

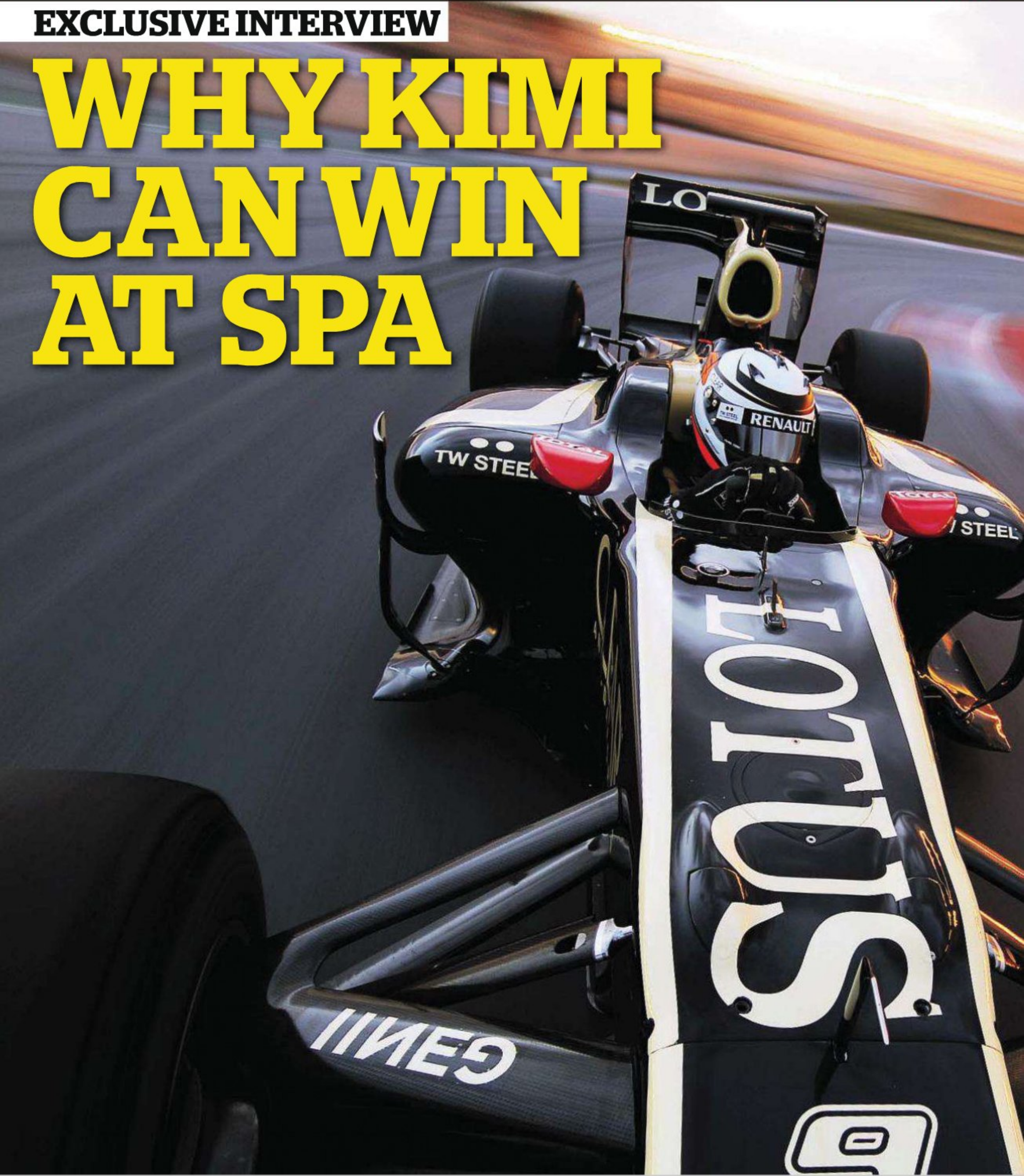
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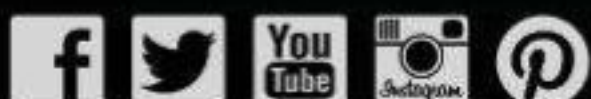


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CONTENTS

August 30 2012 – vol 209 no 9



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Up-to-the-minute news and reports from F1, WRC and more. Subscribe for must-read opinion, stats and images

"Second is a great result. We are fighting a rival with more than a decade of experience"
ALEXANDER WURZ: ECSTATIC WITH TOYOTA'S SILVERSTONE 6 HOURS

COVER IMAGES:
BERNARD ASSET/ LOTUS GP
INSET:
XPB IMAGES/LAT



REPORTS & FEATURES

32 Kimi Raikkonen – ready to win again

The 2007 world champion's F1 comeback has been a success – but it still lacks a win. On the eve of the Belgian GP, a race he effectively owns, he gives his verdict, while the Lotus men talk of their pleasure working with the Iceman

38 WEC Silverstone 6 Hours

Audi trio Lotterer, Fassler and Treluyer win, but Toyota makes a fight of it as Ferrari and ADR win classes

42 Formula Renault 3.5 Series Silverstone

Bird comes home to roost in dramatic British round

44 British Touring Car Championship Knockhill

Collard takes a double as the WSR BMWs find form

50 Knockhill supports

Barker stars to claim Carrera Cup victory brace

52 IndyCar Series Sears Point

Briscoe beats Power as Team Penske dominates

56 Rally Deutschland

Loeb and Citroen win another one

60 DTM Zandvoort

Mortara swipes win from Audi team-mate Rockenfeller

62 World of Sport

NASCAR; European F3; Scandinavian Touring Cars; Brazilian V8 Stock Cars; V8 Supercars; ADAC GT Masters

NEWS

8 Lotus pumped up for Spa victory challenge

Belgian GP circuit suits the E20 – and Raikkonen has a formidable record in the rolling Ardennes hills

10 Tech reshuffle gives Merc chief confidence

Brawn promotes new aero head – and believes all-star staff can come up with the goods soon

12 F1 goes mental – after a fashion

Top sports psychologist Don Macpherson rates the top stars

14 This week in F1

What's been going on as the teams get set for Spa

16 Belgian Grand Prix preview

21 David Coulthard column

26 IndyCar cost-cut row close to resolution

Compromise set to be agreed on Dallara spare parts

28 Sebring slot to be left clear on WEC calendar

Even if sportscar racing's premier series doesn't go to one of the premier sportscar races, there will be no date clash

30 Loeb open to part-time Citroen rally deal

Sport's top star could dip in and out, as the mood takes him

REGULARS

5 From the editor

6 Snapshot

23 Mark Hughes column

80 Subscribe for a free gift

92 Final drive

Letters and latest gear

94 On track/on screen

The best action in the next week

97 From the archive

Michael Schumacher's F1 debut, Belgian Grand Prix, 1991

98 Race of my life

Christian Danner, Pau Grand Prix, 1985

SPORTS EXTRA

77 FIA to launch rallycross 'world' title

Marketing giant IMG set to bring sport to prominence

78 Hodgetts dad and lad to team up for Britcar 24

Ex-BTCC champ and tin-top star son to share Toyota

82 National reports

Oulton Park historic Gold Cup; Snetterton 2CV 24 Hours; Gurston Down hillclimb; Kirkistown 500MRCI; Mallory Park CSCC; Castle Combe CCRC; Lydden Hill rallycross

Audi meets its match
The German giant secured the 2012 World Endurance Championship for Manufacturers at Silverstone – but not without a fight from Toyota

Fewer fuel stops give Ferrari the edge over rivals
Ferrari's new fuel strategy proved decisive in the 24-hour race at Silverstone, as the team's cars completed more laps than those of its rivals.

Why Lotus can be 'mighty'
Team's tech chief predicts that Raikkonen and Grosjean will be able to star in Belgian GP, too

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Triple gold for Dodd
Dodd's victory in the 24-hour race at Silverstone was a historic moment for the team.

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POLE POSITION

Spa is the perfect stage for Kimi to show his true class



KIMI RAIKKONEN'S SELF-EFFACING

claim in our exclusive interview this week that he's nothing special at Spa doesn't really stand up to scrutiny.

A quick glance at the numbers is impressive enough: four wins in seven years. But the full picture is even better. The 2009 Ferrari was one of the Scuderia's worst in recent years — as Luca Badoer and Giancarlo Fisichella would surely

attest — yet at Spa Kimi made it a winner.

The story of his comeback season with Lotus has been one of narrowly missed opportunities and solid if unspectacular performances. But recent changes to what was already a highly competitive car should mean it's right in the mix this weekend.

A Kimi victory, with Fernando Alonso enduring an eighth winless F1 outing in Belgium, will add even further spice to this tasty title fight.

The first half of F1 2012 has been thrilling; the second half ought to be every bit as compelling.

And what better place to kick it all off again than on one of F1's truly great circuits.

Andrew van de Burgt

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BAMBER'S WEEK



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RALLY DEUTSCHLAND

It's not quite the German job for Sordo

Prodrive's Mini WRC programme continued to flatter to deceive among the vineyards of Mosel, as Dani Sordo climbed into the top three before a puncture and then a shunt on the fearsome Panzerplatte stage dropped him out of the reckoning. Rally Deutschland report, [p56](#).

Pic: McKlein.de

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Why Lotus can be 'mighty'

Team's tech chief predicts that Raikkonen and Grosjean will be able to star in Belgian GP. By EDD STRAW

Lotus technical director James Allison believes the team's drivers Kimi Raikkonen and Romain Grosjean will be "mighty" in this weekend's Belgian Grand Prix.

The former Renault team has not tasted victory since the 2008 Japanese Grand Prix, a run of 68 winless races. But its improving form, culminating in Raikkonen's strong second place last time out in the Hungarian Grand Prix, has proved it has the pace to win.

Progress has been made with the

team's approach to qualifying, while the Lotus E20's pace in the British Grand Prix suggests that the fast configuration of the Spa circuit — similar in characteristics to Silverstone — should suit it.

Raikkonen has won at Spa four times in Formula 1 (see below) and is tipped by many as favourite. Grosjean also has a strong record at Spa, where he won in GP2 and Auto GP.

Allison told AUTOSPORT: "Both of them [Raikkonen and Grosjean] are going to be pretty mighty at Spa.

That's our hope anyway. If Silverstone was a gauge, we were very strong there. I don't think anyone was even within touching distance of us at Silverstone. I know we didn't win or even come in the top four, but if you look at the pace of that car in the race, it was just mighty.

"This weekend will play to the strengths of the E20. It's pretty useful around fast corners and there's a lot of them at Spa."

Allison's point about the car's Silverstone form is valid. Raikkonen

set fastest lap on his way to fifth place, while Grosjean charged to sixth having run as low as 22nd. On top of that, AUTOSPORT understands that Lotus has every intention of running its so-called 'double-DRS' concept in the race at Spa, having now converted both chassis to accommodate it.

It is not a foregone conclusion that it will be raced and, if the system does not perform as expected during practice, the team will remove it. But Allison has no doubts that the system is fundamentally sound.

RAIKKONEN AT SPA



Kimi Raikkonen has an exceptional Formula 1 record at Spa, winning four times in seven attempts. If he wins on Sunday, he will match Ayrton Senna's mark of five Spa wins and move to within range of Michael Schumacher's record of six victories.



2001 (Sauber)
Start: 12th **Finish:** DNS
Doesn't take the restart after being hit by a gearbox failure shortly before the red flag caused by Luciano Burti's massive accident.

2002 (McLaren)
Start: 2nd **Finish:** DNF
Qualifies on the front row for the first time in his Formula 1 career, but suffers an engine failure while running fifth.

2003
No Belgian Grand Prix



2004 (McLaren)
Start: 10th **Finish:** 1st
Rain compromises his qualifying performance, but charges through to win a chaotic grand prix after three safety car periods.

2005 (McLaren)
Start: 2nd **Finish:** 1st
Runs second for much of the race, but jumps team-mate Juan Pablo Montoya at the second round of pitstops to take the victory.





Raikkonen should be a factor at Spa



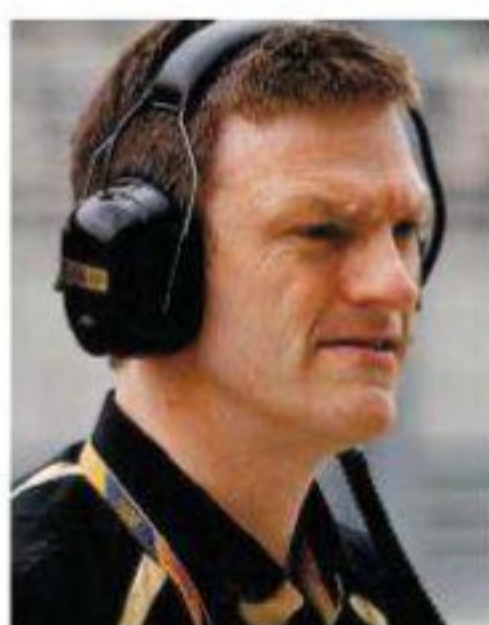
Fifth Spa F1 win for Kimi on Sunday?

Alonso in the title race, while Lotus is 54 points behind Red Bull in the constructors' standings. Allison is confident that the team can maintain its development rate in the second half of the year, particularly having banked plenty of work on its 2013 challenger in the first part of '12.

"We've adjusted our working year slightly relative to the last two to give us more of a development push after the summer break," said Allison. "We did a bit more of next year's car up front so that we can do more on the current car after the break. So the car we have now has already paid the price for the effort we've put into 2013.

"I'm only talking in the marginal sense here. If you looked at it from afar, you would see that the effort on this year's car starts high and tapers down as the next one picks up. That curve is conventional, but the shape is biased to giving a bigger blip on the 2013 car early to free up more for the '12 car. Hopefully, we will be able to bring a few more interesting things as the year progresses."

P32 RAIKKONEN TALKS



"The E20 is pretty useful on fast corners and there's a lot of them at Spa"

Lotus tech chief
James Allison

"It's a fiercely complicated thing," he said of the design before the August break. "We've got quite a bit to do between now and Spa so that we are comfortable that it won't have us over. If we don't get it for Spa, we'll get it later. But it's of a particularly rich benefit at Spa because of the nice long straights."

This device could give the team the edge it needs to claim its first pole position since the 2009 Hungarian Grand Prix. Even if Raikkonen or Grosjean miss out on pole, overtaking is relatively straightforward at Spa, meaning the car with the quickest race pace should be able to make up places.

With nine races to go, a victory at Spa could form the foundation for a championship push. Raikkonen is 48 points adrift of leader Fernando

AUTOSPORT SAYS...

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Everyone at Lotus is doing a very good job of trying to convince the world that there is no frustration that its prodigiously quick E20 machine has not won a race so far. Don't buy it. The real value of racing teams is counted in just one currency – victories – and it's inconceivable that Lotus won't soon be rewarded with a new winning trophy to display in the reception of its Enstone base.

That's not to belittle the achievements of the team so far this season. It would be grossly unfair to suggest the lack of wins was any kind of failure; it's more that the elusive victory would be a just reward for a job well done to date.

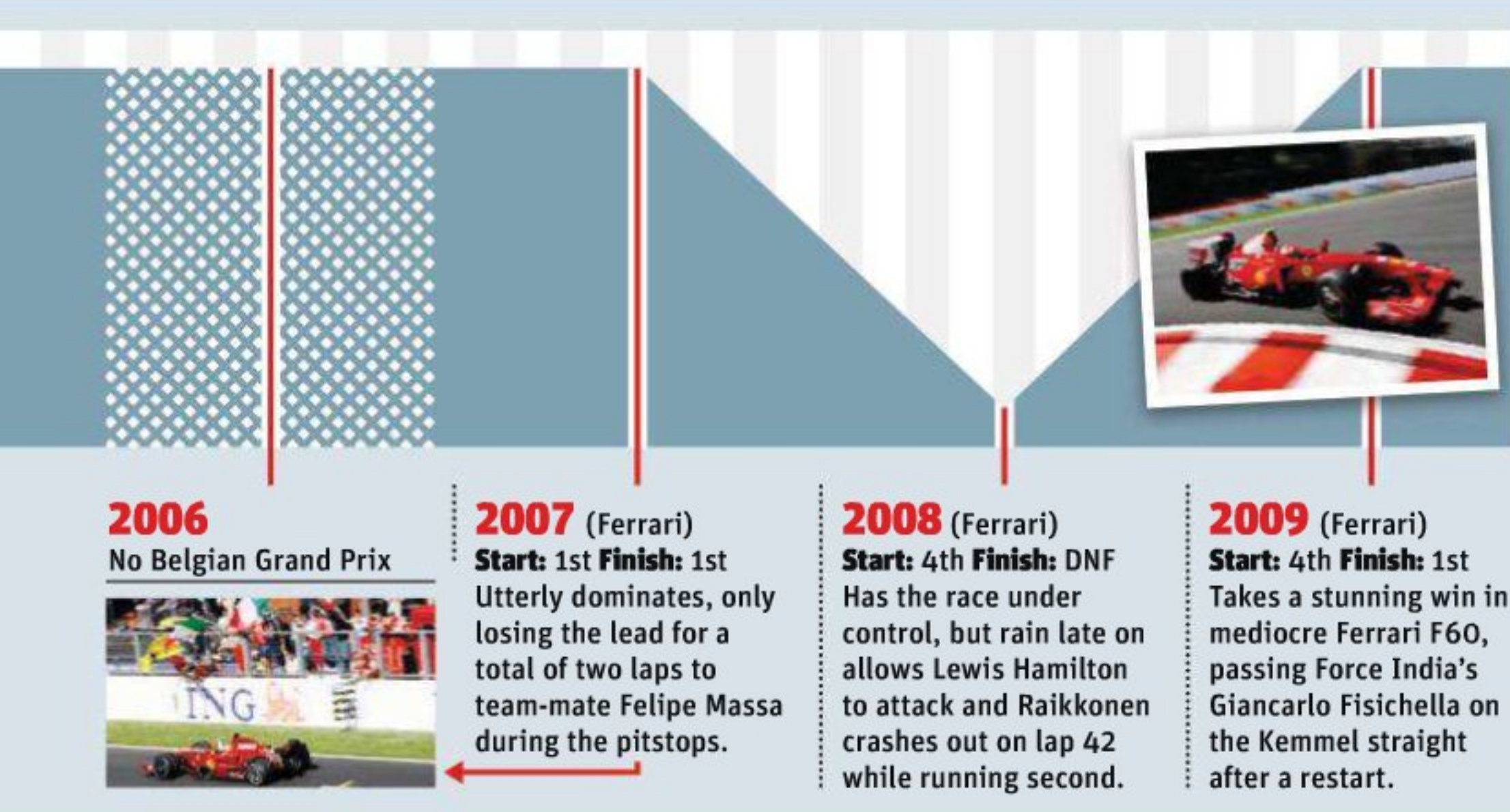
Technical director James Allison puts it best: "The unreasonable bit of me is a tiny bit disappointed, and I think that everyone in the team feels that to a degree. But all of us know that

the car and the drivers are operating way above the expectation that the rest of the pitlane had of us. Hopefully, the few things that haven't gone quite as well as they might have done will be put right for the second half of the season."

Don't forget that this team knows success. As Benetton in 1994-95 and as Renault in 2005-06, it picked up four drivers' and three constructors' titles. Just as it did with the odd wins it picked up in 1992-93 and 2003-04, when the victory does come it will be seen as a waypoint on the return to title contention, not the limit of Lotus's ambitions.



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Brawn puts final pieces in place at Mercedes

Fluctuating form during 2012 has highlighted weaknesses which team chief believes have now all been addressed



Ross Brawn believes that Mercedes has now put in place the final pieces behind the scenes to become a regular frontrunner in Formula 1.

On the back of a topsy-turvy opening half to the campaign for the Brackley-based outfit, Brawn thinks that recent efforts to tweak the way it operates will address shortcomings that have been exposed this year.

His confidence is based on the relationship bedding down between the triumvirate of technical directors

in Bob Bell, Geoff Willis and Aldo Costa, allied to the recent promotion of Mike Elliot as new Head of Aerodynamics replacing Loic Bigois.

In an exclusive interview with AUTOSPORT, Brawn said he had full faith that Mercedes at last has what it needs to move forward. And when asked if the new structure was enough to make Mercedes a genuine frontrunner, Brawn said: "Well, that is the plan. And if it is not enough, we will have to do something about it."

"I would say sat here today that I believe it is. If we don't get there, we will have to work out why we are not getting there, and rethink our ideas."

"But I am not planning any more major changes in the team for the foreseeable future. What we have got is settling down very well now, and that is what we plan to have."

WHAT'S BEEN WRONG?

Mercedes has made a good step forward in its form this year. It won its first grand prix under the

ownership of the German car manufacturer in China and has scored more points at this stage of the season than it had last year.

Yet, the season has also uncovered weakness at the team, highlighted by the spate of retirements that derailed Michael Schumacher's campaign and the ongoing tyre struggles it has had.

Brawn admitted that both factors were unexpected; but that lessons have been learned which should ensure the team is better prepared for the future.

"We had a bit of a shock in Melbourne because we had not seen the characteristics of these tyres until we got into some hot races, so that wasn't good," said Brawn. "It caught us out."

"There have also been the reliability problems we have had with Michael's car. That was unusual for the team, and we had to have a good long hard look and see if there was any systematic reason why that was happening; and we



Form has slipped since China win

didn't believe there was.

"Nobody took their foot off the pedal at the factory in terms of looking after things, but we realised we were possibly weak in a few areas where we just had not been exposed before."

"That is frustrating because there were 50-60 points we gave away through DNFs with Michael, which could have put us in a much more respectable position in the championship now. Instead we have a lot of catching up to do."

Team changes give Brawn confidence



Clues to 2012 tyre problems

While every team has faced its struggles to get on top of the tyres in 2012, Mercedes has had to work harder than most.

Its difficulties in Australia (tyres too hot) and Malaysia (tyres too cold) ultimately helped it get things spot-on in China, as Nico Rosberg triumphed.

But the W03 is still overheating its rear tyres, which punishes it on circuits where performance is governed by rear tyre wear. It has become clear too that the car excels on tracks with short corners (like Monaco), rather than long-sweeping bends (like Hungary).

But other factors have been at play too. The fact that Rosberg and Michael Schumacher have often struggled with tyres on the same days that McLaren and Force India had difficulties prompted a theory that the superior mid-range power of Mercedes-Benz's V8 engine could be having a side-effect of increasing tyre wear because of greater wheelspin.

The engine map controversy that engulfed Red Bull Racing in Germany highlighted how advanced Renault was in understanding that power-unit performance was impacting on the 2012-spec Pirellis.



Fellow Merc teams share tyre traits

Schumacher's year has been tough



TIME TO TURN THINGS AROUND

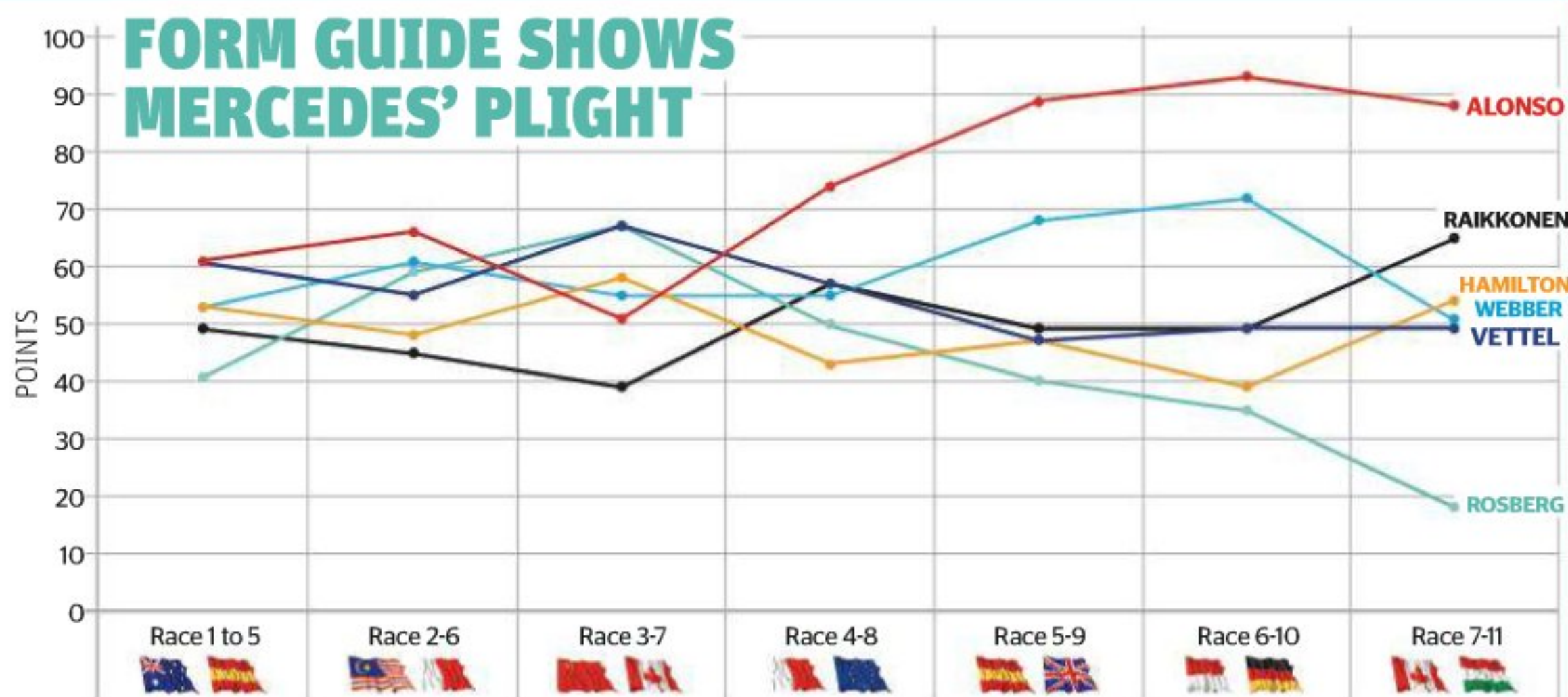
Mercedes' drop-off in form in recent races (see graph right) has proven there is still plenty for the team to do, but Brawn feels that good will come out of its tribulations.

"We can look at some positives of the first half of the year but we are perhaps ending the first half of the season less competitive than we started it, and that is something that we have to address," he said.

"But I feel much more optimistic looking ahead. You really see the strength of a team when it gets stressed, when it gets strained and when it gets put under pressure.

"I feel really confident that we have a good group of engineers and we now have the depth that we need to be able to do all the things that we need to do to get results.

"The benefits of the re-organisation we have done are starting to feed through, so I am sure that we can have an even stronger second half than we did first half."



The rollercoaster speed of Mercedes this season is highlighted by the form of Nico Rosberg. The Chinese Grand Prix winner has gone from being one of the highest scorers earlier this campaign to falling well

adrift of the title contenders. AUTOSPORT has taken the five-race points tally for each of the leading drivers over 2012 – beginning at round five in Spain and running until the last event in Hungary – to

indicate their short-term form. It highlights how in the five-race spell between China and Canada, Rosberg was equal top scorer with Sebastian Vettel on 67. But recently he has fallen away dramatically.

Who will conquer fear of failure?

AUTOSPORT's sports psychologist DON MACPHERSON describes what it takes mentally to win the title – and who can do it in 2012



We all fear failure. Even as I write this, I am fearful that my editor won't think it's good enough, or that you, the reader, might turn the page. But read on, because some of us – including Formula 1 stars – deal with it better than others, especially when the pressure is really on.

Are we born with this ability to handle fear and anxiety? If not, can it be learned? If so, who teaches it? I believe there are three ways to deal with 'The Fear of Failure'...

1 Fake it until you make it
(Muhammad Ali)

2 Precise preparation
(Team GB's cycling team)

3 Lean into it, embrace it, and just do it anyway
(Jessica Ennis, Usain Bolt)

Like millions, I was glued to the Olympics and was fascinated by Team GB's athletes – some coped with fear of failure and some did not. Sadly, the higher expectancy level of performing at home revved up the

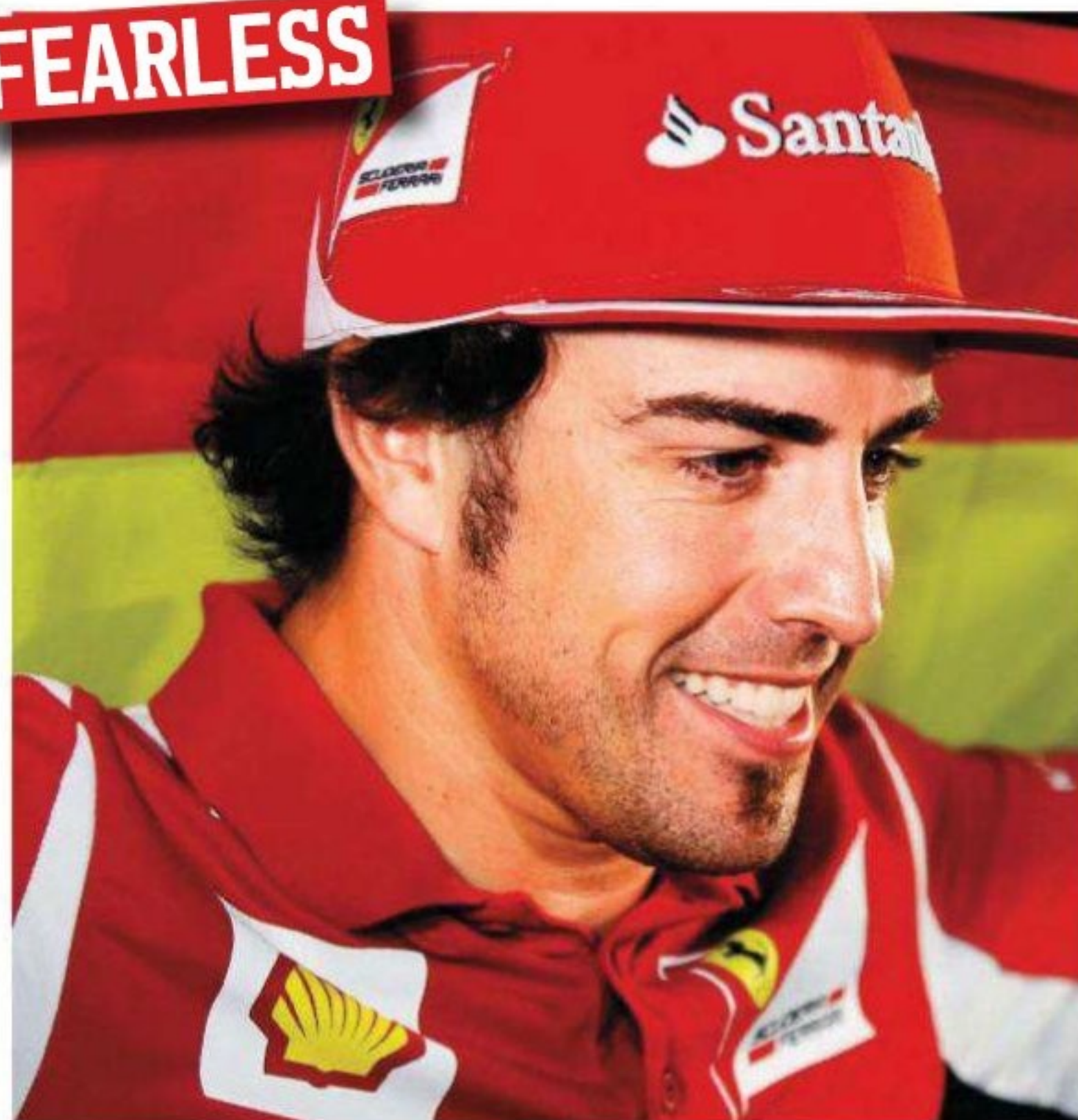
'monkey minds' of several of our medal hopefuls.

The 'monkey mind' is what Chinese Buddhists call the voice in your head. He's great for words, numbers and logic – but needs to be silent when elite sportsmen and women perform at their peak, using only the subconscious part of their brain. If not, he springs to life – commenting and criticising their every move with disastrous consequences.

Once again, our cyclists dealt superbly with the pressure because they were better prepared – not just physically and technically, but mentally. Nothing was left to chance; they were all given the tools to deal with anything that may impact negatively on their performances. Their monkeys were suppressed.

As with Team GB's cycling success, to become Formula 1 world champion it is essential to deal with the fear of failure. As the season rolls on the expectancy level cranks up. So, who has the best monkey-mind control?

FEARLESS

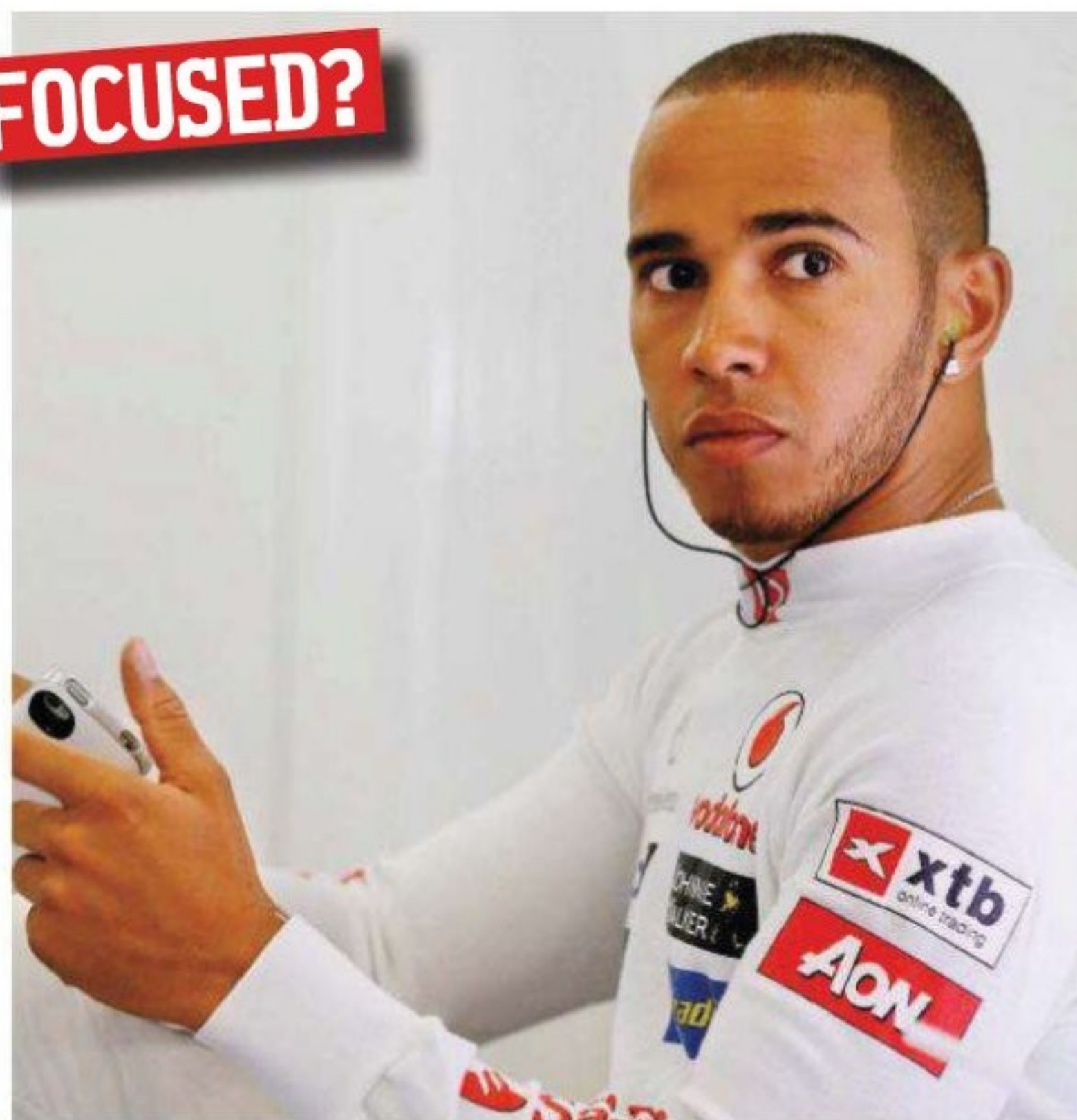


FERNANDO ALONSO

The world championship leader has excellent mind management, and he is definitely my number one so far this season. If he can maintain his healthy points cushion, his monkey

mind will be happy, and resist interfering. His doubters could say can he deal with the pressure if the others start to close the gap? Yes, he can. No fear.

FOCUSED?

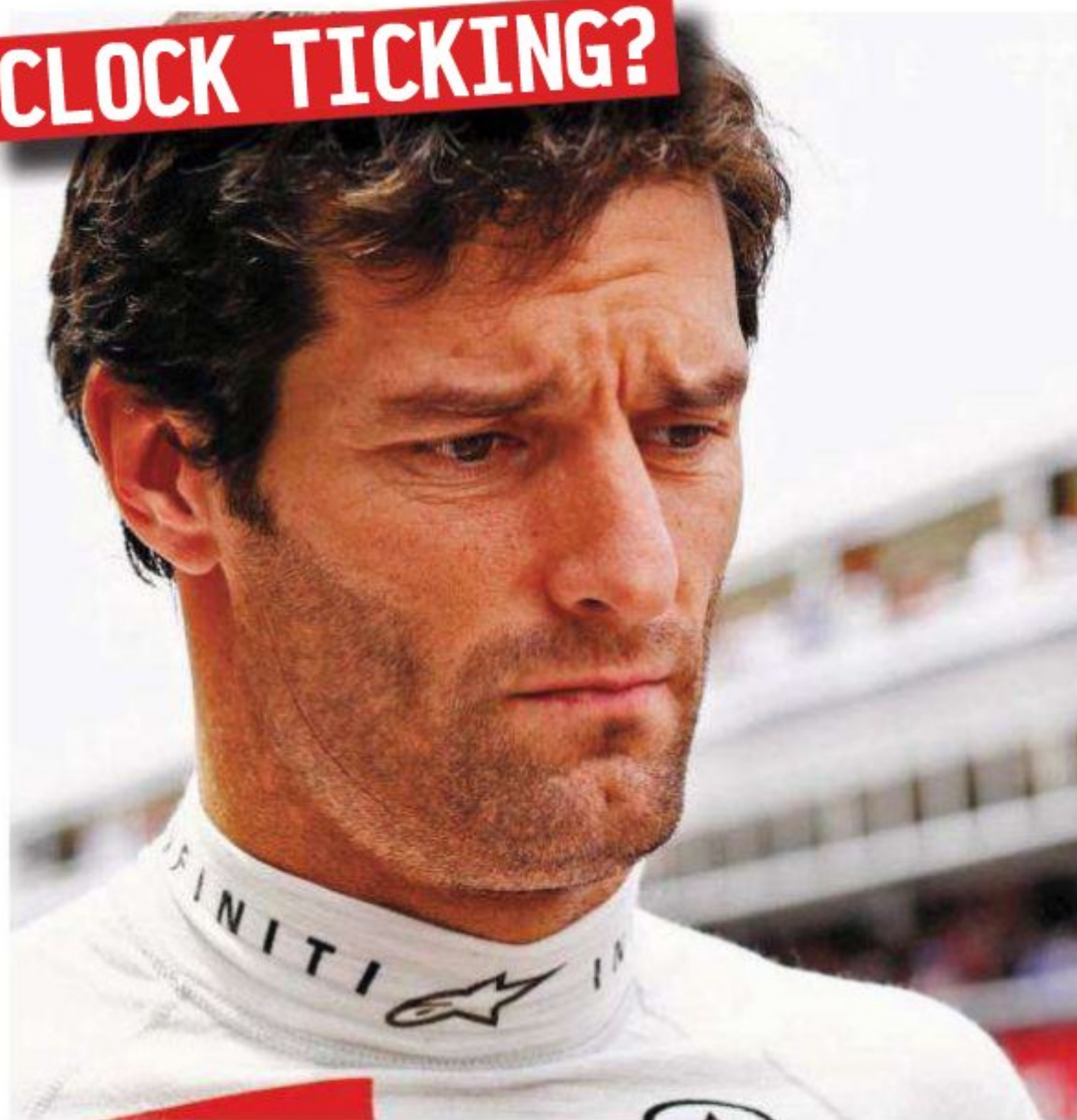


LEWIS HAMILTON

When all is well, Lewis has excellent mind management, but if not his monkey behaves like a spoilt brat. He needs to maintain the momentum of his Hungarian GP win, or his monkey

will start sulking again. He needs to focus more on what he can do to make the difference (like Alonso), and stop wasting valuable mental energy on 'mind coaching' the McLaren team.

CLOCK TICKING?

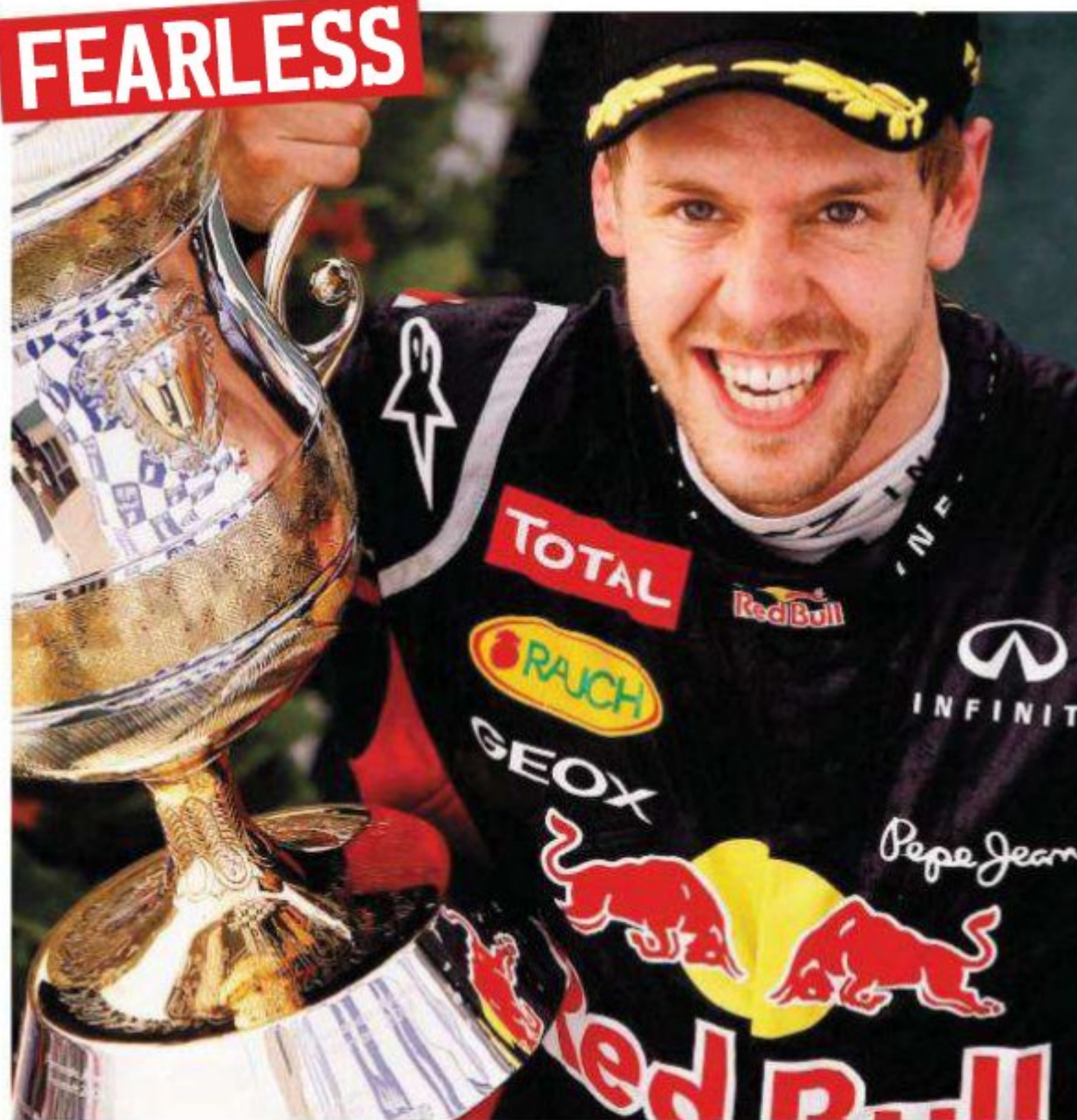


MARK WEBBER

Sunday July 11, 2010: "Not bad for a number two driver," he said on the radio having just won the British GP. To me it sounded more like a statement of fact, an acceptance that

indeed he is Red Bull's number two. Deep down, does his monkey mind believe he can be a number one? This year is his best chance. Can he convince the monkey? No, I think not.

FEARLESS

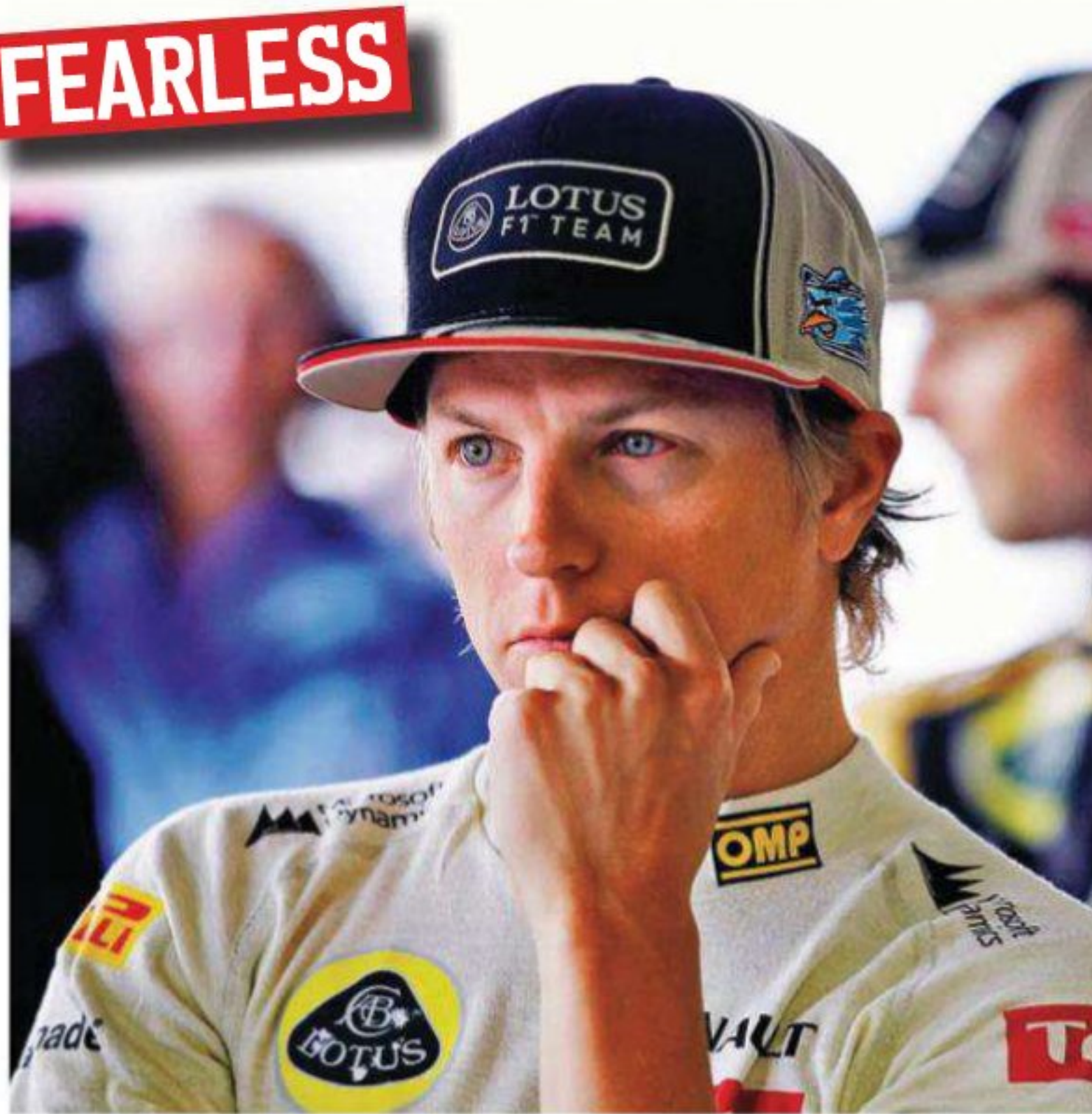


SEBASTIAN VETTEL

Double and current world champion – his monkey knows how to deal with the pressure of closing a title, as opposed to his team-mate's who does not. Can he make it three in a row? I

think so but, more importantly, Vettel believes so. Sebastian can sedate his monkey mind by saying "we've been here before, and we have the car to win it again – let's just go and do it".

FEARLESS



KIMI RAIKKONEN

Takes his monkey partying in order to keep him sweet, and let off some steam. This seems to work, as he has done a great job in convincing his monkey that he can still do it, even

after taking him rallying. However, I think he knows he has too much to do this year, but he'll give it a good crack all the same. Only Alonso has better mind management.



BUTTON AND SCHUMACHER

Of the rest, Michael Schumacher and Jenson Button have interesting monkey mind challenges, for very different reasons. Neither will be this year's champion and, the way things are going, might never be again.

Button should stop worrying about setting his car up, and focus on setting his brain up instead. He has far too much clutter in his racing mind. I recommend he goes into iTunes and downloads Alistair Griffin's *Just Drive*, and plays it to his monkey mind before every qualifying session.

Schumacher has had great mind management from the moment he arrived in Formula 1. Can he keep his monkey motivated enough, and have



the patience to wait for Ross Brawn to work his magic again? I think Michael's monkey is a bit lost, wandering around in a fog, trying to answer one big question, 'If I am not an F1 racing driver, who am I?'

Don Macpherson is a mind coach with a background in sports psychology, who works with many world-class sports professionals.
www.donmacpherson.co.uk

THIS WEEK IN F1

SPA GETS NEW DEAL

Spa-Francorchamps will continue to host the Belgian Grand Prix until at least 2015 after signing a new deal with Formula 1 commercial boss Bernie Ecclestone last week.

The race's future had been in doubt, with circuit bosses having considered share deals with the Nurburgring and Magny-Cours.

Those plans never came off but, after getting an agreement to a reduction in the race-hosting fee, Spa chiefs are convinced enough about the financial viability of the event to commit to an extra three years beyond 2012.

“Neil Armstrong showed me, and many others like me, that in our own small way we could also dare to try - and ‘dare to try’ remains a McLaren mantra to this day”



Ron Dennis on the death of Neil Armstrong, the first man on the moon

ANNIVERSARIES



This week is the 30th anniversary of Keke Rosberg's maiden Formula 1 victory in the 1982 Swiss Grand Prix at Dijon.

FERRARI TURBO ON DYNO



Ferrari has revealed that its next-generation 2014 Formula 1 V6 engine has started dyno testing at its Maranello factory. The Scuderia's head of

engine and electronics Luca Marmorini said: “It is an interesting project, and this is a very challenging period for the powertrain people.”

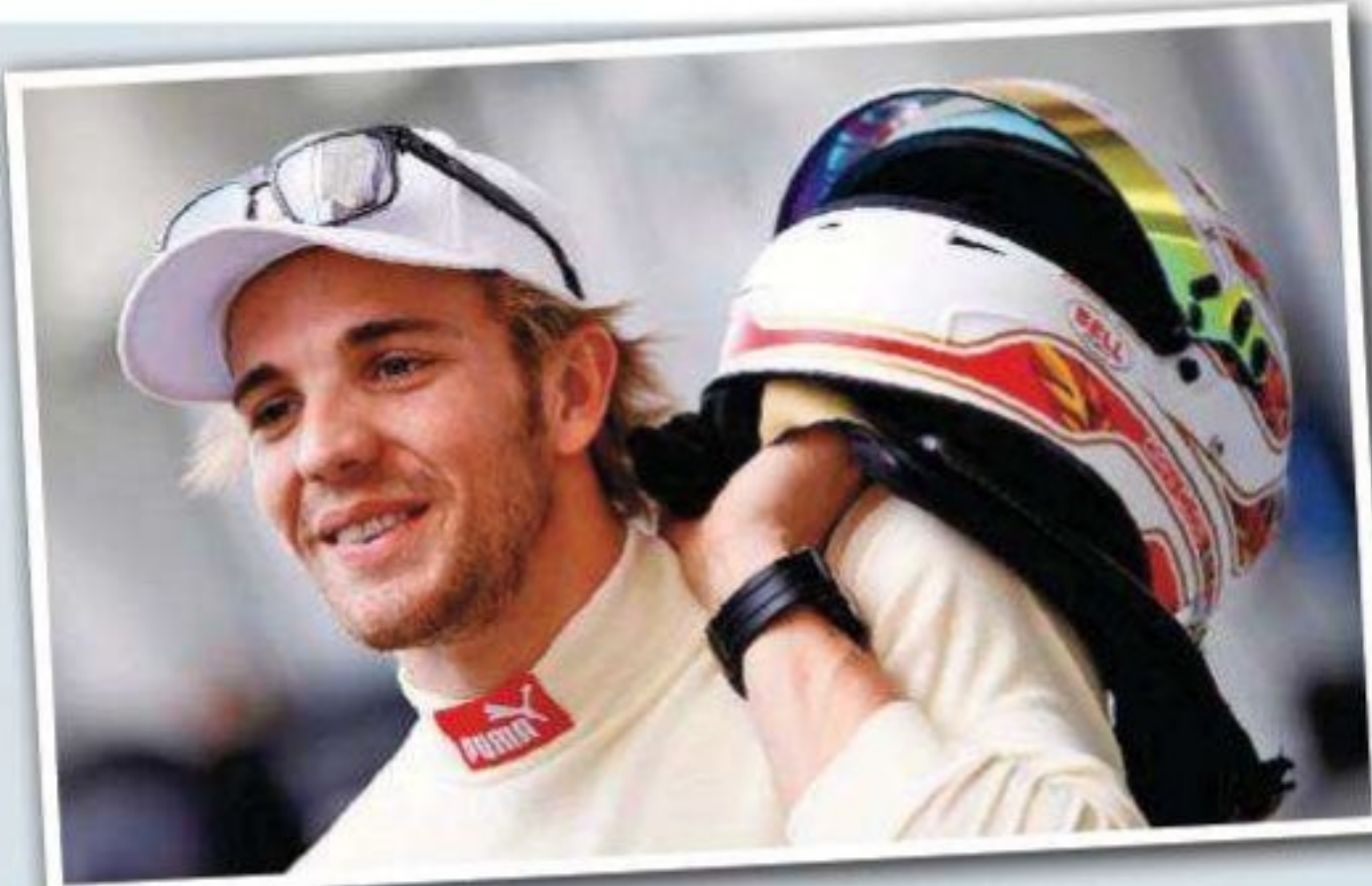
The number of grands prix Fernando Alonso has driven at Spa without securing a front-row start or a victory. He has triumphed at 19 venues in his F1 career.

7

CLOS TO TEST AGAIN FOR HRT

Dani Clos is to drive for HRT again in first practice at the Belgian Grand Prix, taking over Narain Karthikeyan's car.

The Spaniard has already tested for HRT in four Friday practice sessions this year as he bids for track experience to help boost his chances of a race seat in 2013.



MAGNY-COURS TEST IS ON

Magny-Cours is to play host to Formula 1 machinery again in the week after the Italian Grand Prix when it holds the latest young-driver test.

Ferrari, Mercedes and Force India are all set to take part in the three-day test, which runs from September 11-13. It was put together after the three teams elected not to join the shortened Silverstone test last month, when Williams, HRT and Marussia ran.

The final young-driver test of the season will take place at the Yas Marina circuit in the week after the Abu Dhabi Grand Prix in November.



TECHNOLOGY OF CHAMPIONS

A victory lap for the Mobil 1™ forensics team.

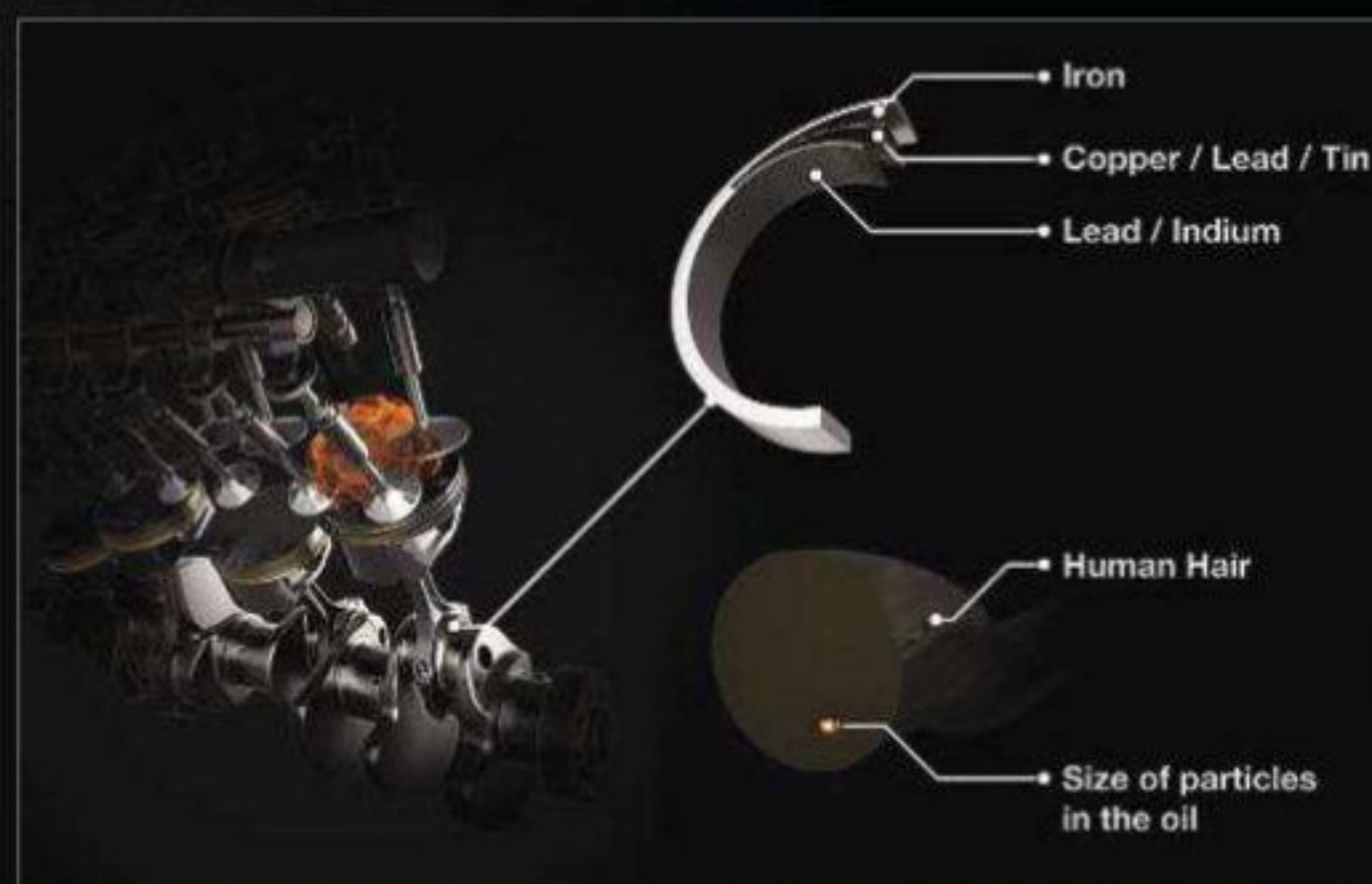
At the end of the 2008 Turkish Grand Prix, a routine trackside oil test conducted by the Mobil 1 technology team detected a fault with driver Lewis Hamilton's engine. Post-race evaluation identified a defective pump, which was then replaced. The following race, this engine powered Hamilton to victory at the Monaco Grand Prix, and he went on to win the season championship.

Trackside partnership. The relationship between Vodafone McLaren Mercedes and Mobil 1 has resulted in an impressive 74 race wins and four championships. Part of that success can be attributed to trackside support. Because not only does Mobil 1 provide their high-performance lubricant products and fuel for every race, they also bring the expertise of their engineers.

Race-day oil analysis. Before and after each track session, an expert embedded in the team takes oil samples which are tested on the spot in the portable Mobil 1 Analytical Centre. The analysis gives detailed information on the health of the engine, monitoring its inner workings.

Winning technology. Mobil 1 specialists keep their eyes open for microscopic traces of metal and contamination in

the oil that can provide an early warning of potential issues. The ability to pinpoint the precise source of a potential problem helps improve reliability and keeps the car running at peak performance. For more information on Mobil 1, the world's leading synthetic engine oil brand, visit mobil1.com



Above: Under the microscope: Lead, indium, copper, tin and iron are five of 15 elements monitored during oil-analysis tests to help keep the race cars on the track.

Below: A Mobil 1 Race Engineer takes over 20 engine oil samples from the car during a race weekend.



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BELGIAN GP PREVIEW

FACTS, STATS, TRACK GUIDE, TV LISTINGS AND MORE



A German in Belgium:
Schumacher at Spa

Schumacher makes it to 300 starts

At the scene of his grand prix debut 21 years ago, the grand old man of F1 will pass a historic milestone this weekend

Michael Schumacher's career will forever be tied to Spa-Francorchamps: it was where he made his Formula 1 debut in 1991; it was where he took his first win in 1992; and it is where, in the Belgian Grand Prix this Sunday, he will make his 300th grand prix start.

The seven-time champion is only the second driver in the history of Formula 1 to reach the triple-century. It puts him 26 starts behind record holder Rubens Barrichello, and he will need no reminding that, if he signs another contract with Mercedes, he could end up top of the list by the end of 2013.

But Schumacher is not a man who is satisfied simply logging the numbers. Mercedes' form has trailed off in recent races, but the 43-year-old's 'pole position' lap in Monaco and his podium finish in Valencia are evidence that he is still capable of delivering when the car is on form.

For all of his love affair with Spa, the circuit's characteristics may not be ideal for him. The long straights may be the perfect hunting ground for Mercedes' double DRS, but the W03 has shown weaknesses on the kind of long high-speed corners that are so common there. It will be tough for his landmark start to net a win.



P18

TRACK
GUIDE
AND GARY
ANDERSON'S
AUTOSPORT
SUPERGRID

This kind of corner
doesn't suit Merc



Waving to crowds
at Spa last year





Most wins at Spa by team

Ferrari 12



McLaren 11



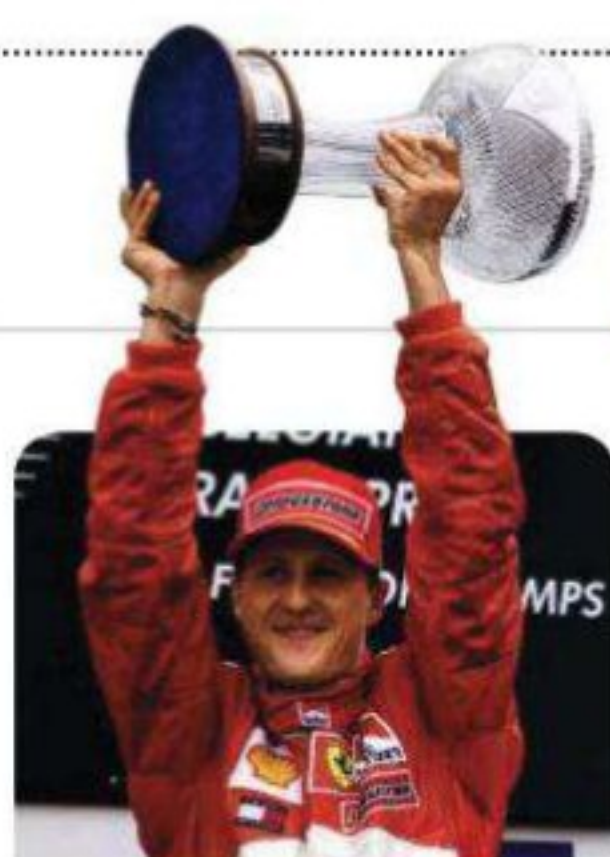
Lotus 5



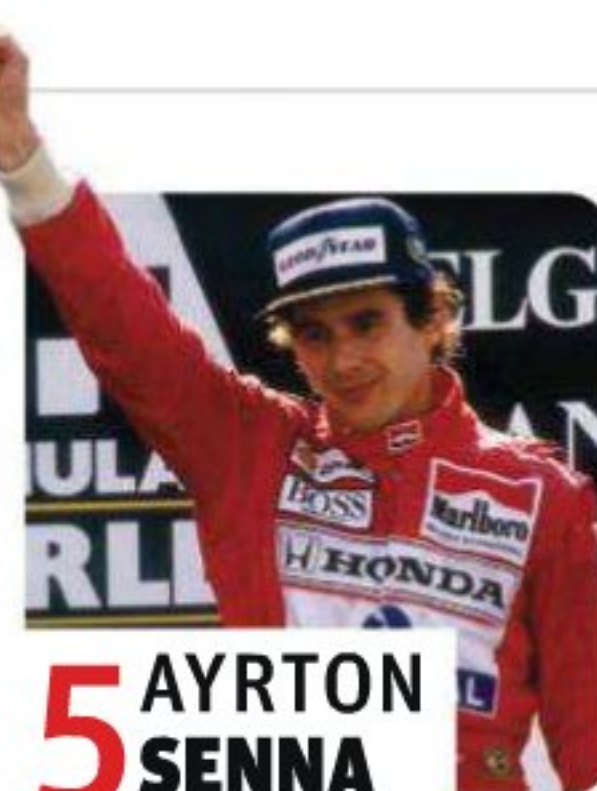
Williams 3



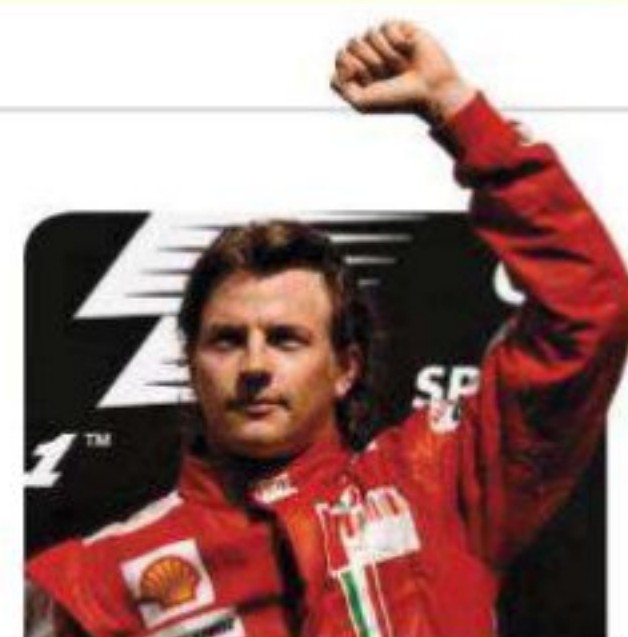
Benetton 2



6 MICHAEL SCHUMACHER



5 AYRTON SENNA



4 KIMI RAIKKONEN

Winning drivers

Jim Clark 4; Damon Hill 3; Juan Manuel Fangio 3; Alberto Ascari 2; Alain Prost 2; Nino Farina 1; Peter Collins 1; Tony Brooks 1; Jack Brabham 1; Phil Hill 1; John Surtees 1; Dan Gurney 1; Bruce McLaren 1; Pedro Rodriguez 1; Nigel Mansell 1; David Coulthard 1; Mika Hakkinen 1; Felipe Massa 1; Lewis Hamilton 1; Sebastian Vettel 1

Races at Spa-Francorchamps: 44



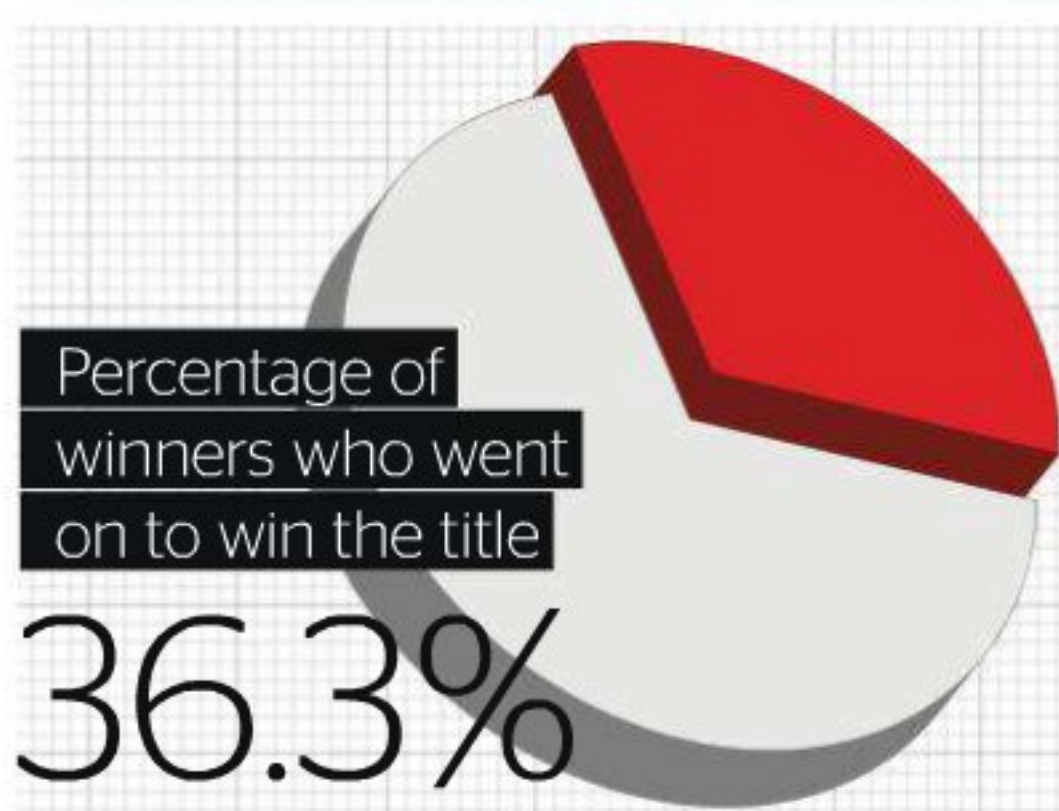
AVERAGE NUMBER OF FINISHERS

12.110



Average winning margin: 35.084s

Biggest: 4m54s (1963); smallest: 0.7s (1961)



SAFETY CARS **14**



BELGIAN GP TV AND RADIO LISTINGS

FRIDAY AUGUST 31

0845-1050 Free Practice 1
LIVE (Sky Sports F1)
0855-1035 Free Practice 1
LIVE (BBC Interactive and Red Button)
1245-1450 Free Practice 2
LIVE (Sky Sports F1)
1255-1435 Free Practice 2
LIVE (BBC Interactive and Red Button)

SATURDAY SEPTEMBER 1

0945-1115 Free Practice 3
LIVE (Sky Sports F1)
0955-1105 Free Practice 3
LIVE (BBC Interactive and Red Button)
1200-1435 Qualifying LIVE
(Sky Sports F1)
1210-1430 Qualifying LIVE
(BBC1)

SUNDAY SEPTEMBER 2

1100-1615 Race LIVE
(Sky Sports F1)
1210-1515 Race LIVE (BBC1)
1300-1430 Race LIVE
(BBC 5 Live)

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AS IT HAPPENS WITH

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

GARY ANDERSON'S SUPERGRID

AUTOSPORT technical correspondent Gary Anderson is compiling an index, created by taking each driver's percentage deficit to the outright pace over the season, using their best lap from each grand prix weekend. This graphic shows each driver's average after 11 races compared with the theoretical absolute pace, expressed as 100.

100%



Hamilton 100.238

Lewis Hamilton remains comfortably ahead of Sebastian Vettel, but Romain Grosjean and Nico Rosberg have swapped positions, with the Mercedes driver dropping back towards a resurgent Jenson Button. Kimi Raikkonen has moved ahead of Michael Schumacher on the supergrid as he seeks to keep in title contention, helped by Schumacher's nightmare race in Hungary.



Vettel 100.601



Grosjean 100.654



Rosberg 100.692



Button 100.749



Alonso 100.808



Webber 100.837



Raikkonen 100.871



Schumacher 100.939



Maldonado 101.025



Perez 101.236



Kobayashi 101.274



Hulkenberg 101.311



Di Resta 101.373



Massa 101.424



Senna 101.607



Ricciardo 101.687

The two Sauber drivers have switched positions in midfield, with Sergio Perez now heading Kamui Kobayashi. Meanwhile, Pastor Maldonado is closing in on Schumacher. Felipe Massa still trails the Force India of Paul di Resta as he seeks to retain his Ferrari seat.

101%

FLASHBACK

VETTEL DOMINATES IN 2011

Sebastian Vettel cruised to victory, recording his seventh win of the season after pre-race controversy surrounding Red Bull's camber levels and concerns over tyre blistering. Vettel re-passed Nico Rosberg, who had slipped past on the opening lap. Vettel's triumph was in stark contrast to Lewis Hamilton, who continued his troubled season with a race-ending clash with Kamui Kobayashi.

2011 BELGIAN GP RESULTS

POS	DRIVER
1	Sebastian Vettel (Red Bull)
2	Mark Webber (Red Bull)
3	Jenson Button (McLaren)

TYRE ALLOCATION

TYRES USED THIS WEEKEND

SUPER-SOFT



SOFT



MEDIUM



HARD





Bruno Senna has crept ahead of Daniel Ricciardo's Toro Rosso after a points-scoring performance in Hungary. Jean-Eric Vergne remains on his own, although has closed the gap slightly.



Vergne 102.280

Heikki Kovalainen and Vitaly Petrov stay in similar positions to where they were before last time out in Hungary after making steady improvements in recent races.



Kovalainen 103.129

AND AS FOR THE REST

Timo Glock remains the fastest of the Marussia and HRT drivers, while Narain Karthikeyan brings up the rear. The Marussia drivers continue to head the HRT pairing, but progress seems to have stalled.

Glock 105.188
Pic 105.475
de la Rosa 106.022
Karthikeyan 106.603



Petrov 103.648

2%

103%

104%

TRACK GUIDE

DRS DETECTION (PROVISIONAL)

SECTOR 3

BIG BRAKE

BUS STOP 200MPH-45MPH
125 METRES, 5.9G 2.3S

TOP SPEED - 200MPH

FASTEST CORNER
BLANCHIMONT 199MPH
7TH GEAR 3.0G

SECTOR 1

DRS ZONE (PROVISIONAL)

SECTOR 2

SPA FRANCORCHAMPS

NUMBER OF LAPS

44

CIRCUIT LENGTH

4.352 MILES

LAP RECORD 1:45.108 K RAIKKONEN (2004)

UK START TIME

1PM



Ferrari Racing Days

Silverstone 15 -16 September



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Ferrari is delighted to announce that the spectacular Ferrari Racing Days will be back in the UK on 15th - 16th September at the world famous Silverstone Grand Prix circuit.

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- › 599XX and FXX
- › Ferrari F1 Clienti cars
- › Pirelli Ferrari Open
- › Guinness World Record attempt for the *Largest Parade of Ferrari Cars*
- › Ferrari car displays

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STRAIGHT TALK DAVID COULTHARD

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

In some ways Spa is a bit of a sacred cow of F1 – it's not as much of a challenge as people make out. But it's still a magical venue and one that perfectly suits Kimi Raikkonen's style

Finally, after five weeks away from the Formula 1 paddock, we get to go back to work. And I can't wait, especially as it's the annual trip to one of the most historic and wonderful circuits on the calendar: Spa-Francorchamps.

Ferrari is reaping the benefits of having an absolute legend in the form of Fernando Alonso driving its lead car, but I have a funny feeling that the current pace gap between him and Felipe Massa could be his undoing. It would be much better to have Felipe acting as a buffer between Fernando and the rivals.

I don't think this will be such an issue at Spa though, as McLaren and Red Bull will probably have faster all-round packages anyway, making their drivers favourites for the race.

KIMI IN THE ARDENNES

And then there's the wild card: Kimi Raikkonen. I can't quite put my finger on what makes him so good around Spa. Four wins – and it could have been five if 2008 had gone his way – do not come easily at this place.

Kimi's style seems to be to not

use a huge amount of steering lock, and I'm not quite sure how he manages it. The thing this allows him to do is to lean incredibly heavily on the front tyres, and you can get away with doing this at Spa because there isn't a technical corner worth its name. Compare it to, say, the Hungaroring, where you have to commit to your turn-in before you take the speed off because you risk missing the corners all together.

Spa is a circuit that rewards a car with a strong rear end and punishes oversteer horribly. You always want high top speed too, and the teams that are strongest in this department will be better equipped to trade off some of this in favour of extra downforce for the middle sector; in my experience you could gain three quarters of a second from Les Combes to Stavelot by being clever with this. You have to make the most of it though, because you'll lose time in sectors one and two as a result.

If the Lotus is strong in this area – and all the signs we've seen so far this year suggest that it is – then we could quite easily see Kimi on the

top step of the podium. The question is whether the team can get it together in qualifying.

THE MAGIC OF SPA

The fact is – and some people might not like reading this – but from a technical point of view Spa is a circuit crammed full of long straights and standard corners. La Source is a normal hairpin, the blast up to the top of the hill is easily flat, Les Combes is a regular chicane. I could go on...

But there's the massive amount of elevation change that you just don't get anywhere else, the super-quick sweeps of Pouhon and Blanchimont. And, of course, Eau Rouge. OK, so it's not the challenge it once was. I remember even when I started grand prix racing in the mid-1990s that to take it flat you needed low fuel and new tyres in qualifying, and even then it wasn't a guarantee. Now, with the aerodynamics being what they are and the barriers having been moved back for safety reasons, it's easy flat, and that removes some of the respect and the challenge. But I defy anyone to go on a rollercoaster 50 times and not feel the adrenalin pumping at the end, and it's the same with Eau Rouge. When you come into the left at the bottom of the hill, you can't see what's coming. And that's a massive thrill even now.

Then there's the history of the place. Fangio, Clark, Senna and Schumacher have all won there and I was immensely proud to add my name to the winners' list in 1999 as I'd always considered it my favourite circuit. On reflection, I probably hold Monaco in higher regard given the unique challenge it presents, but Spa is still pretty awesome. ✖



Raikkonen at Eau Rouge on way to 2005 win

PIC: GILHAM/GETTY

“The wild card at Spa is Kimi – and I’m not sure how he does it”

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MARK HUGHES GRAND PRIX EDITOR

When the late Neil Armstrong walked on the moon, human spirit was enough to overcome fear of the unknown. Now we can't push beyond what's familiar – but, in F1's case, it's about entertainment more than pushing frontiers

READ MARK HUGHES' FRIDAY GP FORM GUIDE ON
AUTOSPORT+

PIC: SIPA PRESS/REX

A day and a half after the epic Silverstone fight between Jackie Stewart and Jochen Rindt over the destiny of the 1969 British Grand Prix, Neil Armstrong – who passed away last weekend – became the first man to walk on the moon.

The moments of Armstrong's final descent onto the lunar surface, piloting the Eagle landing craft, were perhaps the most vivid anyone has ever lived. He was in crisis mode – and the outcome was a matter of life and death, not to mention the success or failure of the most audacious mission mankind has ever attempted.

There was less computing power in those Apollo rockets than you'd find today in your smart phone and, with touchdown just 10 minutes

away, Armstrong realised that the computer aboard Eagle had got it wrong. Comparing what the radar was telling him with what Buzz Aldrin was reading out from the computer told Armstrong that they were overshooting the planned landing location by several-thousand feet. He made the decision to switch to manual control, using only the information from the radar.

There were a couple of additional hazards: 1) the computer was buzzing out an alarm, flashing a code '1202' that neither Armstrong nor mission control had ever heard of; and 2) now just 1000 feet above the surface and racing past the nice flat plain on which they were supposed to land, they were running out of time and fuel. The landing had to be made with enough fuel to get back off there – and the moment where they were down to that fuel load was rapidly approaching as Armstrong desperately looked around for a suitable improvised landing place amid the hills and craters.

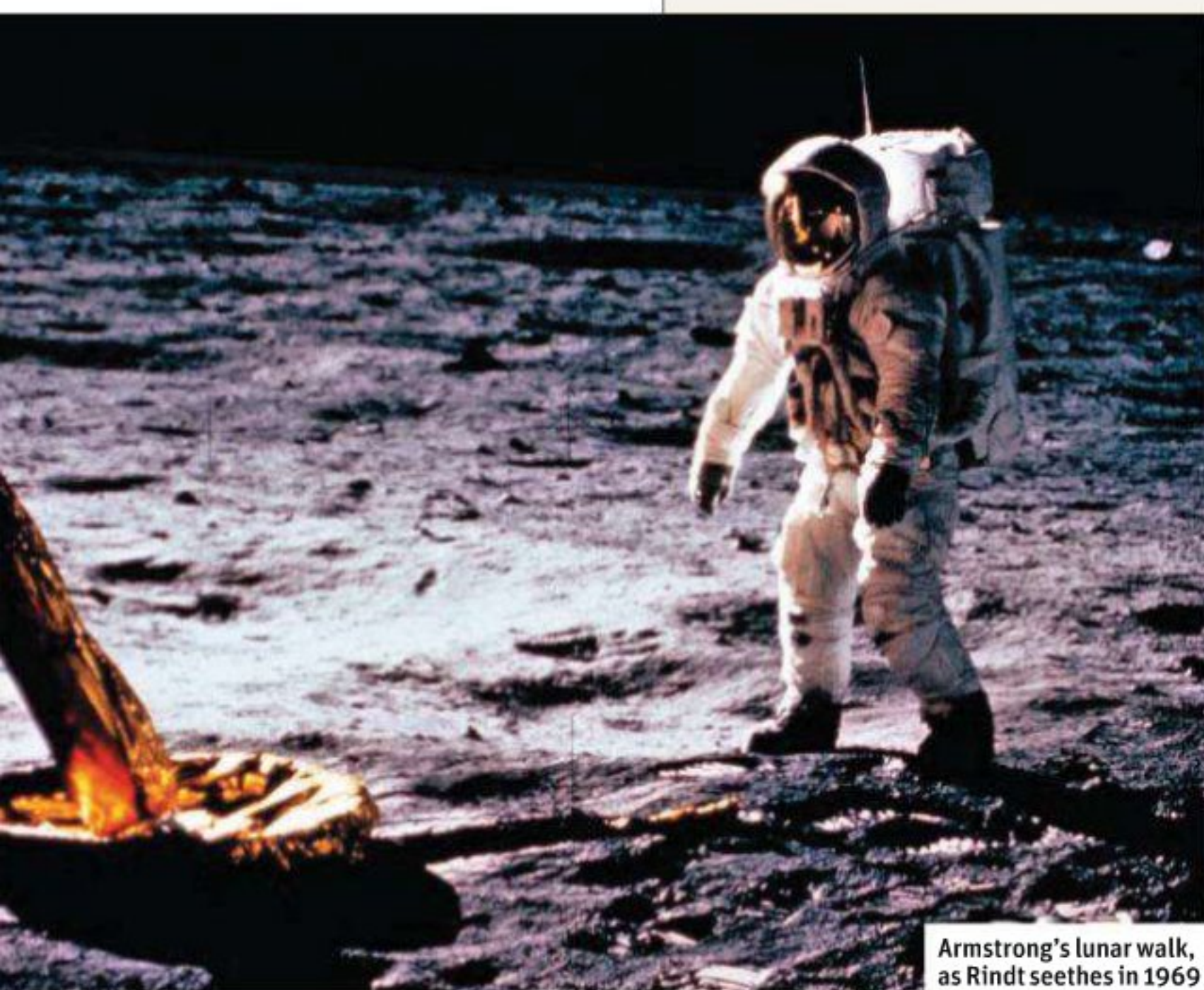
Now down to 250 feet, Armstrong looked out of the window and thought he'd found his spot, only to realise it was precariously close to a crater. He moved the craft forward, found another clearing and began to put down. Then Eagle began drifting backwards and, as he fought the controls, he now could no longer see the landing spot from the window, but just had to trust his judgement and the radar. He needed to be careful not to land sideways, for that could snap off the stilt-like landing legs. Eagle settled gently into the dust with barely a jolt. They'd done it – with 10 seconds to spare before the

computer would have reacted to the low fuel level and automatically spat them back into space.

This drama had been unfolding as the Lotus boys would have been getting back to their Norfolk base, gutted that Rindt had been denied a possible victory by one of the endplates of the newfangled wings rubbing against the rear tyre and forcing a pitstop. The wing had worked itself loose, no-one quite sure what forces were being fed through these structures that were grinding the cars into the ground to give previously undreamed-of cornering speeds.

Humanity's reach was greater than its grasp at this time. No-one quite knew what was beyond the edge, whether it was even achievable. There were no adequate simulation tools with which to test the theories; someone just had to get in and try it, as an act of faith, with oblivion staring them in the face. That spirit of those times, of reaching for brave new horizons, with only barely adequate knowledge and tools, led to efforts that still inspire awe.

Now, of the 12 men who knew what it was to look at the Earth from the moon, only eight are left and one day there will probably be none. Meanwhile, in racing we compete to a tightly-controlled set of parameters; we know where the outer limits of speed are and we are regulated to stay well inside of them – leaving us with F1 cars lapping tracks probably half a minute slower than current technology could allow. We do this in the name of entertainment and entertainment keeps the money coming in. Our reach is now way shorter than our grasp. ❧



Armstrong's lunar walk, as Rindt seethes in 1969

“That spirit of those times led to efforts that still inspire awe”

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AUTO GP

'NEW' AUTO GP RACER

AUTOSPORT can reveal what the new-for-2013 Auto GP car will look like. The machine remains based on the previous Lola-Zytek tub, but with major aerodynamic revisions to increase downforce levels.

ENDPLATES
more efficient
aero performance

FRONT WING
two elements -
more downforce

SIDEPODS
Reprofiled for a
streamlined look



AUTOSPORT
EXCLUSIVE

INDYCAR

IndyCar war nears conclusion

Arguments over cost of spare parts set to be resolved in time for Baltimore event. By MARK GLENDENNING

The arguments over costs that have split the IndyCar paddock this season have taken a huge step towards resolution, with the series and car maker Dallara having reached the final stages of agreeing to reduce the cost of spare parts.

While reductions have been sought across the board, some team owners had made Dallara the focal point of their grievances after claiming that the cost of spares for the new DW12 were as much as 40 per cent higher than they had expected. The situation was made

more volatile by a rule change that gave Dallara exclusive rights to provide spares, meaning that teams could no longer fabricate or self-source cheaper parts as they had done previously.

Demands from the teams for a 40 per cent cut in the price of spares resulted in an offer from Dallara to reduce the costs by half that amount; a proposal that AUTOSPORT understands was initially ignored by the teams. However, after ongoing mediation by the series, a second, similar offer

has now been accepted.

"We've made a lot of progress, and I think we're going to get to a resolution no later than this [coming] weekend," IndyCar president of race operations Brian Barnhart told AUTOSPORT.

"I think we're going to be able to offer them [the teams] something that is at least in the neighbourhood of what they're looking for. It's been because of a lot of hard work by a lot of parties that we've managed to get there."

Dallara's chief of US operations, Stefano di Ponti, concurred that the fundamental aspects of a deal are now in place.

"There are some details to finalise, but the contract has been put together," he said. "It has been a big effort for us."

Among the details that are currently being hammered out are the duration of the deal and the extent to which it will be backdated, with the most likely outcome being a price reduction that is retroactive from August 1 and valid through to the end of 2013.

While IndyCar has long insisted that the onus for reducing the

burden on the teams is not the sole responsibility of Dallara, Barnhart is confident that reaching a compromise with the chassis and bodywork supplier will make it easier for other suppliers, including Xtrac and Firestone, to fall into step.

"Dallara are kind of the leader in the overall big picture, so we do kind of look to them to set the precedent, the leadership position, if you will," he added. "And because of that, I think the others will come into line pretty quickly."

IndyCar's cost-reduction ambitions are not limited to suppliers in the championship, with Barnhart having stated several times that the series is investigating everything that contributes to the cost of competing.



Barnhart (r) hopes resolution is close

➔ P52 SEARS POINT REPORT



INDYCAR

Bourdais crash could cost \$1.5m

INDYCAR SQUAD DRAGON RACING

is weighing up the ramifications of Sebastien Bourdais' accident at Sears Point last weekend, which has effectively ruled the team out of being eligible for a substantial end-of-season payout from the series.

Under the 'Leader's Circle' scheme, entries that finish in the top 18 in the owners' points receive bonuses of US\$1.16m each, although Dragon successfully pitched for one of last year's additional payouts that was made available after Newman/Haas Racing withdrew from the series.

Prior to last weekend's race Bourdais, who has not competed in the oval races since the team cut its programme down to one car, was 24th in the standings, putting a premium upon good results at Sonoma and this week's Baltimore outing. He was running third on Sunday when he collided with the lapped car of Josef Newgarden.

"That [payment] is gone now,"



Bourdais' team is set to miss out on money

Bourdais told AUTOSPORT. "It was basically a \$1.5 million crash."

The final cost could be higher, with the team and Dallara still evaluating whether the tub was a write-off as AUTOSPORT closed for press.

Meanwhile, team owner Jay Penske has confirmed that the Frenchman is close to securing a deal to remain with the team

next year, and perhaps beyond that.

"We've come to a verbal agreement to have him in the car for next year and we're finalising the contract right now," he said. "He and I openly discussed how to take that into multiple years thereafter. We see him as a key part of this franchise. As long as he is racing, we'd like to be racing with Sebastien Bourdais."

HVM runs Lotus engines



INDYCAR

HVM engine uncertainty

HVM RACING IS YET TO FINALISE A back-up engine supplier if its current partner Lotus withdraws from the IndyCar Series at the end of the year.

Lotus confirmed to AUTOSPORT last month that its programme is under review after a disappointing season, with a final decision expected in the coming weeks. IndyCar regulations require manufacturers to be prepared to supply 60 per cent of the field if there are only two suppliers, although both Honda and Chevrolet insist that they have not entered into any discussions with the team.

"If Lotus doesn't participate in 2013, then by contract we have a different level of support we have to provide," said Chevrolet IndyCar manager Chris Berube. "I haven't considered picking HVM up specifically - I have a few options [for 2013], and I'm going to start with our existing teams."

VINCINI BACK IN FR3.5...

Former P1 Motorsport owner Roly Vincini returned to the Formula Renault 3.5 fold at Silverstone last weekend, working for Comtec Racing. Title outsider Nick Yelloly said: "He knows how to win titles and he'll bring a lot to the team."

...AS IS ZAMPIERI

Daniel Zampieri returned to Formula Renault 3.5 at Silverstone with BVM Target. The Italian, who was 16th overall with the team last year, drove the car previously raced by Giovanni Venturini and Sergey Sirotkin.

MELKER MAKES FR3.5 DEBUT

GP2 racer Nigel Melker made his Formula Renault 3.5 debut for Lotus at Silverstone last weekend, as the latest stand-in for the injured Richie Stanaway. The Dutchman will also race next time out at the Hungaroring, but plans to stay in GP2 for 2013.

Melker made debut



IN BRIEF



Mygale's proposal

MYGALE MAKES LIGHTS BID

Mygale has submitted a proposal in conjunction with US importers and IndyCar team owners Bryan Herta and Steve Newey to design the next generation Indy Lights car. If successful, it plans to use Toyota Motorsport's Cologne facility to develop the aero.

NEWGARDEN INJURES FINGER

IndyCar rookie Josef Newgarden injured his left index finger in his crash with Sebastien Bourdais at Sears Point last weekend. He was expected to undergo examinations in Indianapolis to determine his fitness for this weekend's Baltimore race.

BOOST DELAY TO BE DROPPED

IndyCar is set to drop the activation delay on its push-to-pass system in time for Baltimore. Experiments at Mid-Ohio and Sears Point failed to affect overtaking and were unpopular with drivers.

AUTOSPORT SAYS...

MARK GLENDENNING
US EDITOR



There's a bit of a gap between the reality of the cost-cutting debate in IndyCar, and the way it has been reported in some outlets. For starters, Dallara is not the bad guy. It has a contract with IndyCar, and it has never asked for anything other than what it's entitled to.

The depth of grievance amongst the owners has been overblown, too. They are unanimous in wanting the costs of going racing to be reduced - change is expensive, and there has been a hell of a lot of it this year. Put that against the backdrop of sponsorship income that is static at best, and you can understand their concerns. True,

there have been a few owners trying to poison the water, but they represent a small, if active, minority. Those with any

sense of perspective are aware that destabilising the championship is not the smartest way to get things done.

Finding the happy medium between what the teams want to see sliced out of suppliers' margins and what the suppliers are willing to give up has taken time, and it is a credit to all that resolution is close. And as IndyCar's Brian Barnhart says elsewhere on this page, once Dallara is on board, other suppliers should quickly follow.

So, one box is ticked. Now brace yourself for an argument over testing restrictions...



Dallara is not the bad guy

BIG NUMBER

38.050

The average speed in mph at which Will Buller achieved victory in last weekend's second F3 Euro Serie race at Zandvoort. Safety cars and a running clock during a stoppage didn't help matters.

SILVERSTONE AERO



Toyota's 'wheelarch' extensions broke cover at Silverstone WEC

WORLD ENDURANCE CHAMPIONSHIP

WEC pledges no Sebring clash

FIA series to leave date clear, even if it replaces historic 12 Hours with Austin fixture. By GARY WATKINS

Next year's FIA World Endurance Championship schedule will allow teams to contest the Sebring 12 Hours, should the classic sportscar fixture not feature on the series' calendar.

WEC boss Gerard Neveu made the pledge amid mounting speculation that Sebring will be dropped as the US's round in favour of a race at the new Circuit of the Americas in Austin, Texas, which will host the United States Grand Prix this November. At the same time, Neveu refused to confirm that Sebring will disappear from the schedule next year.

Neveu told AUTOSPORT: "If we don't go to Sebring, we will have a calendar that will allow teams to do it."

When asked specifically whether the American Le Mans Series blue-riband would disappear from the calendar, Neveu said: "I will not announce the calendar until September. The US will be on the calendar, but we need the best



Audi and co could still 'warm up' for Le Mans

compromise for everyone."

Sebring has been used as a warm-up for the Le Mans 24 Hours by a number of teams and manufacturers. Audi continued to field cars in the 12 Hours after it withdrew from the ALMS and before the race became a round of the Intercontinental Le Mans Cup.

Accommodating the ALMS and WEC entries at Sebring is the major obstacle in the way of a combined

race, despite an increase in the capacity of the pitlane to 64 cars for this year. At the same time, the FIA believes that world championship events should be standalone.

Neveu also denied that there were plans to expand the WEC from this year's eight races to nine next season. A race at Buddh in India and an event in Russia are believed to be under discussion.

"We have to consider the

economic situation, which means that eight races is probably the best way, but we don't want to drop a race," he said. "My main concern for next year is to reduce transportation costs for the teams."

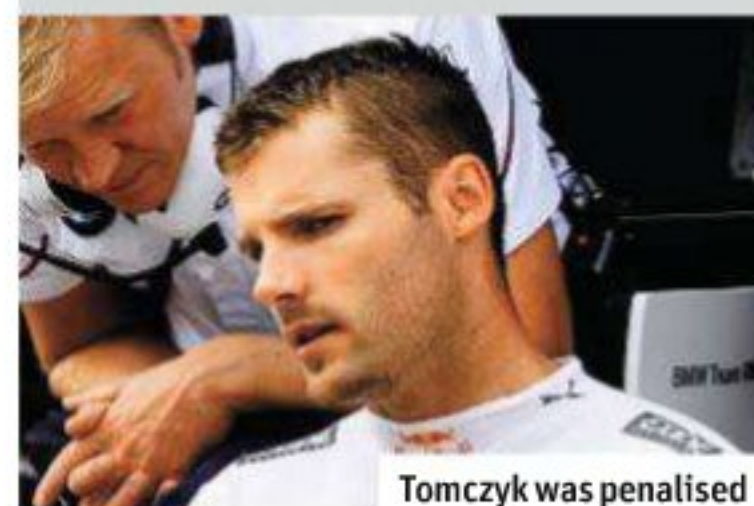
● Neveu and his team will take over the running of the European Le Mans Series from Patrick Peter's Peter Auto organisation. Neveu said it was a common-sense move to link the organisation of the two series.

It is unlikely that any ELMS events will race on the same grid as the WEC, but Neveu said that it is possible that the two series could race on the same weekend.

"We know that it is difficult to have them in the same race because we probably can't accommodate 60 cars on the grid, but why not on the same weekend?" he said. "We could have one race on the Saturday and one on Sunday. We are exploring this, not only for Europe."

 **P38 SILVERSTONE WEC**

IN BRIEF



Tomczyk was penalised

GRID PENALTY FOR TOMCZYK

Reigning DTM champion Martin Tomczyk has been given a five-place grid penalty for the next round at Oschersleben after stewards judged the RMG BMW driver responsible for spinning Gary Paffett out of fourth place at Zandvoort last weekend.

MERCEDES MECHANICS INJURED

Four HWA mechanics were hospitalised after being hit by a flailing air line that was ripped from its mounting by Ralf Schumacher's Mercedes during last Friday's DTM practice session at Zandvoort. All have since been released.

BTCC DRIVERS PENALISED

British Touring Car Championship racers Aron Smith, Dan Welch and Chris James were all penalised three points on their licences and fined £500 for contact with rivals at Knockhill. Gordon Shedden was given two points for a clash with Jeff Smith.

DI GRASSI'S AUDI DRIVE

Audi has refused to be drawn on new signing Lucas di Grassi's future as part of its prototype squad beyond next month's Interlagos FIA World Endurance Championship round. His drive alongside Allan McNish and Tom Kristensen in the R18 ultra is billed as a one-off.

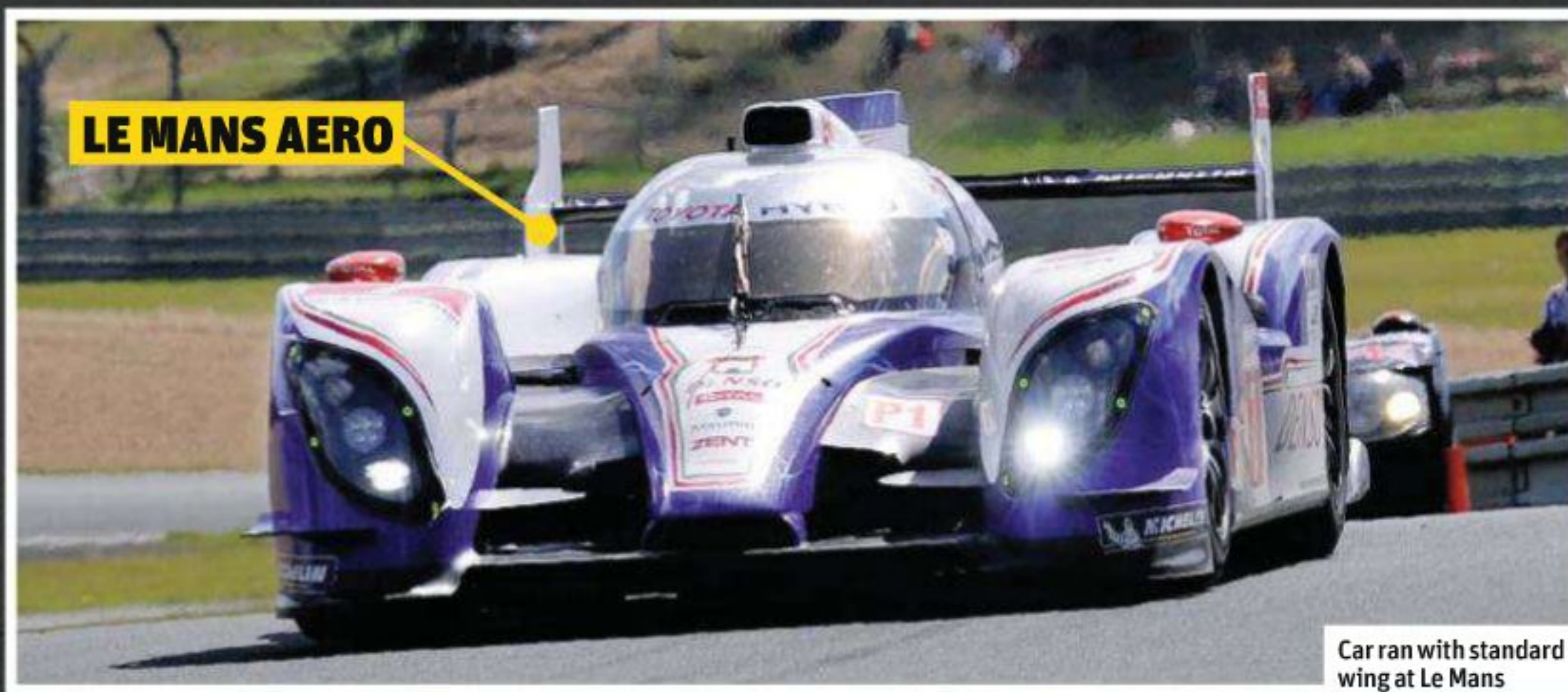
OAK TO BUILD ALL-NEW LMP1

OAK Racing is to design and build a new car for the LMP1 rulebook. In the meantime, the French team will return to P1 after a three-race hiatus with a Honda Performance Development 3.4-litre V8 in the back of its OAK PO1 chassis at the final two rounds of this year's WEC.

ALBERS BACK IN A SPORTSCAR

Ex-Formula 1 driver Christijan Albers returned to the cockpit for the first time in two years at the Silverstone WEC round last weekend. The Dutchman drove the Lotus LMP2 Lola- Judd/BMW B12/80 in place of Luca Moro, who was unavailable for personal reasons.

Albers drove Lola



Car ran with standard wing at Le Mans

WORLD ENDURANCE CHAMPIONSHIP

AUDI CONCERNED BY NEW TOYOTA 'WING'

Audi has called into question a new rear-end aerodynamic treatment that made its debut on the Toyota TS030 HYBRID in last weekend's Silverstone 6 Hours round of the FIA World Endurance Championship.

The Toyota ran winglets attached to the rear wing that effectively increased the wing's width from the maximum 1800mm allowed to the full 2000mm width of the car. The development was cleared because the winglets, which are attached to the rear wing and a second endplate, are deemed to be extensions to the rear wheelarches

rather than part of the wing.

Asked if Toyota's new rear-aero package was in the spirit of the regulations, Audi Sport head of racing commitments Dieter Gass said: "That is exactly the question. We need to have a discussion about that and how we deal with it for next year. The rear wing should be 1800mm wide and it is difficult to argue that this bodywork has any other purpose than being part of the rear wing."

Toyota Motorsport GmbH technical director Pascal Vasselon denied that his organisation was exploiting

a loophole left by changes to the regulations when wheelarch openings were mandated for the current season.

"It is not tricky," he insisted. "It is the design of the wheelarch. That's it. It is creative considering the new regulations, a creative interpretation."

He urged the FIA and the Automobile Club de l'Ouest at Le Mans, which jointly write the LMP1 rulebook, not to outlaw the development for next season. "Rules should not kill creativity," he said.

FORMULA RENAULT 3.5

Gravity keeps Stanaway

INJURED FORMULA RENAULT 3.5

racer Richie Stanaway will retain the backing of the Gravity Sport driver scheme for next year.

The 20-year-old New Zealander has been out of action since suffering back injuries in an airborne crash at Spa at the start of June. While doctors recently ruled out any hopes he had of returning to racing this year, he has been boosted by the confirmation that Gravity will continue to support him for 2013.

"After the accident I was a little bit concerned about my career, because without Gravity's support it's difficult for me to race at all," Stanaway told AUTOSPORT.

"I'm very fortunate that they have been extremely supportive. They still believe in me and they are giving me another shot, which I'm very grateful for."



Stanaway will return



Frijns had a new car at Silverstone

FORMULA RENAULT 3.5

Fortec makes race after test crash destroys Frijns chassis

FORMULA RENAULT 3.5 POINTS LEADER Robin Frijns was given a scare last week when his Fortec Motorsports car was destroyed in a straightline testing crash.

The Dutchman and his team feared for his title hopes in the run up to last weekend's Silverstone round of the championship after a test driver crashed heavily at the Millbrook proving ground four days before the race. The tester, who was at the wheel instead of Frijns because Millbrook requires drivers to have a permit to use the facility, was knocked out in the crash and trapped as the car went underneath a barrier.

Fortec faced a race against time to

retrieve a new chassis from Renault Sport in France. After picking the tub up on Wednesday the team had it race-ready by 2am on Friday, just seven hours before free practice kicked off at Silverstone.

Team boss Richard Dutton told AUTOSPORT: "We thought it was game over for the championship. When you destroy a car on a Tuesday afternoon you can't imagine having one ready for Friday morning. Our guys worked flat-out, and it was a relief to see the car do its first flying lap."

P42 SILVERSTONE FR3.5



Could Loeb be listening to the winds of change?

WRC

Loeb could go part-time

World champion could scale-back rally commitments in 2013. By DAVID EVANS

Citroen is prepared to run Sebastien Loeb on a part-time basis in next year's World Rally Championship – and the Frenchman has confirmed he's thinking about only competing on his favoured events.

The French manufacturer confirmed that a decision regarding Loeb's future will be revealed before the end of September, with speculation rife on last week's Rallye Deutschland that the eight-time

champion will announce a decision to stay in the series at the Paris Motorshow next month.

"Only doing some of the rallies is one of the options I am thinking about," said Loeb.

"But I also think about stopping and also about carrying on like normal with all of the rallies. I still didn't decide. The travel is not so nice, I don't like all of the airports, the recce and all of that kind of thing. It could be good to compete on the rallies I like to do and have the chance to do some other things as well.

"I have to think about everything for the future, what I do with Citroen either in the WRC or as an ambassador and I have to think about what I want to do for myself."

A part-time deal could also allow Loeb to drive in the DTM, should Citroen's rumoured interest in the series become a reality.

"Having him some of the time is better than not at all," said Citroen team principal Yves Matton. "Why

not? The main idea for the moment is to have him for the whole year, but for sure if this is not possible then we can find some solution.

"We hope to finalise at the maximum end of September, ahead of the Rally of France. We are getting close to a decision. We talk about this every week."

More than ever, the WRC is hanging on Loeb's every consideration with moves elsewhere in the driver market depending on his decision – not to mention the potential ramifications for Citroen's WRC participation if he retires.

Loeb won 2006 title, despite missing rounds



P56 RALLY DEUTSCHLAND



EXPERT VIEW

DAVID EVANS
RALLIES EDITOR

Is Sebastien Loeb interested in winning 10 world titles? Does a decade of dominance really do it for him? In a word, no.

What does get the super-successful Frenchman out of bed in the morning is the prospect of driving the world's best roads in the world's best rally car. Simple.

That said, there must be a tiny part of Loeb that would like to be the man – and likely the only man ever – to dominate a premier motorsport world championship for 10 years. And, let's face it, he could still do that with a part-time programme.

He did it in 2006, don't forget. Back then, when he was driving for the supposedly private Kronos Racing team, he missed the last four from 16 WRC rounds after breaking his arm. He still managed to beat no less a driver than Marcus Gronholm to the world championship by a single point.

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BTCC

Knockhill BTCC layout could be run in reverse

KNOCKHILL'S BRITISH TOURING CAR Championship round could be run in a reversed direction next year, according to series boss Alan Gow.

The Scottish circuit has retained its spot on the calendar for 2013 as part of an unchanged line-up of venues named in a provisional calendar released by series organiser TOCA this week.

Gow confirmed that running the Knockhill round 'in reverse' was a possibility. "I'll have to look at it," he said. "Tim Harvey [1992 BTCC champion] and I drove round, but it's not a decision that needs to be made any time soon. The important thing

is it's good for racing and it is safe."

AUTOSPORT understands that, although Knockhill is licenced for events in both directions, the run-off at the hairpin may be insufficient for the downhill approach if the races are run anti-clockwise.

The only significant changes to 2013's calendar from this year's is a more spaced-out schedule. This year's calendar was designed in such a way as to avoid clashes with Euro 2012 and the London Olympics.

 **P44 KNOCKHILL REPORT**



Hairpin run-off may prevent reversed races

PROVISIONAL 2013 BTCC CALENDAR

DATE	TRACK
March 31	Brands Hatch Indy
April 12	Donington Park
May 5	Thruxton
June 9	Oulton Park
June 23	Croft
August 4	Snetterton
August 25	Knockhill
September 15	Rockingham
September 29	Silverstone
October 13	Brands Hatch GP

BRITISH F3

Svendsen-Cook set for British F3 return



Svendsen-Cook has tested Double R car

FORMER BRITISH FORMULA 3

International Series race winner Rupert Svendsen-Cook is in the frame for a return to the championship with Double R Racing.

Svendsen-Cook, 21, could replace Malaysian Fahmi Ilyas, who has called time on his campaign due to a lack of results.

The Briton tested a Double R Dallara-Mercedes at Pembrey last week. He started his racing career with the team in Formula BMW before switching to Carlin to race in F3 in 2010 and '11.

Although he has been on the sidelines in 2012, except a one-off appearance in the

European F3 Open at Brands Hatch, he has acted as Double R's driver coach.

Team boss Anthony 'Boyo' Hieatt said: "It looks like Rupert could do the last round at Donington [on September 29-30]. He may do Silverstone [on September 8-9], but we could run someone else who needs to do an F3 race to be eligible for the Macau Grand Prix."

It is understood that several drivers from Formula Renault 3.5 and GP3 are lining up Macau deals. All would need to contest an F3 race in Europe or Japan beforehand to qualify for an entry.

IN BRIEF

New promoters visited service park



NEW WRC PROMOTERS IN TOWN

Red Bull Media House and Sportsman Media were present at Rallye Deutschland, discussing their plans for the promotion of the World Rally Championship once a deal is agreed with the FIA. The FIA is sending a memorandum of understanding to the two firms, which will form a new organisation for the promotion, this week.

NEW MINI IN PIPELINE

Prodrive is considering building a three-door Mini Cooper rally car for new British Rally Championship rules that do not require teams to homologate cars. The car would be likely to be a new-build, not relying on cross-over parts from the bigger Countryman-based World Rally Car.

NEW R1 MACHINES DEBUT

Two R1 category cars were given their World Rally Championship debuts on last week's Rallye Deutschland. German lady Isolde Holdereid drove Toyota's Yaris R1, with Ford's five-door Fiesta R1 also breaking cover in Trier.

WRC

VW keeps up push to debut Polo this year

VOLKSWAGEN WILL APPEAL TO THE World Rally Championship manufacturers to allow its Polo R WRC to take its series bow on November's Catalunya Rally, the last round of 2012.

VW had originally hoped to run the car on Rally d'Italia next month, but with its homologation not finalised, that plan has been shelved. VW motorsport director Jost

Capito believes Catalunya would be the ideal place for the Polo's debut as the German firm will have filed its homologation papers with the FIA on November 1.

"The car won't be homologated – that comes on January 1," said Capito. "But we can't change anything on the car after November 1 once the FIA has the papers.

"Running in Spain would give us good

experience of the car in competition. The car would run in the rally, not as zero car – but it wouldn't be in the results."

Prodrive WRC Team boss Dave Wilcock said: "We would want to see the car homologated before it competes on a rally, as it stands there's nothing really to stop VW from altering the specification between November and January."



Polo has tested extensively



Yaris had German run

Time to step up a gear,

Kimi

There's a championship to be won, but is Kimi Raikkonen up to it in his first season back in Formula 1? EDD STRAW finds out



Kimi Raikkonen's assessment of his Formula 1 comeback is characteristically brief: "There are some races where we could have done better for different reasons, but if we're honest it has been OK."

It's a fair evaluation. Eleven races in, the 32-year-old's return after two years in the World Rally Championship has been a success. He's fifth in the points, been in the mix for wins, finished on the podium five times and proved he's still a bankable commodity as a grand prix driver.

But "OK" implies there is still more to come. That's surely the case with Raikkonen, or at least it is if we are ever to see again the heights of the mid-2000s Kimster, the driver who took one of the greatest grand prix victories of all time in Japan seven years ago.

This is no criticism. Any driver returning to F1 after a break, no matter how great, needs time to settle back in. Michael Schumacher is proof of just how hard that is to do. If anything, Raikkonen is significantly further along his

relearning curve after 11 races than he has any right to be. From his first lap in testing, he has been his old, committed self on-track.

But with success come heightened expectations. If he finishes the season as he started it, his comeback will have been a good one. If he can find the final few per cent, enough to turn near-wins into victories, it could be great. It's reasonable to ask if the Raikkonen who passed Giancarlo Fisichella for victory on the last lap at Suzuka in 2005 would have completed the move on Sebastian Vettel for the lead of the Bahrain Grand Prix that 2012-spec Kimi backed out of.

"The same thing could have happened five years ago," says Raikkonen. "You choose your options and sometimes it works, sometimes it doesn't. Usually you get more chances, but unfortunately in Bahrain I didn't. It doesn't make any difference if I had been doing that in 2004 or '05, I would have done the same thing in that situation. I wouldn't put it down to not having raced. I wouldn't say that it made much difference." ►



uk



france



sweden



germany



holland



norway

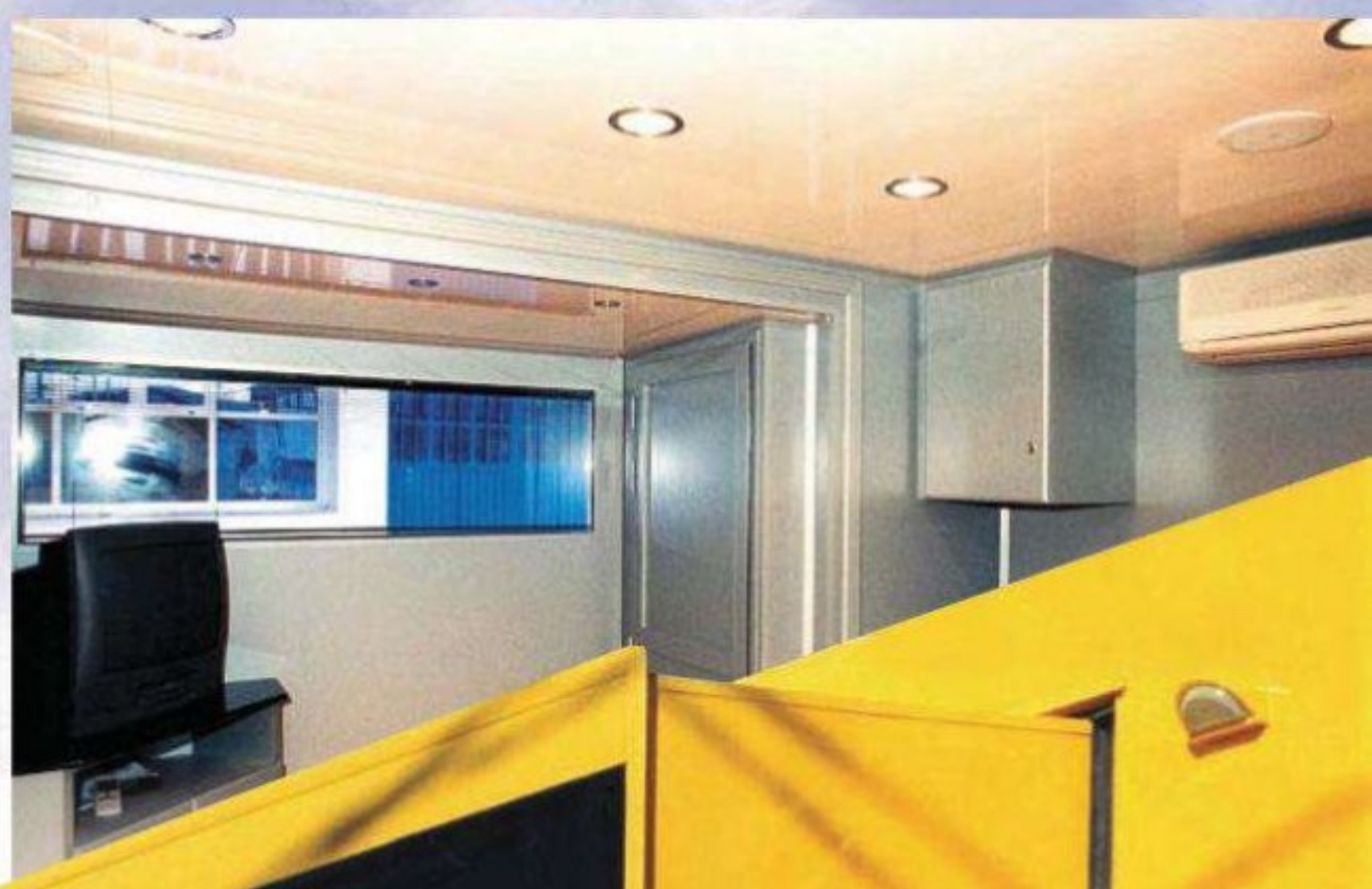
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“I don’t know if a driver can make a bigger difference at Spa than anywhere else really”



Raikkonen: win remains elusive

Stepping aboard the Lotus E20



With ‘faster’ Grosjean

Kimi got straight back into F1 swing



◀ Even if he was a little cautious in Bahrain, there have been signs that Raikkonen is back in the groove in battle. In Germany he was incisive while climbing from 10th to third. In Hungary a week later he hung team-mate Romain Grosjean well and truly out to dry at the exit of Turn 1 as the pair disputed second after emerging from the pits. If the elbows-out racing sharpness was lacking early in the year, and it seemed to be, there is evidence that Raikkonen is regaining his edge. His timing is perfect, for Lotus is emerging as an ever-stronger contender. It now seems to be a question of when, rather than if, one of the team’s drivers wins a race.

“We have the speed, but there’s a lot of small things that have to go right,” says Raikkonen. “In Germany I felt like we found where we want to be with the car. It hasn’t been right all the time as there has been something small missing set-up-wise to get the right feeling. I’m happy with the car now and it feels like it should do.”

This should result in improved qualifying. So far this has been the weakest part of Raikkonen’s game. He has only outqualified de facto rookie team-mate Grosjean four times in 11 outings. Typically straightforward, Raikkonen makes no attempt to make excuses or run down the pace of his in-house rival.

Unlocking such speed will be key to Raikkonen’s challenge for the remainder of 2012. He’s 48 points behind championship leader Fernando Alonso but, if he can find that little extra pace, turn a couple of podium finishes into wins, it’s conceivable that he could haul himself into championship contention. And what better place to do that than Spa, scene of the next race and a track where Raikkonen has four times won the Belgian Grand Prix?

“People always say there’s something special [about Raikkonen and Spa],” he says. “I like the circuit but I wouldn’t put my money on myself this year or any other year, even though I’ve won there before. Our car is pretty good at high speeds, so I think we can give ourselves a chance, like any weekend. But we have to make it happen and I will enjoy the driving. It’s not like I’m much better there than anyone else! Obviously it would

be great to win at Spa for a fifth time, but we will still have to try hard if we’re to win it.”

The history books would suggest otherwise. Raikkonen is a master at Spa, even taking the recalcitrant 2009 Ferrari to its sole victory there after passing pole-starting Fisichella’s Force India for the lead. Even by Raikkonen’s standards for understatement, he’s selling himself short.

“For some reason we did well there [in 2009],” he says. “Without the safety car, we probably couldn’t have won but it gave us the chance to get in front and I managed to do so. I don’t really know if the driver can make a bigger difference there than anywhere else because, if you think about it, it’s nonsense. There would be as good a chance of that at any circuit. But we were a bit surprised to win there in 2009 and we should have a better chance than in 2009 this year...”

That’s as close as Raikkonen ever gets to laying down the gauntlet. Nevertheless, the team is bullish about its chances (see news), and there is a feeling that Spa will be the former Renault team’s best shot so far of ending a four-year win drought.

According to Lotus technical director James Allison, Raikkonen’s contribution to the team’s rate of improvement shouldn’t be overlooked. “I don’t have an operational role so I’ve probably not exchanged more than 500 words with Kimi since the start of the year, because my job doesn’t involve doing that,” says Allison. “But from what I can see Kimi is someone who is not in love with the sound of his own voice! He is perfectly content to give his feedback in a very concise, well-considered and articulate way. And he’s consistent from race to race, so we are not dragged in one direction and then the other by what he says. He has a clear sense of what he wants from the car.”

“He’s a good, professional driver who helps us by letting us know what we need to do. The measure of him is that he was prepared to sacrifice all of Friday in Germany, and some running in Hungary, to help us develop something for the car [the double DRS] that we hope to use later on in the season, but which there was no prospect of him getting any benefit on in those two races. He has the self-confidence to compromise his Fridays but signed up for it. That gives you an idea of the straightforward nature of the bloke.”

Lotus trackside operations director Alan Permane is perhaps best placed to assess the way Raikkonen has gelled with the team. He has no complaints, despite the mythology that has the ex-Ferrari star painted as a poor team player.

“He’s absolutely fine,” says Permane. “His feedback is as good as any other driver and he’s happy to sit and talk at length about the car; he doesn’t disappear off in his private plane at the drop of a hat! He just wants to drive, to go quick and that’s it.”

Key to the success of the partnership is ▶

Monaco GP was disappointment





RAIKKONEN'S SEASON SO FAR



Starts: 11
Best finish: 2nd
Average finish: 5.5
Podiums: 5

Points: 116
Best qualifying: 4th
Qualifying v Grosjean: 4-7
Fastest laps: 2

AUSTRALIA

Start: 17th Finish: 7th

Comeback starts disastrously: goes out in Q1 after delay caused by a visor change and an off means he doesn't get his final qualifying lap in. Shows little race rustiness in recovering to seventh.

MALAYSIA

Start: 10th Finish: 5th

Five-place grid penalty (gearbox change) means he starts on the fifth row after showing pole-contending pace. Poor track position prevents him from fighting for a podium, although he has good speed.

CHINA

Start: 4th Finish: 14th

Can't do anything about Nico Rosberg's pace, but is in the mix for second place. Runs second after his second and final pitstop, but tyre grip falls off a cliff and he drops out of the points in just two laps.

BAHRAIN

Start: 11th Finish: 2nd

Misses the cut in Q2 trying to save tyres, but charges up to third in the first stint. Grosjean lets him through, but Räikkönen can't get past race leader Sebastian Vettel.

SPAIN

Start: 4th Finish: 3rd

Räikkönen has a quiet first half of the race, but makes his final stop later than leaders Pastor Maldonado and Fernando Alonso. Makes up around 20 seconds in the final stint.

MONACO

Start: 8th Finish: 9th

Sporting a James Hunt helmet, misses most of FP1 after demanding a power-steering change. Struggles to match Grosjean's raw pace and battles tyre degradation in the race.

CANADA

Start: 12th Finish: 8th

Hydraulic problems leave him down the grid, but a long first stint sets him up for a better result. Then he struggles to make the super-soft tyres work as well as Grosjean.

EUROPE

Start: 5th Finish: 2nd

On paper a superb weekend, but there's a nagging feeling that Räikkönen should have made a more concerted push for victory given his Lotus was faster around Valencia than Alonso's Ferrari.



KR was third in Spanish GP

BRITAIN

Start: 6th Finish: 5th

Pace of the Lotus means that Räikkönen would have been in the mix for a podium had he not run off the track at the start, but puts in a decent race to fifth, setting fastest lap along the way.

GERMANY

Start: 10th Finish: 3rd

Struggles to get the car/tyre combination to work in wet qualifying, which hurts him in the race as he isn't able to threaten the top two, even though he has frontrunning pace.

HUNGARY

Start: 5th Finish: 2nd

Pressures Lewis Hamilton in the final stint after a superb race drive, but again there's the feeling that there was a potential win had he put the car on the front row alongside the McLaren driver.



Räikkönen managing not to pass Vettel in Bahrain

“We mustn’t forget about things just because he’s not whingeing”

Lotus’s Alan Permane



Fifth podium, but Hungary could have offered more

◀ Lotus understanding how to get the best out of a driver who is somewhat esoteric in his approach. Conscious of Raikkonen’s lack of patience with some of the commitments of being an F1 driver off-track, the team ensures his workload is kept to a minimum.

That said, it’s not all concessions. The squad has also had to adapt to the fact that, unlike Robert Kubica, Raikkonen doesn’t push the team continuously. At Ferrari, he’d raise an issue about how he wanted the car to behave and all too often this feedback was disregarded because he didn’t hammer home his point.

“We’re learning that side of him as well,” says Permane. “Much has been made of the power-steering and the press has blown that up into some kind of feud between us. I saw some stuff after Monaco saying we weren’t going to do any more power-steering developments, which is nonsense because we brought a new one to Valencia for him. He hasn’t moaned about it for a long time but we’re still working on trying to improve it.

“I’m very conscious of the fact that he’s not a whinger and that statement of what he wants still stands. We mustn’t forget about things because he’s not whingeing. Monaco was a screw-up as much on our part as his. He asked for something which, in hindsight, wasn’t going to work. He gave us the impression it was

something he’d used before there and we did it but, yes, it was a loss. The right thing to do was to change it because I think he’d have been in the wall without it. It was a disaster because the next session was wet and that compromised his whole weekend. We really chucked that race away and that was as much our fault as his – we should have been firmer.”

Raikkonen himself is happy with the environment at Lotus. Despite some interest from Ferrari, primarily driven by team principal Stefano Domenicali, an admirer of the Finn, it seems very likely he will remain next year. Not least because, thanks to its results this season, Lotus is understood to hold an option on him.

Raikkonen refuses to draw comparisons between his current working environment and the often-strained situation at Ferrari during his time with the Scuderia.

“It’s not fair to compare the teams as every team has good and bad sides,” he says. “I had good times in all the teams where I’ve been and you sometimes have harder times in all the teams. I enjoy it here, the people are very nice and, because it’s not a manufacturer team, they are probably more relaxed. It doesn’t mean they don’t push as hard as other teams. It’s just a great atmosphere and I really enjoy it. I’m happy that I came to this team and not any other team.”

ENSTONE’S MOMENTUM REGAINED

After the false dawn of back-to-back podiums in Australia and Malaysia, the team formerly known as Renault struggled last year. Stuck with an innovative forward-exit exhaust concept that was pursued for all the right reasons, but that lacked ultimate development potential, results tailed off badly. This year’s Lotus E20 has shown that to be nothing more than a blip in the Enstone-based team’s re-emergence.

“Last year, we were prisoners of a decision I took in September 2010,” says technical director James Allison. “You went to every race feeling like a condemned man because you knew it was a weekend to be endured, hoping not to do too badly but knowing it was never going to be pleasurable.

“But the team did do a brilliant job of implementing the forward exhaust last year. It was the wrong thing to do as things turned out, but the underlying strength of Enstone and the underlying car aside from that concept was still good.”

The 2011 campaign was the latest in a series of difficult years for the team. Since taking back-to-back drivers’ and constructors’ titles with Fernando Alonso in 2005-06, the team had gained more attention for off-track reasons than results. Alonso’s departure and Michelin’s pull-out, combined with a lack of progress on windtunnel/track correlation, hurt competitiveness. Negative noises about F1 by Renault supremo Carlos Ghosn didn’t help the spirit in the camp, and the sweetness of a couple of wins in ‘08 turned to despair when it emerged that Nelson Piquet Jr had been ordered to crash to set up the circumstances needed for Alonso to jump into the lead of a race he went on to win.

“Last year’s results didn’t make it look as if there has been continuous progress, but there has,” says Allison, who first joined the team in 1991 and is in his third stint there after spells at Larrousse and Ferrari. “We had a bit of a lean patch a few years ago but we’ve come back strongly. When you hear of teams that are traditionally punting for the championship mentioning us as a threat, that’s a good thing.”



Problems for Nick Heidfeld in Hungary 2011

SILVERSTONE GP

GREAT BRITAIN

August 26

FIA WEC

Round 4/8



AT A GLANCE

- **Winners** Lotterer/Treluyer/Fassler
- **Pole position** Treluyer
- **Fastest lap** Lapierre



L-r: Lotterer, Treluyer and Fassler celebrate

Audi meets its match

The German giant secured the 2012 World Endurance Championship for manufacturers at Silverstone - but not without a fight from Toyota



Audi was always under pressure from Toyota

FOUR RACES INTO THE 2012

FIA World Endurance Championship, and Audi has already sealed the manufacturers' crown. That sounds like domination, but that word hardly applies to the events of last weekend's Silverstone 6 Hours. Toyota was only making its second start with the TS030 HYBRID, but once again proved that it can take the fight to the Audi R18.

The solo Toyota of Alex Wurz, Nicolas Lapierre and Kazuki Nakajima finished second after six hours of racing at Silverstone - no mean feat in itself. Yet its final 55s deficit to the winning Joest-run Audi R18 e-tron quattro of Andre Lotterer, Benoit Treluyer and Marcel Fassler might have been much closer.

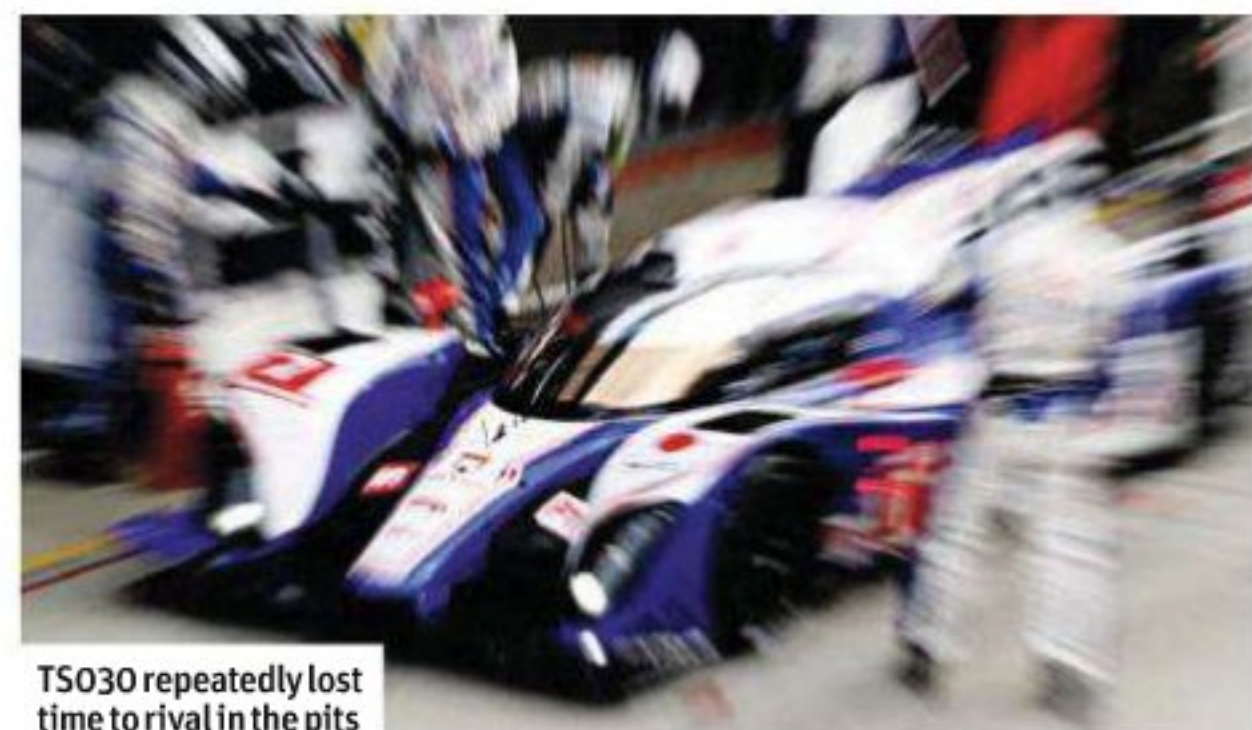
The TS030 was at the very least a match for the

hybrid R18, and there were times when it had a clear edge. Most notably that was the case over the final three-quarters of Wurz's opening stint.

The Austrian used his hybrid oomph to jump ahead of Tom Kristensen in the non-hybrid R18 ultra at the start, and on lap 12 swept past Lotterer for the lead when the Audi was baulked on the exit of Copse.

It wasn't quite a dramatic as Lapierre taking to the grass to jump into the lead at the Le Mans 24 Hours in June, but what happened next was just as impressive - Wurz pulled away, and with some ease.

The Toyota was nearly four seconds clear in the space of three laps, a gap that had grown to double figures by the time Wurz pitted 10



TS030 repeatedly lost time to rival in the pits



Privateer Strakka finished in fifth place

laps after making the move. The gap continued to grow during the second half of Wurz's opening double, ending up at 20s when he handed over to Nakajima.

But there was a catch. The Toyota was significantly less fuel efficient than its rival last weekend.

The Cologne-based Toyota Motorsport squad had concluded that the

fastest way around Silverstone was in high-downforce trim, and arrived with a new aero set-up that included an innovative and not altogether uncontroversial rear end (see news).

That inevitably took its toll on fuel consumption in comparison with the two Audis, whose lower downforce levels were

RACE RATING

★★★★☆

The race was closer than it looked because Audi and Toyota were out of synch on fuel stops

MILESTONE

Audi claimed the first proper world sportscar title since 1992

REPORT
SILVERSTONE 6 HOURSGARY WATKINS
reports

borne out by their superior speed on the straights. Toyota's one-lap deficit on fuel to its German rival at Le Mans grew significantly last weekend.

The Toyota was routinely going four laps fewer than the hybrid Audi, and five or six fewer than the non-hybrid R18, which fell out of contention in the hands of Kristensen and Allan McNish after a botched first pitstop, a puncture and bad luck behind the safety car.

A lap of Le Mans is a long way at eight and half miles, but four laps of the latest iteration of the Silverstone Grand Prix Circuit is nearly 15. That meant that the Toyota was always going to require an extra fuel stop, and would need a lead of around a minute if it was going to make up for that penalty.

It never happened for various reasons, including the intervention of the safety car on two occasions. The first of these wiped out Nakajima's lead over Treluyer, which stood at a shade under 10s at the time. The second, when Wurz was chasing Fassler in the fifth hour, increased the gap by a similar amount because

the Toyota was picked up by the second of the two safety cars that take to the track under WEC rules.

Then there was an increase in pace by the winning Audi. The Toyota was only significantly quicker than Lotterer and co for the first three stints. Thereafter, it was very much nip and tuck. Exactly why this was isn't clear. The Audi drivers had complained of tyre issues early on, just as they had during the early evening at Le Mans when the Toyotas came back at them. The suspicion in France had been that Audi kept something in reserve, and perhaps they did, too, over the early stints at Silverstone.

There was an additional factor: the R18 took on its fuel faster than the TSO30. This was the case at Le Mans, but at Silverstone the difference in refuelling times grew from two seconds to five.

TMG technical director Pascal Vasselon suggested that a victory could have been possible without what he called these two "adverse" factors.

"If you add the 35s we lost refuelling to the 20-25s we lost under the safety car, you



Lotterer leads as Wurz jumps into second spot

arrive at the gap to the Audi," he said. "That means we were able to compensate on the track."

Vasselon's maths, it should be pointed out, don't take into account a stop-go for the winning Audi after Lotterer had nudged the GTE class Krohn Ferrari in traffic.

A stop-go also decided the outcome of the privateer LMP1 class. The lead Rebellion Racing Lola-Toyota B12/60, driven by Neel Jani and Nicolas Prost, would

have finished fourth behind Kristensen and McNish but for its penalty. Like the Lotterer car, Prost made contact with the Krohn Ferrari, but unlike the Audi driver he appeared to be in no way at fault. Which made the penalty all the more galling, as did the puncture he picked up on his out-lap leaving the pits.

The second Rebellion car, in which Andrea Belicchi was joined by Harold Primat, ended up hanging on to

fourth place by six-tenths of a second after a frenetic comeback drive from Danny Watts on taking over the Strakka HPD ARX-03a from Nick Leventis.

The privateers were predictably nowhere at Silverstone, but Toyota was right with Audi – not that the latter is complaining.

"We're expecting a tough second half of the season," said Joest technical director Ralf Juttner, "and that has to be good." ☼

GTE

Fewer fuel stops give Ferrari the edge over rivals



There was hope – perhaps not much more, but hope at least – in the Porsche and Aston Martin camps that they could take the fight to the all-conquering AF Corse Ferrari squad in GTE Pro.

The lead Felbermayr-Proton Porsche and the all-pro factory Aston Martin may have led the Italian car to the first round of pitstops, but their dreams of depriving Gianmaria Bruni and Giancarlo Fisichella of victory in the AF Ferrari 458 Italia evaporated at the end of the first hour.

The Porsche 911 GT3-RSR and the Aston Martin Vantage GTE made their first fuel stops minutes before the one-hour

mark, while the Ferrari kept circulating until five minutes past. The 458, courtesy of its direct-injection engine, would be able to complete the race on just four stops, whereas its rivals would need five. Given that Bruni had trailed the leaders by fewer than five seconds before they dived into the pits, it was more or less game over.

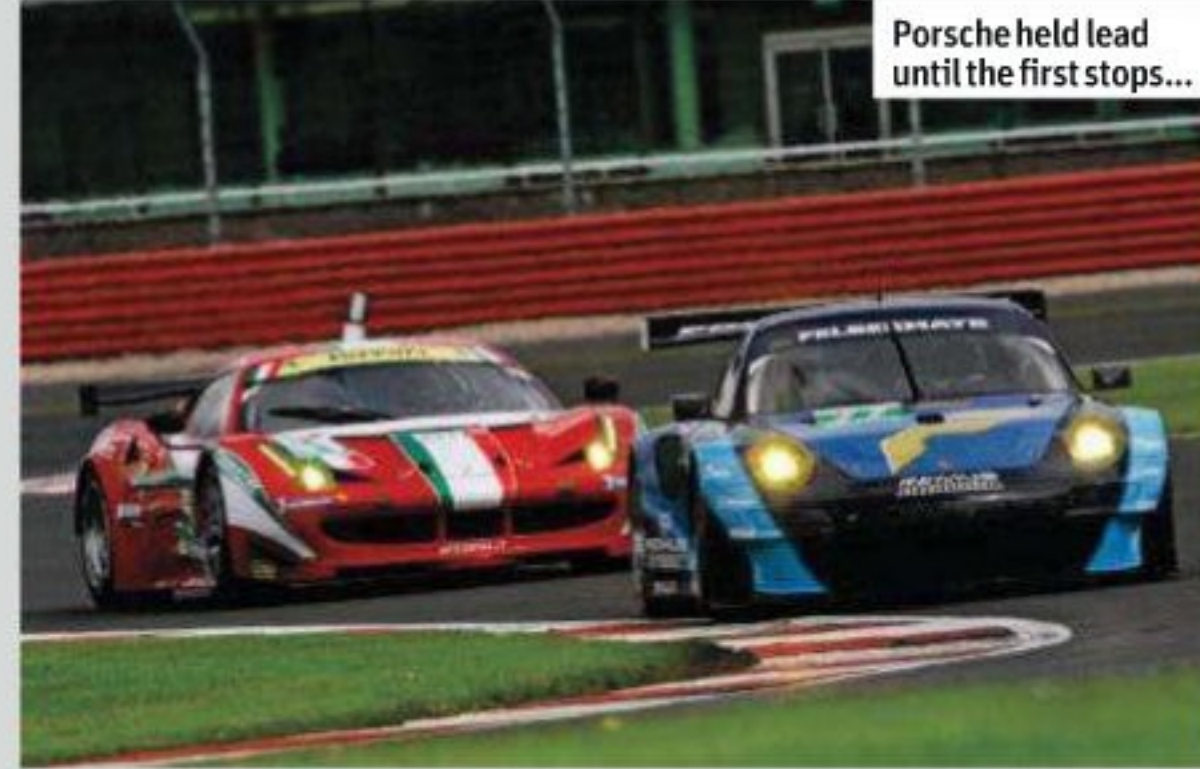
"You always have hope," said Aston driver Darren Turner, who shared the GTE Pro class Vantage with Stefan Mucke, "but after the first stops we knew that we couldn't win."

The pole-winning Porsche, which was on the pace in the hands of Richard Lietz

and Marc Lieb courtesy of a series of performance breaks, lost its chance of a decent result when the right rear suspension collapsed during the third hour.

The Aston looked on course for second until its front splitter broke. The resulting stop dropped Mucke to fourth, but he was able to hunt down the second AF Ferrari of Andrea Bertolini and Olivier Beretta, and claim final podium spot.

Mucke got alongside Bertolini into Vale, at which point the Ferrari driver lost it under braking and tagged the Aston as he spun. The Aston swept through to take third behind the JMW Ferrari 458 shared by Jonny Cocker



Porsche held lead until the first stops...

and James Walker, while Bertolini was unclassified after the Ferrari beached itself in the gravel.

The JMW Ferrari, which was only invited to race at Silverstone 10 days before

the event, didn't have the pace of the lead AF car, but it did have the same fuel mileage. Cocker and Walker reckoned they might have edged the Aston for second even without its problems.

LMP2

FIA WEC
Round 4/8

AT A GLANCE

- **Winners Martin/Graves/Charouz**
- **Pole position Alex Brundle**
- **Fastest lap Pla**



L-r: Martin, Graves and Charouz celebrate class win

ADR-Delta's home run

Silverstone-based team finally fulfils early promise to take maiden sportscar victory



ADR-Delta didn't put foot wrong on way to victory

THE ADR-DELTA SQUAD HAS been knocking on the door of LMP2 glory in the FIA World Endurance Championship this season, but it finally came good for this joint-venture operation at Silverstone. Which was somehow fitting given that both parts of the team, Alan Docking Racing and Delta Motorsport, are based on site at the British circuit.

ADR-Delta's Nissan-engined ORECA 03 was at least as fast as anything else in the secondary prototype class at the weekend. Drivers John Martin, Tor Graves and Jan Charouz, as a package, outperformed their rivals, and the local squad finally completed the kind of clean run that had been missing over the first three rounds of the WEC.

Martin trailed Stephane Sarrazin in the Starworks HPD ARX-03b initially, and

then took over at the front when Enzo Potolicchio climbed aboard the US entry at the second round of stops.

The ADR car then extended its advantage during the first yellow flag period after its closest rivals got caught behind the second of the two safety cars.

The Starworks entry lost more time when Potolicchio handed over to Ryan Dalziel after he stopped too far away from the refuelling gantry, but the HPD gained back some of the lost time during the second safety car period, allowing Sarrazin to come back at Charouz.

More seconds were gained by Starworks at the final round of stops when the ADR-Delta team changed the left-front tyre on its ORECA as a precaution. Sarrazin was able to close to within 10s, but the Czech driver controlled the gap to

give ADR-Delta its maiden sportscar victory by a margin of just six seconds.

"It is great to win our local race," said Martin. "I only live across the road, so Silverstone is like a second home to me! We had a good strategy, and just stuck to it all day."

Dalziel wasn't sure that Starworks had the pace last

weekend to follow up on its Sebring and Le Mans WEC victories.

"Enzo didn't have the best of stints and Graves drove really well," he said. "They did a really good job, and I don't think the result would have been different whatever happened."

The second Signatech ORECA-Nissan also closed

Sarrazin kept the HPD ARX-03b in touch



on the leader in the final hour under the impressive guidance of Nelson Panciatici. This car, which Panciatici shared with Pierre Ragues and Romain Rusinov, also gained ground on the leader during the final safety car period, but had ultimately lost too much time early on with Ragues at the wheel to have any hope of the win.

There were other potential contenders in P2, most notably the Greaves Zytek-Nissan Z11SN in which Alex Brundle had claimed pole position. It started to go wrong for Greaves at the start when Brundle had to take to the asphalt run-off when Peter Dumbreck spun the JRM HPD.

And things got worse as the race went on. Martin Brundle, who joined his son and Lucas Ordóñez in the car

RACE RATING

★★★★☆

Could have been a cracker if ADR-Delta's rivals hadn't faded due to problems

"I didn't see Alex [Wurz] coming, but he was quicker at that stage of the race. If he hadn't got me there, he would have got me later" Andre Lotterer

REPORT SILVERSTONE 6 HOURS



Brundle Sr and Ordenez celebrate Brundle Jr's pole

to reprise their Le Mans 24 Hours line-up, was penalised for overtaking before the start-finish line at the end of the first safety car period and then Ordenez got a cone stuck under his car.

Greaves engineer Alan Mugglestone was in no doubt how things could have turned out but for the

problems that restricted the car to fifth place in class.

"We would have walked it," he said. "We had the pace today."

The lead OAK Morgan-Nissan LMP2 2012 came alive once Olivier Pla took over from Mathieu Lahaye.

However, any chance of a decent result disappeared just as Pla climbed back aboard after taking over from Jacques Nicolet.

The safety car had just come out on track, and Pla was held at the end of the pitlane until both safety cars had passed, dropping the Morgan to eighth place, which turned into sixth after a string of fastest laps from Pla. ❧



OAK Morgan flew in Olivier Pla's hands

RESULTS

FIA World Endurance Championship, round 4 of 8, Silverstone 6 Hours, Silverstone (GB), August 26

GRID

2 McNISH 1:43.673	1 TRELUEY 1:43.663
4 WATTS 1:46.160	3 LAPIERRE 1:44.411
6 BELICCHI 1:46.234	5 JANI 1:46.207
8 A BRUNDLE 1:49.964	7 CHANDHOK 1:46.758
10 MARTIN 1:50.129	9 SARRAZIN 1:49.997
12 HARTLEY 1:50.250	11 MINASSIAN 1:50.165
14 KAFFER 1:50.775	13 MAILLEUX 1:50.624
16 SIMS 1:50.919	15 BAGUETTE 1:50.851
18 LAHAYE 1:51.283	17 JULIAN 1:50.993
20 HOLZER 1:53.349	19 RAGUES 1:51.942
22 LIETZ 2:09.564	21 GIROIX 1:54.476
24 BRUNI 2:10.481	23 WALKER 2:10.018
26 RUBERTI 2:12.965	25 HALL 2:12.525
28 BERTOLINI 2:15.153	27 MUCKE 2:14.150
30 RUGOLO 2:15.608	29 CIOCI 2:15.491
32 REES 2:16.907	31 ADAM 2:16.717
34 BELLOC 2:17.261	33 CANATHIAS 2:16.466
35 ROSSITER 1:50.688*	

194 LAPS, 710.135 MILES

POS	DRIVERS	TEAM	CAR	CLASS	TIME	GRID
1	Andre Lotterer (D)/Marcel Fassler (CH)/Benoit Treluyer (F)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	6h00m39.594s	
2	Alexander Wurz (A)/Nicolas Lapierre (F)/Kazuki Nakajima (J)	Toyota Racing	Toyota TS030 HYBRID	LMP1	+55.675s	3
3	Tom Kristensen (DK)/Allan McNish (GB)	Audi Sport Team Joest	Audi R18 ultra	LMP1	+1m14.427s	2
4	Andrea Belicchi (I)/Harold Primat (CH)	Rebellion Racing	Lola-Toyota B12/60	LMP1	-5 laps	6
5	Jonny Kane (GB)/Danny Watts (GB)/Nick Leventis (GB)	Strakka Racing	HPD ARX-03a	LMP1	-5 laps	4
6	Neel Jani (CH)/Nicolas Prost (F)	Rebellion Racing	Lola-Toyota B12/60	LMP1	-5 laps	5
7	Peter Dumbreck (GB)/David Brabham (AUS)/Karun Chandhok (IND)	JRM	HPD ARX-03a	LMP1	-7 laps	7
8	John Martin (AUS)/Jan Charouz (CZ)/Tor Graves (GB)	ADR-Delta	ORECA-Nissan 03	LMP2	-11 laps	10
9	Stephane Sarrazin (F)/Ryan Dalziel (GB)/Enzo Potolicchio (YV)	Starworks Motorsports	HPD-Honda ARX-03b	LMP2	-11 laps	9
10	Pierre Ragues (F)/Nelson Panciatici (F)/Roman Rusinov (RUS)	Signatech Nissan	ORECA-Nissan 03	LMP2	-11 laps	19
11	Pierre Kaffer (D)/Soheil Ayari (F)/Luis Perez Companc (RA)	Pecom Racing (AF)	ORECA-Nissan 03	LMP2	-12 laps	14
12	Alex Brundle (GB)/Martin Brundle (GB)/Lucas Ordenez (E)	Greaves Motorsport	Zytek-Nissan Z11SN	LMP2	-12 laps	8
13	Mathieu Lahaye (F)/Olivier Pla (F)/Jacques Nicolet (F)	OAK Racing	Morgan-Nissan LMP2 2012	LMP2	-12 laps	18
14	Nicolas Minassian (F)/Sam Hancock (GB)/Simon Dolan (GB)	Jota	Zytek-Nissan Z11SN	LMP2	-12 laps	11
15	Alexander Sims (GB)/Julien Jousse (F)/Maxime Jousse (F)	Status Grand Prix	Lola-Judd/BMW B12/80	LMP2	-13 laps	16
16	Brendon Hartley (NZ)/Warren Hughes (GB)/Jody Firth (GB)	Murphy Prototypes (RLR)	ORECA-Nissan 03	LMP2	-14 laps	12
17	Bertrand Baguette (B)/Dominik Kraihamer (A)/David Heinemeier Hansson (DK)	OAK Racing	Morgan-Nissan LMP2 2012	LMP2	-18 laps	15
18	Fabien Giroix (F)/Jean-Denis Deletraz (CH)/Keiko Ihara (J)	Gulf Racing Middle East	Lola-Nissan B12/80	LMP2	-18 laps	21
19	Thomas Holzer (D)/Christijan Albers (NL)/Mirco Schultis (D)	Lotus (Kodewa)	Lola-Judd/BMW B12/80	LMP2	-20 laps	20
20	Elton Julian (USA)/Christian Zuehl (D)/Ricardo Gonzalez (MEX)	Greaves Motorsport	Zytek-Nissan Z11SN	LMP2	-21 laps	17
21	Gianmaria Bruni (I)/Giancarlo Fisichella (I)	AF Corse	Ferrari 458 Italia	GTE P	-23 laps	24
22	James Walker (GB)/Jonny Cocker (GB)	JMW Motorsport	Ferrari 458 Italia	GTE P	-25 laps	23
23	Darren Turner (GB)/Stefan Mucke (D)/Adrian Fernandez (MEX)**	Aston Martin Racing (Prodrive)	Aston Martin Vantage GTE	GTE P	-25 laps	27
24	Marco Cioci (I)/Matt Griffin (IRL)/Piergiuseppe Perazzini (I)	AF Corse	Ferrari 458 Italia	GTE A	-28 laps	29
25	Paolo Ruberti (I)/Christian Ried (D)/Gianluca Roda (I)	Team Felbermayr-Proton	Porsche 911 GT3-RSR	GTE A	-28 laps	26
26	Michele Rugolo (I)/Nic Jonsson (S)/Tracy Krohn (USA)	Krohn Racing	Ferrari 458 Italia	GTE A	-29 laps	30
27	Richard Lietz (A)/Marc Lieb (D)	Team Felbermayr-Proton	Porsche 911 GT3-RSR	GTE P	-30 laps	22
28	Stuart Hall (GB)/Roald Goethe (D)	Aston Martin Racing (P'drive/Gulf)	Aston Martin Vantage GTE	GTE A	-31 laps	25
29	Christophe Bourret (F)/Jean-Philippe Belloc (F)/Pascal Gibon (F)	Larbre Competition	Chevrolet Corvette C6.R	GTE A	-32 laps	34
30	Markus Palmtala (FIN)/Joel Camathias (CH)/Paul Daniels (GB)	JWA-Avila	Porsche 911 GT3-RSR	GTE A	-33 laps	33
EX	Fernando Rees (BR)/Julien Canal (F)/Patrick Bornhauser (F)	Larbre Competition	Chevrolet Corvette C6.R	GTE A	-28 laps	32
R	Andrea Bertolini (I)/Olivier Beretta (MC)	AF Corse	Ferrari 458 Italia	GTE P	168 laps-accident	28
R	Jonathan Adam (GB)/Andrew Howard (GB)/Paul White (GB)	Aston Martin Racing (Prodrive)	Aston Martin Vantage GTE	GTE A	157 laps-engine	31
R	Franck Mailleux (F)/Olivier Lombard (F)/Jordan Tresson (F)	Signatech Nissan	ORECA-Nissan 03	LMP2	135 laps-accident	13
R	James Rossiter (GB)/Vitantonio Liuzzi (I)/Kevin Weeda (USA)	Lotus (Kodewa)	Lola-Judd/BMW B12/80	LMP2	26 laps-engine	35

Winners' average: 118.139mph. Fastest lap: Lapierre, 1m44.059s, 126.637mph. LMP2: Pla, 1m50.439s, 119.322mph. GTE Pro: Lietz, 2m01.718s, 108.265mph. GTE Am: Cioci, 2m03.848s, 106.403mph. Driver listed on grid set qualifying time. First-named driver of each car in table started race. * Put to back of grid due to engine change. ** Did not drive in race.

POINTS - DRIVERS

POS	DRIVER	PTS
1	Lott/Trel/Fass	96.5
2	McNish/Kris'en	92
3	Capello	77
4	Duval/Dumas	67

LMP1 MANUFACTURERS

POS	DRIVER	PTS
1	Audi	129
2	Toyota	18

LMP1 PRIVATE TEAMS

POS	DRIVER	PTS
1	Rebellion	112
2	Strakka	75
3	JRM	75
4	Pescarolo	25

LMP2 TEAMS

POS	DRIVER	PTS
1	Starworks	98
2	ADR-Delta	86
3	Pecom	74
4	Greaves	63

GTE MANUFACTURERS

POS	DRIVER	PTS
1	Ferrari	197
2	Porsche	102
3	Corvette	84

GTE PRO TEAMS

POS	DRIVER	PTS
1	AF Corse	118
2	Aston Martin	63
3	Felbermayr-Proton	59
4	Luxury	53

SILVERSTONE

GREAT BRITAIN

August 24-26

Formula Renault 3.5

Round 6/9



AT A GLANCE

- Race 1 Jules Bianchi
- Race 2 Sam Bird
- Poles Magnussen/Bianchi
- FLs da Costa/Bianchi



Bird inherited victory on home soil after Sorensen's puncture

Title race hots up at Silverstone

Wins for Bianchi and Bird close the points gap to Frijns and turns this year's championship into a three-way fight



Bird inherited race two victory

THIS YEAR'S FORMULA

Renault 3.5 championship fight exploded into life at Silverstone last weekend. The 26-point gap covering the top three in the standings is now down to just six. It's game on for Robin Frijns, Sam Bird and Jules Bianchi.

Prior to the series' summer break, Frijns and Bird would not speak at length about the title. Both were singing from the same hymn sheet "taking it race by race" and "not looking at the standings".

Bianchi, meanwhile, had long been saying he needed to make up for the points he and Tech 1 had thrown away in the early races.

By Sunday afternoon, after race two, it was Bianchi who was relaxed, with Frijns and Bird admitting they could no longer ignore what is turning into a captivating scrap.

Frijns let his guard slip for the first time in the week

before the race, in fact. When he got the news that his chassis had been destroyed in a nasty accident during a straightline test in England last week, he confessed that he now feared for his season.

"The first thing I thought was that it meant the title was finished," said the Dutch rookie, who sung the praises of his Fortec team for getting a brand-new chassis race ready by 2am on Friday.

Frijns was clearly in points defence mode in race one when he followed Bianchi in to change to wet tyres on the second lap, while many others thought it was too early (see panel right). As it turned out, both had made the right call, and after a race stoppage they cruised home first and second. Frijns was happy, despite not winning.

"We were just following Jules the whole time," he said afterwards. "Everything that

he did, we did, because he was my closest rival in the championship at that point. So when he came into the pits, I just followed. When you have a race like this one [only 10 cars made the finish in awful conditions], it's so easy to throw points away. You have to finish and just see where the others end up."

Bird, as one of seven cars to crash at a flooded Luffield corner, also referred to his title hopes properly for the first time all season.

"It's typical this has to happen to us when our two main rivals finish first and

second," he said dejectedly after getting back to the pits.

Race two was just as eventful from a series perspective. Bird got his payback for race one by inheriting the win from race-long leader Marco Sorensen when the Dane suffered a puncture with a lap and a half to go.

Bianchi also made the podium, while Frijns dragged a hobbled car home to ninth. The Dutchman had locked up heavily as he tried to respond to pressure from Bianchi as the pair battled for third early on, and the

vibrations from his flatspotted left-front tyre affected the toe angle of his front wheels. He gave Bianchi a fright as he tried to defend third into Copse, and their scrap allowed Red Bull junior Antonio Felix da Costa to slip by.

Bianchi, however, wasn't happy with the series leader. "He pushed me into the wall," said the Ferrari junior driver. "It wasn't fair. It was pretty dangerous. I will try to talk to him because this is not the right way to fight."

Frijns, not for the first time this year, was pretty unimpressed at hearing complaints about his ruthless approach.

"Why does he want to talk to me?" he said. "I left him enough space. What does he want me to do, drive on the grass to let him through?"

Frijns would plummet down the order in the

Frijns' points lead was cut



RACE RATING

★★★★☆

Eventful dry race two made up for flooded race one farce the day before

"If you're going to win two races in a season, then Monaco and your home race are two of the best"

Sam Bird is happy with his two winner's trophies

REPORT FR3.5 SILVERSTONE

GLENN FREEMAN
reports



Puncture robbed Sorensen of win

closing laps, only getting back into the points thanks to the late retirements of Sorensen and Mikhail Aleshin. Those two points could be crucial. Thanks to that ninth place he leads Bird by five and Bianchi by six, with three double-header rounds remaining.

After running those sums through their heads, all three couldn't help but turn their attention to the implications for the title.

Race two winner Bird, who initially said he would "refuse to comment" on the championship until after the season finale, did loosen that stance ever-so slightly later on: "Everybody is going to start thinking about it in the back of their minds, no matter what we say. But until race two at Barcelona [the finale in October], the positions don't really matter.

What matters is that we are within striking distance."

Bianchi, who bagged his biggest weekend points haul of the season, had tipped Bird to bounce back from his race one disappointment. After being proved correct, he offered a few more thoughts on what to expect for the rest of the season.

"We have come back after losing points earlier in the year," he said. "Now we have to keep pushing. Robin and Sam are really consistent. No one can afford mistakes."

It's only right the points leader has the final say on the fight, which now appears to be turning into a three-horse race.

"Every weekend, we have had something go wrong," said Frijns. "Hopefully for the next three weekends we won't have that any more. If so, we will be fine."

Rain catches out the unwary



Alexander Rossi couldn't believe his eyes. The sun was shining and, as far as he was concerned, the smattering of rain that had arrived over Silverstone as race one started was easing up. So, he wondered, how had Kevin Magnussen crashed on the approach to Becketts, and why were Jules Bianchi and Robin Frijns pitting for wet tyres on just the second lap of the race?

By the time the Arden Caterham driver – now leading – got to the end of the Wellington Straight, he had changed his tune. And just seconds after calling "Box" on the radio to signal that he too wanted to change tyres, his

four Michelin slicks lost contact with the track surface, sending him aquaplaning into the barriers at Luffield. Seven more cars would follow him into retirement from the race – every single one of them floating off the road.

"I guess I hit the wall hardest because the others were able to slow down when they saw I'd gone off," Rossi said afterwards. "There was a massive difference between the two laps. It was totally unexpected."

After Rossi's crash, Sam Bird, Marco Sorensen, Nico Muller, Nicolay Martsenko, Yann Cunha, Anton Neblitskiy and Kevin Korjus all slithered off the road to join him. The mood among this gaggle of

drivers was better than expected, however.

"We were all starting to make our way back, and someone just said, 'Well, that was a bit crap wasn't it?', and everyone started laughing," said Bird. "It was crazy."

Sorensen, who suffered far greater heartbreak when a puncture on the penultimate lap robbed him of victory in race two, added: "I was going so slowly, but there was nothing I could do. It's a strange feeling to not have any control of the car at such low speed."

Almost unseen at the time of the chaos, Nigel Melker, making his debut in FR 3.5, was the only car to make it out of the gravel. He went on to finish on the podium.

Rossi was the first of many to crash



RESULTS

Formula Renault 3.5 Series, round 6 of 9, Silverstone (GB), August 24-26

RACE 1 GRID

1 MAGNUSSEN 1:57.260	2 FRIJNS 1:57.298
3 ROSSI 1:57.571	4 BIANCHI 1:57.632
5 NEGRAO 1:57.907	6 MULLER 1:58.085
7 PIC 1:58.060	8 ALESHIN 1:58.069
9 SORESENSEN 1:58.196	10 BIRD 1:58.232
11 R'ENZWEIG 1:58.308	12 KORJUS 1:58.439
13 DA COSTA 1:58.511	14 MELKER 1:58.796
15 STEVENS 1:58.860	16 FORESTI 1:58.944
17 YELLOLY 1:59.053	18 GHIRELLI 1:59.414
19 HUERTAS 1:59.671	20 MOVE 1:59.769
21 AMBERG 1:59.822	22 N'ELITSKIY 1:59.926
23 MARTSENKO 2:00.495	24 CUNHA 2:00.500
25 M'ULLER 2:01.072	26 ZAMPIERI 2:01.108

RACE 1 - 20 LAPS, 73.200 MILES

POS	NAME	TEAM	TIME	GRID
1	Jules Bianchi (F)	Tech 1 Racing	1h03m31.309s	4
2	Robin Frijns (NL)	Fortec Motorsports	+7.542s	2
3	Nigel Melker (NL)	Lotus (Gravity-Charouz)	+17.372s	14
4	Nick Yelloly (GB)	Comtec Racing	+27.806s	17
5	Antonio Felix da Costa (P)	Arden Caterham	+37.119s	13
6	Carlos Huertas (COL)	Fortec Motorsports	+49.121s	19
7	Lucas Foresti (BR)	DAMS	+52.050s	16
8	Walter Grubmuller (A)	P1 Motorsport	+1m09.383s	25
9	Vittorio Ghirelli (I)	Comtec Racing	+1m21.149s	18
10	Daniel Zampieri (I)	BVM Target	-1 lap	26
11	Mikhail Aleshin (RU)	Team RFR	18 laps-electrics	8
R	Daniil Move (RU)	P1 Motorsport	12 laps-accident	20
R	Jake Rosenzweig (USA)	ISR	10 laps-spin	11
R	Andre Negrao (BR)	International Draco Racing	8 laps-accident	5
R	Zoel Amberg (CH)	Pons Racing	8 laps-spin	21
R	Will Stevens (GB)	Carlin	7 laps-accident	15
R	Alexander Rossi (USA)	Arden Caterham	2 laps-accident	3
R	Sam Bird (GB)	ISR	2 laps-accident	10
R	Nico Muller (CH)	International Draco Racing	2 laps-accident	6
R	Marco Sorensen (DK)	Lotus (Gravity-Charouz)	2 laps-accident	9
R	Nicolay Martsenko (RU)	BVM Target	2 laps-accident	23
R	Yann Cunha (BR)	Pons Racing	2 laps-accident	24
R	Anton Neblitskiy (RU)	Team RFR	2 laps-accident	22
R	Kevin Korjus (EST)	Tech 1 Racing	2 laps-accident	12
R	Kevin Magnussen (DK)	Carlin	1 lap-accident	1
R	Arthur Pic (F)	DAMS	0 laps-acc damage	7

RACE 2 GRID

1 BIANCHI 1:42.638	2 SORESENSEN 1:42.745
3 FRIJNS 1:42.748	4 MULLER 1:42.837
5 BIRD 1:42.975	6 PIC 1:43.200
7 ALESHIN 1:43.217	8 STEVENS 1:43.474
9 DA COSTA 1:43.666	10 GRUBMULLER 1:43.810
11 GHIRELLI 1:43.814	12 HUERTAS 1:43.851
13 KORJUS 1:43.864	14 MARTSENKO 1:43.966
15 FORESTI 1:43.996	16 YELLOLY 1:44.071
17 MAGNUSSEN 1:44.084	18 MELKER 1:44.093
19 NEGRAO 1:44.103	20 MOVE 1:44.503
21 AMBERG 1:44.695	22 ROSENZWEIG 1:44.934
23 ZAMPIERI 1:45.962	24 CUNHA 1:46.228
25 ROSSI no time	

RACE 2 - 27 LAPS, 98.820 MILES

POS	DRIVER	TIME/REASON	GRID
1	Bird	47m16.896s	5
2	da Costa	+1.159s	9
3	Bianchi	+1.688s	1
4	Pic	+33.243s	6
5	Rossi	+35.860s	25
6	Stevens	+39.663s	8
7	Muller	+43.514s	4
8	Yelloly	+48.083s	16
9	Frijns	+54.719s	3
10	Ghirelli	+58.774s	11
11	Huertas	+58.929s	12
12	Martsenko	+59.497s	14
13	Rosenzweig	+1m01.640s	22
14	Move	+1m04.069s	20
15	Korjus	+1m07.202s	13
16	Negrao	+1m07.638s	19
R	Aleshin	26 laps-electrical	7
18	Foresti	-1 lap	15
R	Sorensen	25 laps-puncture	2
R	Melker	19 laps-gearbox	18
R	Zampieri	8 laps-'technical'	23
R	Grubmuller	6 laps-puncture	10
R	Magnussen	3 laps-electrical	17
R	Cunha	0 laps-accident	24
R	Amberg	0 laps-accident	21
NS	Neblitskiy	accident damage	-

CHAMPIONSHIP TABLES

POS	DRIVER	PTS
1	Frijns	131
2	Bird	126
3	Bianchi	125
4	Yelloly	92
5	Sorensen	79
6	Pic	76
7	Muller	60
8	Magnussen	58
9	Korjus	49
10	Rossi	47
POS	TEAM	PTS
1	Tech 1 Racing	174
2	Fortec Motorsports	160
3	ISR	134
4	Lotus	102
5	Comtec Racing	97
6	Draco	92

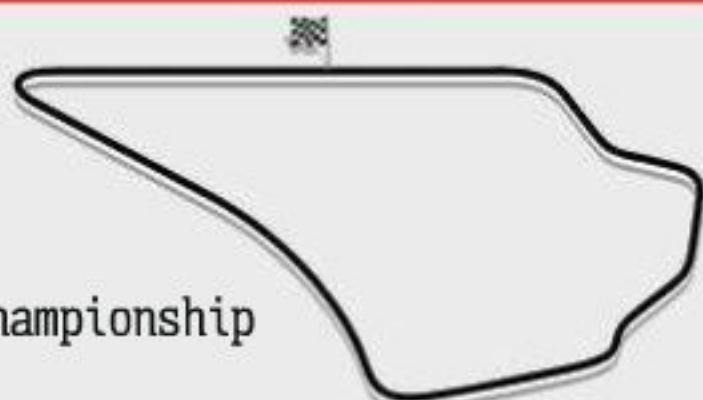
KEY R=Retired; NS=did not start
Race 1 Winner's average speed: 69.158mph. Fastest lap: da Costa, 2m01.519s, 108.429mph. **Race 2** Winner's average speed: 125.392mph. Fastest lap: Bianchi, 1m43.850s, 126.883mph.

KNOCKHILL

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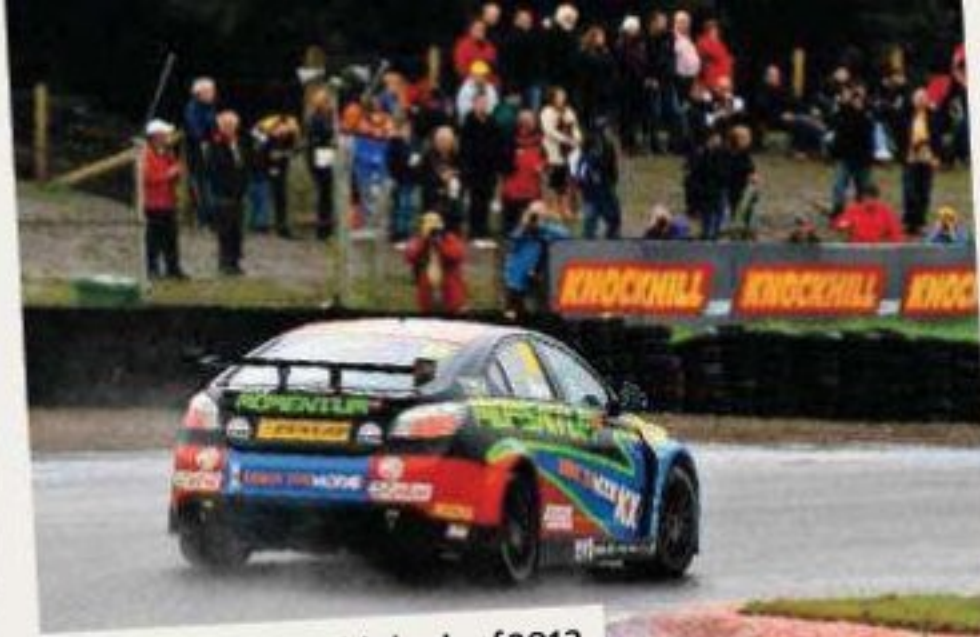
August 25-26

British Touring Car Championship
Round 7/10



AT A GLANCE RACE 1

- Winner Rob Collard
- Pole Jason Plato
- FL Tom Onslow-Cole



Plato's MG took its third pole of 2012



Robert the brace rules Scotland

War of independents ace Rob Collard was peerless at Knockhill to win two battles from team-mate Tom Onslow-Cole as the WSR BMWs showed great form

ROB COLLARD HAD A LONG wait to follow up his win in the Brands Hatch British Touring Car Championship season opener. Five months ago in Kent, the WSR squad surprised itself on the debut of the turbocharged BMW 320si, but thereafter tyre-wear issues proved a limiting factor.

Collard has led lots of races in 2012 and strung

together 15 consecutive points scores until engine failure ended the streak at Snetterton, but there had been no more visits to the top step of the podium.

That was until Knockhill last weekend, when Collard led a brace of WSR one-twins in dominant style.

He was quick in wet and dry conditions, and jumped poleman Jason Plato at the

start of race one. Apart from briefly allowing Tom Onslow-Cole in front – to give his team-mate a lap-leader point – Collard wasn't headed again until the reversed-grid encounter, which he had to start 10th.

"I look back at the last two or three years and I've had so many seconds and thirds," said Collard. "Now all of a sudden

"If we'd had this car at the start of the year we could have been genuine championship contenders"

Collard was at one with the newly-sorted BMW

two wins come along!"

He put the performance down to last year, when a power disadvantage with the normally-aspirated version of the BMW led the team to hone the rear-wheel-drive machine at the Scottish track.

"We worked hard on the chassis here last year and we were really quick in race three, so we started from that basis this time," added Collard. "It's good more or less everywhere and we've got the tyres under control."

"Over the last three or four years we developed a set-up that worked the tyres

hard [because the BMW was more gentle on its rubber than rivals], so at the start of the year it was too aggressive when combined with the turbo. Now it's softer, to make the tyres last longer."

WSR boss Dick Bennetts also pointed to the nature of the track. The BMW has been good in certain areas before, such as traction out of the hairpin, but the team aimed at improving its weakest area, namely kerb-jumping at the chicane.

"A couple of years ago we were mediocre in sector two and we worked hard on it



Shedden (left) joined the WSR men on podium

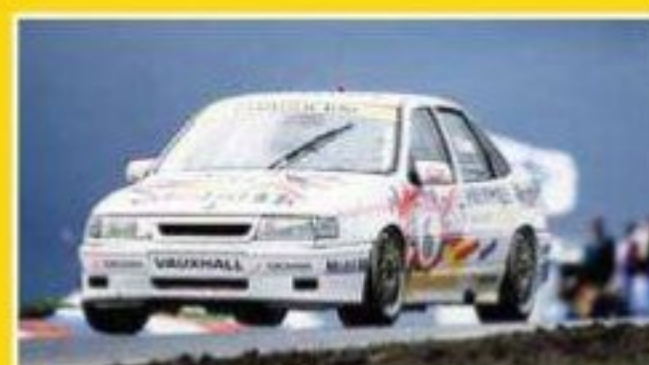
RACE RATING

★★★★★

Collard's efforts aside, pretty dull races except for some daft contact

MILESTONES

First double for Collard and podium for Jeff Smith; 20th anniversary of the BTCC at Knockhill



REPORT BTCC KNOCKHILL

KEVIN TURNER
reports



Shedden pips Fords at end of race-one battle



Jeff Smith was happy with second in R3



Neal had troubles but extended points lead

last season," said Bennetts. "The front-wheel-drive cars land and can be on the power, but with RWD it's a bit more tricky."

Further set-up tweaks before Snetterton, which helped Onslow-Cole to a strong weekend while Collard suffered with his engine issues, also provided a step. Then it was a matter of putting it together at Knockhill.

"Within three laps here I felt the car was unbelievable," added Collard, who is fifth in the standings. "I like the circuit and feel comfortable, and it's nice having the horsepower with the turbo."

Collard's focus remains the Independents Trophy, in which he is now 34 points behind leader Andrew Jordan, but he feels the

BMW can now take on the works Hondas and MGs too in the right circumstances.

"I think it'll be strong at Rockingham, but this will be the strongest track for the BMW," said the 43-year-old. "If we'd had this car at the start of the year we could have been genuine championship contenders."

WSR undoubtedly had a more competitive package in Scotland, but it was also helped by troubled weekends for its main rivals.

Local favourite Gordon Shedden was visibly fired up and aggressive right from the start of free practice after his trying Snetterton outing. He fought Collard to be the quickest in the dry sessions, only to lose some performance (and his best time for not respecting track

limits) in wet qualifying.

The works Honda Civic driver nevertheless worked his way through from sixth to third in race one. With the prospect of 27kg of success ballast instead the 45kg with which he started race one, and extra weight on the BMWs, he looked set to be a major factor in race two, but he simply could not hang on to Collard and Onslow-Cole.

"When the tyres are fresh I can hang it out, but as soon as they're past their best the BMWs are gone: we get blitzed in a straight line," said Shedden. But there was more to Honda's problems.

Shedden's championship-leading team-mate Matt Neal struggled all weekend. He picked up a third in the reversed-grid race, ▶

BMW's dominate before Newsham wins again

ROB COLLARD TOOK the first double of his BTCC career before Dave Newsham scored his second consecutive reversed-grid race victory.

Collard comfortably beat polesitter Jason Plato to the first corner in race one. After Plato was helped off by Aron Smith, and the cars of Andy Neate and Frank Wrathall also littered the track, a safety car eroded Collard's advantage.

At the restart, WSR team-mate Tom Onslow-Cole shadowed Collard as the two BMWs pulled away from Smith, who gradually began to form a queue behind his S2000 Motorbase Ford Focus.

While the BMWs headed to a one-two, the shuffling six-car pack behind Irishman Smith got ever more frantic. It was Gordon Shedden who eventually shoved the Focus at the hairpin on the final lap to snatch a place on the podium.

Mat Jackson's NGTC Focus almost pipped Smith on the line, while an impressive Paul O'Neill (Speedworks Toyota) beat Matt Neal and the WSR BMW of Nick Foster to sixth.

Despite extra ballast, Collard and Onslow-Cole led throughout race two, with Collard this time pulling out a bit more of a margin. "The weight has helped the car take off and land at the chicane," reckoned Collard.

Shedden couldn't challenge the BMWs, but was well clear of the rest to complete the podium.

O'Neill, possibly racing Tony Hughes's Avenis for the last time, neatly sliced by Jackson with a move that started at the hairpin and ended at Duffus Dip, then rather less cleanly barged Smith out the way at the hairpin to secure fourth.

"This might be the last time I'm in a touring car so I wanted to go for it," he said.

As Smith struggled with his tyres, so Foster moved by him to make it three WSR BMWs in the top five. Diff changes have helped Foster with his braking, the main area in which he loses out to his team-mates, and he drove well to turn 14th in qualifying into an eighth, fifth and seventh in the three races.

Newsham made the most of his reversed-grid pole to scamper into a strong lead early on. At one stage he led Jeff Smith's Eurotech Honda by over four seconds but, as the S2000 Vauxhall Vectra's rubber went off, the three NGTC Civics of Smith, Neal and Andrew Jordan closed in.

The ES Racing machine just held on, while the three Hondas were covered by about half a second at the flag.

Onslow-Cole was the other star of the race. He started alongside Collard on row five, but made better progress.

Once he'd found a way by team-mate Foster, he overcame O'Neill and then took fifth from Aron Smith, who fell back to eighth with power-steering issues.



Newsham scarpered early in race three



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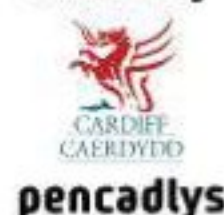


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AT A GLANCE RACE 2

- Winner **Rob Collard**
- Pole **Collard**
- FL **Collard**

AT A GLANCE RACE 3

- Winner **Dave Newsham**
- Pole **Newsham**
- FL **Tom Onslow-Cole**

REPORT BTCC KNOCKHILL

but was hamstrung by an issue with the revised Neil Brown Engineering two-litre turbo introduced at Snetterton.

Team boss Steve Neal, who confirmed that Eurotech's Jeff Smith was the only NGTC Civic driver to run with the older unit, said: "We had massive problems with the boost control on our cars, more so with Matt, so we had to turn it down because of the [boost] spikes."

Honda's problems could have allowed title rival Jason Plato to continue making ground in the drivers' table. The MG6 remains a difficult beast, but on Saturday Plato made the most of the wet qualifying to set two times good enough for pole.

The following day went less well. It was unsurprising that king of the fast start Collard beat him away, but more of a shock was how defensive he had to be from Aron Smith's S2000 Ford Focus.

The Motorbase driver had nailed his qualifying

opportunity in changeable conditions to start a career-best third. With generous levels of boost allowed, he was also quick in a straight line, allowing him to go on the offensive.

Unfortunately, after a number of taps to the MG's rear on the opening lap, Smith nudged Plato off at Clark's on lap two.

"I was having to defend from the engine they've got," said a furious Plato, who called for a harsher punishment than the three licence points and £500 Smith was handed. "He must have hit me 15 times; either he did it on purpose to take me out, or it was an accident and he needs to have his licence taken away."

"Now I've been nowhere near the Hondas all day, which has a massive impact on the championship."

For his part, Smith said: "It was a racing incident. He was hanging me out to dry and I got to the point where I had to either drive into the gravel or turn in."

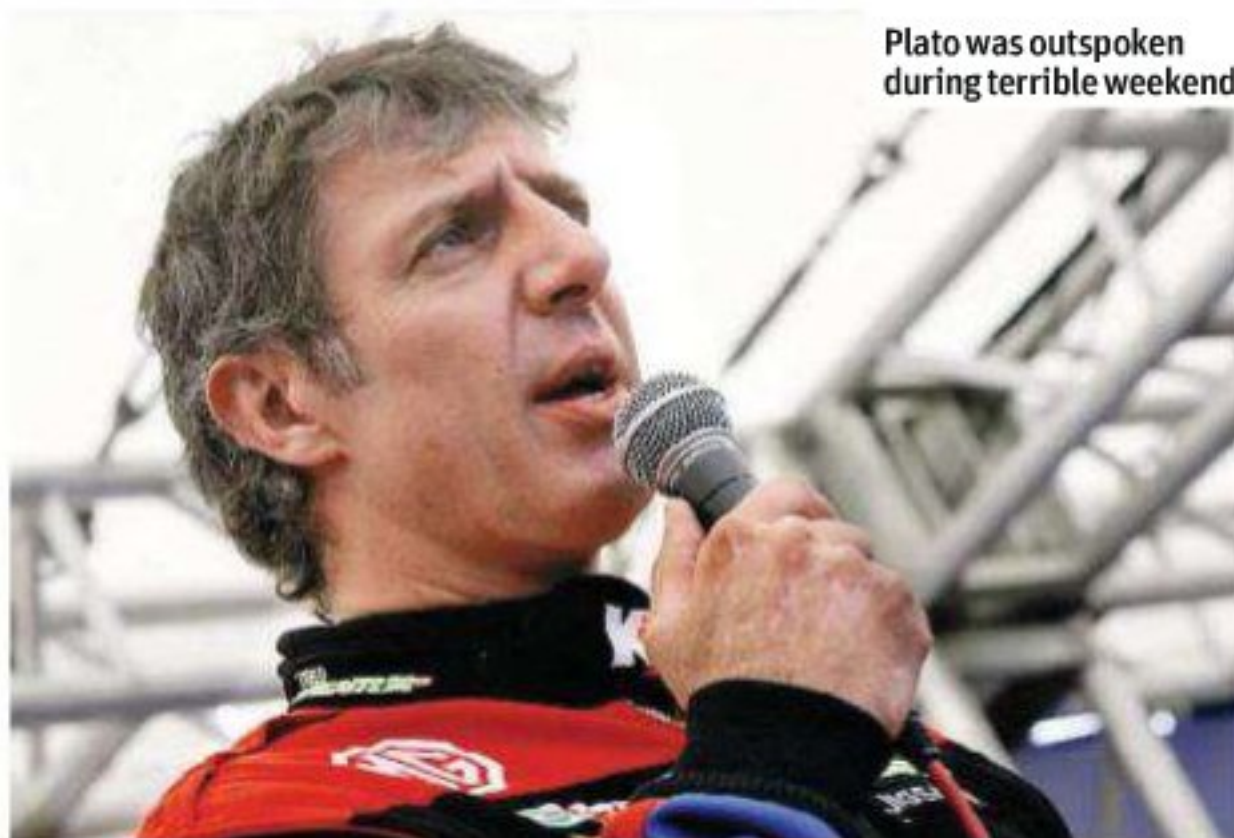
Things went from bad to

O'Neill put in three strong performances



"You could call it character-building, but I've got enough character these days"

Jason Plato says he's had enough of bad days in the BTCC



Plato was outspoken during terrible weekend

worse for Plato when engine problems struck in race two, limiting his recovery to 11th and forcing him to non-start the finale.

"You have these days at times," said Plato. "A few years ago you'd have called it character-building, but I've got enough character now!"

He has now fallen from 10 to 36 points behind Neal. "I thought I was having a bad one and then I saw Jason's weekend," said Neal, who couldn't quite believe such a trying weekend would strengthen his title chances.

Shedden should have left Knockhill with the lead, having gone ahead of Neal after the first two races, but was forced to retire from race three when he went off avoiding a clash involving Nick Foster and Aron Smith.

But this time the title fight was the support act. On a weekend when the little action there was mainly involved cars hitting each other, Collard and WSR's success was something even rivals agreed was well deserved. ❧

➡ **P49 RESULTS & STATS**



Plato exits stage right after contact from Smith

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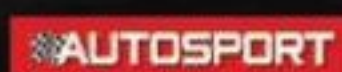
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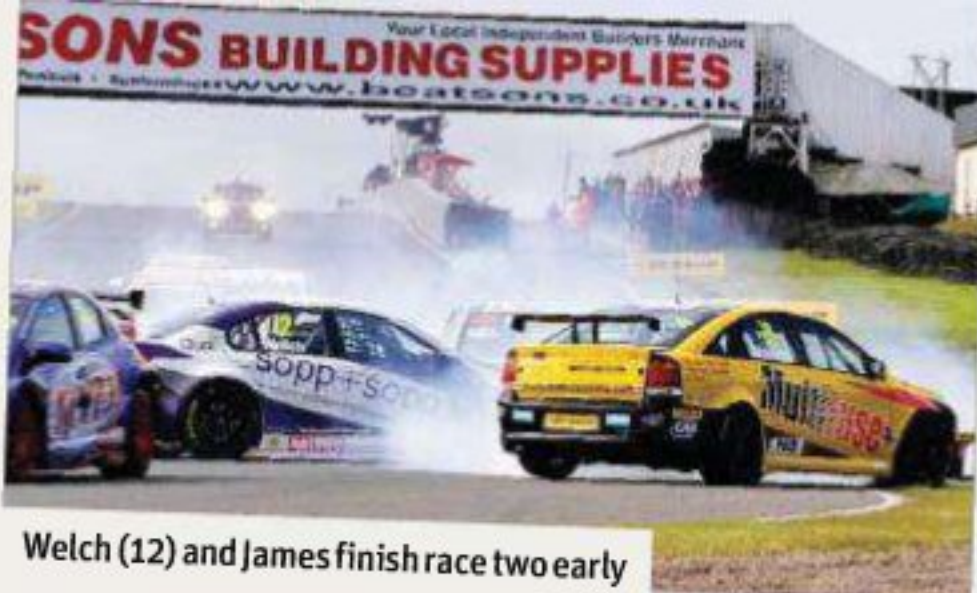
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7	19th Aug	PF International, Lincs	Extended Circuit
8	16th Sept	Daytona Milton Keynes	International
9	21st Oct	Rye House, Herts	Raceway Circuit
10	18th Nov	Daytona Sandown Park	Alternate



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Welch (12) and James finish race two early

NEXT ROUND

ROCKINGHAM

September 22-23



REPORT

BTCC KNOCKHILL

DRIVER BY DRIVER

Matt Neal (7/8/3)



Boost issues hampered him all weekend, but he emerged with an increased points lead.

Gordon Shedden (3/3/R)



Was in fine form at home and would be leading title race without having to avoid R3 incident.

Jason Plato (R/11/R)



Great pole, disastrous races thanks to contact and engine issue. Scored just six points...

Andy Neate (R/12/15)



R1 clash, then technical problems and, finally, a rain-tyre gamble that didn't pay off in R3.

Mat Jackson (5/R/10)



Had to retire from R2 after cracked exhaust let fumes into cockpit. Still learning new NGTC machine.

Aron Smith (4/6/8)



Fine qualifying effort, though didn't make many friends during fraught races. Good points.

Rob Collard (1/1/9)



Superb. Was on it all weekend and looked comfortable and composed at the front.

Tom Onslow-Cole (2/2/5)



Best 2012 weekend yet, though still can't match Collard when it comes to race starts.

Nick Foster (8/5/7)



Didn't manage to nail qualifying, but came well through in the races on great weekend for WSR.

Andrew Jordan (9/7/4)



Fairly quiet event after disappointing qualifying, but kept his points score ticking over.

Jeff Smith (14/9/2)



Weekend got better and better and culminated in the first BTCC podium of his career.

Frank Wrathall (R/NS/NS)



Good in qualifying, but engine failure on first racing lap ended his challenge very early.

Chris James (13/R/16)



Again got caught up in contact. Tyre gamble in R3 didn't pay off, but scored points in R1.

Dave Newsham (11/10/1)



Using one set of wets compromised qualifying. Took reversed-grid opportunity well.

Adam Morgan (10/R/11)



Still the odd moment, though got to the end twice. Overshadowed a bit by team-mate O'Neill.

Paul O'Neill (6/4/6)



Went into training for Knockhill and was on it. Let's hope it's not his last BTCC outing.

Robb Holland (R/14/14)



Still finding his feet in BTCC. Brake issues in R1 didn't help at tricky circuit.

Daniel Welch (12/R/12)



Electrical and misfire problems, and handed three points on his licence for contact with Jeff Smith.

Lea Wood (R/13/13)



First time at the circuit, which helps to explain the dip in form after solid recent rounds.



New NGTC Ford Focus had issues, but showed promise

RESULTS

British Touring Car Championship, round 7 of 10, Knockhill (GB), August 26

GRID	DRIVER	TIME/REASON
1	PLATO	57.128
2	COLLARD	57.425
3	A SMITH	57.478
4	O-COLE	57.533
5	WRATHALL	57.572
6	SHEDDEN	57.605
7	O'NEILL	57.650
8	NEAL	57.688
9	JACKSON	57.776
10	NEWSHAM	57.804
11	JORDAN	57.895
12	WELCH	57.938
13	MORGAN	58.036
14	FOSTER	58.082
15	J SMITH	58.252
16	NEATE	58.706
17	WOOD	58.836
18	HOLLAND	59.000
19	JAMES	59.017

RACE 1 - 27 LAPS, 34.325 MILES				
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME/REASON
1	Rob Collard (GB)	WSR	BMW 320si	28m53.088s
2	Tom Onslow-Cole (GB)	WSR	BMW 320si	+1.300s
3	Gordon Shedden (GB)	Honda (Team Dynamics)	Honda Civic	+16.725s
4	Aron Smith (IRL)	Motorbase Performance	Ford Focus	+16.736s
5	Mat Jackson (GB)	Motorbase Performance	Ford Focus	+16.909s
6	Paul O'Neill (GB)	Speedworks Motorsport	Toyota Avensis	+18.017s
7	Matt Neal (GB)	Honda (Team Dynamics)	Honda Civic	+18.507s
8	Nick Foster (GB)	WSR	BMW 320si	+18.602s
9	Andrew Jordan (GB)	Eurotech Racing	Honda Civic	+19.139s
10	Adam Morgan (GB)	Speedworks Motorsport	Toyota Avensis	+21.589s
11	Dave Newsham (GB)	Team ES Racing	Vauxhall Vectra	+21.688s
12	Daniel Welch (GB)	Welch Motorsport	Proton Persona	+34.503s
13	Chris James (GB)	Team ES Racing	Vauxhall Vectra	+55.584s
14	Jeff Smith (GB)	Eurotech Racing	Honda Civic	-3 laps
R	Robb Holland (USA)	Gilham Racing	Honda Civic	17 laps-brakes
R	Lea Wood (GB)	Team Wood	Vauxhall Vectra	16 laps-acc dam/susp
R	Jason Plato (GB)	MG KX (Triple 8)	MG6	2 laps-accident
R	Frank Wrathall (GB)	Dynojet	Toyota Avensis	1 lap-engine
R	Andy Neate (GB)	MG KX (Triple 8)	MG6	1 lap-accident

DRIVERS' CHAMPIONSHIP

POS	DRIVER	PTS
1	Neal	287
2	Shedden	277
3	Plato	251
4	Jordan	247
5	Collard	228
6	Onslow-Cole	209
7	Jackson	187
8	Newsham	146
9	J Smith	121
10	Wrathall	118

RACE 2 - 27 LAPS, 34.325 MILES				
POS	DRIVER	TIME/REASON	GRID	
1	Collard	25m47.177s	1	
2	Onslow-Cole	+3.239s	2	
3	Shedden	+11.127s	3	
4	O'Neill	+15.871s	6	
5	Foster	+17.545s	8	
6	A Smith	+21.783s	4	
7	Jordan	+22.003s	9	
8	Neal	+24.775s	7	
9	J Smith	+27.072s	14	
10	Newsham	+40.372s	11	
11	Plato	+45.979s	17	
12	Neate	+52.310s	19	
13	Wood	+54.804s	16	
14	Holland	-1 lap	15	
R	Jackson	23 laps-exhaust	5	
R	Morgan	15 laps-accident	10	
R	Welch	0 laps-accident	12	
R	James	0 laps-accident	13	
NS	Wrathall	engine	18	

RACE 3 - 24 LAPS, 30.511 MILES				
POS	DRIVER	TIME/REASON	GRID	
1	Newsham	21m44.595s	1	
2	J Smith	+1.549s	2	
3	Neal	+2.017s	3	
4	Jordan	+2.062s	4	
5	Onslow-Cole	+4.520s	9	
6	O'Neill	+9.091s	7	
7	Foster	+9.239s	6	
8	A Smith	+11.588s	5	
9	Collard	+11.828s	10	
10	Jackson	+12.807s	15	
11	Morgan	+14.034s	16	
12	Welch	+21.592s	17	
13	Wood	+29.735s	13	
14	Holland	+41.822s	14	
15	Neate	-1 lap	12	
16	James	-2 laps	18	
R	Shedden	5 laps-acc damage	8	
R	Plato	0 laps-engine	11	
NS	Wrathall	engine	19	

Race 1 Winner's average: 71.30mph.
Fastest lap: Onslow-Cole, 53.230s, 85.98mph.
Race 2 Winner's average: 79.86mph.
Fastest lap: Collard, 53.058s, 86.25mph.
Race 3 Winner's average: 84.19mph.
Fastest lap: Onslow-Cole, 53.321s, 85.83mph.

P50
Support races



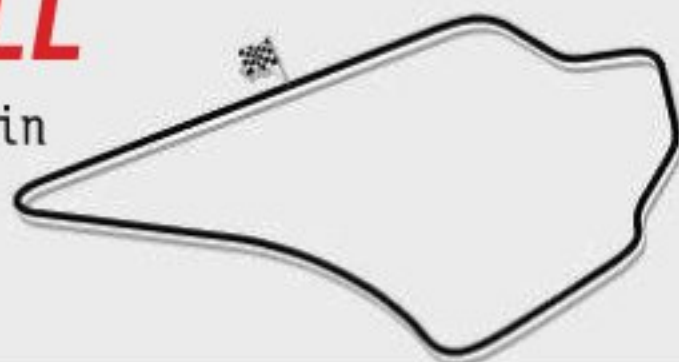
KNOCKHILL

Great Britain

August 25-26

TOCA supports

Round 7/10



CARRERA CUP AT A GLANCE

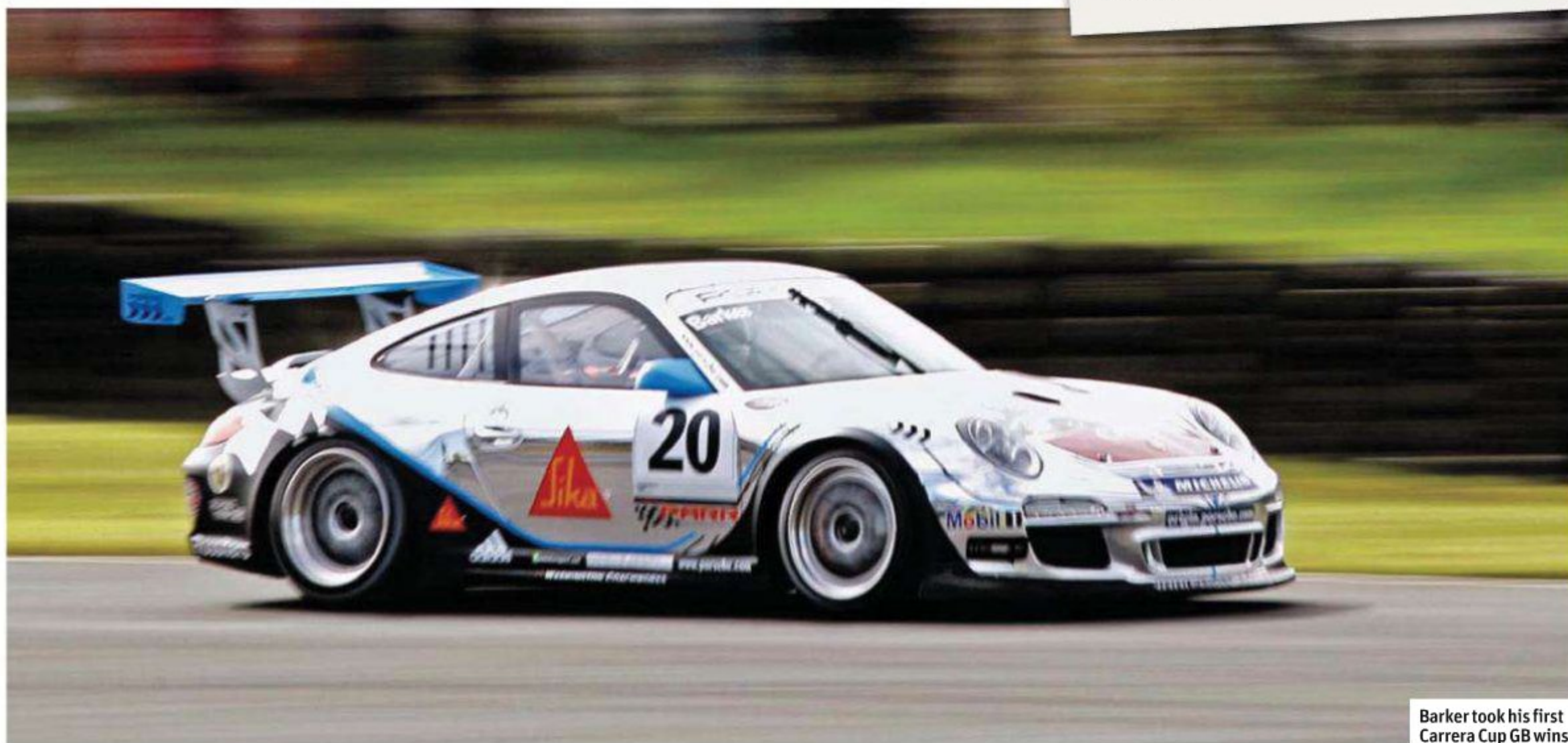
→ Race 1 Ben Barker

→ Race 2 Barker

→ Points lead Michael Meadows



Barker: two victories, two poles, two fastest laps



Barker took his first Carrera Cup GB wins

PORSCHE CARRERA CUP & SCOTTISH MINIS KNOCKHILL, AUGUST 25-26

Perfect timing is key to Barker's breakthrough

BEN BARKER BROKE HIS Carrera Cup GB duck in style with two wins.

The ex-Carrera Cup Australia racer and Aussie F3 champ also scored a clean sweep of poles and fastest laps to take full points away from Scotland.

With Formula Renault absent, the Carrera Cup has become the qualifying formula of the TOCA package. Points leader Michael Meadows has been the master this season, but the Redline man was pipped to pole for the second meeting in a row, as Barker

nailed a lap on his second set of tyres just before rain washed out the session.

"I like this circuit," said Barker. "It's like a street circuit, which they have a lot of in Australia; you can really chuck the car around."

After a brief phone call to ex-Carrera Cup champ Tim Harvey for some advice on the start procedure, Barker converted his first pole with a controlled drive. He kept Meadows just about at bay before Derek Pierce went off at the chicane and brought out the safety car.

The top four (Barker,

Meadows, Sam Tordoff and Jonas Gelzinis) negotiated the restart safely, but a slide for fifth-placed Rory Butcher out of the hairpin delayed Daniel Lloyd and allowed Andy Meyrick to get a run. He dived past Lloyd into Duffus Dip, but locked up and tagged Butcher into a spin that also took out Richard Plant and stopped the race. Meyrick clawed his way out of the gravel but was excluded, promoting Ahmad Al Harthy into the top six.

Barker made a poor start to race two, but held the lead as Meadows tried to go for the outside into Duffus. Tordoff tucked in behind Barker in an attempt to grab second, but contact with Meadows broke the radiator on Tordoff's Team Parker car and spun Meadows.

Meyrick and British GT3 champion Glynn Geddie then tried to go side-by-side through Butcher's; Meyrick ending up in the barriers as Geddie collected an advertising hoarding.

Home hero Butcher (son of circuit owner Derek) jumped Lloyd on lap three to claim second, but Barker was gone. A mid-race safety car to retrieve George Brewster's spun car eroded

the gap, but Barker edged away after the restart.

"We've had lots of wins with the VIP car, but these are our first as Parr," said team boss Paul Robe. "It's just one of those weekends you have to savour."

Meadows survived a grassy moment at the hairpin to recover sixth, behind Al Harthy (who took a career-best fourth when Gelzinis fell back with a sick engine) and Plant, who spun Parker team-mate Derek Pierce at the hairpin on the penultimate lap.

Scottish Minis returned to the TOCA package and delivered the most exciting race of the day on Sunday.

A partially reversed grid bunched the field, which then delivered 15 laps of breathless action. Cars were often four or five abreast along the main straight as they jostled for position.

Steven Brewster came through brilliantly from sixth on the grid to win, ahead of double runner-up Malcolm McNab, brother Kenneth, Scottish Fiesta ace George Orr, Ross Wylie and Kyle Reid.

Runaway championship leader David Sleigh took his 10th win of the season with a dominant drive in

Saturday's wet first race, but found himself outmuscled at various points during Sunday's encounter and only finished seventh.

But with brother Tim absent after rolling his car into oblivion at the previous round (the remains were used to make a barbecue!) David stands on the verge of retaining his title.

● Ben Anderson

RESULTS

Porsche Carrera Cup GB (26 laps)

1 Ben Barker; 2 Michael Meadows +0.655s; 3 Sam Tordoff; 4 Jonas Gelzinis; 5 Daniel Lloyd; 6 Ahmad Al Harthy. **Class winner** Al Harthy.

Fastest lap Barker 50.675s

(90.31mph) **record. Race 2**

(32 laps) 1 Barker; 2 Rory Butcher +2.806s; 3 Lloyd; 4 Al Harthy; 5 Richard Plant; 6 Meadows.

CW Al Harthy. **FL** Barker 50.978s (89.77mph). **Points 1 Meadows,**

239; 2 Tordoff, 191; 3 Gelzinis, 184; 4 Barker, 174; 5 Lloyd, 168; 6 Butcher, 166.

Scottish Mini Cooper Cup (15 laps)

1 David Sleigh; 2 Malcolm McNab +9.183s; 3 Kenneth Brewster; 4 George Orr; 5 Hamish Brandon; 6 Steven Brewster. **CW** McNab; Elaine Marshall. **FL** Ross Wylie 1m10.493s (64.92mph). **Race 2 (15 laps)**

1 S Brewster; 2 McNab +2.633s; 3 K Brewster; 4 Orr; 5 Ross Wylie; 6 Kyle Reid. **CW** McNab; Marshall. **FL** K Brewster 1m03.539s (72.03mph).



Steven Brewster leads jostling Minis

GINETTA GT SUPERCUP AT A GLANCE

- Race 1 Carl Breeze
- Race 2 Breeze
- Race 3 Nathan Freke
- Points lead Tom Sharp

"The worst that can happen is I end up in the gravel again"

Tom Sharp takes a realistic approach in his fightback after Ginetta GT qualifying off

REPORTS TOCA KNOCKHILL

OTHER BTCC SUPPORTS KNOCKHILL, AUGUST 25-26

Sharp's salvage job as old hands win

GINETTA GT SUPERCUP

points leader Tom Sharp was forced into damage limitation mode after an off at the chicane early in Saturday's qualifying session. "I took too much of the inside kerb," he admitted.

Despite being forced to start at the back, Sharp refused to panic given the three-race format. He set out his intention to fight back and suggested: "The worst that can happen is I end up in the gravel again."

The torrential rain that fell before the first race forced Sharp into a more cautious approach as he suffered in the spray.

At the front, poleman Carl Breeze splashed to an early lead from former G50 Cup champion Nathan Freke, who faced a stern test on his first race back this year. In third was Tom Ingram, who was also out to capitalise on Sharp's misfortune and claw back vital points.

Given the difficult conditions, it was no surprise to see the positions stay relatively static.

The status quo was shattered on lap 14 as Snetterton winner Jake Hill collided with Hunter Abbot.

Freke was demoted to third at the start of lap 13, but lost that position to an opportunistic Andrew Richardson in a last-lap drag to the finish line.

Dry conditions prevailed for the second race and the top two remained unchanged, with Breeze again leading Ingram home.

Freke made up for the disappointment of Saturday to finish third.

Sharp drove conservatively in this race. He made it past Jake Hill for fourth and consolidated this place to secure a good grid position for race three; his dreams came true when the top four was reversed to put him on pole.

A startline shunt in race three was triggered when Ingram stalled. Several midfield contenders were taken out in the ensuing mayhem, although thankfully all of them emerged unscathed.

Freke drove on to victory after poleman Sharp had to start from the pitlane following an electrical problem. Breeze was a close second, but reduced the points gap significantly to Sharp, who could only salvage fifth.

Scottish youngster Charlie Robertson celebrated his homecoming with pole position in Ginetta Junior. He converted the result into a win in race one with some ease, despite the difficult weather conditions.

Rookie Harry Woodhead stormed back from a lap-one mistake to salvage third; his pace was fast



Breeze closed in on Sharp's points lead

but on the ragged edge.

Woodhead had another spin in race two, but this time in avoidance of title contender Sennan Fielding, who lost his car on the exit of the chicane on lap one.

At the front, Robertson won comfortably to take the initiative in the closely poised title battle.

The deluge that soaked the track for race one of the Scottish Classics made racing particularly difficult, but this was nonetheless no demonstration run for these pristine cars.

Determinedly, Raymond Boyd used the traction advantage of his Porsche 911 to power up the field from a lower-than-usual grid position.

Boyd grabbed the lead just before the safety car was scrambled on lap four and asserted himself when the race resumed. Initially, he seemed set for a shock win, but Andy Smith also relished the wet conditions and his Morgan grabbed the lead on the penultimate lap.

Smith repeated his win in Sunday's dry encounter.

It showed much about the character of the Morgan driver that he declared a preference for his Saturday win in the wet because "it was much more exciting".

● Jonathan Crawford



Charlie Robertson was spectacular on home turf

RESULTS

Ginetta GT Supercup (16 laps)

1 Carl Breeze (G55); 2 Tom Ingram (G55) +0.567s; 3 Andrew Richardson (G55); 4 Nathan Freke (G55); 5 Jake Hill (G55); 6 Jamie Orton (G55). **CW** Mark Davies (G50). **FL** Ingram 57.052s (80.22mph).

Race 2 (27 laps) 1 Breeze;

2 Ingram +0.936s; 3 Freke; 4 Tom Sharp (G55); 5 Hill; 6 Richardson. **CW** Davies. **FL** Freke 52.385s (87.36mph).

Race 3 (26 laps) 1 Freke; 2 Breeze

+0.183s; 3 Hill; 4 Richardson; 5 Sharp; 6 Hunter Abbott (G55). **CW** Reece Somerfield (G50). **FL** Sharp 52.603s (87.00mph).

Points 1 Sharp, 587; 2 Breeze, 535; 3 Ingram, 472; 4 Richardson, 306; 5 Abbott, 305; 6 Colin White 292.

Ginetta Junior (12 laps) 1 Charlie

Robertson; 2 Sennan Fielding +3.355s; 3 Harry Woodhead; 4 Niall Murray; 5 Andrew Watson; 6 Pepe Massot. **CW** Woodhead. **FL** Woodhead 1m04.122s (71.37mph).

Race 2 (12 laps) 1 Robertson;

2 Murray +2.269s; 3 Watson; 4 Ollie Chadwick; 5 Fielding; 6 Keith Donegan. **CW** Donegan. **FL** Murray 1m00.012s (76.26mph). **Points 1** Robertson, 369; 2 Murray, 365; 3 Fielding, 365; 4 Massot, 255; 5 Watson, 242; 6 Woodhead, 241.

Scottish Classic Sports

& Saloons (17 laps) 1 Andrew

Smith (Morgan +8); 2 Raymond Boyd (Porsche 911) +1.556s; 3 Robert Marshall (Ford Escort); 4 Iain Paterson (Triumph TR8); 5 Graham Millar (Triumph TR8); 6 Olly Ross (Lotus Europa). **CW** Boyd; Marshall; Millar; Ross; Mike Cannon (Lotus 7); George Leitch (Ford Fiesta). **FL** Smith 1m06.955s (68.35mph).

Race 2 (18 laps) 1 Smith; 2 Millar

+2.189s; 3 Boyd; 4 Paterson; 5 Marshall; 6 Barry Riddell (Triumph TR7). **CW** Millar; Boyd; Marshall; Keiron Baillie (Ford Escort); Roger Motherwell (Alfa Sud). **FL** Millar 58.371s (78.40mph).

Scottish Classics put on a fine show in all weathers

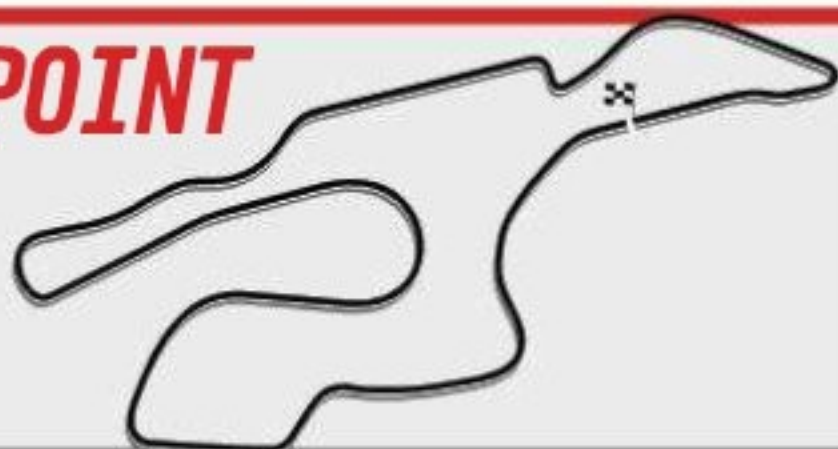


SEARS POINT



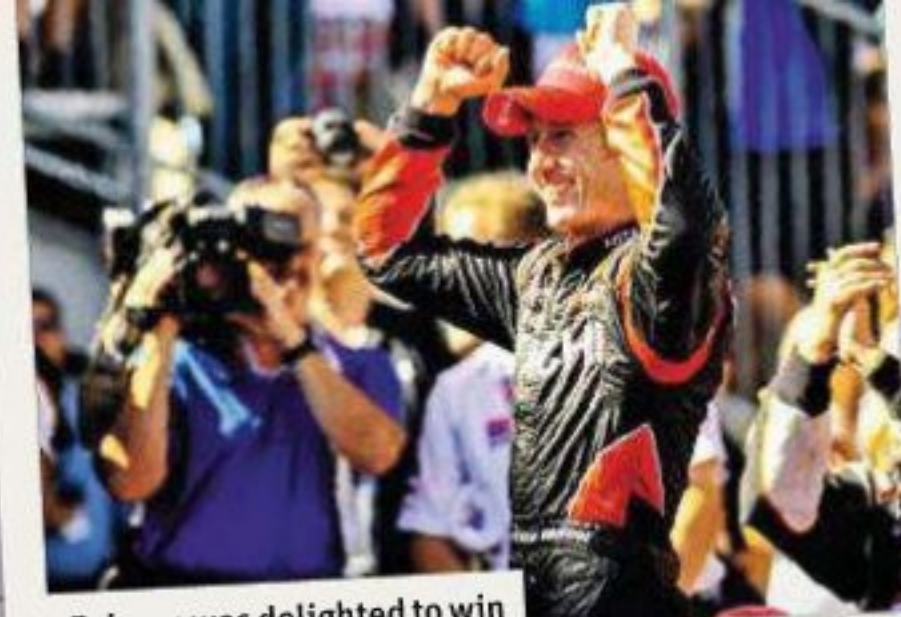
USA

August 25-27
IndyCar Series
Round 13/15



AT A GLANCE

- Winner **Ryan Briscoe**
- Pole **Will Power**
- FL **Ryan Hunter-Reay**
- Points leader **Power**



Briscoe was delighted to win

Briscoe ends victory drought

Penske driver beats team-mate Will Power for first IndyCar win since 2010 after collision between Sebastien Bourdais and Josef Newgarden changes face of race



Briscoe finally broke his winless streak

RIGHT AT THE START OF THE season, someone at Team Penske walked up to a wall calendar and put a big, red circle around last Sunday's date. The team has a formidable history in the Californian wine country: it went into the Sonoma race having scored a 1-2-3 last year, and with Will Power having won there on his previous two visits.

As it transpired, things went almost totally to script. Penske cars led all but one session (Ryan Hunter-Reay stealing the honours in the

Sunday morning warm-up), and there was no point in the race where one of the team's drivers didn't hold the upper hand. The only real surprise was that the guy sipping cabernet from the oversized wine glass that serves as the trophy here was not Power, but Ryan Briscoe.

For starters, there had been 813 sunsets since Briscoe last stood in Victory Lane – and that was at Texas in 2010. Sunday's win was as overdue as it was timely for the Australian, who is two races from the

end of his Penske contract with nothing yet signed for 2013. Secondly, the weekend had been overwhelmingly dominated by Power from the opening practice session right through to the final pitstop. Unfortunately for him, the only meaningful laps where he didn't hold the advantage were the ones that mattered.

Leading up to his final stop, Power was roughly eight seconds in front of Briscoe. He swung into the pits just as Sebastien Bourdais and Josef Newgarden collided at Turn 8, causing substantial damage to both their cars and the barrier, prompting the first yellow flag of the race. A handful of events in the 20 seconds that followed changed the entire outcome of the race.

Firstly, Power had a slightly slow stop, which he later estimated cost him

Rahal had a strong race for Ganassi



about four seconds. Pitstop errors on the part of himself and the team had been a factor in his losing the 2011 title, but this was the first such incident for his crew this year. Secondly, he returned to the track amid a gaggle of cars that had slowed for the yellows. That basically handed Briscoe, who stopped a lap later, a free

lap at racing speed. Not surprisingly, it was the traffic that caused Power the most consternation afterwards.

"I came across a bunch of guys on the track who just dawdled all the way back," he said. "That's when I was using the word 'wanker'. I do understand that you'd want to go slow where the accident was. But these guys



Newgarden injured finger in Turn 8 crash

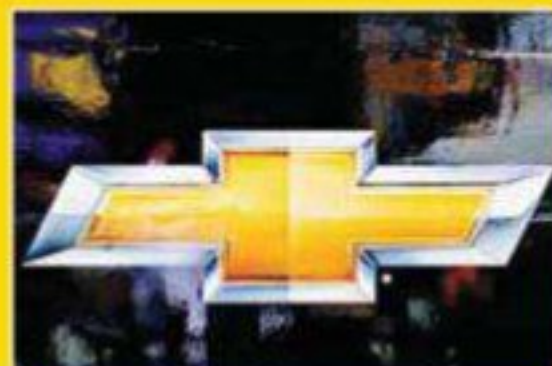
RACE RATING

★★★★☆

Track changes to aid passing neutralised by push-to-pass activation delay

MILESTONE

Briscoe's win secured the engine manufacturers' crown for Chevrolet



REPORT INDYCAR SEARS POINT

MARK GLENDENNING
reports



Castroneves pushed hard to claim sixth

were slow for a whole lap. It cost me the race, for sure."

Power's delay allowed Briscoe to easily leapfrog him when he rejoined after his own stop, and then it was simply a matter of defending his lead against his teammate in two late restarts.

"I wasn't too worried," he said. "I could see Will on my outside, but I knew that once we hit the hill, the track was turning, and he was going to have to lift and get in line or go onto the grass."

If anything, it was Power who had more to worry about during the last two restarts when Dario Franchitti began darting around in his mirrors. Part of the problem from Power's point of view was the activation delay on the push-to-pass system, which was every bit as unpopular with the drivers — Power in particular — at Sonoma as it had been when it was



Polesitter Power initially led field away

introduced at Mid-Ohio. The main complaints continued to surround the difficulties of balancing the delay — which had been reduced from Mid-Ohio's five seconds to three and a half for Sonoma — with the system's habit of deactivating itself every time the drivers lift from the throttle. On Sunday, Power's

cause was further hampered when he twice managed to hit the pitlane speed limiter rather than push-to-pass.

"[Dario] must have been thinking, 'What is this guy doing?'" Power admitted.

Frustrated as Power was at having a seemingly safe win slip away, his pain was eased somewhat by the fact that he still reinforced his points

Barrichello picked up career-best fourth



Barrichello sees the light

➤ Rubens Barrichello has often spoken of the problems he has had with trying to adapt to the particular requirements of IndyCar, but at Sonoma it finally came together, and the Brazilian picked up a season-best result of fourth.

"I don't think we had the quickest car out there," he said. "We could see that on the restart with Dario [Franchitti] and the two Penskes, because they opened up quite a big gap on us. But it was solid. We probably deserved to be, in terms of speed, sixth or seventh. But I was lucky I got away on the first crash and overtook a few people."

Barrichello said that the result owed a lot to the fact

that he'd been able to test at the track previously, rather than going in cold as has been the case for most of the season.

"On an Indy weekend, the car evolves a lot and the track evolves a lot," he said. "When I've started the race, at least this year, I haven't known if we've made good [set-up] choices or not. By the end of the day, the track grips up, but sometimes it doesn't. So it changes a lot."

"But I still haven't got the balance that I wish to have. I had a good car today — solid — but there was a little bit of understeer. I was able to just push, push, push. But I think it's more to do with the fact that I knew the track a bit more."



Legge (6) was racy on her return to Dragon

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“A lot of those days were in the off-season. That’s my excuse”

Briscoe explains the 813-day winless streak that was broken last weekend at Sonoma



Pagenaud became rookie champion

REPORT INDYCAR SEARS POINT

lead due to virtually all of his main rivals encountering disaster. The worst affected was Scott Dixon, who was punted from behind by fellow championship contender Helio Castroneves at the start of the race. Castroneves was penalised for causing an avoidable accident, while Dixon went off-strategy in the hope of salvaging something from the afternoon, and set about the long task of working his way back through the field.

Dixon was making pretty good progress until he locked up while fighting Hunter-Reay, and bounced off the circuit, dropping a position to Franchitti and damaging his front wing for good

measure. The Kiwi opted to stay out, but the effects of the shattered wing cost him between 1-1.5s per lap for the rest of the stint, and he was unable to recover the lost ground and trailed in 13th.

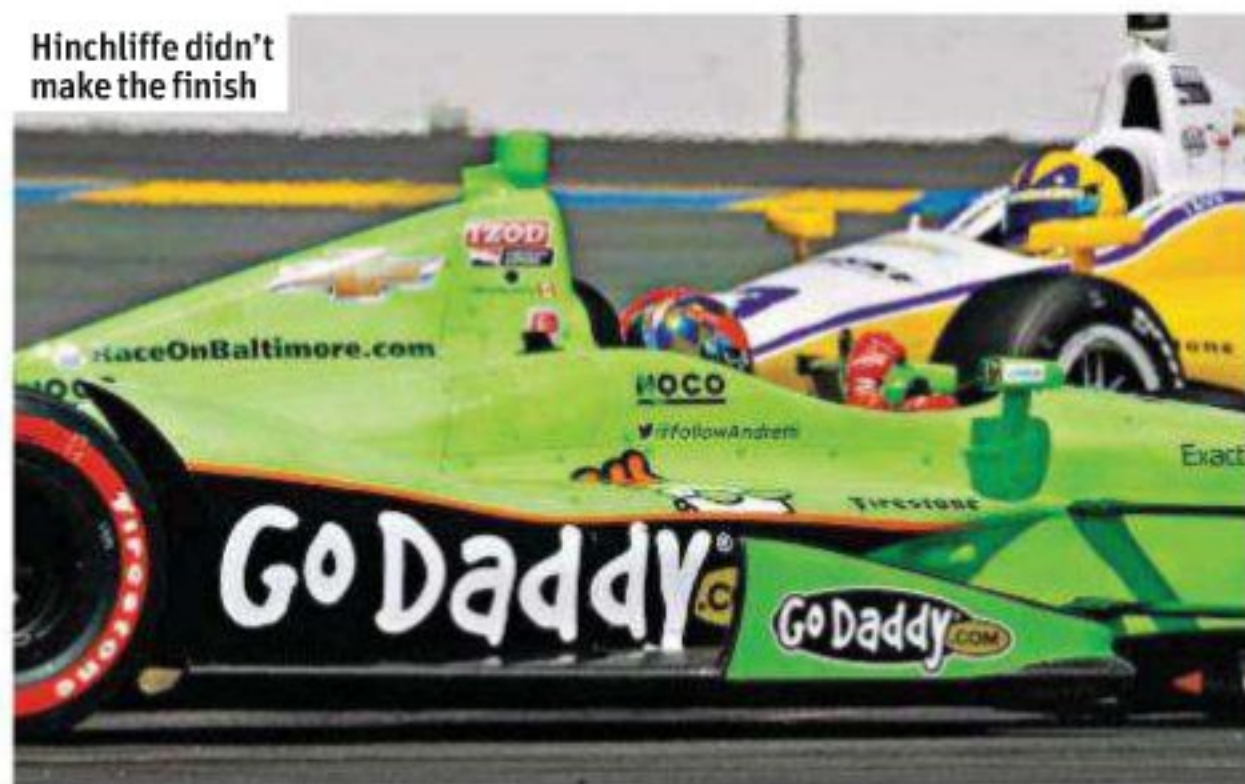
Castroneves rallied well from his penalty to finish sixth, but it was a very different story for Hunter-Reay. The Andretti driver’s afternoon started to go south when, like Dixon, he was hit from behind at Turn 7, although in his case the culprit was Alex Tagliani, who appeared to have decided to try to take the hairpin flat.

“I braked really late,” said Franchitti, who’d seen the Canadian ski past him just before the accident. “Tagliani



Franchitti was back on podium again

Hinchcliffe didn’t make the finish



still hadn’t braked when he passed me.”

Hunter-Reay lost more time when he stalled while trying to get his car going again, and although he was able to continue after receiving a push-start, he encountered more trouble a few laps later when he clashed with Oriol Servia. On this occasion, Hunter-Reay was found to be at fault, and he was issued with a drive-through penalty.

The Bourdais/Newgarden accident was significant for more than just the effect it

had on Power’s afternoon, because Bourdais’ side of the Dragon garage was shaping up to have a superb afternoon. The Frenchman hasn’t been able to hang with the Penskes, but he was on terms was pretty much everyone else, and looked comfortable in third place. He’d just made a stop and had rejoined ahead of Newgarden’s lapped car when he ran into trouble at Turn 8.

“The car just refused to turn,” he said. “I don’t know what was going on. It was my

mistake — I’m turning the wheel — but it was very strange. I don’t know if I had something on my tyres, or what was going on.”

Bourdais was pitched off the track, slewed back on and thumped Newgarden into the outside barriers. Dragon’s hopes of a podium instantly went down the drain, and both teams indicated that their tubs were likely to be write-offs. Newgarden, who had been struggling for pace all weekend, also sustained an injury to his left index finger. ❧

RESULTS

IndyCar Series, round 13 of 15, Sears Point (USA), August 24-26

GRID		85 LAPS, 202.725 MILES						CHAMPIONSHIP TABLE		
		POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID	POS	DRIVER	PTS
1 POWER 1:17.2709	2 BRISCOE 1:17.4347	1	Ryan Briscoe (AUS)	Team Penske	Dallara-Chevrolet DW12	2h07m02.8248s	2	1	Power	422
		2	Will Power (AUS)	Team Penske	Dallara-Chevrolet DW12	+0.4408s	1	2	Hunter-Reay	386
3 BOURDAIS 1:17.7497	4 CASTRONEVES 1:18.1090	3	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda DW12	+1.0497s	6	3	Castroneves	381
		4	Rubens Barrichello (BR)	KV Racing Technology	Dallara-Chevrolet DW12	+8.8529s	11	4	Dixon	368
5 DIXON 1:18.2126	6 FRANCHITTI 1:18.3462	5	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda DW12	+9.4667s	13	5	Pagenaud	337
		6	Helio Castroneves (BR)	Team Penske	Dallara-Chevrolet DW12	+11.275s	4	6	Kanaan	327
7 H-REAY 1:18.3355	8 TAGLIANI 1:18.4168	7	Simon Pagenaud (F)	Schmidt Hamilton Racing	Dallara-Honda DW12	+12.3087s	9	7	Hinchcliffe	226
		8	JR Hildebrand (USA)	Panther Racing	Dallara-Chevrolet DW12	+22.8121s	15	8	Briscoe	317
9 PAGENAUD 1:18.4334	10 H-CLIFFE 1:18.7885	9	Alex Tagliani (CDN)	Bryan Herta Autosport	Dallara-Honda DW12	+39.6868s	8	9	Franchitti	306
		10	Tony Kanaan (BR)	KV Racing Technology	Dallara-Chevrolet DW12	-1 lap	16	10	Rahal	286
11 BARRICHELLO 1:18.9788	12 ANDRETTI 1:18.8925	11	Justin Wilson (GB)	Dale Coyne Racing	Dallara-Honda DW12	-1 lap	20			
		12	James Jakes (GB)	Dale Coyne Racing	Dallara-Honda DW12	-1 lap	24			
13 RAHAL 1:18.8981	14 CONWAY 1:18.9048	13	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda DW12	-1 lap	5			
		14	Mike Conway (GB)	AJ Foyt Racing	Dallara-Honda DW12	-1 lap	14			
15 HILDEBRAND 1:19.0931	16 KANAAN 1:19.9475	15	Sebastian Saavedra (CO)	AFS/Andretti Autosport	Dallara-Chevrolet DW12	-1 lap	23			
		16	EJ Viso (YV)	KV Racing Technology	Dallara-Chevrolet DW12	-1 lap	17			
17 VISO 1:19.3953	18 SERVIA 1:18.9672	17	Simona de Silvestro (CH)	HVM Racing	Dallara-Lotus DW12	-1 lap	27			
		18	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Chevrolet DW12	-1 lap	7			
19 LEGGE 1:19.6414	20 WILSON 1:18.6258*	19	Oriol Servia (E)	Panther/Dreyer & Reinbold Racing	Dallara-Chevrolet DW12	-1 lap	18			
		20	Ed Carpenter (USA)	Ed Carpenter Racing	Dallara-Chevrolet DW12	-1 lap	25			
21 KIMBALL 1:19.0262	22 NEWGARDEN 1:19.7468	21	Charlie Kimball (USA)	Chip Ganassi Racing	Dallara-Honda DW12	-3 laps	21			
		22	Sebastien Bourdais (F)	Dragon Racing	Dallara-Chevrolet DW12	63 laps-accident	3			
23 SAAVEDRA 1:18.8918*	24 JAKES 1:19.5152	23	Josef Newgarden (USA)	Sarah Fisher Hartman Racing	Dallara-Honda DW12	63 laps-accident	22			
		24	Katherine Legge (GB)	Dragon Racing	Dallara-Chevrolet DW12	48 laps-mechanical	21			
25 CARPENTER 1:19.6837	26 SATO 1:19.2821*	25	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda DW12	46 laps-engine	12			
		26	James Hinchcliffe (CDN)	Andretti Autosport	Dallara-Chevrolet DW12	35 laps-mechanical	10			
27 SILVESTRO 1:20.2295*		27	Takuma Sato (J)	Rahal Letterman Lanigan Racing	Dallara-Honda DW12	2 laps-engine	26			

Winner's average: 95.74mph.
Fastest lap: Hunter-Reay, 1m19.1848s, 108.429mph.
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.

Winner’s average: 95.74mph.
Fastest lap: Hunter-Reay, 1m19.1848s, 108.429mph.
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.



RALLYE DEUTSCHLAND

Trier

ROUND 9/13

WINNER

Loeb 3h38m27.6s

QUALIFYING STAGE

Sebastien Loeb

POWERSTAGE WINNER

Petter Solberg

RALLY RATING

☆☆☆☆☆

Not a classic by any means. All over bar the shouting by Day Two

DRIVERS' STANDINGS

Loeb	199pts
Hirvonen	145pts
Solberg	104pts

MILESTONES

- Citroen takes 10/10 on Rally Deutschland
- Andreas Mikkelsen scores his first ever powerstage podium place with third

DAVID EVANS
reports



The master marches on

Sebastien Loeb steamrollers the opposition, taking his ninth win on Rallye Deutschland



CITROEN'S UNBEATEN RALLYE

Deutschland run was extended to 10 in Trier last weekend, as Sebastien Loeb made up for the disappointment of finishing in second place on last year's event with a crushing victory on Sunday.

The record will show Ford was well beaten on the first asphalt encounter of the season, but there's no doubt the Fiesta RS WRC was closer than ever before. Indeed, had it not been for the rain falling at the wrong

time on Saturday morning and Petter Solberg smacking a stone on the same day, the result may have been different. Well, not different. Just closer.

LEG ONE (85.65 miles)

SUNNY/OVERCAST - AMBIENT TEMPERATURE
RANGE ON STAGES 18-27C

The thunder and lightning that bounced around the Mosel valley last Thursday night woke all but the heaviest of sleepers in the WRC. Fortunately, the choice

of tyres they would be making in a matter of hours gave the drivers something to think about while they listened to the electrostatic discharge from above.

Loeb was concerned as he nosed the number one Citroen out of service for the first time. His gravel crew had reported plenty of damp patches, but he still went with a hard Michelin on each corner. Twelve months ago on this event, the French team destroyed the opposition running hard and soft tyres at diagonally opposite corners in changeable conditions.

Jari-Matti Latvala (Ford) and Dani Sordo (Mini) went for that set-up on the first morning, but a quick glimpse at the early split times on the Mittelmosel test revealed

that there wasn't much moisture left from the storm the night before.

Loeb confirmed that.

"I was too cautious in the early part," he said. "I was looking for the damp places, but they weren't there. After that, it was OK."

Loeb waved his hand forward, indicating that he got his foot down. He won the morning's three stages, to open a 13.1-second advantage over Petter Solberg by midday. Solberg's run had been stymied by a mysterious problem.

Further investigation revealed that the Norwegian's Fiesta was running out of brakes towards the end of the second and third stages. A change to the same compound of pads as Latvala

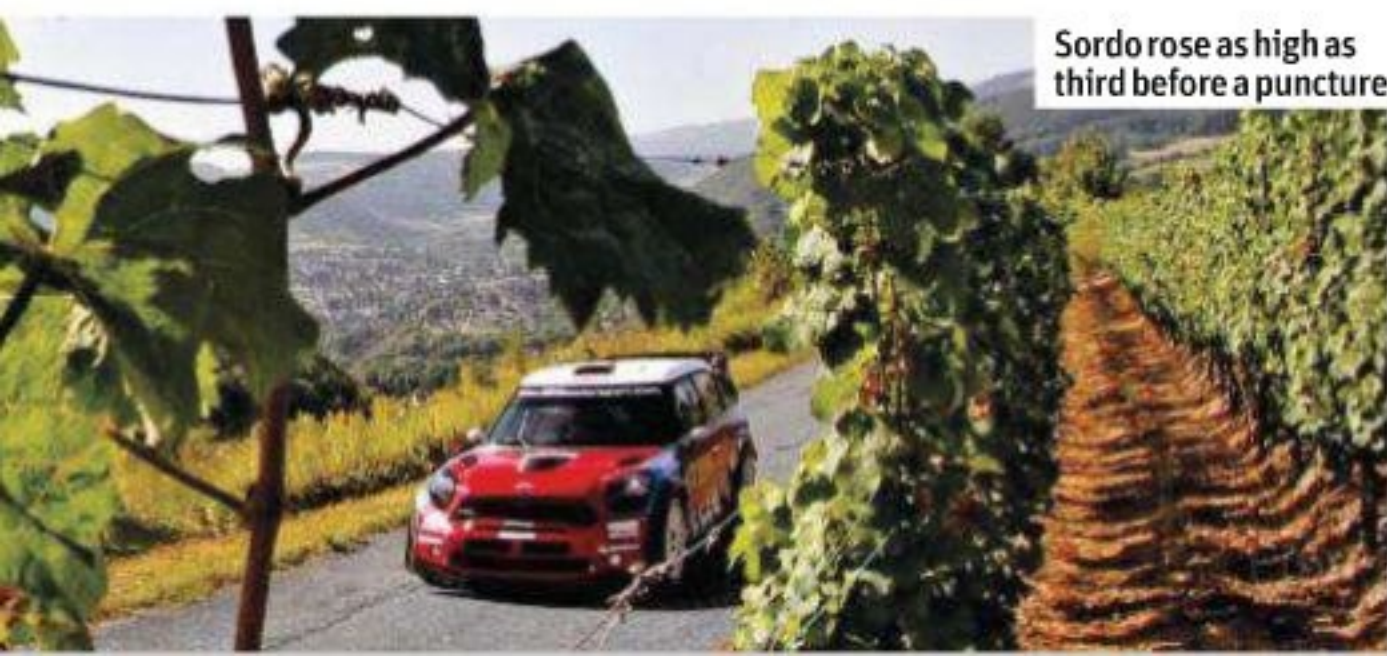
in the afternoon cured much of the problem.

The good news for Ford was that the Fiesta was still well and truly at the races. This time last year on the same event, it had been firmly beaten by the DS3 WRC, while also slipping into the clutches of Prodrive's Mini. But, 12 months on, the Fiesta was a real player in Trier.

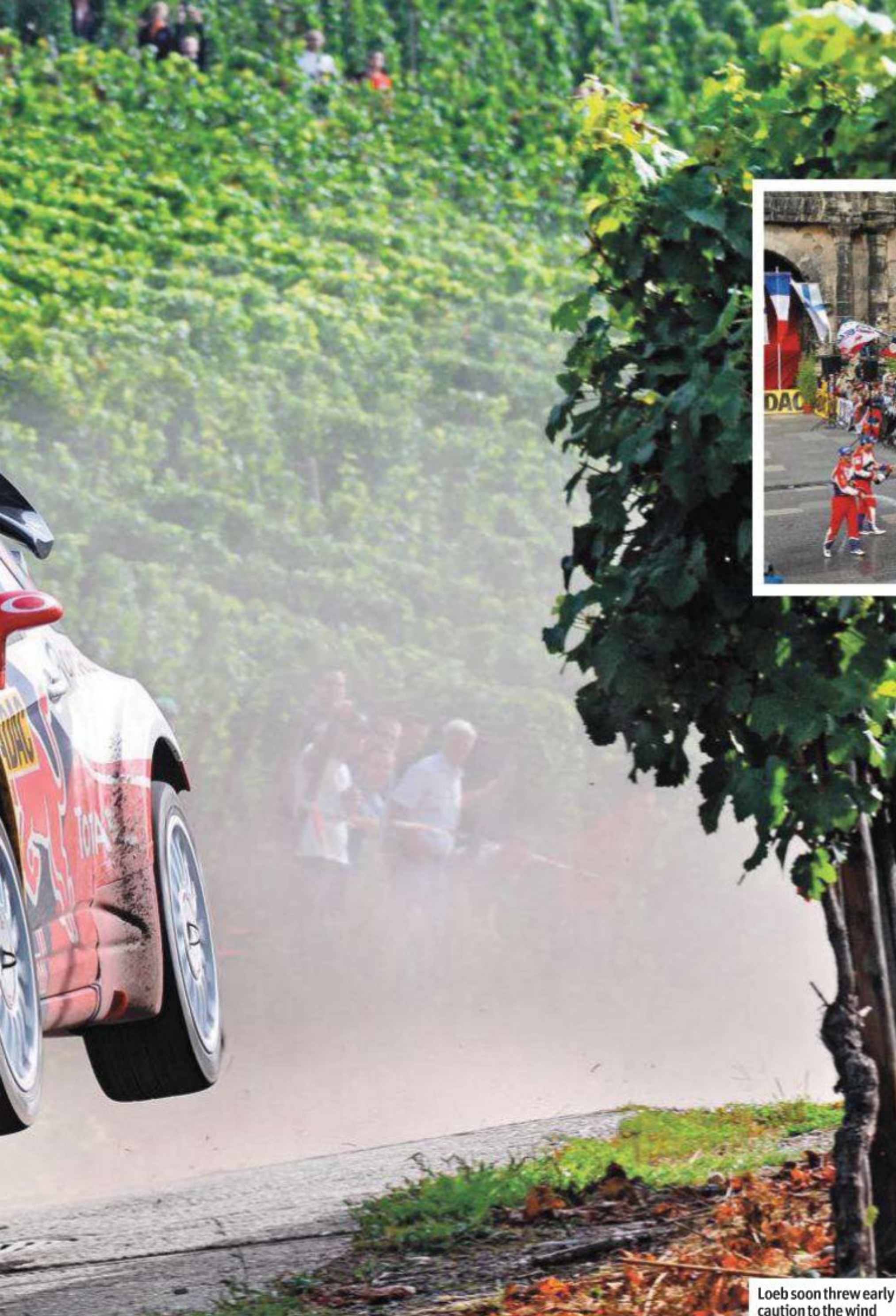
Sordo's hopes of improving on his third place from last year were hit hard by the placement of tyres on his Mini for the opener - but he also felt the car wasn't running as well as it could.

"It's too lazy," was the Spaniard's frank reflection on the car's efforts over the morning.

His mechanics worked on the transmission through



Sordo rose as high as third before a puncture



That makes nine wins for Loeb in Germany

Loeb soon threw early caution to the wind

Solberg hits a hinkelstein



lunchtime service and delivered a much more responsive car in the afternoon, allowing Sordo to move up to fifth and to re-engage in a podium scrap.

It wasn't just the Ford team that suffered in Germany last year – few could forget the atmosphere at Citroen when Loeb's then team-mate, Sebastien Ogier, launched his verbal salvo about Loeb crying to senior

management. That volatility was all gone last week, courtesy of a poorly performing Finn, who was a considerable distance from matching Loeb. And even further from getting under his skin.

Having sussed the Citroen on gravel, Mikko Hirvonen was all at sea again on the asphalt. Confidence running on empty, Hirvonen turned to the suspension for solace

– softening the car would certainly give him a better feeling, but it wasn't going to tune his times to those of his team leader.

Hirvonen's mood improved for the final two stages of the day, when he felt he'd tuned himself into the car.

"I was overdriving it," he said. "It was just like Monte Carlo again, I was pushing all of the time. Then I was pushing harder, and the time was going and taking my confidence with it. When I came back from that, the times were better. Basically, I have to stay away from the throttle in the corners and let the car do the work – because it can!"

A hard-charging Sordo nicked fifth place from Hirvonen on the final stage

of the day, but the Finn was considerably more upbeat at supper.

At the top of the table, Latvala returned to the stages in third place, but with a stiffer and more precise Fiesta. He put it to good use, fastest on two of the afternoon's three tests. Unfortunately, dropping 12.7sec in stage five ruined all of his good work in four and six.

As usual, Latvala's explanation was both precise and mitigating.

"I had a big moment in stage four," he said. "When we came out of there, I said to my co-driver: 'If we carry on like that, we're not going to get to the finish.' So I told him not to tell me any split times on the next one. And then we got to the finish, and we were down by a lot."

Latvala added that he had been too comfortable in Moselland. A big push in Graftschafft 2 delivered a eureka moment.

"I get it," he said with a smile. "I know how Loeb does it."

The pack of hacks took a step closer.

"It's all about the feeling," said Latvala. "It's about knowing exactly when to brake and getting the feeling from the brake, the tyre and the road. For the first time here, I got it. Or I'm getting it..."

Whether he had the feeling or not, he was still nine seconds down on Solberg at the end of the day.

The day one runner-up was happier with his lot and more than ready to point out that nothing could be taken for granted – least of all a 20-second lead – with two monstrous runs

through Panzerplatte to come on day two.

Loeb agreed.

"I can't back off at all," he said. "Sure, this is a nice lead, but if I start to watch the split times and drop a little time here and there, it can be complicated. I will push tomorrow morning, and then see halfway through."

Just off the podium was the man tipped to take over from Loeb, Thierry Neuville. This was only the Belgian's second visit to this rally, but having grown up on asphalt stages offering varying levels of grip, he was always going to star in the right car in Trier.

Not starring on the first day was Evgeny Novikov, whose early season pace and precision deserted him again on the German opener. He clouted a first stage wall with the right-rear of his Fiesta and retired from the day.

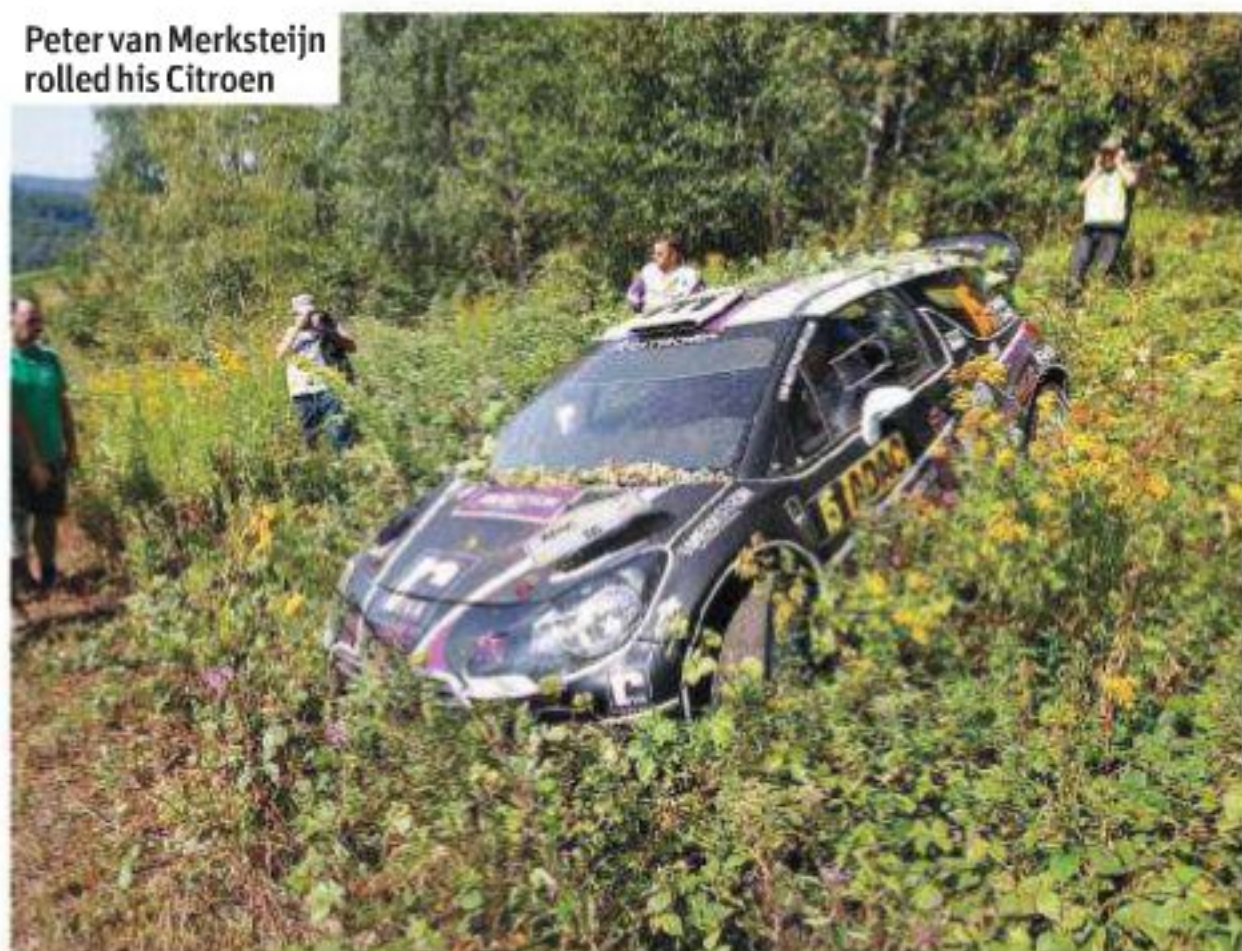
Martin Prokop was another private Ford driver who wouldn't see Friday night parc ferme – or his Fiesta again after the car caught fire in SS3.

Ott Tanak overcame a couple of wrong slots after misheard pace notes to settle for an overnight seventh, one place up on a brakeless Mads Ostberg. Chris Atkinson was ninth after his first day in the Mini. The Australian's enthusiasm – for going up and down the gearbox in the John Cooper Works – got the better of him in the day's final stage, when he sheared the shift handle. ▶

POSITIONS AFTER DAY ONE

1 Loeb/Elena	1h22m18.0s
2 Solberg/Patterson	+20.4s
3 Latvala/Anttila	+29.4s
4 Neuville/Gilsoul	+34.5s
5 Sordo/Del Barrio	+46.7s
6 Hirvonen/Lehtinen	+48.9s

Peter van Merksteijn rolled his Citroen



STAGE TIMES

SS1 MITTELMOSEL 1 (15.47 MILES)

Fastest: Loeb 14m42.9s
Leader: Loeb

SS2 MOSSELLAND 1 (14.16 MILES)

Fastest: Loeb 14m19.7s
Leader: Loeb

SS3 GRAFSCHAFT 1 (13.25 MILES)

Fastest: Loeb 12m19.5s
Leader: Loeb

SS4 MITTELMOSEL 2 (15.47 MILES)

Fastest: Latvala 14m31.7s
Leader: Loeb

SS5 MOSSELLAND 2 (14.16 MILES)

Fastest: Loeb 14m09.9s
Leader: Loeb

SS6 GRAFSCHAFT 2 (13.25 MILES)

Fastest: Latvala 12m12.2s
Leader: Loeb

SS7 STEIN AND WEIN 1 (16.49 MILES)

Fastest: Loeb 15m25.2s
Leader: Loeb

SS8 PETERBERG 1 (5.82 MILES)

Fastest: Sordo 5m51.3s
Leader: Loeb

SS9 ARENA PANZERPLATTE 1 (28.91 MILES)

Fastest: Loeb 27m31.9s
Leader: Loeb

SS10 STEIN AND WEIN 2 (16.49 MILES)

Fastest: Tanak 15m12.1s
Leader: Loeb

SS11 PETERBERG 2 (5.82 MILES)

Fastest: Tanak 5m31.5s
Leader: Loeb

SS12 ARENA PANZERPLATTE 2 (28.91 MILES)

Fastest: Loeb 26m54.0s
Leader: Loeb

SS13 DHRONTAL 1 (19.11 MILES)

Fastest: Loeb 19m45.6s
Leader: Loeb

SS14 DHRONTAL 2 (19.11 MILES)

Fastest: Solberg 19m40.3s
Leader: Loeb

SS15 SSS CIRCUS MAXIMUS TRIER (2.71 MILES)

Fastest: Loeb 3m24.8s
Leader: Loeb

LEG TWO (102.46 miles)

RAIN THEN OVERCAST - AMBIENT TEMPERATURE
RANGE ON STAGES 15-26C

For the second morning in succession, clouds gathered at dawn over Trier. But this time they delivered. And nobody saw it coming. Typical of Ford's fortunes in these parts, the set-up Latvala had taken 24 hours earlier would have been perfect for Saturday morning... Instead, he was faced with a run up through the vineyards and out over the motorway on the eastern side of town with a hard Fiesta on hard tyres.

For what felt like the first time in history, Citroen got the call wrong. In an attempt to clarify the situation, the Versailles team relied on Twitter to explain its mistake. "We just have a frog and a ladder to predict the weather," said @CitroenRacing.

Loeb arrived at the end of the stage with a wry smile. The rain had arrived for him, but he was almost through before the wipers needed to be deployed.

"For sure, there will be more rain for those behind me," said Loeb.

There was. Ostberg, running in eighth place on the road and starting 16 minutes after Loeb was the most unfortunate.

"Just 10 seconds before start," said Ostberg, "and it started pissing it down. Unbelievable."

Loeb doubled his lead in an instant, pulling 41.8sec clear of Solberg.

"I had no steering," groaned Solberg. "I had one

moment, and that was it, I backed off."

Solberg and Latvala did have one soft tyre in the back of their Fiestas, and that was fitted to the right rear for the second stage of the day. Solberg reported an improvement to the balance of his car in the knife-edge conditions, while Latvala dropped it. He slid off and got stuck, losing half a minute and falling to fifth.

It was Sordo who made the most through Peterberg, however. The Prodrive Mini rocketed to its first fastest time of the event, leapfrogging Neuville and Latvala for third.

After the drama of the morning came Panzerplatte, almost 30 miles of continually twisting and turning asphalt, gravel, broken concrete and just about every other surface imaginable. Added to that it was raining.

Everybody went soft. With service straight after the event's longest - and one of the season's toughest - stages, the soft Michelin was the sensible choice.

And at that moment it stopped raining.

None of this mattered to leader Loeb. He just got on with it and won the stage.

Astonishingly, however, after hundreds of gearchanges, thousands of degrees of steering input and millions of bytes of data running through the cars to power them through 28.91 miles (taking 27 and a half minutes), just eight-tenths of a second separated Loeb's Citroen from Latvala's Ford. It was even more impressive

when they did it for a second time later in the day.

Predictably, even if the weather was being kind, Panzerplatte remains too much of a beast not to feast on the odd WRC star. And, not for the first time in this part of the world, it was Solberg who failed to master the Baumholder military test roads. Luckily for him, and Ford, it was the right-rear wheel of his Fiesta that met one of the tank-containing hinkelsteins - rather than the roof, which had spelled such a spectacular end to his 2004 trip to Germany with Subaru.

The result was just the same, however: Solberg's disappearance from the leaderboard. That should have put Sordo into second - until the Spaniard suffered a slow puncture.

"I was running soft tyres at the back," he said, "so when I felt the rear sliding more, I thought maybe the tyres were starting to go off. Then I knew I had a puncture and we had to stop."

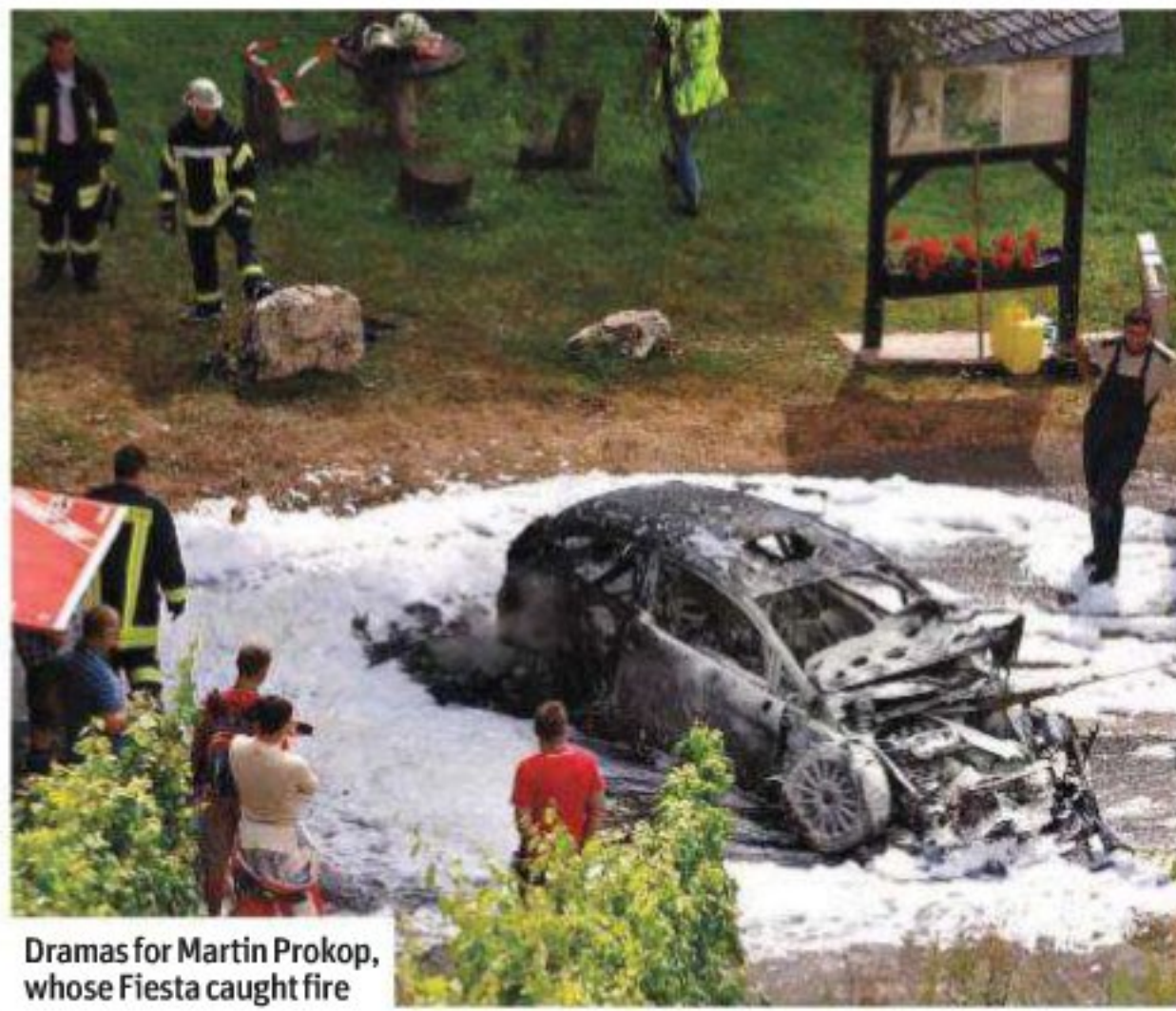
With Sordo and Solberg gone, it was Neuville up to second. But not for long. The Belgian, who had crossed the border at the start of the week targeting a German podium, binned his Citroen.

So Latvala was second, with Hirvonen third - and nobody was more surprised than the Finn. With typical self-deprecation, he countered the idea that an early podium spot came courtesy of an upturn in speed by pointing to the two-minute gap between himself and the DS3 driver ahead.

Ostberg's rise up the leaderboard was even more meteoric than Hirvonen's,



Paulo Nobre's Mini goes grasstracking



Dramas for Martin Prokop, whose Fiesta caught fire



Solberg's smiles were to fade on Day Two

with the Rally Portugal winner moving from eighth to fourth, and enjoying a Fiesta that slowed when he told it to. The improved deceleration aboard Mads' Fiesta came courtesy of a significant change to the brakes allied to a strict policy of keeping his left foot well away from the middle pedal unless absolutely necessary.

Here's a sentence you didn't think you'd be reading today – the hero of the early part of Saturday afternoon was Tanak. But it's true. The Estonian was fastest on stages 10 and 11, wresting fourth from Ostberg. As the second quickest time was beamed into the service park, there were some unkind suggestions that it might be worth sending the trailer in the direction of Panzerplatte, the final stage of the day.

Unfortunately, that trailer was needed as Tanak slid wide and hit a kerb removing a rear wheel from the car.

That accident left Ostberg four minutes ahead of

fifth-placed Atkinson, who was content to cruise through picking up experience.

"Every now and then I'm doing a bit of exploring," said Atkinson, "but there's always the danger you can explore your way into a hinkelstein."

A tough day on the ranges had certainly taken its toll on the leaderboard – and allowed VW stars Sebastien Ogier and Andreas Mikkelsen up into sixth and seventh in their Skodas.

POSITIONS AFTER DAY TWO

1	Loeb/Elena	1h22m18.0s
2	Latvala/Anttila	+1m42.9s
3	Hirvonen/Lehtinen	+2m12.7s
4	Ostberg/Andersson	+3m07.8s
5	Atkinson/Prevot	+6m59.0s
6	Ogier/Ingrassia	+8m10.6s

LEG THREE (40.94 miles)

RAIN THEN OVERCAST – AMBIENT

TEMPERATURE RANGE ON STAGES 15-23C

When heavy rain started falling, the decision was made – soft tyres all around and no need for any heroics. That was the story up and

down the leaderboard. Loeb was quickest in Sunday's opener, but he was insistent that he wasn't taking anything which remotely resembled a risk.

The only potential Dhronal drama was for Latvala, who feared his bonnet might fly open after one of the pins worked loose. But it didn't.

There were no positional changes in the top 10 on the final day, but there was a brief flurry of interest in a radio message from the number one car on the penultimate test. Loeb reported a boost 'problem' with his Citroen. He'd 'dropped' nine seconds in the stage. Could there be an issue? Could the streets of Trier witness the genius partnership of Loeb-Citroen faltering?

No.

The result? Fastest. Again.

The master marches on. And that ninth German win will be matched by a ninth world title soon enough. ☼

WRC ACADEMY

Evans' hat-trick stretches his Academy title lead



Welshman Elfyn Evans completed his hat-trick of WRC

Academy wins with success in the all-Fiesta WRC feeder series in Trier.

Ahead of the start, Evans admitted his focus on this event was moving more towards the championship as opposed to more rally wins. But he said it with the kind of glint in his eye that made clear any potential opportunity would be exploited to the full.

It was his fellow Brits John MacCrone and Alastair Fisher who made the better starts, however. MacCrone especially was flying – fastest through the first two stages, he was a man on a mission. Unfortunately for the Scot, he was caught out by a patch of oil in SS4. He slid wide and smacked the rear of his Tunnocks-backed Ford, damaging the rear beam and dropping a minute.

Fisher stepped up and moved into the lead with fastest time in SS4. His hopes of a first Academy win since Portugal were lost when he punctured on the next stage. There was worse to come when Fisher's Fiesta jammed itself in first gear with close to 20 miles of Panzerplatte to run.

Steadying himself after a second-stage spin, Evans stepped up and into the lead on

stage five and stayed there. The Welshman showed maturity beyond his 24 years to control the rally from the front.

Jose Suarez was second, his best result of 2012, with MacCrone fighting back to third.

PWRC

Mitsubishi driver Michal Kosciuszko kept his PWRC title hopes alive with a category victory in Germany last weekend.

The Polish driver was embroiled in a battle with Benito Guerra throughout the opening day of the event, but when the Mexican suffered a puncture on his Lancer on the opening stage on Saturday morning, Kosciuszko took his chance and opened up a two-minute lead.

With two runs through Panzerplatte to come, Guerra refused to give up, but a sure-footed run through the remaining stages was enough for Kosciuszko to take his second win of the season. Guerra came home second, and remains at the top of the PWRC table.

PWRC New Zealand winner Marcos Ligato was back on the podium last weekend, taking third place. Britain's Louise Cook retired on the opening day with electrical issues aboard her Ford Fiesta.

RESULTS

Rally Germany, Trier, August 23-26

15 SPECIAL STAGES, 229.050 MILES

POS	NO	DRIVER/NAVIGATOR	CAR	TIME
1	1	Sebastien Loeb/Daniel Elena	Citroen DS3 WRC	3h41m52.4s
2	5	Jari-Matti Latvala/Miikka Anttila	Ford Fiesta RS WRC	+2m00.1s
3	2	Mikko Hirvonen/Jarmo Lehtinen	Citroen DS3 WRC	+2m31.4s
4	4	Mads Ostberg/Jonas Andersson	Ford Fiesta RS WRC	+3m24.4s
5	12	Chris Atkinson/Stephane Prevot	Mini John Cooper WRC	+9m10.4s
6	22	Sebastien Ogier/Julien Ingrassia	Skoda Fabia S2000	+9m50.8s
7	23	Andreas Mikkelsen/Ola Floene	Skoda Fabia S2000	+12m22.7s
8	7	Nasser Al-Attiyah/Giovanni Bernacchini	Citroen DS3 WRC	+12m50.4s
9	5	Ott Tanak/Kuldar Sikk	Ford Fiesta RS WRC	+13m01.3s
10	37	Dani Sordo/Carlos del Barrio	Mini John Cooper WRC	+14m17.3s

OTHERS

12	4	Petter Solberg/Chris Patterson	Ford Fiesta RS WRC	4h02m58.6s
13	8	Thierry Neuville/Nicolas Gilsoul	Citroen DS3 WRC	4h05m33.8s
24	9	Daniel Oliveira/Carlos Magalhaes	Ford Fiesta RS WRC	4h24m19.3s
R	6	Evgeny Novikov/Nicolas Klinger	Ford Fiesta RS WRC	SS13

Starters/finishers: 71/41
Leaders: SS1-15 Loeb

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Sebastien Loeb	199
2	Mikko Hirvonen	145
3	Petter Solberg	104
4	Mads Ostberg	102
5	Jari-Matti Latvala	87
6	Evgeny Novikov	55
7	Martin Prokop	38
8	Thierry Neuville	32
9	Dani Sordo	31
10	Sebastien Ogier	31

MANUFACTURERS' POINTS

1	Citroen Total WRT	320
2	Ford WRT	197
3	M-Sport Ford WRT	115

RALLY SUMMARY The same mix of stages through the vineyards, military roads and country lanes makes up the first asphalt round of the championship this season. The event starts and finishes from Porta Nigra, Trier's UNESCO World Heritage site, the Black Gate. The popular powerstage thrash through Trier concludes proceedings.



Kosciuszko took his second PWRC win

PWRC – Round 6 of 8

POS	DRIVER/NAVIGATOR	CAR	TIME
1	M Kosciuszko/M Szczepaniak	Mitsubishi Lancer	1h34m34.2s
2	Benito Guerra/Borja Rozada	Mitsubishi Lancer	+9.9s
3	Marcos Ligato/Ruben Garcia	Subaru Impreza	+55.1s

ZANDVOORT

Netherlands

August 24-26

DTM

Round 7/10

**AT A GLANCE**

- Winner **Edoardo Mortara**
- Pole **Timo Scheider**
- FL **Gary Paffett**
- Points leader **Paffett**



Ekström showers Mortara post-race



It got close between 'Rocky' (left) and 'Edo'

Opportunist Mortara grabs win

When the rain came, the Audi youngster caused Mike Rockenfeller to pay the price for his caution

ANY ONE OF FOUR DRIVERS could have been the victor in the DTM at Zandvoort last weekend. But within the confines of the Dutch dunes, only one had enough guile and (most importantly) luck to get the job done.

That man was Edoardo Mortara, who is fast-establishing himself as Audi's number one driver in the DTM. He is, after all, the marque's only racer to win in the series this year, and his Zandvoort win was his second of 2012.

After making Q4 for the second weekend running, the Italian pounced on long-time leader Mike Rockenfeller when a short, sharp shower sprayed the circuit with water at two-thirds distance.

Throwing caution to the

wind, Team Rosberg man Mortara turned Rockenfeller's 3.5-second advantage into nothing in the space of just three damp laps, and dived down the inside into Tarzan with 12 laps left to wrest the advantage, the Phoenix A5 receiving a subtle shoulder brush as Mortara went by.

The result was perhaps a tad harsh on Rockenfeller. He had, after all, looked imperious in the dry and had established a lead of almost 3s by the time the rain came down.

"I'm not happy," he said afterwards. "When you dominate a race for two thirds of the distance and you don't win, you can never be happy. I was trying to be safe. Maybe too safe."

Mortara, on the other

hand, proved that risk usually triumphs over caution, and is now the only Audi driver with even a slight chance of becoming champion this year, albeit from 35 points back with only 75 still available.

"Sometimes you have to take a risk," he said. "I said to myself 'Go on. Gamble. Push like hell and you can win.' I have to tell you, I saw myself in the gravel about three times on the worst lap. It was the right thing to do though."

The platform for Mortara's win was created on Saturday, when Audi locked out the top five spots on the grid. But during the early stages of the race it looked as though the Ingolstadt manufacturer might have a job holding



Molina takes an interesting line

back the charging Mercedes of Jamie Green.

In the three racing laps that were undertaken before the opening round of tyre stops began (see panel, top right), Green took 0.5s out of Rockenfeller and 1.1s from Mortara; this despite having

to pass HWA team-mate Gary Paffett and the Rosberg Audi of Filipe Albuquerque in a single tour.

His victory hopes disappeared at his first stop, when a sticking left-rear wheel cost him six seconds and dropped him to 10th.

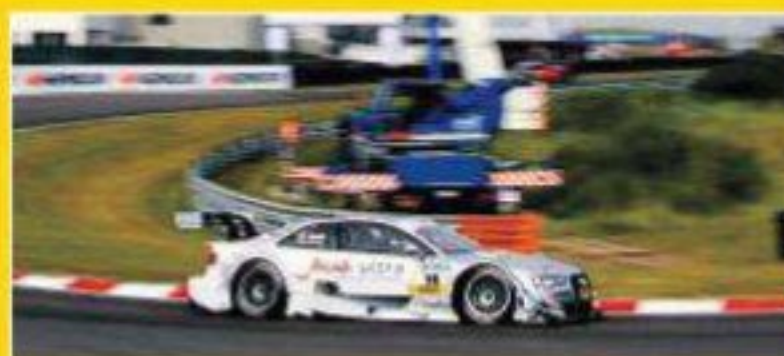
RACE RATING

★★★★★

The unpredictable weather helped to create an epic race

MILESTONE

First points finish for Frenchman Adrien Tambay in fifth spot



REPORT DTM ZANDVOORT

JAMIE O'LEARY
reports



Tomczyk spun Paffett around



Prior to pitting, he had been just 0.4s behind Mortara.

His second stop was bad too, pushing him outside the top 10, but some excellent driving during the wettest part of the race, combined with the misfortune and mistakes of others, brought him back to fourth by the flag.

"I can live with P4 after such an up-and-down race," he said afterwards. No wonder – he'd moved back into second in the championship, just 16 points behind Paffett. "But a win was definitely possible when you look at the pace in the dry – and the wet, actually."

Paffett was himself none too impressed with Green's pass on him at Tarzan on lap five, especially as there was contact midway through the move.

"I was being cautious," he said. "I was under the impression that it was early in the race and we shouldn't be taking too many risks. So it surprised me when my own team-mate drove into the side of me at Turn 1. I was a bit disappointed with that."

If Paffett had been frustrated with Green, he was positively fuming about an incident with BMW's Martin Tomczyk at Tarzan when the rain was at its heaviest on lap 30.

Having made a great start from 11th, Tomczyk had passed Adrien Tambay for fifth between the stops and was gaining on Paffett, who had lost third to Mattias Ekstrom's Abt Audi after staying out too long on his second set of tyres.

Sticking to the inside of

the track, Paffett braked hard, his C-coupe slewing left and creating a gap on the inside for Tomczyk's RMG BMW. He used all of it and some, making contact with the black Mercedes and spinning it around. Seventh was as high as Paffett could recover, while Tomczyk retired and was also given a grid penalty for the next round at Oschersleben.

"It's a very bad mistake from him," Paffett added. "When we saw the onboards in the stewards' office, I realised he was still in fifth gear when he hit me. He had no chance of making the corner and, if I wasn't there to be his brake, he'd have just missed the turn altogether. That's an easy podium gone, just like at the Norisring. We had the pace to win too if it had stayed dry." Another day perhaps... ☹

Scheider: the fifth man who wasn't...

There was a fifth man who could have won at Zandvoort: Timo Scheider, who took a DTM pole for the first time in 21 months.

Unfortunately for the two-time champion, that was as good as it got. Faced with an extremely aggressive pre-loading system on his Abt Audi's clutch (although less aggressive than the one he'd used at the Nurburgring), he stalled as the lights went out.

"Frustrating," was how he summed up his day. It got worse when he rammed David Coulthard's Mücke Mercedes as the field bunched up awaiting the departure of the safety car. In he came for

a new bonnet but, with the mounting points damaged, the replacement lasted just a few more laps before flying into his windscreen and rendering him effectively blind.

Scheider's stall bunched the pack and potentially laid the foundations for Miguel Molina and Robert Wickens bouncing off each other in the Tarzan braking zone. Molina's Audi slid off into the wall at the entrance to the corner, while Wickens's Merc was out two turns later, spun around by Christian Vietoris and then whacked by the unsighted Rahel Frey. All three retired.

While victory looked to be heading Mike Rockenfeller's

way until the rain came, Mattias Ekstrom lost third to a fine Gary Paffett pass at Tarzan, and then won it back again at the second pitstops. After Paffett's incident with Martin Tomczyk, the path was cleared for Jamie Green, Adrien Tambay and Bruno Spengler – up from 18th after a gamble in qualifying backfired – to complete the top six.

Paffett passed Ralf Schumacher, Dirk Werner and Augusto Farfus to claim seventh. Filipe Albuquerque, inside the top five until the rain came, could have been up there too, but two trips into the Tarzan gravel – one in avoidance of Paffett – damaged his splitter and that was that.



Scheider's dream became a nightmare

RESULTS

DTM, round 7 of 10, Zandvoort (NL), August 26

GRID	
1 SCHEIDER 1:32.365	2 R'FELLER 1:32.615
3 A'QUERQUE 1:32.936	4 MORTARA 1:33.094
5 EKSTROM 1:31.605	6 GREEN 1:31.643
7 WERNER 1:31.767	8 PAFFETT 1:31.820
9 VIETORIS 1:31.973	10 TAMBAY 1:32.127
11 TOMCZYK 1:31.992	12 WICKENS 1:31.997
13 MOLINA 1:32.092	14 MERHI 1:32.241
15 SCHUMACHER 1:32.295	16 PRIAULX 1:32.445
17 HAND 1:33.052	18 SPENGLER 1:33.156
19 WOLFF 1:33.161	20 FARFUS 1:33.285
21 FREY 1:33.327	22 COULTHARD 1:33.409

43 LAPS, 115.078 MILES					
POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Edoardo Mortara (I)	Team Rosberg	Audi A5	1h16m17.679s	4
2	Mike Rockenfeller (D)	Phoenix Racing	Audi A5	+1.513s	2
3	Mattias Ekstrom (S)	Abt Sportsline	Audi A5	+8.417s	5
4	Jamie Green (GB)	HWA	Mercedes C-coupe	+13.283s	6
5	Adrien Tambay (F)	Abt Sportsline	Audi A5	+21.313s	10
6	Bruno Spengler (CDN)	Schnitzer Motorsport	BMW M3	+26.397s	18
7	Gary Paffett (GB)	HWA	Mercedes C-coupe	+33.791s	8
8	Dirk Werner (D)	Schnitzer Motorsport	BMW M3	+33.923s	7
9	Augusto Farfus (BR)	RBM	BMW M3	+34.706s	20
10	Ralf Schumacher (D)	HWA	Mercedes C-coupe	+36.380s	15
11	Roberto Merhi (E)	Persson Motorsport	Mercedes C-coupe	+36.771s	14
12	Susie Wolff (GB)	Persson Motorsport	Mercedes C-coupe	+43.135s	19
13	Andy Priaulx (GB)	RBM	BMW M3	+53.127s	16
14	Joey Hand (USA)	RMG	BMW M3	-1 lap	17
15	Filipe Albuquerque (P)	Team Rosberg	Audi A5	34 laps-splitter	3
R	Martin Tomczyk (D)	RMG	BMW M3	28 laps-acc damage	11
R	David Coulthard (GB)	Mücke Motorsport	Mercedes C-coupe	22 laps-suspension	22
R	Timo Scheider (D)	Abt Sportsline	Audi A5	6 laps-bonnet pins	1
R	Christian Vietoris (D)	HWA	Mercedes C-coupe	1 lap-acc damage	9
R	Miguel Molina (E)	Phoenix Racing	Audi A5	0 laps-accident	13
R	Robert Wickens (CDN)	Mücke Motorsport	Mercedes C-coupe	0 laps-accident	12
R	Rahel Frey (CH)	Abt Sportsline	Audi A5	0 laps-acc damage	21

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Paffett	109
2	Green	93
3	Spengler	91
4	Mortara	74
5	Tomczyk	69
6	Rockenfeller	67
7	Ekstrom	62
8	Vietoris	24
9	Farfus	19
10	Scheider	18

Winner's average: 90.501mph.
Fastest lap: Paffett, 1m34.054s,
102.435mph.

NASCAR SPRINT CUP BRISTOL (USA), AUGUST 25, RD 24/36

Hamlin calls it right as Chase spot beckons



Hamlin leads from Gordon, Kyle Busch (18), Menard

DENNY HAMLIN SCORED HIS third NASCAR Sprint Cup win of the season – and his first ever at Bristol – to pretty much guarantee his place in the Chase for the Championship.

In a race proliferated by caution periods, a myriad of fuel and tyre strategies was deployed and meant the result was always in doubt.

But Hamlin's Joe Gibbs

Racing team called it right, and he was at the front when it mattered, in the midst of a three-way dice with Carl Edwards and Brian Vickers. Hamlin found a way by the Roush Fenway Ford of Edwards, and when he finally worked his Toyota Camry into the lead he established an advantage he turned into his 20th Cup win.

It was a great turnaround

for Hamlin, who struggled early on. In fact, his fortunes only really changed after a collision in the pits with Regan Smith.

"You struggle to say what it means because I grew up watching this race and all the great finishes," Hamlin said. "You want to win this one. They've got one of the best trophies and it's one of my prized possessions. It's obviously my biggest win."

Edwards's fuel gamble failed to pay off and his Fusion ran dry with four laps remaining, dropping him to 22nd. Vickers got his Michael Waltrip Racing Toyota to the flag in fourth, dropping places to Hendrick Chevrolet men Jimmie Johnson and Jeff Gordon towards the end.

With qualifying rained off, Casey Mears was the beneficiary of the new rule that sets the grid based on Friday practice times. It was the Germain Racing driver's

fourth Cup pole and his first since he drove for Hendrick back in 2007. He held onto the lead from the start, and the first restart, but was finally passed by Joey Logano. Mears continued to battle hard, but hit the wall late on, which dropped him to 21st at the flag.

In a race packed with incident, the highest-profile involved reigning champion Tony Stewart and 2003 title winner Matt Kenseth, who tangled as they disputed the lead. With neither man willing to concede the place they performed a synchronised spin. But 'Smoke's' Chevy hit the inside wall hardest, effectively removing him from the running.

Stewart was livid, and showed his displeasure by hurling his crash helmet with both hands into the front of Kenseth's Ford as he came into the pits for repairs.

"I checked up twice to not run over him and I learned my lesson there; I'm going to run over him every chance I've got from now until the end of the year, every chance I've got," Stewart fumed.

Greg Biffle continues to lead the points after taking 19th in his Roush Fenway Ford, with two races before the standings are reset.

● Connell Sanders Jr

LOGANO TAKES SIXTH NATIONWIDE SERIES VICTORY

Joey Logano (18) took his sixth win of the year at Bristol, the Joe Gibbs Racing Toyota driver defeating Ricky Stenhouse Jr's Roush Ford and Kyle Busch's Toyota.



RESULTS

1 Denny Hamlin (Toyota Camry), 500 laps in 3h09m27s; 2 Jimmie Johnson (Chevrolet Impala), +1.103s; 3 Jeff Gordon (Chevy); 4 Brian Vickers (Toyota); 5 Marcos Ambrose (Ford Fusion); 6 Kyle Busch (Toyota); 7 Clint Bowyer (Toyota); 8 Joey Logano (Toyota); 9 Kasey Kahne (Chevy); 10 Paul Menard (Chevy).

Points 1 Greg Biffle, 849; 2 Johnson, 838; 3 Dale Earnhardt Jr, 834; 4 Matt Kenseth, 823; 5 Martin Truex Jr, 797; 6 Bowyer, 794; 7 Brad Keselowski, 790; 8 Hamlin, 774; 9 Kevin Harvick, 767; 10 Tony Stewart, 746.

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

Felix Rosenqvist moves back onto the fringes of the top 200 after taking his first F3 win of 2012 at Zandvoort, the Swede securing an 18-spot rise to 202nd. Fellow victor Will Buller (160) rises five spots, but Daniel Juncadella drops a place to 115th.

To see the full list, visit castroldriverrankings.com

F3 EURO SERIES & FIA EUROPEAN F3
Zandvoort (NL),
Rd 6/8 & 8/10

QUICK RESULTS

→ Race 1 **Felix Rosenqvist**
→ Race 2 **Will Buller**
→ Race 3 **Daniel Juncadella**
→ Poles **Sven Muller x 2**

RACE RATING

★★★★☆

Race three was thrilling. The opener was dire

REPORTS
WORLD OF SPORT

F3 EURO SERIES & EUROPEAN F3 ZANDVOORT (NL), AUGUST 25-26, RD 6/8 & 8/10

Dani buoyed by slicks-in-wet Zandvoort master performance

DANIEL JUNCADILLA WON A thrilling finale last Sunday to firmly re-establish his grasp on the Formula 3 Euro Series and the FIA European F3 Championship.

The Spaniard – racing with a suspended 10-place grid penalty hanging over his head following his Nurburgring startline antics – gambled on starting on slick tyres on a wet track and was rewarded as the circuit dried out quickly and left him in the clear.

Juncadella's team-mates at Prema Powerteam, Sven Muller and Raffaele Marciello, headed the field as the start was taken behind the safety car. But

both were eliminated as racing got underway. Muller misjudged his restart, stood hard on the brakes to avoid a penalty for overtaking the safety car before it pitted, and Marciello smashed into him.

Muller was judged to have caused the crash, and was given a grid penalty for the next round at Valencia.

With the safety car back out, Felix Rosenqvist – who had dominated the opening race for Mücke Motorsport – and several others pitted to change to slicks. This handed Mercedes-powered Juncadella the lead from Will Buller's Carlin Dallara-Volkswagen, and

that was how they finished.

Buller had won the reversed-grid race from Juncadella and Pascal Wehrlein, and the German snatched another rostrum spot from Mücke team-mate Rosenqvist on the final lap of race three.

There was just time for another big crash on Sunday. The wet-tyred Sandro Zeller held up Carlos Sainz Jr, Tom Blomqvist, Michael Lewis and Lucas Wolf, leading to the quintet attempting to go five-wide down the main straight. The result was a collision between Blomqvist and Lewis that put both men into the wall.

● Jamie O'Leary

Juncadella beat Buller in finale



RESULTS

Race 1 1 Felix Rosenqvist (Dallara-Mercedes F312), 26 laps in 40m39.210s; 2 Sven Muller (DM), +2.055s; 3 Michael Lewis (DM); 4 Raffaele Marciello (DM); 5 Tom Blomqvist (D-Volkswagen); 6 Daniel Juncadella (DM). **Race 2 1 Will Buller (DV)**, 5 laps in 21m06.032s; 2 Juncadella, +0.323s; 3 Pascal Wehrlein (DM); 4 Blomqvist; 5 Muller; 6 Rosenqvist. **Race 3**

1 Juncadella, 18 laps in 40m27.322s; 2 Buller, +3.293s; 3 Wehrlein; 4 Rosenqvist; 5 Carlos Sainz Jr (DV); 6 Emil Bernstorff (DV). **Points Euro Series** 1 Juncadella, 187; 2 Wehrlein, 162; 3 Buller, 155.5; 4 Marciello, 148.5; 5 Rosenqvist, 134.5; 6 Muller, 126. **FIA** 1 Juncadella, 204; 2 Marciello, 169.5; 3 Sainz, 153; 4 Wehrlein, 123; 5 Buller, 119; 6 Rosenqvist, 117.

SCANDINAVIAN TOURING CARS JYLLANDS-RINGEN (DK), AUGUST 26, RD 6/8

Nykjaer's home win



Nykjaer passes Gene in race two

MICHEL NYKJAER WOWED HIS home fans with a lights-to-flag victory in the first of two Scandinavian Touring Car races at Jyllands-Ringen in Denmark.

From pole, the two-time ETC Cup winner won as he pleased, and led home Chevrolet team-mate Rickard Rydell in a one-two for the Cruze brigade. Rydell had passed Johan Kristoffersson's Volkswagen on the opening lap and left his title rival in third.

Kristoffersson won race two on the road, but had three seconds added to his race time for an 'improper' start. The penalty, which has been appealed by his team,

dropped him to third behind Patrik Olsson's similar Scirocco and Nykjaer.

Fourth went to Rydell, who fell to last on the opening lap after a collision. His fightback concluded with a late pass on Jordi Gene (who started from pole after the top five qualifiers had their best laps taken away for improving times under yellow flags) for the spot.

● Tege Tornvall

RESULTS

Race 1 1 Michel Nykjaer (Chevrolet Cruze), 16 laps in 23m57.794s; 2 Rickard Rydell (Chevy), +1.044s; 3 Johan Kristoffersson (Volkswagen Scirocco); 4 Patrik Olsson (VW); 5 Johan Stureson (VW); 6 Jordi Gene (VW). **Race 2 1 P Olsson**, 16 laps in 22m36.341s; 2 Nykjaer, +0.261s; 3 Kristoffersson; 4 Rydell; 5 Gene; 6 Niclas Olsson (SEAT Leon TFSI).

Points 1 Kristoffersson, 202; 2 Rydell, 194; 3 Nykjaer, 182; 4 Tomas Engstrom, 146; 5 P Olsson, 128; 6 Stureson, 111.

BRAZILIAN V8 STOCK CARS SALVADOR (BR), AUGUST 26, RD 7/12

Allam is driving-standards chief

ALLAM KHODAIR TOOK ONLY two laps to go from third to first on the narrow, slippery streets of Salvador, and he then reeled off the remaining 29 to make it back-to-back wins in Brazil.

Khodair's Vogel Motorsport Chevrolet trailed surprise first-time polesitter Duda Pamplona and reigning champion Caca Bueno off the line, but passed Bueno at Turn 3 on the opening lap to grab second. He then used the first of his eight 100bhp bursts of 'push-to-pass' to slipstream past Pamplona's ProGP Chevy on the main straight next time round.

Khodair was unchallenged after that and completed his win behind the safety car following a late crash between backmarkers.

Behind Pamplona, ex-Formula 1 driver

Luciano Burti completed the podium in his Itaipava Peugeot. Both Burti and Ricardo Mauricio passed Bueno's Red Bull Chevy late on as the multiple title winner developed bags of oversteer in the second half of the race.

Atila Abreu – a former single-seater rival of Sebastian Vettel's – finished sixth.

Mauricio now trails Bueno by only five points

in the battle for the title with five races to go.

● Lito Cavalcanti

RESULTS

1 Allam Khodair (Chevrolet Sonic), 31 laps in 42m12.942s; 2 Duda Pamplona (Chevy), +4.390s; 3 Luciano Burti (Peugeot 407); 4 Ricardo Mauricio (Chevy); 5 Caca Bueno (Chevy); 6 Atila Abreu (Chevy). **Points** 1 Bueno, 115; 2 Mauricio, 110; 3 Daniel Serra, 95; 4 Thiago Camilo, 86; 5 Max Wilson, 79; 6 Abreu, 75.



Two in a row for Khodair

IN BRIEF

Peters celebrates



NASCAR TRUCKS

Series leader Timothy Peters led every lap at Bristol as he headed home Parker Kligerman for a Red Horse Toyota one-two. Ross Chastain came home third.

JAPANESE FORMULA 3

Tomoki Nojiri took his maiden F3 win at Okayama. The Honda-backed HFDP Dallara-Mugen driver took the second race, with the first going to runaway points leader Ryo Hirakawa in his RSS Dallara-Toyota. Hong Kong-based Brit Richard Bradley took a sixth, while Matt Howson had a best of fourth in the National Class.

VLN

Raeder Motorsport took its maiden VLN win on the Nordschleife, with Frank Biela, Christian Hohenadel and Thomas Mutsch winning in their Audi R8 LMS. Marc Basseng/Frank Stippler were second in a Phoenix R8, from the Manthey Porsche of Patrick Pilet/Timo Bernhard/Jochen Krumbach.

GERMAN CARRERA CUP

Points leader Rene Rast inherited a victory in race two at Zandvoort when on-the-road winner Norbert Siedler and Nicki Thiim were penalised for ignoring yellow flags. Rast's Tolimit team-mate Sean Edwards won race one, declared short of half-distance.

GERMAN FORMULA 3

Australian Mitchell Gilbert won at Lausitz, but the Performance Racing man could not deny Lucas Auer (Van Amersfoort Racing) in race three. Artem Markelov took the reversed-grid race. Points leader Jimmy Eriksson took two podiums for Motopark/Lotus.

Gilbert won the opener



V8 SUPERCARS EASTERN CREEK (AUS), AUGUST 25-26, RD 9/15

Whincup and Lowndes on top form

JAMIE WHINCUP CONTINUES to lead the V8 Supercar Championship, but only by the narrowest of margins after a dramatic weekend for the reigning champion at Eastern Creek.

A tyre failure on Saturday dropped Triple 8 Holden star Whincup behind Ford rival Mark Winterbottom in the table, but his victory on Sunday moves him back in front – by a single point.

Whincup looked to be on his way to fourth on Saturday until a rear tyre started to delaminate. His team decided to leave him on the track rather than pit him and he fell to 23rd place at the flag – in a race that all 28 cars finished.

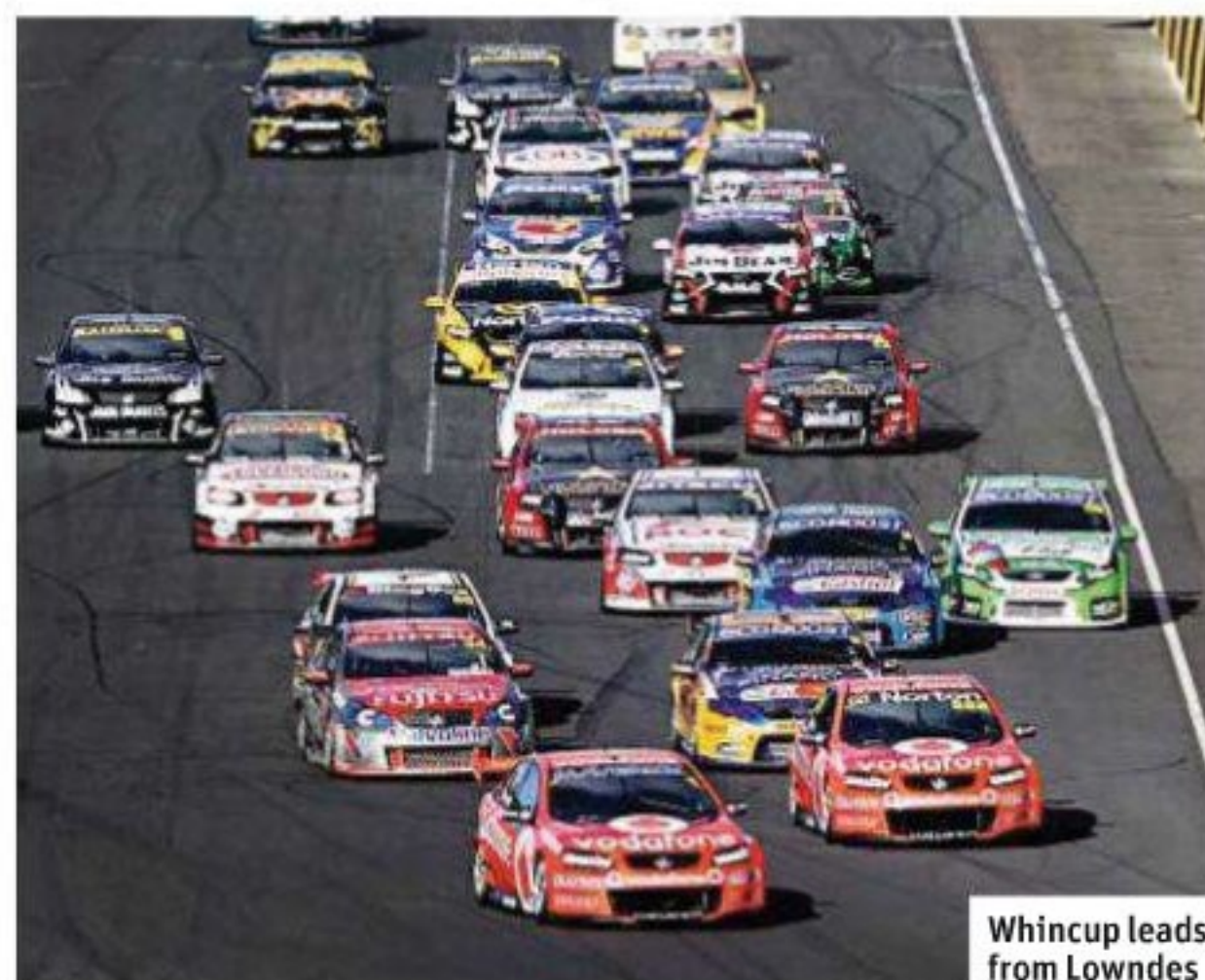
Whincup's team-mate Craig Lowndes won race one from Ford Performance Racing duo Winterbottom

and Will Davison, with Holden Racing Team's Garth Tander next up. Whincup's win means that, from the 19 races to date in 2012, only Triple 8 and FPR drivers have won.

The big news over the course of the weekend was the return to some kind of form by the Walkinshaw Racing-affiliated teams, HRT man Tander leading the way on Saturday with his fourth place.

Fifth and fourth spots for 2005 V8 champion Russell Ingall in a satellite Walkinshaw Holden and a top-six result for James Courtney are signs that, perhaps, the team's nightmare 2012 may be on the change just as the blue-riband endurance races beckon.

● Phil Branagan



Whincup leads from Lowndes

RESULTS

Race 1 1 Craig Lowndes (Holden Commodore VE II), 36 laps in 56m17.312s; 2 Mark Winterbottom (Ford Falcon FG), +1.461s; 3 Will Davison (Ford); 4 Garth Tander (Holden); 5 Russell Ingall (Holden); 6 James Courtney (Holden). **Race 2**

1 Jamie Whincup (Holden), 56 laps in 1h27m43.937s; 2 Lowndes, +11.443s; 3 Winterbottom; 4 Ingall; 5 Davison; 6 Fabian Coulthard (Holden). **Points** 1 Whincup, 2238; 2 Winterbottom, 2237; 3 Davison, 2116; 4 Lowndes, 2084; 5 Shane van Gisbergen, 1634; 6 Tander, 1527.

ADAC GT MASTERS LAUSITZ (D), AUGUST 25-26, RD 6/8

Tandy helps Engelhart to points lead with double

NICK TANDY AND CHRISTIAN ENGELHART had a perfect weekend at Lausitz as the Schutz Motorsport Porsche duo scored a double win at the East German 'roval'.

Their first victory came in spite of a healthy advantage twice being wiped out by the scrambling of the safety car; first for Christopher Haase's

Mamerow Audi hitting the spun Corvette of Andreas Wirth; and then for Porsche backmarker Christoph Schrezenmeier hitting the wall hard. But Tandy resisted pressure from Maxi Gotz's Mercedes during the latter stages to give co-driver Engelhart the series lead (Tandy missed the Nurburgring round due

to his International GT Open commitments).

Their Sunday win was more fortunate. The rival FACH Porsche squad looked set for victory thanks to a sterling opening stint from Martin Ragginger. But his co-driver Swen Dolenc slid into the gravel on the penultimate lap thanks to persistent braking problems, and Engelhart was able to nip through to take the chequered flag.

"Our strategy was to keep Dolenc under pressure to force him into an error. And it worked," said Tandy. "We've had no mistakes, great pitstops and we've won two races."

Schubert BMW Z4 duo Claudia Hurtgen and Dominik Schwager took the runner-up spot in race two, while Callaway Corvette pair Diego Alessi and Daniel Keilwitz followed them home. Robert Renauer and

Nicolas Armindo completed the podium in race one behind Tandy/Engelhart and Gotz/Sebastian Asch.

● Rene de Boer

RESULTS

Race 1 1 Nick Tandy/Christian Engelhart (Porsche 911 GT3-R), 28 laps in 1h01m35.289s; 2 Sebastian Asch/Maxi Gotz (Mercedes-Benz SLS AMG GT3), +0.421s; 3 Robert Renauer/Nicolas Armindo (Porsche); 4 Mario Farnbacher/Niclas Kentenich (Porsche); 5 Dominik Baumann/Hari Proczyk (Mercedes); 6 Andreas Simonsen/Maxi Buhk (Mercedes). **Race 2** **1 Tandy/Engelhart**, 34 laps in 1h01m17.885s; 2 Claudia Hurtgen/Dominik Schwager (BMW Z4 GT3), +0.725s; 3 Diego Alessi/Daniel Keilwitz (Chevrolet Corvette Z06); 4 Asch/Gotz; 5 Simonsen/Buhk; 6 Christopher Mies/Edward Sandstrom (Audi R8 LMS). **Points** 1 Engelhart, 137; 2 Asch/Gotz, 112; 3 Tandy, 110; 4 Alessi/Keilwitz, 108; 5 Dino Lunardi/Maxime Martin, 90; 6 Renauer, 88.



Tandy held off Gotz in race one

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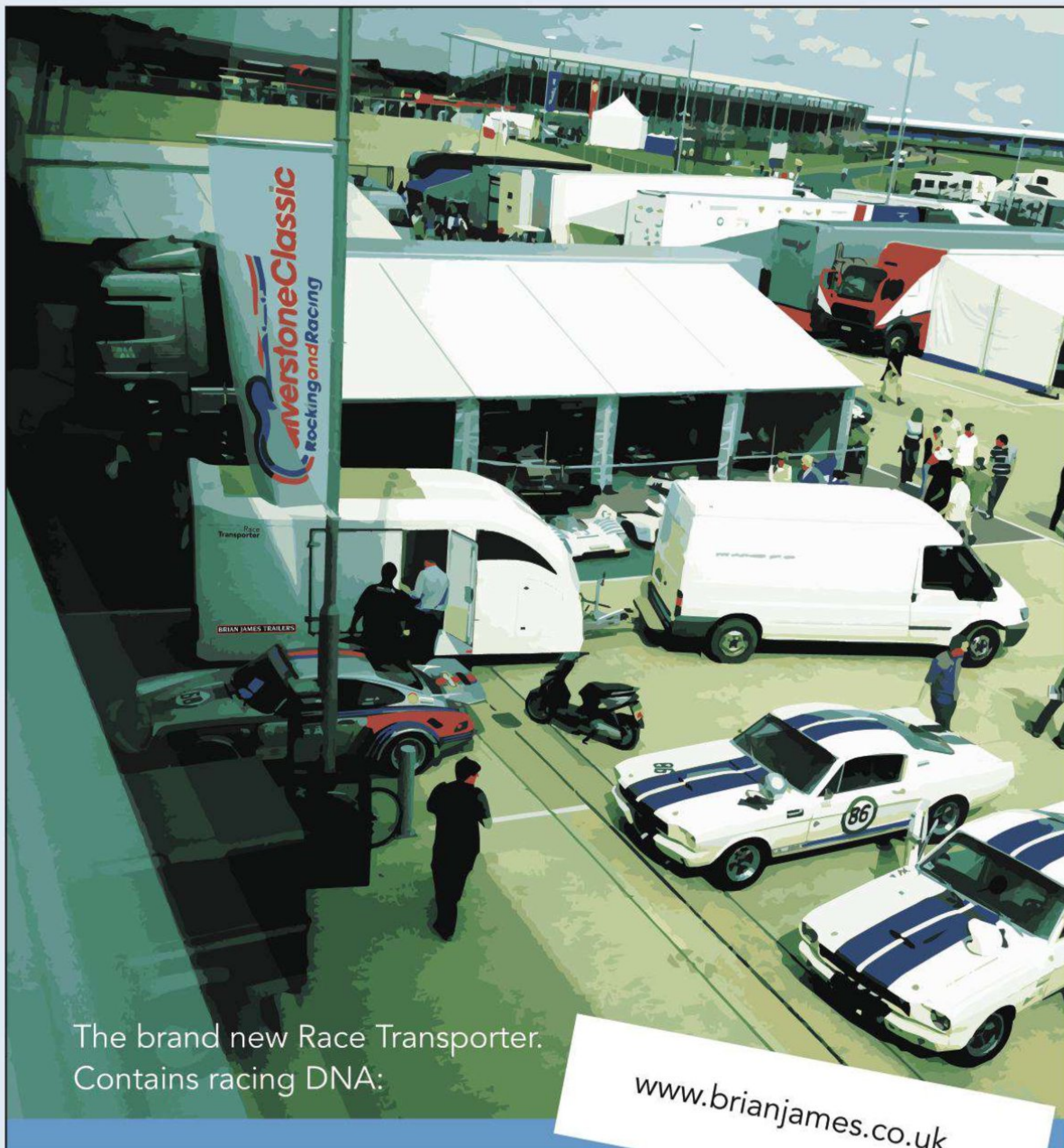
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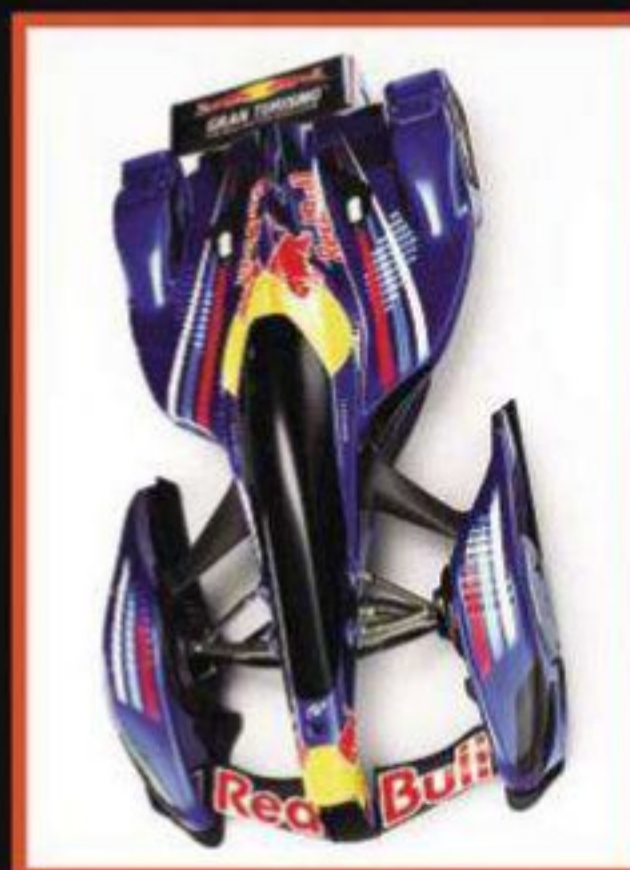
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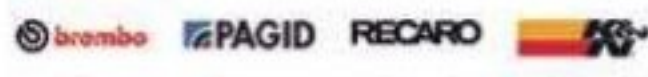
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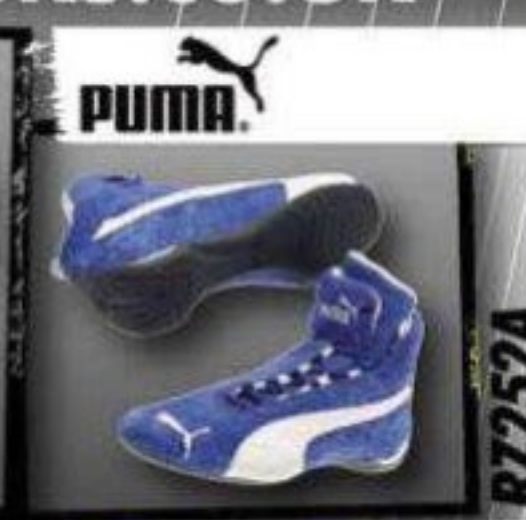


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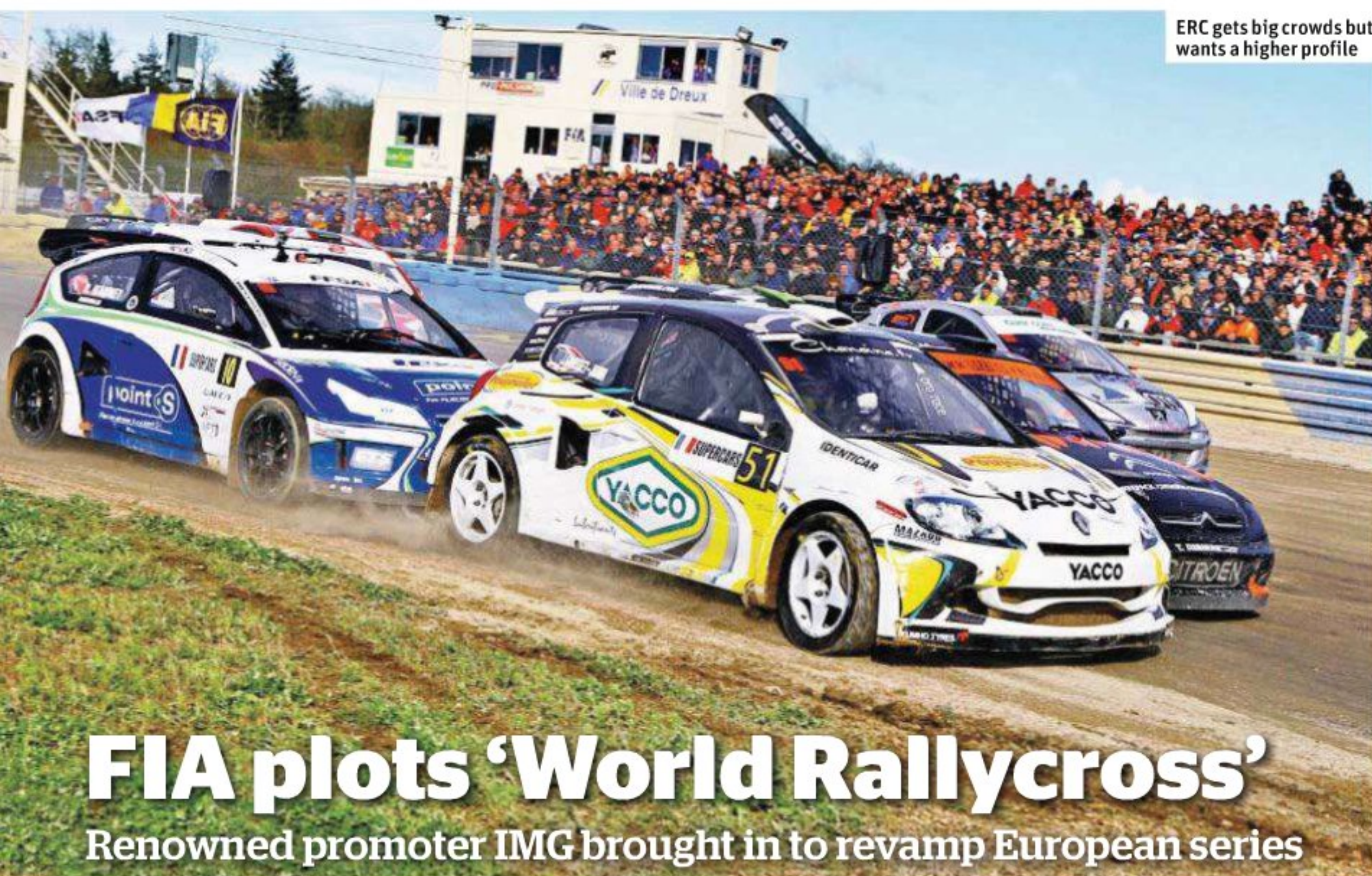
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ERC gets big crowds but wants a higher profile

FIA plots 'World Rallycross'

Renowned promoter IMG brought in to revamp European series

» THE FIA IS PLANNING TO turn its European Rallycross Championship into a world category after signing a deal with a new promoter.

The ERC will drop its 'European' tag from next season as international sports promoter IMG is brought in to run the championship.

IMG, which represents three-time Formula 1 world champion Jackie Stewart, Caterham F1 driver Heikki Kovalainen and US racing starlet Danica Patrick, has already been responsible for increasing the international profile of Speedway GP motorcycle racing.

The championship, which will be known as the FIA Rallycross Championship from 2013, is expected to retain the calendar and venues of the existing ERC initially, but will incorporate a new 'speedway-style' race format.

This will mean a simpler structure replacing the current system of best lap

times from qualifying heats being used to determine grids for finals.

Instead, finishing positions from the heats, in which all drivers will race each other during a round-robin format, will determine grids for semi-finals. The best drivers from the semi-finals will go through to the finals.

There is also a desire to 'professionalise' the championship, turning existing ERC aces such as Timur Timerzyanov, Liam Doran and Tanner Foust into household names by contracting them to race in the championship.

Each event is expected to contain 25 drivers in the top-level Supercar category, and IMG will invite 'wildcard' celebrity drivers to compete against its regular competitors.

FIA Rallycross is expected to morph into the discipline's first ever world championship over the next two seasons, and there is hope that this will encourage

more manufacturers to compete.

Kenneth Hansen, the most successful driver in rallycross history with 14 ERC titles, said: "Years ago I sat with Tony Rickardsson [speedway rider] and we both wondered why our sports were not big. Then speedway got a promoter, it became huge, Tony won world championships and is a big star, and I watched that happen while rallycross stood still.

"It's sometimes difficult to understand why things should change, but this is the best thing that has ever happened for rallycross. It's a great chance for everyone – drivers, teams, events and fans – that we must take."

The FIA/IMG initiative is entirely separate from the fledgling Global Rallycross initiative currently running in the US, but it is understood that the two championships are in discussions to avoid date clashes in their respective 2013 calendars.

AUTOSPORT SAYS...

BEN ANDERSON
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HATS OFF TO THE SCOTTISH

Motor Racing Club. Its Classic Sports Saloons and Mini Cooper Cup series provided easily the most enjoyable spectacles during last weekend's BTCC meeting at Knockhill.

The first race for the Classics was superb, despite horrible conditions, with three different leaders and a result in doubt until the final laps.

Much like in the headline BTCC, the Classic cars each exhibited different strengths and weaknesses. But there was no pretence of parity here – the cars were simply classified into different classes according to their technical make-up and the drivers just got on with it.

The following day, it was the turn of the Scottish Mini racers to deliver what ITV commentator Simon Hill described as "the best motor race I've seen all season".

Groups of cars went four or five abreast at times as the drivers battled for position. There was plenty of nudging and bumping, but none of the crass contact that so regularly features in the BTCC.

The Minis also contained none of the pretence of parity on display in touring cars. There was equalisation, but not through some convoluted turbo-boost/chassis-type/lap-time equation. The BMW Coopers simply all run with identikit engines and ECUs and the teams and drivers are left to do the best job they can.

Perhaps the BTCC bigwigs could learn a lesson or two from these little-league players...

Extra contact details

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kevin.turner@haymarket.com

PIC: WHITTINGTON





Britcar

Hodgetts duo to Silverstone 24

Father-and-son team up to race Team Toyota GB entry in Britcar endurance race

Father and son will race together for the first time



DOUBLE BRITISH

Touring Car champion Chris Hodgetts will team up with son Stefan to race for Team Toyota GB in this year's Britcar 24 Hours at Silverstone on September 22-23.

Hodgetts Sr, 61, who won the 1986 and '87 BTCC titles for Toyota GB, and his 30-year-old Clio Cup star son will share a

Toyota GT86 with two other yet-to-be-confirmed drivers.

Hodgetts Sr, who hasn't competed for 13 years and last raced a Toyota in 1988, said: "It's a fantastic opportunity – not just to return to racing but also to be reunited with Team Toyota GB and to have the chance to share a car with my son for the first time. I can't wait."

Hodgetts Sr is a veteran of six Le Mans 24 Hours and has also contested the blue-riband enduros at Daytona and Spa. Son Stefan's only twice-round-the-clock race to date is the Fun Cup 25 Hours at the Belgian Grand Prix venue.

Hodgetts Sr recently visited GPRM, where the GT86 is taking shape under the guidance of

Roger King and Gary Blackham.

"There was the new car and alongside it was a replica of my old AE86 Corolla in its old livery," added Hodgetts Sr. "I must admit I shed a tear. It's so wonderful to be reunited."

"I've known Roger and Gary for many years and, given their skills, the GT86 will be reliable, competitive and great to drive."

Britcar

Britcar return for Short with GT86

FORMER BRITCAR 24 HOURS

winner Martin Short will return to the Silverstone enduro next month with a Toyota GT86 on which he started work just two weeks ago.

Short, who won the inaugural event in 2005, purchased a roadgoing GT86 earlier this month and his Rollcentre Racing team will have just over a month to prepare it for the 24-hour race on September 22-23.

His team-mates for the event will include historic Mini racers Harvey and Clive Death.

Short, who last year raced a Ginetta



Short will race Toyota GT86 at Silverstone

G55 in the Britcar 24 Hours, said: "I bought the car on a bit of a whim. I'm looking forward to doing a 24-hour race for fun and with zero stress."

"On the serious side, it will be good for us as a team to get involved with a car that is going to have a big future in motorsport, right at the start of its life."

Ginetta GT Supercup

Freke wins on Ginetta comeback

FORMER GINETTA G50 AND

British Formula Ford champion Nathan Freke won on his return to the GT Supercup at Knockhill last weekend.

The Century Motorsport boss finished fourth in the BTCC-support series last year, but has been without a regular drive in 2012. He replaced team regular Josh Wakefield and qualified second before scoring a fourth, a third and a win. The 28-year-old also took the lap record.

"Josh informed us he wasn't going to be racing at Knockhill," said Freke, who confirmed the outing was a

one-off. "Team morale was a bit low so I decided to go out and show we are where we need to be with set-up."

"I was a bit rusty to start with, but I was confident the car was good and to qualify second, and get a win and a lap record, was exactly what the team needed."

Freke boosted team morale with a victory



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Britcar

Team LNT back together again for G55 Britcar 24 Hour attack

THE DRIVING SQUAD THAT WON

the GT2 class at Le Mans in 2006 is targeting victory in next month's Silverstone 24 Hours.

Ginetta supremo Lawrence Tomlinson, LMP racer Tom Kimber-Smith and United Autosports boss Richard Dean took victory at the Circuit de la Sarthe in an LNT Panoz and are now planning to team up in a G55.

Michael Simpson, who has shared the G55 with Tomlinson to two British Endurance Championship race wins this season, will complete the line-up.

Tomlinson and Kimber-Smith tested the G55, fitted with various enduro upgrades, at Silverstone this week.

"The old LNT team will be together again," said Tomlinson, who believes the squad can take overall victory.

"We're not going there to finish second. We've beaten the Moslers this season. We tend to be lighter and with that comes more agility. That and the aero give us an advantage and we're very good on tyres."

Dean shared a G50 with Tomlinson at the Silverstone event in 2008, but

was involved in a serious startline crash that forced the car out.

"It wasn't the best 24-hour race for me and I've done a few," said Dean.

"It's a while since I've not been running a car and can just jump in and drive. It'll make a change."

Works Ginetta G55 has won races in Britcar



Ginetta champion wrecks car in startline accident

These are the remains of Ginetta G40 Challenge champion and G50 Cup points leader Mark Davies's car at Knockhill last Sunday, after a shunt in the GT Supercup triggered when Tom Ingram's G55 stalled.

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Gardiner's Falcon beat the little 'uns at Oulton Park

Back when touring cars came in all shapes and sizes, from gargantuan seven-litre Ford Galaxies to diminutive Fiat Abarths, and drifted around race tracks on hard treaded tyres, the genre - not far removed from showroom versions - created terrific entertainment.

Today's tin-top racers offer a different spectacle. Overly competent, with computer-optimised suspension and slick or wet-pattern rubber, they lack the variety that intrigued onlookers in the 1960s. Then, if you arrived in an Austin A40, swanky Jaguar Mk2 or even in a 'Yank Tank', you cheered your 'team' on.

Happily, that kind of sport (which it was, first and foremost) can still be sampled with the Historic Sports Car Club, which picked up amateur racing's baton in 1966 and is now steered by period organiser and racer Grahame White.

At Oulton Park's Gold Cup showpiece we had a cracking HRSR counter, which not only drew a wonderful 34-car entry, but was staged in that great leveller - rain. And racegoers have always loved witnessing good little 'uns taking on the big guns.

Just as half a century ago, when the Cooper Car Company, Team Lotus, Alan Mann Racing and John Willment's organisation were there to be shied at by highly skilled

garageistes and weekend warriors, some cars are professionally run. But, again true to period, they are not unbeatable.

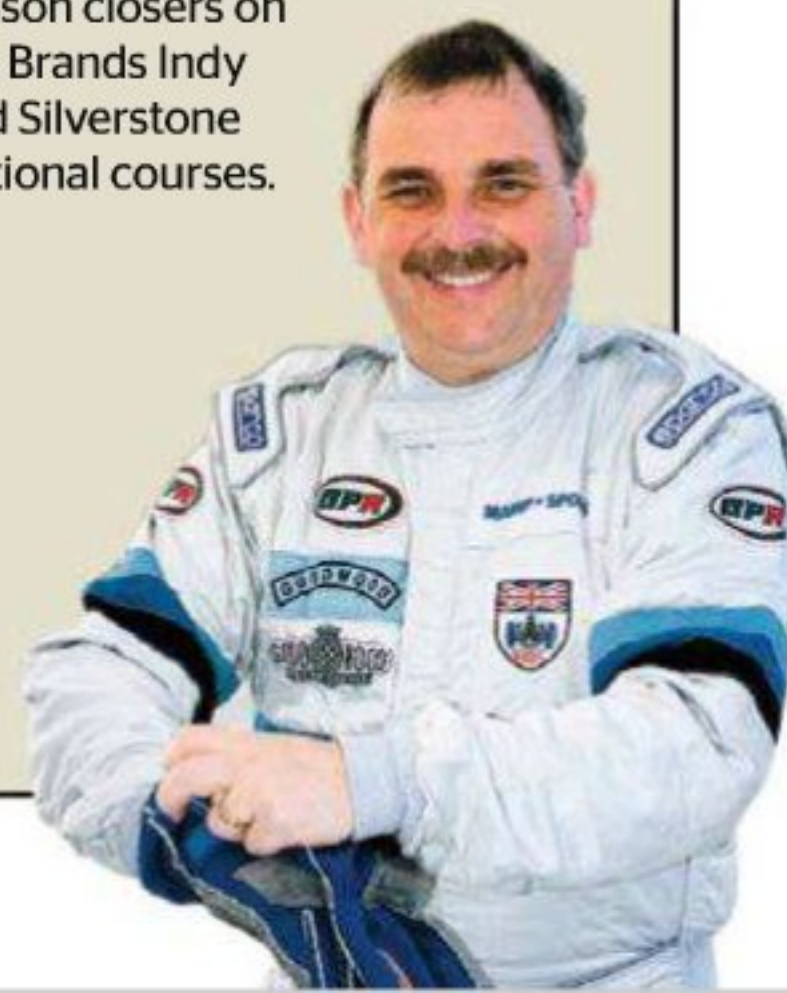
Conditions at Oulton were pretty grisly. Exactly what the Mini Cooper S and Hillman Imp brigades had ordered. When '70s Formula Fordster David Heale rocketed his Imp from ninth on the grid to second before the first corner, and former champ Simon Benoy started baiting the Mustangs of Warren Briggs and Richard Dutton, an upset looked on the cards. But vastly experienced Ginetta and GT racer Mike Gardiner (a relative newcomer to historics) had their measure in his pretty special Falcon.

Nonetheless, as the track dried a little to become greasy, defending double champion Roger Godfrey (Cooper S) usurped Heale and started to slash the V8's advantage. Veteran '60s racers Roger Phillips and Liverpool's Mike 'MPH' Kearon were well in the mix too with their Minis, as was John Pugsley with his Ford Anglia 1200.

Driving standards were superb (following deserved recent criticism at Snetterton and Croft), and were warmly applauded by spectators and the strong marshalling force.

This augurs well for the season closers on the Brands Indy and Silverstone National courses.

Racegoers have always loved witnessing good little 'uns taking on the big guns"



AUTOSPORT GOLDEN HELMET

HE'S BEEN KNOCKING ON the door for a while, and at last Welsh MX5 ace Tom Roche has moved to the top of our table for race winners in the British Isles in 2012. But he only gets it on a grid-size tie-break from Scots Andy Smith and Ross Marshall, the Morgan man's TOCA double last weekend promoting him to second. InterSteps dominator Matt Parry also strides up the table.

PCS	DRIVER (CAR/CARS)	Q/ALL	CL	TOT
1	Tom Roche (Mazda MX5 Mk1)	13	0	13
2	Andy Smith (Morgan Plus 8)	13	0	13
3	Ross Marshall (Ford Coupe)	13	0	13
4	Matt Parry (Mygale FBO2)	12	0	12
5	Tim Gray (Spire GT3)	11	0	11
6	David Moore (BRABUS Smart Fortwo 45i)	11	0	11
7	Colin Wells (BMW M3)	10	1	11
8	Adam Gore (Mazda MX5 Mk1)	8	3	11
9	Rob Boston (Lotus Elise S2)	7	4	11
10	Lawrence Davey (Ford Coupe)	10	0	10
11	David Sleigh (Mini Cooper)	10	0	10
12	Paul Smith (AHS Dominator)	10	0	10

Repechage, consolation, 'overflow entry' and handicap races not included. Races/classes must have minimum six starters, and be scheduled for a minimum distance of 10 miles. Overall wins take precedence in the event of a tie, followed by average grid size. For any queries, email us at autosporteditorial@haynet.com

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MATRA WAILS TO VICTORY

Rob Hall drove this 1974 Matra 670B to victory in the one-hour Classic Endurance Race that supported the Silverstone round of the World Endurance Championship last weekend. He finished 1m34.516s clear of the Sandy Watson/Martin O'Connell Chevron B36. Patrice Lefargue's Lola T298-BMW was third, despite a 10s penalty for violating the track limits.

GT Cup

GT Cup to fight back in 2013

Beleaguered series cans Knockhill round but promises change for next year

THE GT CUP WILL UNDERGO

changes next year in an attempt to boost grids after cancelling its forthcoming Knockhill round.

Marc Haynes launched the GT Cup in 2007 and gained strong support, but entries have been low this season.

He has cancelled the penultimate event and wants to make several changes for 2013. These include cutting

the calendar from eight to six rounds, modifying its dropped scores rules, holding two- and four-race meetings instead of 2012's three-race events, and allowing 'pro' drivers at selected rounds.

"It's not in anyone's interests to have small grids and I was concerned we wouldn't have enough at Knockhill," said Haynes. "It has been weak all year for a variety of reasons. Next year we'll

focus on GP circuits, which is what GTs want to run on.

"I think having three races a meeting made it difficult for two drivers to share and it's good for developing drivers to have their [pro] coaches there."

Haynes has also written to the MSA asking it to reverse its insistence on requiring GT Cup drivers to hold a National A licence.

Martini Trophy

Burton rolled in Martini pile-up



Accident meant Burton missed Martini sequel

VETERAN RACER JOHN BURTON escaped injury when his Chevron B26 was turned over at the first corner of last Sunday's Martini Trophy race at Oulton Park.

The 70-year-old - runner-up in the European 2-litre championships of 1972 and '73 and already a race winner this season - collided with David Gathercole's Lola T212C at Old Hall, triggering a multi-car shunt.

Burton's car was flicked sideways into the path of Italian Michele Liguori's Lola T296, the long nose of which shovelled it over. In the melee

that ensued, James Dodd's Chevron B31 hit the back of Gathercole's machine, taking them both off on the outside, while Jonathan Loader's B19 clipped the rear of Liguori's car and went the other way. There were several avoidances behind, notably among the Sports 2000 invitees.

Burton was released from hospital after a check-up and drove home to Worcestershire that evening.

A lot of bodywork patching and suspension realignment overnight meant all but his car were back in action on Monday.

GT Academy

Reip victorious in GT Academy

BELGIAN WOLFGANG REIP SEALED victory in the fourth European Playstation Nissan GT Academy after winning a five-lap race in support of the FIA World Endurance Championship event at Silverstone last weekend.

Reip, 25, led the field of six identical Nissan 370Zs for all but one corner of the event. His title was confirmed after deliberations of the judges in the wake of the race.

The Belgian, who follows in the footsteps of former Academy winners Lucas Ordóñez, Jordan Tresson and Jann Mardenborough, said: "I've wanted to be a racing driver since I was a child and the GT Academy has given me the chance to achieve my goal."

Reip will now undertake 10 races at the wheel of a 370Z to obtain his international licence prior to the Dubai 24 Hours in January. The GT Academy will enter two GT4-spec Nissans at Dubai for Reip and the winners of three national competitions in Germany, Russia and the US.

IN BRIEF



Darrian T90 won

A DECENT CROWD AT THE BRANDS

Hatch Hutton Kitchen Rally on Monday saw John Indri and Dave Engwell win by one second from Mark and Jeremy Straker, with both teams running Darrian T90 GTs. Third in class, just under two minutes back, was the Mk2 Ford Escort RS of Paul King and Alicia Miles.

THE GINETTA G60 SAFETY CAR HAD

to be retired before the start of the first Scottish Classic Sports Saloon race at Knockhill last Saturday after it came to a halt while leading the cars to the grid. Driver Scott Stringfellow performed his safety car duties in a Porsche for the rest of the weekend.

THE 2012 TEAM USA SCHOLARSHIP

search has narrowed down to eight finalists. Neil Alberico, Matthew Brabham, Jake Edison, Conner Ford, Sean Johnston, Jack Mitchell Jr, Brandon Newey and Tristan Nunez will vie for fully funded drives in the 2012 Brands Hatch FF1600 Festival, Walter Hayes Trophy, and Formula Renault BARC finale.

MORE THAN 60 GRAND PRIX CARS

spanning the 1930s to the '80s will race at Zandvoort this weekend as the circuit's new Historic GP event celebrates six decades of competition in the dunes. Stars should include Gary Pearson's BRM Type 25 (Jo Bonnier's '59 Dutch GP victor) and the Lotus 25 of Andy Middlehurst, which won in '63 with Jim Clark up. More than 20 Historic F2 cars are also expected.

THE RED DRAGON TRACK AND

Race Club, organiser of the Nippon Challenge and MR2 Racing Series, will hold a one-hour enduro at Snetterton on October 27. It will include pitstops and be open to one- or two-driver entries in any sports or saloon car running on MSA Blue Book-listed treaded tyres.

RALLYCROSSER SHELLEY WAKELING

emerged unscathed from her Honda Civic after a spectacular roll during the British Championship round at Lydden last weekend. The crash was caused by a nudge from Gary Dixon's Vauxhall Astra.



Wakeling survived this roll

QUICK RESULTS

→ Martini Trophy **James Dodd**
→ Guards Trophy Sports **Dodd**
→ Stirling Moss Trophy **Dodd/Dodd**

"I think I need to get myself a faster car!"

Formula Junior runner-up Dave Methley



HSCC OULTON PARK, AUGUST 25-27

Triple gold for Dodd

THREE SENSATIONAL wins against the odds for James Dodd, in sportscars of the 1950s, '60s and '70s, headlined the HSCC's annual Oulton Park Gold Cup retrospective.

Dodd's streak started on Sunday with a brilliantly judged Guards Trophy triumph, having resisted everything Nick Fleming and Martin O'Connell could throw at him in Chevron B8s, to score again in the family Ginetta G16.

The V8 threat was over inside 10 laps, Canadian Jay Esterer's Chinook Mk2 breaking its gearbox at the start and Chris Goodwin's ex-Chris Amon McLaren succumbing to engine failure while leading.

Dodd's decision to go solo at the pitstop, rather than let father Graeme face the heat, downed the duelling Chevrons even before a gear-linkage issue halted O'Connell. Michael Schryver's B6, its nose bandaged after a practice incident, was third.

Following the

abandonment of Sunday's Martini Trophy race after a multi-car pile-up at Old Hall – in which veteran John Burton's Chevron B26 flipped – Dodd (B31) defied a gearbox problem to defeat poleman Fleming (B23/36) in Monday's drying encounter.

"I was holding third in and looking for wet patches to keep my tyres alive," said Dodd, who had to pass Fleming several times. Fleming spun at Druids, but still finished ahead of Michele Liguori's Lola T296. Chris Snowdon bagged Sports 2000 honours from Peter Needham after a fine battle.

Dodd's triple whammy came in the Stirling Moss Trophy race, in which his dad started their Cooper Monaco, then took over leader Jason Minshaw's Maserati Birdcage. New to the Maserati that morning, Dodd Sr was passed by his lad three laps from home.

"I wasn't going to give it to James; he had to work for it," explained Graeme,

straddling the podium's top steps.

"What a fantastic weekend. To win all three races is unbelievable," said James, who thoroughly deserved his peers' plaudits, having driven faultlessly under intense pressure.

Several other races were outstanding too. Jon Milicevic and Dave Methley were barely separable in another Formula Junior barnstormer, Milicevic's delicate fingertip control prevailing over Methley's frenetic reflex-taxing style. Earlier, Stuart Roach danced his Alexis to front-engined victory once poleman Simon Goodliff parked his Lola with gearbox gremlins.

Jaguar E-type Challenge debutant Matt Nicoll-Jones (in Michael Wilkinson's car) led Alex Buncombe for two spectacularly hairy laps on Sunday, with Jason and Jon Minshaw in tow. Buncombe dived ahead into Old Hall on lap two, only to pit without third

and fourth gears, leaving the ex-Ginetta champ in front until his diff broke.

The Minshaw brothers now led and made their mandatory stops a lap apart, Jason going ahead as Jon returned to the track. GT racer Jon, short of anchors, had a gravelly spin at Island Bend before skating down the escape road at Hislops. Jason thus throttled Martin Melling's low-drag coupe back to win from Jon, while Dave Coyne coasted Chris Scragg's car in third after its gear lever came adrift.

Starting from the back, Buncombe won Monday's

race as he pleased from a brakeless Jon Minshaw after Nicoll-Jones split his car's diff oil cooler in an off at Druids.

Knowing that Melling would be taking over the Minshaw E-type, soloist Mike Whitaker shadowed Jason Minshaw in the early part of the Guards GT split. After the stops, Melling was forced to pit when a rear-wheel vibration rattled his contact lenses.

Whitaker's TVR went unchallenged thereafter, the yowl of his Ford V8 engine up Clay Hill, and wheelspin over the brow in top, wowing onlookers.



...and defied gearbox woe to beat Fleming in B31



Dodd completed triple in Cooper Monaco



Dodd Jr went solo to win in Ginetta G16...



Nicoll-Jones gets the jump at E-type start



Jones starred on his circuit debut in Classic Racing Cars

Cars poleman Michael Scott (Brabham BT28), then romped away to clinch the title as Scott – with an oil leak in his footwell and gearknob in his lap – settled for second.

Reigning HRS champion Paul Tooms caught fellow Lotus Elan pilot Peter Shaw napping at the start and repelled him for 10 breathless laps. Vicky Brooks (Elan) bested Andy Shepherd (Lotus 7) for third after much juggling.

Julian Barter (TVR 3000M) bagged 70s Road Sports victory after Johan Denekamp's Alfa Romeo GTV, stranded at Deer Leap, brought out red flags. They spared Barter from father Charles, whose Datsun 240Z homed in again after the restart.

Monday was wet for the FF1600s. Staying on was a feat and Rob Wainwright weathered a big moment

at Cascades and traversed the Hislops escape road in beating polesitter David Wild. Points leader Callum Grant had a topsy-turvy race, but – in a final lap in which four of the top six fell, and he spun at Druids – took third.

Despite conditions favouring the tiddlers, Mike Gardiner won an exceptional Touring Car race in his Ford Falcon.

Richard Evans took a Derek Bell Trophy double in his F2 March, while Jamie Brashaw retained his Classic F3 title in the concurrent opener.

Defending FF2000 top dog Russell Love was the 'raining' champion in a soggy event finale, but Nelson Rowe clinched the 2012 crown with a close second as rivals Andy Park and Andy Huxtable failed to finish.

● Marcus Pye

LEGENDS JD CLASSICS CHALLENGE OULTON PARK, AUGUST 25-27

Pochciol's pride in maiden victory

FROM THE DESPAIR of his Jaguar XJ12C being savaged by Chris Ward's spinning TWR XJS on lap one of qualifying, to the high of a maiden victory in challenging wet conditions, Paul Pochciol's Monday was one of contrasts.

Fortunately, his spare Esso Ford Capri V6 was in the truck and Simon Hadfield growled it from the back to lead within four laps. "New to me and brilliant fun," said Hadfield who, having relayed Paul, took over son Tom Pochciol's UFO Jeans tribute Capri and chased Senior home.

Chris Scragg spun his Broadspeed XJ12C on the first lap, but charged back to third, powering past the Escort RSs of Robert and Sean Brown (Mk1) and Mark Wright/Dave Coyne (Klaus Ludwig clone Mk2) as the circuit improved.

RESULTS (17 LAPS)

1 Simon Hadfield/Paul Pochciol (Ford Capri Mk1); 2 Tom Pochciol/Hadfield (Capri Mk2) +9.349s; 3 Chris Scragg (Jaguar XJ12C); 4 Robert & Sean Brown (Ford Escort RS1600); 5 Mark Wright/Dave Coyne (Escort RS1800); 6 Denis & Jeremy Welch (Capri Mk1). **FL** Hadfield (Mk2) 2m08.898s (75.18mph).

JD Classics runners raced in challenging conditions



GUARDS TROPHY SPORTS RACING (24 LAPS) 1 James Dodd (Ginetta-BMW G16); 2 Nick Fleming (Chevron-BMW B8) +4.691s; 3 Michael Schryver (Chevron-BMW B6); 4 Nick Thompson/Sean McClurg (Chevron-BMW B6); 5 Denis Welch (Lotus-t/c 23B); 6 Hugh & Mark Colman (Chevron-BMW B8).

Class winners Welch; Arnie Black (Crossle-t/c 7S). **Fastest lap** Dodd 1m47.648s (90.02mph).

MARTINI TROPHY (14 LAPS)

1 James Dodd (Chevron-BDG B31); 2 Nick Fleming (Chevron-BDG B23/36) +32.826s; 3 Michele Liguori (Lola-BMW T296); 4 Jonathan Loader (Chevron-BDG B19); 5 Sam Carrington-Yates (Chevron-FVC B16); 6 Chris Snowdon (Tiga-Ford SC80). **CW** Loader; Snowdon. **FL** Dodd 1m50.890s (87.39mph).

MRL STIRLING MOSS TROPHY (25 LAPS)

1 Graeme & James Dodd (Cooper T49 Monaco); 2 Jason Minshaw/Graeme Dodd (Maserati T61 Birdcage) +6.000s; 3 Darren McWhirter (Lister-Jaguar Costin); 4 Dion & Gabriel Kremer (Lotus I7); 5 Mark & Jamie Gibbon (Lister-Chevrolet Knobbly); 6 Philip Champion/Chris Chilcott (Lotus I1).

CW Minshaw/Dodd; McWhirter; Kremer/Kremer; Ralf Emmerling/Phil Hooper (Elva Mk5). **FL** J Dodd 1m56.632s (83.09mph).

FJHRA FORMULA JUNIOR REAR ENGINE (8 LAPS)

1 Jon Milicevic (Cooper T59); 2 Dave Methley (Brabham BT6) +0.161s; 3 Michael Hibberd (Lotus 27); 4 Sam Wilson (Cooper T59); 5 John Fyda (Lotus 22); 6 Nick Fennell (Lotus 27). **CW** Chris Drake (Elva 300); Robert Barrie (Lotus 18). **FL** Milicevic 1m52.252s (86.33mph).

FJHRA FORMULA JUNIOR FRONT-ENGINE (10 LAPS)

1 Stuart Roach (Alexis Mk2); 2 Andrew Tart (Bond) +35.877s; 3 David Hall (BMC Huffaker Mk1); 4 Gil Duffy (Bond); 5 Keith Roach (Gemini Mk2); 6 Bill Grimshaw (Moorland Mk1). **CW** Duffy; Jan Biekens (Tanguellini); Phoebe Rolt (Elva 200). **FL** Simon Goodliff (Lola Mk2) 1m58.845s (81.54mph).

JAGUARE-TYPE CHALLENGE (15 LAPS)

1 Jason Minshaw; 2 Jon Minshaw +10.695s; 3 Chris Scragg/Dave Coyne; 4 Mark Clubb; 5 Steve Hodges; 6 David Coplowe. **CW** Paul Castaldini; Roger Cope. **FL** Alex Buncombe 1m56.155s (83.43mph). **RACE 2 (15 LAPS)**

1 Buncombe; 2 Jon Minshaw +23.706s; 3 Scragg/Coyne; 4 Hodges; 5 Clubb; 6 Coplowe. **CW** Peter Burton; Cope. **FL** Buncombe 1m57.096s (82.76mph). **GUARDS TROPHY GT (23 LAPS)**

1 Mike Whitaker (TVR Griffith); 2 Nick Fleming (Lotus Elan) +33.284s; 3 Mark Halstead/Stuart McPherson (Elan); 4 Thomas & Andrew Smith (Marcos-Volvo GT); 5 Al Fleming (Elan); 6 Vicky & Bob Brooks (Elan). **CW** Fleming; Jeremy Welch (Austin-Healey 3000); Peter & Jan Boyes (MGB); Allan Ross-Jones (Triumph TR4); Nigel Winchester/Chas Mallard (Ginetta G4). **FL** Jason Minshaw (Jaguar E-type) 1m55.711s (83.75mph).

CLASSIC RACING CARS (11 LAPS)

1 Ian Jones (Lotus 59); 2 Michael Scott (Brabham BT28) +15.463s; 3 Peter Hamilton (Tecno); 4 John Fyda (Lotus 22); 5 Martin Cowburn (Brabham BT29); 6 Chris Chilcott (Lotus 20). **CW** Fyda; John Counsell (Brabham BT18A); Jonathan Baines (Merlyn Mk20). **FL** Scott 1m51.630s (86.81mph).

HISTORIC ROAD SPORTS (10 LAPS)

1 Paul Tooms (Lotus Elan S1); 2 Peter Shaw (Lotus Elan S1) +0.599s; 3 Vicky Brooks (Lotus Elan 26R); 4 Andy Shepherd

(Lotus 7 S2); 5 Jim Grant (Lotus Elan S4); 6 Larry Kennedy (Lotus Elan S4). **CW** Brooks; Dick Coffey (Turner Mk1); John Shaw (Porsche 911). **FL** Shepherd 2m01.351s (79.86mph).

70s ROAD SPORTS (5 LAPS)

1 Julian Barter (TVR 3000M); 2 Charles Barter (Datsun 240Z) +10.77s; 3 Oliver Ford (Lotus Europa); 4 James Dean (Lotus Europa); 5 John Thomason (Triumph GT6); 6 Steve Cooke (TVR 3000M). **CW** Ford; Thomason. **FL** J Barter 2m02.681s (78.99mph).

HISTORIC FF1600 (9 LAPS)

1 Rob Wainwright (Elden PRH8); 2 David Wild (Lola T200) +5.098s; 3 Callum Grant (Merlyn Mk11); 4 Stuart Dix (Cooper Chinook); 5 Pertti Kiiveri (Kvantti Mk1); 6 Stuart Baird (Merlyn Mk20A). **CW** Julian Pierce (Lola T200). **FL** Grant 2m16.628s (70.93mph).

HISTORIC TOURING CARS (9 LAPS)

1 Mike Gardiner (Ford Falcon); 2 Roger Godfrey (Austin Cooper S) +9.963s; 3 David Heale (Hillman Imp); 4 Roger Phillips (Cooper S); 5 Simon Benoy (Imp); 6 John Pugsley (Ford Anglia). **CW** Godfrey; Heale; Phillips; Tim Davies (Lotus Cortina); Neil Brown (Lotus Cortina); Dan Cox

(Lotus Cortina). **FL** Godfrey 2m30.101s (64.56mph).

DEREK BELL TROPHY & CLASSIC F3 (10 LAPS)

1 Richard Evans (March-BDG 742); 2 Jeremy Smith (March-DFV 2-4-0) +3.784s; 3 Mark Dwyer (March-BMW 742); 4 David Shaw (Ralt-Toyota RT1); 5 Simon Jackson (Chevron-Toyota B43); 6 Jamie Brashaw (March-Toyota 793). **CW** Shaw; Frank Lyons (Eagle-Chevrolet FA74); Graham Kiddy (Dastle-Lotus t/c Mk10); John Rand (Lola-BDA T460); Richard Summers (Lola-Chevrolet T140). **FL** Evans 2m02.304s (79.23mph). **RACE 2 (9 LAPS)**

1 Evans; 2 Dwyer +23.043s; 3 Neil Glover (Lola-Chevrolet T330/332); 4 Tom Bradshaw (Argo-Toyota JM6); 5 Lyons; 6 Mike Hickson (Mallock Mk20). **CW** Glover; Bradshaw; Garry Diver (March-BDA 79B); Kiddy; Adam Simmonds (Lola-Chevrolet T142). **FL** Evans 1m41.859s (95.14mph). **HISTORIC FF2000 (10 LAPS)** 1 Russell Love (Reynard SF79); 2 Nelson Rowe (Reynard SF79) +0.462s; 3 David Wild (Reynard SF79); 4 John Hayes-Harlow (Royale RP30); 5 Dale Spruce (Reynard SF79); 6 Jeremy Main (Reynard SF79). **CW** Martyn Donn (Supernova BH3). **FL** Love 2m06.609s (76.54mph).



2CV 24 HOURS SNETTERTON 200, AUGUST 25-26

Belgians on top as RB squad scores hat-trick

THE 22ND RUNNING OF the 2CV 24 hours attracted a bumper grid of 39 cars to Snetterton's 200 layout, with the UK Championship teams bolstered by five modified European 2CVs and four Mini Grands.

Not even a torrential downpour in the early hours of Sunday morning, which flooded the track and halted the race for almost two hours, could deflect the dominant Belgian BNLL team from claiming outright victory, 13 laps clear of the Minis of 'Team Ted' and 'The Last Ever Works Team'.

But the main focus throughout was on the battle for UK series honours, where the RB Racing Team was bidding for an unprecedented

third consecutive win.

Their defence didn't get off to a great start when gear linkage and carburettor problems dropped them to 17th after three hours.

But after a fast and consistent run, they retook the lead of the UK 2CV contingent from TPS Tugzi as dusk faded to darkness.

Thereafter, the two teams traded lap times and the lead against the ebb and flow of pitstops as the clock wound down.

Going into the final hour, Alec Graham was at the wheel for RB, almost a minute clear of Tugzi's Sandro Proietti.

But with the ever-committed Proietti on a charge, and no shortage of fuel in his tank, the gap



BNLL's modified 2CV took glory

dwindled. In the final 10 laps, the inspired Proietti carved 39 seconds from his rival but it was not enough as Graham secured the hat-trick while his jubilant team-mates cheered him past the flag.

● Oliver Timson

RESULTS (636 LAPS) 1 BNLL/BNL2 (Dirk Vanerum/Boaz Mikulinski/Orran Mikulinski/Phillipe Simon) 2CV; 2 The Last Ever Works Team (Chris Morgan/Scott Kendall/Ben Seyfried/Peter Crewes) Mini Grand -13 laps; 3 Team Ted (Jonathan Lewis/Justin Cooper/Ian Curley/Jamie White) Mini Grand; 4 Rent

Boys Racing (Alec Graham/Meyrick Cox/Nick Paton) 2CV; 5 TPS Tugzi (Philip Myatt/Sandro Proietti/James Sutcliffe) 2CV; 6 Slarky Malarky (Steve Miles/Peter Trevet/Ian Slark/Neil Slark) Mini Grand.

Class winners The Last Ever Works Team; RB Racing. **Fastest lap** BNLL/BNL2 1m43.425s (69.06mph).



Chapman leads Newnam home

MAZDA MAX5 SNETTERTON 300, AUGUST 26-27

Revitalised Max5 series delivers great action

THE FIRST OF TWO cracking races for the Max5 series provided a four-way scrap for the lead, with poleman Paul Roddison heading series newcomer Justin Newnam and MX5 stalwart Jonathan Halliwell.

Chilcott grabbed second from Newnam on lap two, before a mistake through the infield shuffled him down the order. Undeterred, the MX5 Cup regular surged

back through the pack, picking off Chapman for second, before stealing round the outside of long-time leader Roddison at Agostini to claim victory.

Roddison briefly dropped behind Chapman before salvaging second with a last-lap move into Riches.

Any hopes Roddison had of re-asserting himself in race two and adding to his haul of eight wins this year disappeared on the

formation lap, when a defective wheel rim pitched him into the barriers at Riches as he warmed up his tyres.

"It's a good job it didn't happen at full speed!" he reflected.

When the real action started, Halliwell, Chapman and Newnam formed a three-car train at the front. But just as Halliwell started to look secure, Chapman and Newnam demoted him in successive laps.

A charging Newnam looked set to seal his double when he grabbed the lead at Nelson on the final lap, only for an ecstatic Chapman to dive inside him at Murrays and win by a whisker.

● Oliver Timson

RESULTS (BOTH 9 LAPS) RACE 1 1 Justin Newnam (Mk3); 2 Paul Roddison (Mk3) +0.427s; 3 David Chapman (Mk3); 4 Jonathan Halliwell (Mk3); 5 Robert Chilcott (Mk3); 6 Ian Loversidge (Mk3). **CW** Adam Read (Mk1). **FL** Chapman 2m21.418s (75.57mph).

RACE 2 1 Chapman; 2 Newnam +0.041s; 3 Halliwell; 4 Chilcott; 5 Jonathan Cryer (Mk3); 6 Jeremy Shipley (Mk3). **CW** Read. **FL** Chapman 2m21.381s (75.59mph).

CLUBMANS SNETTERTON 300, AUGUST 26-27

Clubmen share glory

THE CLUBMANS AND Classic Clubmans Cups combined for two keenly contested events.

Classic title rivals Mark Charteris and John Harrison dominated both, with polesitter Charteris leading all of the shortened opener.

Harrison turned the tables with a convincing win in the sequel, in which all eyes were on the fight for third between Jason Money and Alex Champkin, who took the place when they dived into Murray's on the penultimate lap.

● Oliver Timson

RESULTS (5 LAPS) 1 Mark Charteris (Mallock Mk20/21); 2 John Harrison (Mallock Mk21) +0.589s; 3 Spencer McCarthy (Mallock Mk20B); 4 Marcus Bicknell (Mallock EB Honda S2000); 5 Mike Evans (Rage); 6 Michell Hayward (Mallock MK27). **CW** Bicknell; Evans; Paul Marshall (Mallock Mk18B). **FL** Harrison 1m56.140s (92.02mph). **RACE 2 (9 LAPS) 1 Harrison;** 2 Charteris +3.804s; 3 Alex Champkin (Vision V84); 4 Jason Money (Mallock Mk26); 5 Barry Webb (Mallock Mk23B); 6 Peter Richings (Mallock Mk30PR). **CW** Champkin; Ian Crombie (Mallock Mk28B); Rodney Player (Mallock Mk20B). **FL** Bicknell 1m59.138s (89.71mph).



Harrison bounced back from his narrow race one defeat

NATIONAL RACES & RESULTS

BHC/500MRCI

GURSTON DOWN/KIRKISTOWN

BRITISH HILLCLIMB RESULTS

→ Run-off 1 Scott Moran

→ Run-off 2 Scott Moran

→ Points lead Trevor Willis



Johnston's Tigras starred at Kirkistown

REPORTS SPORTS EXTRA

BRITISH HILLCLIMB CHAMPIONSHIP GURSTON DOWN, AUGUST 19

Moran closes in with Gurston Down double

SCOTT MORAN DUG deep to qualify as final runner for each run-off then put in even more effort for a pair of wins.

He may only have moved himself three points closer to leader Trevor Willis, but is actually two ahead if dropped scores are taken into account.

Willis followed Moran home in the first run-off but was a place further back in the final scoring shoot-out of the day, with Wallace Menzies taking second behind Moran.

Menzies is rapidly getting to grips with what is effectively a new car, having been built around a brand new monoshock tub within the last two weeks, and now looks to be a big threat

to Willis and Moran.

Moran said: "I had to make sure that I got it right this weekend, and cannot afford any mistakes in any round until the end."

"Considering the rain on Saturday there was a lot of dust coming out of the track, there was not the usual grip".

Father Roger drove well but could not get ahead of Willis to assist his son.

Tom New began his career at Gurston and took a valuable third in the first stanza, but faded to seventh later as John Bradburn, Will Hall and Menzies took personal best Gurston times. Bradburn thus stays two points ahead of New in the championship table.

● Eddie Walder



Moran was back to his best at Gurston Down

ROUND 27 1 Scott Moran (3.5 Gould-NME GR61X) 26.20s; 2 Trevor Willis (3.2 OMS-Powertec 25) 26.64s; 3 Tom New (4.0 Gould-Judd GR55) 26.71s; 4 Roger Moran (3.5 Gould-NME GR61X) 26.80s; 5 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 26.87s; 6 John Bradburn (3.5 Gould-Cosworth HB GR55) 27.24s; 7 Will Hall (3.5 Force-Nissan WH) 27.34s; 8 Tony Wiltshire (2.5 Gould-Cosworth GR55) 27.66s; 9 Lee Adams (1.6 GWR Raptor Extreme) 27.70s; 10 Jos Goodyear (1.6 GWR Raptor Extreme) 27.83s; 11 Richard Spedding (1.6 Force-Suzuki PC) 28.79s; 12 Steve Owen (1.6 OMS-Suzuki 25) 29.72s.

ROUND 28 1 S Moran 26.11s BTD; 2 Menzies 26.33s; 3 Willis 26.75s; 4 Bradburn 26.80s; 5 R Moran 26.83s; 6 Hall 26.91s; 7 New 26.98s; 8 Goodyear 27.94s; 9 Adams 28.19s; 10 Wiltshire 28.25s; 11 Spedding 28.49s; 12 David Uren (1.6 Force-Suzuki PC) 28.50s.

Class winners Miles Horne (2.0 Peugeot

306) 39.75s; Peter Marsh (3.8t Nissan GTR) 35.39s; David Warburton (1.8 Caterham-Rover) 33.62s; Steve Butts (1.5t Lotus Elise) 35.61s; Graham Beale (2.0t Ginetta G33) 34.98s; Peter Turnbull (3.6 Porsche 911) 36.17s; James White (1.4 Mini Clubman 16v) 36.02s; Karl Stevens (2.0 Ford Escort Mk2) 35.52s; Roy Barker (2.3t Mitsubishi Evo 5) 33.46s; Adam Phelps (1.2 Aries Locost) 34.29s; Les Mutch (2.3 Dax-Rover Rush IRS) 31.92s; Fyrrh Crosse (1.6 Ensign LNF3) 32.70s; Keith Diggie (2.0 WEV HCS) 30.57s; Mike Manning (2.0t Ford-Cosworth Puma 4WD) 30.55s; Brodie Branch (0.6 Marengo 3) 31.85s; Gary Thomas (1.1 Force-Suzuki PT) 30.52s; Goodyear 27.66s record; Tim Davies (2.0 Pilbeam-Millington MP88) 29.27s; S Moran 26.44s.

POINTS 1 Willis, 239; 2 S Moran, 212; 3 R Moran, 179; 4 Goodyear, 168; 5 Menzies, 148; 6 Adams, 121; 7 Hall, 96; 8 Bradburn, 87; 9 New, 85; 10 Spedding, 54.

IN BRIEF



Newsome was mistake free in FVee

IRISH FORMULA VEE

Lee Newsome made no mistakes to take a dominant win at Kirkistown. Behind him, the action was as heavy as ever with old rivals Ray Moore and Dan Polley in the thick of it along with Ian Campbell, Kevin Grogan, David Kelly and Kevin O'Hara. All but O'Hara made it to the end.

FORD FIESTA

James Turkington added to his wins tally with a smooth drive to stay out of the clutches of a bunch of Andrews at Kirkistown. Andrew Blair took second place, ahead of Andrew McCullough and Andrew McShane. Apart from Turkington, the best non-Andrew was Glenn Campbell in fifth.

SALOONS/GT

The Traub family Honda Integra led across the line, but not before Barry Rabbitt mounted a spirited challenge with his blown Golf GTi at Kirkistown. Mike Johnston (Tigra) broke his own lap record during a fine battle with Connaire Finn's Ginetta in the GT split.

ROADSPORTS

Johnston's Tigra dominated both races at Kirkistown, leading the Crossles of Paul Conn (47S) and Bill Gowdy (9S). Alan Davidson took a brace in Class B ahead of a subdued Ryan Magennis.

GLOBAL GT LIGHTS

Ginetta Junior graduate Sean Doyle hardly put a wheel wrong to take a brace of wins at Kirkistown. Alan Byrne led the pursuers in race one, with son Jake in his mirrors. Race two provided more excitement, with Peter Drennan hounding Doyle all the way after Byrne Sr went off at Fishermans on lap one. Byrne Jr salvaged family honour with another third.

Doyle (left) worked for Globals double



NORTHERN IRISH FF1600 KIRKISTOWN, AUGUST 25

McCullough's two wins steal the title from Dunne

WITH FOUR DRIVERS IN with a chance of the title, the last two rounds of the championship were always going to be close.

Points leader Noel Dunne took pole, with closest rival Ivor McCullough alongside and third placed Jonny McMullan one row back.

Dunne got the drop on the rest at the start of race one, but it was McCullough who led as the points leader found himself back in the pack. As McCullough pulled away from a scrapping McMullan and Morgan Dempsey, Dunne had to settle for fourth.

The grid for race two was identical and McCullough made the break, but this time Dunne went with him

and for 14 laps they stayed together. McCullough held on to win and take the title by just three points.

● Richard Young

RESULTS (13 LAPS) 1 Ivor

McCullough (Van Diemen RFOO);

2 Jonathan McMullan (Mondiale M89S) +5.222s; 3 Morgan Dempsey

(Van Diemen DPO8); 4 Noel Dunne

(Van Diemen RFOO); 5 Adrian

Pollock (Van Diemen DPO9);

6 Paul McMorran (Crossle 32F).

CW McMullan; John Stewart

(Reynard FF83); McMorran.

FL Dunne 1m01.439s (88.59mph).

RACE 2 (14 LAPS) 1 I McCullough;

2 Dunne +0.422s; 3 McMullan;

4 Dempsey; 5 David McCullough

(Van Diemen RFOO); 6 Pollock.

CW McMullan; Stewart; Stephen

Mawhinney (Crossle 32F).

FL Dunne 1m01.342s (88.73mph).



Sheane survived the chaos to win

FORMULA SHEANE KIRKISTOWN, AUGUST 25

Sheane wins to Sheane

THE EXCITEMENT began early in the first of two races for the Rover-powered devices when a midfield kerfuffle at Colonial launched several cars skywards and stopped the race.

At the restart, Kevin Sheane departed at speed in the direction of the chequered flag while Brian Hearty and Robbie Allen disputed second, ahead of Clio Cup returnee David Dickenson. An impressive collection of nosecones at marshals' posts bore

witness to a number of close encounters.

It was Sheane again in race two, with Allen and Sean Hynes in pursuit this time. Hearty finished a wingless and lonely fourth.

● Richard Young

RESULTS (13 LAPS) 1 Kevin

Sheane; 2 Brian Hearty +7.562s;

3 Robbie Allen; 4 David Dickenson;

5 Sean Hynes; 6 Tim Swail.

FL Sheane 1m01.238s (88.88mph).

RACE 2 (14 LAPS) 1 Sheane; 2 Allen

+6.784s; 3 Hynes; 4 Hearty; 5 John

Linnane; 6 Eoin Crowley. **FL** Sheane

1m00.974s (89.27mph).



McCullough retained his FF1600 title



Skinner defeated the Lotus 7 challenge with his Marcos

MALLORY IN BRIEF



Woods took Focus to Tin Tops glory

TIN TOPS

Richard Woods (Ford Focus) took his first victory of 2012, taking the lead after Tony Hunter (Renault Clio) outbraked himself at the hairpin. Both Hunter and third man Nigel Tongue (Peugeot 306) were penalised for flag indiscretions, promoting Russell Hird's MG ZR to second until he was penalised for being out of position at the start.

JAGUAR SALOONS/XJS

The first race was a lot more entertaining than its lap chart suggested, with the gaps between the XJSs of eventual winner Patrick Doyle, Lawrence Coppock and Chris Palmer somewhat elastic amid traffic. It was the same top three in race two, while Kevin Doyle won the saloon element from the back.

DEUTSCHE MARQUE

Twenty years after his last visit to Mallory, David Whelan took victory in his Porsche 993, overcoming Graham Knight's Porsche 944 in the last five minutes of the race. Nick Starkey, sharing Kevin Maxted's BMW M3, grabbed second on the final lap.

CLASSIC TRIUMPH

Renault Clio Cup ace Josh Files lapped the field in his father's Triumph TR6, including the pair who were battling for second. Christopher Edwards' TR6 had the oomph, while Andy Vowell's Spitfire was more nimble, and the latter won the day.

FUTURE CLASSICS

Nicholas Olson scored a second successive victory in his Lotus Esprit, overcoming a one-minute time penalty imposed due to previous success. Aided when Alan Broad's rapid Porsche 944 retired, Olson chased down Adrian Clark's 928, which was damaged in a clash in traffic.

Olson won despite his pitstop penalty



SPECIAL SALOONS MALLORY PARK, AUGUST 26-27

Ronchetti beats iconic Vauxhalls

JOSS RONCHETTI claimed victory in the first of the CSCC Special Saloons races, despite starting several rows behind his correct grid position in his mighty Talbot Sunbeam Lotus. "I had half a spin at the hairpin on the warm-up lap," he admitted.

Joe Ward powered into the lead of the race in Baby Bertha, with the equally iconic Vauxhall Carlton of Pete Stevens chasing him around the first lap. Ronchetti had climbed back to seventh by the end of lap one, and went fourth at the hairpin on lap two, passing Ron

Harper's Triumph Spitfire.

The local businessman made up three places to lead by the end of lap four, passing Adrian Beer's MGB at Gerard's, Stevens on the run to the hairpin, and Ward's Vauxhall Firenza over the line.

Stevens and Ronchetti resumed their battle from the previous event at Castle Combe, but the Talbot remained ahead.

Ward and Beer enjoyed a fight for third, being the only others to complete the distance.

Climbing to fifth and sixth were two cars that had struggled in practice, the Mazda RX7 of Stacy



The Vauxhalls couldn't defeat Ronchetti

Vickers and the Modsports Lotus Elan of Paul Sibley.

It was the same top four in the second race, with Stevens unable to stretch the Carlton's legs enough to get ahead of Ronchetti on the run to the Esses.

● Ian Sowman

RESULTS (BOTH 19 LAPS)

1 Joss Ronchetti (Talbot Sunbeam Lotus); **2** Pete Stevens (Vauxhall

Carlton) +1.248s; **3** Joe Ward (Vauxhall Firenza); **4** Adrian Beer (MGB); **5** Stacy Vickers (Mazda RX7); **6** Paul Sibley (Lotus Elan).

Class winners Stevens; Sibley; Martin Baker (Hillman Imp); Robert Knox (Maguire Stiletto). **Fastest lap** Stevens 48.219s (100.78mph).

RACE 2 1 Ronchetti; **2** Stevens +0.939s; **3** Ward; **4** Beer; **5** Pat Thomas (Lotus Elan); **6** Sibley. **CW** Stevens; Sibley. **FL** Ronchetti 48.538s (100.12mph).

Walley came through to win



MAGNIFICENT SEVENS MALLORY PARK, AUGUST 26

Storming drive by Walley

THE CSCC'S PRACTICE of handicapping race winners in subsequent rounds certainly makes for entertaining racing, as David Walley demonstrated as he stormed from his pitlane start to victory.

Paul Caller led from pole in his Caterham CSR, with Anthony Bennett (R300) retrieving second from Keith Dunn's C400 at the hairpin in lap two.

Meanwhile Walley — with the Hayabusa-engined car of Andrew Griffiths chasing in his wake — was up to eighth place by lap four.

The Castle Combe winner's progress continued, and he drove around the outside of Pascal Green's

C400 to go fourth on lap 12.

Walley emerged second after the mandatory stops, but closed rapidly in the traffic and passed Caller into the Esses on lap 35.

Caller subsequently spun out of contention at Gerard's but held on to second with Bennett third.

● Ian Sowman

RESULTS (48 LAPS)

1 David Walley (Caterham CSR); **2** Paul Caller (CSR) +11.690s; **3** Anthony Bennett (R300); **4** Andrew Griffiths (Hayabusa); **5** Bill Hailstone (C400); **6** Pascal Green (C400). **CW** Griffiths; Green; Will Stephens (R400); Mark Roberts/Hugh Smith (Caterham 7); Gary Davison (Tiger). **FL** Walley 47.661s (101.96mph).

SWINGING SIXTIES MALLORY PARK, AUGUST 27

Austin Healey and Marcos men take wins

TIM CAIRNS EMERGED from the pitstops in the lead of the Swinging Sixties Group 1 race, with the father and son Mini pairing of Richard and Martin Wager having traded a 20s lead for a 40s deficit during the driver change, in part due to a penalty applied after their Castle Combe victory.

Having taken over the car from Martin, Richard did close the gap to Cairns, but not quickly enough.

Changing conditions in the Group 2 race made for a fascinating conclusion. Josh Sadler's Lotus 7 sprinted into the lead from row two, while Chris Edwards climbed up to second in his version, passing Richard Skinner's Marcos before the stops.

Gideon Hudson took over from Sadler just ahead of Edwards, but took his time to get to grips with the conditions and lost the lead. Skinner

split the 7s along Kirkby Straight with eight minutes to go, then grabbed the lead as Edwards scrabbled for grip. A second Marcos, of Ben Gough, then usurped the Lotuses late on.

● Ian Sowman

RESULTS - GROUP 1 (42 LAPS)

1 Tim Cairns (Austin Healey Sprite); **2** Martin Wager/Richard Wager (Mini Cooper S) +19.630s; **3** Roy Chamberlain (Triumph TR3); **4** Goran Nyberg (Volvo P1800S); **5** Andy Vowell (Triumph Spitfire); **6** Allan Ross-Jones (TR4). **CW** Chamberlain; Jon Crayston (Ford Anglia 105E). **FL** Wager/Wager 53.912s (90.14mph). **GROUP 2 (39 LAPS) 1** Richard Skinner (Marcos 1800); **2** Iain Daniels/Ben Gough (Marcos 3000) +0.545s; **3** Chris Edwards (Lotus 7); **4** Josh Sadler/Gideon Hudson (7); **5** Keith Files/Josh Files (TR6); **6** John Leslie (Reliant Sabre 6). **CW** Edwards; John Spiers (TVR Griffith); Norman Davidson-Kelly (Jaguar E-type). **FL** Sadler/Hudson 55.585s (87.43mph).



Eastwood topped Ferrari Open

PORSCHE CLUB CASTLE COMBE, AUGUST 27

Sumpter on top in Porsche duels

MARK SUMPTER AND Pete Morris continued where they left off at Oulton Park two weekends ago with another furious Porsche Club battle at Castle Combe on Bank Holiday Monday, with Sumpter coming out on top with two wins at the Wiltshire track.

Sumpter's 964 led away on a wet track in race one with the 996 of Morris, Ben Demetriou (Boxster) and Mark McAleer (996) in close order. Morris looked for a way past at Camp on lap two before the lead pair eased away from the rest, McAleer heading Demetriou

early on then losing ground.

Morris was eager to move ahead but Sumpter, a double winner in the series last season at Combe, had his every move covered. There was a brief shower part way through, but Sumpter was in control and held on to take the win, Morris falling away in the later laps.

Demetriou was a lonely third, with Mark Proctor (993) finally getting past Marcus Carniel's Boxster to take fourth as McAleer fell to sixth.

Race two was held in teeming rain, and followed the same script as the lead pair opened a gap on the rest. Trading fastest laps in the treacherous conditions, Morris' best chance to take the lead came when he got

inside Sumpter at Camp on lap five, only for the leader to sit it out alongside and get better traction.

Sumpter eased out a gap of a second by the flag, with Morris second and Proctor the best of the rest a long way back.

● Paul & Lucy Jurd

RESULTS (19 LAPS)

1 Mark Sumpter (964 C2); 2 Peter Morris (996 C2) +6.440s; 3 Ben Demetriou (Boxster S); 4 Mark Proctor (993 C2); 5 Marcus Carniel (Boxster S); 6 Mark McAleer (996 C2). **CW** Alex Eacock (968 CS).

FL Sumpter 1m19.018s (84.28mph).

RACE 2 (13 LAPS) 1 Sumpter;

2 Morris +1.138s; 3 Proctor; 4 John McCullagh (968 CS); 5 Carniel; 6 Richard Ellis (993 C2).

CW Eacock. **FL** Sumpter 1m34.099s (70.77mph).



Morris chased Sumpter in vain in wet and dry

COMBE SALOONS CASTLE COMBE, AUGUST 27

Prebble's dash to victory in saloon car thrash

TONY HUTCHINGS' Audi led the opening laps of the Castle Combe Saloons from William Di Claudio and Mark Funnell, but on the move was Class A points leader Adam Prebble.

Fifth on the grid after going off avoiding a spinning car in qualifying, the Rover driver made it into third by lap five. A lap later, Prebble went past the Audi through Camp only to lose out on the exit to Hutchings.

By now it was three at the front, Mark Wyatt having also fought his way up the order, and Bill Brockbank having spun.

On lap nine of 15, Prebble moved back ahead, passing

Hutchings with Wyatt right with them, the lead trio separated by less than a second.

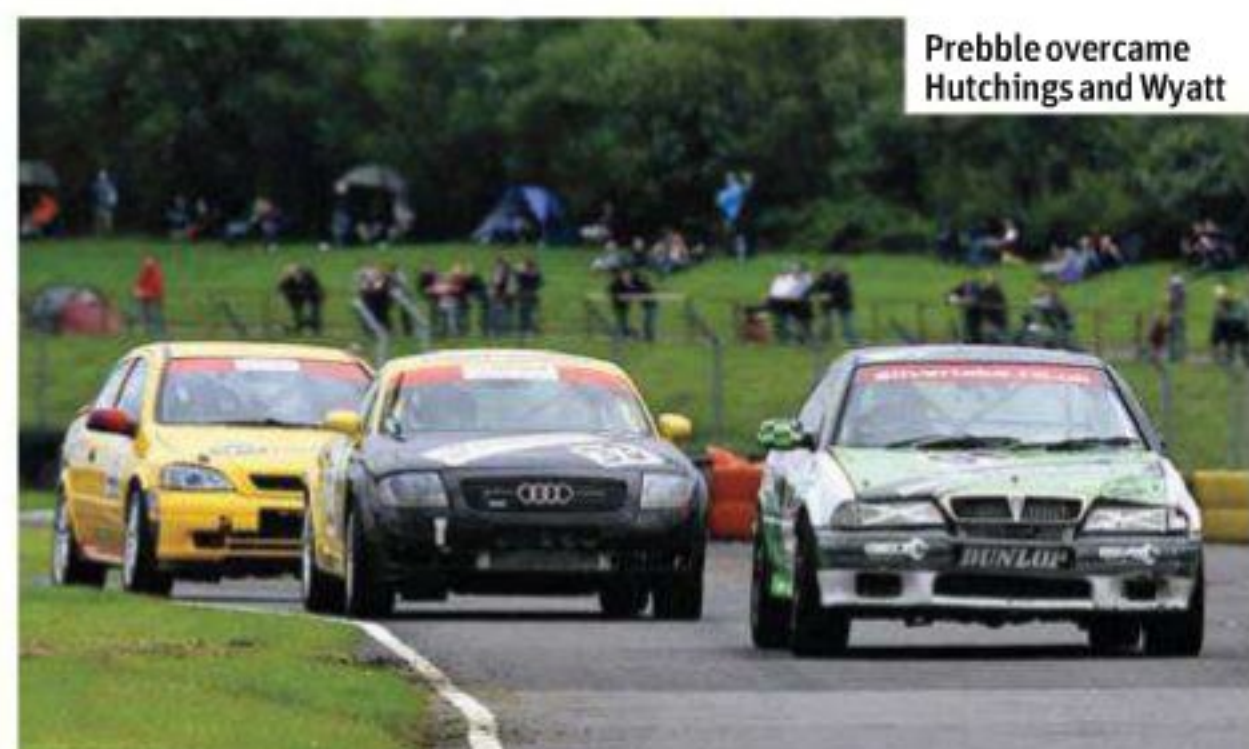
Prebble eased clear to take the win, with Hutchings clear of Wyatt.

Di Claudio was a long way back in fourth, but was a dominant class winner.

● Paul & Lucy Jurd

RESULTS (15 LAPS)

1 Adam Prebble (Rover 220 Turbo); 2 Tony Hutchings (Audi TT) +0.809s; 3 Mark Wyatt (Vauxhall Astra); 4 William Di Claudio (Peugeot 106 GTi); 5 Mark Funnell (Mini Cooper S); 6 Robert Ballard (SEAT Leon). **CW** Di Claudio; Charles Hyde-Andrews-Bird (Ford Fiesta); Chaz Ryles (MG ZR). **FL** Prebble 1m16.786s (86.73mph).



Prebble overcame Hutchings and Wyatt



Spencer won out in MGB GTV8 battle

THOROUGHbred SPORTSCAR AND BCV8 CASTLE COMBE, AUGUST 27

Spencer defeats Prior

IAN PRIOR HELD OFF poleman Rob Spencer through Folly and into Quarry to take an early Thoroughbred Sportscar lead on a wet track, with Russell McCarthy further demoting Prior's MGB to claim second.

Into backmarkers by lap four, the lead group set a rapid pace, McCarthy first to crack with a spin at half-distance.

Spencer then started to reel in Prior and his chance came on the penultimate lap as they encountered more backmarkers.

Spencer seized the

opportunity to make what proved the decisive move.

McCarthy then retired from third, James Wheeler's MGB Roadster thus completing the podium, albeit a lap down on the V8-powered frontrunners.

● Paul & Lucy Jurd

RESULTS (14 LAPS)

1 Rob Spencer (MGB GTV8); 2 Ian Prior (MGB GTV8) +0.821s; 3 James Wheeler (MGB Roadster); 4 Ben Rushworth (MGB Roadster); 5 Richard Evans (Marcos FIA); 6 Neil Fowler (MGB GTV8).

CW Prior; Wheeler; Rushworth; Evans; Terry Savory (MGB GT).

FL Prior 1m24.293s (79.01mph).

COMBE IN BRIEF



Hall gave his new car the perfect debut

COMBE FF1600

Rob Hall (Mygale SJ2000) led the most important part of a wet Formula Ford race – from the final corner to the finish. Hall dived inside leader Luke Cooper into Camp as the chequered flag came out early due to delays.

MORGAN CHALLENGE

Keith Ahlers dominated the large 28-car Morgan field, lapping everyone up to and including fourth place before the end of the 30-minute race, despite a safety car period. Richard Plant and Robin Pearce were the only runners left on the same lap as the experienced Ahlers.

FERRARI FORMULA CLASSIC

A soaking track and heavy rain greeted the field and it was James Cartwright who made the best of the conditions after poleman Nigel Jenkins spun on the opening lap. Jenkins recovered to second, clear of Peter Fisk after lapping as quickly as fellow 328 GTB driver Cartwright.

FERRARI OPEN

Gary Eastwood went past Paul Bailey's F458 as they started lap eight after pressuring the leader though the early stages. From then on Eastwood eased away in his F430 to win, the lead pair the class of the field.

COMBE SPORTS & GT

Gary Prebble used his Mitsubishi Evo's traction to lead at the start on a damp track before hitting tyre issues. Storming through was Simon Tilling's Radical, and he took over on lap four once Prebble lost pace to win from Norman Lackford.

Tilling's Radical took another victory





COME FOLLOW.. 

SENNAN FIELDING KNOCKHILL RACE REPORT

Race 1. After a tough wet qualifying session it was no surprise Race 1 was also wet with torrential rain and standing water. Starting from 3rd behind Woodhead, Sennan immediately put pressure on to get past and slotted into 2nd position on the last corner of the 1st lap as Robertson, making the most of clear visibility, opened up a 1.8 second lead. With lap times between the two only separated by less than 0.01sec it was impossible to catch the leader. Sennan commented that he was happy with 2nd and being able to match Robertson's lap time.



Race 2. Sennan started from P2 on Sunday in considerably better conditions. Following a clean start, Sennan exited the chicane only to be tapped from the back which spun him into on-coming traffic. Sennan re-joined the race in last place, with some brilliant overtaking he was able to get back to 5th position. Sennan commented that despite losing the lead for the Championship it is so close between the 3 top drivers he thinks it will go right down to the last round to decide who will be Champion.

For information on sponsoring Sennan Fielding, contact Dawn Fielding at dawnfielding1@talktalk.net

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BRITISH RALLYCROSS LYDDEN HILL, AUGUST 26-27

Doran calm at Mayhem

Doran dominated but finished in a meadow

LIAM DORAN WON

his own 'Mayhem' event at Lydden last Monday – the fourth of six rounds in this year's British Rallycross Championship.

Lydden's traditional August Bank Holiday weekend event was supplemented with drifting, BMX and FMX events and brought a good crowd through the gate.

Mayhem might well have been the theme, but chez Doran things were quiet and calm, unusually so in what has been a far from smooth year for Britain's top rallycrosser.

On home ground, and ranged against a BRC field that also contained a couple of Belgian visitors, Doran had a clear run at the event.

The qualifying heats brought race wins and fastest times, Doran winning pretty much as he pleased in an outing that not only restored confidence but allowed his team the chance to work on the Citroen DS3 away from the pressure of a European championship event.

Going into the final, Doran's closest challenger was his father, Pat. Gearbox problems had slowed Doran Sr in the second heat and he ended up with a 'pick-and-mix' set of ratios in his Citroen DS3 for the third heat and final.

Rising to the challenge, 'Dad Doran' chased his son through the first three laps of the final and, it has to be said, kept the boy honest. When the older of the lead

pair took the Joker, Doran Jr posted his fastest lap of the race and eased out his lead a little further so that when he took his Joker on the last lap he rejoined still ahead.

The race was as good as won, but with half a lap to run the right-front tyre of the lead car punctured. Doran Jr struggled through the Devil's Elbow, the next two right-handers less of a problem. With the chequer in sight, however, the car could not be persuaded to turn left at the chicane and plunged off the track into the meadow, where Doran passed the finishing line quite some way off the usual trajectory.

Series leader Julian Godfrey had an uneventful

run to third in his Fiesta, as Doran Sr cut two points off his advantage.

Steve Mundy's Focus was fourth, the field having lost Steve Harris and Colin Anson to engine problems and Andy Grant to a transmission failure.

The Supernational A final was taken by Ash Simpson, who went around the outside of fellow Lotus Exige driver Steve Cozens at Pits Bend before racing away for a clear win.

Cozens then nursed his misfiring car home fourth as Stuart Emery worked his Peugeot up to second, ahead of Paul Wakeling.

The Swift Sport Championship was not always very well behaved but delivered a largely

clean final. Tristan Ovenden made the early running but was passed by Chris Mullen, who had been in the hunt for the win all weekend.

The pack had split in two at the first corner, four taking the Joker lap early. Best of this bunch was Graham Rodemark who, as the race unwound and more of the lead group used the Joker, rose up the order. On the last lap he had Mullen in his sights, but the leader exited the Joker fractionally ahead and held on to win.

Kevin Hansen led the Junior final until the last lap, when title holder Aidan Hills and then James Ross both squeezed by the disappointed Swede.

● Tim Whittington



Stunts supplemented the traditional fare

A FINAL RESULTS (ALL 5 LAPS)

SUPERCAR 1 Liam Doran (Citroen DS3); 2 Pat Doran (Citroen DS3) +0.02s; 3 Julian Godfrey (Ford Fiesta VI); 4 Steve Mundy (Ford Focus); 5 Jos Jansen (Ford Focus III); 6 Gary Pusey (Subaru Impreza).

POINTS 1 Godfrey, 82; 2 P Doran, 78; 3 Ollie O'Donovan (Ford Focus); 4 Steve Hill (Mitsubishi Lancer E10); 4.2; 5 L Doran, 42; 6 Andy Grant (Ford Focus), 40.

SUPERNATIONAL 1 Ash Simpson (Lotus Exige); 2 Stuart Emery (Peugeot 206 turbo) +4.5s; 3 Paul Wakeling (MG ZS); 4 Steve Cozens (Lotus Exige); 5 Gary Dixon (Vauxhall Astra E GTE); 6 John

Wood (Toyota MR2).

SWIFT SPORT (all 1.6 Suzuki Swift) 1 Chris Mullen; 2 Graham Rodemark +0.6s; 3 Tristan Ovenden; 4 Darren Scott; 5 Tony Lynch; 6 David Binks.

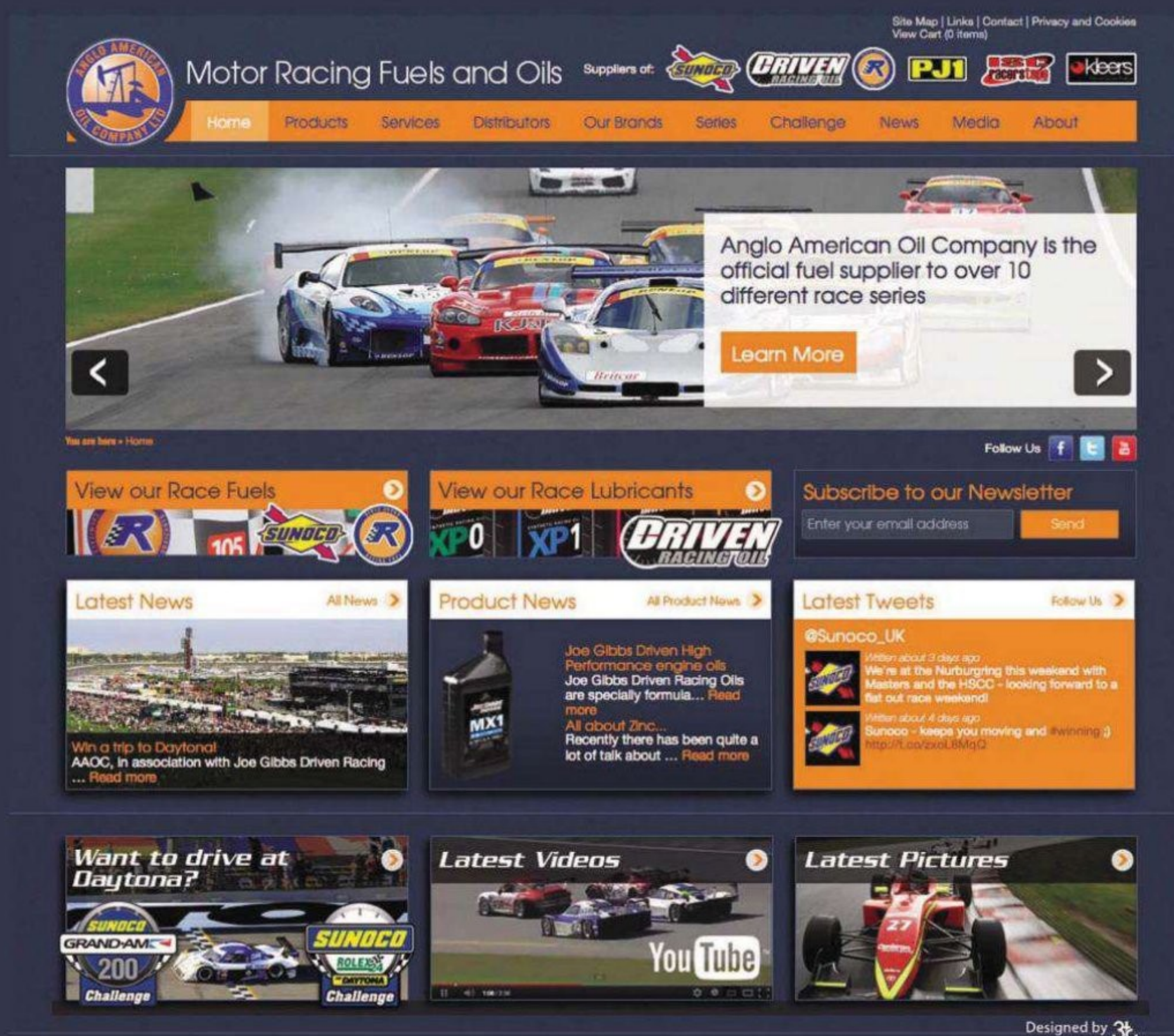
JUNIOR RALLYCROSS (all 1.3 Suzuki Swift) 1 Aidan Hills; 2 James Ross +0.1s; 3 Kevin Hansen; 4 Charlie Bean; 5 Matthew Thomas; no other finishers.
HOT HATCH 1 Tomasz Wielgosz (Peugeot 106); 2 Andrew Twomey (Citroen Saxo VTS) +1.3s; 3 John Lyne (Citroen Saxo VTS); 4 Martyn Peters (Citroen Saxo VTS); 5 Slawomir Woloch (Citroen Saxo VTS); 6 John Rook (Citroen Saxo VTS).

RX150 1 Marc Scott; 2 Brett Harris +0.5s; 3 Steve Hill; 4 Kevin Feeney; 5 Terry Dolphin; 6 Larry Sargent.

RETRO RALLYCROSS 1 Rob Gibson (MG Metro 6R4); 2 Ray Morgan (Ford Escort III rwd) +4.3s; 3 Barry Stewart (Porsche 930); 4 Ian Biagi (Mini); 5 Greg Kalinecki (Lancia Delta Integrale); no other finishers.

SUPER1600 1 Nick Priddy (Suzuki Swift); 2 Russell Simpson (Citroen C2) +1.7s; 3 David Ellis (Citroen Saxo); no other finishers.

New website!



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SPORTS EXTRA RESULTS ROUND-UP



Snetterton 300



Kirkistown



Mallory Park



Castle Combe

Anglia). **CW** Sherrard; Adams; Mark Aldridge (RAM D-type). **FL** Bennett 1m02.703s (77.50mph).

CASTLE COMBE CCRC, AUGUST 27

COMBE FF1600 (10 LAPS)

1 Rob Hall (Mygale SJ2000); 2 Luke Cooper (Swift SC10) +0.075s; 3 Nathan Ward (Spectrum Oilc); 4 Roger Orgee (Van Diemen RFOO); 5 Steven Jensen (Oilb); 6 Ben Norton (Oilb). **CW** James Raven (Swift SC95K); Glen Finn (VD RF89). **FL** Hall 1m27.118s (76.44mph).

MORGAN CHALLENGE (21 LAPS)

1 Keith Ahlers (Plus 8); 2 Richard Plant (4/4) +26.887s; 3 Robin Pearce (Plus 8); 4 Jeremy Knight (Plus 8); 5 Andy Green (Plus 8); 6 Roger Whiteside (Plus 8). **CW** Pearce; Simon Orebi Gann (Roadster Lightweight); Philip St Clair Tunstall (Plus 8); Tony Howard (Plus 8); Thomas Dailey (4/4 Sport Competition). **FL** Ahlers 1m13.466s (90.65mph).

FERRARI FORMULA CLASSIC (12 LAPS)

1 James Cartwright (328 GTB); 2 Nigel Jenkins (328 GTB) +30.691s; 3 Peter Fisk (328 GTB); 4 Tim Walker (328 GTB); 5 Wayne Marrs (328 GTB); 6 Richard Moseley (308 GTB). **CW** Walker; Moseley; David Hathaway (308 GT4). **FL** Cartwright 1m38.023s (67.94mph).

FERRARI OPEN (19 LAPS)

1 Gary Eastwood (458C); 2 Paul Bailey (458C) +6.437s; 3 David Tomlin (430C); 4 Toby Tarrant-Willis (430C); 5 Vance Kearney (F355C); 6 Nick Kaye (360). **CW** Tomlin; Kearney; Kaye. **FL** Bailey 1m19.162s (84.13mph).

COMBE SPORTS & GT (15 LAPS)

1 Simon Tilling (Radical SR3); 2 Norman Lackford (Radical Pro Sport) +16.774s; 3 Josh Smith (Radical PR6); 4 Mike Roberts (ADR); 5 Stephen Bracegirdle (Nemesis RME98); 6 Patrick Havill (Caterham Vauxhall). **CW** Havill. **FL** Tilling 1m05.445s (101.76mph).



Clark's Civic beat the Integras at Snetterton

(90.40mph) record.

ROADSPORTS (11 LAPS)

1 Mike Johnston (Vauxhall Tigra); 2 Paul Conn (Crossle 47S) +2.335s; 3 Bill Gowdy (Crossle 9S); 4 Alan Davidson (GMS Honda); 5 Ryan Magennis (GMS Honda); 6 Jack Boal (Locost Honda). **CW** Conn; Davidson; Ivor Greenwood (Ford Legend). **FL** Johnston 1m01.438s (88.59mph). **RACE 2 (8 LAPS)** **1 Johnston**; 2 Conn +2.944s; 3 Gowdy; 4 Davidson; 5 Magennis; 6 Jimmy Dougan (Locost Honda). **CW** Conn; Davidson; Greenwood. **FL** Johnston 1m01.620s (88.33mph).

GLOBAL GT LIGHTS (11 LAPS)

1 Sean Doyle; 2 Alan Byrne +7.069s; 3 Jake Byrne; 4 Paul Fitzpatrick; 5 Richard Finlay; 6 Ivor Miller. **FL** Fitzpatrick 1m03.340s (85.93mph). **RACE 2 (12 LAPS)** **1 Doyle**; 2 Peter Drennan +0.512s; 3 J Byrne; 4 Finlay; 5 Fitzpatrick; 6 Mark Braden. **FL** Doyle 1m03.186s (86.14mph).

MALLORY PARK CSCC, AUGUST 26-27

TIN TOPS (44 LAPS)

1 Richard Woods (Ford Focus); 2 Russell Hird (MG ZR) +46.976s; 3 James Payne/Tony Hunter (Renault Clio); 4 Nigel Tongue (Peugeot 306); 5 Tom Gannon/James Gatt (Honda Integra); 6 Danny Cassar/Garry Barlow (MG ZR). **CW** Hird; Kester Cook (Ford Fiesta); Ray Copeman/Christopher Copeman (Citroen Saxo); Ray Kershberg/Riki Christodoulou (MG Metro). **FL** Tongue 52.241s (93.02mph).

JAGUAR SALOONS/XJS (23 LAPS)

1 Patrick Doyle (XJS); 2 Lawrence Coppock (XJS) +1.736s; 3 Chris Palmer (XJS); 4 Paul Merrett (XJS); 5 James Ramm (XJS); 6 Roger Webster (XJS). **CW** Coppock; Gail Hill (XJ40); Ian Drage (XJS); Nicholas Dyson (XJ40). **FL** Palmer 54.627s (88.96mph). **RACE 2 (13 LAPS)** **1 P Doyle**; 2 Coppock +5.368s; 3 Palmer; 4 Ramm; 5 Webster; 6 Kevin Doyle (XJ6). **CW** Coppock; K Doyle; Drage; Dyson. **FL** P Doyle 54.632s (88.96mph).

DEUTSCHE MARQUE (44 LAPS)

1 David Whelan (Porsche 993); 2 Kevin Macted/Nick Starkey (BMW M3) +4.929s;

IRISH FORMULA VEE (15 LAPS)

1 Lee Newsome (Sheane FV93); 2 Ray Moore (Leystone JH004) +14.951s; 3 Dan Polley (Sheane FV00); 4 Ian Campbell (Sheane FV); 5 Kevin Grogan (Leystone JH002); 6 David Kelly (Sheane FV02). **FL** Newsome 1m05.395s (83.23mph).

FORD FIESTAS (13 LAPS)

1 James Turkington; 2 Andrew Blair +5.160s; 3 Andrew McCullough; 4 Andrew McShane; 5 Glenn Campbell; 6 Ryan Campbell. **FL** Turkington 1m17.773s (69.99mph).

SALOONS (16 LAPS)

1 Stephen Traub (Honda Integra); 2 Tony Traub (Integra) +1.617s; 3 Barry Rabbitt (VW Golf); 4 Gerard McVeigh (Mitsubishi Evo 8); 5 Greer Wray (Vauxhall Vectra); 6 Philip Shields (SEAT Supercopa). **CW** Aidan Vance (Honda Civic). **FL** T Traub 1m04.085s (84.93mph).

GT (16 LAPS)

1 Mike Johnston (Opel Tigra); 2 Connaire Finn (Ginetta G50) +0.874s; 3 David Beatty (G50); no other finishers. **FL** Johnston 1m00.211

SNETTERTON 300 BARC, AUGUST 26-27

HONDA V-TEC CHALLENGE (6 LAPS)

1 Michael Clark (Civic); 2 Robert Burkinshaw (Integra Type R) +0.924s; 3 Richard Voaden (Integra); 4 Stewart Hutchinson (Integra Type R); 5 Robert Williams (Civic Type R); 6 Andy Smith (Accord). **Class winners** Burkinshaw; Lee Bennett-Neal (Integra). **Fastest lap** Voaden 2m21.990s (75.27mph).

RACE 2 (7 LAPS)

1 Voaden; 2 Clark +0.396s; 3 Hutchinson; 4 Burkinshaw; 5 Williams; 6 Stuart King (Integra Type R). **CW** Burkinshaw; Bennett-Neal. **FL** Voaden 2m13.346s (80.15mph).

SPORTS 2000 (27 LAPS)

1 Wil Arif/Lee Mumford (Ray 2000); 2 Scott Guthrie (Van Diemen RFS 02) -1 lap; 3 Alaric Gordon/Bryan Mullarkey (Carbir CS2); 4 Mark Dunham/Ian Pearson (Ray 2000); 5 John Dean-Bowers (Tiga SC85); 6 Alan Cook (Mallock Mk23). **CW** Dunham/Pearson; Cook. **FL** Mumford 2m01.783s (87.76mph).



Cartwright topped Ferrari Classic at Combe



Patrick Doyle's XJS won both Jaguar thrashes at Mallory

FINAL DRIVE

LETTERS ■ GEAR ■ ON-TRACK ■ ON-SCREEN ■ PICS ■ TECH ■ ARCHIVE

YOUR SAY

What you think of the motorsport news of the past week



Wales already has Pembrey (pictured) and Anglesey

Is new track welcome in the Vale?

I'm sure the news of a new FIA-approved race circuit planned to begin construction in Ebbw Vale (August 23, p75) may sound like a brilliant prospect, but this is potentially problematic for Welsh motorsport.

This so-called 'Circuit of Wales' is bad news for both Anglesey and Pembrey. The planned £250 million investment would've been put to better use to create possibly two FIA-approved race circuits in Wales by redeveloping the two existing venues. I believe that what will result from this new track will be three circuits not making enough money in a struggling economic climate.

Ben Richards, Haverfordwest, Pembrokeshire

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. **NEWY: ENGINES TO DOMINATE FROM 2014**
2. **BUTTON: SET-UP BLIND ALLEY CAUSED SLUMP**
3. **BRAWN: F1 MUST NOT BECOME 'RANDOM'**
4. **NEW JERSEY GP PRESIDENT STEPS DOWN**
5. **RAIKKONEN 'CANNOT AFFORD TO LOSE GROUND'**

AUTOSPORT+

TOP STORY ONLINE

ON TRACK WITH THE GROUP C MONSTER

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com. Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

● Last week's Sports Extra In Brief news column incorrectly claimed a hillclimb Lotus Elan 50th anniversary celebration took place at Wiscombe Park. Chris Beadsmoore's spectacular roll pictured at that event was, of course, from Shelsley Walsh.

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

EDITORIAL CONTACT mail@autosport.com

I used to be against the

Formula 1 summer break, but now feel it's a great idea. Not only because the partners and families of F1 team members get to have some down-time with their loved ones, but all the F1 fans, including myself, get to do the same.

And with the teams coming back with their batteries charged, we should be in for an entertaining second half to the season.

It's a no-brainer really.
Duncan Sabiston
Didcot, Oxon

I can't be the only person

breathing a sustained sigh of relief that the Formula 1 season resumes this weekend.

I'm all in favour of the drivers and teams enjoying a bit of R&R, but this has been a long five weeks!

My boss doesn't allow me to have more than a fortnight off at a time, so the grand prix summer break does seem a tad excessive – after all, what's the off-season for?

Frances Stewart
London SE12

Many many thanks for the

excellent issue focusing on Group C sportscars (August 23). It made fantastic reading, with excellent articles and photographs.

A refreshing change, very well produced.

Dave Rooker
By email

I went to the WEC race at

Silverstone on Sunday with my disabled mate, and we were very disappointed with the new pits.

It's a long trek to get to the paddock area either from the old pit straight or Hangar Straight, and then the worst part is when you watch endurance racing it's great to spend a few hours opposite the pits watching the driver changes – you can't do this at Silverstone because of the poor design of the pitlane.

Can't wait for Spa next year.
Phil Smith
By email

THE LATEST GEAR

Desirable new releases for motor racing fans: books, DVDs, models, art and gifts



1:32 F1 WRIST RACERS

£24.99

autosport.com/shop

Well-known plastic and diecast model manufacturer Burago has come up with these novel 1:32-scale Race and Play wrist racers (with their own engine sounds) for young fans keen to begin their radio-controlled-racing careers.

Choose between a Ferrari or McLaren – no, get your dad to buy both so you can race him – then strap the steering wheel controller on your wrist and go for it.



ENCYCLOPEDIA OF F1

£25 (978 0 8573 3098 7)

autosport.com/shop

Former AUTOSPORT editor Bruce Jones's latest edition of his popular 'Complete Encyclopedia of Formula 1' tome brings the story up to date, with easy-to-follow narrative on the drivers, cars, teams, circuits and technology. It will appeal to fans just starting out on their thirst for knowledge and seasoned F1 devotees.



WORLD SPORTSCAR DVDs

£102.12 (12h45m)

dukevideo.com

We're still wallowing in Group C retro and if you recall fondly the glorious era of Porsche v Jaguar v Lancia v Mazda v Nissan v Toyota v Peugeot then relive those great races with this WSC DVD boxset. Each year (1983-1989) is available individually, at £14.99, and features classic footage and interviews.



GULF RUCKSACK

£55

gulf-continentalracing.com

This multi-compartment rucksack forms part of a new range of officially licensed Gulf gear. The iconic blue-and-orange colours of the oil giant now adorn luggage (holdalls, helmet bags and iPad covers), clothing (T-shirts and polo shirts) and accessories (keyrings, cufflinks and tie pins).

HOT ON THE WEB THIS WEEK

YOUTUBE: GERRY MARSHALL, SUPER SALOONS, OULTON PARK



SEARCH FOR: Gerry Marshall, Baby Bertha and team DTV (7:42)

Classic footage of the late, great Gerry Marshall stonking round Oulton Park in 1975 aboard the Bill Blydenstein-built V8 Vauxhall Firenza 'Baby Bertha' Super Saloon, complete with laconic commentary from the big man himself.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



Rockingham action includes youngsters from InterSteps

CADWELL PARK (MSVR)

September 1-2

Admission: £13 per day

Tel: 01507 343248

Clubbie action in Lincolnshire from the Radical Clubmans Cup, Project 8 Racing Saloons, Production BMW, Monoposto, Golf Gti and VAG Trophy.

DONINGTON PARK (750MC)

September 1-2

Admission: £15 per day

Tel: 01332 810048

The 750 Motor Club brings the BMW Compact Cup, MR2s, Formula 4, Formula Vee, Sports Specials, Locost, RGB, Stock Hatch, Classic Stock Hatch, SAXMAX, Bike-Sports, MR2 Super GT, SR and GT two-driver race and 750 Formula to Donington.

OULTON PARK (BRSCC)

September 1

Admission: £13

Tel: 01829 760301

Oulton Park hosts a one-day meeting for the Formula Ford 1600 Northern Championship, Alfa Romeos, 500cc Formula 3, Formula Jedi and the BRSCC OSS Championship.

ROCKINGHAM (BARC)

September 1-2

Admission: £15 per day (in advance)

Tel: 01536 500500

Pickups, InterSteps, Production Touring Cars, BMW Championship, Classic Formula Ford 1600 and 2000 and Crossle 9S Challenge.

SNETTERTON (BRSCC)

September 1-2

Admission: £13 (per day)

Tel: 01953 887303

A busy two-day meeting includes plenty of Caterham action from the Superlight R300s, Roadsports, Tracksports, Supersports and Academy, plus more sportscars in the TVR Challenge. Saloon fun comes from Mighty Minis, Super Mighty Minis, Ford Fiestas and Ford Fiesta Juniors.

PRESCOTT (HILLCLIMB)

September 1-2

Admission: £12 (Saturday), £15 (Sunday)

top12runoff.co.uk

The British Hillclimb series moves to Gloucestershire, with Scott Moran in charge.

FORMULA 1 WORLD CHAMPIONSHIP

Rd 12/20

Spa-Francorchamps, Belgium

September 2

formula1.com

F1 returns from its summer holidays with Fernando Alonso determined to cling onto his points lead. His Ferrari might not be the fastest car out there, but he's been by far the most consistent. Michael Schumacher will start his 300th GP, while Kimi Raikkonen returns to the track where he's won four times.

GP2

Rd 10/12

Spa-Francorchamps, Belgium

September 1-2

gp2series.com

GP3

Rd 7/8

Spa-Francorchamps, Belgium

September 1-2

gp3series.com

PORSCHE SUPERCUP

Rd 10/11

Spa-Francorchamps, Belgium

September 2

porsche.com

INDYCAR SERIES

Rd 14/15

Baltimore, Maryland, USA

September 2

indycar.com

AMERICAN LE MANS SERIES

Rd 8/10

Baltimore, Maryland, USA

September 1

alms.com

INDY LIGHTS

Rd 11/12

Baltimore, Maryland, USA

September 2

indycar.com

NASCAR SPRINT CUP

Rd 25/36

Atlanta, Georgia, USA

September 2

nascar.com

FIA WORLD GT1

Rd 7/9

Moscow Raceway, Russia

September 1-2

gt1world.com

IRC

Rd 9/13

Rally Zlin, Czech Republic

August 31-September 2

ircseries.com



Can Alonso retain his points lead as the F1 circus returns to Spa?

Television

THURSDAY AUGUST 30

1415-1545 **ESPN**

FR3.5: Silverstone repeat

1400-1445 **Sky Sports F1 LIVE**

F1: Spa Drivers' Press Conference

FRIDAY AUGUST 31

0845-1050 **Sky Sports F1 LIVE**

Formula 1: Spa Free Practice 1

0855-1035 **BBC Red Button LIVE**

Formula 1: Spa Free Practice 1

1050-1130 **Sky Sports F1 LIVE**

GP2: Spa Free Practice

1245-1450 **Sky Sports F1 LIVE**

Formula 1: Spa Free Practice 2

1255-1435 **BBC Red Button LIVE**

Formula 1: Spa Free Practice 2

1450-1540 **Sky Sports F1 LIVE**

GP2: Spa Qualifying

2005-2100 **Sky Sports F1**

The F1 Show

SATURDAY SEPTEMBER 1

0830-1000 **ESPN LIVE**

FIA GT1: Moscow Qualifying

0840-0920 **Sky Sports F1 LIVE**

GP3: Spa Qualifying

0945-1115 **Sky Sports F1 LIVE**

Formula 1: Spa Free Practice 3

0955-1135 **BBC Red Button LIVE**

Formula 1: Spa Free Practice 3

1100-1200 **British Eurosport**

WEC: Silverstone highlights

1135-1340 **Motors TV**

NASCAR Nationwide: Bristol highlights

1200-1435 **Sky Sports F1 LIVE**

Formula 1: Spa Qualifying

1210-1430 **BBC1 LIVE**

Formula 1: Spa Qualifying

1435-1600 **Sky Sports F1 LIVE**

GP2: Spa Race 1

1500-1630 **ITV4**

BTCC: Knockhill highlights

1615-1705 **Sky Sports F1 LIVE**

GP3: Spa Race 1

1630-1700 **ITV4**

DTM: Zandvoort highlights

1845-2120 **Motors TV LIVE**

ALMS: Baltimore

SUNDAY SEPTEMBER 2

0820-0910 **Sky Sports F1 LIVE**

GP3: Spa Race 2

0925-1030 **Sky Sports F1 LIVE**

GP2: Spa Race 2

1045-1130 **British Eurosport LIVE**

Porsche Supercup: Spa Race

1100-1615 **Sky Sports F1 LIVE**

Formula 1: Belgian GP

1210-1515 **BBC1 LIVE**

Formula 1: Belgian GP

1600-1905 **Motors TV**

NASCAR Nationwide: Atlanta

1930-2200 **Sky Sports Red Button**

IndyCar Series: Baltimore

2330-0500 **Premier Sports LIVE**

NASCAR Sprint Cup: Atlanta Race

0100-0300 **Sky Sports 2**

IndyCar Series: Baltimore

0130-0300 **ESPN**

FIA World GT1: Moscow Race

MONDAY SEPTEMBER 3

1000-1200 **Sky Sports 2**

IndyCar Series: Baltimore

1340-1550 **Motors TV**

V8 Supercars: Eastern Creek

2100-2200 **Sky Sports 4**

NASCAR Cup: Atlanta highlights

Online

AUTOSPORT+

Coming up in our premium web content this week

With sun or black clouds, the Ardennes race never disappoints



F1 RETURNS: BELGIAN GP COVERAGE

After the summer break, the F1 season gets underway again at the fabulous Spa circuit. As ever, AUTOSPORT will be there to cover events as they unfold, as Mark Hughes, Jonathan Noble and Edd Straw follow the action.

ANDRETTI AND INDY'S FUTURE

Having been a successful driver and team boss, Michael Andretti speaks of his latest efforts to help IndyCar.



SOLBERG'S LATEST WRC NIGHTMARE

In his regular AUTOSPORT column, Petter Solberg looks back at Germany.



REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

When will the flag fall on dull tech commentary for cars?



IT'S A NIGHTMARE scenario.

You're at a party with people you barely know. A man, it's always a man, latches on to you. Devoid of any shared history, he asks what car you drive. Regardless of the answer he follows up: "So what does that do to the gallon?" "Who cares?" is the only acceptable answer. I put £20's worth in, and when I need some more, I put in another £20. And when was the last time petrol was sold in that quantity in the UK? [It was 1995 – ed]

Is there anything more tedious than talking about fuel consumption? Yes, it

appears there is. Racing commentators talking about fuel consumption.

With F1 on a break even French trade unionists would find excessive, I watched Motors' exhaustive coverage of the WEC 6-hour race from Silverstone. What should have been an interesting battle between Toyota and Audi was rendered a snore by the commentary team droning on about the fuel consumption of the cars.

Here's a thing. Reading out lists of numbers doesn't work without a visual graphic. Especially when simultaneously comparing

stint lengths, fuel levels and consumption rates.

Of course endurance racing is complicated, I get that. But complicated doesn't have to mean dull.

BBC4's fabulous documentary *Jet: when Britain ruled the skies* did a fine job of presenting technical, scientific material in a brilliantly engaging way, sewing together some amazing footage of planes in action.

Obviously when you're dealt a hand that contains the Vulcan bomber and Lightning fighter it's hard to go wrong. But as an exercise in breathing life into one of the most exciting times in the development of the jet plane, it was superb.

I can only hope in years to come this exciting era of hybrid racers is afforded the same respect.

Revved Up

"With F1 on a break which even French trade unionists would find excessive, I watched the Silverstone 6 Hours"

THE WEEK IN PICTURES

Our lensmen pounding the beat, from Tennessee to Northamptonshire, via Holland and Scotland

THE SUN GOES DOWN AND IT'S TIME TO RUMBLE
Bristol's bullring is unlike any other oval on the NASCAR schedule for atmosphere at its annual night-race spectacular

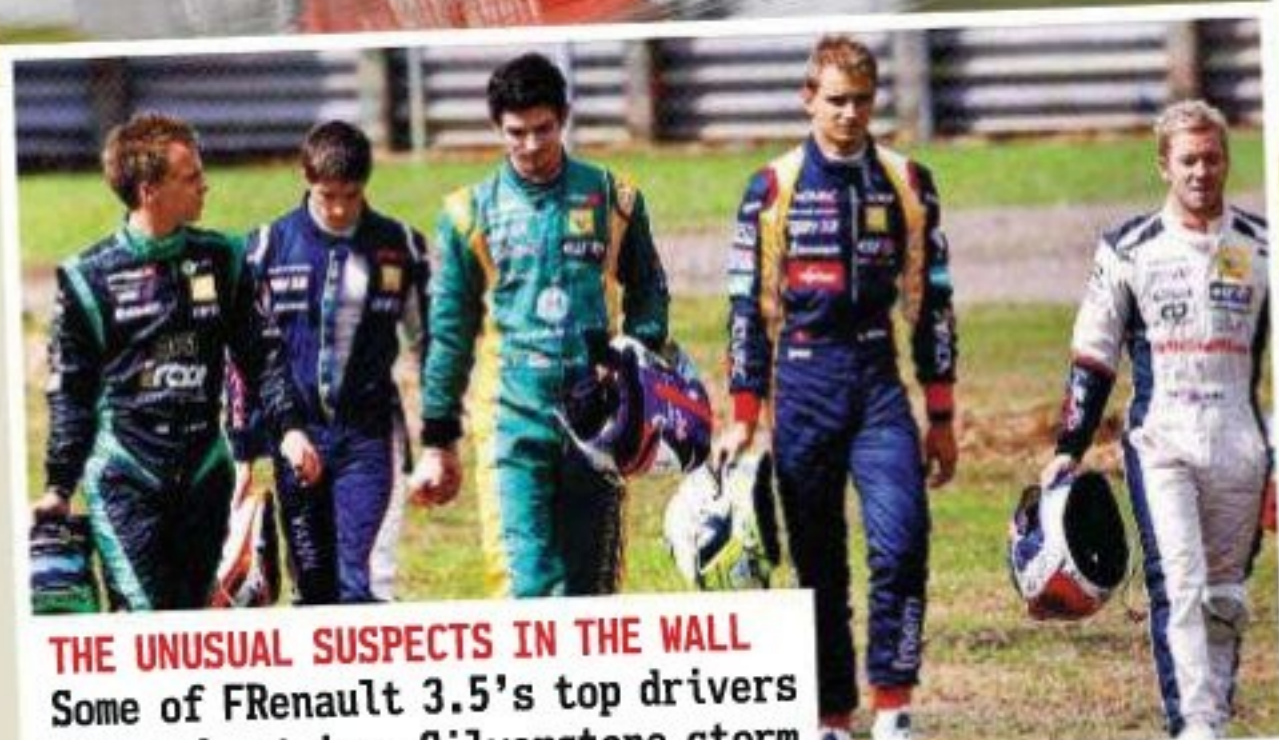


NO TIME TO REFLECT ON THINGS FOR EDO
Edoardo Mortara scored his second DTM win of the year at Zandvoort



CLELAND ROLLS BACK THE YEARS
Vauxhall star John Cleland was reunited with his Cavalier at Knockhill as part of a brilliant on-track Super Tourer display

THE UNUSUAL SUSPECTS IN THE WALL
Some of Renault 3.5's top drivers crashed out in a Silverstone storm



PICS: XPB/LAT; KINRADE; EBREV/LAT

NEXT WEEK

BELGIAN GP REPORT ALL THE ACTION FROM A TRUE CLASSIC ON THE CALENDAR **DON'T MISS IT!**

FROM THE ARCHIVE

Michael Schumacher makes his Formula 1 debut for Jordan at Spa, 1991



"You couldn't say his was a unique talent. But by lap four of qualifying, he was flat through Eau Rouge"

GARY ANDERSON

Schu impressed enough at Spa to join Benetton

MICHAEL SCHUMACHER WILL COMPLETE A NEAT statistical sequence when he competes in his 300th grand prix this weekend at Spa-Francorchamps, the circuit on which he made his Formula 1 debut with Jordan and at which he also scored his first GP win.

Despite failing to complete a lap of the race, his pace was such that by the next round he had moved to the Benetton squad. Within 18 F1 races he had won one, too.

Then-Jordan technical director Gary Anderson was among those at the team keen to hand Schumacher a chance, rather than take on another like Stefan Johansson or Damon Hill. Avoiding the trap of historical revisionism, he cautions though that talk of the German being destined for greatness then was too premature – even if he was impressive from the outset.

"It is always difficult to get a really good judgement on a driver, particularly in Michael's case as he was with us for such a short window," Anderson reflects. "We only had a fleeting impression.

"You knew that he was good, of course. The one habit in particular which stood out was his ability through the chicanes. He was able to pick his spot earlier than others, turn in earlier, be much tighter and therefore much faster.

"He pre-empted what would happen better than others, better than our regulars, even in his first test. That was one of the main things which stood out, straight from the off.

"You couldn't say his was a unique talent though, not back then. Rubens Barrichello, for example, was very good, and matched up to our early impressions of Schumacher – he too was very quick, talented, efficient.

"Alex Zanardi also stood out. He was just as talented; he was a rocket ship, always right on it. He qualified as well as Schumacher at Spa too. His level was very, very high.

"Schumacher got the break though – not just with Gachot being jailed and us needing a replacement, but then with Benetton. If you compared him and Zanardi in their early stages, there wasn't much to separate them, except that Alex didn't have the people around him, the backing, that Michael did.

"That shouldn't take anything away from Michael, though. That weekend at Spa we didn't take Eau Rouge flat on the Friday – it was the corner back then – but both Michael and Andrea de Cesaris said it was possible.

"Come lap four on Saturday, Michael was flat; Andrea wasn't until the final qualifying lap. It all seemed to click, and a script you couldn't make up started being written."

THIS WEEK IN...

45TH BIRTHDAY SPECIAL!
AUTOSPORT
BRITAIN'S MOTOR SPORTING WEEKLY



AUGUST 24 1995

AUTOSPORT CELEBRATED ITS 45TH

anniversary with a magazine special this week in 1995, with Damon Hill the centrepiece of celebrations following his superb victory in Hungary, where he lapped everyone but team-mate David Coulthard.

Across the pond Andre Ribeiro and Honda also had plenty to cheer as they shared a first IndyCar victory at New Hampshire.

Honda had already threatened a breakthrough at Indianapolis and Michigan, but it was Ribeiro who finally got it across the line in first. The Brazilian rookie had qualified on pole and led the most laps, but midway through had to fight back after losing the lead to Michael Andretti. Once through he was in a class of his own, pulling away relentlessly to eventually win by half a lap.



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CHRISTIAN DANNER

■ Grand Prix de Pau ■ May 27, 1985 ■ March 85B-Cosworth ■ Maiden single-seater win sets up title success



Danner guides the BSA March to Pau victory

I DON'T THINK I CAN SINGLE out a race of my life, it's just so difficult to choose. But choosing one of my favourites? Well, one that stands out is my victory in the Pau Formula 3000 race, the very first single-seater race I won.

Frankly, my career until then was interesting, if we can say that. I had no clue about single-seater racing when I started with the works March team. I don't want to call myself hopeless, as I scored points in my first year, but I wasn't good enough. In my second year I improved a lot and was already good enough to be winning, and one of the races I should have won was Pau, but my engine blew and I was forced to retire.

In the next two years victory was impossible, basically because the Honda engines in the Ralts and Spirits were so strong. We just couldn't beat them, and it wasn't until the start of year five [when F2 had been replaced by F3000] that I had a decent package again.

Pau was the fifth round of the season, and I already had a very special love affair with the track – it was the first street circuit I raced on and I was just blown away by it.

"Everyone said you cannot overtake at Pau, especially at the hairpin at the top of the park – it's really narrow, first gear. I just decided to do things people said you couldn't and I just overtook people"

I regarded it as so exceptionally difficult, and I thoroughly loved it. I still believe that of all the street tracks I have raced on, Pau was the most difficult – and second only to the Nordschleife overall.

Bob Sparshott had our team, BS Automotive, running superbly,

and it was one of those wonderful times when you loved the car and the track, and it all came together... except it didn't in qualifying, as I just couldn't get a lap. There were two sessions and the second was wet, and I was the only driver to improve – which shows how

bad first qualifying went.

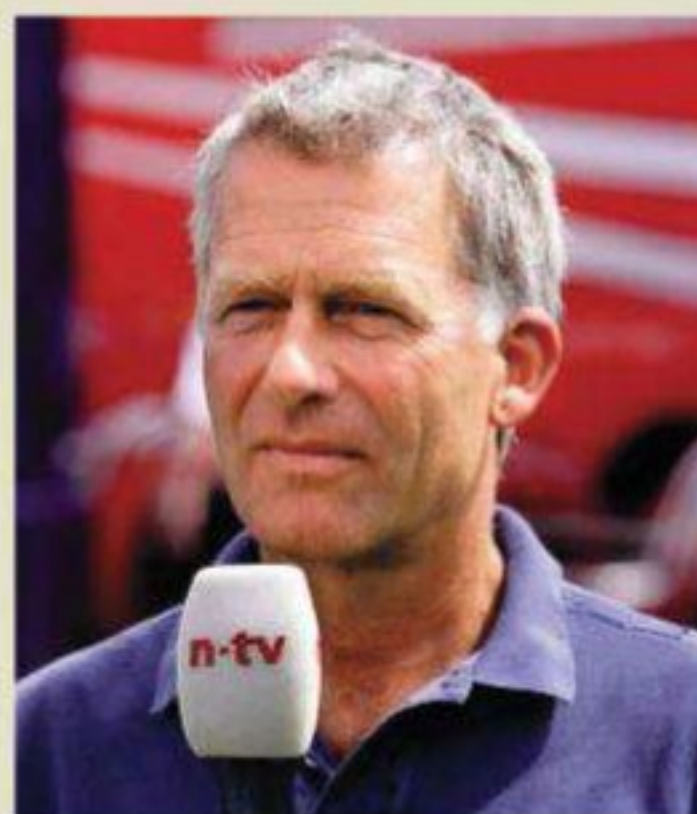
I ended up 10th, so come race day I just said 'fuck it! Everyone tells me you cannot overtake at Pau, especially not at the hairpin at the top of the park – it's really narrow, first gear. I just decided to do things people said you couldn't. I gave it a go and just overtook people, most at the hairpin. It was wonderful. Everyone said you couldn't overtake there... I could.

I was totally in control of the race even before I was in the lead, because I was lapping a lot quicker. In fact I was so much quicker that I just knew I was going to win – and it's very rare in your career you get that feeling.

It was the start of my winning streak in F3000, and honestly you cannot believe the relief. It was a massive pleasure to hand Bob, a race mechanic with Jim Clark and Team Lotus, the victory. I also called Ralf Bellamy, the designer of the car, and for the first time in my life he was quiet! It was those moments that make it worth calling at least one of the races of my life. ☺

Christian Danner was talking to Sam Tremayne

IN PROFILE



GERMAN CHRISTIAN DANNER WAS a relative rookie when he first raced in Formula 2 in 1981, but within six years he had graduated to F1, winning the '85 F3000 title in a March along the way. He scored points with Osella in '86 and Rial in '89, finishing fourth in the US GP on the streets of Phoenix in what was his final year in F1. He went on to win in the DTM and at the Spa 24 Hours, as well as competing sporadically in Champ Cars. Now 54, he commentates on F1 for RTL.



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Watch us at the Barum Czech Rally Zlín – Czech Republic: 31 Aug – 02 Sept 2012



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