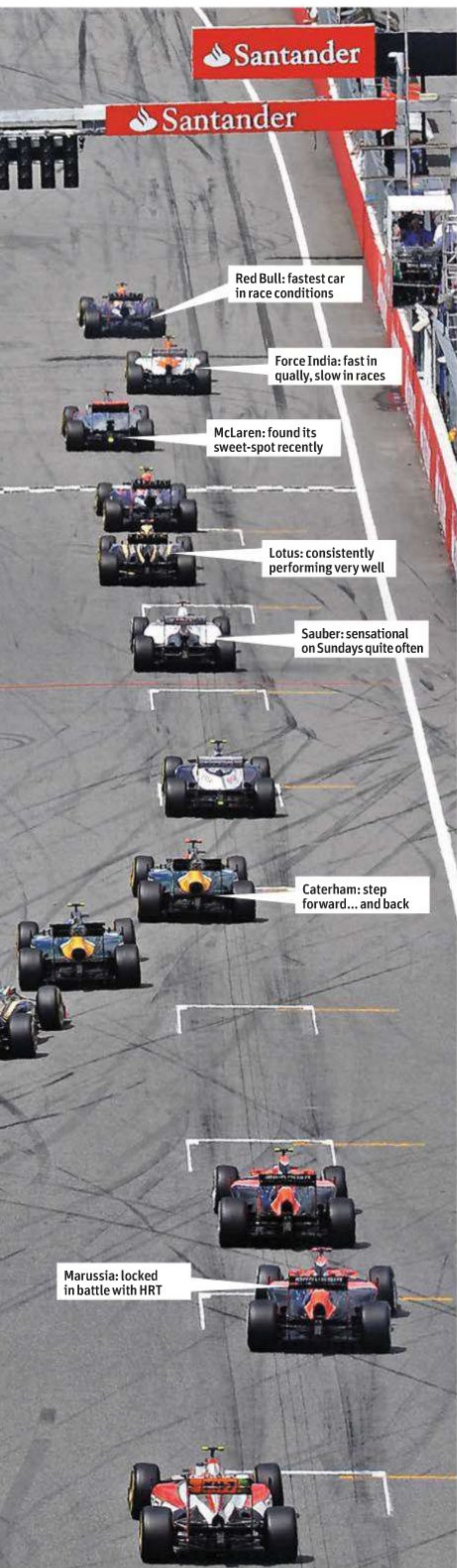
After last year's troubles, James Allison and his team has produced a very effective, well-balanced race car. It has looked good from the moment that it first ran and that is reflected in the strong results.

Arguably the team should have won a race by now, and while they can be very happy with third in the constructors'

championship, there is a little more to come. Romain Grosjean has been fast, but still makes lots of mistakes, both the bigger ones and small errors that you won't notice on the TV, while Kimi Raikkonen needs to find that last bit of performance in qualifying.

If Kimi can do that, maybe he can be a title challenger.





MERCEDES

RAW PACE AVERAGE 100.607% **5th** — **5th** RACE PACE AVERAGE 101.366%

Looking at the numbers, it's clear that Mercedes has gone backwards this season. The question is, why?

The big disparities between qualifying and race pace can sometimes be explained by the double DRS, which gives its biggest benefit on Saturdays when its use is unlimited.

But in the races (where late stops have given an artificially-high race pace average), I suspect that it has been responsible for the oversteer problems, and therefore high tyre degradation.



There is a delay between the rear wing returning to its maximum downforce and the front wing doing so because you have to wait for the low pressure under the front wing to return, owing to the length of the piping connecting the front to the rear

wing. So if you set the car up for qualifying, you will have an oversteering car in the race, hence more tyre degradation.

Merc has also struggled to make its car fast at all fuel loads, suggesting it hasn't found the best varying weight distribution.

FORCE INDIA

RAW PACE AVERAGE 101.205% **8th** ↓ **9th** RACE PACE AVERAGE 101.615%



My old team (as Jordan) has had the opposite problem to Sauber, with strong qualifying performances that have slipped away in the races.

It's possible that this is down to the drivers not getting the most out of the car on Sundays, because if the pace is there on Saturday you should

be able to maintain it some of the time in the race; but the bottom line is that the team has slipped backwards.



SAUBER

RAW PACE AVERAGE 101.023% **7th** ↑ **2nd** RACE PACE AVERAGE 100.963%

When you look at the Sauber, you can see a very tidy car with no significant vices.

So it's not such a big surprise that, on average, it has been the second-fastest race car over the season. But, bearing that in mind, you have to ask if the drivers are delivering on Saturdays.



TORO ROSSO

101.626% **9th** ↑ **4th** 101.319%

Scuderia Toro Rosso has had a difficult season and for a while Daniel Ricciardo and Jean-Eric Vergne haven't had much to do but battle each other.

The basic car is okay, with a very aggressive sidepod undercut, but it's clear from the departure of technical director Giorgio Ascanelli that this is a team that is going to go through some big changes.



WILLIAMS

After last year's disaster, Mike Coughlan and Mark Gillan have come up with a good, solid race car.

There's no question that its pace merits many more points than the 53 it currently has because the FW34 is better than seventh in the championship.

The drivers have been the limiting factor, with Pastor Maldonado's mishaps costing some big results (and making the team's race pace average higher and thus unrepresentative), and Bruno Senna's slow first half of the year restricting his ability to harvest points.

100.964% **6th** ↓ **8th** 101.543%

CATERHAM

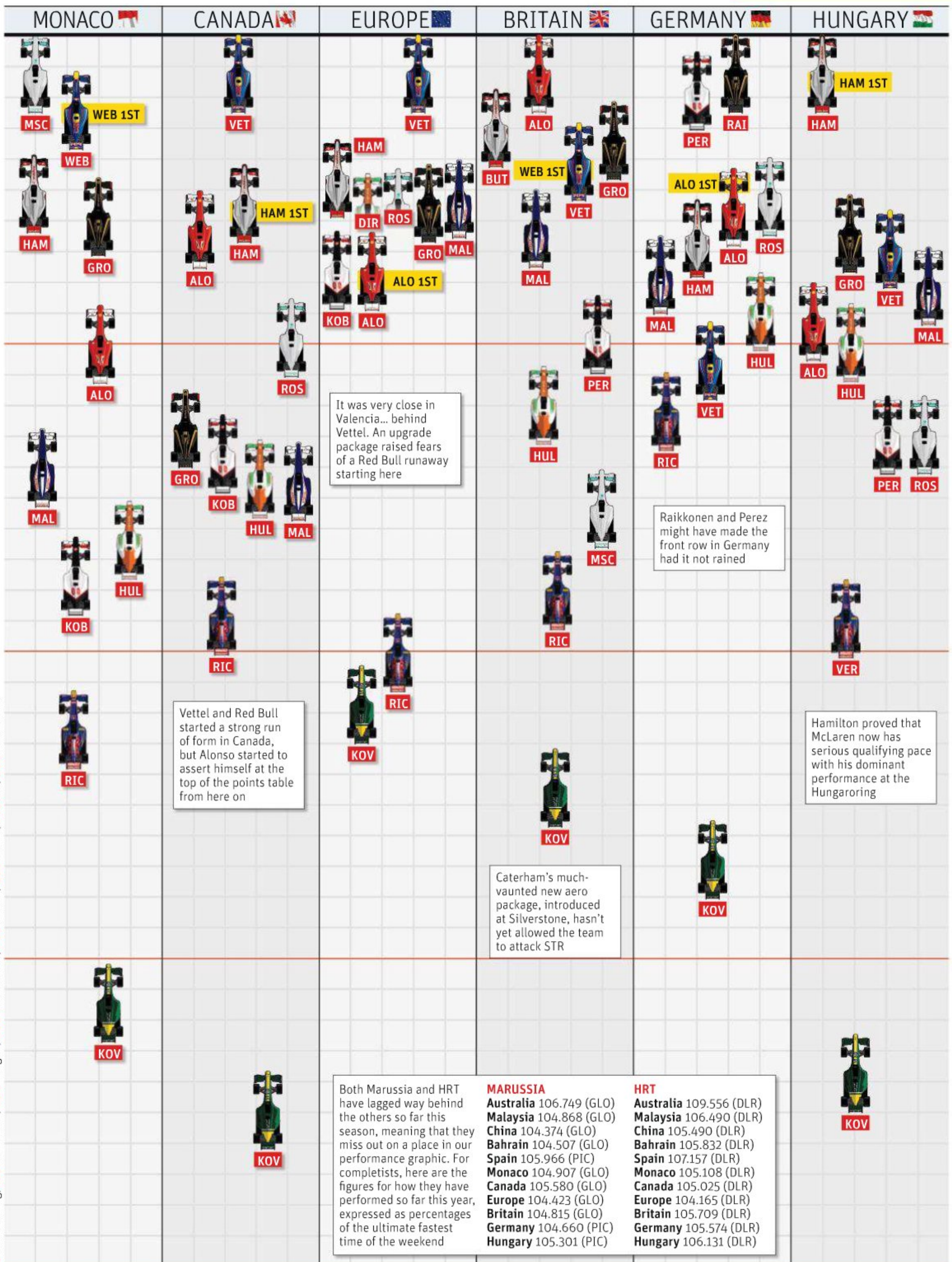
103.103% **10th** — **10th** 102.471%

It has been the same old story for this team, which after starting out disappointingly made some decent progress towards catching the midfield. At Silverstone a major new aero package was introduced and since then it seems to have gone backwards.

HOW THE FIGURES ARE CALCULATED

For the raw pace average, the fastest individual lap of each team over a weekend is recorded and used to create the average figure over 11 races. For race pace, the procedure is the same, but using fastest race laps.

KEY: **ALO 1ST** Race winner, **VET** Vettel, **WEB** Webber, **HAM** Hamilton, **BUT** Button, **ALO** Alonso, **MSC** Schumacher, **ROS** Rosberg, **RAI** Raikkonen, **GRO** Grosjean, **MAL** Maldonado, **SEN** Senna, **KOB** Kobayashi, **PER** Perez, **DIR** Di Resta, **HUL** Hulkenburg, **RIC** Ricciardo, **VER** Vergne, **KOV** Kovalainen, **PET** Petrov, **GLO** Glock, **PIC** Pic, **DLR** de la Rosa



MID-OHIO



USA

August 4-5

IndyCar Series

Round 12/15



AT A GLANCE

- Winner **Scott Dixon**
- Pole **Will Power**
- Most laps led **Power**
- Fastest lap **Oriol Servia**



Pantano made IndyCar comeback

Dixon feels the fourth at Mid-Ohio

Scott Dixon took his fourth win in six years at Mid-Ohio, while rivals bemoaned the effects of IndyCar's revised push-to-pass system



INDYCAR HAS BEEN SPOILED for good races this year, and it was a stroke of good fortune that when the procession finally arrived, it did so on a weekend where everyone was too distracted by Usain Bolt and Michael Phelps to notice.

In fairness, last weekend's race at Mid-Ohio did feature some close-quarters combat, but after the final round of stops were completed, Scott Dixon's victory never looked in doubt. History would suggest that the Kiwi looked

a pretty sure bet to begin with, given that he came into the weekend having won three times from his previous five visits to the rural hills of Ohio.

Viewed from the campgrounds that surround the circuit, the afternoon probably seemed fairly straightforward: Will Power started from pole and led through the first two stints; Dixon jumped him during the final pitstops and controlled the rest of the race. Racing is never that simple, though. For starters, had this race been in April, Power probably would have won it – amid all the

bickering over horsepower and turbo updates during the early part of the season, one of the real differences between Chevrolet and Honda was the former's superior fuel mileage. Dixon's success on Sunday owed much to his ability to stretch his stints.

Having started from fourth on the grid, he stayed out a lap longer than the cars around him during his first stint. Coupled with a stunning in-lap ("I think it was a second-and-a-half quicker than what I had done in the whole race," he said), his efforts were rewarded with two



Franchitti lost a nose against Hinchcliffe

positions, which allowed him to shadow Power through the second stint.

As it happened, Dixon's pit box was directly behind Power's in the tight pitlane, so as soon as Power swung

Engine trouble put Hunter-Reay out



RACE RATING

★★★★★

Mid-Ohio's reputation for not offering much passing proves well-deserved

MILESTONE

Mid-Ohio previously had caution-free races in 1983, '84 and '85. Here's Danny Sullivan in '84



REPORT INDYCAR MID-OHIO

MARK GLENDENNING
reports



Dixon won Mid-Ohio for a fourth time



Bourdais was back to his Champ Car best



Pagenaud had yet another great drive

Overtaking was at a premium at Mid-Ohio



New push-pass "useless"

➤ You can't get it right all the time. In Texas a couple of months ago, IndyCar was lauded for the aero tweaks it made to improve the racing.

It tried a similar thing at Mid-Ohio last weekend by adding a five-second delay to its push-to-pass system, making it harder for drivers to use it defensively and giving an additional advantage to the driver attempting a move. But things that look good on paper don't always translate well to the real world.

"I think it was stupid," said Will Power. "The way it works is, you have to have a certain throttle percentage. You'd hit [the button] and get in the corner and it would unclick itself and then you've got another five seconds delay... it was useless."

Honestly, I didn't find it useful at all."

Simon Pagenaud had a similar problem.

"When people are coming out of the pits and you're fighting with them, you hit push-pass going into Turn 2," he said. "If you touch the throttle and come back off it just a touch, it shuts itself down. So because you couldn't activate where you wanted to, you couldn't time your pass. I think the previous version was much better for racing. But that's just an adjustment. IndyCar will figure it out."

The system's failings were evident in the amount of push-to-pass that drivers had left at the end of the race – everyone in the top four still had more than 30s remaining, and winner Scott Dixon had more than 60s.

into pitlane to make his final stop and saw Dixon do the same thing behind him, the Australian knew that he was in trouble.

"You realise as you're coming in you it's going to be tight when he's sitting right behind you," Power said. "You know that it's all about the stop. There's nothing you can do about it."

"Coming in, I knew we were probably the last two people to pit," Dixon said. "I knew Will was right in front of me, so obviously our guys had to be laid out, and it's very tough [for him]. To try to get a car in when the

person behind you's tyres are laid out, it's very difficult to get close to hitting the marks, let alone trying to do it quickly. So I had an open pit, slid it in there, and stopped before he even got to his [pitbox]."

Having taken the lead, Dixon opened an extraordinary gap of more than 3.0s on his out-lap, prompting him to get on the radio and ask whether he'd missed a yellow, and maintained his advantage to the chequered flag. It was a great result for Dixon after a few frustrating weekends, but it was also hugely significant in terms of the

championship. Dixon's victory dragged him back into the hunt, and Power's second place was enough to take him back to the top of the standings, while their main rivals Helio Castroneves and Ryan Hunter-Reay both had shockers. Castroneves' afternoon was fairly straightforward. After he qualified in the midfield, Penske decided to change his engine to Chevrolet's latest Gen 8 spec, and see what they could do to mitigate the consequent 10-place grid penalty in the race. But the lack of cautions cancelled out ▶

Conway made an early move on Hinchcliffe



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Kanaan charged through from 18th

“I don’t know. If I could replicate it everywhere, I would”

Race victor Scott Dixon struggles to explain his four wins from the past six years at Mid-Ohio

REPORT INDYCAR MID-OHIO

his aggressive three-stop strategy, and he was left to finish 16th.

That kind of afternoon would have been fine with Hunter-Reay. The former points leader was one of the casualties of a particularly tight qualifying session on Saturday, leaving him to start from seventh. With two of his main rivals ahead of him on a track where ‘overtaking’ tends to be a vague concept rather than a viable proposition, this was a problem. But it was quickly overshadowed by an engine problem that manifested itself as an increasing loss of power. He tried to ride it out to the finish, but the team finally opted to retire him six laps before the finish.

Power’s team were on the radio keeping him abreast of Hunter-Reay’s mounting

problems, but for Dixon, the Andretti driver’s plight was self-evident.

“I knew he was having a bad day when I was lapping him,” he said. “When you get lapped on a road course, man, you’re having a really bad day. I’m not going to lie; I wasn’t sorry to see it, because it’s how the points chase is at the moment. And we’ve had some sucky days, too, so it’s nice to share that around a bit.”

Dixon’s team-mate Dario Franchitti has also had his share of sucky days, but another tough afternoon means that the Scot will have to wait until at least Sonoma for someone else to have some bad luck. On this occasion, the problems were self-induced – he ran into the back of James Hinchcliffe and damaged his nosecone, forcing him to pit



Power led the field away from pole

for a replacement.

Hinchcliffe was one of the few drivers in the field who managed to make the three-stop strategy work, getting himself from 15th up to fifth behind Sebastien Bourdais, who was in the mix all afternoon but lost out in an all-French battle with Pagnaud for third. Tony Kanaan had similar success, climbing from 18th to sixth.

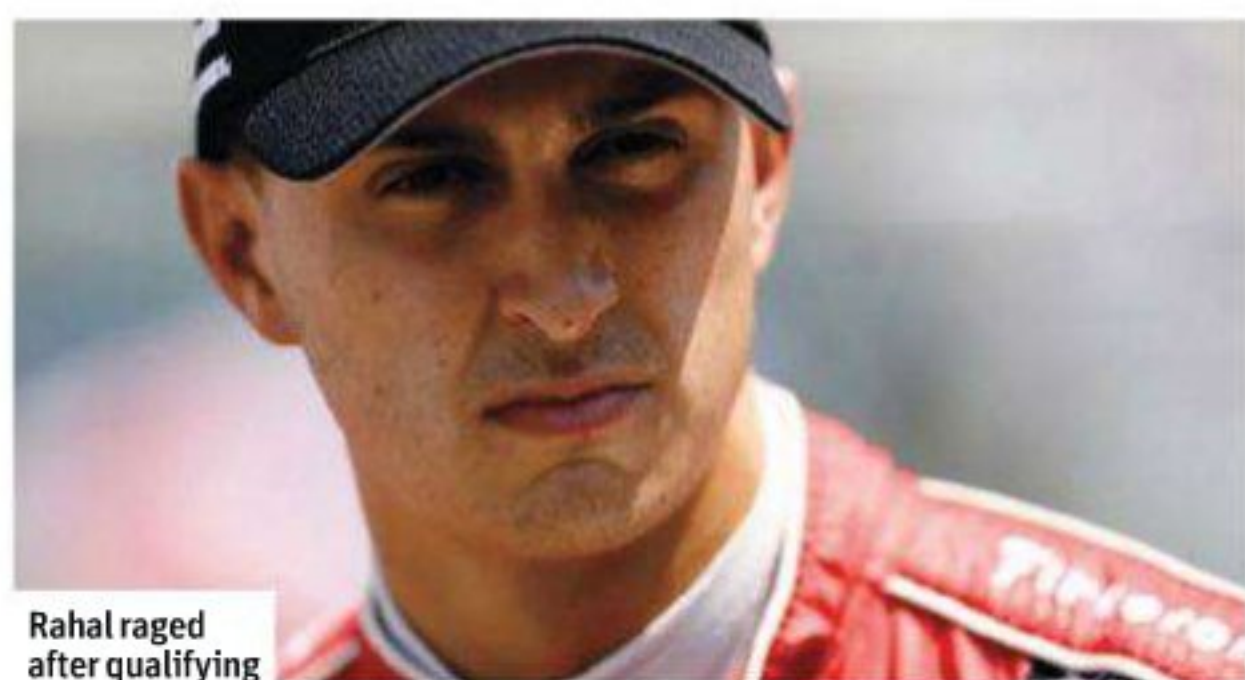
Another who managed to salvage something from almost-nothing was Graham Rahal, who’d been eliminated in the first round of qualifying after his team elected to make no changes to his car after practice (as

a sign of the times, he turned to Twitter to vent his fury). On any other weekend, 11th wouldn’t be much to get excited about, but from 21st on the grid it was a fair effort.

Lotus had earmarked Mid-Ohio as the first race that might allow it to exploit the engine updates it has brought to Simona de Silvestro’s HVM car, and early in the weekend there were hints of progress. But too much downforce thwarted the team’s hopes in qualifying, and the lack of yellows prevented de Silvestro from being able to do anything with the car in the race.

“It doesn’t matter how hard I drive, without a yellow we can’t get anywhere,” she said. “We have low fuel mileage and we’re down on power, so we’re not competitive right now. We’re just not in a good situation.”

While de Silvestro remains in a world of hurt, the situation at the front of the field is so tight that the top four in the standings are covered by just 28 points. The next race is at the similarly undulating Sears Point, where Will Power led a Penske 1-2-3 a year ago. A similar result later this month could be a game-changer. 🏆



Rahal raged after qualifying

RESULTS

IndyCar Series, round 12 of 15, Mid-Ohio (USA), August 3-5

GRID

2 FRANCHITTI 1:05.8950	1 POWER 1:05.6474
4 DIXON 1:06.0967	3 PAGNAUD 1:05.9038
6 BOURDAIS 1:05.9405	5 BRISCOE 1:06.2005
8 ANDRETTI 1:06.1142	7 H-REAY 1:06.0660
10 SERVIA 1:06.2053	9 NEWGARDEN 1:06.1712
12 HILDEBRAND 1:06.3768	11 WILSON 1:06.6613
14 TAGLIANI 1:06.0047*	13 BA*CHELLO 1:06.7101
16 CONWAY 1:06.7807	15 H*CLIFFE 1:06.4309
18 KANAAN 1:06.8433	17 SATO 1:06.4404
20 JAKES 1:07.1234	19 VISO 1:06.4511
22 SILVESTRO 1:08.0737	21 RAHAL 1:06.6250
24 PANTANO 1:07.0348	23 C*NEVES 1:06.7041*
25 CARPENTER 1:08.5116	

85 LAPS, 191.930 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda DW12	1h39m48.5083s	4
2	Will Power (AUS)	Team Penske	Dallara-Chevrolet DW12	+3.4619s	1
3	Simon Pagnaud (F)	Schmidt-Hamilton Motorsports	Dallara-Honda DW12	+4.5402s	3
4	Sebastien Bourdais (F)	Dragon Racing	Dallara-Chevrolet DW12	+5.5822s	6
5	James Hinchcliffe (CDN)	Andretti Autosport	Dallara-Chevrolet DW12	+7.5663s	15
6	Tony Kanaan (BR)	KV Racing Tecnology	Dallara-Chevrolet DW12	+12.3280s	18
7	Ryan Briscoe (AUS)	Team Penske	Dallara-Chevrolet DW12	+27.9601s	5
8	Marco Andretti (USA)	Andretti Autosport	Dallara-Chevrolet DW12	+28.1691s	8
9	JR Hildebrand (USA)	Panther Racing	Dallara-Chevrolet DW12	+29.2325s	12
10	Alex Tagliani (CDN)	Bryan Herta Autosport	Dallara-Honda DW12	+31.1722s	14
11	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda DW12	+31.4387s	21
12	Josef Newgarden (USA)	Sarah Fisher Hartman Racing	Dallara-Honda DW12	+32.0754s	9
13	Takuma Sato (J)	Rahal Letterman Lanigan Racing	Dallara-Honda DW12	+32.4073s	17
14	Giorgio Pantano (I)	Chip Ganassi Racing	Dallara-Honda DW12	+33.9166s	24
15	Rubens Barrichello (BR)	KV Racing Technology	Dallara-Chevrolet DW12	+35.2863s	13
16	Helio Castroneves (BR)	Team Penske	Dallara-Chevrolet DW12	+35.9205s	23
17	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda DW12	+36.9834s	2
18	Justin Wilson (GB)	Dale Coyne Racing	Dallara-Honda DW12	+42.0974s	11
19	James Jakes (GB)	Dale Coyne Racing	Dallara-Honda DW12	+46.4304s	20
20	EJ Viso (YV)	KV Racing Technology	Dallara-Chevrolet DW12	+46.8068s	19
21	Mike Conway (GB)	AJ Foyt Racing	Dallara-Honda DW12	+46.9535s	16
22	Ed Carpenter (USA)	Ed Carpenter Racing	Dallara-Chevrolet DW12	-1 lap	25
23	Simona de Silvestro (CH)	HVM Racing	Dallara-Lotus DW12	-2 laps	22
24	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Chevrolet DW12	79 laps - losing power	7
25	Oriol Servia (E)	Panther/Dreyer & Reinbold Racing	Dallara-Chevrolet DW12	-7 laps	10

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Power	379
2	Hunter-Reay	374
3	Castroneves	353
4	Dixon	351
5	Hinchcliffe	316
6	Pagnaud	311
7	Kanaan	307
8	Franchitti	271
9	Briscoe	267
10	Rahal	256

Winner's average: 115.379mph.
Fastest lap: Servia, 1m07.1757s, 121.008mph.
Qualifying: field divided into two groups for qualifying. The fastest six from each move into a 12-car second round. The fastest six from this move into the pole shootout.
*10-place grid penalty.



RALLY OF FINLAND

Jyväskylä

ROUND 8/13

WINNER

Loeb 2h28m11.4s

QUALIFYING STAGE

Sebastien Loeb

POWERSTAGE WINNER

Mikko Hirvonen

RALLY RATING

★★★★☆

Brilliant intra-Citroen fight, but the master was masterful

DRIVERS' STANDINGS

Loeb	171pts
Hirvonen	128pts
Solberg	104pts

MILESTONES

- 500th points-scoring round of the WRC since 1973
- Hirvonen beats Ouninpohja record

DAVID EVANS
reports



'Sebastien Loebonen' finishes off his rivals

The Frenchman saw off the local heroes for his third Finland win



FROM THE MINUTE MIKKO

Hirvonen sat in Citroën's test car the week before Rally Finland he was smiling. And that smile was still there last Saturday night. And he hadn't even won the rally that matters more than any in the season – his team-mate Sebastien Loeb had edged him in a thriller that was controlled from the word go by the sublime champion.

Citroën has struggled to match WRC nemesis Ford in Finland in recent years. Not this time, though. Improvements to the DS3 WRC's suspension had given them a firm edge over their British rivals. Jari-Matti Latvala was third in a Fiesta, but never able to find the confidence to carry the fight to the French.

LEG ONE (101.73 miles)

SUNNY - AMBIENT TEMPERATURE RANGE
ON STAGES 16-25C

The opening day of Rally Finland was a mixed bag as far as Loeb was concerned. Yes, the organisers had given him a longer lie-in on a rally known for its horribly-early alarm calls, but a 100-mile road section to Lahti was the flip side of a Thursday afternoon start.

Loeb's sole preoccupation on the road south had been the three stages ahead. The Frenchman was well aware of the need to get a time in early on this event. Laying down a marker on the super-quick Finnish roads is vital as a demonstration of confidence and nerve – especially when you're taking

on an entire nation. And Loeb did just that. Fastest by 1.6 seconds, he hit the front immediately. "I'm happy," Loeb said at the end of the stage. "I have found the rhythm. I tried to be quite aggressive in this stage."

It worked. His nearest rivals were on the back foot immediately.

Petter Solberg won the Jokimaa superspecial, but only by a tenth of a second from Loeb. Back on the loose, Loeb might have been on a foreign field, but he looked as assured as a South African batsman standing at an English crease as he carved himself a 7.3s overnight advantage.

"I couldn't go faster in there," he said of his

unbeaten run through Mynnila. "Really, I was on the limit everywhere. But it was a very, very good stage."

Mynnila and the rally-opening Koukunmaa test had found favour with the leader, running through open fields and countryside rather than forcing Loeb to thread his Citroën through the trees at insane speeds.

The chasing pack was left reeling at the supreme haste with which Loeb

had left the blocks.

Hirvonen and Latvala were tied for second place, 7.3s behind the leader. Having ruled himself out of this event in the first loop in the past two years, Hirvonen was determined to make a steadier start this time around. He did just that, but still felt his driving style was too flamboyant.

"I was in the ditch too much this afternoon," he said. "I need to be on the

Latvala had no answer for Citroën; he took P3





Hirvonen fought Loeb hard for a Citroen 1-2



Loeb's sixth 2012 win was his third in Finland

road a bit more tomorrow!" Latvala was a little bit lost for words when he saw Loeb's time.

"I don't have the answer at the moment," he said. "I thought my time was quite good."

One time that was more than quite good was Mads Ostberg's effort in SS3. Ahead of the rally, the Norwegian had talked of his intention to push harder to focus on showing his speed and setting cutting-edge stage times rather than relying on his well-proven consistency. His reward was an early fourth, just two tenths of a second off the back of Finland's most-fancied of Finns.

Thierry Neuville was also a star of the first loop.

The bespectacled Belgian was an impressive top-four in his DS3, belying the fact that this was his first time on these stages.

Early Friday morning and everything was calm in the Ford service park. Latvala contemplated breakfast, but something was nagging at him. He returned to the big timing screen on the wall, standing and staring. Seven seconds. That was his job for the morning.

Into the trees and more of the same: more Citroen and more Loeb. Hirvonen was closer, just three tenths shy – but with good reason. The Urria stage is his favourite, but it's also the place where he destroyed a Ford Focus RS WRC in 2010.

"I was a bit of a sissy in

that corner," smiled the Finn. "I could definitely have gone a lot harder through that corner, but we are here."

Finally, in Jukojärvi – the fourth stage proper – a local won a stage as Hirvonen chopped Loeb's lead down to 4.4s.

"I think he must have been sleeping yesterday afternoon," said Loeb, nodding towards his team-mate. "But he's definitely awake now." Hirvonen admitted he'd been worried about the handling of his DS3.

"Before the last stage," he said, "the car was sliding quite a lot. But then I made some changes to the rear dampers and it was better. Still sliding, but I don't care about it so much now."

Hirvonen kept the pressure up with another fastest time in Mokkipera, before Loeb hit back in Palsankyla. The leader might have doubled his advantage in the eight-miler, but he was worried.

"Something was not right with the back of the car," said Loeb as he arrived at the start of SS8. "I'm not sure..." By the end of the stage, he had lost 1.2s to Hirvonen – but had a much clearer picture of the problem. "We have a problem with the rear differential," he said. "We lose some oil from the diff, which meant the car was sliding around a lot. At one point, I wasn't sure I could finish the stage."

Hirvonen had his own concern after clobbering a rock mid-way through the stage. "I was sure we would get a puncture," he said. "We were just flat-out everywhere," he added with the kind of grin he reserves for racing at home.

The final loop of the day was a re-run of the last three stages, with a return to the Killeri trotting track Superspecial at the end.

The two Citroens left Jyväskylä split by five seconds and returned with precisely the same margin between them.

Loeb ran wide at one Lankamaa corner on the day's penultimate test, allowing Hirvonen to close the gap to three seconds – the closest it would be all day. But the local hero's hopes of a Friday-night lead were dashed when a gearshift sensor failed on his DS3, leaving the gearchange feeling "sticky".

"For the moment,

everything is perfect," said Loeb, before reconsidering his statement. "But maybe it would be nice to have some more seconds."

In most places in the world, a five-second lead for Loeb would be enough. But this was Finland and there were two runs through Ouninpohja to come the following day.

"It's the perfect place to take the fight to him," said Hirvonen at the day's end.

And Citroen team principal Yves Matton confirmed the pair would be allowed to fight all the way home. But what about the Fords? Where was the big Finnish fight?

"I don't know what happened," said Hirvonen. "I am a little bit surprised at Jari-Matti. What can I say?" He didn't need to say anything as Latvala pulled up behind him in the control. The fastest of the Fiestas was 20.3s behind.

"The gap's not so big," said Hirvonen, falling firmly into PR mode. "They are still close."

A quick reminder of where he was brought him back to his senses.

"You're right. It's game over for them!"

After being pleased with the new dampers that emerged from the pre-event test, Latvala binned them and reverted to his New Zealand set-up after the first morning loop. He didn't look like a man full of confidence.

He and Solberg traded third place through the morning, but by the afternoon the Finn remained in position and ended the day 1.1s ahead of the ▶



STAGE TIMES

SS1 KOUKUNMAA (8.50 MILES)

Fastest: Loeb 6m59.8s
Leader: Loeb

SS2 SSS JOKIMAA (1.24 MILES)

Fastest: Solberg 1m32.5s
Leader: Loeb

SS3 MYNNILA (8.83 MILES)

Fastest: Loeb 6m34.7s
Leader: Loeb

SS4 URRIA (7.92 MILES)

Fastest: Loeb 5m59.5s
Leader: Loeb

SS5 JUKOJARVI (13.85 MILES)

Fastest: Hirvonen 10m34.0s
Leader: Loeb

SS6 MOKKIPERA 1 (7.07 MILES)

Fastest: Hirvonen 5m29.6s
Leader: Loeb

SS7 PALSANKYLA 1 (8.64 MILES)

Fastest: Loeb 7m06.8s
Leader: Loeb

SS8 LANKAMAA 1 (14.32 MILES)

Fastest: Hirvonen 11m11.4s
Leader: Loeb

SS9 MOKKIPERA 2 (7.07 MILES)

Fastest: Hirvonen 5m26.8s
Leader: Loeb

SS10 PALSANKYLA 2 (8.64 MILES)

Fastest: Loeb 7m01.7s
Leader: Loeb

SS11 LANKAMAA 2 (14.32 MILES)

Fastest: Solberg 11m03.2s
Leader: Loeb

SS12 SSS KILLERI (1.28 MILES)

Fastest: Loeb 1m22.8s
Leader: Loeb

SS13 SURKEE 1 (8.45 MILES)

Fastest: Loeb 8m05.7s
Leader: Loeb

SS14 LEUSTU 1 (13.63 MILES)

Fastest: Hirvonen 10m25.8s
Leader: Loeb

SS15 SURKEE 2 (8.45 MILES)

Fastest: Loeb 8m00.3s
Leader: Loeb

SS16 LEUSTU 2 (13.63 MILES)

Fastest: Loeb 10m20.2s
Leader: Loeb

SS17 OUNINPOHJA 1 (20.51 MILES)

Fastest: Hirvonen 15m26.9s
Leader: Loeb

SS18 OUNINPOHJA 2 (20.51 MILES)

Fastest: Hirvonen 15m17.3s
Leader: Loeb

And that's Mr Loeb's 73rd podium toppler



◀ former world champion.

"It's been a very tough day," said Latvala. "I don't know. I got some confidence from the car after we changed the set-up, but the driving was... I don't know. I was sometimes pushing too hard and sliding too much, then I was trying to be more steady and more in the middle of the road, but I was too slow. I had some confidence, but I couldn't find the rhythm. I think maybe they [Citroën] have made a step, look at Petter and I – the gap is very close between us, but they always just seem to have another tenth of a second. I don't."

He really didn't know.

Evidence that the drivers were pushing hard came with Solberg's new stage record for Lankamaa.

Ostberg's hopes of staying in touch with the lead fight slipped a little as he felt the Fiesta began to oversteer a little on the middle loop. He was also hit by an imbalance in the brakes, with the rears locking too quickly. Despite those issues, he stayed ahead of Citroën rival Neuville. The Belgian's brilliant debut went south when he rolled in SS11.

Chris Atkinson put the Qatar Citroën off the road as well after the Queenslander misheard a pacenote and turned into the trees at close to 100mph. Evgeny Novikov landed his Fiesta heavily over the notorious drop-away jump in Urria first thing, damaging co-driver Denis Giraudet's back – but that

was nothing compared with the sixth-gear roll the pair endured in the next test. Twenty-six minutes were dropped extricating the car, but they managed to keep going. Ott Tänak rounded out the top six with a sensible drive in his Ford.

POSITIONS AFTER DAY ONE

1 Loeb/Elena	1h20m30.4s
2 Hirvonen/Lehtinen	+5.0s
3 Latvala/Anttila	+20.3s
4 Solberg/Patterson	+21.4s
5 Ostberg/Andersson	+47.7s
6 Tanak/Sikk	+1m36.4s

LEG TWO (86.87 miles)

CLOUDY - AMBIENT TEMPERATURE RANGE
ON STAGES 14-23C

Surkee at just after seven on a Saturday morning was a great way to way to start the final day of Rally Finland.

Momentarily, Hirvonen feared the worst. He whacked a tree stump with the left-rear just before the stage turned onto the main road.

"The car felt a bit strange," said Hirvonen. "And then we were into the quicker section, but I didn't know. I really thought it was a puncture. I wanted to push harder, but you never know with the tyre."

He dropped 3.9s to Loeb, but his team-mate and rally leader found himself in an identical situation on the next stage.

"It's not so nice when you have this feeling," said Loeb. "When you are braking from sixth gear and you don't know what the car will do if it has a puncture, you have to

feel the car before you get on the brakes."

Loeb only dropped 1.5s to Hirvonen, sussing his false alarm sooner.

The gap swung back in Loeb's favour when he took 1.9s and 0.1s on the re-run of the morning loop.

"Will it be enough?" said Loeb, "I don't know. But it's sure we can't stop pushing. We will see. It can be quite tough [for Hirvonen to take the time back], because the road is quite fast and the speed will be the same for both of us. But it's still only nine seconds."

You'd never have guessed Hirvonen was sitting at the wrong end of the 9.4s difference between the two Citroëns. The Finn was jumping at the prospect of jumping down his country's most famous stretch of road.

Asked whether he had anything left up his sleeve as he attempted to turn Rally Finland 2012 into his second win as opposed to Loeb's third, Hirvonen smiled and said: "Ouninpohja. That's what I've got."

But in the end, it wasn't enough. He was quickest on both, but Loeb was able to control the race until the end. The upside for Hirvonen was a new record for the cherished 20-miler. It might have been a few metres shorter than when Solberg set his 2004 benchmark, but try telling the locals as the beer count moved into double figures in Jyväskylä on Saturday night.





Solberg's fourth kept him P3 in the points

Hirvonen might have taken 1.2s out of the record, but he lost the rally by 6.1.

"Maybe my name should be Sebastien Loebonen!" joked the winner shortly after crossing the finish line. There were few who could argue with such sentiment – and three Rally Finland wins is as good as a Finnish passport. And this one meant the most to Loeb.

"It was an incredible fight," said Loeb, "but I was able to drive and win without moments and in Finland that is rare."

Latvala elected not to chase the Citroens, but was buoyed by an upturn in pace through the middle loop.

"We found something," he said. "I'm not telling you what it is, but it helped to make the car more stable in the ruts."

An hour after the finish, at the post-event press conference, the mood between Loeb, Hirvonen and

Latvala couldn't have been more marked. Ford's Finn was flattened.

"I don't want to talk about this anymore, we didn't win, that's it," he said.

Solberg had tried lowering his Fiesta first thing in the morning, but any hike in speed was countered by the car bottoming all too often in SS13. A subdued third and fourth and just a handful of fastest times was not what Ford had expected when it arrived in what has been a Blue Oval stronghold down the years.

The silver lining in the cloud was the way the way that, once again, the top-10 turned into a Fiesta-fest, with a total of seven of the M-Sport-built machines packing out the leaderboard.

Tanak had moved briefly into fifth place after Ostberg suffered a broken propshaft in SS16. The Norwegian coped manfully with front-wheel drive only for

the last five miles of Leustu, but with the full quota of driven wheels on his car he powered back past the nervous Estonian. After a shocker of a season, Tanak was mighty relieved to bring an untouched Ford to the finish in sixth.

A puncture cost Jari Ketomaa seventh place, which was tough after his DMACK-shod Fiesta had shown improved pace earlier in the event. A full year after his last start, Matti Rantanen blew the cobwebs away with seventh in his hired Ford.

Martin Prokop was ninth, with Sebastien Ogier benefitting from suspension failure on Ken Block's Fiesta to land the Skoda driver the final top-10 place.

The opposite end of the top 10 was all red and all right. Undoubtedly, Ford was close last week, but close is nowhere in Finland. This was Citroen and Loeb at the height of their 2012 powers.

SWRC

Andersson wins again to maintain his title charge

P-G Andersson boosted his chances of the Super 2000 World Rally Championship with his second series win in the Proton Satria-Neo S2000 in Finland last week.

Recent upgrades to the Malaysian machine had improved the handling of the Proton and the Swede made the most of it. He was embroiled in a thrilling fight with Craig Breen for much of Saturday. The Irishman, returning to the SWRC for the first time since his co-driver Gareth Roberts was killed in an accident in June, drove a heroic event to lead Andersson into the penultimate test after a driveshaft failure on the Satria dropped him 14s in SS16. Breen's hopes of a dream finish were dashed when he rolled mid-way through Ouninpohja.

Andersson paid tribute to his rival's pace.

"He has driven very well," said the winner. "It was a tough fight, but it's good for us to take the points. The car was running really well on this event, maybe we can still make some more power from the engine, but it's a great result for the team."

Recently crowned Finnish champion Esapekka Lappi was hugely impressive on the event's opening leg, moving almost a minute clear of the chasing pack. Unfortunately

for the local hero he hit a bank after the powersteering failed on his Fiesta S2000, forcing him to retire from Friday.

Yazeed Al Rajhi's Ford Fiesta RRC was second, three minutes down on the winner, while Andersson's Proton team-mate Juha Salo took third after stopping to change a puncture on Saturday morning.

WRC ACADEMY

Elfyn Evans collected his second WRC Academy win in succession on Rally Finland, with the Welshman delivering a masterful drive to dominate the event.

As was the case on the last round in the Acropolis Rally, Evans began the rally in a battle with fellow British driver Alastair Fisher. The Northern Irishman suffered a puncture and throttle problem in Jukojarvi and was left on the sidelines. By the end of Friday, Evans had moved almost a minute clear of his nearest rival, Pontus Tidemand. And on Saturday he controlled his speed perfectly to maintain that advantage to the finish.

"Winning here means so much," said Evans. "Today was more difficult, looking out for all the rocks, but we've done it."

Tidemand held on to second with Brendan Reeves third in the all-Fiesta R2 series.

RESULTS

Rally Finland, August 2-4, round 8 of 13

18 SPECIAL STAGES, 188.607 MILES

POS	NO	DRIVER/NAVIGATOR	CAR	TIME
1	1	Sebastien Loeb/Daniel Elena	Citroen DS3 WRC	2h28m11.4s
2	2	Mikko Hirvonen/Jarmo Lehtinen	Citroen DS3 WRC	+6.1s
3	3	Jari-Matti Latvala/Mikka Anttila	Ford Fiesta RS WRC	+35.0s
4	4	Petter Solberg/Chris Patterson	Ford Fiesta RS WRC	+56.1s
5	10	Mads Ostberg/Jonas Andersson	Ford Fiesta RS WRC	+2m32.1s
6	5	Ott Tanak/Kuldar Sikk	Ford Fiesta RS WRC	+2m47.6s
7	18	Matti Rantanen/Mikko Lukka	Ford Fiesta RS WRC	+4m51.7s
8	17	Jari Ketomaa/Mika Stenberg	Ford Fiesta RS WRC	+6m01.9s
9	15	Martin Prokop/Zdenek Hruza	Ford Fiesta RS WRC	+6m04.3s
10	20	Sebastien Ogier/Julien Ingrassia	Skoda Fabia S2000	+8m46.0s

OTHERS

11	33	Per-Gunnar Andersson/Emil Axelsson	Proton Satria S2000	2h39m01.2s
15	12	Armando Araujo/Miguel Ramalho	Mini John Cooper WRC	2h40m55.1s
16	8	Thierry Neuville/Nicolas Gilsoul	Citroen DS3 WRC	2h41m50.6s
27	21	Andreas Mikkelsen/Ola Floene	Skoda Fabia S2000	2h53m13.9s

Starters/finishers: 81/54
Leaders: SS1-18 Loeb

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Sebastien Loeb	171
2	Mikko Hirvonen	128
3	Petter Solberg	104
4	Mads Ostberg	90
5	Jari-Matti Latvala	69
6	Evgeny Novikov	55
7	Martin Prokop	38
8	Thierry Neuville	32
9	Dani Sordo	29
10	Ott Tanak	26

MANUFACTURERS' POINTS

1	Citroen Total WRT	280
2	Ford WRT	171
3	M-Sport Ford WRT	115

RALLY SUMMARY Mileage around Lahti was trimmed back this year, with the two main days of competition based around Jyväskylä. The big news was the return of Ouninpohja, run twice on Saturday – in all its 20-mile glory. The Killari Superspecial also made a return.



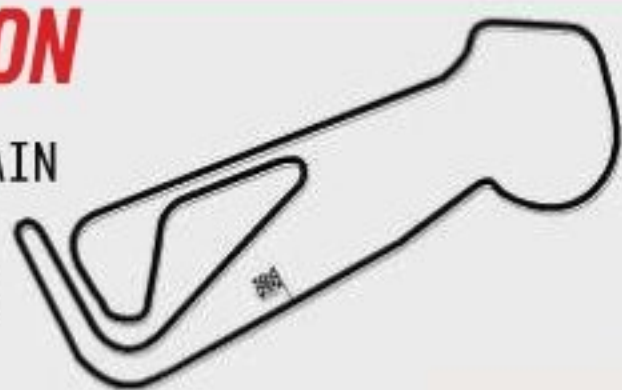
Andersson took his second class victory

SWRC – Round 5 of 8

POS	DRIVER/NAVIGATOR	CAR	TIME
1	P-G Andersson/Emil Axelsson	Proton Satria S2000	2h39m01.2s
2	Yazeed Al Rajhi/Michael Orr	Ford Fiesta S2000	+3m17.8s
3	Juha Salo/Marko Salminen	Ford Fiesta S2000	+5m46.7s

SNETTERTON

 GREAT BRITAIN
August 4-5
British Formula 3
Round 8/10



AT A GLANCE

- Wins Harvey/Tincknell/Sainz
- Poles Harvey x 2
- Fastest laps Harvey x2/
Jaafar

AT A GLANCE RACE 3

- Winner XMatt Neal
- Pole XMatt Neal
- Fastest lap XMatt Neal

Alex Lynn (36) claimed a trio of top-five placings

Carlos Sainz is the Formula 3 slide ruler

Enigmatic his campaign may have been, but Carlos Sainz Jr proved he was king of the rain again at Snetterton



Sainz excelled in the wet final race

CARLOS SAINZ JR TRULY IS the master of wet conditions in the British Formula 3 International Series. Just eight days after dominating at Spa as the rain teemed down, he did the same at Snetterton after a downpour struck a short time before the final race.

It was the culmination of another up-and-down weekend for the Spaniard, whose form this season has been enigmatic to say the least. In dry conditions he is usually one of the

contenders, if rarely the pacesetter, but so many results have gone begging this season. In the wet, it seems that no-one can touch him.

At Spa, his supremacy was such that in the closing four laps after a late safety car, during which the rain was at its heaviest, his times were 1.305s, 1.045s, 0.764s and 0.651s faster than anyone else on the track. At Snetterton, he cleared off to win by 12.4 seconds in a 21-lap masterclass. And in

the opening few laps, when the track was at its wettest, he was braking at least 20 metres later than anyone else for the superfast first turn at Riches.

What made it even more impressive is that he'd effectively missed out on any wet-track time in Saturday's opening race. While Jack Harvey excelled to win in conditions that were ever-worsening, Sainz, who had qualified fifth for this one, was eliminated when National Class driver Pedro Pablo Calbimonte found himself on the inside grass exiting Riches and, with no stopping power, the remorseful Bolivian swiped Sainz and Pietro Fantin out of the race.

Sainz therefore had a good set of very slightly scrubbed rain tyres to use in the final race, while double poleman Harvey felt he was disadvantaged by having to

"They all had a wet race yesterday but I had no references"

Early exit from race one didn't hinder Sainz

use a brand-new set of Cooper rubber. He struggled off the line, and lost second at Riches to Felix Serralles as the Puerto Rican swept around the outside.

"I'm sure the new tyres didn't make our wheelspin any better," said Harvey. "I struggled at the start to keep up with Carlos and Felix."

By the end of the race, Harvey and fourth-placed Alex Lynn were lapping faster than Sainz and Serralles, but it was way too late by then as the Red Bull-backed Carlin Dallara-Volkswagen swept to victory. "The pace at the end was mega," added Harvey, "but the deficit was so big that it

would have taken something miraculous to move up."

Sainz grinned when told of his bravery at Riches, especially in light of his remark that "they all had a wet race yesterday but I had no references" owing to his early exit. "That's what I like!" he said of his exploration of the limits. "I always feel confident in these conditions."

Serralles felt that it wasn't worth pushing his Fortec Motorsport Dallara-Mercedes to keep up with Sainz. "My main focus is the championship [for which he is fighting with Harvey and Jazeman Jaafar]," he said. "I didn't want to make any mistakes and bin it."

The fact that Serralles does not consider Sainz a contender tells its own story. After Spa 'Carlito' looked as though he could just creep back into the reckoning, but his first-race non-finish at

Harvey pushed McBride (12) for third in race two



RACE RATING

★★★★☆

Changeable conditions provided interest and action in all three races

MILESTONE

Sainz's fourth outright F3 win – and all have been wet



REPORT BRITISH F3 SNETTERTON

MARCUS SIMMONS
reports



Harvey (1) held off Serralles in race one

Snett was followed by a frankly uninspiring plot to 11th in the dry reversed-grid race. He said that Carlin team-mate Fantin was playing a defensive race, but Fantin still passed National Class racer Adderly Fong plus Geoff Uhrhane, who had a damaged floor. Sainz didn't, leaving further questions unanswered about his racecraft. Still, it must not be forgotten that he's only 17. Plenty of time for a guy with incredible natural talent to learn some cunning and craftiness – as long as he's not rushed through the ranks too quickly.

Harvey, meanwhile, also mastered the rain as he propelled his Carlin machine to Saturday's win. This was a really tough race, red-flagged

when a storm made conditions impossible. "It was a case of how hard could you push, especially when you're the first one around because you don't want to aquaplane," he said. Again Serralles was in a chasing position, but felt he finally dropped out of contention when he briefly left the road exiting the Hamiltons left-hander. He still managed to contain Fortec team-mate Lynn, who had a strong weekend to claim a trio of top-five places.

And, unlike Sainz, Harvey also put to bed any doubts about his racecraft in the reversed-grid race. He's generally been a little bit overshadowed in these by the aggressive Jaafar this year, but stormed from 12th

Tincknell bags his third reversed-grid victory

Once you get past the natural purist distaste for reversed-grid races, it's fun to sit back and watch the action as faster drivers try to battle through.

Nobody in British F3 really minds that, as it gives a good opportunity for exposure to drivers who wouldn't normally get it.

But what is beginning to irk more people this season is the rule change for 2012, whereby the points on offer for this race are the same as for the two 'proper' ones.

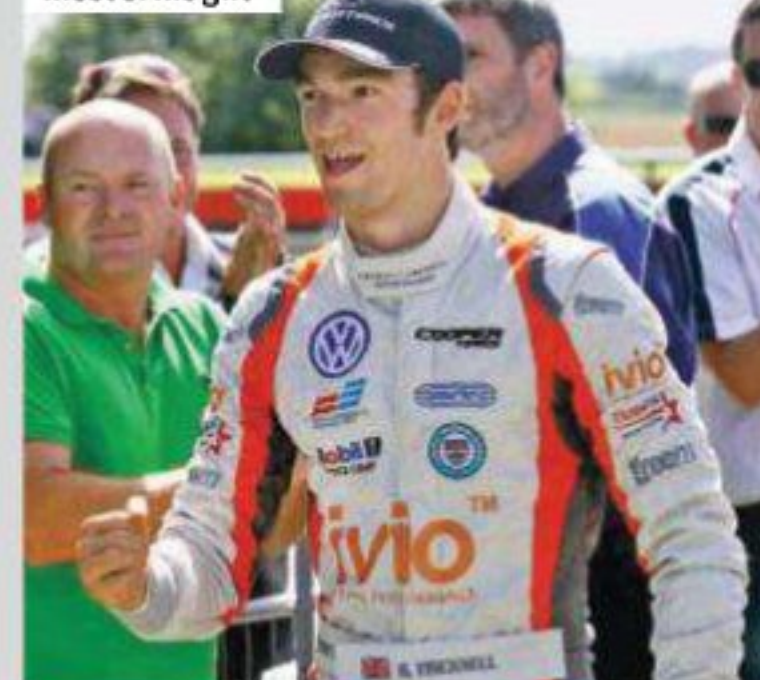
What has made the matter worse this year is the slimline British F3 field. So, if Jack Harvey pulls the number '12' out of the ball bag – as he

usually does – that's almost the whole field reversed. Which means that National Class drivers are populating the front rows, as well as drivers who have had penalties or incidents.

Harry Tincknell knew how lucky he was on Saturday. He needed a pitstop after puncturing his left-front tyre in a brush with Jazeman Jaafar, and moved up from 13th to 12th at the red flag when Pipo Derani crashed. He therefore inherited reversed-grid pole and took his third win in one of these races.

He didn't put a wheel wrong, but it's ironic that a driver who'd normally be expected to be in the fastest six is getting wins due to earlier incidents or, in the case of Rockingham, a qualifying

Tincknell made most of his gift



track-limits penalty.

Incredibly, Adderly Fong kept his National Class car in third place – the old-spec Dallara F308 is quick in a straight line – until the penultimate lap. That effectively gave Tincknell and Jaafar a free helping of big points – the next closest finisher was 28 seconds behind!

to an excellent fourth. He then pushed Nick McBride for third, but the Australian's Nissan engine in his T-Sport Dallara is a thing of grunt. "From 12th, anything in the top seven would have been really good, so fourth is awesome," grinned Harvey.

Jaafar, right in the mix for the championship, had a slightly low-key weekend, apart from a strong second

place in the reversed-grid race. Like Lynn, he felt a small mistake on his hot lap in qualifying – during which the tyres had a very narrow peak-performance window – cost him a pole or front-row shot. He was then edged onto the grass after a lightning start to race one when Harvey and Serralles moved over, and was tipped into a spin by Harry

Tincknell at Riches. While he recovered to seventh place in this race, he was a distant fifth in the finale, shadowed by Hannes van Asseldonk until the Dutchman spun.

The Malaysian now needs to really step it up. With just two race weekends left, Harvey is beginning to look very strong in all circumstances, even if Sainz is still the rainmaster. ☼

RESULTS

British Formula 3 International Series, round 8 of 10, Snetterton (GB), August 4-5

GRID	RACE 1 - 8 LAPS, 23.751 MILES	RACE 2 - 11 LAPS, 32.658 MILES	GRID	RACE 3 - 21 LAPS, 62.350 MILES
1 HARVEY 1:41.270	1 Jack Harvey (GB) Carlin DVW F312 15m43.816s 1	1 Tincknell 18m59.075s 1	1 HARVEY 1:41.170	1 Sainz 41m18.082s 2
2 SERRALLES 1:41.377	2 Felix Serralles (USA) Fortec Motorsport DMB F312 +4.672s 2	2 Jaafar +3.088s 6	2 SAINZ 1:41.181	2 Serralles +12.413s 4
3 LYNN 1:41.420	3 Alex Lynn (GB) Fortec Motorsport DMB F312 +5.999s 3	3 McBride +28.552s 7	3 LYNN 1:41.295	3 Harvey +19.182s 1
4 JAAFAR 1:41.524	4 Hannes van Asseldonk (NL) Fortec Motorsport DMB F312 +9.857s 9	4 Harvey +28.827s 12	4 SERRALLES 1:41.299	4 Lynn +35.565s 3
5 SAINZ 1:41.610	5 Fahmi Ilyas (MAL) Double R Racing DMB F312 +23.788s 10	5 Lynn +29.497s 10	5 TINCKNELL 1:41.408	5 Jaafar +45.719s 6
6 TINCKNELL 1:41.707	6 Nick McBride (AUS) T-Sport DN F312 +24.944s 12	6 Serralles +29.649s 11	6 JAAFAR 1:41.447	6 van Asseldonk +52.926s 9
7 DERANI 1:41.932	7 Jazeman Jaafar (MAL) Carlin DVW F312 +25.906s 4	7 Derani +31.663s 13	7 DERANI 1:41.729	7 Tincknell +1m08.437s 5
8 FANTIN 1:41.959	8 Adderly Fong (PRC) CF Racing DMH F308 +31.858s 14	8 Fantin +32.486s 14	8 FANTIN 1:41.930	8 Derani +1m09.382s 7
9 ASSELDONK 1:42.109	9 Geoff Uhrhane (AUS) Double R Racing DMB F312 +33.434s 11	9 Fong +34.699s 5	9 ASSELDONK 1:42.102	9 Fantin +1m10.814s 8
10 ILYAS 1:42.453	10 Spike Goddard (AUS) T-Sport DMH F308 +56.440s 10	10 Uhrhane +34.983s 4	10 UHRHANE 1:42.407	10 Ilyas +1m24.037s 11
11 UHRHANE 1:42.493	11 Duvashen Padayachee (AUS) Double R Racing DMH F308 +58.697s 15	11 Sainz +35.391s 15	11 ILYAS 1:42.410	11 Uhrhane +1m24.173s 10
12 MCBRIDE 1:42.515	12 Harry Tincknell (GB) CF Racing DMH F308 +1m09.118s 6	12 Calbimonte +43.462s 16	12 MCBRIDE 1:42.514	12 Fong +1m28.988s 13
13 CAL'NORTE 1:44.124	13 Pipo Derani (BR) Fortec Motorsport DMB F312 8 laps-accident 7	13 Padayachee +48.704s 2	13 CAL'NORTE 1:43.845	13 Calbimonte +1m55.303s 14
14 FONG 1:44.277	14 Goddard +49.863s 14	14 Goddard +49.863s 14	14 CAL'NORTE 1:43.848	14 Goddard -1 lap 9
15 PAD'CHEE 1:44.406	15 van Asseldonk +1m09.700s 9	15 van Asseldonk +1m09.700s 9	15 PAD'CHEE 1:43.980	15 McBride -1 lap 12
16 GODDARD 1:44.576	16 Pedro Pablo Calbimonte (BOL) T-Sport DMH F308 0 laps-acc damage 13	16 GODDARD 1:44.376	16 GODDARD 1:44.376	16 Padayachee -1 lap 15

CHAMPIONSHIP

POS	DRIVER	PTS
1	Harvey	252
2	Serralles	248
3	Jaafar	232
4	Sainz	197
5	Lynn	186
6	Tincknell	169
7	Fantin	145
8	Derani	117
9	van Asseldonk	99
10	McBride	79

CHAMPIONSHIP (NATIONAL CLASS)

POS	DRIVER	PTS
1	Goddard	331
2	Padayachee	297
3	Fong	161
4	Calbimonte	55

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

Race 1 Winner's average: 90.59mph. Fastest lap: Harvey, 1m55.168s, 92.80mph.

Race 2 Winner's average: 103.21mph. Fastest lap: Jaafar 1m42.426s, 104.35mph.

Race 3 Winner's average: 90.57mph. Fastest lap: Harvey, 1m54.080s, 93.69mph.

SNETTERTON

GREAT BRITAIN

August 4-5
British GT
Round 5/7



BRITISH GT AT A GLANCE

- R1 Bateman/Bell
- R2 Osborne/Tandy
- Poles Ashburn & Harvey
- FLs Adam & Harvey



Bad weather meant no qualifying



McLaren switch bore fruit for United Autosports

BRITISH GT SNETTERTON, AUGUST 4-5

McLaren and Porsche on top in chaotic races

THE BRITISH GT ROUND at Snetterton was a microcosm of the season. No crew had a faultless performance and there were mistakes, incidents and great drives aplenty.

The United Autosports McLaren MP4-12C won on its debut, in the hands of Charles Bateman and Matt Bell, while Joe Osborne and Steve Tandy took a late win in the second race when their Trackspeed Porsche team-mates faltered. All the while, each of the title protagonists lost points.

Things started badly when deluges on Saturday meant qualifying had to be cancelled. With free practice times used to set the grid, several teams were left out of position.

David Ashburn's Trackspeed Porsche started from pole in race one, but his lead only lasted to Murrays. There, Andrew Howard's Beechdean Aston Martin dived past, followed by Bateman. The McLaren soon shot ahead and pulled away, while Howard found the Aston's rear increasingly wayward and eventually spun at Williams.

His wasn't the only mistake. Alasdair McCaig

(Barwell BMW Z4) went off at Murrays trying to pass Ashburn, then Jann Mardenborough misjudged a move and hit the back of fellow title contender Ashburn with his Nissan.

All that left Danielle Perfetti (Motorbase Porsche), who had already had a couple of moments himself, in second as the pitstops arrived.

While Bell took over the McLaren and headed off to victory (despite ABS issues), Matt Griffin found himself in second. Duncan Cameron had run third before stopping and MTECH had got the Ferrari 458 out ahead of Michael Caine (in for Perfetti).

Once again, though, the title challengers' curse struck. MTECH's stop was too short and Griffin had to serve a stop-go penalty, dropping him to fourth.

Jonathan Adam was thus left to chase down Caine, but the straightline speed of the Porsche – a talking point of the weekend – and Caine's neatness limited Adam's Aston to third.

Richard Westbrook recovered sixth for Ashburn, but suffered his own drama in the second

outing. Having charged from sixth to third, he had just caught his Trackspeed team-mates Tim Harvey and Joe Osborne when he ran wide at Hamilton and crashed at Oggies. No more points for Ashburn.

Adam had already hit Griffin and withdrawn the Aston, while Bell/Bateman also retired with brake problems. Griffin's Ferrari was soon suffering similar woes, but the team elected to keep going in the hope of points, which eventually netted them eighth in GT3.

At the front, Osborne could not find a way by Harvey, while Aaron Scott ran five seconds adrift in Scuderia Vittoria's 458.

Scott's co-driver John Dhillon briefly split the Porsches – now with Jon Minshaw and Steve Tandy at the controls – after the stops, but he soon fell back.

Minshaw appeared to have the beating of Tandy, only to falter in the late stages.

"The fuel pressure went and all the alarms were going off," said Minshaw, who lost the lead. "I had to reset the alarms and turn the auxiliary pumps on."

Car restored to order, Minshaw closed on Tandy, but ended up watching his mirrors for Mardenborough.

Alex Buncombe had been best of the non-Porsches early on, but the RJN Nissan was handed a drivethrough for completing an extra installation lap before the start. Buncombe got back to eighth before the stops, and Mardenborough continued the good work, helped by the GT-R being kind on its tyres. Lapping as fast as his more experienced co-driver, he fell just half a second short of the runner-up spot.

● Kevin Turner

RESULTS (1 hour: 30 laps)

1 Charles Bateman/Matt Bell (McLaren MP4-12C); 2 Danielle Perfetti/Michael Caine (Porsche 997 GT3 R) +16.276s; 3 Andrew Howard/Jonathan Adam (Aston Martin Vantage); 4 Duncan Cameron/Matt Griffin (Ferrari 458 Italia); 5 Steve Tandy/Joe Osborne (997 GT3 R); 6 David Ashburn/Richard Westbrook (997 GT3 R); 7 Jon Minshaw/Tim Harvey (997 GT3 R); 8 Alasdair McCaig/Ollie Millroy (BMW Z4); 9 Marco Attard/Hari Prozyk (Lamborghini LP600+); 10 John Dhillon/Aaron Scott (458 Italia).

GT4 winners Lee Mowle/George Murrells (Ginetta G50).

Fastest lap Adam 1m52.407s (95.08mph).

Race 2 (1 hour: 31 laps)

1 Osborne/Tandy; 2 Harvey/Minshaw +1.414s; 3 Alex Buncombe/Jann Mardenborough (Nissan GT-R); 4 Millroy/McCaig; 5 Caine/Perfetti; 6 Scott/Dhillon; 7 Anthony Reid/Jordan Witt (Chevron GT3); 8 Piers Johnson/Ron Johnson (Chevrolet Corvette); 9 Ryan Hooker/Gary Eastwood (458 Challenge); 10 Griffin/Cameron.

GT4 Warren Hughes/Jody Fannin (G50). **FL** Harvey 1m52.131s (95.31mph).

GT3 Points

1 Ashburn, 104.5; 2 Buncombe/Mardenborough, 102.5; 3 Griffin/Cameron, 100.

GT4

1 Hughes/Fannin, 162; 2 Zoe Wenham (G50), 115.5; 3 Dominic Evans (G50), 88.5.

Trackspeed Porsches fought out race two



MILESTONES

Trackspeed's Joe Osborne and Steve Tandy become the first repeat race winners of 2012 in British GT3

FORMULA FORD AT A GLANCE

- Race 1 Eric Lichtenstein
- Race 2 Lichtenstein
- Race 3 Lichtenstein
- Points leader Antti Buri

REPORTS SNETT SUPPORTS



Lichtenstein took his wins tally to seven

F3/GT SUPPORTS SNETTERTON, AUGUST 4-5

Lichtenstein laps up the glory

AFTER ITS SOJOURN to the Nurburgring, British Formula Ford returned to UK shores with a triple-header at Snetterton.

Sadly the opening race was condensed into just two laps after a collision between backmarkers consigned the field to a lengthy spell behind the safety car. Despite sodden conditions, title favourite Antti Buri and Eric Lichtenstein battled hard at the re-start, with Eric snatching the advantage as they swept side-by-side into Nelson, only to concede it sliding wide at Murrays. A similar mistake by Buri at Murrays next time round handed Lichtenstein his fifth win.

Buri looked like giving

Lichtenstein a run for his money again in race two after slicing ahead into turn one, but Lichtenstein reasserted himself at Agostini next time round, before steadily pulling away.

A downpour blighted the final race, but Lichtenstein rode the crest of a wave to secure a hat-trick.

Buri splashed ahead at the start and led for three laps before a mistake at Hamilton allowed Eric through. Moments later, the safety car came out for a stranded car at Montreal. As Lichtenstein bunched the field up for the re-start, spray from the relentless rain choked the visibility of the chasing pack and collisions occurred as they tried to anticipate

Lichtenstein's acceleration. The aftermath left cars littering the startline, the race was red flagged, and Lichtenstein declared the victor ahead of Buri and Jake Cook.

Touring car star Tom Onslow-Cole gained some valuable practice ahead of the BTCC's upcoming visit to Snett by joining the VW Racing Cup's double-header at the wheel of a Scirocco.

Although race one was reduced to a 10-minute sprint after accidents triggered red flags, Onslow-Cole quickly acclimatised to edge past early leader Joe Fulbrook into the Bomb Hole and claim victory. Further back, Stewart Lines beat Aaron Mason to third, while points leader James Walker faded in fifth.

Tyre choice proved decisive in race two, as a drying track rapidly yielded itself to slick tyres.

Sadly for Onslow-Cole, he was on wets. Despite charging into an early lead, he dropped back into a battle for fourth and just lost out to Aaron Mason.

Instead it was Fulbrook and Tom Wilson whose dry tyres propelled them up the order to dispute victory.

Wilson gave his all, but couldn't prevail.

Despite losing the lead of the first Ginetta GT5 race to Sean Huyton after getting too much wheelspin at the start, polesitter Mike Robinson reclaimed the place when Huyton ran wide at Hamilton – and dominated thereafter.

Having dropped to third, Huyton hounded Gary Simms relentlessly, finally securing second with a move into Murrays.

A tardy start and a second-lap spin in race two ended Robinson's hopes of a double. Instead, Huyton stole the initiative and survived a mid-race charge from Ryan Ratcliffe to win.

With his G40 losing power late on, Ratcliffe conceded second to Simms, but just held off Brad Bailey.

The final Ginetta race of the weekend was cancelled because of the earlier red flag delay in Formula Ford

Colin Simpson guided his Marcos Mantis to a double in the Northern Sports and Saloons. He navigated the slippery conditions of race one to finish well clear of Peter Cook's Mitsubishi Evo, which scythed through the field to second. With race two dry, Simpson held off Bill Addison's sprightly Caterham to win.

● Oliver Timson

RESULTS

British Formula Ford (7 laps) 1 Eric Lichtenstein (Mygale M12-SJ);

2 Antti Buri (M12-SJ) +0.404s; 3 Julio Moreno (M12-SJ); 4 Jake Cook (M12-SJ); 5 Cavan Corcoran (M12-SJ); 6 Ryan Cullen (M12-SJ).

Duratec winner George Blundell (Mygale SJ08). **FL** Lichtenstein 2m09.120s (82.77mph).

Race 2 (10 laps) 1 Lichtenstein; 2 Buri

+2.457s; 3 Corcoran; 4 Moreno; 5 Cook; 6 Cullen. **DW** Fabian Welter (SJ08). **FL** Lichtenstein 1m53.544s (94.13mph).

Race 3 (4 laps)

1 Lichtenstein; 2 Buri +2.984s; 3 Cook; 4 Alex Drabble (Van Diemen LA11); 5 Abdul Ahmed (Ray GR10); 6 Matt Rao (Van Diemen LA09).

DW Drabble. **FL** Lichtenstein 2m13.855s (79.84mph).

Points 1 Buri, 481; 2 Cook, 368; 3 Lichtenstein, 362; 4 Moreno, 326; 5 Corcoran, 323; 6 Cullen, 220.

VW Racing Cup (5 laps) 1 Tom

Onslow-Cole (Scirocco R); 2 Joe Fulbrook (Bora 1.8T) +3.603s;

3 Stewart Lines (Golf Mk5 GTi); 4 Aaron Mason (Golf Mk5 GTi); 5 James Walker (Scirocco R); 6 Craig Milner (Scirocco R). **FL** Onslow-Cole 2m10.482s (81.91mph).

Race 2 (9 laps) 1 Fulbrook; 2 Thomas

Wilson (Golf Mk5 GTi) +0.464s; 3 Jim Cartwright (Golf Mk5 GTi); 4 Mason; 5 Onslow-Cole; 6 Lines.

FL Wilson 2m13.821s (79.86mph).

Ginetta GT5 (7 LAPS) 1 Mike

Robinson (G40); 2 Sean Huyton (G40) +7.601s; 3 Gary Simms (G40); 4 Ryan Ratcliffe (G40); 5 Rick Parfitt (G40); 6 Lee Mowle (G40).

CW Stewart Linn (G20). **FL** Robinson 2m22.777s (74.85mph).

Race 2 (7 laps) 1 Huyton; 2 Simms +3.514s;

3 Ratcliffe; 4 Brad Bailey (G40); 5 Robinson; 6 Parfitt. **CW** Linn.

FL Simms 2m11.032s (81.56mph).

NSSCC (6 laps) 1 Colin Simpson

(Marcos Mantis) 2 Peter Cook (Mitsubishi Evo 9) +12.820s;

3 Darren Cox (Nissan 350Z); 4 Bill Addison (Caterham Superlight); 5 Martin Addison (Peugeot 106); 6 Myles Collins (Peugeot 205 GTi).

CW B Addison; M Addison; Neil Claxton (Suzuki SC100); Daniel Irving (Mazda MX5); Brian Morris (Datsun 240Z); David Cox (Peugeot 205 GTi); Alan McPherson (Formula 27). **FL** Claxton 2m27.107s (72.65mph).

Race 2 (7 laps)

1 Simpson; 2 B Addison +0.392s;

3 Mike Williamson (Mitsubishi Evo 4); 4 Irving; 5 Darren Cox; 6 Cook.

CW B Addison; Williamson; M Addison; David Cox; Claxton; McPherson; Morris. **FL** Simpson 2m06.063s (84.78mph).

Simpson's Mantis scored a double





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INTERNATIONAL RACES & RESULTS

NASCAR SPRINT CUP

Pocono (USA), Rd 21/36

QUICK RESULTS

- Winner **Jeff Gordon**
- Pole **Juan Pablo Montoya**
- Most laps led **Jimmie Johnson**
- Points leader **Dale Earnhardt Jr**

RACE RATING

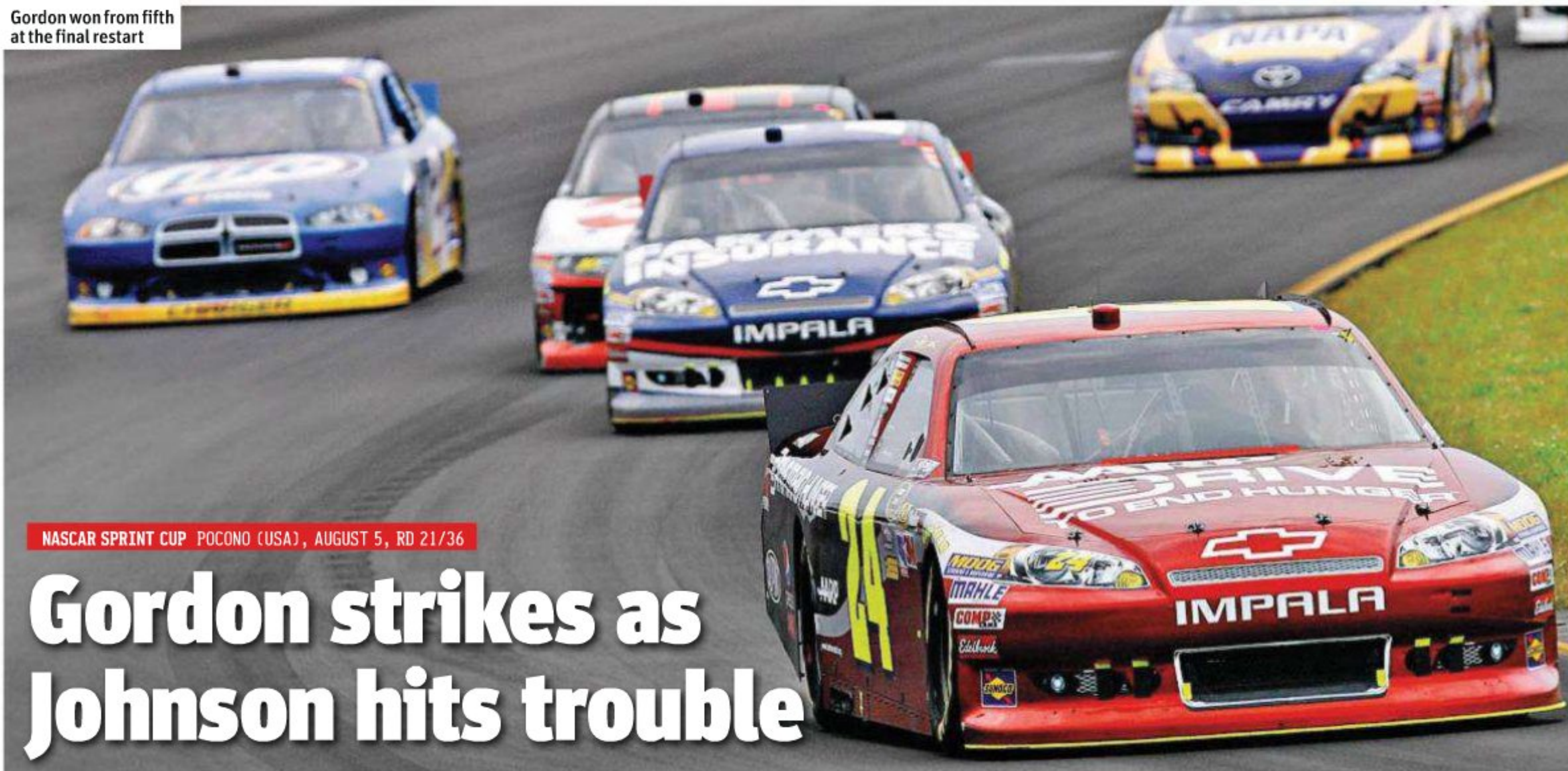
★★★★☆

Started late, ended early and not much happened in between

REPORTS

WORLD OF SPORT

Gordon won from fifth at the final restart



NASCAR SPRINT CUP POCONO (USA), AUGUST 5, RD 21/36

Gordon strikes as Johnson hits trouble

JEFF GORDON DIDN'T LEAD a single lap under green at Pocono, but was ahead when it mattered to give his slim NASCAR Sprint Cup Chase chances a timely boost.

The four-time champion was lying fifth as the race entered its final restart. Gordon's Hendrick Chevrolet team-mate Jimmie Johnson led and lined up at the bottom. He made a great getaway, but ran into Turn 1 too hard and slid into the side of Matt Kenseth's equally fast-starting Roush Fenway Ford.

As they battled to keep control the second-row cars of Brad Keselowski and Greg Biffle were delayed and Gordon slipped into the lead. As Kenseth finally lost it and spun into the field – specifically the helpless Joe Gibbs Toyota of Denny

Hamlin – a full-course caution was called.

The race had already been delayed following an earlier downpour and the weather forecast suggested there was more to come, and soon. Sure enough, before the race could get going again the heavens opened and Gordon's 86th Cup win was confirmed – his fifth courtesy of the rain bringing an end to proceedings.

"For all the things that have gone wrong for us this year, I still can't believe what just happened," Gordon said. "But, I think this is the one that makes up for all the ones that have gotten away."

The red flag was also great news for team-mate Kasey Kahne, who'd driven around in second under the caution with a punctured

right-rear tyre. Fortunately it maintained its integrity and he was able to coast home. The Hendrick Chevy of points leader Dale Earnhardt Jr was less fortunate. He worked his way to the front in the opening stages, but a gearbox issue forced him to make a lengthy pitstop. He came home 32nd, but with Kenseth falling to 23rd, Junior kept his points lead.

For the first time this season Juan Pablo Montoya put his Earnhardt Ganassi Chevy on pole and he led the opening laps as he dived with Hamlin. But he could not sustain the pace and dropped through the field to finish 20th.

Martin Truex Jr's Michael Waltrip-run Toyota took third, while Keselowski displayed some superb car

SADLER MAKES IT TWO NATIONWIDE WINS IN THREE RACES Elliott Sadler won at Iowa to increase his points lead. The Richard Childress Chevrolet driver beat Justin Allgaier, who took his best result of the year.



control to keep his Penske Dodge in fourth.

● Connell Sanders Jr

RESULTS

1 Jeff Gordon (Chevrolet Impala), 98 laps in 1h45m34s; 2 Kasey Kahne (Chevy); 3 Martin Truex Jr (Toyota Camry); 4 Brad Keselowski (Dodge Charger); 5 Tony Stewart (Chevy);

6 Ryan Newman (Chevy); 7 Carl Edwards (Ford Fusion); 8 Clint Bowyer (Toyota); 9 Regan Smith (Chevy); 10 Marcos Ambrose (Ford).

Points 1 Dale Earnhardt Jr, 744; 2 Matt Kenseth, 739; 3 Greg Biffle, 738; 4 Jimmie Johnson, 736; 5 Truex, 694; 6 Stewart, 691; 7 Keselowski, 690; 8 Denny Hamlin, 683; 9 Kevin Harvick, 681; 10 Bowyer, 697.

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

Jeff Gordon may have sealed his first win of 2012, but his two-place rise to 26th was outdone by Kasey Kahne and Juan Pablo Montoya. Kahne moved up three spots to 15th following his runner-up finish, while Montoya gained nine places to move up to 70th.

To see the full list, visit castroldriverrankings.com

REPORTS
WORLD OF SPORTINTERNATIONAL
RACES & RESULTSV8 SUPERCARS
Queensland (AUS),
Rd 8/15

QUICK RESULTS

→ Winners **Craig Lowndes x2**
→ Poles **Lowndes/Will Davison**
→ Fastest laps **Lee Holdsworth/
Russell Ingall****RACE RATING** A repaved track
turned races
into processions
★★★★★

V8 SUPERCARS QUEENSLAND RACEWAY (AUS), AUGUST 4-5, RD 8/15

Lowndes double heats up title charge

CRAIG LOWNDES CLOSED IN on the championship lead thanks to a double win at Queensland Raceway.

The Triple 8 Holden driver extended his winning streak at the track to five, comfortably accounting for team-mate Jamie Whincup.

There was absolute symmetry in the results over the two events as Lowndes, Ford Performance Racing's Mark Winterbottom and Whincup secured 1-2-3 in both races, while FPR's Will Davison, Walkinshaw Holden's veteran ace Russell Ingall and Fabian Coulthard (Brad Jones Holden) swapped fourth to sixth places in the two races.

Lowndes started from pole position for a straightforward win on Saturday, after a clutch problem put Whincup back in the pack. On Sunday, Lowndes had to come from behind to beat polesitter Davison and early leader Winterbottom. The two wins maintain the 2012 dominance of Triple 8 and



Lowndes leads his team-mate Whincup

FPR; no other team has yet managed to win any of the 17 races held this season.

Shane van Gisbergen was forced to settle for seventh in both races, on a track at which his Stone Brothers Racing team has performed well in the past.

The Holden Racing Team's problems continued, with mid-pack finishes for James Courtney and Garth Tander on Sunday no

consolation whatsoever. The performance was baffling: both drivers have won at the track before, but struggled. Meanwhile, a fifth and a sixth for Ingall – the 2005 series champion – showed there's plenty of speed in Walkinshaw Racing's Commodores.

● Phil Branagan

RESULTS

Race 1 1 Craig Lowndes, (Holden**Commodore VEII**), 45 laps in 54m57.506s; 2 Mark Winterbottom (Ford Falcon FG) +1.720s; 3 Jamie Whincup (Holden); 4 Fabian Coulthard (Holden); 5 Russell Ingall (Holden) 16.74s; 6 Will Davison (Ford). **Race 2** 1 Lowndes, 65 laps in 1h18m23.086s; 2 Winterbottom +1.976s; 3 Whincup; 4 Davison; 5 Coulthard; 6 Ingall. **Points** 1 Whincup, 2052; 2 Winterbottom, 1970; 3 Davison, 1876; 4 Lowndes, 1796; 5 Shane van Gisbergen, 1472; 6 Tim Slade, 1344.

FORMULA NIPPON MOTEGI (J), AUGUST 5, RD 5/7

De Oliveira becomes the fifth winner of the season

JOAO PAULO DE OLIVEIRA secured his first Formula Nippon of 2012 with a straightforward victory at Motegi.

The Team Impul driver started from pole position in his Swift-Toyota and was never headed during the 52-lap race; his win taking the 2010 champion to within six points of the series lead.

The most serious threat to the Brazilian's lead came from his team-mate Tsugio Matsuda, but his best drive of the year was to go unrewarded after his car became stuck in fourth gear.

The problem affected his pace and dropped him back down to seventh by the chequered flag.

Matsuda's issues allowed Andre Lotterer to snatch second place in his TOM's entry. The German, who started fourth, got past Kodai Tsukakoshi's Dandelion machine at the mandatory tyre stops and looked on course for an easy podium thereafter.

Behind Tsukakoshi was Kazuki Nakajima, whose series lead has now been reduced to just one point by his team-mate Lotterer.

Former champion Loic



De Oliveira won easily from pole

Duval's trying season continued as the Team Le Mans driver could only manage sixth spot, having qualified in the same position. Takuya Izawa finished comfortably ahead of him in fifth place in the sister car.

● Jiro Takahashi

RESULTS

1 Joao Paulo de Oliveira (Swift-Toyota FNO9), 52 laps in 1h26m38.128s; 2 Andre Lotterer (ST), +18.126s; 3 Kodai Tsukakoshi (S-Honda); 4 Kazuki Nakajima (ST); 5 Takuya Izawa (SH); 6 Loic Duval (ST). **Points** 1 Nakajima, 34; 2 Lotterer, 33; 3 Tsukakoshi, 29; 4 Oliveira, 28; 5 Izawa, 21; 6 Kazuya Oshima, 15.

IN BRIEF



Winslow: champion

AUSTRALIAN F3

Britain's James Winslow became champion for a second time with a triple victory at Queensland Raceway that took his season total to 12 wins. His R-Tek team-mate Steel Giuliani twice finished second.

V8 DEVELOPMENT SERIES

Ford Performance Racing's Chaz Mostert won twice at Queensland Raceway from Scott Pye's Triple 8 Holden. David Russell (Holden) took victory in the other race.

US F2000

Scott Anderson took his first win at a wet Mid-Ohio. The Belardi driver was no match for Spencer Pigot in race one though. Matthew Brabham, sent to the back of the grid for a tyre infringement, was third in race one.

VLN

Thomas Jager, Jan Seyffarth and Alexander Roloff scored a dominant win at the Nordschleife six-hour event in their ROWE Mercedes SLS GT3. Raeder Audi R8 trio Frank Biela/Christian Hohenadel/Thomas Mutsch finished second.

BRAZILIAN TOURERS

Denis Navarro took his maiden series win at Rio in his Bassani Toyota. Thiago Camilo brilliantly won a wet second race, having started back in 15th in his Alves Chevrolet. He beat Diego Nunes' XS Honda.

NASCAR TRUCKS

Joey Coulter charged from third place at Pocono's final restart with seven laps left to take his maiden series win. The Richard Childress Chevy driver beat title contender James Buescher with Nelson Piquet Jr finishing third.



Coulter won

INTERNATIONAL RACES & RESULTS

ALMS

Mid-Ohio (USA),
Rd 6/10

QUICK RESULTS

→ **Winners** Luhr/Graf
→ **LMP2** Tucker/Bouchut
→ **GT** Gavin/Milner
→ **LMPC** Junco/Franchitti

RACE RATING Quality of lower classes sort of made up for the thin entry
★★★★★

REPORTS WORLD OF SPORT

AMERICAN LE MANS SERIES MID-OHIO (USA), AUGUST 4, RD 6/10

Five-star Pickett crew keeps on winning in ALMS

PICKETT RACING'S HOT

streak continued with a fifth consecutive ALMS victory for Lucas Luhr and Klaus Graf at Mid-Ohio.

Luhr and Graf led 108 of the 123 laps in their HPD ARX-03a, only conceding the top spot to the Dyson Lola-Mazda of Guy Smith and Chris Dyson during the pitstops. The pair suffered a couple of brief scares when the car failed to fire up after Graf jumped into the cockpit, which he said had come as something of a reality check.

"It looks easy from the outside, but we struggled a bit," he said. "It proves we have to get better. When the car is not easy to drive, you can make a small mistake and lose the championship. Yes, we are leading [the championship] and have five wins in a row, but we really have to keep focused."

The other prototype classes went to Level 5's Christophe Bouchut/Scott Tucker (LMP2) and Marino



Luhr (l) was briefly headed by Dyson

Franchitti/Rudy Junco (LMPC), who won for PR1/Mathiasen after CORE Autosport's #06 car had to make a late stop.

The small prototype entry meant that the fiercest fighting was left to GT, where Corvette duo Oliver Gavin and Tommy Milner moved into the class lead after a tight battle with the Flying Lizard Porsche of Jorg Bergmeister and Pat Long; the pair split by just 0.283s.

TRG's Al Carter and Spencer Pumpelly claimed the GTC win after JDX's Jeroen Bleekemolen and Tim Pappas copped a penalty. ● Mark Glendenning

RESULTS

1 Lucas Luhr/Klaus Graf (HPD ARX-03a), 123 laps in 2h46m04.189s; 2 Chris Dyson/Guy Smith (Lola-Mazda B12/60), +1 lap; 3 Scott Tucker/Christophe Bouchut (HPD ARX-03b); 4 Martin Plowman/

David Heinemeier Hansson (Morgan-Nissan LMP2); 5 Tucker/Ricardo Gonzalez (HPD ARX-03b); 6 Rudy Junco/Marino Franchitti (ORECA-Chevrolet FLM09). **GT**, 1 Oliver Gavin/Tommy Milner (Corvette C6.R); 2 Jorg Bergmeister/Pat Long (Porsche 911 GT3 RSR); 3 Jorg Muller/Bill Auberlen (BMW M3 GT). **Points** 1 Luhr/Graf, 122; 2 Dyson/Smith, 106; 3 Eric Lux, 52. **GT** 1 Gavin/Milner, 93; 2 Joey Hand/Dirk Muller, 81; 3 Jan Magnussen/Antonio Garcia, 80. 5 Andrea Larini, 83; 6 Gabellini, 75.

IN BRIEF



Hirakawa won

JAPANESE F3

RSS driver Ryo Hirakawa beat Britain's Richard Bradley (TOM'S) in race one and Tomoki Nojiri (HFDP) the next day at Motegi to increase his series lead. Irishman Gary Thompson took a National Class win for the KCMG team.

FORMULA RENAULT NEC

Fortec's British teenager Jake Dennis increased his points lead with a win and a third place at Assen, while McLaren-backed local boy Nyck de Vries claimed his maiden series victory in race two, recovering from eighth place on the first lap.

GERMAN F3

Australian Mitchell Gilbert took his first series win at Assen. Series leader Jimmy Eriksson won the other two races in his Motopark-run Lotus entry, followed by Rene Binder and Kimiya Sato on each occasion.

SUD-AM F3

Former GP3 racer Pedro Nunes stood-in for Nicolas Costa at Hitech and won the first race at Rio. With Costa racing in Austria, Fernando Resende won the second race and took the championship lead for Cesario Formula. Resende was second in race one after starting last.

STAR MAZDA

Team Pelfrey's Jack Hawksworth now has a 41-point series lead after taking his sixth win of 2012 at Trois-Rivieres. The British driver's rival, Sage Karam, won race two for Andretti Autosport with Hawksworth a lapped 12th after crashing in the wet.



Hawksworth won again

INDY LIGHTS TROIS-RIVIERES (CDN), AUGUST 5, RD 10/12

Vautier victory reignites Indy Lights title fight

TRISTAN VAUTIER HEAPED the pressure on his Sam Schmidt Motorsports team-mate Esteban Guerrieri in the battle for the Indy Lights title by taking his third win of the year on the streets of Trois-Rivieres.

The Frenchman started from pole after dominating practice and qualifying and

took what ended up being a comfortable win. But he didn't have things all his own way; Irishman Peter Dempsey making a rocket start from fifth on the grid to shove his Belardi car into the lead on the first lap.

A gearbox failure only nine laps in robbed Dempsey of what would have been his maiden Lights

win, and cleared a path to victory for Vautier, who also won at the street track in Star Mazda last season.

Dempsey's retirement should have ensured that AFS/Andretti driver Sebastian Saavedra finished on the podium, but he too retired, this time with fuel-pressure problems, to complete a miserable run

of results for the former points leader.

Moore driver Gustavo Yacaman's therefore inherited second, ahead of Andretti Autosport's Carlos Munoz.

Guerrieri came through to finish fourth, but the Argentinian is now only six points ahead of Vautier in the championship with two races left.

● Dylan Jacobs

RESULTS

1 Tristan Vautier, 60 laps in 59m09.0503s; 2 Gustavo Yacaman, +6.653s; 3 Carlos Munoz; 4 Esteban Guerrieri; 5 Oli Webb; 6 David Ostella. **Points** 1 Guerrieri, 383; 2 Vautier, 376; 3 Sebastian Saavedra, 346; 4 Yacaman, 335; 5 Munoz, 306; 6 Victor Carbone, 301.



Vautier enjoyed his Canadian win

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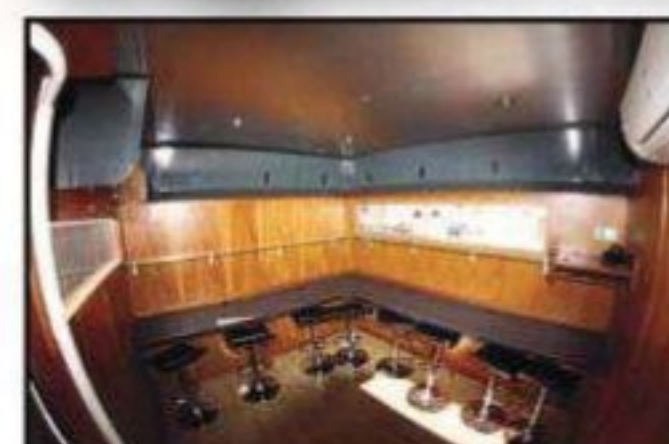
Ref 337: Used transporter refurbished 2012, Top deck 2 car capacity max height 1310mm, Workshop 2 car capacity workshop max height 1150mm, fitted lista cabinets & other storage, office with AC, 13m x 6m awning Co awning. 2,000kg D Hollandia Tail lift, fresh paintwork internally and externally.



Ref 314: New build on used chassis 2012. Top deck height 1420mm 3 car capacity, Lower deck empty storage can be finished if required or used as bulkier, shot blasted chassis new brakes air bags, shock absorbers etc. also identical in build that can be finished in any colour.



Ref 323: 1 Car transporter for Rally/Rally x, 2,500kg D Hollandia Tail lift, 9kw diesel generator. Complete new build in 2010 on a new chassis, we can Face lift this or modify as required.



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Ref 352: Original 3 car transporter. Max car height 1470mm, Honda ex5500 generator, compressor, awning, lista cabinets. 12months Mot.



Ref 347: Used transporter with 12 months mot. £10,000+vat



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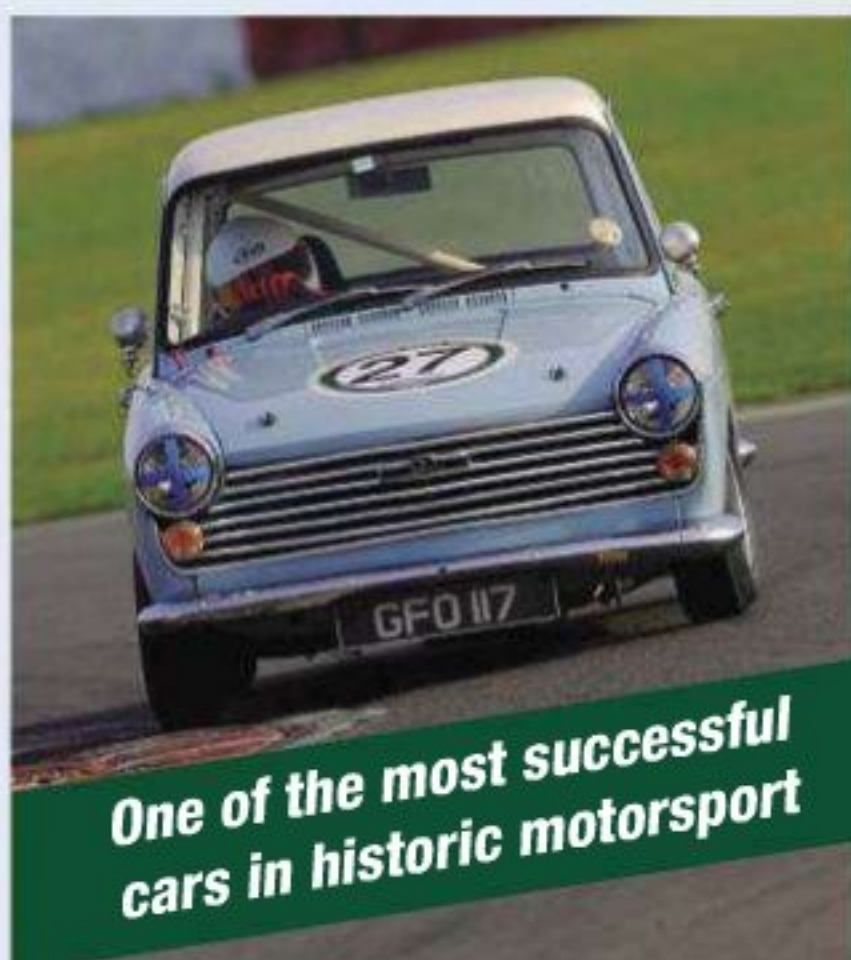
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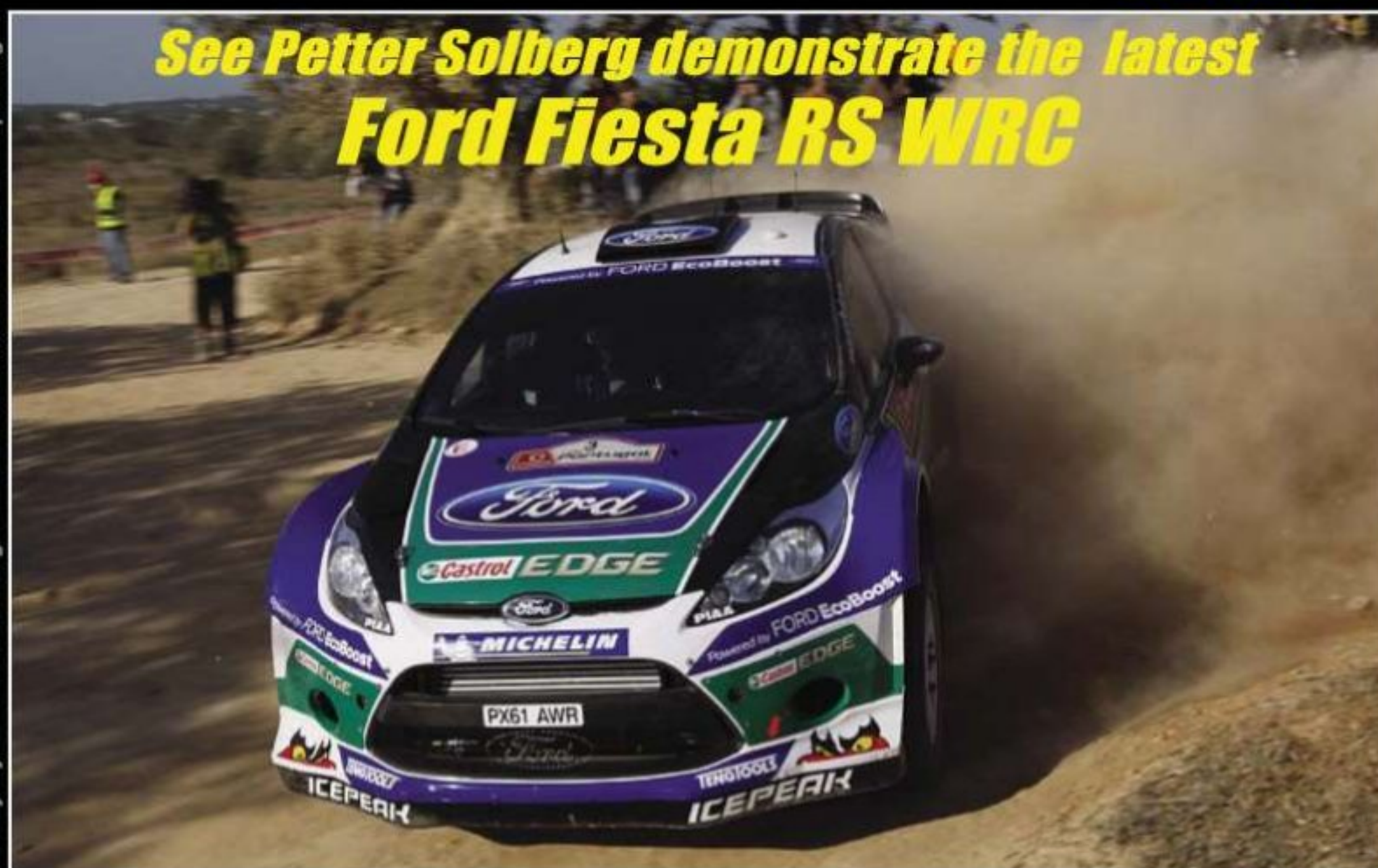


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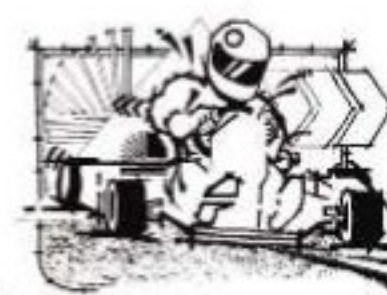
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Henry Surtees Challenge Announces Sensational Prizes for 2012 Event at Buckmore Park



In its second year the **Henry Surtees Challenge** all-stars kart showdown is aimed at bringing together the best of young motorsport talent to compete for a staggering range of prizes to aid them in their race programme preparation for 2013.

This year's competition will take place at Buckmore Park, Chatham, Kent on **Wednesday 24 October** and is seeking to attract drivers from all classes of motorsport who are in their 16th year and over.

The event, organised by former F1 world champion John Surtees OBE, will provide the top six drivers with a prestigious Henry 'H' trophy. Depending on the final number of prizes available, at least the top six top finishers will have a choice of the best career enhancing prizes ever offered at a UK kart meeting. Prizes for fastest lap, the most unlucky driver and a heavyweight prize for 80kg or above will also be awarded. The prizes currently include:

- Visit to Red Bull Racing in Milton Keynes with simulator time and evaluation by an F1 race engineer - donated by Christian Horner
- Simulator pre-test in the UK plus GP3 test with Carlin Motorsport in Portugal
- InterSteps Championship test with Falcon motorsport (for drivers in their 16th year)
- National B Formula Renault BARC test with Hillspeed Racing
- A full kit of Puma race clothing - 1 suit, 3 pairs of gloves, 2 pairs of shoes and 3 pairs of lifestyle shoes for the winner - donated by Puma SE
- 2 pairs of lifestyle shoes for second place - donated by Puma SE
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- An Arai helmet prepared and painted to drivers own design donated by Arai
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- A pair of VIP F1 tickets including Paddock entry - donated by Bernie Ecclestone
- A supply of Teng Tools to the value of £1,000.00 - donated by IQ Supplies (Teamvise Limited)
- Motorsport custom-fit Driver Communication Earpieces together with Hearing Healthcare Package - donated by Hearing Electronics Limited
- A session on a simulator at iZone - donated by Andy Priaulx
- A pair of tickets to the Autosport Awards, December 2012 - donated by Haymarket Publications
- A bottle of Mumm champagne for 1st, 2nd and 3rd place winners

In addition the winner will be featured in a career profile in Motorsport magazine – Henry Surtees Challenge media supporter for 2012.

An entry for the meeting costs £500.00 and will showcase a broad spectrum of motorsport talent. Drivers from single-seater formulas, touring, sportscar classes, karting and motorcycling will share the track in the allcomers event. Drivers must hold an MSA licence, be a member of Club 100 or a Buckmore Park Elite driver.

Drivers wishing to take part in the event should contact **Buckmore Park Circuit, Maidstone Road Chatham, Kent, ME5 9QG** on 01634 201562.



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St Mary's Trophy may be as frantic as 2011

Neal and Shedden to make Goodwood Revival debuts

Honda BTCC aces to be part of St Mary's Trophy line-up

BRITISH TOURING CAR STARS Matt Neal and Gordon Shedden will make their Goodwood Revival debuts in the St Mary's Trophy next month.

The works Honda drivers, who are currently first and second in the BTCC standings, will contest the event for 1950s touring cars.

Neal will share with Mark Cross in the latter's 998cc Morris Minor, which has also been raced by fellow BTCC race winner Paul O'Neill. Shedden's car has yet to be confirmed.

As well as being Neal's Goodwood debut it will also be the first time he has raced a historic. "We've been approached a couple of times and it's always conflicted [with BTCC rounds]," he said. "It doesn't this year and Mark approached me. Other guys have said the Revival is something you have to do."

"I want to win but I don't know!"



Neal will race Cross Morris Minor at the Revival

"I'm going to try and it'll be interesting."

Shedden, whose only historic competition experience is a Group C race in a Jaguar XJR-16, said: "I've got no idea what I'm driving yet and I've never even seen the circuit, but my enthusiasm was ignited when [former BTCC rival] Darren Turner raced a Mini there."

Former BTCC racer Anthony Reid, who has competed regularly in historic events in recent years, is likely to be a frontrunner in the St Mary's Trophy,

sharing Nigel Webb's Jaguar Mk1.

He is looking forward to the possibility of taking on former rivals Neal and Shedden. "It'd be great if we all came together for a few laps," said Reid, who will also drive Vincent Gaye's Ferrari 250 GT SWB, the Jaguar C-type and D-type of Webb, and Ludovic Caron's AC Cobra at the meeting.

"The Mk1 is potentially a race winner and it's allowed the 3.4-litre engine, so will be quick," added Reid.

Other tin-top stars expected for the St Mary's Trophy include World Touring Car Championship contender Rob Huff and 1992 BTCC champion Tim Harvey.

Former Indy 500 winner Kenny Brack should also be a frontrunner as he will share Nick Naismith's Austin A95 Westminster. Other star names in the race should include ex-Formula 1 racer Martin Brundle, double world sportscar champion Derek Bell, and Tiff Needell.

AUTOSPORT SAYS...

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THE PORSCHE CARRERA CUP GB

Scholarship has been through a few variations since the manufacturer stopped running a guest car and chose to spend money on a different project to attract drivers to its series.

First it was two per season getting half-funding, then it was one per year getting all the money, now it will be one every two years, backed for two years at a time (see [page 70](#)).

This is great news for current scholar Daniel Lloyd (reckoned to be the best of the bunch so far), who will now have the chance to consolidate what has been an excellent rookie season.

But perhaps the better news is that Porsche is set to run a new scholarship into its premier Supercup for 2013. Many of the aspirational youngsters lured to the Carrera Cup GB by its apprenticeship have designs on graduating to the Supercup, but some have been left frustrated by the lack of progression on offer beyond a (formerly) single season of subsidised racing.

The fact Stuttgart HQ is asking all domestic Carrera Cups to pick one driver to contest a shootout for a 2013 Supercup seat this Autumn is a clear statement this marque is serious about nurturing young talent. Not only that, it has the potential to seriously boost Carrera Cup grids. As Renault has shown with the progression on offer from its 2.0 Eurocup to premier 3.5 World Series, show the drivers the (prize) money and they will come...

Extra contact details

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Porsche Carrera Cup

Lloyd to stay on as Porsche scholar

Carrera Cup to offer funding for two years at a time as Supercup launches own scheme

Lloyd will retain Porsche backing

PORSCHE CARRERA CUP GB scholar Daniel Lloyd will be partly funded for a second season in the category in 2013, after series bosses decided to revise their sponsorship programme.

The scholarship, inaugurated in 2008, was originally run annually. Now the scheme will wait an extra season before holding trials for its next scholar, but will award

funding to that driver for consecutive seasons in 2014-15.

Series manager Marion Barnaby said: "Experience shows that young drivers coming into the Carrera Cup need to have a two-year programme before they step up. We've decided to offer a longer commitment to each selected driver to give them the best chance to build a career."

The announcement means Lloyd

will have his funding extended into 2013 after a successful start to 2012.

"This is the first time in my career I'll have a second successive year in the same car and championship and that's a really exciting prospect," he said. "Porsche took a chance with me at the end of last year and this proves hard work pays off."

The German manufacturer has also decided to offer a scholarship into its

2013 Supercup for one domestic Carrera Cup competitor.

The Porsche Carrera Cups in Asia, Australia, France, Great Britain, Italy, Japan and Scandinavia will nominate one driver (up to the age of 26), who has completed at least one season in their series, for an Autumn shootout.

Porsche has pledged to cover "the majority of a season's budget" in the F1-support category for the winner.

VW Racing Cup

Austin tries VW Cup at Snetterton

ROB AUSTIN JOINED FELLOW BTCC racer Tom Onslow-Cole in contesting the VW Racing Cup races at Snetterton last weekend.

Austin drove a Mk5 Golf prepared by BTCC rival Tony Gilham's TGR squad, but was plagued by reliability issues.

"I think my touring car luck has followed me into VWs!" said Austin. "I was supposed to test on Friday but ECU problems meant I only did a couple of corners. In the [first] race it kept going into stop mode. Although I've not driven a front-wheel drive car for 10 years, I know I'm not 2.8s off the pace!"



Austin's Golf suffered reliability problems

The problems persisted and he missed the second race, but Austin is keen to return. "I only did three laps but I would like to do it again to get a fair crack," he added. "It's a good grid and the paddock is very friendly".

Onslow-Cole scored a debut win in his KPM Scirocco at Snett, but running wet tyres on a drying track restricted him to fifth in race two.

Porsche Carrera Cup

Meyrick to Porsches with Parker

INTERNATIONAL SPORTSCAR

racer and historic Group C ace Andy Meyrick will contest the rest of the Carrera Cup GB season with Team Parker Racing.

The 26-year-old will make his debut this weekend at Snetterton, driving alongside points leader Michael Meadows and Porsche scholar Daniel Lloyd.

"It will be tough coming in half way through the year and racing against Porsche specialists, but I'll give it everything I've got," said former British F3 racer Meyrick. "I'm looking forward to some sprint

racing again after the last few years in endurance and it's been a while since I raced at some UK circuits."

Team boss Stuart Parker added: "He's been brilliant on race runs in testing, so we just need to see how he goes on new tyres in qualifying."



Meyrick is set for his Carrera Cup debut

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British GT

Bryant's British GT title attack derailed by Spa trackday crash

OLIVER BRYANT'S BRITISH GT title bid is over after a crash at Spa forced him to miss the Snetterton round last weekend.

The Ecurie Ecosse BMW driver, who was fourth in the standings before Snetterton, was a passenger in a Lotus Elise on a trackday at the Belgian GP venue. The car was on its slow-down lap at the end of a session when a Porsche Cup car came through Blanchimont

Ecosse suffered drama at Snett



and struck the Lotus on Bryant's side.

The car then hit the barriers and Bryant's concussion was sufficient for him to miss the Snetterton event.

"The championship is over for me," said Bryant, whose seat with Alasdair McCaig was taken by Ecosse Blancpain Endurance Series driver Ollie Millroy.

The Barwell-run team's dramas continued in Snetterton practice, when Millroy crashed passing a GT4 Ginetta.

"It was all confusion," said Millroy. "He moved over to the left but didn't really slow down. I went wide onto the marbles, it got sideways, then gripped."

Spares were fetched from Dutch squad DB Motorsport overnight and McCaig/Millroy finished eighth and fourth in the two races. McCaig is now fourth in the points, 19 behind leader David Ashburn, but Bryant is eighth.

Toyota Racing Series

More TRS for British Formula 3 ace

BRITISH FORMULA 3 TITLE contender Felix Serralles is to return to New Zealand this winter to contest the Toyota Racing Series - and his Fortec Motorsport team-mate Pipo Derani will make the trip with him.

Serralles had his first campaign in the Tatuus spec formula earlier this year, and has attributed much of his success in F3 this season to lessons learned down under.

"My results reflect everything I learned over there," said the Puerto Rican. "There are so many races and no time to relax."

"It was really helpful. It's definitely a good thing to go back - it's a beautiful country and you have fun driving."

Brazilian Derani is the only

TRS has made Serralles an F3 frontrunner



member of Fortec's 2012 F3 team never to have raced in New Zealand before.

Hannes van Asseldonk was series runner-up this year and Alex Lynn won races in 2011.

"It will be good to get my mind fresh and arrive in Europe in good shape for the new season," said Derani. "It's much better than coming back having not driven for a long time."

British GT

Parente in line for British GT debut

FORMER GP2 RACER ALVARO Parente could make his British GT debut this season with United Autosports.

UA ran one of its McLaren MP4-12Cs to a debut British GT victory at Snetterton last weekend and the squad

UA McLaren won first time out in British GT



has already confirmed a full assault on the series next season (see AUTOSPORT, July 26).

Team boss Richard Dean is now hoping to have an Audi R8 LMS for regulars Matt Bell/Charles Bateman and a McLaren for UA's former Blancpain Endurance Series drivers Parente and Zak Brown at the Donington Park finale in September.

"The pace is definitely in the McLaren," said Dean. "There's more to be had and we're not going to get that if we're not racing it."

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Kiiveri and co put on a fine show at Croft last weekend

You can rely on traditional Formula Ford to provide stunning racing at reasonable cost. The world's best junior single-seater class always has. Sunday's HSCC Historic championship round (for models built and raced before December 31, 1971) at Croft took onlookers right back to the earliest days of the class, in which stars of the future fought for supremacy - and the attention of F1's talent spotters.

Few Historic FF1600 drivers, aged from 16 to their 60s, will reach racing's professional leagues. Those with serious aspirations have long learned to spend big money in karting's top strata. Nonetheless the quality of racing was stunning.

A nine-car lead pack - numbers not matched on current EcoBoost class grids - embroiled proprietary machines from Merlyn, Lola and Elden among nine marques represented. For much of its distance, however, the race was led by Pertti Kiiveri (a charming Finnish boffin in his mid-'60s) in the Kvantti; his homemade brainchild from 1971.

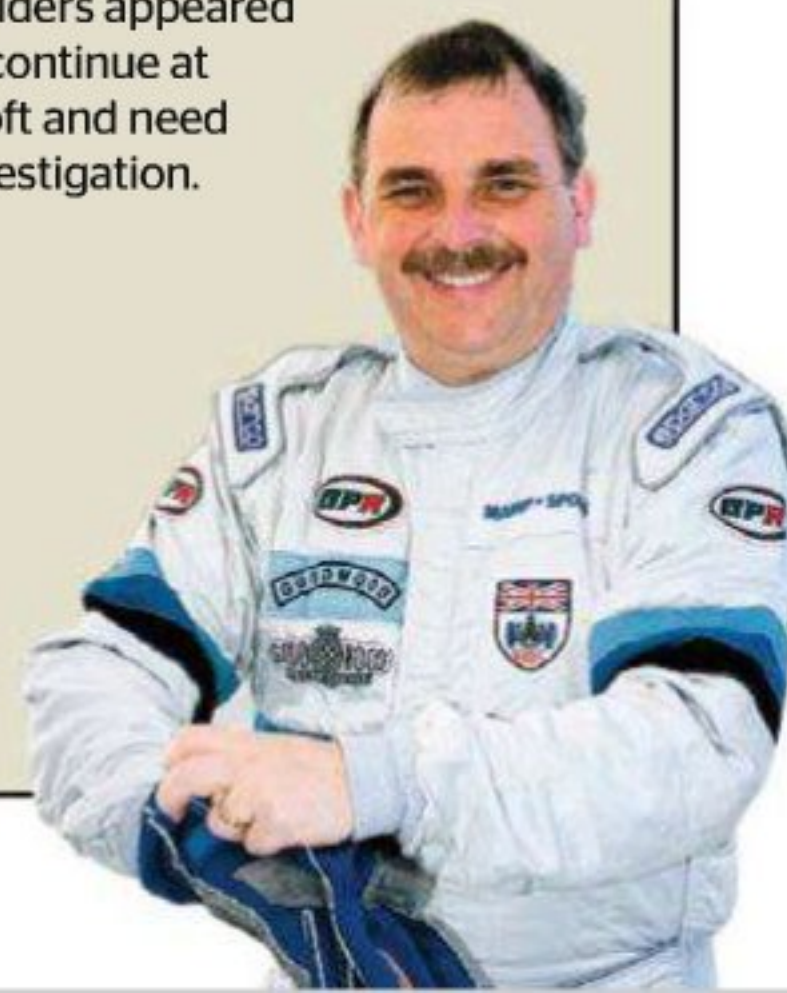
The current Avon ACB9 control tyre and better understanding of suspension tuning has negated many of the handling vagaries that rendered some chassis impotent in period. Indeed, recent successes for Macon (largely anonymous in the

'70s) and Alexis cars suggest a pretty level playing field. We even have a Jomo winning now, which didn't happen when they were new!

But star of last weekend's show was the Kvantti, of which Kiiveri made four frames and retains an unused spare. Buoyed by a best finish of third in the wet at Snetterton in June, he was gleeful to find the track slippery. Pertti held tough opposition off until the final lap when, overtaken audaciously in the Jim Clark Esses, he spun trying to wrest victory from the impressive John Farrell. Having made the quantum leap to frontrunner, the next chapter of Kiiveri's dream, a maiden win, will be popular.

Perhaps the biggest problem facing Historic FF1600 racers right now, though, is sourcing components for the venerable Ford Kent pushrod engines. New parts are available through official suppliers, but recent piston failures are worrying. I'd hate to see the original engines replaced by a modern alternative for practicality (Honda Fit hardware is used in some events in the USA), but the piston issues flagged-up by top builders appeared to continue at Croft and need investigation.

"I'd hate to see the original engines replaced by a modern alternative for practicality"





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IN BRIEF

Podiums for Complete Racing Vantage



PHIL KEEN AND RYAN HOOKER

returned to British GT at Snetterton last weekend. Keen helped Steve Chaplin to two GT4 podiums in an Aston Martin Vantage, and Hooker shared FF Corse's GTC class Ferrari with Gary Eastwood.

FORMER BRITISH GT CHAMPIONS

David and Godfrey Jones elected not to contest the Snetterton rounds in their Mercedes AMG SLS, while series race winner Hector Lester's Ferrari 458 was also absent as he was away on holiday.

AFTER GAINING MORE THAN

100,000 YouTube views of his steering wheel briefly coming off in a Locost race at Donington in June, Alex von Ehrheim suffered a similar problem at Anglesey. "It just broke on the third lap and was flapping around," he said.

VETERAN RACER BEV BOND IS

planning another racing comeback after fighting off cancer for the second time. Bond, 74, will race Andrew Thorpe's March 703 in Historic F3 at the HSCC's Silverstone Finals meeting on October 20. He will use the event to raise money for the Dorset Cancer Care Centre.

THE 750 MOTOR CLUB IS PLANNING

to host its first meetings at Rockingham and the Snetterton 300 circuit as part of an expanded calendar in 2013. The club will run more race days in response to high demand for entries in 2012.

REIGNING HISTORIC FORMULA

Ford champion Benn Simms failed to complete a racing lap at Croft last weekend. After a holed engine sidelined his Jomo in testing on Friday, Simms switched to his Alexis Mk14 but was taken out by debutant Sam Mitchell (Merlyn Mk20) at Tower in qualifying.

FORD FIESTA JUNIOR RACER

Freddie Lee has switched to Ginetta Junior. Lee will join up with Hillspeed, which has also signed Struan Moore and Keith Donegan for Formula Renault BARC and Ginetta Junior respectively.

Lee has quit Fiesta Junior



Pirro will race Lynn's GT40 in the Spa 6 Hours

Historics

Pirro to Spa 6 Hours in GT40

Multiple Le Mans winner to share Shaun Lynn's cars at classic event

FIVE-TIME LE MANS 24 HOURS

winner Emanuele Pirro will take part in his first historic enduro when he contests the Spa 6 Hours in a Ford GT40 next month.

The Italian, a lynchpin of Audi's prototype Le Mans campaigns from 1998 until 2008, will share historic racer Shaun Lynn's 1965 Ford GT40 in the event on Saturday evening over the weekend of September 22-23.

It will be the second time that Pirro has raced a GT40 this season after

competing in the Le Mans Classic in June aboard Roger Wills's example.

Pirro, whose historic appearances have now encompassed the Goodwood Revival, the Le Mans Classic and the historic F3 race at Pau, said: "The GT40 is such a nice car, so it was an offer I couldn't refuse."

"It will be interesting doing a six-hour long-distance race. I think we will have to look after the car, just like they did in the old days."

Lynn, father of British Formula 3

championship racer Alex, added: "I got to know Emanuele through Goodwood - he raced my Jaguar E-type '4 WPD' at the Revival last year - and we became good friends. He said he'd like to do more classic racing and I told him Spa was a great event."

Pirro will also contest the U2TC race, for under two-litre touring cars built before 1966, in Lynn's Lotus Cortina at Spa. He has also been asked to drive the historic racer's AC Cobra in the Masters Gentlemen Drivers event.

Bike-Sports

Spire to back Bike-Sports next season

THE 750 MOTOR CLUB'S

Bike-Sports Championship has secured sponsorship from Spire Sports Cars for the 2013 season and the Alfreton-based company will run at least one car in the bike-engined sports-racing category.

Spire have run cars in the 750MC RGB (Road Going Bike-Engined)



Gray heads Greensall in development Spire

championship for the past four years, with John Cutmore a driver throughout. Former Locost and RGB champion Tim Gray formed an alliance with Spire at the beginning of the season to continue the development of the GT3 chassis, and has won every

race this season in one of the cars.

Spire boss Paul Nightingale said: "Tim will drive a Spire in Bike-Sports next season, with the possibility of one other driver."

"It will be basically the same chassis as RGB, but with a few relatively minor changes, plus slick tyres, making it eligible for Class C."

"It should cost £2000 to £3000 to convert an existing RGB car."

Gray entered the Anglesey races in a development car. He took a second and a victory after two fights with Nigel Greensall, making a guest appearance in a Speads.

Formula Renault

Morris set for European Renault outings

FORMULA RENAULT BARC

frontrunner Seb Morris will step up into the Formula Renault Eurocup and NEC championships later this season.

The reigning Ginetta Junior champion, who lies third in the FR BARC standings with two rounds to run, will contest the Paul Ricard round of the Eurocup in September, then the NEC

finale at Spa in October with his current team, Fortec Motorsport.

Morris, 16, who has won three races so far in his rookie FR BARC season, said: "We may do FR BARC again next year, alongside some F3 testing and Formula Renault Eurocup, so I'm racing in the NEC and Eurocup later this year to gauge what we want to do."



Morris has eyes on European Formula Renault



HSCC CROFT, AUGUST 4-5

Forward's way ahead in Formula 3

DEAN FORWARD'S

1000cc Formula 3 double might not have carried the gravitas of Croft's Guards International Trophy race in 1970 – won by future grand prix victor Carlos Pace in a Jim Russell Racing Lotus 59A – but the 'screamers' and a multi-national entry gave spectators at the third Nostalgia Weekend a heady taste of the past.

Former grass-track champion Forward scorched his Brabham BT21B clear of Keith Messer (Vesey) and Chevron duo Nigel Bancroft and Stuart Tizzard, who scrapped mightily before Tizzard prevailed. Top overseas driver was Swede Leif Bosson in sixth.

Sunday's pattern was similar, although Tim Kary howled through to second ahead of Tizzard and Bancroft. Nigel Winchester (U2) shook off Andrew Thorpe (Lotus 31) and passed Belgian Mauro

Poponcini (Cooper T76) for early-class honours in a last-lap scramble.

Graeme and James Dodd (Ginetta G16) triumphed over Saturday's big Guards Trophy field, but James finished clutchless with breathless soloist Denis Welch chasing in his Lotus 23B. "Another lap and they wouldn't have made it," grinned Welch.

The highlight was a wonderful fight between the '26R'-spec Lotus Elans of Martin O'Connell (Bob Brooks) and Nick Fleming. Nowhere was sacrosanct as O'Connell cut loose. Even after he went mowing flatout as they tackled the Jim Clark Esses abreast he bounced back, but clutch issues halted Fleming.

Brian Casey (Lenham) nicked third from initial leaders Nick Thompson/Shawn McClurg (Chevron B6) on the final lap. Fifth-placed O'Connell/Brooks took GT honours by 11s from the similar Elan of John Watson/Nelson Rowe.

Guards GT also bolstered the Historic Road Sports fields. Thomas Smith won both in the family Marcos, but faced stiff opposition from Andy Shepherd's HRS Lotus 7 on Saturday.

Reigning HRS champion Paul Tooms (Lotus Elan) engaged the lighter '26R'-spec version of Vicky Brooks in combat, but ended up in the gravel at Clervaux while attempting to regain the place. "The best fun I've had all season. Vicky drove superbly," said Tooms. Having abandoned plans to switch Elans with Larry Kennedy on Sunday, Tooms shot from 13th to second on lap one, but with Nelson Rowe bearing down on him (in John Watson's Guards-spec '26R', before it broke) again bunkered himself. Brooks thus went one better as she gave HRS winner Shepherd the slip.

Without Michael Lyons, whose F5000 Lola's engine expired in qualifying, two-litre Cosworth BDG-engined F2 chassis

ruled the thin Derek Bell Trophy field. Andy Smith drove his ex-Gabriele Serblin March 742 – later the basis of Scot Jim McGaughay's Renault 5-BMW 'Special GT' – beautifully on Saturday, unleashing a devastating string of 1m18s laps.

A distant second first time out in his newly-acquired Ralt RT1, Nick Fleming attacked Smith from the start on Sunday, only to spin in damp conditions at Clervaux. He restarted last, but in an equally committed

performance hounded Smith down and swept ahead in the Complex.

Nelson Rowe has never worked so hard for an Historic FF2000 victory as he did in Sunday's first bout. Andy Park was on him when red flags flew for Mike Bell's crippled Delta. Out to prove a point in race two, Park gyrated at the Hairpin, but charged back to within striking distance of the vet.

Triple champion Dan Cox won both Historic Touring Car races in his 1920cc Lotus Cortina. In

Smith (leading) and Fleming were the stars of Derek Bell





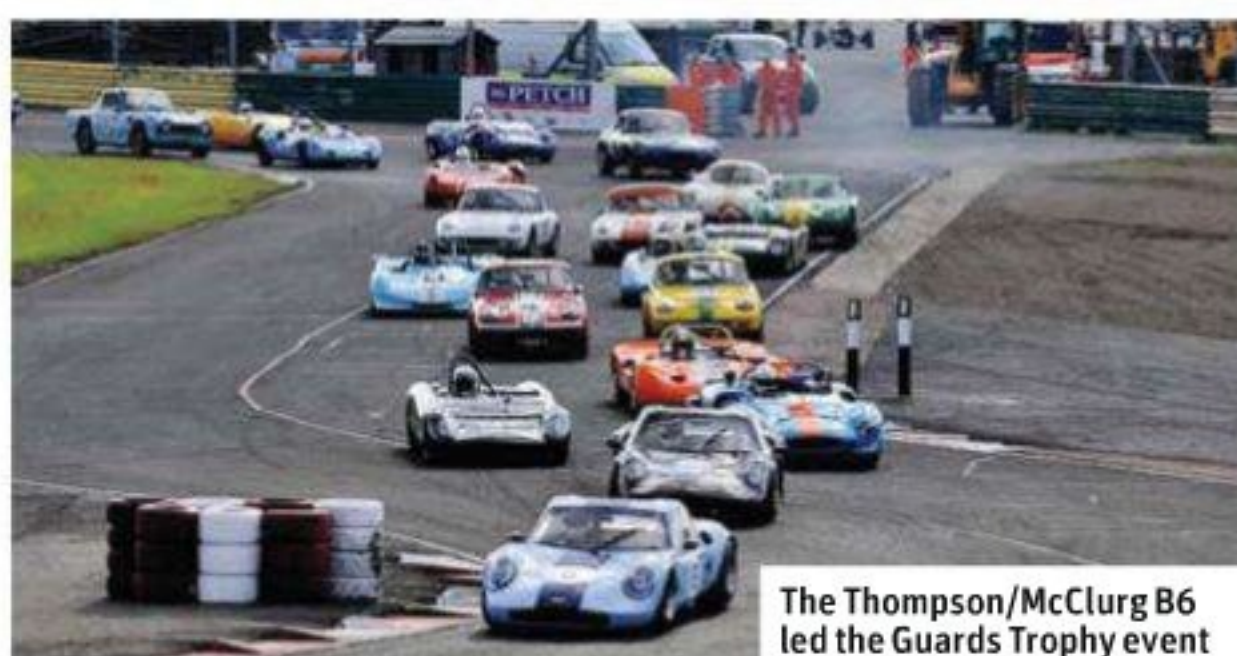
Brooks and Tooms (1) put on a fine show



Forward twice topped superb Historic F3 field



500cc F3 fight was sensational stuff



The Thompson/McClurg B6 led the Guards Trophy event

the V8s. Having deranged his Falcon's nose against the rump of the Kiwi's Mustang at Clervaux on lap one, Gardiner sideswiped it passing the pit exit for the final time. "I saw him turn the wheel towards me," fumed former FF1600 and Honda CRX dicer Briggs, brandishing fibreglass retrieved from his door.

It was business as usual for Jon Milicevic in Formula Junior. Jonathon Hughes chased the Cooper star home both times in his ex-Silvio Moser Brabham BT6, which needed an engine transplant between races.

Pete Morton (Lightning Envoyette) claimed third in Saturday's leg, restarted after second-placed man James Murray's Lola was abandoned at the chicane with buckled suspension. Morton was bumped a place on Sunday by Jack Woodhouse, who set fastest lap in father Mark's Lotus 20/22.

Both 70s Roadsports

rounds resulted in one-tuos for Julian and Charles Barter, but senior's recovery from a first-corner spin was the talk of Sunday. Reigning champion John Thomason's class-winning fourth – his Triumph GT6 between Phil Briggs' Porsche 928 and Robert Gate's Jaguar E-type – maintained his points advantage.

When Nigel Ashman rotated his Cooper on oil deposited by Pembrey winner Richard Bishop-Miller's Revis, Roy Hunt (Martin) seized victory in the 500cc F3 finale. The sensational battle, which raged racelong behind him, was thus ultimately for second. Mark Riley urged his humble JAP-powered Cooper past its exalted Manx Norton-motivated siblings several times, only for Nigel Challis and Darrell Woods to overpower him. Challis denied Riley by 0.327s, with Woods 0.175s behind.

● Marcus Pye

HISTORIC FF1600 CROFT, AUGUST 4-5

Grant wins before Farrell's flying finish

TEENAGER CALLUM Grant outflanked title rival Simon Toyne for a hard-earned Saturday victory, then fought throughout Sunday's thriller, in which a solid third extended his lead with three rounds to run.

Fellow Cheshire man John Farrell found a way past determined Finnish veteran Pertti Kiiveri for fourth on day one. That became third when David Wild parked his Lola minus third and fourth gears, legacy of a bent selector fork.

Kiiveri blitzed his self-built Kvantti ('quantum') into the lead of race two, rounding Grant boldly on the outside of the hairpin on lap one. Immediately the baying pack turned up the pressure, but Kiiveri held on until the final frantic circuit.

Farrell got a run on him out of Tower and hurtled

ahead through the Jim Clark Esses. Kiiveri countered towards Barcroft, but entered Sunny fractionally too hot and spun to eighth.

Ex-gearbox kart champ Derek Rogers, who had relieved Grant of second on the penultimate lap, was delighted to be gifted second in a Merlyn 1-2-3.

Wild charged from the back to fourth, pipping team-mate Toyne and Stuart Baird.

RESULTS (BOTH 10 LAPS)

1 Callum Grant (Merlyn Mk20A); 2 Simon Toyne (Lola T200) +0.226s; 3 John Farrell (Merlyn Mk11); 4 Pertti Kiiveri (Kvantti Mk1); 5 Derek Rodgers (Merlyn Mk11A/17); 6 Alex Meek (Merlyn Mk20A). **CW** David Innes (Titan Mk6). **FL** Toyne 1m32.713s (82.59mph). **RACE 2 1 Farrell;** 2 Rodgers +1.174s; 3 Grant; 4 David Wild (Lola T200); 5 Toyne; 6 Stuart Baird (Merlyn Mk11A). **CW** Innes. **FL** Wild 1m33.057s (82.28mph).

Kiiveri (38) headed FF1600 bout, but lost out and spun



HISTORIC F3 (8 LAPS) 1 Dean Forward (Brabham BT21B); 2 Stuart Tizzard (Chevron B15C) +5.763s; 3 Nigel Bancroft (Chevron B17); 4 Keith Messer (Vesey VF3); 5 Jim Timms (Brabham BT21B); 6 Leif Bosson (Brabham BT28). **Class winner** Mauro Pojoncini (Cooper T76). **Fastest lap** Tizzard 1m34.026s (81.43mph). **RACE 2 (10 LAPS)** 1 Forward; 2 Tim Kary (Brabham BT28) +11.080s; 3 Tizzard; 4 Bancroft; 5 Timms; 6 Jim Chapman (Lotus 59A). **CW** Nigel Winchester (U2 Mk3). **FL** Forward 1m33.807s (81.62mph). **GUARDS TROPHY (24 LAPS)** 1 Graeme & James Dodd (Ginetta-BMW G16); 2 Denis Welch (Lotus 23B) +34.802s; 3 Brian Casey (Lenham P69); 4 Nick Thompson/Shawn McClurg (Chevron-BMW B6); 5 Martin O'Connell/Bob Brooks (Lotus Elan 26R); 6 John Watson/Nelson Rowe (Lotus Elan 26R). **CW** Welch; Casey; O'Connell/Brooks; Robert Gate (Jaguar E-type); Karl Wetherell (Triumph TR4); Martin Richardson (MGB). **FL** Graeme

Dodd 1m33.058s (82.28mph).

HISTORIC ROAD SPORTS (9 LAPS)

1 Thomas Smith (Marcos-Volvo 1800GT); 2 Andy Shepherd (Lotus 7 S2) +4.030s; 3 Vicky Brooks (Lotus Elan 26R); 4 Alan Harper (Lotus Elan); 5 John Watson (Lotus Elan 26R); 6 Jim Grant (Lotus Elan). **CW** Shepherd; Dick Coffey (Turner Mk1). **FL** Smith 1m38.944s (77.38mph). **RACE 2 (9 LAPS)** 1 Smith; 2 Brooks +25.863s; 3 Shepherd; 4 Harper; 5 Grant; 6 Larry Kennedy (Lotus Elan). **CW** Shepherd; Coffey. **FL** Nelson Rowe (Lotus Elan 26R) 1m38.151s (78.01mph). **DEREK BELL TROPHY (12 LAPS)** 1 Andrew Smith (March-BDG 742); 2 Nick Fleming (Ralt-BDG RT1) +29.796s; 3 Frank Lyons (Eagle-Chevrolet FA74); 4 Mark Dwyer (March-BMW 742); 5 Garry Diver (March-BDA 79B); 6 Judy Lyons (Lola-Chevrolet T332). **CW** F Lyons. **FL** Smith 1m18.369s (97.70mph). **RACE 2 (10 LAPS)** 1 Fleming; 2 Smith

+78.29s; 3 Jamie Brashaw (March-BMW 782); 4 Dwyer; 5 Frank Lyons; 6 Diver. **CW** F Lyons. **FL** Fleming 1m26.284s (88.74mph).

HISTORIC FF2000 (6 LAPS)

1 Nelson Rowe (Reynard SF79); 2 Andrew Park (Reynard SF81) +0.458s; 3 Andy Huxtable (Lola TS80); 4 Andrew Storer (Royale RP27); 5 Simon Toyne (Reynard SF79); 6 Colin Wright (Reynard SF79). **CW** Martyn Donn (Supernova BH3). **FL** Park 1m28.285s (86.73mph).

RACE 2 (10 LAPS)

1 Rowe; 2 Park +1.470s; 3 Toyne; 4 John Hayes Harlow (Royale RP30); 5 Jeremy Main (Reynard SF79); 6 David Wild (Reynard SF79). **CW** Donn. **FL** Park 1m28.943s (86.09mph). **HISTORIC TOURING CARS (9 LAPS)** 1 Dan Cox (Ford Lotus Cortina); 2 Mark Jones (Cortina) +3.333s; 3 Warren Briggs (Ford Mustang); 4 Mike Gardiner (Ford Falcon); 5 Tim Davies (Cortina); 6 Jimmy Fuller (Alfa Romeo Giulia Sprint). **CW** Jones; Briggs; Roger Godfrey (Austin

Cooper S); Roger Phillips (Austin Cooper S); Eifion Jones (Cortina); Shaun Hazlewood (Hillman Imp). **FL** Cox 1m41.408s (75.50mph).

RACE 2 (8 LAPS)

1 Cox; 2 Davies +4.732s; 3 Jones; 4 John Pugsley (Ford Anglia 105E); 5 Godfrey; 6 Briggs. **CW** Davies; Pugsley; Briggs; Neil Brown (Cortina); Phillips; Colin Gunton (Hillman Imp). **FL** Godfrey 1m51.033s (68.96mph).

HISTORIC FORMULA JUNIOR

(4 LAPS) 1 Jon Milicevic (Cooper T59); 2 Jonathon Hughes (Brabham BT6) +4.110s; 3 Pete Morton (Lightning Envoyette); 4 Denis Welch (Lotus 22); 5 Jack Woodhouse (Lotus 20/22); 6 Mark Pangborn (Lotus 20B). **CW** Robert Barrie (Lotus 18); Alex Morton (Auster T3); Andrew Tart (Bond); Pat Barford (Stanguellini). **FL** Milicevic 1m33.811s (81.62mph). **RACE 2 (10 LAPS)** 1 Milicevic; 2 Hughes +10.055s; 3 Woodhouse; 4 Morton; 5 Welch; 6 Peter Anstiss (Lotus 20/22). **CW** Barrie; Tart; Vernon

Williamson (Auster T3); Barford. **FL** Woodhouse 1m35.210s (80.42mph).

70s ROAD SPORTS (9 LAPS)

1 Julian Barter (TVR 3000M); 2 Charles Barter (Datsun 240Z) +8.943s; 3 Oliver Ford (Lotus Europa); 4 Howard Benthams (Lotus Elan); 5 Alan Harper (Lotus Elan S4); 6 John Thomason (Triumph GT6). **CW** Ford; Thomason; Phil Briggs (Porsche 928); Jason Higginbottom (Lotus Elan +2). **FL** Julian Barter 1m39.973s (76.59mph). **RACE 2 (9 LAPS)** 1 J Barter; 2 C Barter +26.292s; 3 Briggs; 4 Thomason; 5 Robert Gate (Jaguar E-type); 6 Harper. **CW** Briggs; Harper; Higginbottom. **FL** Julian Barter 1m40.088s (76.50mph).

500cc FORMULA 3 (8 LAPS)

1 Roy Hunt (Martin-Norton); 2 Nigel Challis (Cooper-Norton Mk8) +20.075s; 3 Mark Riley (Cooper-JAP Mk9); 4 Darrell Woods (Cooper-Norton Mk8); 5 John Turner (Cooper-JAP Mk9); 6 Nigel Ashman (Cooper-Norton Mk11). **FL** Ashman 1m53.923s (67.21mph).



SPORTS SPECIALS/SR & GT ANGLESEY, AUGUST 4-5

Boyd Eclipses Hudson before order is restored

CLIVE HUDSON

retained the lead of the Sports Specials title race with victory, but not before his team-mate Paul Boyd had produced a stunning comeback to defeat him in the first contest.

Cheng Lim tamed his 6.7-litre SR> Cobra replica to claim pole in the damp. He made a slow start, however, dropping to fourth on the first lap as fellow front-row man Rob Johnston (Sports Specials Cyana MX500R) led.

From the outside of row two, Hudson (Eclipse SM1) made steady progress, passing main title rival David Caldecourt (whose Sylva Phoenix competes in the Zetec-engined class) at Church on lap two, and

deposing Johnston into the first turn of lap three.

Lim followed Hudson through the pack, but with the Duratec-motivated Eclipse much fleetier through the twisty sections, it took until the ninth lap of 12 for the Cobra to hit the front at Church.

Meanwhile Boyd had recovered to third after being 10th at the end of the first lap, slightly aided by Johnston's retirement, although he produced a record-breaking lap to get up with the top two. He passed Hudson around the outside at Rocket on lap 10 then, on the final lap, repeated the move on Lim while he lapped Rob Bennett's MEV Rocket (which had qualified a



Boyd leads Lim's Cobra

brilliant fifth overall).

In the second race Lim again struggled off the line, but quickly recovered to head Hudson. Boyd climbed from row four to third, then took chunks of time out of the lead pair. Hudson passed Lim around the outside at Rocket, with Boyd following him through at the subsequent complex,

although backmarkers blunted his challenge.

● Ian Sowman

RESULTS (BOTH 12 LAPS) 1 Paul Boyd (Eclipse SM1); 2 Cheng Lim (Cobra) +0.96s; 3 Clive Hudson (Eclipse SM1); 4 David Caldecourt (Sylva Phoenix); 5 Adrian Cooper (Procomp LA Gold); 6 John Moore (Sylva Phoenix).

Class winners Lim; Caldecourt; Paul

Collingwood (Sylva J15); Richard Abels (Jaguar E-type); Ken Culverwell (Lotus 23); Rob Bennett (MEV Rocket); Charles Best (Westfield 11). **Fastest lap** Boyd 1m13.65s (76.76mph).

RACE 2 1 Hudson; 2 Boyd +0.26s; 3 Lim; 4 Stephen Lansley (Procomp LA Gold); 5 Cooper; 6 Nigel Brown (Sylva Phoenix). CW Lim; Lansley; Bennett; Abels; Culverwell; Best. **FL** Boyd 1m14.18s (75.22mph).



Smith was out on his own in North Wales

FORMULA VEE ANGLESEY, AUGUST 4-5

More Smith Domination puts Vee title within reach

PAUL SMITH HAS ONE hand on the Formula Vee crown after a perfect weekend, coupled with a disastrous one for nearest challenger Ben Anderson.

Having won the first eight races this season (and swept qualifying), Smith's AHS Dominator has been living up to its name – and that run continued when Smith was three-quarters of a second faster than 2006 and 2009 champion Sam Oliveira in qualifying.

Despite a bad getaway that dropped him to fourth, Smith was in front at Rocket on the first lap. As he streaked clear, so his rivals fell by the wayside: Anderson with an electrical misfire, and Martin Farmer and Ian Buxton when their exhausts fell off. The GAC challenge extinguished, Steve Ough thus took third in a second Dominator, while Peter Belsey recovered to fourth in his Spyder. Anderson managed just a

couple of corners before race two retirement, with his woe compounded when Smith took the flag five seconds clear of Sam O. Farmer passed Sam's brother Jake at School on lap two for a distant third.

● Ian Sowman

RESULTS (BOTH 12 LAPS) 1 Paul Smith (AHS Dominator); 2 Sam Oliveira (Sheane Mk1) +11.31s; 3 Steve Ough (Dominator); 4 Peter Belsey (Spyder Mk2); 5 Tim Probert (Storm); 6 Robert Cowburn (Ray). CW Gareth Evans (Scarab Mk2). **FL** Smith 1m13.85s (75.56mph).

RACE 2 1 Smith; 2 S Oliveira +4.77s; 3 Martin Farmer (GAC); 4 Jake Oliveira (Storm); 5 Belsey; 6 Ian Buxton (GAC). CW Evans. **FL** Smith 1m13.52s (75.90mph).

STOCK HATCH ANGLESEY, AUGUST 4-5

Ferguson's recovery

POINTS LEADER JOE Ferguson experienced mixed emotions, with the despair of an engine failure on Saturday replaced by the joy of his fourth victory of the season a day later.

Two other leading contenders were eliminated from the first race when Jake Farndon braked too late for Rocket and smashed into Matt Digby. Great paddock camaraderie ensured all three were back out for Sunday's encounter.

Matt Fincham qualified on pole for the first time for race one but his advantage was short-lived. Tom Bell got through at Church on the opening lap and went on to take his first victory.

In an uneventful encounter at the sharp end, Patrick Fletcher ran third behind Fincham for the duration.

Ferguson wasted no

time in trying to grab the lead of race two, but made contact with Bell at the Corkscrew. Ferguson continued to an unchallenged victory and lap record, while Bell could not catch Fincham or the patched-up Digby.

A deserving winner of Saturday's Driver of the Day award was 16-year-old Harry Campey, who shocked established names as he charged from 16th to ninth – a feat he almost matched on Sunday.

● Ian Sowman

RESULTS (BOTH 11 LAPS)

1 Tom Bell (Citroen Saxo); 2 Matt Fincham (Saxo) +1.83s; 3 Patrick Fletcher (Saxo); 4 Andrew Tibbs (Saxo); 5 Martin Ward (Saxo); 6 Steve Powlesland (Saxo). FL Bell 1m22.28s (67.82mph).

RACE 2 1 Joe Ferguson (Saxo); 2 Fincham +4.56s; 3 Matt Digby (Saxo); 4 Bell; 5 Ward; 6 Fletcher. FL Ferguson 1m21.86s (68.17mph).



Bradley held off Comber to win the second Locost race

TOYOTA MR2 ANGLESEY, AUGUST 4-5

Wells wins in Robinson's tale of woe



Wells hounded Hefford in race one

GEORGE ROBINSON'S Toyota MR2 points lead almost evaporated at Anglesey. The three-time winner spent most of the event battling with a set of badly worn tyres.

To add insult to injury a marginal jumped start penalty in the first race cost him more valuable points, as he was nudged down from fifth to eighth.

Guy Hefford was on hand to capitalise – but he too was frustrated after the first race. Contact from Mike Wells at the second corner dropped him to the back of the field, but he got a second chance when Amy Atkinson hit the wall hard after turn one and caused a stoppage.

Hefford re-took his pole position – earned in a

session in which he was almost a second faster than the rest – but the legacy of the earlier incident inhibited his chances. “The tracking was completely out,” he said, after losing the lead at Rocket on lap six.

Wells took his first MR2 victory at the expense of Hefford, while Matt Palmer moved up to third in the points with a podium finish – the previous incumbent, Paul Hinson, having suffered a third successive DNF.

Hefford appeared to be in control of the second race, but all of a sudden Hinson appeared in front at the Corkscrew on lap six after locking up going into the corner.

Hinson's luck was still out, though, and a grassy

excursion on the penultimate lap allowed Hefford to pounce for his third triumph of the season.

Wells completed a strong weekend with only his third podium finish, while Palmer was well clear of the struggling Robinson.

Matthew Wallis kept the returning Alric Kitson – who had finished fourth earlier – at bay to complete the top six.

● Ian Sowman

RESULTS (9 LAPS) 1 Michael Wells; 2 Guy Hefford +0.65s; 3 Matthew Palmer; 4 Alric Kitson; 5 Ben Rowe; 6 Timothy Heron. **CW** Jim Davies. **FL** Wells 1m21.59s (68.39mph).

RACE 2 (11 LAPS) 1 Hefford; 2 Paul Hinson +0.33s; 3 Wells; 4 Palmer; 5 George Robinson; 6 Matthew Wallis. **CW** Davies. **FL** Wells & Hinson 1m22.04s (68.02mph).

ANGLESEY IN BRIEF



Roberts hunted Tsang down to win

BMW COMPACT CUP

Ex-Formula Ford champion Steve Roberts secured victory in the opener after passing three-time winner Andrew Tsang on the exit of the Corkscrew on lap six. Roberts tangled with Stuart Voyce after challenging for second in race two, when Tsang was already clear.

LOCOST

Mike Comber assumed a comfortable lead in the first Locost race, with his main championship challenger Stuart Sellars delayed by a fouling wheel arch on the second lap. Race two went the way of Sam Bradley (in his second race of the year), his first having ended at turn one with his car stuck in gear.

RGB

Tim Gray has already proven that he can win from the front, and at Anglesey he proved he can do so from the back as well after he failed to complete a lap in qualifying. The Spire pilot charged through to defeat team-mate John Cutmore in both races.

750 TROPHY

With several regulars absent, a new 2012 winner was guaranteed, and Peter Chattin obliged in his HCS in race one. He made a slow start to the second race but got back in front, only to lose time and hence hand the victory to Don Rawson.

MR2 SUPER GT

Alric Kitson blitzed two largely tedious races, coming home with a margin of nearly a minute over Patrick Mortell, who had a spin in his MR2 in the early stages. After retiring from race one, Rob Horsfield took second in race two after some minor sparring with Mortell.

Kitson blitzed MR2 Super GT field



SAXMAX ANGLESEY, AUGUST 4-5

Wenham's double delays Hunter's coronation

THE TITLE WILL BE decided at Donington after Guy Wenham prevented Owen Hunter wrapping it up with a meeting to spare.

Hunter led the first race after Wenham spun his wheels at the start, but Wenham's response was almost instant.

Hunter clung on, aided by a mistake from Wenham on lap four – he whacked the tyres at the last corner, launching the car and letting Sam Morgan through. But he still took the win when Hunter pitted with crank sensor failure.

Wenham was apologetic after braking late at Rocket in Sunday's race, sending Hunter spinning to the back of the field. Sam Morgan emerged in front and scored a maiden win, but Wenham almost denied him.

● Ian Sowman

RESULTS (BOTH 10 LAPS) 1 Guy Wenham; 2 Sam Morgan +5.33s; 3 George Streather; 4 James Webb; 5 Owen Hunter; 6 Michael Higgs. **FL** Wenham 1m25.38s (65.35mph).

RACE 2 1 Morgan; 2 Wenham +0.32s; 3 Mikey Day; 4 Streather; 5 Higgs; 6 Hunter. **FL** Wenham 1m25.41s (65.33mph).



Wenham turns Hunter around



Greensall (23) and Gray fought hard

BIKE-SPORTS ANGLESEY, AUGUST 4-5

Greensall is too speedy

FOUR DIFFERENT MAKES have now won Bike-Sports races this season, with Speads and Spire added to the list at Anglesey.

Nigel Greensall turned Ian Cumming's Speads into a victory contender, qualifying the car on pole but dropping to fourth on the opening lap.

Greensall got past James Breakell (Radical PR6) and Adrian Reynard (Inverter) in the twiddly bits, where the car was at its best, then took chunks out of Tim Gray's lead before surging through at the final corner.

Gray (uprated Spire GT3) defended brilliantly from Greensall throughout race

two, and the Speads was only ever ahead for a few feet. A great run out of the final turn got the ex-BOSS racer to within 0.03s of Gray at the end.

● Ian Sowman

RESULTS (18 LAPS) 1 Nigel Greensall (Speads RS06D); 2 Tim Gray (Spire GT3) +6.69s; 3 Adrian Reynard (Reynard Inverter); 4 Richard Stables (Radical PR6); 5 James Breakell (Radical PR6); 6 Will Brown (Radical PR6).

CW Gray; Reynard. **FL** Greensall 1m04.99s (85.86mph). **RACE 2 (17 LAPS)** 1 Gray; 2 Greensall +0.03s; 3 Breakell; 4 Stables; 5 Brown; 6 Doug Carter (Radical PR6). **CW** Greensall; Breakell. **FL** Greensall 1m06.29s (84.18mph).



FUN CUP BRANDS HATCH, AUGUST 4-5

Greensall's petrol car defeats turbodiesels

THE JPR/RACELOGIC team took a historic win in the one-hour sprint event for the Fun Cup Championship – the first time that a petrol car had beaten a turbodiesel. Their success was even more impressive because Julian Thomas had to start from the pitlane following a last-minute carburettor gasket change.

Number 209, the Eco Racing/Solutions car led away from pole position, chased by Eugene O'Brien (Spirit Fitness/Team O'Brien) and James Thorpe (Eclipse). After the first round of stops the diesel championship leaders, Team Honeywell, took over the lead from Eco Racing, while the JPR/Racelogic car

driven by Joachim Ritter (now in third) moved into contention for victory.

In the final phase Nigel Greensall took over the JPR car and with five minutes to go he seized the lead at the exit of Graham Hill Bend. "I knew he would drift wide," said Greensall.

Once in front, the JPR Racelogic car pulled away to beat the Honeywell squad by 11 seconds, with the Eclipse team of Thorpe and Sean McInerney further back in third.

By the time the four-hour endurance race started Greensall was already on his way to race at Anglesey, although Thomas and Ritter were able to keep the JPR car in front for the



Greensall took sprint race win

early part of the race. But the Honeywell car was closing all the time and on lap 89 the red turbodiesel moved into a lead.

And in a thrilling tussle for third place, the #209 Eco Racing car held on to beat the Spirit Fitness squad – hit with a late stop-go penalty – by under a length.

● Kerry Dunlop

RESULTS (55 LAPS) 1 Julian Thomas/Joachim Ritter/Nigel Greensall (JPR/Racelogic); 2 Neil Plimmer/Geoff Fawcett (Team Honeywell) +11.109s; 3 James Thorpe/Sean McInerney (James Thorpe); 4 Arran Rose/Oliver Vine/Dominic Jackson (JPR); 5 Lawrence Howlett/Damian Hudes/Rory Brown (JPR/G&TI); 6 Mark Burton/Graham Pattle/Eugene O'Brien (Sport Fitness/Team O'Brien). **Class winners** Plimmer/Fawcett; David Bearman/

John Bearman (JPR Bearman).

Fastest lap Thorpe/McInerney 56.890s (76.43mph).

RACE 2 (239 LAPS) 1 Plimmer/Fawcett; 2 Thomas/Ritter +32.881s; 3 Paul Abraham/Tom Mills/Charlie Burton/Jason Simon (ECO Racing/Solutions); 4 Burton/Pattle/O'Brien; 5 Howlett/Hudes/Brown; 6 Jason Porter/Max Hunter (Happy Racing). **CW** Thomas/Ritter; Bearman/Bearman. **FL** Porter/Hunter 57.090s (76.17mph).



Barton leads but Nye (10) won out

FORD FIESTA BRANDS HATCH, AUGUST 4-5

Toumazos wins, then spins as Nye triumphs

CHRIS TOUMAZOS surged into the lead on lap one of the first race for older Fiestas at Brands.

He was followed by Terry Scruton and Nik Barton. Toumazos briefly lost out to Scruton but regained the lead and pulled away to win.

Class B leader Keith Chapman moved up to finish third. Championship leader David Elsom made the wrong tyre choice and finished last.

Next time out front row starters Toumazos and Terry Scruton spun out independently on the first lap. Rex Nye went on to win from Barton and Elsom, but Barton was excluded for a technical infringement.

Tyre choice was still critical for the first of the C class races. Jason Cooper made an inspired choice, chose slicks for the front and wets for the rear and then led all the way. Second

row starters Jordan Annells and Shaun Clay spun at Druids. Aaron Trigwell squeezed past Nicholas Bowers and went on to finish second. Annells recovered to finish third.

Cooper burst around the outside of Nick Bowers to lead race two, but had to do it all again after a red flag. Undeterred, after two laps he sliced past Bowers and took his second win.

● Kerry Dunlop

RESULTS – CLASSES A & B (17 LAPS)

1 Chris Toumazos; 2 Terry Scruton +1.975s; 3 Keith Chapman; 4 Ian Scruton; 5 Nik Barton; 6 Michel Edwards. **CW** Chapman. **FL** Toumazos 1m01.335s (70.89mph).

RACE 2 (17 LAPS) 1 Rex Nye;

2 David Elsom +6.880s; 3 Toumazos; 4 Ken Bateman; 5 Chapman; 6 Peter Lloyd.

CW Bateman. **FL** Toumazos 58.352s (74.52mph).

CLASS C (21 LAPS) 1 Jason Cooper;

2 Aaron Trigwell +17.171s; 3 Jordan Annells; 4 Nicholas Bowers; 5 Andrew Wilmot; 6 Andrew Taylor. **FL** Cooper 56.211s (77.36 mph).

RACE 2 (13 LAPS) 1 Cooper;

2 Bowers +4.719s; 3 Wilmot; 4 John Langridge; 5 James Appleby; 6 Nicholas Pope.

FL Cooper 56.101s (77.51mph).

CATERHAM ACADEMY BRANDS HATCH, AUGUST 4-5

Gazda takes first win

AUSTRIAN MICHAEL Gazda scored his first Caterham Academy Group Two win thanks to a finely-judged move on Pete Fortune at Paddock Hill Bend.

Stephen Nuttall was fifth initially but he soon passed Max Robertson and Oliver Andrew, then snatched second place from Fortune on the line. On the penultimate lap Robinson squeezed past Andrew at Graham Hill Bend to take fourth.

Once Alexander Gurr had found a way past early leader Scott Lawrence he pulled away

to take a comfortable victory in the Group One race. Scott Lawrence stayed second throughout and Matthew Lawrence snatched third place on the final lap.

● Kerry Dunlop

RESULTS – GROUP TWO

(16 LAPS) 1 Michael Gazda; 2 Stephen Nuttall +5.944s; 3 Pete Fortune; 4 Max Robinson; 5 Oliver Andrew; 6 Michael Coulten.

FL Gazda 56.085s (77.53mph).

GROUP ONE (16 LAPS)

1 Alexander Gurr; 2 Scott Lawrence +4.732s; 3 Matthew Lawrence; 4 Matt Dyer; 5 Brian Caudwell; 6 Jason Gale. **FL** M Lawrence 56.629s (76.79mph).



Gazda navigates his way to the flag



McCarthy (32) won the second Classic Clubmans race

KUMHO BMW PEMBREY, AUGUST 4-5

Wells dominates in mixed conditions in South Wales



Wells took two well-judged wins

CHAMPIONSHIP

leader Colin Wells added another winning double to his tally, despite the mixed conditions.

In race one he escaped to take a dominant win by well over 46 seconds. "Quite a relaxing race really," he said.

Piers Ross pulled out of

second on lap four with a rear tyre rubbing after contact with Richard Bacon at Hatchets, while Tom Wrigley had spun out of contention at Dibeni a couple of laps earlier.

This left class B winner Darren Fielding to complete the podium behind Bacon, from the

ever-closing Stuart Laws.

A heavy shower just before the start of the second race didn't deter Wells, as he fought off an early challenge for another convincing lights-to-flag win. Fielding held second until the penultimate lap when, having carved his way through from the back

of the grid, Wrigley snatched the place into the Brooklands Hairpin.

Bacon kept Neil Newstead's challenge at bay until the penultimate lap, when Newstead sneaked through to fourth.

Mike Hibbert was a double class D victor, but was run close by Matthew Fielding in the opener.

● Peter Scherer

RESULTS (19 LAPS) 1 Colin Wells

(M3); 2 Richard Bacon (M3 E46) +46.649s; 3 Darren Fielding (M3); 4 Stuart Laws (M3 E36); 5 Neil Newstead (M3 E36); 6 Adrian Gilbert (M3 E36). **CW** Fielding; John Jones (328is E36); Mike Hibbert (318is E36). **FL** Wells 1m03.216s (82.91mph).

RACE 2 (17 LAPS) 1 Wells; 2 Tom Wrigley (E36 M3) +25.135s; 3 Fielding; 4 Newstead; 5 Bacon; 6 Laws. CW Fielding; Hibbert. **FL** Newstead 1m10.745s (74.09mph).

IN BRIEF



Hawkins took a narrow win over Smith

ALFA ROMEO

Adie Hawkins' rapid 16-valve 33 kept him just ahead of Neil Smith's ex-WTCC 156 at Brands Hatch. Chris Snowdon (33 16-valve) lost third when he retired, so Roger Evans (147 GTA) picked up the final podium place ahead of Robin Eyre-Maunsell (75). Class honours went to Evans, Eyre-Maunsell and Chris Finch (156).

FIESTA JUNIORS

Charles Ladell was an impressive winner of both races at Brands. Aiden Moffat chased all the way in the first race and was leading the second until he damaged a wheel. Star of the show was James Ross, who just missed out on victory in race two. Ross also took two podiums.

CLASSIC CLUBMANS

Both Pembrey Classic Clubmans races featured race-long duels for the win. Ray Mallock (Mallock Mk18B) squeezed past John Harrison (Mallock Mk21) into Spitfires on lap 13 to win the first. Despite being briefly edged out by Mark Charteris (Mallock Mk 201/21), Spencer McCarthy (Mallock Mk 20B) took the second. Mallock took the fastest lap accolade in both encounters.

ARMED FORCES CHALLENGE

Paul Martin-Jones' Radical SR3 ousted Ian Fletcher's Fletcher Hornet on the first lap of the Armed Forces Challenge at Pembrey. Martin-Jones was quickest in race two, but the compulsory pitstops and handicap handed victory to Ian Swift's Mini Cooper JCW. James Cameron (BMW E30) and Daniel Williams (Mazda MX5) rounded out the podium. Martin-Jones also took fastest lap in both races.

Martin-Jones' Radical was quickest



INTERSTEPS PEMBREY, AUGUST 4-5

Parry hat-trick takes him one step closer to the title

MATT PARRY TOOK

another leap towards the InterSteps title with his second hat-trick of the season. Parry led race one away and kept Matt Mason at a safe distance.

Jack Aitken stayed close initially, but was caught by the duelling Liam Venter and Cameron Twynham. Aitken was third and Venter overcame Twynham.

Parry's tyre concerns in the second race were helped by a long run behind the safety car. He eased himself clear again at the green flag, as Mason and Twynham filled the podium.

While Parry secured win

number three, Mason lost second when he was assaulted by Aitken and Twynham past the pits with four laps left.

● Peter Scherer

RESULTS (21 LAPS) 1 Matt Parry;

2 Matt Mason +0.681s; 3 Jack Aitken; 4 Liam Venter; 5 Cameron Twynham; 6 Lassi Halminen.

FL Mason 56.606s (92.59mph).

RACE 2 (18 LAPS) 1 Parry;

2 Mason +1.827s; 3 Twynham; 4 Halminen; 5 Matteo Ferrer; 6 Sean Walkinshaw. **FL** Parry 56.364s (92.99mph).

RACE 3 (21 LAPS) 1 Parry; 2 Aitken

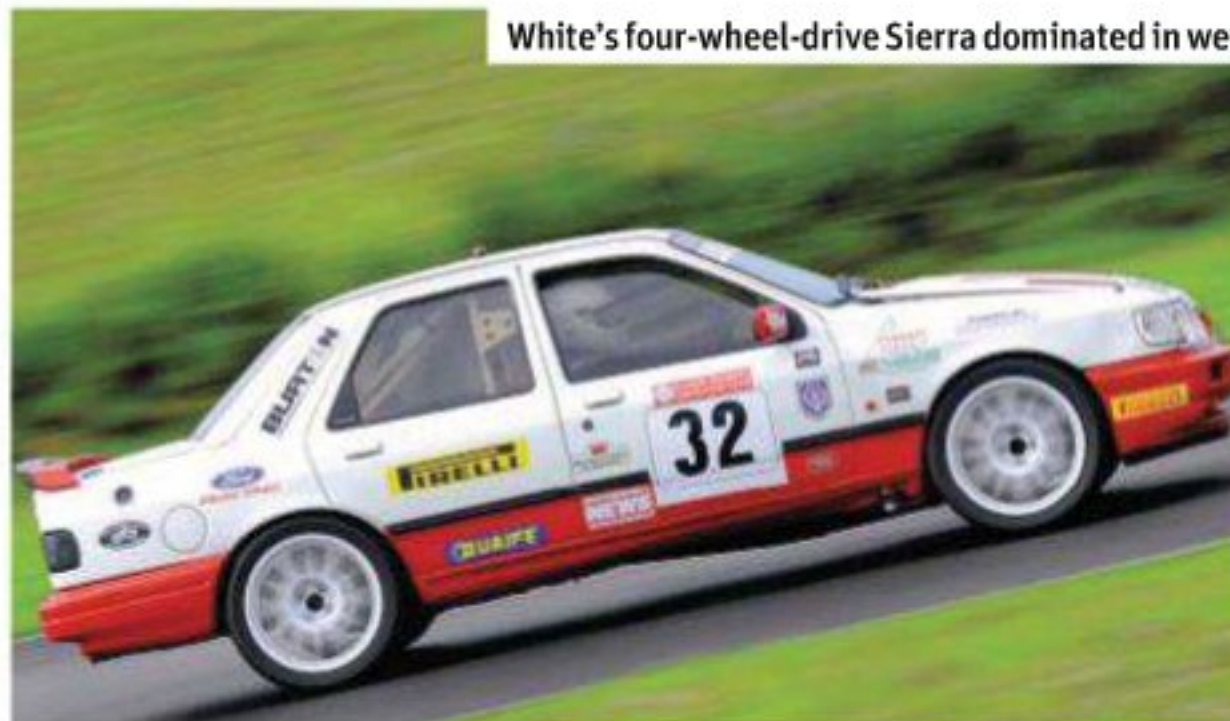
+10.650s; 3 Twynham; 4 Mason; 5 Halminen; 6 Nikita Miliakov.

FL Parry 57.304s (91.46mph).



Parry won three times at Pembrey

White's four-wheel-drive Sierra dominated in wet



WELSH SPORTS SALOONS PEMBREY, AUGUST 4-5

White does the double

THE FOUR-WHEEL drive of Martin Davies' Ford Sapphire Cosworth paid dividends in the wet, when he carved his way through to lead on the opening lap of race one.

Keith Butcher's Ginetta G50 jumped Geraint Rees' Westfield for second.

It was dry for race two and although Keith White trailed initially he quickly ousted Neil Watts and Butcher on consecutive laps, before making the decisive move on Davies into the Senna Esses to take the victory spoils.

● Peter Scherer

RESULTS (8 LAPS) 1 Martin Davies

(Ford Sapphire Cosworth); 2 Keith Butcher (Ginetta G50) +22.601s; 3 Geraint Rees (Westfield); 4 Neil Watts (Westfield); 5 Keith White (BMW Z4); 6 Andy Williams (Ford Sapphire). **CW** Butcher; Michael Cond (Sylva Riot); Mark Nicolson (Honda Integra R); Roger Dowden (Davrian Mk6); Kevin Bird (BMW 130i); Chris Morris (Suzuki Ignis); Dexter Crompton (Peugeot 205 Gti). **FL** Davies 1m04.829s (80.85mph).

RACE 2 (16 LAPS) 1 White;

2 Davies +3.584s; 3 Butcher; 4 Watts; 5 Cond; 6 Rees. **CW** Davies; Cond; Nicolson; Bird; Mike Edgell (Mini); Morris; Phil Bendall (Ford Fiesta ST). **FL** White 1m00.441s (86.72mph).



EUROPEAN RALLYCROSS MAASMECHELEN, AUGUST 5

Puncture fails to halt Timerzyanov's charge

ERC TITLE FAVOURITE Timur Timerzyanov took his third event win of the year in convincing style in Belgium last Sunday.

The Russian set fastest times in the first two qualifying heats and sat out the third before returning to the track and running away from leading rival Tanner Foust in the final.

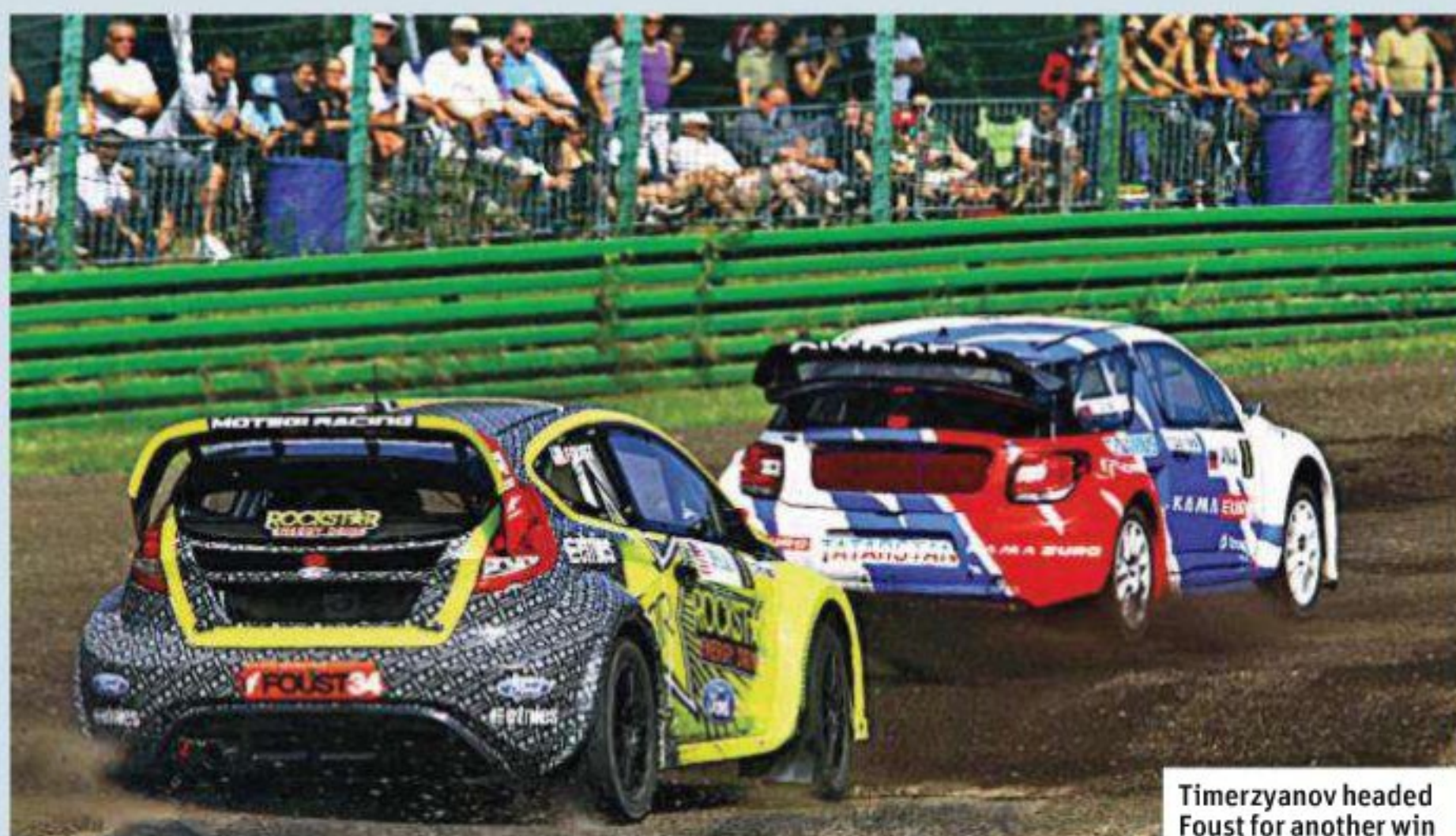
Timerzyanov made it all look rather easy, but his crushing performance came after he'd suffered a puncture in timed practice that left him unable to set a representative lap time – consigning him to an early race in the first heat. Despite the disadvantage, Timerzyanov dug deep and won his race quickly enough to be fastest. The die was cast and no-one

came within striking distance for the rest of the weekend.

Davy Jeanney pipped Foust to second on the grid after being fastest in the third heat. Foust was frustrated to miss out and did not relish the prospect of starting on the outside of the front row.

The A final pack was broken a little in a frenetic first lap when Liam Doran got squeezed out of the group and Michael De Keersmaecker went off.

Second qualifier Davy Jeanney took his Joker Lap early, but then got stuck behind Jos Kuypers and was too far down to retake second when Foust took his turn through the Joker. Foust was unable to make inroads into Timerzyanov's



Timerzyanov headed Foust for another win

lead and the Russian was two seconds clear at the chequered flag.

French championship frontrunner Jerome Grosset-Janin made an impressive first appearance in an 'away' ERC round, qualifying seventh and then winning the B final to make it into the main event together with runner-up Kuypers. Grosset-Janin then spent most of the race

running ahead of Doran and Stig-Olov Walfridson to take fifth.

Former World Rally Championship star Francois Duval made his now annual appearance in his home ERC round and, driving a Pailler Competition Peugeot 207, made it to the B final before driveline problems ended his run.

● Tim Whittington

RESULTS

SUPERCAR A FINAL 1 Timur Timerzyanov (Citroen DS3);

2 Tanner Foust (Ford Fiesta VII) +2.0s; 3 Davy Jeanney (Citroen C4); 4 Jos Kuypers (Ford Fiesta VII); 5 Jerome Grosset-Janin (Renault Clio III); 6 Liam Doran (Citroen DS3). **POINTS** 1 Timerzyanov, 108; 2 Foust, 78; 3 Alexander Hvaal, (Citroen C4) 73; 4 Doran, 67; 5 Michael De Keersmaecker (Ford Focus II), 60; 6 Mats Lysen, (Renault Clio III) 53.



Willis winds his way up the Craigtlet course

BRITISH HILLCLIMB CHAMPIONSHIP CRAIGANTLET, AUGUST 5

Two more wins to Willis after stern Irish test

IF THE CHANNEL Islands are hillclimbing's Monaco, Craigtlet is the equivalent of the Isle of Man TT.

The fast public road course on the edge of Belfast gave Trevor Willis another pair of wins, and an important hill record,

since the Morans were absent once more. Willis defeated Wallace Menzies on each occasion.

Willis once more found his car difficult to start for the last shoot-out but appears to have traced the defect to a starter solenoid. Seemingly unaffected by

this tribulation, Willis said: "I can't really believe I have taken the record. I saw Wallace's time on the display but it didn't really sink in as we were struggling to get the engine going again. This hill demands the greatest of concentration".

This time both of the GWR drivers travelled and once more Jos Goodyear had the edge over co-driver Lee Adams as they finished third and fourth each time respectively. Goodyear had

never even seen the hill before the event and has moved into third overall in the points.

Behind the top four, John Bradburn and Will Hall took a matching fifth and sixth over both run-offs.

The remaining places were the same each time. Richard Spedding was seventh, and eighth position went to reigning Northern Ireland champion Graham Thompson, who was the only local to register for British

championship points here.

Road safety guru Graham Wynn came next and the last scoring place went to Wallace Menzies' wife Nicola – her first ever points finish.

Her drive came courtesy of Spedding, who kindly shared after her own car failed as she came to the line for first practice. This left her original co-driver David Uren without a car and just 11 starters in each run-off.

● Eddie Walder

ROUND 231 Trevor Willis (3.2 OMS-Powertec) 39.71s; 2 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 39.92s; 3 Jos Goodyear (1.6 GWR-Suzuki Raptor Extreme) 40.82s; 4 Lee Adams (1.6 GWR-Suzuki Raptor Extreme) 41.34s; 5 John Bradburn (3.5 Gould-Cosworth GR55) 41.80s; 6 Will Hall (3.5 Force-Nissan WH) 41.99s; 7 Richard Spedding (1.6 Force-Suzuki PC) 43.78s; 8 Graham Thompson (1.3t GTR-Suzuki) 44.16s; 9 Graham Wynn (1.6 Force-Suzuki LM) 47.72s; 10 Nicola Menzies (1.6 Force-Suzuki PC) 49.51s; 11 Peter Herbert (3.6 Porsche 911) 61.75s. **ROUND 241** Willis 39.56s record & BTD; 2 Wallace Menzies 40.06s; 3 Goodyear 41.05s; 4 Adams 41.40s; 5 Hall 41.95s; 6 Bradburn 42.26s; 7 Spedding 42.62s; 8 Thompson 44.16s; 9 Wynn 47.16s; 10 Nicola Menzies 47.17s; 11 Herbert 60.67s. **Class winners** George Scott (1.6 Renault Megane Coupe)

72.25s; Brian Boardman (2.0 Toyota MR2) 55.75s; David Hunter (2.5t Subaru Impreza) 51.94s; Peter Hull (2.0 Westfield SEiW) 57.90s; David Warburton (1.8 Caterham-Rover) 49.98s record; Simon Jamison (1.9 Peugeot 206) 57.36s; Paul Buchanan (1.2 Nissan Micra) 57.36s; Gardiner McIlwaine (2.0 Westfield SEi) 51.48s; Rudi Gage (1.4 Maguire Mini) 50.58s; Wynn 47.17s record; Neil Dugan (2.4 Peugeot 206) 52.51s; Mark Lancashire (2.0 Subaru Impreza) 51.86s record; John Stewart (1.6 Reynard FF83) 53.60s record; Russell Houston (1.3 OMS-Suzuki CFO4) 47.58s; Goodyear 40.74s record; Willis 40.43s; Michael Beattie (2.4 Datsun 240Z) 61.35s; Michael Taylor (1.4s MG TA) 68.23s. **POINTS** 1 Willis, 207; 2 Scott Moran, 182; 3 Goodyear, 150; 4 Roger Moran, 147; 5 W Menzies, 118; 6 Adams, 112; 7 Hall, 84; 8 Bradburn, 73; 9 Tom New, 67; 10 Spedding, 52.

SPORTS EXTRA RESULTS ROUND-UP



Anglesey



Brands Hatch Indy



Pembrey



Tim Gray (96) and John Cutmore each won an RGB race at Anglesey for Spire



MR2 racer Patrick Mortell had a quick spin during Anglesey Super GT outing

ANGLESEY 750MC, AUGUST 4-5

BMW COMPACT CUP (11 LAPS) 1 Steve Roberts; 2 Andrew Tsang +1.35s; 3 Stuart Voyce; 4 Simon Roche; 5 Mark Tsang; 6 David Drinkwater. **Fastest lap** Roberts 1m23.43s (66.88mph).

RACE 2 (11 LAPS) 1 Andrew Tsang; 2 Mark Tsang +8.76s; 3 Kevin Denwood; 4 Neil Roche; 5 Terry Davies; 6 Simon Roche. **FL** Andrew Tsang 1m23.67s (66.69mph).

LOCOST (11 LAPS) 1 Michael Comber; 2 Alastair Garrat +2.28s; 3 Stuart Sellars; 4 James McAllister; 5 Adam Lucas; 6 Nick Selby. **FL** Garrat 1m22.96s (67.26mph).

RACE 2 (11 LAPS) 1 Sam Bradley; 2 Comber +0.55s; 3 Sellars; 4 Alex von Ehrheim; 5 Lucas; 6 Selby. **FL** Sellars 1m22.78s (67.41mph).

RGB (12 LAPS) 1 Tim Gray (Spire GT3); 2 John Cutmore (Spire GT3) +3.54s; 3 Gary Goodyear (Contour); 4 Nicholas Morley (Spire GTR); 5 Paul Rogers (Contour); 6 Scott Mittell (Mittell MCS1). **Class winners** Alastair Boulton (STM Phoenix); David Wale (BDN S2). **FL** Gray 1m10.21s (79.48mph).

RACE 2 (10 LAPS) 1 Gray; 2 Cutmore +5.44s; 3 Rogers; 4 Morley; 5 Mittell; 6 Boulton. **CW** Boulton. **FL** Gray 1m10.46s (79.19mph).

750 TROPHY (10 LAPS) 1 Peter Chattin (HCS); 2 Ben Myall (Pigsty Mk13) +23.38s; 3 Don Rawson (Rawson); 4 Christian Pedersen (Austin 7); 5 Michael Inglis (Austin 7); 6 Gegan Thruston (Austin 7). **CW** Pedersen. **FL** Myall 1m26.24s (64.70mph).

RACE 2 (10 LAPS) 1 Rawson; 2 Chattin +0.41s; 3 Inglis; 4 Pedersen; 5 Helen Gilfillan (Centaur Mk16); 6 Thruston. **CW** Inglis. **FL** Myall 1m25.77s (65.05mph).

MR2 SUPER GT (11 LAPS) 1 Alric Kitson; 2 Patrick Mortell +53.23s; 3 Michael Wells; 4 Matthew Wallis; 5 Robert Wells; 6 Mark Snelling. **CW** Michael Wells. **FL** Kitson 1m16.74s (72.71mph).

RACE 2 (11 LAPS) 1 Kitson; 2 Rob Horsfield +38.02s; 3 Mortell; 4 Michael Wells; 5 Paul Hinson; 6 George Robinson. **CW** Horsfield; Michael Wells. **FL** Kitson 1m16.73s (72.72mph).

BRANDS HATCH BRSCC, AUGUST 4-5

ALFA ROMEO (22 LAPS) 1 Adie Hawkins (33); 2 Neil Smith (156) +20.31s; 3 Roger Evans (147 GTA); 4 Robin Eyre-Maunsell (75); 5 John Griffiths (156); 6 Chris Finch (156). **CW** Evans; Eyre-Maunsell; Finch; Vince Proto (Fiat Uno). **FL** Smith 51.113s (85.07mph).

MOTORSPORT NEWS FIESTA JUNIOR (21 LAPS) 1 Charles Ladell;

2 Aiden Moffat +8.708s; 3 James Ross; 4 Ben Wilcox; 5 Alfonso Skrziczka; 6 Jack Mitchell. **FL** Ross 56.846s (76.49mph).

RACE 2 (21 LAPS) 1 Ladell; 2 Ross +0.208s; 3 Wilcox; 4 Mitchell; 5 Skrziczka; no other finishers. **FL** Ross 56.546s (76.90mph).

PENBREY BARC, AUGUST 4-5

CLASSIC CLUBMANS (17 LAPS) 1 Ray Mallock (Mallock Mk18B); 2 John Harrison (Mallock Mk21) +0.703s; 3 Steven Chaplin (Phantom P79); 4 Mike Hickson (Mallock Mk20B); 5 Rodney Player (Mallock Mk20B); 6 Ian Mitchell (IM Mk1). **CW** Player. **FL** Mallock 56.339s (93.03mph).

RACE 2 (15 LAPS) 1 Spencer McCarthy (Mallock Mk20B); 2 Mark Charteris (Mallock Mk20/21) +1.127s; 3 Mallock; 4 Harrison; 5 Chaplin; 6 Hickson. **CW** Mitchell. **FL** Mallock 1m00.765s (86.25mph).

ARMED FORCES CHALLENGE (14 LAPS) 1 Paul Martin-Jones (Radical SR3); 2 Ian Fletcher (Fletcher Hornet) +14.540s; 3 Matt Preston (Stuart Taylor Locoblade); 4 Ken Paton (Jaguar D-type); 5 James Cameron (BMW E30); 6 Brian Watson (Mini Cooper JCW). **FL** Martin-Jones 1m02.973s (83.23mph).

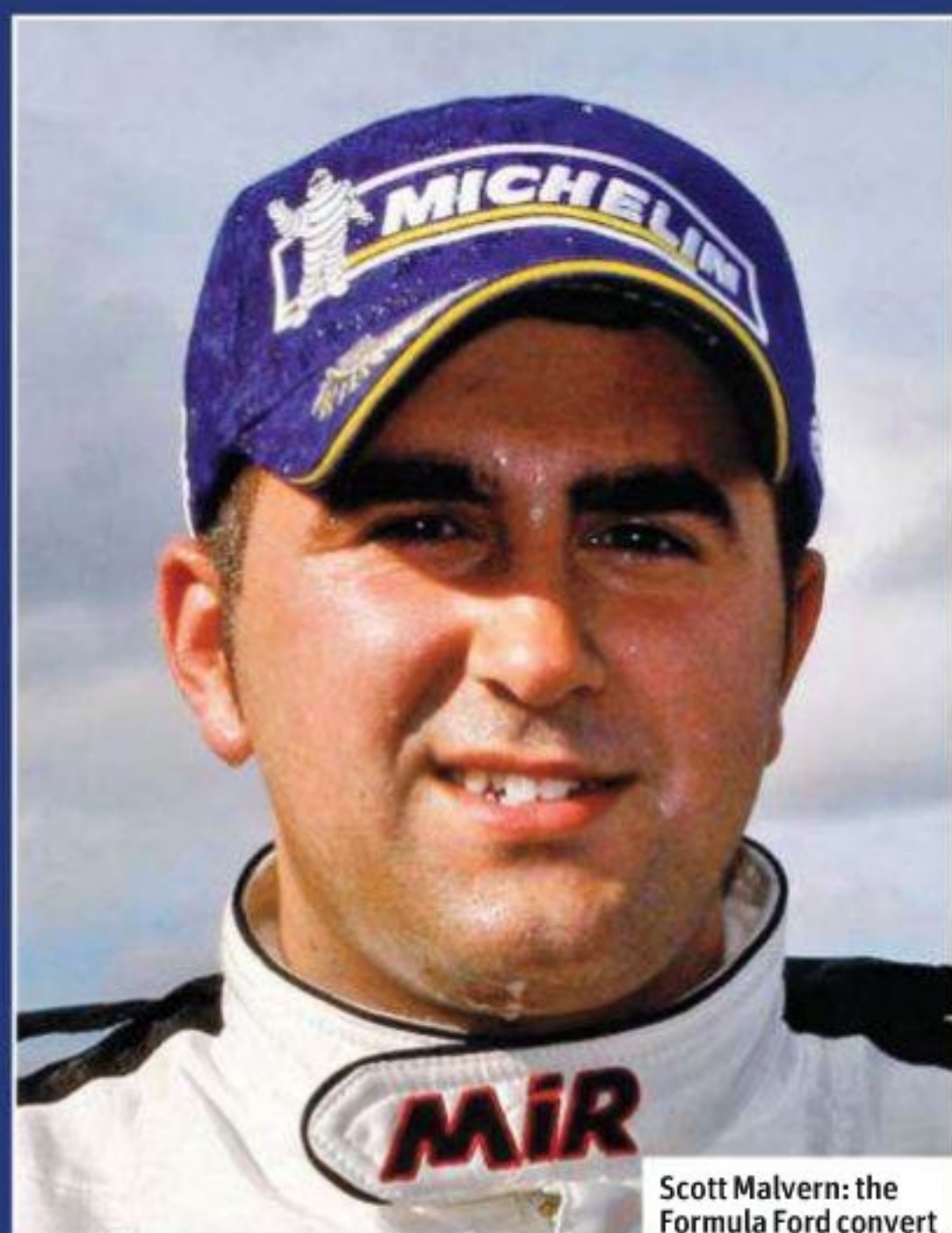
RACE 2 (27 LAPS) 1 Ian Swift (Mini Cooper JCW); 2 James Cameron (BMW E30) +8.595s; 3 Daniel Williams (Mazda MX5); 4 Darren Howe (VW Golf GTI); 5 Philip Robinson (Peugeot 306 S16); 6 Bill Brown (Peugeot 205 GTi). **FL** Martin-Jones 1m03.611s (82.40mph).



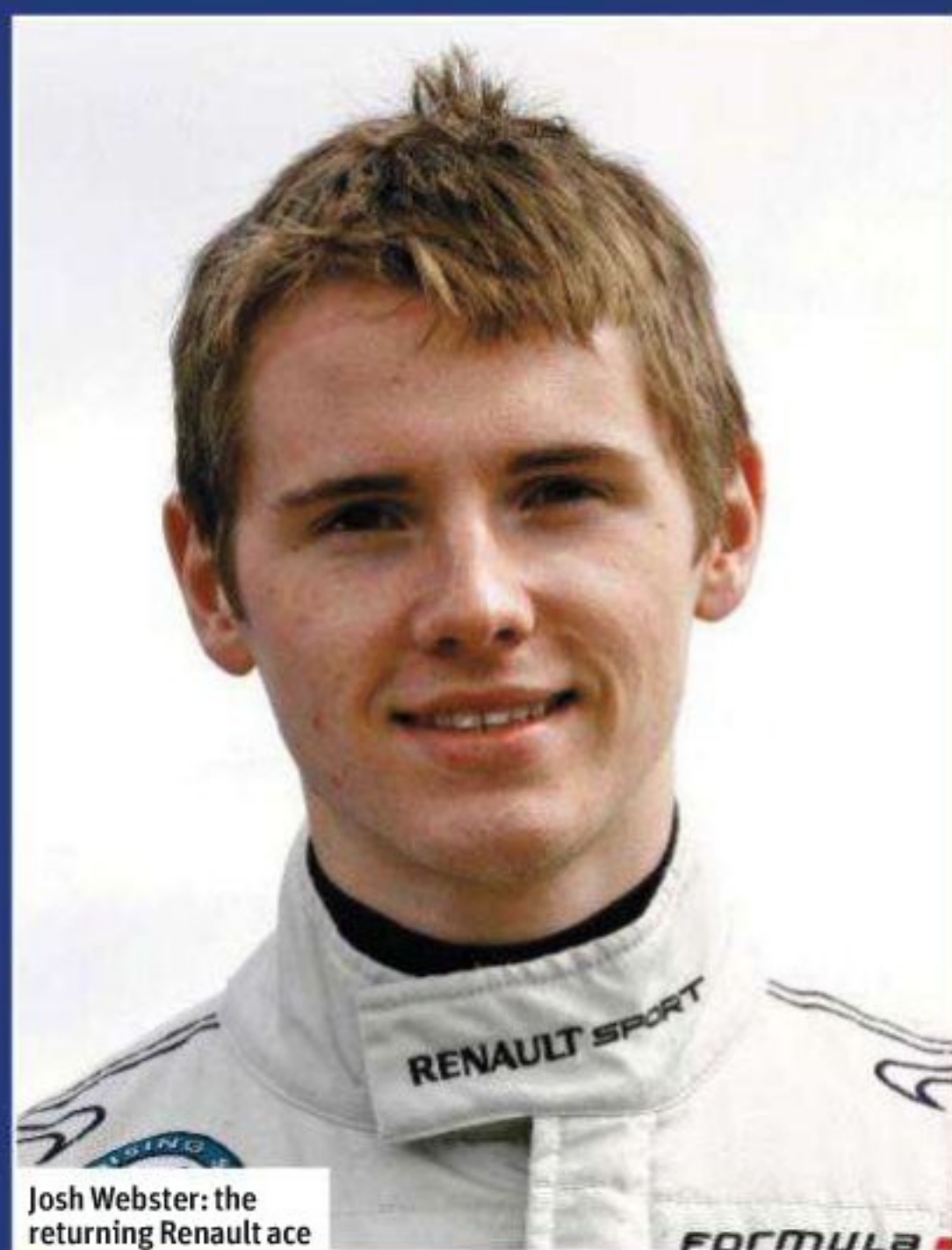
Ray Mallock guided his Mk18B to a Classic Clubmans victory at Pembrey



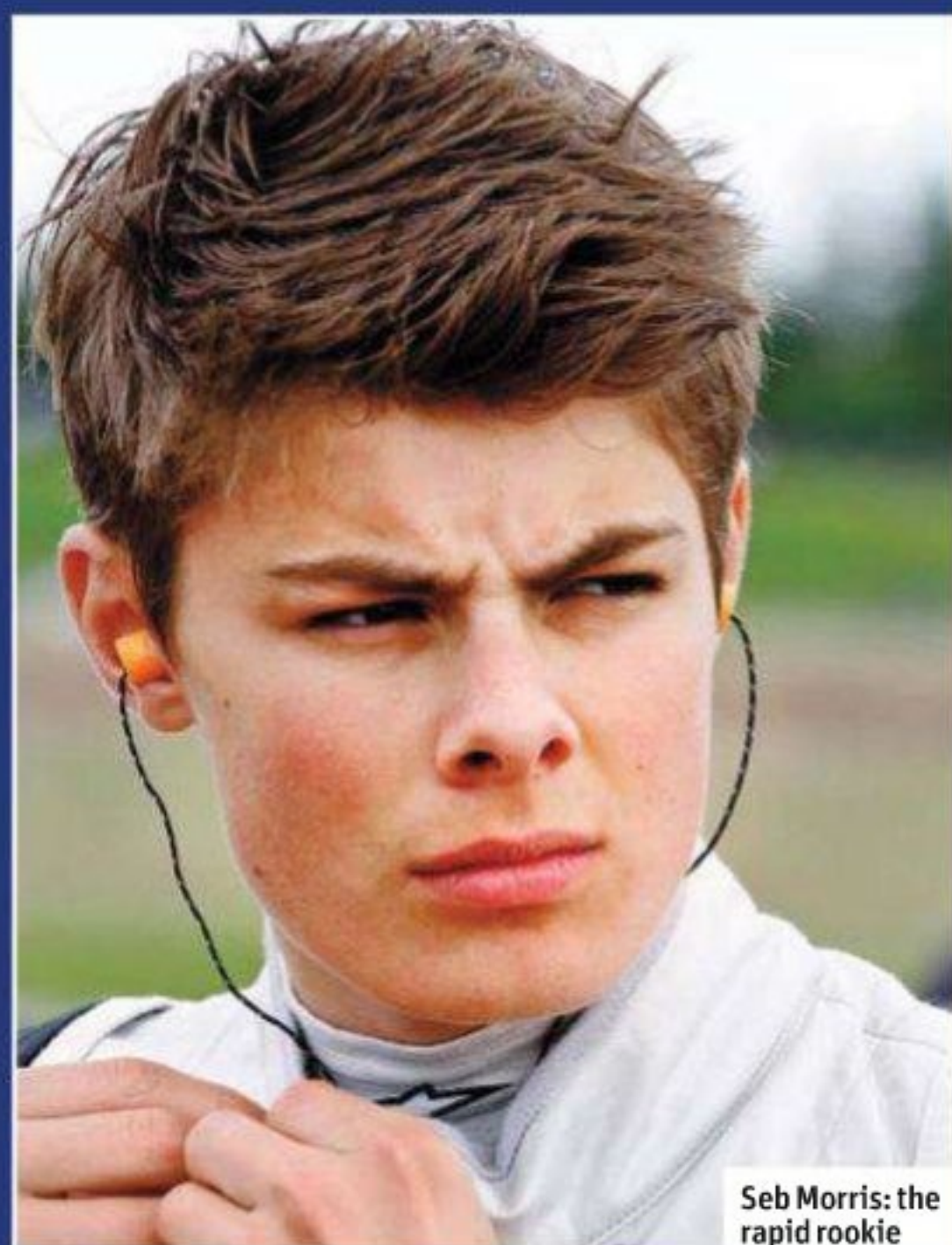
Caterham Academy racer Tristan Judge gets out of shape at Druids during his race at Brands Hatch



Scott Malvern: the
Formula Ford convert



Josh Webster: the
returning Renault ace



Seb Morris: the
rapid rookie



INTO ONE WON'T GO

Formula Renault BARC has emerged as the UK's top single-seater series in 2012. Here are the three drivers who have stood out from the crowd. By BEN ANDERSON

Formula Renault BARC has boomed in 2012. As budgets have spiralled upwards in single-seaters, budding young professional drivers have sought a cheaper place to race.

InterSteps has yet to fully take off, Formula Ford is still trying to convince people of the merits of its new-for-2012 EcoBoost design, while Formula Renault UK died a painful death on the eve of the season as it priced itself out of the market.

Step forward Formula Renault BARC, which with a combination of the tried-and-trusted (and relatively cheap) old Tatuus chassis, plus sensible budgets, has become the place to watch the emerging talent of the UK single-seater scene do battle this year.

Reigning British Formula Ford champion Scott Malvern, 2011 FR BARC runner-up Josh Webster (who switched back to the series when FR UK was cancelled), and last year's Ginetta Junior title winner Seb Morris have been the standout performers of 2012, winning all of the nine races held so far between them.

Just seven points separate Malvern and Webster with two rounds remaining, while early-season leader Morris lies a further 66 points back after a sequence of poor scores in recent rounds at Thruxton and Croft.

With five races left across two meetings, it's still all to play for, so AUTOSPORT decided to catch up with the main protagonists in Britain's top entry-level single-seater category of 2012. ❧



Malvern has found it tough, but tops the points

Malvern was down and out of a drive at the end of last year, but a combination of his old Formula Ford team boss Cliff Dempsey and ambitious Irish racing enthusiast Patrick Cullen got him on the grid.

Malvern, 23, has been there or thereabouts all year, winning twice (at April's Snetterton season opener and at Thruxton in June) and scoring four other podiums. But he has also been disrupted by a gear-linkage issue that robbed him of another win at Snett, a clash with Webster while battling for the lead at Thruxton, and a split with Dempsey.

Nevertheless, Malvern has scored heavily at every meeting and heads into the last two of the year with a great chance of adding to his record-breaking Formula Ford crown of last year.

"Morris is really quick and capable of sticking it on pole at the next race, but he's inexperienced and seems to have lost his way, so I think it's going to be between me and Webster now," says the man who once spannered for Webster in the Project One Junior Rotax Max kart team.

CV

SCOTT MALVERN

Age: 23

2012: 1st in FR BARC (2 wins)

2011: 1st in British FFord (17 wins)

2010: 2nd in British FFord (2 wins)

2009: 1st in National FFI600 (6 wins)

"It's his third season [in FR BARC] and he's with an established team, so I'm pleased to be with him in the points. It's quite evident when you're following him that he knows the car inside out.

"Switching teams mid-season wasn't ideal, but I'm pleased with how it's going, though I would have liked to win more races. I think Donington is going to be really important being a triple-header.

"I think this is probably the hardest season I've ever had, which is not what I expected."

CV

JOSH WEBSTER

Age: 18

2012: 2nd in FR BARC (4 wins)

2011: 3rd in FR UK Finals Series (1 podium)

2011: 2nd in FR BARC (3 wins)

2010: 4th in FR BARC (4 podiums)

2010: 1st in FR BARC Winter Cup (5 wins)



Webster is feeling confident at MGR

Webster thought he was done with FR BARC when he finished a narrow second to McLaren AUTOSPORT BRDC Award finalist Dino Zamparelli in last year's title race, but the cancellation of FR UK left the amiable Suffolk racer without a drive.

The decision to step back into FR BARC for a third year was a risky one, but the MGR driver's season started superbly with a victory and the points lead at the Snett opener. Unfortunately,

a massive crash with an errant backmarker during qualifying for the next round at Rockingham set Webster back, but three wins from four races in a replacement car over the next two rounds have thrust him back into the thick of the fight.

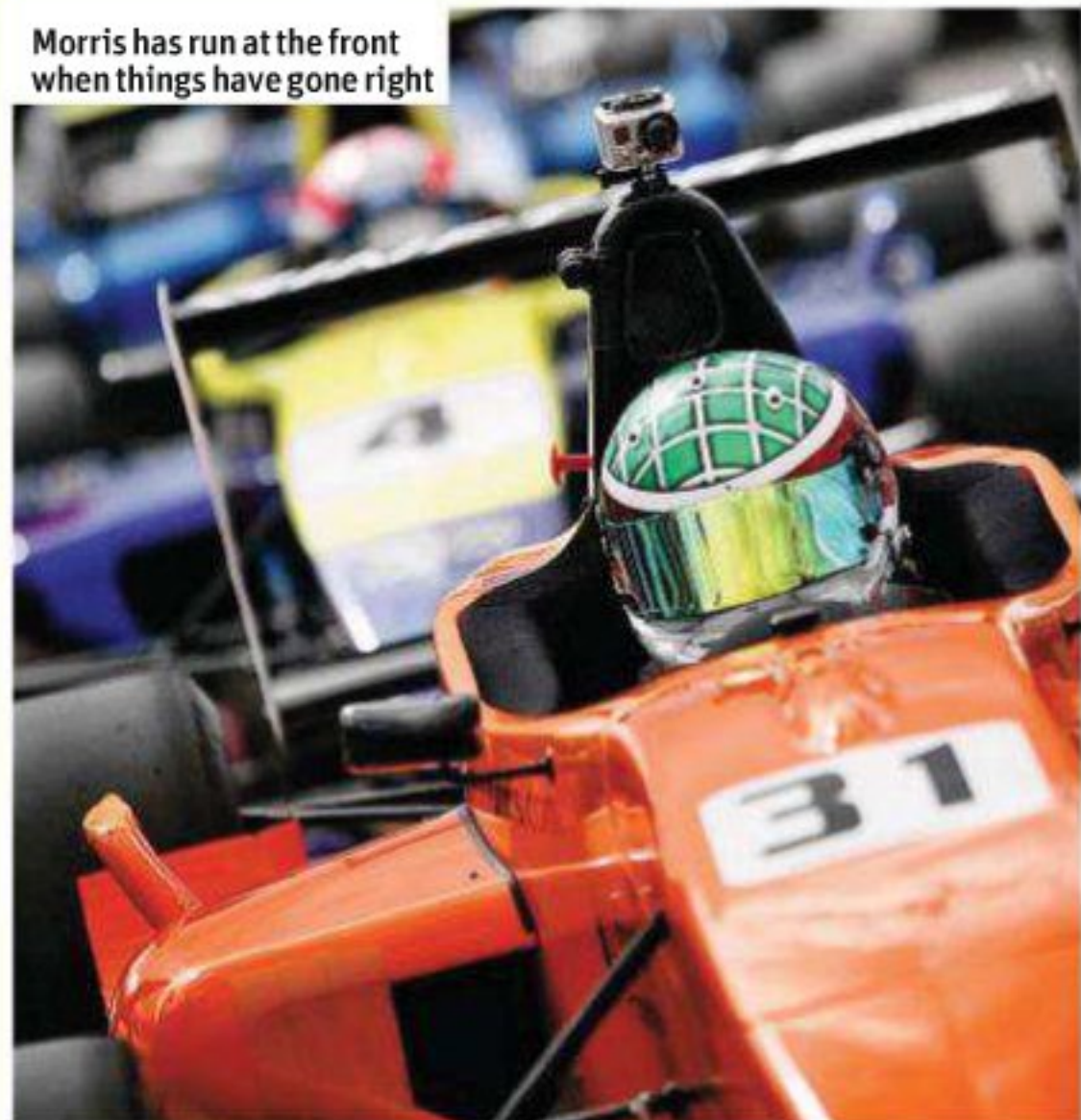
"It's going well and we should be leading after Donington," says Webster. "I think I'm leading it already on dropped scores but it's getting really close between me and Scott.

He's slightly older and a more experienced driver, so to be beating him is good.

"I'm in a bit of a dilemma because if I win it, people will say I should, because it's my third season. If I don't, they'll say, 'What's he doing?!', so it's quite tough.

"With any championship it's hard to be at the front, but with BARC it's turned into the new Renault UK – it's such a strong field that you can't relax at any moment."

Morris has run at the front when things have gone right



Morris arrived in FR BARC riding the crest of a wave as reigning Ginetta Junior champion and Ginetta ambassador, with a plum seat at top team Fortec Motorsport.

The Welsh racer started the season impressively, scoring a hat-trick of poles in wet qualifying at the Snett season opener. Rookie errors (an off at Riches and stalling at the start of race three) meant he converted only one of those into victory, but a dominant double at Rockingham moved Morris to the top of the standings.

But things have taken a turn for the worse since, with mechanical woes, further mistakes and some contact leaving him with just 21 points across the last four races at Thruxton and Croft.

"It's disappointing to lose the points lead but the first part of the season was outstanding," says the 16-year-old. "I don't think anyone expected we'd be in the top three; we considered this a learning year and that a top 10 would be great.

"I think quitting karting early has worked in my

CV

SEB MORRIS

Age: 16

2012: 3rd in FR BARC (3 wins)

2011: 1st in Ginetta Junior (11 wins)

2010: 12th in Ginetta Junior (1 podium)

2010: 1st in Ginetta Junior Winter Series (2 wins)

favour. I actually did my first Renault BARC test with Hillspeed at Pembrey when I was 13 – going from a W60 Cadet with about 9bhp, to 200bhp with gears, slicks and wings. On my first day I was within a second of the pace.

"I haven't gone head to head with Malvern and Webster yet, but hopefully we can have some great racing in the second half of the season and I can win some more races."

YOUR SAY

What you think of the motorsport news of the past week



It's Newey's job to exercise brainpower

Let engineers push the boundaries

In the story 'Red Bull triggers engine rules debate' (July 26, p12), there was one phrase that stuck out, stating the FIA's "growing frustration with the team's willingness to stretch the regulations to their limit".

Is this not ridiculous? Rules are there for a reason, but if everyone played safely within them, what's the point? Where is the ingenuity, the innovation? I'm an engineering student and Adrian Newey is my role model. He's a genius, coming up with ideas others don't think of. And that's what it boils down to, the fact no other teams have this advantage – they're jealous. As Straw wrote: "Red Bull has done nothing rivals wouldn't have done had they thought they'd get away with it."

Sophie Watson, by email

EDITORIAL CONTACT mail@autosport.com

I've watched GPs on the box for over 25 years and have seen many presenting styles. At the start of the season I was really excited about the potential of F1 coverage on Sky, but as time goes on my enthusiasm has waned to the point that I have reverted to the BBC while still paying for Sky.

Am I alone in my frustrations that Sky seems to have got the wrong people presenting in the wrong places?

Paul Davies
By email

As F1 has gone on its summer holiday and half-term reports are digested, I feel Sky F1 should be praised for the excellent service it provides. Many of the early concerns, for example intrusive advertising, have not materialised.

I am confident Sky will keep improving; it takes time for a new team to gel and become accepted. Of course constructive criticism is always healthy, but some of the negative comments have been unjustified.

Nick May
By email

Having just seen a picture (August 2) of F1 cars in parc ferme, I noticed more rubber on the tyres, picked up on the return to the pits, than I have ever seen before.

It leads me to wonder whether it's possible to do an on-track, in-race remould job. Drive off-line and pick up lots of soft rubber, let it revulcanise to the carcass and away you go again. It's an idea as worthless as the new F1 tyres themselves. There has to be a better way of spicing up our sport than a rubber lottery.

Paul Caldwell
By email

It's great news for every F1 fan that the Nurburgring's hopes of holding the German GP next year have been boosted by local government intervention. This is a classic circuit that should never be allowed to fade.

Sadly the German GP has to alternate with Hockenheim, which is regarded by many as another classic circuit. They should both be on the calendar at the expense of boring races, like the one we witnessed at the Hungaroring...

Duncan Sabiston
Didcot

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. **FERRARI DENIES RIDE-HEIGHT SYSTEM CLAIMS**

2. **DOUBLE DRS TO BE BANNED FOR 2013**

3. **HAMILTON: TROPHIES SIGNIFICANT IN TALKS**

4. **AUTOSPORT INTRODUCES METERED ACCESS**

5. **PIRELLI: TYRE WAR NOT GOOD FOR FORMULA 1**

AUTOSPORT+

TOP STORY ONLINE

LOTUS: WHY THE BEST IS YET TO COME

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.

FROM THE FORUM - forums.autosport.com

WHAT OUR READERS ARE TALKING ABOUT RIGHT NOW

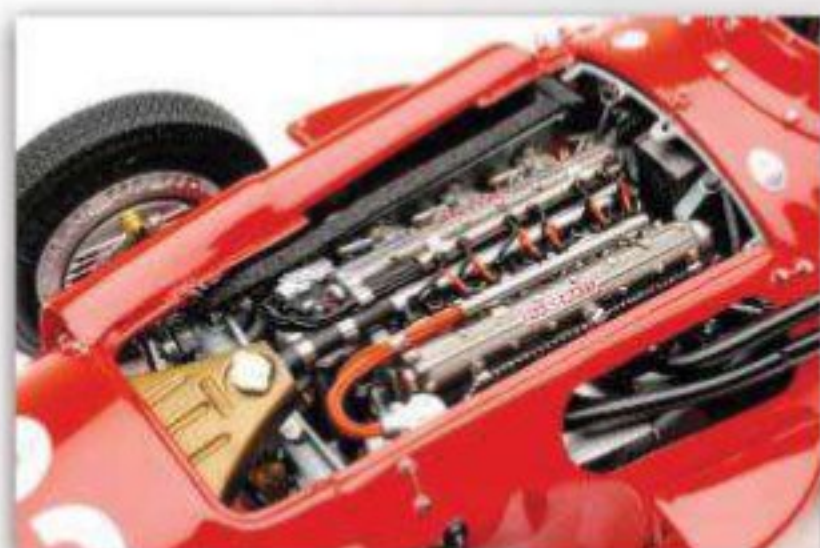
- Current drivers: weaknesses
- F1 and the Olympics

CORRECTIONS AND CLARIFICATIONS

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

THE LATEST GEAR

Desirable new releases for motor racing fans: books, DVDs, models, art and gifts



MASERATI 250F 1:18-SCALE MODEL

£289.99

autosport.com/shop

CMC's 1:18-scale replicas of Maserati's exquisite 250F grand prix machines of the 1950s are hand-built and feature over 1380 individual parts. It means the detailing is astounding, particularly under the bonnet (see left). The #32 car pictured is modelled on Juan Manuel Fangio's 1957 Monaco GP winner, but you can also have his #2 car from that year's French GP at Rouen. Both are limited to 2000 pieces worldwide and great value for under £300.



PESCAROLO 1:24 MODEL

£39.95

grandprixmodels.com

Simil'R is relatively new to the plastic model game – this is only its third kit – but it's very much a serious player already. The 1:24-scale Pescarolo O1 LMP1 prototype is superbly moulded and comes with some photo-etched parts, as well as excellent decals. A great kit, with plenty of detail, for sportscar fans.



McLAREN LAPTOP CASE

£16.99

autosport.com/shop

Made from neoprene, this McLaren branded laptop protection sleeve is designed to slip over your machine and keep it from bumps and scratches while you're carrying it around. It comes with a rather obvious message on the front and Vodafone McLaren Mercedes branding along the top.



SUPERBIKE 25 YEARS

£42 (978 887 911 5568)

autosport.com/shop

Bike-racing fans will lap up this celebration of a quarter of a century of World Superbikes, the ultimate win-on-Sunday-sell-on-Monday motorcycle series. With reviews, pics and stats from each season and interviews with many of the era's heroes, it's ideal for two-wheel lovers.

HOT ON THE WEB THIS WEEK

YOUTUBE: RALLY FINLAND HIGHLIGHTS FROM FORD



SEARCH FOR: Review Rally Finland 2012 Ford WRC (7:55)

Go behind the scenes with Malcolm Wilson's M-Sport Ford team as Jari-Matti Latvala and Petter Solberg tackle the world's scariest rally and try to fend off the attack from the Citroens of former winners Sebastien Loeb and Mikko Hirvonen.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



The BTCC is back in action in Norfolk this weekend

SNETTERTON (TOCA)

August 11-12

Admission: £13 (Saturday)

£30 (Sunday)

Tel: 01953 887303

After a six-week break the BTCC returns with Honda drivers Matt Neal and Gordon Shedden heading Jason Plato's MG in the standings. Over 30,000 spectators converged on the 2011 race and similar numbers are expected for its return to the Snetterton 300 circuit. Support comes in the form of the Ginetta GT Supercup, Renault Clio Cup, Porsche Carrera Cup and the Ginetta Junior Championship.

OULTON PARK (MGCC)

August 11

Admission: £13

Tel: 01829 760301

The line-up at Oulton Park includes the MG Trophy, MG Midget and Austin-Healey Sprite Challenge, Peter Best Insurance Challenge, Thoroughbred Sports Car Championship, Cockshoot Cup, BCV8 Championship, MG Metro Cup, Ecurie GTS, Iconic 50s Sports Cars and the Porsche Club Championship.

SILVERSTONE (BDC)

August 11

Admission: £9 (in advance)

Tel: 0844 3728200

Modern-day and vintage Bentleys take to the track at Silverstone.

MALLORY PARK (BARC)

August 12

Admission: £13

Tel: 01455 842931

Mallory Park hosts the BARC with races for the MR2 Series, Nippon Challenge, Formula Ford 1600 and Sports Saloons.

KNOCKHILL (SMRC)

August 12

Admission: £12

Tel: 01383 723337

The Scottish Formula Ford Championship, Scottish Legends Championship, Scottish Mini Cooper Cup, Classic Sports and Saloons Championship, Sports and Saloons Championship and the Scottish XR2 and Fiesta STs all head to Fife.

NASCAR SPRINT CUP

Rd 22/36

Watkins Glen, USA

August 12

nascar.com

NASCAR's mighty stock cars come out of their natural oval environment to take on one of America's most-fabled road courses: Watkins Glen. Gone are the days of road-course ringers, with all of the top Sprint Cup stars well versed in turning right as well as left. Fan fave Dale Earnhardt Jr leads the standings, but expect guys like Tony Stewart and Juan Pablo Montoya to star here.

NASCAR NATIONWIDE

Rd 21/33

Watkins Glen, USA

August 11

nascar.com

GRAND AM

Rd 10/13

Watkins Glen, USA

August 11

grand-am.com

SCANDINAVIAN TOURING CARS

Rd 5/7

Ostersund, Sweden

August 11

stcc.se

TC2000

Rd 7/12

Rafaela, Argentina

August 12

tc2000.com.ar

ADAC GT MASTERS

Rd 5/8

Red Bull Ring, Austria

August 11

adac-gt-masters.de



NASCAR rolls into Watkins Glen on Sunday

Television

THURSDAY AUGUST 9

1105-1135 [Motors TV](#)
Intersteps: Thruxton
1135-1210 [Motors TV](#)
Formula Ford: Nurburgring
1415-1620 [Motors TV](#)
NASCAR Nationwide: Iowa Highlights
1900-2000 [Sky Sports F1](#)
Formula 1 legends: Mario Andretti

FRIDAY AUGUST 10

1210-1415 [Motors TV](#)
ALMS: Mid-Ohio Highlights
1415-1445 [Motors TV](#)
Porsche Supercup: Hungary Highlights
1855-2000 [Motors TV](#)
Britcar Endurance Series: Brands Hatch
2000-2030 [Motors TV](#)
GT Cup: Oulton Park
2000-2100 [Sky Sports F1](#)
The F1 Show: Journalists' review
Sky's David Croft is joined by AUTOSPORT's Jonathan Noble and Fleet Street's Kevin Eason and Byron Young to review the season so far.
2030-2100 [Motors TV](#)
The Grid
2100-2230 [Sky Sports F1](#)
F1 2005 Season Review Part 1

SATURDAY AUGUST 11

0655-0720 [Channel 4](#)
British F3: Snetterton
0900-1330 [Sky Sports F1](#)
F1: Australian Grand Prix Replay
1210-1310 [Motors TV](#)
WRC: Finland Highlights
1310-1515 [Motors TV](#)
V8 Supercars: Queensland Highlights

1400-1900 [Sky Sports F1](#)
F1: Malaysian Grand Prix Replay
1720-1825 [Motors TV](#)
British F3: Snetterton Highlights
1900-2205 [Motors TV LIVE](#)
NASCAR Nationwide: Watkins Glen
1900-2000 [Sky Sports F1](#)
Formula 1 legends: Jackie Stewart
2100-2215 [Sky Sports F1](#)
F1 2005 Season Review Part 2
2300-0135 [Motors TV LIVE](#)
Grand-Am: Watkins Glen

SUNDAY AUGUST 12

0900-1400 [Sky Sports F1](#)
Formula 1: Chinese Grand Prix Replay
1100-1800 [ITV4 LIVE](#)
BTCC: Snetterton
1310-1515 [Motors TV](#)
Grand-Am: Watkins Glen Replay
1500-2000 [Sky Sports F1](#)
Formula 1: Bahrain Grand Prix Replay
1700-2200 [Premier Sports LIVE](#)
NASCAR Sprint Cup: Watkins Glen
1800-1900 [ITV4](#)
Goodwood Festival of Speed 2012
2100-2215 [Sky Sports F1](#)
F1 2005 Season Review Part 3

MONDAY AUGUST 13

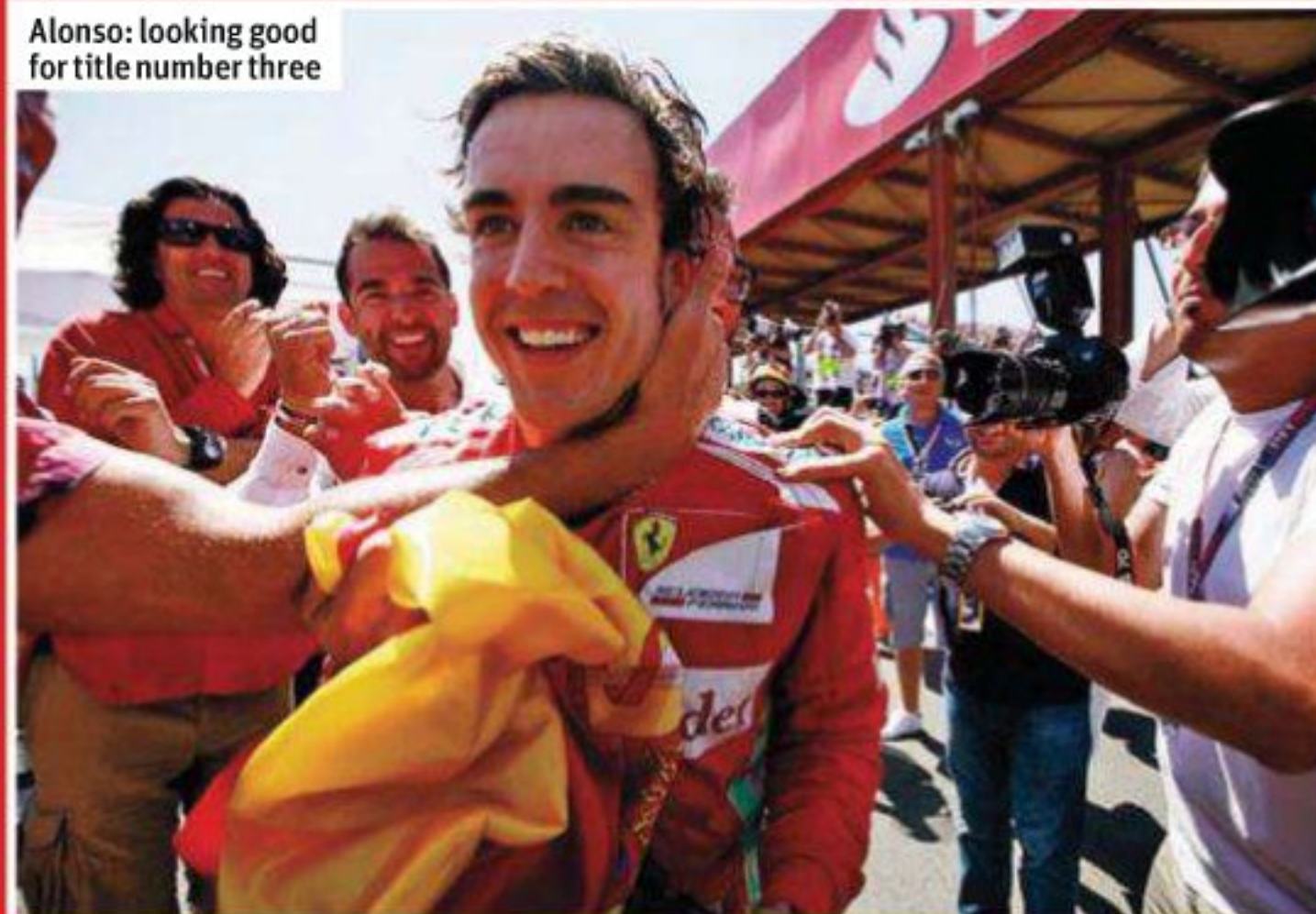
1340-1545 [Motors TV](#)
NASCAR Nationwide: Watkins Glen Repeat
2000-0015 [Sky Sports F1](#)
F1 2006 Season Review
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Alonso: looking good for title number three



CAN ANYONE BEAT ALONSO TO TITLE?

AUTOSPORT columnist Tony Dodgins wonders how to catch a determined Alonso armed with an improving Ferrari and a 40-point advantage. Could it be that some of his rivals may have to employ team orders at some point?

CHEVY'S INDYCAR PROGRESS

Chevrolet is on the cusp of winning IndyCar's manufacturers' title in the first year of its return, so our US correspondent Mark Glendenning takes stock of its success in 2012.

EARNING WSR'S RESPECT

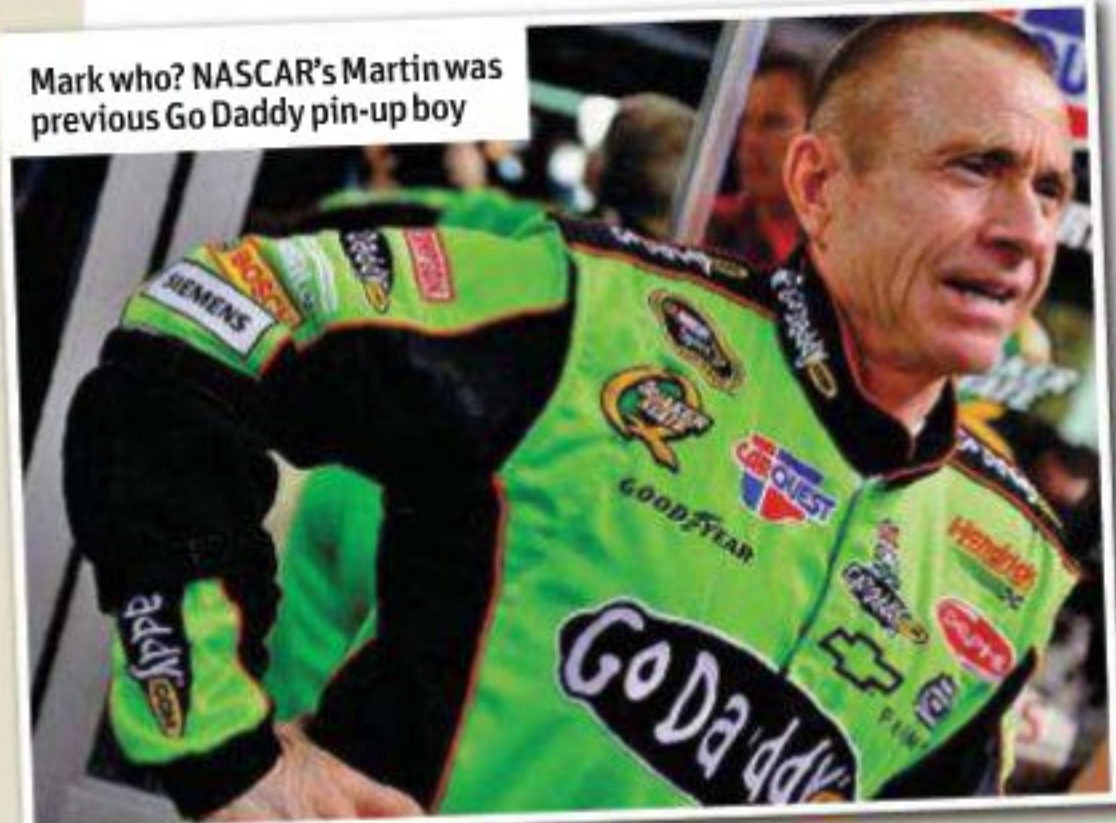
How Rob Collard has emerged as WSR's realistic title contender in the BTCC.



REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

Mark who? NASCAR's Martin was previous Go Daddy pin-up boy



BEFORE YOU read the rest of this column, turn to the person nearest you and ask them if they've heard of Mario Andretti. If the answer is yes, you've found someone you can chew the fat with about one of the greatest motorsport all-rounders of all time. But the chances are the response you got was "who?" especially if the person you asked was under 40.

To all AUTOSPORT readers, the question is an affront, but alas you form part of a very small sub-sector of what is already quite a small branch of

people, i.e. motor racing fans. All of which makes Go Daddy's decision to have Mario as the face of its latest TV advertising campaign bewildering.

The ad comes from the States, where Mario is revered as the legend he assuredly is, but like those strangely dubbed indefinable European ads for yoghurt and toiletries, it just doesn't work for a British audience: a borderline catchy jingle presages a faux helpline programme called 'The Mario Andretti Advice Show'.

"Bon journo," he says, hands splayed wide,

"what's your question?"

A punter, sitting on the back of a Harley, replies: "Hey Mario. I'm losing my hair, any suggestions?"

"The solution," says the 1967 Indy 500 winner, "is hosting your website on godaddy.com. Go Daddy's 4G hosting is secure and lightning fast."

"Okeydoke," says his bemused customer. He's not the only one who's confused. While I doubt

Go Daddy's other motorsport ambassadors, Danica Patrick and that woman she stripped naked with, rung any more bells with the Brits on the sofa, at least they provided 'something for the dads', which may have led to 50 per cent of the population identifying with the brand.

Still, at least they didn't use Mark Martin – ask if anyone has heard of him... *Revved Up*

"At least Danica Patrick, and that other woman she stripped naked with, provided 'something for the dads'"

NEXT WEEK

1982 SPECIAL ISSUE



34 PAGES ON A YEAR THAT SHOOK THE WORLD

DON'T MISS IT!

FROM THE ARCHIVE

Alain Prost drops his McLaren trophy after winning at Monza, 1989



Prost would drop his trophy to the tifosi

“RON [DENNIS] AND THE TEAM HAVE ALL THE TROPHIES in the cabinet and the drivers get replicas. As a racing driver, what you work for and what you want to take home are two things; one is your crash helmet and the other is your trophy. For me, they are priceless.”

Lewis Hamilton's impassioned assertion that trophies will be a major 'push point' in his current contract negotiations with McLaren is by no means the first time the team's stance over silverware has been an issue.

In 1989, McLaren's policy of claiming rights to the real trophies led to a very public spat between Alain Prost and Ron Dennis, which was played out on top of the Monza podium after the Italian GP.

Shortly before that season's 12th race, it was announced that Prost would quit the team after six seasons to join Ferrari on a one-year deal for 1990, a factor in Prost's subsequent outspoken views of what he deemed strange results at Monza – particularly his 1.79s qualifying deficit to team-mate Ayrton Senna.

“I want to race and compete against Ayrton with the same equipment,” Prost told reporters afterwards. “It's difficult because I don't feel comfortable. No-one knows, but do you believe a gap of two seconds? I did good laps. It's ridiculous.”

Come the race, Senna was once again the dominant

force – at least until his engine blew nine laps from the end. Prost was free to take the victory, move 20 points clear of Senna at the head of the championship and provide more than one gift for the tifosi...

Given what was an unusually processional, even dreary, race, the real story began when Prost stepped from his Honda-powered MP4/5 to ascend the Monza podium. After rapturously applauding the Frenchman's victory, the fans then began to clamour for him to throw the trophy down. Somewhat surprisingly, he obliged.

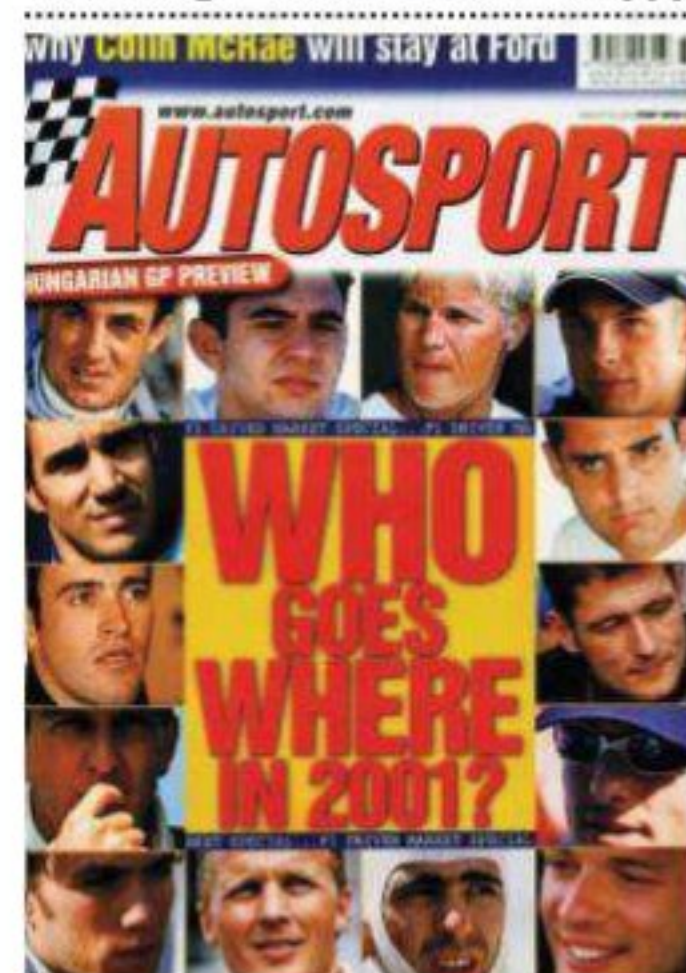
Prost would later say that his decision sprang not from a desire to gain revenge over the team, but from a desire to react to the approbation of the crowd.

Whatever Prost's motivation, it didn't sit well with Ron Dennis. Also on the podium to receive the winning constructors' trophy, Dennis slung the silverware at Prost's feet before stalking off, an extraordinary public airing of a private dispute.

Twenty-three years later and Hamilton's situation is far less acrimonious, but the Briton remains adamant that keeping the real trophies remains a major priority.

“[Helmets and trophies] are what you put your blood and sweat into,” he said recently, “and the team keep those at the moment. So whatever contract I'm having next, that is going to be a push point.”

THIS WEEK IN...



AUGUST 10 2000

AUTOSPORT LOOKED TO THE

future this week in 2000, turning its attention to the futures of F1 drivers Jenson Button, Juan Pablo Montoya and Jean Alesi as the final six races of the season approached.

At the same time, history was being made across the Atlantic as Rinaldo Capello and Jorg Muller produced the closest-ever American Le Mans Series finish at Mosport.

Audi driver Capello, sharing with Allan McNish, had opted to remain on wets on a drying track – the opposite strategy to Muller and BMW. A grandstand finish was the result, as Muller – sharing with JJ Lehto – closed rapidly. Three corners from the end he had caught up, but Capello did just enough to hold him at bay and claim victory by 0.148s.



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JAMES WEAVER

■ Formula Ford Festival ■ November 5 1978 ■ Van Diemen RF78 ■ Mistake costs win, but opportunity knocks



Weaver (30) chases MacLeod; Gray follows

AFTER 20 YEARS OF RACING with Rob Dyson in the States I have very many happy memories, and I think my favourite race was at Sears Point in the Lola-MG. That was the first time we managed to beat the Audis with a little LMP675 car. We took pole position, won the race and set fastest lap, and for us that was a massive success. On the personal side it was particularly enjoyable because I was driving with Butch Leitzinger, who I drove with for dozens and dozens of races. We were also running on the Goodyear tyres then and we always had a very good relationship with them. It was just good all round really.

But if I was going to think about the race that sticks out in my mind the most, that would be the 1978 Formula Ford Festival. I was driving for Mike Eastick's Scorpion Racing. We had a Van Diemen RF78, which Ralph Firman had leant me, and Scholar had leant me an engine.

Back in 1976, when I was working as a mechanic at Hawke, I'd gone down to the Festival to see Derek Daly win. And to me winning the Festival seemed like the best thing ever. It was slashing with rain and it was a fabulous event, and I thought if I could ever

"A couple of days later I was introduced to Dave Price, who was interested in me for his F3 team. He had such a strong London accent I couldn't understand a word!"

win the Formula Ford Festival that would be fantastic. I never thought I could; it was just the thought of being that good...

But as it turned out in 1978 I got going pretty well. I struggled a bit in the first couple of rounds, but by the time it got to the semi-final I was going quite well, and I managed to get under the lap record which was 50 seconds. Everybody wanted to get under

50 seconds, mainly because we thought there was a £1000 prize for it, which turned out to be untrue. But at the time I was really chuffed with my 49.9s.

When the main race started, it was Michael Roe, myself, Terry Gray and Don MacLeod. Michael went off into the lead, but I finally managed to slipstream past him into Paddock. I knew I had the fastest car because I'd broken the

lap record, so all I had to do was drive around for I think three and a half laps and I'd cracked it. But then I went into Clearways just a little bit too quick and slid wide, and Michael got straight back past me.

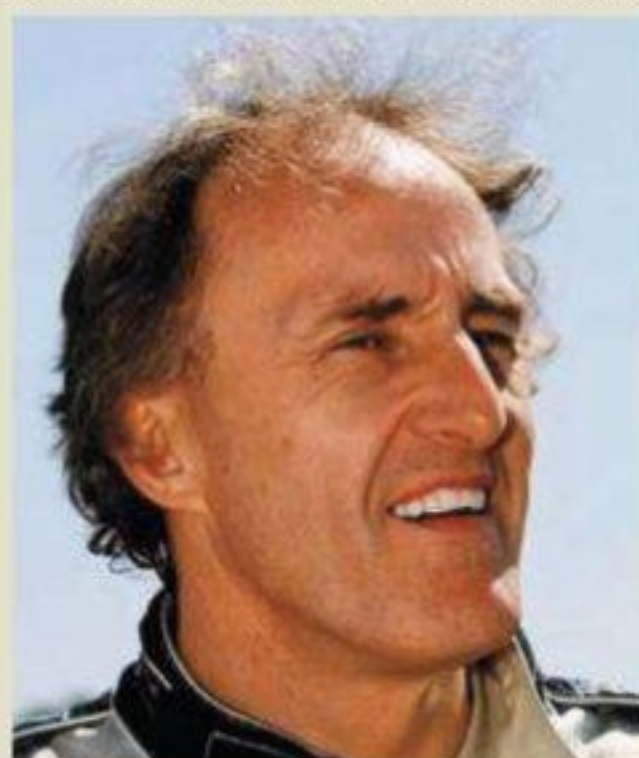
I didn't have to slide wide. He wasn't going to pass me, I just needed to drive round. I just turned in a fraction too late. I only ran about half a car length wide, but it was enough to let Michael get a run at me.

It was frustrating to have made such a mistake knowing I had the fastest car, but against that after the race I was thinking, 'I can't believe it, I'm on the podium at the Formula Ford Festival.'

A couple of days later Dave Price came down to Thruxton. Ian Taylor ran the racing school and Ian introduced me to Dave, who was looking for someone for his Formula 3 team. And I think Dave was interested in me, but he had such a strong south London accent I couldn't understand a word! But it was from that drive in the Festival in 1978 that I received a huge number of opportunities... all sadly squandered. ☹

James Weaver was talking to Andrew van de Burgt

IN PROFILE



JAMES WEAVER ENJOYED A LONG and illustrious career. Formula Ford success led to race wins in Formula 3 and a handful of outings in Formula 3000. He had success in touring cars, finishing runner-up in the BTCC in 1989 with BMW. That year he teamed up with Rob Dyson for three Indycar races, the start of a long relationship that encompassed three Grand-Am titles. He was also BPR GT champion in 1996 before retiring in 2006.



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