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GERMAN GP
ANALYSIS**

The best
Hungarian
GP preview
P14



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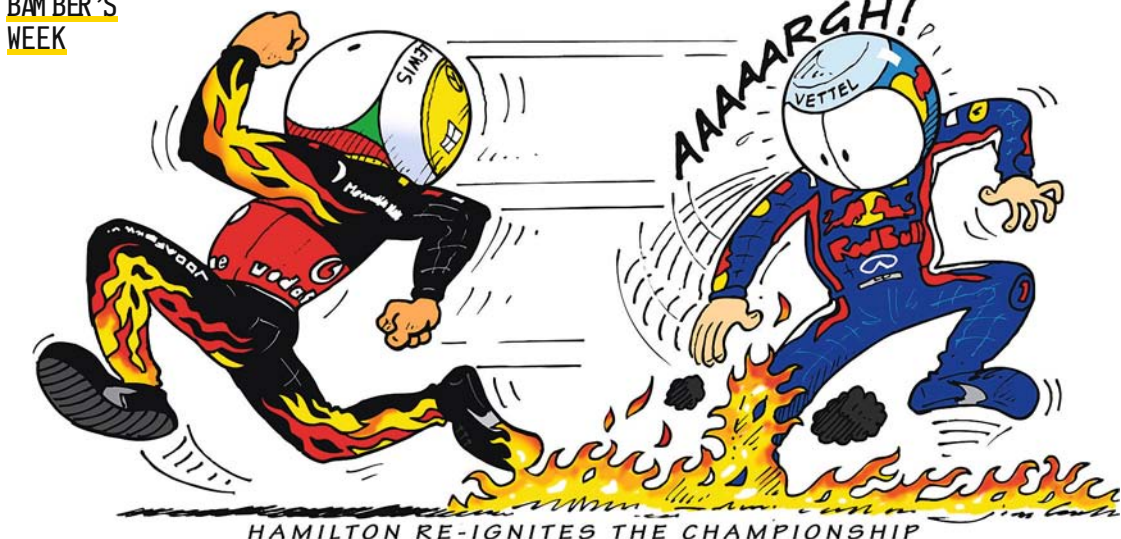
little doubt in my mind that Lewis Hamilton is pound for pound the best racer in Formula 1. Last Sunday at the Nurburgring he demonstrated that again, with a couple of stunning passing manoeuvres that cemented his victory in the German Grand Prix.

Whether it was down the inside of Mark Webber, or around the outside of Fernando Alonso, his fearless style – that same style that often gets him into bother with the stewards – never fails to get you on the edge of your seat.

This weekend presents him with another opportunity to shine, but he'll need to summon all his guile to beat a Red Bull around the Hungaroring, with its McLaren-punishing sequence of long-drawn-out corners. The temperature is likely to be much higher too so, unless the Red Bulls start munching their rear tyres, Hamilton's going to have his work cut out.

But if it was too easy (like a DRS pass, for example) it would be boring. Wouldn't it, Lewis?

Charles Bradley, editor

BAMBER'S WEEK



F1

Back to the future for Mercedes-Benz

Mercedes F1 team-mates Michael Schumacher and Nico Rosberg were treated to a go in the three-pointed star's W196 racers of the mid-1950s during the German GP weekend at the Nurburgring. Schuey tried the 'streamliner' used by Juan Manuel Fangio in '54, while Rosberg sampled the sister, open-wheeled beauty pedalled by Stirling Moss in '55. German GP report, p32.



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Red Bull's weaknesses exposed

Tyre degradation and compromised race set-ups for the world champion team are playing into rivals' hands. By EDD STRAW

Red Bull's defeat in last weekend's German Grand Prix has exposed the team's weaknesses, giving hope to rival teams McLaren and Ferrari for the remainder of the season.

Although Red Bull topped qualifying, with Mark Webber taking its 11th consecutive pole position, the Australian lost out to both Lewis Hamilton and Fernando Alonso in the race.

WEAR IN LIES THE PROBLEM?

Tyre degradation is a concern. At the Nurburgring, Webber struggled to unleash the speed

he needed at the end of stints, which allowed both Hamilton and Alonso to jump him at the second stops.

"I led the grand prix, so we had the chance to pull away," said Webber. "We did a good job in certain parts, but in the end we weren't quick enough to get the gap. I had to take a bit too much from the tyres to try to get the gap. It was not good for us around the stops and they always had the chess pieces a little bit stronger than us."

Red Bull will remain a leading contender for victory throughout the rest of the season, with the exception of the high-speed tracks

at Monza and possibly Spa. But the way the German Grand Prix panned out showed its vulnerabilities.

While Red Bull, which excels in medium-speed corners, is expected to be back on form at the Hungaroring, it is facing a tough fight elsewhere (see sidebar).

"We did a good job, but in the end we weren't quick enough to get the gap"

Mark Webber

HIGH-SPEED PROBLEM

One of the reasons for Red Bull's dominance is its effectiveness in getting the Pirelli rubber working quickly. However, this means that it works the tyres harder in the fast corners in particular.

Red Bull was under pressure in the races at Barcelona, Silverstone and the Nurburgring, all of which put relatively heavy lateral loading on the tyres. If this pattern continues, it could also be under pressure at another of its traditional strongholds, Suzuka, which is

likely to be hard on tyres.

This weakness is exacerbated by Ferrari's performance in high-speed corners. Sources at the Scuderia indicate that the Italian team believes it now eclipses Red Bull in this area without working the tyres so hard over long stints. However, Ferrari is still at a grip disadvantage to Red Bull in second- and third-gear corners.

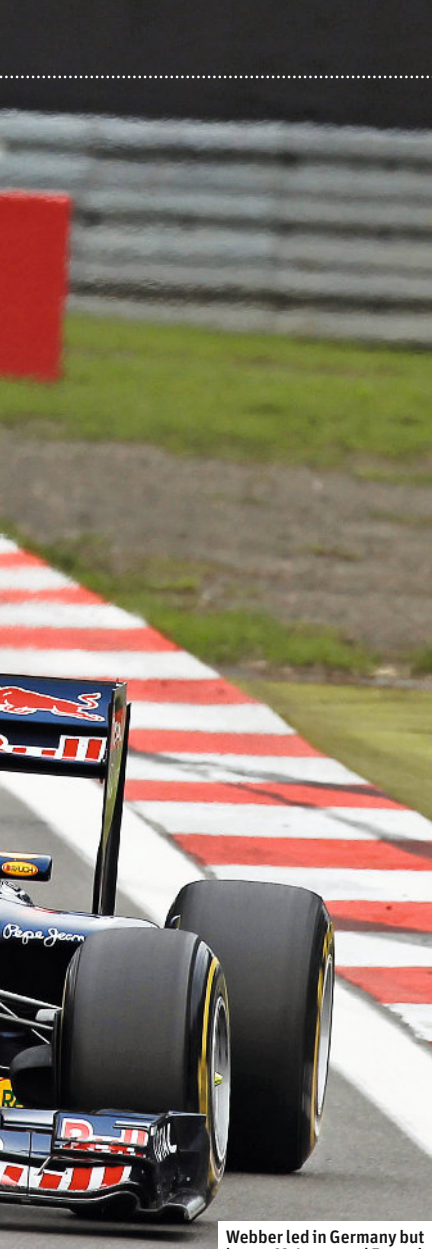
AERO ISSUE DRAGS ON

Throughout much of the season, Red Bull has optimised its gear ratios and set-up based on the assumption that it will be in the lead. Provided its cars are more than one second ahead, and therefore out of range of pursuers with the DRS activated, this trade-off of top speed in favour of overall laptime, which pays dividends in qualifying, is a logical one. However if, as in Germany, its cars are not able to pull away, this philosophy could have to change in future races.

Speed-trap figures also suggest that the car is perhaps a little more susceptible to drag than those around it. The Red Bulls have



Hamilton outfoxed Alonso and Webber



Webber led in Germany but lost to McLaren and Ferrari

consistently lagged behind the works Renaults on trap figures this year – by 5km/h in the main speed trap at the Nurburgring for example.

If Red Bull needs to unlock more top speed in races to allow it to defend position, and make more passing moves, this could compromise its qualifying pace.

As the car is already taking too much out of the Pirelli tyres on faster circuits, this could mean the team would benefit from improving aero efficiency over chasing downforce gains.

Team principal Christian Horner admitted that the performance of Hamilton and Alonso was a warning shot. But he is convinced that Red Bull is the only team capable of running consistently at the front.

“There is a lot to learn from today,” Horner told AUTOSPORT. “Both Ferrari and McLaren have been competitive to varying extents over the past few races but what seems to be consistent is Red Bull’s performance. We will look to build on that in the coming races.”

P32 GERMAN GP REPORT

BEST SECTOR TIMES

The three sectors of the lap at the Nurburgring revealed some key signs in the battle for performance between Red Bull, Ferrari and McLaren. Sector 1 is tight and twisty, sector 2 features several medium-speed corners, while sector 3 is dominated by straightline speed, interrupted by the chicane.

SECTOR 1		SECTOR 2	
McLAREN	29.713s	RED BULL	36.883s
RED BULL	29.913s	FERRARI	37.167s
FERRARI	29.934s	McLAREN	37.257s

SECTOR 3		TOP SPEED	
McLAREN	23.164s	FERRARI	191.630mph
RED BULL	23.222s	McLAREN	189.393mph
FERRARI	23.341s	RED BULL	186.226mph

Predicting Red Bull’s progress

Based on Red Bull’s difficulties at the Nurburgring, there is now a clearer picture of which of the remaining tracks this year will be good for the team, which have the potential to be difficult, and which are likely to give it a bad weekend.

HUNGARY
GOOD



SINGAPORE
GOOD



INDIA
GOOD



BELGIUM
BAD



JAPAN
DIFFICULT



ABU DHABI
GOOD



ITALY
BAD



KOREA
DIFFICULT



BRAZIL
GOOD



Webber was not quick enough at end of stints

Vettel finished off podium for first time this season



AUTOSPORT SAYS...

EDD STRAW
F1 EDITOR

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Despite Red Bull’s domination of the points table, there will be a fierce world championship fight during the second half of the season. But it won’t be for this year’s crown. Now, the prize for Ferrari and McLaren is the 2012 championship.

While Red Bull can afford to cruise and collect for the rest of 2011, it will have one eye on next year. With the regulations stable, save for the outlawing of exhaust-blown diffusers, most of the work that the teams do now can be carried into next year. Whichever team has the edge by the end of the season is likely to carry it into the winter test war.

As rules cycles advance, performance tends to converge. Red Bull has had the best car since the middle of 2009 but it is now in the realms of diminishing returns. The closer you are to the absolute potential of the rules, the smaller the improvements. The others catch up and can perhaps get ahead with the odd tenth of a second here and there now decisive.

Ferrari chief designer Nikolas Tombazis has admitted that there will be a new design direction from Maranello next year. The upgrades that appear now will be with 2012 in mind. McLaren, too, uses Friday practice to experiment. Neither has a world title to lose.

Red Bull has a difficult balancing act for it can’t afford to go down a development blind ally. But if it doesn’t risk doing so, where will that leave it in 2012?

Newey: focusing on keeping ahead



FORM GUIDE

During the past three grands prix, Sebastian Vettel hasn’t been the top scorer. A resurgent Fernando Alonso leads the way.



POINTS	
Alonso 61	
Vettel 55	
Hamilton 49	
Webber 45	
Massa 30	
Button 8	



Merc hits ceiling on 2011 car

Team chief Brawn admits Silver Arrow doesn't have much more to give as team works towards next year

Mercedes GP team principal Ross Brawn has admitted that there is little performance to come from this year's MGP Wo2.

The team is now set to focus its attentions on developing concepts for its 2012 racer and will make only small refinements to the current machine, which was the fourth-fastest car in qualifying trim at last weekend's German Grand Prix.

The team ran a tweaked front wing at the Nurburgring, together with the latest evolution of the Red Bull-style exhaust-blown diffuser configuration that it raced for the first time in the British Grand Prix.

"I'm not sure that there is a huge amount of potential in the car," said Brawn. "Having said that, when we stopped developing the car last year we did find that fine-tuning it was quite effective in terms of finding lap time."

Brawn admitted that his team's Friday-practice programme at forthcoming races will increasingly be dedicated to ideas directed at next year's machine. With limited



Brawn is balancing this year with next

"There are no major issues with this car - we just haven't got enough grip"

Ross Brawn

potential for the current car concept, the team is expected to be more radical with its MGP Wo3 design.

"In the next few races, there will be more work done on the Friday with a view to what we want to do next year

and to get answers for next season," he said. "It's always a balance at this time of year. Our objective is to do the best job that we can, but we've got to make sure that we put things in place for next season.

"There are no major issues with this car - we just haven't got enough grip and that's where we need to improve."

Mercedes is expected to continue to work on its new exhaust-blown diffuser in the coming races, with the

priority being to lessen the heavy tyre degradation of the MGP Wo2.

The new system has been a step forward in that regard, but both Nico Rosberg and Michael Schumacher still had to make three pitstops during the German Grand Prix, which allowed two-stopping Force India driver Adrian Sutil to pass them.

Rosberg admitted after the race that he struggled for grip at the rear of the car at times, and that this is an area the team needs to work on.

Brawn confirmed that the new exhaust system has opened up more potential set-up direction. This is likely to be another area that the team focuses on in the coming races.

"We are seeing more avenues opening up on how we can set the car up, whereas with the previous exhaust system we would reach limits, particularly with tyre degradation," added Brawn. "That's one of the reasons why we were keen to run this exhaust system. We are making progress, but we took this approach fairly late in the season."

Trulli chases 2012 deal at Lotus

FORMULA 1 VETERAN JARNO TRULLI WILL RETURN TO race action for Team Lotus in this weekend's Hungarian Grand Prix after sitting out last weekend's German race, and could remain with the team in 2012.

The 37-year-old Italian agreed to stand aside to allow reserve driver Karun Chandhok to make a one-off race appearance. He was happy to do so because he has struggled throughout the season with power-steering problems. The team will introduce a new system at the Hungaroring that Trulli hopes will revitalise his season.

"It was not such a problem to miss this race because I have struggled with the power-steering all year," said Trulli. "Now we have the new one in Hungary, which I hope will give me the right feel for the car because I've not had the chance to do any real set-up work so far."

Chief technical officer Mike Gascoyne told AUTOSPORT last week that he plans to evaluate Trulli's situation after seeing how he gets on with the new steering at the Hungaroring.

The team has not confirmed a deal with Trulli for 2012, although team principal Tony Fernandes said that the squad was "in the process of negotiating an extension to his contract with us, and we are all looking forward to



Trulli could remain with Lotus in 2012

unveiling the details of that very soon".

Chandhok, 27, is expected to return to race action for Team Lotus for his home Indian Grand Prix in October, where he could take the seat of Heikki Kovalainen. Chandhok finished 20th (last) in Germany after qualifying 0.8 seconds adrift of the Finn.

Ecclestone explains

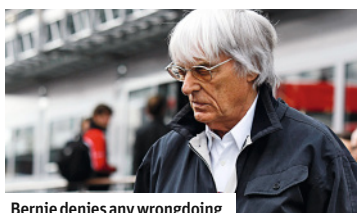
FORMULA 1 COMMERCIAL BOSS

Bernie Ecclestone has admitted that he paid money to banker Gerhard Gribkowsky to avoid "taking a risk".

Gribkowsky was charged last week over a \$44million bribe relating to the sale of F1's commercial rights. Ecclestone insists that his payment was a move made out of expediency to prevent a costly investigation into his legitimate financial affairs, specifically surrounding offshore family trust Bambino Holdings.

"He was shaking me down and I didn't want to take a risk," Ecclestone told *The Telegraph*. "Nothing was wrong with the trust." He added that he paid Gribkowsky based on advice from his lawyers, who warned that defending against any assessment by the Inland Revenue would be expensive.

"I never bribed anybody or paid any money to anybody in connection with the company [selling the rights]," said Ecclestone. "They said, 'I'll tell you what would happen, the revenue would assess you and you would have to defend it, because you could defend it, and you would be three years in court and it would cost you a fortune.'"



Bernie denies any wrongdoing



Mugello hosts top-level motorcycle racing

In-season testing set for Mugello

ITALIAN CIRCUIT MUGELLO IS favourite to hold a three-day test ahead of the European Formula 1 season next year as teams close on a deal to bring back in-season testing.

The proposal to run a three-day test after the flyaway races that kick off the 2012 season was discussed by teams group FOTA in a meeting at last weekend's German Grand Prix. It would likely come at the expense of three days of pre-season testing, leaving three four-day tests in February.

As well as Mugello, it is

understood that Silverstone has also been considered, as well as Spanish track Jerez.

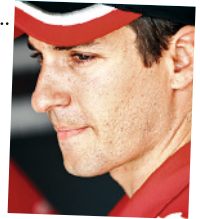
The teams have also discussed the possibility of finding a way to incorporate rookie-driver running on the Fridays of grand prix weekends. One possibility is the addition of an extra session for young drivers, although teams would be reluctant to risk their designated race cars.

This means that they may have to run test cars, which would raise concerns about cost.

60 SECONDS WITH

TIMO GLOCK VIRGIN RACING

Timo Glock agreed a new deal with Virgin over the German Grand Prix weekend that could keep him at the team until at least 2014. The signing was announced on Sunday morning, and was motivated largely by the team's technical partnership with McLaren and the acquisition of the old Wirth Research facility in Banbury to create Virgin's own technical hub.



Why have you re-signed for Virgin?

We're at the back at the moment, there's no argument about that, but the team has made some very serious commitments for the future by signing a deal with McLaren. That's a big positive for us and puts the team in a completely different position. Using the windtunnel and the McLaren simulator is very positive for the future.

Have you spent time discussing with technical consultant Pat Symonds how the new structure at this team will shape up?

Yes. My main concern was what this team has planned for the future and it's looking very positive for us. That's why it was easy for me to sign up.

You've signed a deal up to 2014, although obviously that does have some performance clauses that the team needs to live up to. What do you expect over the next couple of seasons?

I said that we wanted to fight for Q2 this year and we didn't reach that, but now the circumstances are different. We want to be there regularly next season and try and grab a point. The main goal is to fight with the midfield and close the gap to guys like Force India.

So is the rest of this season about treading water and focusing fully on the 2012 car?

The focus is on next year, but we can still learn from the current car. Maybe we will have a little update for the Singapore Grand Prix [in September], but mostly it's about collecting data and understanding as much as we can.



Timo Glock was talking to AUTOSPORT F1 editor Edd Straw



Glock stops at Virgin for three more years

F1's new rules explained

AUTOSPORT picks through the key points of the 2014 rules package revealed last week

Formula 1 teams were surprised by the FIA last week when the governing body published the 'final' regulations for 2014. The move caught the teams off guard as the rules had yet to pass through the full ratification process. But the fundamentals of the new regulations are unlikely to change significantly. As well as detail of the new 1.6-litre V6 engines and energy recovery, there are a number of other areas where the rules package will make major changes to the shape of F1 for 2014.



Laptop needed to start current cars

TURN-KEY CARS

The rules stipulate that "it must be possible for the driver to start the engine at any time when seated normally at the wheel and without external assistance". Currently the cars can only be fired with the use of external starters.



EIGHT-SPEED GEARBOXES

The technical regulations stipulate eight forward gear ratios, which must be nominated by each team before the start of the year.

Currently, teams run seven-speed gearboxes and homologate 30 ratios before the season, from which they can select on an event-by-event basis. The 2014 season will be the first in which drivers have eight forward gears available.

AUTOSPORT understands that this

rule was conceived to allow teams to allocate one ratio specifically for use when the car must run using only recovered electric power in the pitlane. This is because of the different torque characteristics of the electric motors.

But recent discussions were leaning towards a nine-speed gearbox, and the ongoing rules talks could lead to an additional gear ratio being added.

V6 ENGINES

As expected, the regulations confirm 1600cc V6 turbocharged engines with a rev limit of 15,000rpm.

The engines will be allowed only a single turbo, which should ensure that the engine sound is more intense than a twin-turbo.

The FIA will also require the homologation of numerous parts. This includes: the intake system, up

to and including the air filter but not the heat exchanger; the fuel rail and injectors; ignition coils; sensors and wiring; coolant pumps; oil pumps; fuel high-pressure pumps; exhaust from the engine up to (but not including) the tail pipe; oil tanks and breathers; alternator, and all ECUs and actuators needed to make the power unit function.

MINIMUM WEIGHT

The minimum weight of the car will increase from the current 640kg to 660kg.

For the first time in grand prix history, there will also be a minimum weight stipulated for the power unit (defined as the engine itself plus ancillaries, energy-recovery systems and actuation systems). This has been set at 155kg, of which only 2kg is allowed to be ballast.

This is to account for the weight of the additional green systems, including energy recovery and turbo compounding, while also preventing excessive spending on lightweight materials in accordance with the engine resource-restriction agreement that is currently being discussed.



Silent running in the pits

ELECTRIC POWER IN THE PITS

To satisfy Formula 1's green agenda, only the electric motor that deploys recovered energy can be used in the pitlane.

This rule states that "the car must be run in electric mode [no ignition and no fuel supply to the engine] at all times when being driven in the pitlane".

Although the teams have discussed this, there remains some dissent amid fears that silent cars could prove dangerous to pit crews.



ENERGY RECOVERY SYSTEMS

Currently, KERS is limited to a 60kW motor with no more than 400kJ released per lap – equating to 80bhp for 6.7 seconds.

In 2014 this will increase significantly – the energy boost will double to 120kW (160bhp). The energy output is increased tenfold to a maximum of 4MJ, potentially giving you 33.5s

worth of power boost in a lap. But energy can only be stored at a rate of 2MJ per lap, meaning that it takes two laps to save up a full allocation of extra power.

This will ensure that the use of KERS (which will be known simply as ERS in 2014) is open to greater strategic variation.

THIS WEEK IN F1



RED BULL Mark Webber's better use of the Pirelli tyres is believed to be key behind his improving form, which has netted him pole position for the past two grands prix. "My form has been getting a little bit better in the last couple of races," he said.



McLAREN Lewis Hamilton has called on McLaren to improve its DRS rear wing to boost its qualifying performance. "We don't have a DRS system as efficient as Red Bull's. If we can improve in that area, we could definitely eke ahead of them," said the 2008 world champion.



FERRARI Former technical director Aldo Costa has now left Ferrari, it was announced last week. He is on gardening leave for the rest of the year.



MERCEDES Nico Rosberg's future remains up in the air, despite the team being keen to keep him on. AUTOSPORT understands that although he is under contract, a performance clause could allow Rosberg to leave later in the year.



RENAULT Reserve driver Bruno Senna will make his first grand prix weekend appearance of the season at this weekend's Hungarian GP. He will drive Nick Heidfeld's car during Friday practice.



WILLIAMS Outgoing technical director Sam Michael will make his final grand prix weekend appearance for the team in South Korea later this year. It is not yet decided whether Michael will be sent on gardening leave after that race.



SAUBER In the wake of Kamui Kobayashi's penalty for an unsafe release in the British Grand Prix two weeks ago, Sauber has revised its pitstop release procedures. In addition to using easier-to-operate spanners, it now has clear protocols to make the driver stop.



TORO ROSSO Sebastien Buemi has been hit with a five-place grid penalty for this weekend's Hungarian GP. This was issued after he barged Nick Heidfeld's Renault off the track on the run to the chicane during the German GP.



LOTUS Team Lotus tried the tweaked version of its exhaust-blown diffuser in Germany, with Heikki Kovalainen describing it as "a small step". The team has yet to exploit the potential that the system has shown in the windtunnel.



HRT Luis Perez Sala, who started 26 grands prix for Minardi in 1988-89, has joined HRT as an advisor to new owners Thesan Capital.



VIRGIN Team principal John Booth has confirmed that the team is in discussions with Jerome d'Ambrosio about continuing with the team next year. This follows the squad signing Timo Glock to a new three-year deal.



PIRELLI The Italian company is hoping to go ahead with Ken Block's F1 test at a later date after postponing the run planned for next month. It is working on finding a car big enough after Block couldn't fit in its Toyota TF109.



HUNGARY GP PREVIEW

FACTS, STATS, BETTING ODDS AND MORE



Hungary: full of Eastern Bloc promise

Tyre management – and who does it best – is expected to add excitement around the ‘Monaco without walls’ this weekend

The Hungaroring is described as Monaco without the walls. It's tight and twisty, with plenty of slow corners, but it's a far bigger challenge to drivers than is normally regarded. Such a technical circuit shows up the differences between team-mates, while in a season dominated by tyres, degradation will be a major factor.

At most tracks, the car is the deciding factor in tyre degradation. But at the Hungaroring, with so many long, slow corners, the drivers can play a much bigger role. It's very easy to pick up a touch of wheelspin by being a

little impatient on the throttle and that, combined with being too aggressive with steering and braking inputs, could make a huge difference to tyre life. Keep a very close eye on the stint lengths between team-mates to find out who the gentlest really are.

This will also add up to overtaking, as former Hungarian Grand Prix winner Rubens Barrichello explains.

“Hungary is going to produce a lot more overtaking than in previous years, but this is going to be down more to the tyres than the DRS,” he says. “It's a track that is

hard on the tyres and if you don't have a good balance, it's much harder to get on the throttle so there will be some overtaking opportunities.”

Scuderia Toro Rosso driver Jaime Alguersuari has been reaping the rewards of focusing on tyre degradation during practice in recent races and is expecting those who manage the Pirelli rubber best to prevail this weekend.

“It's difficult to say what kind of race we will see,” says the Spaniard. “It's possible to overtake into Turn 1 but it's still difficult. There are a lot of slow-speed long corners with

high temperatures so I will expect a two-stop race. Managing the tyre degradation is important and you will see those drivers who can best do that doing very well in the race.”

Critical as tyres will be, the DRS will also play its part. The activation zone runs the full length of the start-finish straight, with the detection zone just before the final corner, and historically the run to Turn 1 has produced some overtaking moves. Williams driver Nelson Piquet's incredible pass on Lotus driver Ayrton Senna around the outside there in 1986 still ranks as one of the best.



TRACK GUIDE

NUMBER OF LAPS **70**

CIRCUIT LENGTH **2.722m**

LAP RECORD **1m19.071s**

MICHAEL SCHUMACHER
(2004)



Turn 11
5th GEAR
CORNER SPEED **142mph**
APPROACH SPEED **161mph**
BRAKING DISTANCE **17m**
BRAKING TIME **0.2s**
BRAKING FORCE **4.1g**

Turn 12
2nd GEAR
CORNER SPEED **73mph**
APPROACH SPEED **173mph**
BRAKING DISTANCE **86m**
BRAKING TIME **1.7s**
BRAKING FORCE **4.5g**

Turn 13
2nd GEAR
CORNER SPEED **68mph**
APPROACH SPEED **137mph**
BRAKING DISTANCE **65m**
BRAKING TIME **1.5s**
BRAKING FORCE **3.3g**

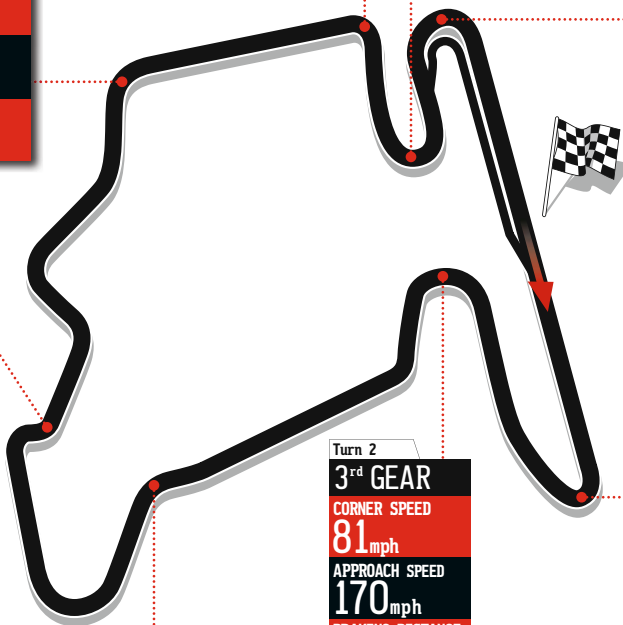
Turn 14
3rd GEAR
CORNER SPEED **101mph**
APPROACH SPEED **131mph**
BRAKING DISTANCE **27m**
BRAKING TIME **0.5s**
BRAKING FORCE **3.1g**

Turn 6/7
2nd GEAR
CORNER SPEED **64mph**
APPROACH SPEED **153mph**
BRAKING DISTANCE **77m**
BRAKING TIME **1.7s**
BRAKING FORCE **3.8g**

Turn 4
6th GEAR
CORNER SPEED **138mph**
APPROACH SPEED **181mph**
BRAKING DISTANCE **36m**
BRAKING TIME **0.5s**
BRAKING FORCE **4.8g**

Turn 2
3rd GEAR
CORNER SPEED **81mph**
APPROACH SPEED **170mph**
BRAKING DISTANCE **82m**
BRAKING TIME **1.6s**
BRAKING FORCE **4.4g**

Turn 1
2nd GEAR
CORNER SPEED **61mph**
APPROACH SPEED **192mph**
BRAKING DISTANCE **113m**
BRAKING TIME **2.2s**
BRAKING FORCE **5.2g**



DATA PROVIDED BY



Kinder to the tyres:
Red Bull or Ferrari?

TRACK TALK



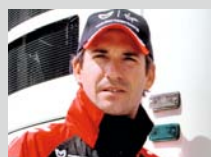
KAMUI KOBAYASHI

It is an OK track for racing. It's a bit narrow with a lot of corners, so it's not easy to pass, but you can make up places – last year I started at the back and finished ninth. Qualifying is important, but you can make up lots of places at the start, which I managed to do last year.



SEBASTIAN VETTEL

This GP is one of the hardest for the drivers. It can get very hot in the cockpit, which means we lose a lot of body fluid during the race. There are a lot of bumps on the track, which means you can get shaken up a bit and, because the track has hardly any straights, you have almost no chance to rest.



TIMO GLOCK

It's a very challenging and physical track, with no recovery time, but it's always good fun to drive. The circuit generates an incredible amount of grip as the weekend gets underway, which can provide a real challenge in finding the right set-up for the race.

BALLSY CORNER

TURN 4

Not a difficult corner per se, but a tough one to get right, as hitting the kerbs on the apex and exit without destabilising the car is no mean feat. The entry to the sixth-gear left-hander is blind, and the rear has a tendency to get light on the exit. It's the most popular corner among the drivers, although the large asphalt run-off means that mistakes are only punished on the stopwatch.



CLASSIC MOMENT

Michael Schumacher's 1998 win was one of the greatest of his Ferrari career. A risky three-stop strategy vaulted him past the McLarens, and in his final stint he pulled away at one second per lap to protect his lead.

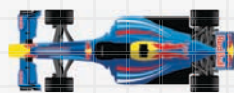


P16
SUPERGRID PLUS GARY ANDERSON'S AND LUCAS DI GRASSI'S INSIGHTS

GARY ANDERSON'S SUPERGRID

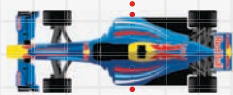
AUTOSPORT technical correspondent Gary Anderson has been compiling an index, created by taking each driver's percentage deficit to the outright pace over the season, using their best laps from each grand prix weekend. This is how they stand after the first 10 races of the year. The theoretical absolute pace is expressed as 100 per cent.

100%



Vettel 100.043

Vettel's below-par weekend on home soil has enabled Webber, Hamilton and Alonso to all close up slightly on the supergrid.



Webber 100.618



Hamilton 100.810



Alonso 100.855



Button 101.038



Massa 101.347



Rosberg 101.479



Petrov 101.957



Schumacher 101.983

Petrov has put some distance between himself and Schumacher as the Russian continues to upset the team-mate symmetry of the top eight.



Maldonado 102.714



Heidfeld 102.718



Perez 102.725



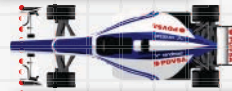
Sutil 102.790



Di Resta 102.804



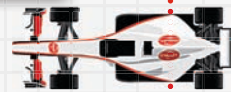
Kobayashi 102.844



Barrichello 102.970



Buemi 103.072



De la Rosa 103.524



Alguersuari 103.591

Maldonado has moved to the front of the very tightly-packed bunch in the midfield, while both Saubers have lost significant ground.

LAST YEAR

WEBBER PULLS ONE OUT OF THE HAT

The great paradox of the Hungaroring is its knack for producing enthralling races despite offering so few overtaking opportunities, and Mark Webber's win last year was a perfect example. The Australian fell to third at the start, but an inspired decision from the Red Bull pitwall prompted him to stay out when his rivals pitted during an early safety-car period, and he put in a string of exceptional laps to maintain his advantage when he made his own stop under green. His cause was helped by Vettel being issued with a drive-through for failing to stay close enough to Webber prior to the restart. The race was also noteworthy for Michael Schumacher squeezing Rubens Barrichello against the pitwall as the pair raced down the main straight, a move the Brazilian labelled a "disgrace". **RESULTS:** 1 Mark Webber; 2 Fernando Alonso; 3 Sebastian Vettel; 4 Felipe Massa; 5 Vitaly Petrov; 6 Nico Hulkenberg; 7 Pedro de la Rosa; 8 Jenson Button; 9 Kamui Kobayashi; 10 Rubens Barrichello.



TYRE ALLOCATION

TYRES USED THIS WEEKEND

SUPER SOFT



SOFT



MEDIUM



HARD



2010 WINNER

MARK WEBBER



2010 POLE POSITION

SEBASTIAN VETTEL





Kovalainen 105.067



Trulli 105.577



Chandhok 107.042



Glock 107.017



D'Ambrosio 107.285



Liuzzi 107.466



Ricciardo 108.095



Karthikeyan 108.729

109%

THE DRIVER

LUCAS DI GRASSI

thedriver@autosport.com



TWO YEARS AGO AT THE HUNGARORING I WAS watching Formula 1 qualifying just before getting ready to start the GP2 race from pole position. I was keeping an eye on things, and checking the condition the track was in ahead of my race when my friend Felipe Massa crashed at Turn 4.

At first, I thought "What a silly mistake, nobody crashes this way", but then the replay came up on TV and there was something really wrong. We later found out that a spring from Rubens Barrichello's car hit Felipe on the helmet, just above the visor. Fortunately, Felipe was able to make a recovery and return to racing for Ferrari.

One week earlier we had witnessed a worse accident that took the life of Henry Surtees at Brands Hatch. Both incidents followed the same principle with objects hitting the driver's exposed helmet.

Last week the FIA tested the efficiency of a jet canopy with some impressive results. The teams and the FIA haven't agreed on this matter so far, but obviously it would make F1 cars safer to protect the driver's head more.

But I have to say motorsport has never been safer, especially F1. We have seen big accidents with little or no consequence, because the FIA has done a spectacular job improving safety for the past two decades or so.

I always feel very safe when I get into an F1 car. All the drivers I know are satisfied with the sport's safety, but there is always room for improvement.



SET-UP GUIDE

GARY ANDERSON
Technical consultant

MECHANICAL

The Hungaroring is a difficult circuit to set a car up for, because it starts off dirty and the track gets faster over the weekend. Every time you leave the pitlane the grip levels have changed. Most of the time the cars will develop understeer as the grip levels improve, and this can cost you a lot of time in the five 180-degree corners. In general a softish set-up usually brings the best results as it allows the car to be a bit more compliant. As usual the teams

that have the best simulation tools and the most belief in them will gain an advantage.

AERODYNAMIC

Pile on as much downforce as you can to start with, and then trim a bit out for the Saturday morning to improve the aero efficiency. Unfortunately the main straight is fairly short here, so I don't see the DRS being much help.

TYRES

Yet again, last weekend we saw the tyres contributing to the excitement of the racing, particularly in the first sector of the lap. If we get some more of that then perhaps the people in charge will realise that we don't really need artificial overtaking aids.

RACE ODDS (Ladbrokes)	
Vettel	5/4
Hamilton	10/3
Alonso	10/3
Webber	4/1
Button	16/1
Massa	33/1
Rosberg	80/1
Schumacher	150/1
Petrov	200/1
Heidfeld	200/1
Sutil	500/1
di Resta	500/1
Perez	500/1
Kobayashi	500/1
Barrichello	750/1
Buemi	1000/1
Alguersuari	1000/1
Maldonado	1000/1
Trulli	3000/1
Kovalainen	3000/1
d'Ambrosio	5000/1
Ricciardo	5000/1
Liuzzi	5000/1
Glock	5000/1



Understeer is a common problem

HUNGARY IS LIKELY to be Red Bull territory, despite both Ferrari and McLaren closing the gap. Fortunately for those chasing value, Red Bull's disappointing results in Germany make both Vettel and last year's winner Webber appealing. Ferrari struggles in the slow stuff, so steer clear of Alonso, with Hamilton at 10/3 the best value of the non-Red Bulls.

LIVE TV AND RADIO LISTINGS

FRIDAY JULY 29

0855-1035 Free practice 1 LIVE (BBC red button and online)
1255-1435 Free practice 2 LIVE (BBC red button and online)

SATURDAY JULY 30

0955-1105 Free practice 3 LIVE (BBC Radio 5 Live and online)
1210-1420 Qualifying LIVE (BBC1 & Radio 5 Live and online)

SUNDAY JULY 31

1205-1525 Grand Prix LIVE (BBC1 & Radio 5 Live and online)



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Straight talk

David Coulthard

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

So, on the strength of the German GP, Red Bull isn't going to romp away in the second half of 2011. This weekend's Hungarian GP is an ideal chance for Ferrari and McLaren to make hay before the summer break

The German Grand Prix was an incredible race. What looked like being a Red Bull runaway earlier in the year has all changed with these remarkable McLaren and Ferrari comebacks.

It was an important win for Lewis Hamilton after some difficult races. That will give him a huge amount of confidence going into this weekend's Hungarian Grand Prix, but given how strong Red Bull was in the middle sector at the Nurburgring, Hungary should be firmly in its territory.

But Ferrari, which made a big decision earlier in the year by getting rid of technical director Aldo Costa and putting ex-McLaren man Pat Fry in charge, is reaping the rewards of that action, while McLaren seems to be getting back on track after a few difficult races. It's going to be an unpredictable second half of the year.

PIC: FINNEY/GETTY



Hamilton's German GP win will be big boost to McLaren

CHALLENGING TRACK

The Hungaroring isn't a track regarded as a classic by many fans, but it might surprise people to

know that it's a circuit that really shows great driving talent. I never went that well there, as it happens!

The reason I say that is that there are long apexes, so you have to be very comfortable committing yourself to the corner and then leaning on the car for long periods. Certain drivers really have that skill and this is one of the most telling races for judging the relative performance of team-mates.

It's physically hard too because it's just relentless – corner, corner, corner – and very hot. Even with full tanks and some of the energy taken out of the driving, you will see that this weekend.

HALF-TERM BREAK

Hungary is the last race before the mid-season break, which is a big thing for the drivers. It's a chance for them to get time away from promotional work because the teams do give them a bit of space.

In August, you can change the programme, have a few days off training which allows you to return to your best psychologically. When you go to a grand prix, then train, then go to promotions, then go to the next grand prix, it's like working every weekend and then being in the office all week. You cannot be as refreshed as you would like to be. The break is good for the drivers and the teams, otherwise it would be absolutely relentless from the first test in February through to the last race at the end of November.

The break is important in other ways, although it doesn't simply

allow you to put everything that has happened in the first 11 races of the season behind you. But it is vital for Ferrari and McLaren to build on Germany and go into the break having further closed the gap to Red Bull. People have emotions and great results release that bit of extra energy and puts a spring in everyone's step.

CONTRACT TIME

As August approaches, it's also a tense time for those drivers who haven't got their contracts sorted out for next year. It does play on your mind and you do have a very different sensation of needing to get the job done in every qualifying session and race.

Some drivers can disconnect themselves from the process and leave it to their managers to find out what the position is up and down the paddock. I never wanted to be too far removed from the process, and there were times when I wasn't sure what I was doing at the end of a year, but someone like my old team-mate Mika Hakkinen didn't take much interest and left it all to managers Keke Rosberg and Didier Coton.

Sometimes you use the media to give someone a gentle nudge. The team principals all say they don't read the magazines but they do and they are sensitive to them. But there is a lot to be said for doing your talking on the race track and you just have to react well under the pressure.

After all, that's what being an F1 driver is all about. ✘

“It will be an unpredictable second half of the season”



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MPH Mark Hughes

AUTOSPORT grand prix editor

As Pirelli is finding out, simulation technology makes testing increasingly an indoor activity. A tyre war could even make commercial sense – but it remains a non-starter

Tyre testing without actually going testing, sometimes without even making the tyres; intelligent road car tyres that read the road surface and feed that information into the braking; traction control and stability control systems. These are all active projects for Pirelli and are being driven largely by the F1 programme.

The extent to which this is true has surprised even Pirelli. Although much of the technology arising from the racing programme is banned in F1 and can only be applied to road cars, the knowledge is being derived from the exponentially expanding modelling capabilities the sport has brought it into contact with. Pirelli is learning a huge amount in simulation techniques from the teams, techniques that are being used elsewhere in the business to acquire knowledge at an unprecedented rate.

Although Pirelli has been using the F1 Toyota for its on-track

testing, this programme will be wound down, partly because the spares for the car are being used up and to remanufacture them would be prohibitively expensive, but also because the simulation techniques are improving so quickly. “The modelling’s still not perfect,” says Pirelli’s Paul Hembery. “I wouldn’t like to put a percentage on it, but it does allow you to screen a vast amount of your ideas and concepts – without even making the tyre, let alone testing it. We’ve done a lot of validation work with the test car and that’s given us a lot of confidence in the quality of the simulation.

“A lot of our concepts come through material technologies. So once you have the properties of the material you feed it into the tyre model and then you start simulating the tyre and how it’s deforming. When we model a tyre we can show you it squishing up and down and deforming as it goes around Monza, say.

“One area where more work is needed is surface interaction. The load is actually quite easy to do, but the surface as it changes can have a big impact on the models. How does the compound when it’s touching that surface actually interact; how do you create grip? To know that you have to map every single area of every single circuit. We’re in the process of doing that at the moment.”

There is one particularly intriguing implication of the rate of tyre modelling progress – and Hembery points it out: “If there were open tyre competition in F1 now, you wouldn’t see a load of

testing out on track like you used to; we’d all be sitting at Woking or Maranello indoors driving 24/7 on the simulators.”

If you recall, in 2006 the teams and the governing body conspired to have the tyre war ended on the grounds of the huge expense incurred to the teams by tyre testing. At the time Michelin’s Pierre Dupasquier was very vocal on how one did not need to lead to the other, that the tyre war was being ended on a false premise. “Tell us we can’t test,” he protested. “Then we won’t test. But we can still compete!” If that was true then, it’s almost certainly truer now.

Imagine: not only would there be no pounding around the circuits with separate test teams wearing out hugely expensive components – the thing that brought it all to an end – but you wouldn’t even need to actually make the tyres until you were satisfied with the outcome of the simulation! The cost would all be in computing power – and that’s being spent anyway.

Yes, it’s still an imperfect science, but in essence the technology could mean there would no longer be any commercial justification for not having a tyre war. But it’s never going to happen, is it? The big variation in Pirelli performance at different stages of the races and on different cars has lit up the sport this year and sent the TV figures through the roof. It’s artificial to an extent, but it’s successful and so a key philosophical touchstone of F1 – open competition in everything – has been further eroded. But if this technology had arrived just five years earlier... ❄



COATES/LAT

“The variation in the Pirellis has lit up Formula 1 this year”



Roger Penske's squad ran winning RS Spydors in ALMS

LE MANS

Penske's Le Mans Porsche bid

US legend reaches out to German marque to discuss running its LMP1s for 2014 honours. By GARY WATKINS

Penske has thrown its hat into the ring to run Porsche's new LMP1 prototype when the German manufacturer returns to front-line sportscar racing in 2014, according to the team's president Tim Cindric.

Cindric was responding to comments by team boss Roger Penske on US TV. Penske said that his organisation wanted to follow up on its successes with the Porsche RS Spyder LMP2 in the American Le Mans Series in 2006-08.

"With the recent announcement of Porsche going back to the Le Mans 24 Hours, we hope we can be a part of that programme," said Penske. "Romain Dumas, Timo Bernhard and Mike Rockenfeller have been stars over there [with Audi] and we'd like to get them back in a Penske Racing Porsche and see if we can't take on Le Mans."

Cindric stressed that there had been no formal negotiations, although Penske has discussed the matter with Wolfgang Durheimer,

whose remit covers motorsport as Research and Development boss at Porsche, and Ferdinand Piech, chairman of the supervisory board of Porsche parent Volkswagen.

"What we are saying is that when they come back in LMP1, they know we are interested," Cindric told AUTOSPORT. "I'd like to think that if they look outside of Porsche [and don't run an in-house team] or race in the US that they'd consider us."

"We had a lot of success with Porsche and have remained in touch. There is certainly interest from our side, but any assumptions that we will be together on the new programme are premature."

Porsche has stated that there is no decision on whether it will campaign its new LMP1 design with its own team based at its motorsport headquarters at Weissach or combine forces with a partner such as Penske. The German manufacturer fielded a full-factory squad through much of the 1970s, '80s and '90s, but has been represented over the years by

teams such as JW Automotive and Joest Racing.

Cindric admitted that mounting a Le Mans campaign would be "a challenge" for the US-based organisation. He added that the team had undertaken fact-finding missions to the French classic during the RS Spyder programme.

The majority of the personnel from its sportscar campaigns in the ALMS and in Grand-Am with a Porsche-powered Riley in 2009 remained at Penske, Cindric stated.

"I would say 80 per cent remain with us on our different programmes," he said, "but it wouldn't be as simple as re-assembling the same group if we come back to sportscars."

Cindric said that there have been previous opportunities for Penske to return to Le Mans for the first time since its only campaign with a Ferrari 512M in 1971. He admitted that there had been discussions about the team fielding Audis in this year's ALMS and running an R18 TDI in the 24 Hours.

PENSKE & PORSCHE BY THE NUMBERS

PORSCHE 917, CAN-AM 1972-73

12 victories
2 titles



PORSCHE RS SPYDER, ALMS 2005-08

11 overall victories
24 class victories

3 drivers' titles

3 teams' titles



GT3

Ex-McLaren F1 manager forms team

FORMER MCLAREN FORMULA 1

sporting director Dave Ryan is making a comeback to motorsport with his own sportscar team.

Ryan, who parted company with his long-time employer in April 2009, has set up his own operation to run McLaren's new MP4-12C GT3. The 57-year-old New Zealander's partner in the new team, called VonRyan Racing and based in Surrey, is ex-racer Warren Briggs.

The plan is for the team to run two of the first MP4-12Cs to be delivered by CRS Racing, which is developing the car for competition in conjunction with McLaren, next season. VonRyan is evaluating campaigns in various GT3 championships around Europe.



Ryan will run a team of McLaren MP4-12C cars

Ryan said: "I've missed racing and been working hard to get back. GT3 is the ideal place for me to learn about sportscar racing and offers a strong foundation to build a solid business.

"It's all new for me; I've got a lot to learn. There are a lot of really good teams in GT3, but my aim is to get out there and do really well."

VonRyan is making its first appearance in this weekend's Spa

24 Hours when it will manage one of CRS's three entries on the debut of the McLaren. The car will be driven by Adam Christodoulou, Glynn Geddie, Phil Quaife and Rogers Wills in the Pro-Am Cup class.

The name of the team is derived from Ryan's nickname at McLaren. He was called 'Von' on joining the team in 1974 after the 1965 Frank Sinatra film *Von Ryan's Express*.

IN BRIEF



Ecurie Ecosse Aston is go

ECOSSE LIVERY REVEALED

The revived Ecurie Ecosse squad has revealed the livery in which it will return to international sportscar racing at this weekend's Spa 24 Hours. The saltire-liveried Aston Martin DBRS9 will be raced by Oliver Bryant, Alasdair McCaig, Joe Twym and Andrew Smith.

ONE-MAKE CUP CARS FOR LMS

The new-look Le Mans Series in 2012, which will not have an LMP1 category (see AUTOSPORT, July 14), will be opened up to one-make 'cup' cars from series such as the Porsche Carrera Cup and Ferrari Challenge in a new GTC class. The six-hour format of the races will be retained.

GRAND-AM FERRARI 458 TESTS

The Grand-Am specification Ferrari 458, based on the GT3 version, was due to run in the US as AUTOSPORT closed for press. The car, which is expected to join the series later this season under the Ferrari Fort Lauderdale banner, was scheduled for two days of running at Daytona.

GRIFFIN AT AF CORSE FOR SPA

British GT race winner Matt Griffin is joining the AF Corse Ferrari squad for this weekend's Spa 24 Hours. The 28-year-old Irishman will share one of the Italian team's 458s with Niki Cadei, Marco Cioci and Jack Gerber in the Pro-Am class.

BELL RE-JOINS CRS

Two-time Le Mans Series GT2 champion Rob Bell has re-joined CRS Racing to drive one of its McLaren MP4-12C GT3s at the Spa 24 Hours this weekend. The Briton will share with Chris Goodwin and Tim Mullen. Andrew Kirkaldy will race the other car with Oliver Turvey and Alvaro Parente.

NEW CREW CHIEF FOR MONTOYA

Jim Pohlman has been appointed as Juan Pablo Montoya's interim crew chief, replacing Brian Pattie. Pohlman's previous roles have included serving as crew chief for Bill Elliott and Kasey Kahne.



Montoya gets a new chief

LMP2

HPD launches new cost-capped LMP2 car

HONDA PERFORMANCE DEVELOPMENT is producing a new cost-capped version of its long-serving LMP2 ARX-01 design.

HPD pushed the green light on development on the car, to be called the ARX-01g, at Wirth Research in the UK after receiving orders for two cars from the US Level 5 Motorsports team. The first of the revised cars, which will be powered by HPD's new-for-2011, twin-turbo V6, is due to make its debut in the AUTOSPORT 6 Hours round of the Intercontinental Le Mans Cup in September.

The new car is being developed out of the existing ARX-01d raced by Strakka and RML in Europe. This is a

so-called grandfathered car conforming to the 2010 chassis regulations, while the g-spec chassis will have to be sold for the cost-capped price of €325,000 (£287,000).

HPD vice-president Steve Erikson said: "Basically it is the 'd' with changes to make it cost-capped compatible. We've looked at areas where we can take cost out of the car, which includes the wheels, suspension, brakes, wiring harness and data-logging."

The cost-capped Level 5 cars will run at a lower minimum weight and with a larger-diameter air-restrictor than the Strakka and RML machines.



Test Day day has been moved

LE MANS

Test Day rescheduled

THE LE MANS TEST DAY IS SET TO

revert to two weeks before the 24-hour race next year.

Bosses at the Automobile Club de l'Ouest, which runs the Le Mans 24 Hours, have said they are happy to bow to pressure from the teams to return to the format of 2004-08.

The Test Day was re-instated for this year after an absence of two years with an April date.

ACO president Jean-Claude Plassart said: "Everyone is saying that they want the Test Day two weeks before the race, and we are happy with that because it works logistically."

Peugeot Sport boss Olivier Quesnel supports the move.

"The best solution for the Test Day is to have it two weeks before. It is easier for everyone and the costs are lower," the Frenchman said.



Cost-capped ARX based on RML racer



2012 machine is already quicker than current model

RENAULT 3.5

Praise for new Renault 3.5 racer

2012-specification Formula Renault 3.5 car already quicker than predecessor after successful initial testing

Former Formula Renault 3.5 race winners Andy Soucek and Ben Hanley have reported that the series' 2012 car has hit its target of being significantly faster than the outgoing machine in initial testing.

Hanley took the wheel at Lurcy Levis in central France last week to test new rain tyres, with Soucek having previously driven the car at Motorland Aragon.

Inaugural Formula 2 champion Soucek said: "We were already quicker than the old car straight away. The few changes that we did brought a significant improvement

on the pole record from last year. We have 25 engineers working at the track for the development – their initial aim was that the car didn't stop on the track. We did more than 60 laps each day with very good lap times. It will be closer to a GP2 car, but still not on the same pace."

The Spaniard's claims were backed up by Benoit Dupont, Renault Sport Technologies circuit technical director.

"We managed to run a lot and the lap times were quite encouraging," he said. "We beat the lap record at the [Motorland]

circuit by a good margin."

The car features reduced weight over the outgoing machine through radical new electronics, a switch to a Zytek engine – bringing a 50bhp increase – and an all-new, F1-style drag-reduction system.

"We have a lot of new components on the car that have to work together," said Soucek. "That's what the aim was at my first test at Motorland, and we achieved some very, very good results straight away. We were using some different tyre compounds, different brakes and obviously DRS. The DRS is quite

similar to what they do in F1, but you can run it unlimited so we ran it all the time. It is quite interesting how it changed the behaviour of the car."

Hanley, who joins Soucek for further testing at Motorland Aragon this week, added: "The wet tyres we have been testing are just more consistent than the standard tyre. It is a nice car to drive – it's an improvement in all areas."

GP2 points leader Romain Grosjean will drive the car at Aragon before its public debut at Silverstone on August 20-21.

GP2/AUTO GP

Filippi deal uncertain

GP2 AND AUTO GP RACE WINNER

Luca Filippi was yet to decide which of the championships he will race in this weekend as AUTOSPORT closed for press.

The Italian leads the Auto GP standings for Super Nova. He was also racing for the British team in GP2, but switched to Coloni for last weekend's races at the Nurburgring and scored a victory first time out.

This weekend's GP2 round at the Hungaroring clashes with an Auto GP event at Oschersleben, and Filippi said the decision of where to

race was out of his hands.

"The last person involved in the decision is me," Filippi told AUTOSPORT. "Auto GP is owned by Coloni, so it is for them and Super Nova to decide."

Super Nova had initially planned to let Filippi race in GP2 this weekend, while signing another driver for a one-off in Auto GP. But that plan has been disrupted by his replacement in its GP2 line-up with Adam Carroll.

 **P48 'RING GP2 REPORT**



Filippi won first time out for Coloni in GP2

BRITISH F3

Asmer makes Brit F3 return

FORMER BRITISH FORMULA 3

champion Marko Asmer will return to the series at Spa this weekend.

The 2007 title winner will drive for Anthony Hieatt's Double R Racing squad alongside regulars Scott Pye and Pipo Derani, but will not be eligible for championship points.

Hieatt had hoped to run Asmer's fellow Estonian Kevin Korjus, but the Formula Renault 3.5 racer will instead compete for French squad DAMS in Auto GP at Oschersleben.

Asmer, 26, who has not raced single-seaters regularly since a difficult GP2 campaign in 2008, also drove for Double R at this year's Pau GP where he finished seventh.

According to team boss Hieatt, Asmer is also planning to race with Double R at this year's Macau F3 GP and intends to use the Spa race, which also doubles up as round three of the new FIA F3



Asmer: back to Spa with Double R team

International Trophy, as further practice for the end-of-season street event.

"The only reason I didn't automatically think of Marko is that he didn't want to be seen as a has-been," explained Hieatt. "He's got a sponsor for Macau and it's good for him to get more [race] experience before then, so he's not so rusty."

"The boys got a bit lost at Paul Ricard and the Nurburgring and Marko should

give them a bit of direction. He's trying to get into the DTM and the closest thing is F3, so it's perfect training for him if he gets an opportunity."

Further entries from Euro Series teams Signature and Prema Powerteam, plus a single car for German F3 racer Hannes van Asseldonk, will swell this weekend's grid to 29 cars.

Saturday's 40-minute feature race will also be shown live on Motors TV.

GP2

AirAsia engine change



Valsecchi: new livery in Germany, now fresh engine

TEAM AIRASIA WILL CHANGE DAVIDE

Valsecchi's GP2 engine this week in a bid to rejuvenate the Italian's season.

Valsecchi was up to third in the title race following the Valencia round in June. But in the two race weekends since then he has failed to score a point, leaving him sixth in the standings, 29 points behind championship leader Romain Grosjean.

"Next time we have a new engine," Valsecchi told AUTOSPORT.

"Since Silverstone we have been complaining about the engine because our one was not performing well enough. Last time we were unhappy with the

engine after one of the pre-season tests; we changed it and were incredibly fast at the next one."

The 24-year-old said that he hopes the change will result in a return to form in Hungary this weekend, but he added that he is wary of placing all of the blame on the powerplant.

"I don't know what is wrong, but I really hope we are competitive again," he said. "It seems like our set-up is not perfect, but we do not have the proof. We will find out in Budapest. If we are back in the top five then we know that the engine was penalising us."

GRAND-AM

Grand-Am to expand

TWO NEW CONSTRUCTORS ARE

considering building Daytona Prototypes to the revised Grand-Am rulebook that will be introduced next season.

Grand-Am vice-president Dave Spitzer has insisted that the new rules, which will permit smaller greenhouse or cockpit areas, are on course to revitalise the DP category.

"The whole point of the new bodywork is to inject new energy into the prototype class," he said. "There is interest from new constructors; a couple of parties have made inquiries that could go further."

Spitzer suggested that a newcomer could be on the grid for next season if it took over one of the DP designs not currently on the grid. Those include the Crawford and the Lola (the rights to which are held by ProtoAuto), both of which have not ruled out a return.

The three DP builders whose 'constructor licences' remain valid – Riley, Dallara and Coyote – are producing revised bodywork. Riley is also developing a body for Chevrolet, which will take styling cues from its road-car range.

IN BRIEF



Fusion model to stay

FORD TO KEEP FUSION

Ford is expected to retain the Fusion model for the Sprint Cup in 2013, rather than switching to the Mustang as had been predicted. The Mustang is already used in the Nationwide series.

YELEY SWAPS TEAMS

JJ Yeley has switched from start-and-park squad Whitney Motorsports to Front Row Motorsports for the remainder of the 2011 season. Yeley failed to qualify for one race with Whitney earlier in the year.

WEIGHT CHANGES FOR GERMANY

The WTCC has granted a further weight reduction for this weekend's Oschersleben round. The turbo BMWs have had 20kg deducted from their Donington weight and will carry no ballast, while the SEATs have had 20kg added. The Volvo C30 and BMW 320si will run 10kg and 20kg weight deductions respectively.

WTCC RETURNEES

Stefano d'Aste and Ibrahim Okyay will rejoin the WTCC at Oschersleben. D'Aste missed Donington due to a clash with the GT4 European Cup, while Okyay will be making his second appearance of the year in a privateer BMW.

GOLD COAST SIGNINGS

Another three international drivers have been confirmed for the V8 Supercar Gold Coast 600. Marino Franchitti will share a LDM Commodore with Warren Luff, Oliver Gavin will drive a Kelly Racing Holden, and Fabrizio Giovanardi has been signed by BJR.

FOUR CARS FOR TRIPLE 8

Leading V8 Supercar team Triple 8 could expand to four cars in the future. Australian publication *Auto Action* reports that the squad is in talks to acquire the two entries owned by Paul Morris Motorsport.

DUNLOP EXTENDS DEAL

Dunlop has extended its deal as sole tyre supplier to V8 Supercars through to the end of 2017. The series is switching to an 18-inch wheel and tyre package in 2013.



Dunlop: in V8s until '17



Power (left) has sided with officials

INDYCAR

Power hails hardline stance

Australian frontrunner agrees with IndyCar officials over driving-standards crackdown in Edmonton

Will Power has spoken out in support of the zero-tolerance policy for avoidable contact during last weekend's IndyCar race at Edmonton.

The series has been blighted with unnecessary accidents during the season, culminating in a chaotic Toronto race in early July. But the IndyCar officials have been largely reluctant to issue sanctions.

Chief steward Brian Barnhart said as recently as last week that contact was an inevitable

part of close racing, admitting that, "it is a discretionary and difficult decision between avoidable contact and racing."

That changed in Edmonton, however, where four drivers were dealt drive-through penalties for initiating contact. Power declared the harder stance was a step in the right direction.

"That's what needed to happen, because it will deter people from doing it again," he said. "If they hit someone, they are going to get

a drive-through and end up at the back as well. All of the drivers I spoke to all feel the same — that [discipline] needs to be more strict in every way."

Power was one of the casualties of the Toronto race when he came off second-best in a clash with title rival Dario Franchitti — an incident that continued on in a series of exchanges between the pair on social network site Twitter over the days that followed. The pair did not speak in the lead-up

to the Edmonton race, but Power said that a grin from Franchitti on Sunday morning was enough to convince him to forget about it.

"It broke the ice this morning after warm-up when he walked by and we made eye contact and he smiled," said Power, who went on to win on the airport track. "I put it behind me. I guess we both played a bit of mind games with each other."

 **P54 EDMONTON REPORT**

Pastrana would relish IndyCar series chance



INDYCAR

Pastrana eyes Las Vegas prize

ACTION SPORTS STAR TRAVIS

Pastrana has not ruled out competing for the \$5m bonus prize for winning IndyCar's season finale at Las Vegas, although he said that no deal has yet been signed.

"Given the opportunity to drive an IndyCar, I'd be an idiot to turn it down," Pastrana told AP last week. "Whether or not we can be competitive is a whole other question, but definitely we are working

that out and seeing what is possible."

Despite reports to the contrary, no guest drivers have yet been confirmed for the Vegas race. The first announcements are expected in the coming weeks.

Meanwhile, Pastrana is gearing up for his NASCAR Nationwide debut at Indianapolis this weekend. It will be the first of a scheduled seven outings in a Toyota run by Pastrana Waltrip Racing.

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INDYCAR

Honda aims for 10 engine deals

HONDA SAYS THAT IT HAS NO

intention of trying to gain an advantage by stacking next year's IndyCar grid, and has set itself a target of supplying engines for just 10 cars.

The series is opening itself up to competition next season after several years of using Honda as a sole engine supplier, with Chevrolet and Lotus both preparing to enter. But Honda, which confirmed last weekend that it will supply AJ Foyt Racing in 2012 as well as Ganassi, said that it intends to play fair.

Erik Berkman, president of Honda Performance Development, said: "We're obligated, like the other manufacturers, to service up to 40 per cent of the field.

"That's what we've agreed to. But it's our intention to not go over that 40 per cent. We don't want to try to go off and cherry pick all the good teams and stack the advantage by going and getting 50 plus per cent of the field. That's not our intention.



Foyt is second Honda team

So that 40 per cent of the 25 cars, you've got 10, and that's what we're planning right now."

Berkman added that he was in no hurry to finalise who the remaining Honda teams would be, and said that negotiations could continue into the off-season.

"We have lots of team owners, and drivers for that matter, talking to us and wanting to figure out

what's going to happen," he said. "I've been telling them all 'just hang in there.'"

Meanwhile, AJ Foyt is aiming to add a second car to his team for next year if he can find sufficient backing.

"One thing we're working on real quick right now is a second car, which I think will help us," the four-time Indy 500 winner said.

AUTOSPORT SAYS...

MARK GLENDENNING
DEPUTY F1 EDITOR

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A few weeks ago in Toronto, IndyCar learned the cost of trying to be all things to all people. You could see where the series was coming from – after a few years in the wilderness, things are on the way back up, and CEO Randy Bernard is desperate to turn the momentum within the series into committed fans.

The 'boys have at it' approach works fine in NASCAR, but you'd expect that when you have cars with fenders. Try it with Indycars, and you end up with a lot of debris, a lot of angry drivers and a lot of cautions, which only serves to disrupt the racing that you were trying to improve.

Many of the drivers – and pundits – have placed the blame for the increase in shunts upon the introduction of double-file restarts. This is crap. If you had double-file restarts in Formula 1, everyone would cope just fine.

The problems have simply been caused by bad driving, and a lack of incentive to race with more prudence. If you spot half a gap, and you know that a) the guy in front is going to come off worse if you touch and b) the series is adverse to penalties, then of course you'd have a lunge.

At Edmonton last week, though, the series finally fought back and four penalties were issued. It will be interesting to see whether it makes any difference at Mid-Ohio.



IndyCar has had enough of this

IN BRIEF



Wheldon

WHELDON SEAT FITTING

Indy 500 winner Dan Wheldon was at Dallara's Parma HQ last weekend for a seat fitting ahead of the inaugural test of the first 2012 IndyCar early next month. Wheldon and Bryan Herta Autosport were selected to run the initial chassis tests with Honda, Chevrolet and Lotus scheduled to begin running in October.

DALLARA BUILD ON TARGET

Dallara says that it is ahead of schedule with the construction of its new US base in Indianapolis. The 100,000 square foot facility is expected to be completed by the end of the year.

JV GOING TO BRAZIL

Jacques Villeneuve will make his Brazilian Stock Car debut in next month's Race of Millions at Interlagos. The August 7 race

offers a one million real (£882,000) prize to the winner.

BRATT MISSES BRANDS

Formula 2 race winner Will Bratt was forced to miss last weekend's round at Brands Hatch. The Brit is understood to have been sidelined by a sponsorship shortfall.

ONIDI RECOVERING

Auto GP frontrunner Fabio Onidi is targeting a return to the series at Oschersleben next month after fracturing his hand in a crash at Donington a fortnight ago. The Italian underwent surgery on his hand last week.

CARPENTIER TO QUIT

Patrick Carpentier will retire from racing after next month's NASCAR Nationwide race at Montreal. The Canadian claimed five wins in CART/Champ Car between 1997 and 2004.



Carpentier

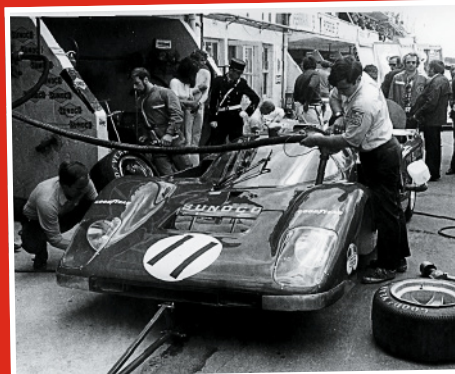
Roy Winkelmann 1930-2011

ROY WINKELMANN, WHO died last week aged 81, only had a short career as a team owner in motorsport, but in that time Roy Winkelmann Racing was arguably the best team in Formula 2 and helped launch the career of future world champion Jochen Rindt.

Winkelmann, who was born in the UK but grew up in the United States, raced as an amateur before running Alan Rees in Formula Junior in 1963. The Slough-based squad then graduated to F2 with Rees and Rindt in 1965.

The team closed at the end of 1969 when its core, including Rees and mechanic Phil Kerr, left to join the fledgling March organisation. But in its short time, Winkelmann and Rindt won a total of 23 F2 races with Brabham and Lotus machinery.

REMEMBER WHEN...



...Penske raced at Le Mans? Penske raced just once at Le Mans when it fielded a Ferrari 512M in 1971. The car was a frontrunner in the hands of Mark Donohue and David Hobbs until retiring with engine failure.

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PIT BITS

Facts and stats plus a readers' poll

Flashback

25 April, 1993

FIRST PORSCHE SUPERCUP RACE

The Porsche Supercup registered its 200th race last weekend, although that number included a non-points race in Melbourne. German Uwe Alzen won the inaugural Supercup race at Imola



TOP FIVE

Renault 3.5 graduates

1 Sebastian Vettel

Reigning F1 world champ was leading the standings in 2007 when he was called up to F1.

2 Robert Kubica

Cruised to victory in the 2005 season and got an F1 test deal for 2006 with the BMW squad.

3 Will Power

Rival to Kubica during first part of 2005 [below] before leaving mid-season for Champ Car chance.



Power starred in 2005

4 Pastor Maldonado

Scored the most points in 2006 but demoted to third in the championship for a technical infringement.

5 Daniel Ricciardo

F1 arrival with HRT comes off the back of a strong World Series campaign.

Renault's Kubica quandary

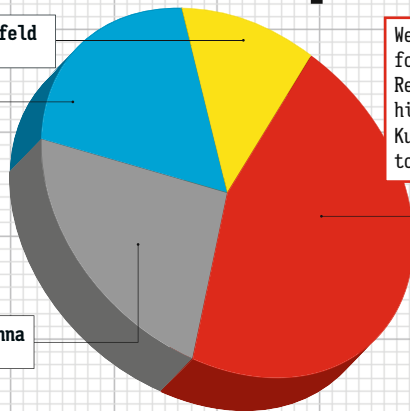
Nick Heidfeld
11.6%

Other
20.5%

Bruno Senna
22.4%

We asked AUTOSPORT forum users who Renault should hire if Robert Kubica is unable to return in 2012

Romain Grosjean
45.5%



NEXT WEEK

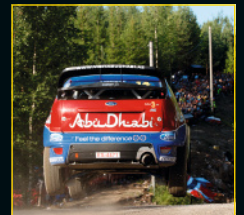


HUNGARIAN GRAND PRIX REPORT

Can McLaren and Ferrari prove they've *really* got Red Bull on the ropes before the summer break?

FLYING FINLAND

Full report from the world's greatest rally in flat-out, fever-filled Finland



top tweets



@dariofranchitti

Best move of the day - the woman in the hospitality suite who stood up and sang the canadian anthem solo after the pa system pitched!!



@AussieGrit

Super super effort from cadel evans! loved watching him bury himself on the mountains..special moment for Australian sport..



@varhaug (Pal Varhaug)

omg, i need to step it up! starting to get a bit frustrated!



@h3lio (Helio Castroneves)

Wohoo, they let me in USA!



@RGrosjean

When we put slicks was like the Trophees Andros, I enjoyed and that was good memories for me :)



@GrahamRahal

Drivers in this series need to start driving with some respect. This is ridiculous.

PLUS

Jenson Button's 200th GP; GP2/GP3 from Hungary; Spa 24 Hours; British F3 at Spa; WTCC from Oschersleben

ON SALE AUGUST 4



Loeb and Raikkonen demoted in Helsinki

WRC

Raikkonen guarded over future

The former F1 world champion-turned-World Rally Championship star has yet to commit to the WRC beyond '11

On the eve of his home round of the World Rally Championship in Finland this weekend, Kimi Raikkonen has raised the possibility that he may walk away from the WRC at the end of this season.

The Finn is competing privately this year, with nothing like the funding he enjoyed from Red Bull last season. Asked about his future in motorsport, Raikkonen said he had no firm plans for 2012 in either the WRC or in the American NASCAR series, where he has recently contested two races.

"We haven't really given a thought to what's going to happen next year," said Raikkonen. "If

we're going to do anything at all."

Following his troubled rookie WRC season last year, Raikkonen's pace and consistency have improved considerably this season, with his Ice1 Racing DS3 WRC taking points and top-eight finishes on all four rounds he has started so far in 2011.

With an entry list for Finland packed out with more World Rally Cars than on earlier rounds, Raikkonen's co-driver Kaj Lindstrom says a repeat of the sixth place they scored on the Jordan Rally earlier this year would be an amazing result for the 2007 Formula 1 world champion.

This will be Raikkonen's third

start on his home round of the championship, but he remains guarded about his prospects.

"It's a challenging event," he said. "If you try and push, it only takes one small mistake to lose a lot of time. It's great to get to drive in Jyväskylä, with such nice, fast roads. But it doesn't change anything, we'll try and do our best and see what that's good for."

In his two previous starts in Finland, Raikkonen rolled his own Abarth Grande Punto on his debut in 2009 and was classified 25th on his first visit in a World Rally Car last season.

Lindstrom added: "If we can finish somewhere around sixth

place, that would be a dream result – we would have done really well."

Asked about his chances of developing as a rally driver in years to come, Raikkonen said: "There's never any guarantee about the speed, but obviously experience will help, little by little, depending on the event, to get closer to the leaders. But I can't say anything really, let's wait and see what we're doing next year."

● Raikkonen joined seven-time World Rally champion Sebastien Loeb for the Red Bull Roadshow in Finnish capital Helsinki last Sunday, where 20,000 fans watched the pair demonstrating the DS3 WRC.

Rallying is in jeopardy in the British forests



WRC

Forest threat to British rallies

RALLY GB FACES A NEW THREAT – along with all forest-based events in Britain – from a government ban on events running through the woods following research from an independent panel.

MSA chief executive Colin Hilton said failure to illustrate the benefits of motorsport to the Forestry Commission could bring about an end to the 51-year history of British rallies running down the Commission's gravel roads. The panel closes its research at the end of the month.

Hilton said: "The MSA is conducting its own lobbying campaign with the review

panel, MPs, ministers and advisors, but we need to underline the importance of forest access to our sport. This is about explaining to a specialist panel how motorsport can happily co-exist alongside other activities within the public forests. If we don't act on this, there is a significant threat to stage rallying on forestry land."

The MSA sanctions 41 events – including Britain's round of the WRC – to run on Forestry Commission land, contributing close to £1 million to the Commission.

Contact the panel via www.msauk.org to make your opinion count.

WRC

Hirvonen buoyed by Finland test

FORD WRC DRIVER MIKKO

Hirvonen says he feels better prepared than ever before for his home round of the WRC, this weekend's Rally Finland.

The Ford team completed one of its longest and most comprehensive tests ever for the eighth round of the series, with drivers Hirvonen and Jari-Matti Latvala completing the same mileage as a full WRC round on each of four days of running in Finland last week. Both Hirvonen and Latvala say the Fiesta RS WRC feels better than its predecessor, the Focus, which has won the Jyväskylä-based rally for the past two years.

Hirvonen spent the second of his two days in Ouninpohja, a stretch of road the 2009 event winner loves.



Hirvonen is delighted with the Fiesta WRC

"It's been a fantastic test," said Hirvonen, "just perfect. Every time I come to this rally, I feel ready and well prepared, but this time I think it's just a bit better. The handling of the car is incredible; the way it changes direction, everything. It's perfect. I loved the way the Focus felt at home, but this is double that."

This week's event will be the first time Hirvonen has returned to the

Urria stage, where he suffered the biggest accident of his career. After the test, however, Hirvonen joked about going back to the right-hander that caught him out last year.

"I said to Jarmo [Lehtinen, co-driver], 'The handling feels so good with this car, I think we'll be able to go flat-out through there!' I'll just hold the wheel a bit tighter and tell Jarmo to hang on!"

IN BRIEF

GRONHOLM IS X-RATED

Rally Finland's most successful driver Marcus Gronholm will be out of town for the first time on his home WRC round this week. The seven-time winner will be racing against Rally America champion David Higgins and Ken Block, among others, in the Los Angeles X Games.

HARRI OUT ON RALLYDAY

Former Swedish Rally winner Harri Rovanpera will drive MML Sports' Mitsubishi Lancer R4 at Rallyday on Saturday September 17. The Finn, who also took 15 WRC podiums, ended his career with Mitsubishi, taking second in Australia 2005.

FOOTIE ACE FOR FINLAND

Former Liverpool defender – and Finland captain – Sami Hyypia will join Khalid Al-Qassimi for a ride in his Ford Fiesta WRC during Rally Finland shakedown. Hyypia will get a lot of attention from Al-Qassimi's Ford team-mate Mikko Hirvonen, who is a long-time Liverpool fan.

MAKINEN BACK IN ACTION

Four-time world champion Tommi Makinen returned to driving duty yesterday (Wednesday) to demonstrate his Subaru Impreza R4 at a test stage in Puuppola, the home of Tommi Makinen Racing.

DAVIES LANDS MSA ROLE

Howard Davies, former British

champion co-driver alongside Gwyndaf Evans, has been appointed regional development officer for the MSA in North Wales.

ATKO TO MAKE A RECCE

Asia-Pacific Rally Championship leader Chris Atkinson will be in Finland this week completing the recce for an event he has contested five times – finishing on the podium last time out in 2008.

BOUFFIER LOSES GROUND

Peugeot driver Bryan Bouffier's hopes of winning the IRC title took a knock late last week when he was excluded from the results of the Ypres Rally after post-event scrutineering of his 207 S2000 revealed a steering contravention. The Frenchman slips from P2 to P4 in the drivers' standings.

VW PAIR SAMPLE SKODA

VW's Rally Finland drivers Joonas Lindroos and Andreas Mikkelsen tested the Skoda Fabia S2000 last week. The cars will be branded with the decals from the charity Wings for Life for this week's event.

VW duo have racked up Skoda miles



WRC

Meeke aiming for a Finnish



Meeke is out to finish in Finland

KRIS MEEKE HAS PLAYED DOWN expectations of a top result on this week's Rally Finland, insisting his priority is to register a finish.

Meeke, who hasn't competed in Finland since 2006, said people shouldn't expect anything spectacular from the former IRC champion on the roads around Jyväskylä. On his first outing in the Mini WRC, in May's Rally d'Italia, the Northern Irish driver ran fourth overall before a throttle problem forced him to retire.

"Make no mistake, I want to win Rally Finland," said Meeke, "but that's not going to happen this year or next year. It's something to possibly look at in 2013, but this time it's about getting to the finish and getting experience."

Meeke's Mini team-mate Dani Sordo has talked about the car's engine needing more power, but Meeke said: "Maybe that's right, but my lack of experience of driving a World Rally Car here will be more of a handicap to me than anything with the car."

AUTOSPORT SAYS...

**DAVID EVANS
RALLIES EDITOR**

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Finland: a great rally with stories to match. As a warm-up for this week's, try these...

The year is 1977. Following persuasion from Ari Vatanen, Ford handed its test Mk2 to a young Finn, Kyosti Hamalainen. While in mid-air, he happened upon the back of Leo Kinnunen's 911 on SS2. Kinnunen's co-driver got the biggest surprise; he was sitting on the back of the car doing the job of the broken throttle cable. First he saw of the third factory Escort was the sumpguard!

Hamalainen's win was pretty extraordinary anyway, but more impressive when you realise he drove all 230 competitive miles 'blind'. His co-driver Martti Tiukkanen didn't say a word, such was Kyosti's knowledge of the route.

Markku Alen was never too far from a good story, like the time he couldn't get his 131 Abarth on song. He parked the back of the car close to a telephone, dialed Turin, gave it some revs and had the engineer diagnose the fault down the phone.

Then there was 1985 and Timo Salonen throwing his 205 T16 at a big spectator-pleasing jump and drifting into a farmyard, trying to keep himself awake in the dead of night, having completely forgotten an enormous boulder slap bang in the middle of his intended path. He exited the area backwards. But still went on to win.

And then there was Carlos Sainz's 1990 win – the first for a non-Scandinavian – achieved with a broken left foot.

And tonight (Thursday) the stories start again...

Hamalainen won 'blind' back in 1977



WRC PREVIEW

Event
Based
Round
Date
Stages
Distance
Surface
2010 winner

Rally Finland
Jyväskylä
8/13
July 28-30
22
195.66
Gravel
Jari-Matti
Latvala
Sebastien Loeb

Latvala won on home turf last year





GERMAN GP

Nurburgring, July 24

ROUND 10/19

LAPS 60

WINNER

Lewis Hamilton
1h37m30.334s

POLE POSITION

Mark Webber
1m30.079s

FASTEST LAP

Lewis Hamilton
1m34.302s

RACE RATING

★★★★★

It was great at times, although there were a few periods of calm

DRIVERS STANDINGS

Vettel	216pts
Webber	139pts
Hamilton	134pts

MILESTONES

- Red Bull's 30th pole position - Webber has taken nine of them
- Hamilton's 16th win puts him level with Moss as English winners, behind Mansell (31) and Damon Hill (22)



HAMILTON RUNS 'RINGS AROUND THEM

Nothing could constrain the McLaren genius:
he produced an inspired qualifying lap,
then a stunning victory. By MARK HUGHES



QUALIFYING

Webber on pole again – but this one's so much better than Silverstone

➤ Mark Webber's special Nurburgring touch served him well again on Saturday. This pole position was rather more resounding than that of Silverstone, when the rain had prevented a final playing-out of things. Here, he was the man putting his stamp on the field right from the moment the wheels first turned on Friday morning.

The arrival of his favoured track on the calendar came at a good time in terms of season momentum, as he's been steadily clawing back the deficit to his team-mate of late. He's probably been helped in this by the evolution of the Pirelli rubber in a more conservative direction – and the low temperatures of the 'Ring last weekend just enhanced this situation. With a track temperature that barely broke 20C, even the softs were impressively durable – and Pirelli reckoned a set of mediums could have done two races!

Webber confidently took his formidable practice speed into qualifying and nailed each sector at the critical time. He was visibly confident into the all-important braking zones of Turn 1 and the slow chicane, using up all the track on the entry. "A bit of both, probably," he replied when asked if this represented his recent progress with the Pirellis or his affinity with this track. "My performance has been improving lately but this place has always been good to me."

But arguably even Webber's great effort was not the lap of the session. That surely belonged to Lewis Hamilton, who in recording a lap just 0.06s slower than Webber got his McLaren between the Red Bulls. "That was way more driver than car," said a McLaren man. "In qualifying trim we should not have been ahead of the



Webber got the upper hand on Vettel

Ferrari, let alone splitting the Red Bulls."

This stunning effort – over 1s faster than team-mate Jenson Button – surprised even Lewis. "I definitely underestimated how good the car would be on light fuel," he said. "It just felt unbelievably good, had a beautiful flow. The lap felt incredible, one of the best I can ever remember. Having the regulations back has definitely helped us and we've also got improved engine modes."

Switching from Carbone Industrie to Brembo brakes transformed Hamilton's form on Saturday (see main report). In the sectors with the two biggest stops (at Turn 1 and the chicane), he was 0.1s and 0.2s faster than Webber, and it was only in the high-speed sweeps of the middle sector that the Red Bull gave Webber a 0.4s advantage that allowed him to remain narrowly ahead over the lap. "No matter how hard I pushed, that 0.4s gap in sector two seemed always to be there," said Hamilton, "so I just concentrated on fine-tuning and pushing extra hard in the other two on the brakes and with my lines."

Sebastian Vettel was, for once, rather overshadowed and it was unfortunate for him that his first non-front-row start of the year should come at his home event. He had been unhappy with the balance of the car throughout Friday, and the Red Bull boys had a big job list to work through in time for FP3: "Yes, there were a lot of changes and the car felt much better. We had tried many things [on Friday] but for today went back a couple of steps on

one of the changes and tweaked the set-up around that – and it gave me a much better feel for the car." But even then his confidence was not as high as that of his team-mate's, and the lap trailed Webber's by that vital tenth.

Fernando Alonso's Ferrari – set up with full downforce in the expectation of a wet race – was fourth, 0.25s off the Red Bulls, much as the team were expecting. The easier way the car uses its tyres – such a boon through the high-speed bends of Silverstone – was a disadvantage here. "We would ideally have liked to have had an extra 10C," said chassis director Pat Fry. Felipe Massa ran wide at Turn 4 on the critical lap, losing him a couple of the five tenths he trailed Alonso by in fifth.

Sixth-fastest Nico Rosberg's Mercedes was 0.8s off Alonso's Ferrari, the feeling in the team being that this represented the car's current potential, even though the latest updates were felt to have found the car around 0.2s. "I'm happy with the set-up work that we have achieved," he said, "and that the new parts are working." Michael Schumacher was less satisfied, back in 10th. His car had suffered a KERS failure in FP3, losing him some track time, but having been as quick or quicker than Rosberg up to that time he was mystified at being almost 1s slower once he got into qualifying: "It was not the car I'd had in my hands before, but was sliding around."

Button, back in seventh, had a very similar experience: "We made a lot of progress from FP1 and 2 into this morning and the car felt really good. But as soon as

qualifying began, there was just no grip. The balance was fine, but I just didn't seem to be getting the tyres working."

Getting even the soft rubber to the critical temperature at which it would turn on seemed to be catching a few out. Adrian Sutil, who did a great lap to get the Force India into Q3 and then qualified eighth (albeit 0.8s off Button), observed that several drivers seemed to be needing to weave on the out-lap whereas he had no such problems. "Maybe those with a more aggressive style were in a better position today," he observed. Certainly his team-mate Paul di Resta couldn't seem to generate the grip and failed to make the Q3 cut, ending up in 12th.

Vitaly Petrov secured a last-gasp place in Q3, knocking out Renault team-mate Nick Heidfeld. The German veteran had spent Friday assessing the new rearward-facing exhaust and was starting from scratch on Saturday morning with the forward-facing system. The Williamses of Pastor Maldonado and Rubens Barrichello were 13th and 14th respectively, the 0.35s between them accounted for by the fact that Barrichello was running without KERS as part of a team experiment.



Hamilton was rightly pleased with himself



➔ **P44 RESULTS**
Nurburgring
nitty-gritty



Hamilton beats Webber into the first corner



RACE CONDITIONS

The race started on a dry track with a few damp patches at the extremities. Conditions stayed cold and dry throughout.

A hot race on a cold day. In fact, it was the unseasonal cool that made this race, in twisting the car/tyre equation to a place that made the tactical calls around the stops a step into the unknown – a time for cool heads, when the race could be won or lost. It looked unlikely to be decided by performance alone, so closely matched were McLaren's Lewis Hamilton, Ferrari's Fernando Alonso and Red Bull's Mark Webber. The pitstop calls made by McLaren played a crucial part in a great, swashbuckling and beautifully-judged Hamilton victory. But the win was about more than just that, more than hitting back at a perfect time to combat both internal and external pressure. The McLaren was back to the car it had been in Spain, Monaco and Canada, degrading its rear tyres less quickly than the Red Bull, but getting them up to temperature quicker than the Ferrari. This latter distinction was exaggerated by the cool track temperatures (they hovered between 11-16C), something that definitely played its part in containing a Ferrari that was nonetheless still very competitive.

Other factors conspired to put McLaren in a position whereby its

tactical calls were for the win: its efficient race-spec rear wing (the payback for its lack of DRS power in qualifying); the restoration of the full effect of its hot-blowing exhaust to nail the rear end off-throttle, giving it the braking stability so crucial here; and the sublime way in which Hamilton transcended the car's performance relative to the others.

Braking stability was in fact crucial in allowing Hamilton to ace the heavy deceleration from high speed into Turn 1 and the slow Turn 13-14 chicane. On Friday he had tried different cooling configurations around the car's usual Carbone Industrie brakes, but none of them quite rid those discs of their tendency to lock in cool conditions. They have a high coefficient of friction and give great wear rates, but are highly sensitive to being in the correct temperature window. If it's too cool they don't give a lot of initial bite; the driver presses harder on the pedal, the material heats up in an instant – but maybe fractionally sooner on one side than the other – and you lock a wheel; never good, and disastrous here.

The temperatures throughout the weekend put the Carbone in exactly the wrong spot, and five times during practice Hamilton's car was checked on the corner-weights, such as its twitchiness under braking. In the end he followed Jenson Button's Friday choice of transferring to Brembo discs – not as powerful and with a higher wear rate, but with a nice consistent

pedal feel and a relative immunity from cool conditions. It was enough to give Hamilton the confidence he needed in the heavy braking areas, this in turn helping generate the tyre temperatures needed to switch on the Pirellis on a weekend when that was no easy task.

Hamilton was only fourth fastest through the aerodynamically-demanding, fast middle sector in qualifying, losing 0.375s there to Webber's Red Bull, but he almost overcame that with his brilliance under braking in sectors one and two.

Lewis's overachievement in qualifying allowed the McLaren's great race pace to count – and he took full advantage at the start, slicing into an immediate and uncontested lead, helped by Webber's polesitting car dragging its clutch slightly at the start.

As Webber swept aggressively to the right on the run down to Turn 1 to block off Sebastian Vettel, so

Vettel was left the Red Bull meat in a Ferrari sandwich, Felipe Massa on the left, Alonso to the right. He hung Massa out to dry on the left, and had the inside line from Alonso for the never-ending curve of Turns 2-3, but Fernando hung on around the outside of T3, allowing the Ferrari to slice aggressively down the inside of T4, the right-hander leading onto the short straight. So already the three leading men of this race were at the front, Vettel struggling to hang on and soon to be dropped. "It didn't feel good all weekend," said the champion. "I didn't have Mark's pace and others were quicker than us too."

Webber's struggle against Vettel this year has been to do with his adaptation to the way you have to treat the rear Pirellis. Just two or three excessive wheelspins from a slow corner can destroy their performance, and the more you can minimise the time on lateral load – like Vettel has been able to do ▶

Heidfeld put paid to di Resta's hopes



◀ with the way he has of rotating the car around on corner entry, getting quick direction change – the better. But in the cool of the Nurburgring, this seemed less critical. “This was an attacking race,” confirmed Alonso, “where you didn’t need to worry too much about tyres, not like most this year. It was just DRS, KERS and fighting.”

The temperatures, in other words, made this almost like a 2010 race in the way you needed to approach it. Besides which, Webber always goes well here and it’s about the only place that Vettel struggles.

That said, Vettel was able to counter-attack Alonso through Turns 2-3 on the second lap. Those Ferrari front tyres were still not fully up to temperature and, as Fernando leant on them, so he got onto the wet Astroturf. To his left, a flash of blue-and-yellow as Vettel retook the place.

Hamilton was already out of Webber’s DRS reach, while Vettel/Alonso quickly pulled away from Nico Rosberg, who’d been able to pounce past Massa when the Ferrari was edged aside by Vettel at the first turn. Rosberg defended perfectly, using his car’s straight-line speed to his advantage, and Massa would spend the next 12 laps looking for a way through – and was almost 15s behind the leaders once he’d found one.

There had been hints of drizzle prior to the start and into these early laps, but it never developed into anything more than that. This was against every forecast, all of them insisting there’d be a decent dose of rainfall during the race. As such, almost everyone was fuelled somewhat lighter than ideal for a dry race and was having to manage that with engine modes.

Alonso was being held up by Vettel, plain and simple, and eventually he found his way

“That was to reckon without Lewis’s racecraft. Webber seemed not to expect the counter-attack”

through by diving aggressively down the inside of Turn 1 on the eighth lap. Seb was pushing hard trying to keep up when he braked while his left rear was on the grass on the approach to Turn 10. He was at 90 degrees to the direction of travel for a long time, the RB7 coming to rest shrouded in blue smoke in the run-off area. His vision was blurred by the flat-spots as he rejoined still in fourth place, but only just ahead of Rosberg/Massa. It was his first significant error of the season.

Hamilton’s margin over Webber never quite got to 2s before the Red Bull began hunting him down, and for eight laps or so the Aussie sat staring at the dayglo McLaren rear wing, sometimes feinting this way or that but never quite putting together a move. “He was massively



Trulli happy that KC is in his Lotus



Sutil took a strong sixth



Rosberg and Schuey battle with Petrov



Vettel only saw Webber when out of synch on stops

DRIVER BY DRIVER by Edd Straw

1 6/10
Event rating

SEBASTIAN VETTEL

Red Bull-Renault RB7-3
Start: 3rd. Finish: 4th
Weekend of damage-limitation after struggling for pace. Dropped a wheel off side of track and spun while running fourth, damaging his tyres, which left him in a scrap with Massa. Was behind when both pitted on last lap; Ferrari’s wheelnut problem gave him the place.

2 8/10
Event rating

MARK WEBBER

Red Bull-Renault RB7-4
Start: 1st. Finish: 3rd
Flew in qualifying. Lost lead with mediocre start and then undercut Hamilton at the first stops, but didn’t quite have the pace. Attempted undercut at the second stops dropped him to third, and running longer before his final stop wasn’t enough to repass Alonso.

3 10/10
Event rating

LEWIS HAMILTON

McLaren-Mercedes MP4-26-03
Start: 2nd. Finish: 1st
Vintage Hamilton. After doom and gloom on Friday, a wonderful qualifying lap and a flying start to lead early on. With all three frontrunners on similar pace he drove to perfection, passing Alonso after second stop, and then finding pace on the medium tyres to seal the deal.

4 5/10
Event rating

JENSON BUTTON

McLaren-Mercedes MP4-26-04
Start: 7th. DNF
A weekend to forget for Button, who couldn’t get the Pirellis switched on in qualifying and was 1.1s off Hamilton. In the race he was on for a standard Button recovery, making only two stops, but a hydraulics problem cost him a certain top-six finish.

5 9/10
Event rating

FERNANDO ALONSO

Ferrari 150° Italia-290
Start: 4th Finish: 2nd
Very happy after qualifying, despite missing 0.4s to Red Bull and McLaren. Took third from Vettel on first lap, lost it, then regained it. Appeared to have slight edge on tyre degradation, but couldn’t stay ahead of Hamilton after second stops and had to be satisfied with second.

6 6/10
Event rating

FELIPE MASSA

Ferrari 150° Italia-289
Start: 5th. Finish: 5th
Ran wide in Q3, costing him a couple of tenths but no position, then fell behind Rosberg at start. Sat there until lap 11, costing himself any chance of a podium, but did enough to finish ahead of Vettel had he not had a wheelnut problem when both pitted with a lap to go.



Buemi puts Heidfeld into the boonies



Button ends his race early

faster than me through Turn 8 at the beginning of the race on heavy fuel," observed Hamilton. "Initially I couldn't take it flat."

Webber had put together a formidable simulation run on Friday afternoon that suggested the Red Bull would walk a dry race. Was he just being delayed by Hamilton? Could he pull away if only he could get in front?

The McLaren was faster down the straights and into the key passing zones of Turn 1 and the chicane, so it was difficult. But on the 12th lap Hamilton made a small error under braking into that chicane. "I don't know if it was the same for everyone," he related, "but there was a particular point on the track for me going into the chicane, and from lap to lap it was a little bit different each time under braking. Maybe it was just my car but I would have a bit of rear-wheel locking or something like that and I would just slide into the corner."

On this occasion it made him wide into the first apex, badly compromising his exit. Webber was able to get down his inside in the short run from there to the final corner. That looked to be that, the moment where we'd find if the Red Bull indeed had the wings to let it fly into the distance. But that was to reckon without Lewis's instinctive racecraft. Recognising early that he'd lost the corner, he stayed out wide into it, taking a normal racing line in order to get a better exit onto the straight. Entering that straight, Webber didn't move quickly enough to the right, seeming not to expect the instant counter-attack. Using the slipstream, the KERS and the McLaren's superior straight-line speed, Hamilton was able to slot himself into the McLaren-sized width between the Red Bull and the pit wall. The Red Bull was still 0.117s ahead as they raced past the

start-finish line – the first time Webber had led a race this year – but the McLaren was back ahead as they raced into Turn 1.

All this had played into Alonso's hands, enabling him to regain the time lost earlier behind Vettel, and he now began applying pressure to Webber. Silver, blue, red they flashed past as one. On the 13th lap Alonso got inside Webber through Turn 2, and side-by-side they went through there, Webber locking up into T3 to stay ahead by the smallest of margins. Through Dunlop Curve Alonso continued to push hard, big oversteer twitch on the exit as the Ferrari's wheels found the edge of the gravel beyond the exit kerb.

Webber sensed his rear tyres were beginning to lose their edge. "The consumption of these tyres is pretty high following someone like I did Lewis," Webber explained, "so it's always a fine line how much you want to be on someone around the stops, and around the DRS zone, because you hurt the tyres doing that. It's hard to race when they're like that, but anyway that's the way it is."

Red Bull called him in at the end of lap 14. Hamilton upped his pace instantly in response, and Alonso went with him – suggesting that Lewis had been measuring out the car's performance. This move confirmed Webber on a three-stop strategy. The harder medium tyres were expected to be a lot slower, and so pretty much everyone was planning to fit them very late. So getting through 50-plus laps on softs required three stints on them if you stopped much before laps 22-24. This was the quicker strategy for those up front. Thinking ahead to the next stops, McLaren and Ferrari let Hamilton and Alonso run for another two laps after Webber's stop. Webber's undercut meant they rejoined behind the Red Bull ▶

7  **6/10**
Event rating

MICHAEL SCHUMACHER
Mercedes MGP W02-09
Start: 10th. Finish: 8th
After struggling for grip in qualifying, leading to a lurid moment at the chicane, he again had the pace to beat Rosberg in the race. But was a little eager, dropping a wheel off the edge of the track and spinning while trying to find a way past. Fought back to solid eighth.

8  **7/10**
Event rating

NICO ROSBERG
Mercedes MGP W02-07
Start: 6th. Finish: 7th
Happy with Merc's exhaust-blown-diffuser tweaks and got best from car in qualifying. Ran fifth early on and drove superbly to keep Massa behind, but tyre degradation forced him to run three-stop strategy, giving two-stopping Sutil the advantage.

9  **4/10**
Event rating

NICK HEIDFELD
Renault R31-04
Start: 11th. DNF
Friday was a write-off after Renault opted to drop Red Bull-style rearward exhaust he was running, but only missed Q3 by 0.035s. Clouted di Resta on opening lap, sending him to the back of the field. Was then booted off the track by Buemi's Toro Rosso on lap 11.

10  **6/10**
Event rating

VITALY PETROV
Renault R31-05
Start: 9th. Finish: 10th
Renault had only one of its experimental exhausts, so Petrov ran the conventional one. This allowed him to get upper hand over Heidfeld and he made Q3. Drove well in race, defending strongly, but you feel that Robert Kubica would have finished ahead of the Mercs.

11  **7/10**
Event rating

RUBENS BARRICHELLO
Williams-Cosworth FW33-04
Start: 14th. DNF
A weekend of testing for Barrichello, who ran new front wing, diffuser and no KERS in qualifying and the race. Unhappy with balance of the car all weekend and was 0.4s off Maldonado in qualifying. Race lasted only to lap 17, when he retired with an oil leak in the engine.

12  **6/10**
Event rating

PASTOR MALDONADO
Williams-Cosworth FW33-02
Start: 13th. Finish: 14th
Again outqualified Barrichello, but he was running different spec of car without new front wing and diffuser, and with KERS. Tyre degradation and lack of pace on prime compound cost any chance of points finish, and he fell behind recovering di Resta in the final reckoning.

← and the rejoining made for dramatic viewing. The yet-to-stop Massa was just ahead of Webber as they both swept past the pit-exit road just as Hamilton and Alonso were coming out. Four-abreast they fanned out, racing wheel to wheel with fantastic precision.

As Massa peeled off into the pits on the next lap, so Webber had the opportunity to demonstrate the RB7's true performance. And nothing much happened... Hamilton was able to stay with him, generally being within 1.5s or so. Alonso was not as quick as the McLaren early in the stints but looked very strong late in them – just as at Silverstone. “We weren’t quick enough today,” said Webber. “They always seemed to have that small margin on us at the end of the stints, giving them a bit more range, and that made us a bit exposed on strategy.”

Further back, Vettel had lost out to Massa at the stops, despite having pitted a lap earlier. This was the first suggestion that the usual undercut might not actually be very powerful. Yes, Vettel was struggling with left-rear brake temperatures, requiring him to move the brake bias forward, and he had those flat-spotted tyres. But still, it posed a question mark for the front three to ponder as they raced towards the second stops, still very-closely spaced and miles ahead of everyone else. A couple of times Alonso had a look at Hamilton, getting alongside the McLaren into Turn 1 on the 18th lap, but Lewis had him covered and next time through set the fastest lap so far. It was on this lap that Vettel was on the grass again as he chased Massa.

As the second stops approached, still with virtually nothing between the three leaders, would it be better to stop first – the conventional undercut – or could the McLaren and Ferrari use their apparently

You heard the 'Alonso-to-Red-Bull' story here first



Massa leads Vettel in pitstop race



Hamilton's drive had a lot of punch

DRIVER BY DRIVER by Edd Straw

14  **9/10**
Event rating

ADRIAN SUTIL
Force India-Merc VJM04-04
Start: 8th. Finish: 6th
If you had to pick one driver other than Hamilton who got the best possible result in both qualifying and the race, it was Sutil. He was best of the drivers on used options in Q3 and had a lonely run to sixth, staying ahead of the trouble and beating both three-stopping Mercs.

15  **7/10**
Event rating

PAUL DI RESTA
Force India-Merc VJM04-02
Start: 12th. Finish: 13th
Struggled desperately for grip in qualifying, likely because he couldn't get the Pirelli rubber switched on. Was still confident of points, but was victim of an assault by Heidfeld on the opening lap. Spun to the back but showed good pace from there, two-stopping to 13th.

16  **8/10**
Event rating

KAMUI KOBAYASHI
Sauber-Ferrari C30-01
Start: 17th. Finish: 9th
Wasn't ideally placed on track during Q1, but had to carry the can himself for failing to make Q2. Inevitably, he made up six places on the first lap, which brought him into points contention, and he executed his two-stop strategy to perfection to take two points.

17  **5/10**
Event rating

SERGIO PEREZ
Sauber-Ferrari C30-02
Start: 15th. Finish: 11th
On a weekend when Sauber struggled badly for tyre temperature, Perez did a solid, unspectacular job in qualifying, then spun while stuck behind Alguersuari in the first stint. This forced an early pitstop after 10 laps and cost him what could have been a top-eight finish.

18  **5/10**
Event rating

SEBASTIEN BUEMI
Toro Rosso-Ferrari STR6-04
Start: 24th. Finish: 15th
Outqualified Alguersuari, but flicked to back of grid due to fuel irregularities, a result of contamination from the replacement fuel system after Friday misfire. Booted Heidfeld off track early on, rightly getting a five-place grid penalty, and made little impression from the back.

19  **7/10**
Event rating

JAI ME ALGUERSUARI
Toro Rosso-Ferrari STR6-01
Start: 16th. Finish: 12th
Was slightly slower than Buemi in qualifying, but the on-form Spaniard probably did as well as he could have done in the race. Picked up a couple of places when Heidfeld and di Resta clashed on lap one, and jumped Maldonado through his second stop.

easier tyre use to up the pace once Webber had come in, hoping that they could go faster on their old rubber than Webber could on new? The reason the undercut wasn't so powerful was simply that the low track temperatures didn't allow you to get the fresh rubber fully up to temperature on the first couple of laps. Again Webber felt that his rears were beginning to give up and he was in at the end of lap 30. The stop was around 0.5s slower than his earlier one and he didn't get the greatest of breaks in traffic as he exited. McLaren called Hamilton in response, knowing that he had a real chance of jumping back ahead. The in-lap was almost identical to Webber's, the stop a full 1s quicker – and the McLaren exited just ahead of the Red Bull. With Webber's tyres hotter than Hamilton's, Mark went for the outside around Turns 2-3. He couldn't quite make it stick, Hamilton actually nudging him out over the AstroTurf.

Ferrari had watched this with great interest. Alonso's tyres were in better shape than either Webber's or Hamilton's had been, and he stayed out for a further lap more than Hamilton. His in-lap was fantastic, a full 0.7s quicker than theirs had been. The Ferrari stop was as quick as the McLaren's – and Alonso exited just ahead of Hamilton, with Lewis then doing the exact same

manoeuvre that Webber had tried on him the previous lap. He was able to make it stick and chopped across the Ferrari's bows into T3, now back into the lead.

All that was left now was the exact timing of the late final stops for the dreaded mediums. "It was a really critical decision," admitted McLaren's Martin Whitmarsh. "We had seen in practice that the options were between 1.5-2s quicker. But we looked like we had about 1.8s of degradation on the options by the end of the stints. So it was very finely poised – and there was the question of how long it would take you to light the primes up." Again, there was the agonising choice of whether you should stop before or after your rival. Two-stopping Vitaly Petrov was the first to switch to the medium, on lap 48. He immediately began setting personal best sector times – very significant.

Jenson Button never made it to his second stop. He had lost out badly in the opening few corners but, once he has passed Petrov, he closed on Adrian Sutil's Force India, the foundation of a good afternoon for the German that would give a sixth-place finish.

Michael Schumacher's Mercedes was involved in this group until an identical spin to Vettel's at Turn 10, but would stage a good recovery in getting back to eighth by the end, just 9s behind non-spinning

“Vettel ignored the request, so defining his battle with Massa as one between their pit crews on the final lap”

team-mate Rosberg.

Having just outfumbled Rosberg into Turn 1, two-stopper Button suffered a leak from the hydraulic cooler, forcing him to retire on the 35th lap. "He'd have been up with Massa and Vettel at the end," surmised Whitmarsh.

With an eye to those final stops, Hamilton's job now was to try to pull out a cushion of around 2.5s-3s over Alonso in order for it not to matter if he stopped a lap before or after him. Showing just how measured his drive was, Hamilton let rip with a sequence of laps that lit up the timing screen purple. It was the final pummelling that clinched Hamilton this race, as Alonso did not quite have an answer, and by the 43rd lap Hamilton had the required gap. All he had to do now was maintain it, try to keep those softs in shape for another dozen laps or so.

Shortly afterwards, Vettel began setting yet faster times than Hamilton – but from over 40s behind in fifth place as he chased Massa. He'd stopped 10 laps after Hamilton, so his tyres were much newer and the rear-brake temperatures had stabilised. Massa began to get a little ragged in defence, but always managed to stay ahead. On one occasion Vettel had to take to the escape road at the chicane in order not to hit the back of the Ferrari, so much earlier was Massa on the brakes.

Up front McLaren – with that nice 2.5s cushion – was first to blink, bringing Hamilton in for his

mediums on lap 51, nine from the end. Ferrari, worried about how its car was a little slow to warm up new tyres, opted to stay out another two laps, staking all on the hope that Hamilton would not be able to lap immediately quickly on the mediums. Alonso pushed mighty hard on those two laps – but it wasn't enough. Hamilton had no trouble in getting temperatures and was immediately faster than the Ferrari. So, with that flourish, was the victory sealed.

Red Bull had nothing to lose in trying to get Webber ahead of Alonso by going longer – but that didn't work either. The podium places were now apparently sealed, and attention switched to the Massa/Vettel battle for fourth. As they headed into the last two laps still to make their final stops, Vettel was instructed to do the opposite of Massa as they approached the pit entry. He ignored the request, so defining the battle as one between their respective pit crews on the final lap. Vettel locked up to avoid hitting the back of the Ferrari up to the speed-limit line, then pulled immediately into his spot. The Ferrari garage was two places further up. The Red Bull boys completed a beautiful stop under massive pressure. At Ferrari, the design of the wheelnut – created with very short threads to minimise threading time – led to it falling out of the gun, not for the first time at Ferrari this season. As Vettel accelerated away, Massa's front-left wheel man was still fitting the replacement nut, and fourth place was Vettel's.

Coming into the weekend he probably hadn't imagined feeling good about a fourth place, even if it was only fleeting. As Hamilton basked in the glory of "one of my best ever wins", Vettel walked back to the garage rather than to the podium for the first time this year. ❖



Subs' bench: Ricciardo battles with Chandhok

20  **8/10**
Event rating

HEIKKI KOVALAINEN
Lotus-Renault T128-04
Start: 18th. Finish: 16th
Lotus is well ahead of the HRTs and Virgins, and well behind the midfield. As such, Kovalainen sat in between the two 'classes' all weekend. A big lock-up in Turn 1 in Q1 ruined what would have been his best run, but that aside a very strong, if dull, weekend.

21  **6/10**
Event rating

KARUN CHANDHOK
Lotus-Renault T128-01
Start: 20th. Finish: 20th
Made decent progress in practice, finding lots of time under braking in particular. With only 26 laps in the car prior to Friday, was facing a near-vertical learning curve, and did well to make the finish even though there were a few too many off-track moments.

22  **8/10**
Event rating

DANIEL RICCIARDO
HRT-Cosworth F111-03
Start: 22nd. Finish: 19th
Qualified right on Liuzzi's pace, was able to pass d'Ambrosio during the first stint of the race before slipping back behind him later, and showed he had made a big step forward in protecting the tyres on his two-stop strategy. Needed to take a step forward and did.

23  **7/10**
Event rating

VITANTONIO LIUZZI
HRT-Cosworth F111-02
Start: 23rd. DNF
Sat out FP1 to allow Narain Karthikeyan some time in the car. With a grid penalty for a gearbox change hanging over him, opted for a wet-minded set-up in qualifying. Just beat Ricciardo, but in race hung onto Glock until an electrical problem forced him out.

24  **8/10**
Event rating

TIMO GLOCK
Virgin-Cosworth MVR-02-02
Start: 19th. Finish: 17th
Main story of his weekend was agreeing a new deal that could keep him at Virgin to 2014 and beyond. Struggled with instability in qualifying, but drove very well in the race, keeping Liuzzi at bay early on and weathering braking problems to finish ahead of d'Ambrosio.

25  **6/10**
Event rating

JEROME D'AMBROSIO
Virgin-Cosworth MVR-02-03
Start: 21st. Finish: 18th
After several trying weekends, was back on form at the Nurburgring. Qualified only 0.2s off Glock, although struggled on heavy tanks early in the race and was passed by Ricciardo. Retook him during his second stint and closed to within 10 seconds of Glock by the flag.

**FREEZE
FRAME**



McLaren rakes it in

Did McLaren run Red Bull-esque ride heights in Germany?

Technical chief Paddy Lowe reveals all to MARK HUGHES

Lewis Hamilton's McLaren is displaying an almost Red Bull-like angle of rake approaching Turn 3 on Friday morning.

Technical director Paddy Lowe explains: "That's not particularly different rake to what we've run all season. It would be lower than that at the back at higher speed but, as a generalisation, the rules drive you all in the same direction. You want to get the front wing as low as possible because it's much more efficient to get it in ground effect. At the rear, from a centre of gravity point of view, you want the car as low as possible but on the other hand you need to energise the diffuser; if it's too low it will stall. Now, as diffusers have become much shallower by regulation, you gain more advantage by increasing the rear ride height as you are putting some more departure in the diffuser.

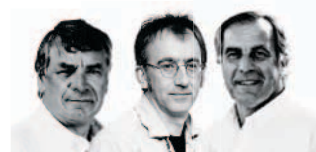
"The downside of that is can you offset the negatives from C of G and, also, can you

make that downforce work for you in terms of range at low speed and high? As you get higher at the rear it does generally become less efficient, even though you are increasing the capacity. The entry is opening as well as the exit and the diffuser is all about managing that momentum so the entry height sets the entry flow rate and the exit height determines the exit flow rate. Going higher is winning on one and losing on the other. Also, the higher you go the more leakage you get from the side, so you are just constantly just trading these things.

"You can make it work for you in different ways according to the aero philosophy pursued. I don't think it's that clear-cut but Red Bull seems to be getting more from it than us. Exhaust-blown diffusers help because you can enable the diffuser to work at higher ride heights than you would otherwise by creating a virtual skirt."



Drawing board

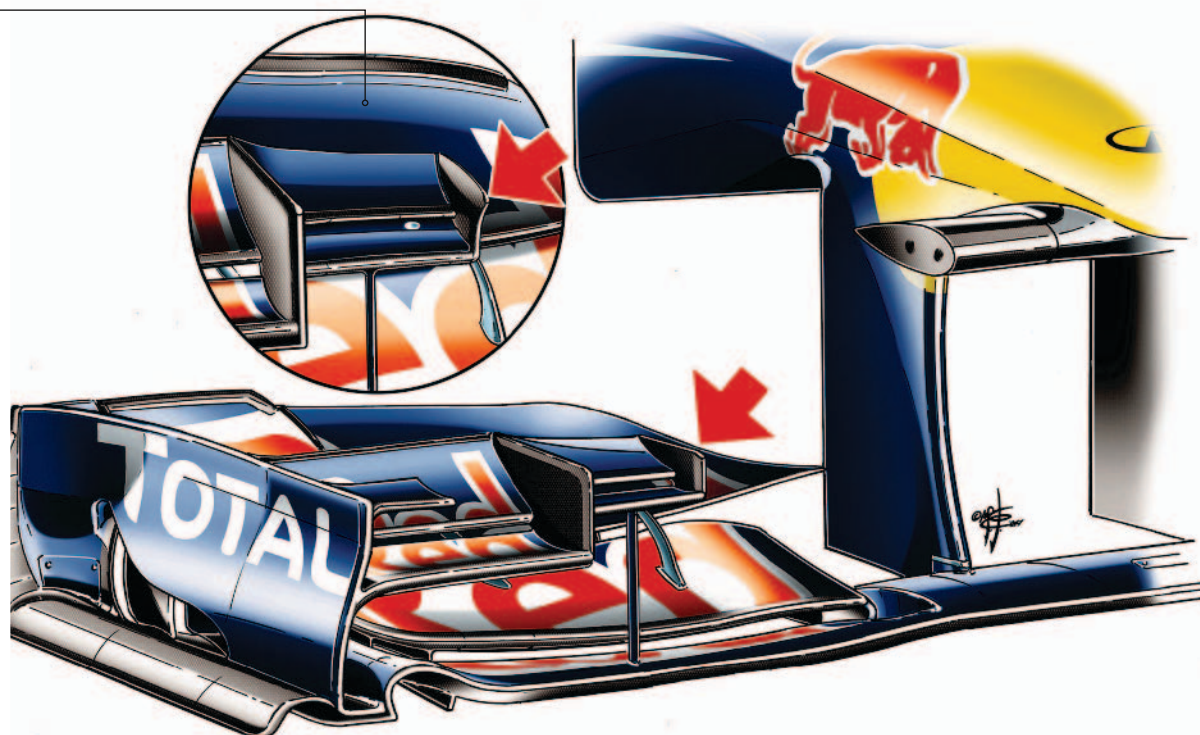


Gary Anderson, Mark Hughes and Giorgio Piola give a technical appraisal of some of the changes introduced at the Nurburgring by five of the teams

RED BULL FRONT WINGS

→ Red Bull introduced a new front wing here (main picture). There were two different endplates available: the one shown in the main picture and that illustrated inset. Both cars raced with the latter version.

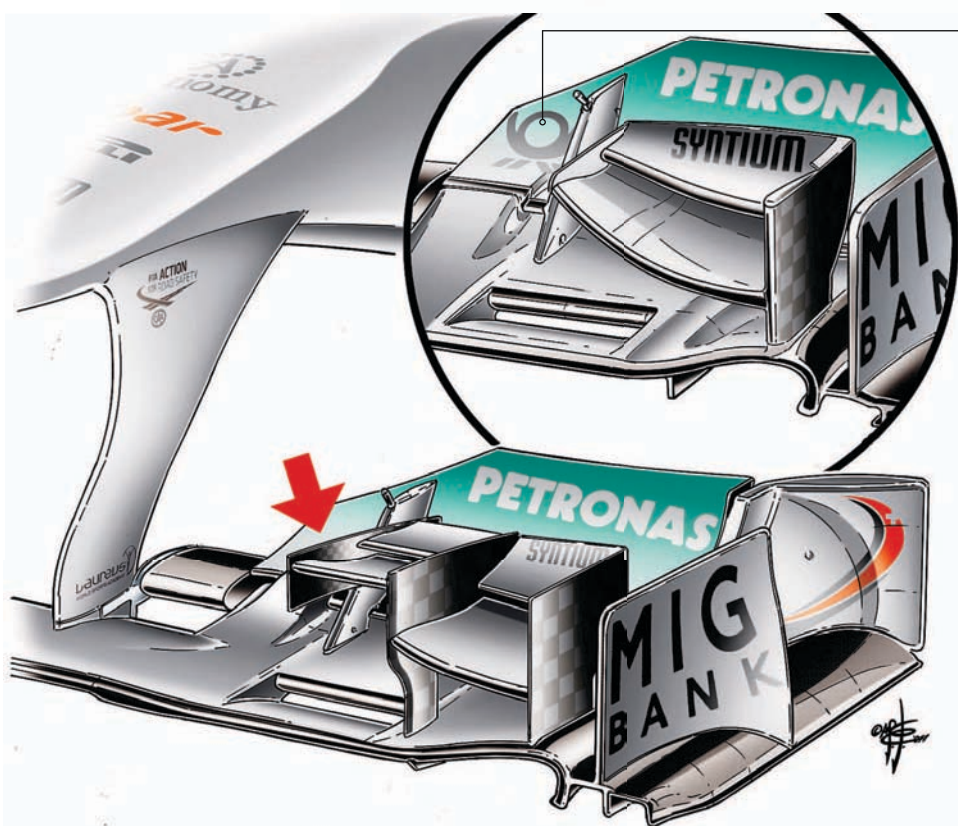
GARY ANDERSON: Changes like this just reduce the negatives by improving the airflow to the following downforce-producing components. The larger picture is a complete new package with the second and third wing flaps integrated with the endplates. The inner end of the rear flap is reduced in angle to give better airflow coming off the trailing edge of the flap to the underfloor leading edge. Developments of this magnitude, including research, tooling and manufacture of a couple of wings, will cost a team in excess of a £1 million. When the regulations stay stable for a while it becomes a case of diminishing returns, and at the level of performance Red Bull is at, if it finds one-tenth of a second the team will be very happy.



MERCEDES NEW FRONT WING

→ Mercedes continues to fine-tune its basic aero programme, appearing at the Nurburgring with this new front wing, although the team's emphasis is now beginning to switch to the 2012 car.

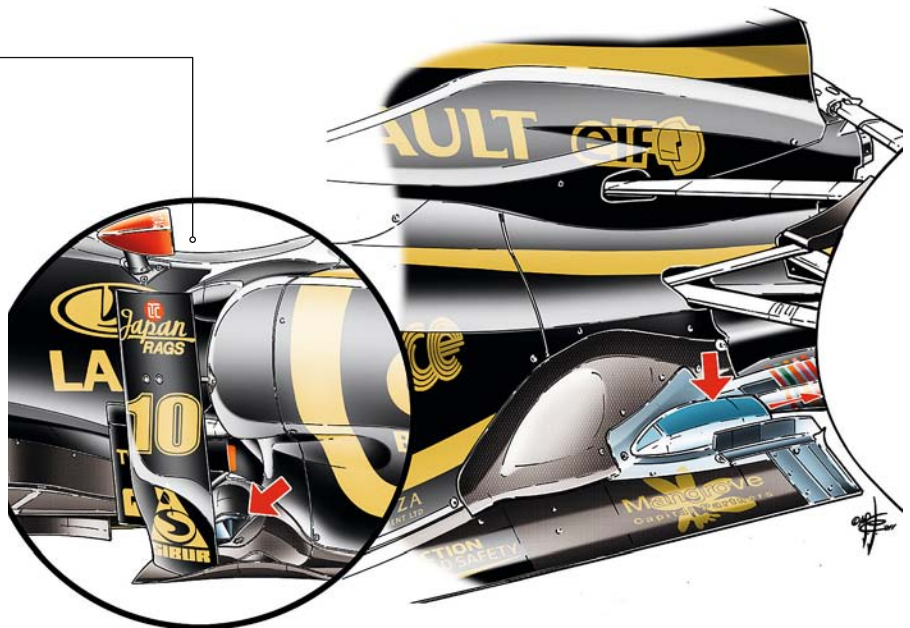
GARY ANDERSON: Mercedes has added a couple of extra elements to its front wing, shortening the inner end of the upper forward wing and adding a much less aggressive extension to the inner end of this component. All this is a compromise of producing enough front downforce to achieve a balance without hurting the airflow to the under-floor. I am very surprised the team has still not gone for a conventional three-element front-wing assembly as opposed to this small main-plane slot. With this type of design it is very easy to introduce cross flow when the front wing under-surface inevitably separates. When this happens it really does cause havoc further downstream and without good airflow coming off the trailing edge of the front wing, developments downstream will be impossible.



RENAULT REARWARD-FACING EXHAUST

➔ Renault tried a prototype rearward-facing exhaust on Nick Heidfeld's car on Friday, but it was not used for qualifying or the race. Because the R31 was created around the unique forward-facing exhaust concept, the rear bodywork has relatively little of the cokebottle cutaway that would maximise the flow over/through the diffuser with a conventional rearward exhaust. The team is planning to proceed with further evolution of the rearward exhaust, but with a more complete reworking of the bodywork around it.

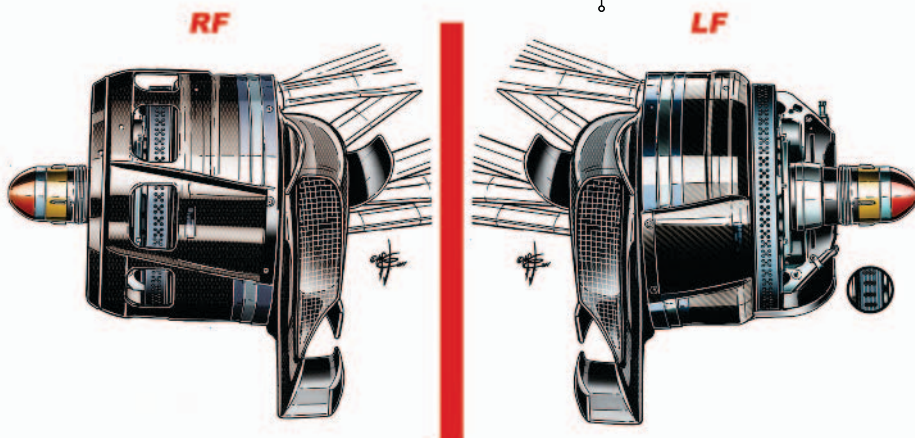
GARY ANDERSON: In an effort to gain back some of the ground lost since the beginning of the year Renault has removed what was supposed to be its secret weapon: the sidepod leading-edge exhaust outlet. In the time available to carry out this development it has what you might call a cobbled-up system. The problem is that this area is very critical and it's very easy to lose all the advantages of this concept with the detail being compromised. The blockage that has been created by shoehorning everything into this location will reduce the velocity of the air flow between the inner-body surface and the inside of the rear tyre, which will reduce the performance of the underfloor and diffuser. To then put the exhaust system exit in this area to help speed up this airflow will only get you back where you started. Sometimes it's better to delay developments until you've optimised the design detail.



McLAREN BRAKE DUCT

➔ McLaren experimented with two different systems of brake ducting around the front wheels – on the same car at the same time! The rears were also asymmetrical. This was done on Friday on Lewis Hamilton's car when he was using Carbone Industrie brakes before his subsequent switch to Brembos.

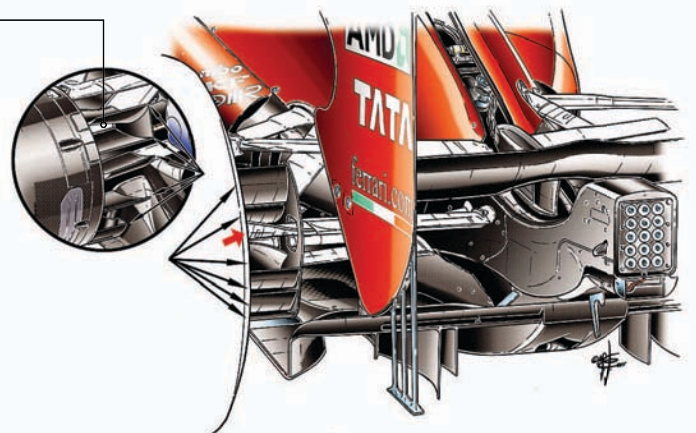
GARY ANDERSON: These two pictures show the level of detail the teams are going to on developments that can't be seen to the naked eye but are incredibly important to the performance of the car. The pictures also show you that McLaren doesn't know whether to cover the brake discs or not. However, one of the very important things is that the hot waste air exits through the wheel and not into the under-floor area of the car. The blue surface on the inside of the brake duct acts as a seal between the rim and the brake duct or at least a very close fit with a low-friction surface to allow for the wheel to touch it under load. Interestingly, McLaren is the only team that runs a gauze on its brake duct inlet. This is to reduce the risk of tyre debris and stones getting into the very close tolerance of the rotating components within the duct. It has suffered in the past from stones damaging the wheel rim so this protects against that.



FERRARI BRAKE DUCTS

➔ Rather like Sauber and Williams (shown inset) first introduced last season, and which has been widely copied since, Ferrari has effectively extended its rear wing by using a cascade of brake ducts. These were introduced in Germany.

GARY ANDERSON: Is it just me or does anyone else out there think that this cascade of short wing elements mounted on the inner surface of the Ferrari rear brake duct have anything to do with brake cooling? I know everyone is doing it but that doesn't make it correct. The regulations read that bodywork (i.e. all downforce-producing devices) must be mounted on the sprung mass of the car. The area allowed for brake cooling is a small box inside the inner edge of the wheel rim and as they don't need it for duct inlets teams have been able to use up this area to mount downforce-producing devices that act directly on the tyre contact patch. Having downforce produced directly onto the tyre is much more consistent as it reduces the time lag through suspension movement. When the suspension compresses over a bump or kerb it increases the loads on the tyre and as the car moves up again it unloads the tyre, creating instability and inconsistency, which in turn reduces the driver confidence. In my book this type of thing is much more 'illegal' than any exhaust-blown diffusers.



GERMAN GP RESULTS



PRACTICE 1 - Friday

POS	DRIVER	TIME
1	ALONSO	1m31.894s
2	WEBBER	1m32.217s
3	VETTEL	1m32.268s
4	MASSA	1m32.681s
5	HAMILTON	1m32.996s
6	BUTTON	1m33.628s
7	ROSBERG	1m33.787s
8	SUTIL	1m33.832s
9	HULKENBERG	1m33.858s
10	SCHUMACHER	1m33.863s
11	PETROV	1m34.094s
12	ALGUERSUARI	1m35.115s
13	BUEMI	1m35.371s
14	BARRICHELLO	1m35.389s
15	HEIDFELD	1m35.444s
16	PEREZ	1m36.371s
17	KOVALAINEN	1m36.392s
18	MALDONADO	1m36.842s
19	KOBAYASHI	1m36.882s
20	KARTHIKEYAN	1m38.504s
21	CHANDHOK	1m38.765s
22	RICCIARDO	1m39.279s
23	GLOCK	1m40.109s
24	D'AMBROSIO	1m40.428s

Weather: dry

PRACTICE 2 - Friday

POS	DRIVER	TIME
1	WEBBER	1m31.711s
2	ALONSO	1m31.879s
3	VETTEL	1m32.084s
4	MASSA	1m32.354s
5	SCHUMACHER	1m32.411s
6	ROSBERG	1m32.557s
7	HAMILTON	1m32.724s
8	HEIDFELD	1m33.098s
9	PETROV	1m33.138s
10	SUTIL	1m33.211s
11	BUTTON	1m33.225s
12	DI RESTA	1m33.299s
13	PEREZ	1m34.113s
14	BARRICHELLO	1m34.344s
15	ALGUERSUARI	1m34.487s
16	KOBAYASHI	1m34.491s
17	MALDONADO	1m34.996s
18	KOVALAINEN	1m35.753s
19	GLOCK	1m36.940s
20	CHANDHOK	1m37.248s
21	D'AMBROSIO	1m37.313s
22	LIUZZI	1m38.145s
23	RICCIARDO	1m40.737s
24	BUEMI	no time

Weather: dry

PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	VETTEL	1m30.916s
2	WEBBER	1m31.049s
3	ALONSO	1m31.138s
4	HAMILTON	1m31.578s
5	BUTTON	1m31.623s
6	ROSBERG	1m31.694s
7	MASSA	1m32.144s
8	SUTIL	1m32.391s
9	SCHUMACHER	1m32.523s
10	MALDONADO	1m32.751s
11	PETROV	1m32.777s
12	DI RESTA	1m32.813s
13	HEIDFELD	1m33.072s
14	BARRICHELLO	1m33.179s
15	PEREZ	1m33.531s
16	KOBAYASHI	1m33.671s
17	BUEMI	1m33.948s
18	ALGUERSUARI	1m34.125s
19	KOVALAINEN	1m35.385s
20	GLOCK	1m36.724s
21	LIUZZI	1m36.804s
22	D'AMBROSIO	1m36.894s
23	CHANDHOK	1m36.959s
24	RICCIARDO	1m37.554s

Weather: dry



QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	WEBBER	1m33.096s	1m31.311s	1m30.079s
2	HAMILTON	1m32.934s	1m30.998s	1m30.134s
3	VETTEL	1m32.973s	1m31.017s	1m30.216s
4	ALONSO	1m32.916s	1m31.150s	1m30.442s
5	MASSA	1m31.826s	1m31.582s	1m30.910s
6	ROSBERG	1m32.785s	1m31.343s	1m31.263s
7	BUTTON	1m33.224s	1m31.532s	1m31.288s
8	SUTIL	1m32.286s	1m31.809s	1m32.010s
9	PETROV	1m33.187s	1m31.985s	1m32.187s
10	SCHUMACHER	1m32.603s	1m32.180s	1m32.482s
11	HEIDFELD	1m32.505s	1m32.215s	-
12	DI RESTA	1m32.651s	1m32.560s	-
13	MALDONADO	1m33.003s	1m32.635s	-
14	BARRICHELLO	1m33.664s	1m33.043s	-
15	PEREZ	1m33.295s	1m33.176s	-
16	BUEMI	1m33.635s	1m33.546s	-
17	ALGUERSUARI	1m33.658s	1m33.698s	-
18	KOBAYASHI	1m33.786s	-	-
19	KOVALAINEN	1m35.599s	-	-
20	GLOCK	1m36.400s	-	-
21	CHANDHOK	1m36.422s	-	-
22	D'AMBROSIO	1m36.641s	-	-
23	LIUZZI	1m37.011s	-	-
24	RICCIARDO	1m37.036s	-	-

Weather: dry

QUALIFYING

	Head to head	
VETTEL	7 3	WEBBER
HAMILTON	7 3	BUTTON
ALONSO	10 0	MASSA
SCHUMACHER	1 9	ROSBERG
HEIDFELD	3 7	PETROV
BARRICHELLO	5 5	MALDONADO
SUTIL	3 7	DI RESTA
KOBAYASHI	5 5	PEREZ/DE LA ROSA
BUEMI	8 2	ALGUERSUARI
KOVALAINEN	9 1	TRULLI/CHANDHOK
KARTHIKEYAN/RICCI	0 9	LIUZZI
GLOCK	8 2	D'AMBROSIO



THE GRID

1 WEBBER RED BULL 1m30.079s Soft	2 HAMILTON McLAREN 1m30.134s Soft
3 VETTEL RED BULL 1m30.216s Soft	4 ALONSO FERRARI 1m30.442s Soft
5 MASSA FERRARI 1m30.910s Soft	6 ROSBERG MERCEDES 1m31.263s Soft
7 BUTTON McLAREN 1m31.288s Soft	8 SUTIL FORCE INDIA 1m32.010s Soft
9 PETROV RENAULT 1m32.187s Soft	10 SCHUMACHER MERCEDES 1m32.482s Soft
11 HEIDFELD RENAULT 1m32.215s Soft	12 DI RESTA FORCE INDIA 1m32.560s Soft
13 MALDONADO WILLIAMS 1m32.635s Soft	14 BARRICHELLO WILLIAMS 1m33.043s Soft
15 PEREZ SAUBER 1m33.176s Soft	16 ALGUERSUARI TORO ROSSO 1m33.698s Soft
17 KOBAYASHI SAUBER 1m33.786s Soft	18 KOVALAINEN LOTUS 1m35.599s Soft
19 GLOCK VIRGIN 1m36.400s Soft	20 CHANDHOK LOTUS 1m36.422s Soft
21 D'AMBROSIO VIRGIN 1m36.641s Soft	22 RICCIARDO HRT 1m37.036s Soft
23 LIUZZI HRT 1m37.011s* Soft	24 BUEMI TORO ROSSO time DQ Soft

*5-place penalty for gearbox change

THE RACE: 60 LAPS, 191.775 MILES

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PITSTOP	TIME IN PIT	TYRE CHOICE			
								STINT 1	STINT 2	STINT 3	STINT 4
1	HAMILTON	McLAREN-MERCEDES	60	1h37m30.334s	1m34.302s	3	61.8s	Soft	Soft	Soft	Medium
2	ALONSO	FERRARI	60	+3.980s	1m34.626s	3	60.4s	Soft	Soft	Soft	Medium
3	WEBBER	RED BULL-RENAULT	60	+9.788s	1m34.468s	3	62.1s	Soft	Soft	Soft	Medium
4	VETTEL	RED BULL-RENAULT	60	+47.921s	1m34.587s	3	60.8s	Soft	Soft	Soft	Medium
5	MASSA	FERRARI	60	+52.252s	1m34.609s	3	62.4s	Soft	Soft	Soft	Medium
6	SUTIL	FORCE INDIA-MERCEDES	60	+1m26.208s	1m36.653s	2	41.7s	Soft	Soft	Medium	
7	ROSBERG	MERCEDES	59	-1 lap	1m36.181s	3	61.3s	Soft	Soft	Soft	Medium
8	SCHUMACHER	MERCEDES	59	-1 lap	1m35.628s	3	60.9s	Soft	Soft	Soft	Medium
9	KOBAYASHI	SAUBER-FERRARI	59	-1 lap	1m36.659s	2	42.1s	Soft	Soft	Medium	
10	PETROV	RENAULT	59	-1 lap	1m36.186s	2	42.0s	Soft	Soft	Medium	
11	PEREZ	SAUBER-FERRARI	59	-1 lap	1m37.033s	2	48.8s	Soft	Soft	Medium	
12	ALGUERSUARI	TORO ROSSO-FERRARI	59	-1 lap	1m37.415s	2	42.7s	Soft	Soft	Medium	
13	DI RESTA	FORCE INDIA-MERCEDES	59	-1 lap	1m36.715s	2	46.2s	Soft	Soft	Medium	
14	MALDONADO	WILLIAMS-COSWORTH	59	-1 lap	1m37.568s	2	42.6s	Soft	Soft	Medium	
15	BUEMI	TORO ROSSO-FERRARI	59	-1 lap	1m37.863s	2	48.2s	Soft	Soft	Medium	
16	KOVALAINEN	LOTUS-RENAULT	58	-2 laps	1m39.050s	2	43.2s	Soft	Soft	Medium	
17	GLOCK	VIRGIN-COSWORTH	57	-3 laps	1m39.982s	2	43.5s	Soft	Soft	Medium	
18	D'AMBROSIO	VIRGIN-COSWORTH	57	-3 laps	1m39.787s	2	44.3s	Soft	Soft	Medium	
19	RICCIARDO	HRT-COSWORTH	57	-3 laps	1m40.489s	2	46.3s	Soft	Soft	Medium	
20	CHANDHOK	LOTUS-RENAULT	56	-4 laps	1m40.435s	3	76.7s	Soft	Soft	Soft	Medium
R	LIUZZI	HRT-COSWORTH	37	electronics	1m40.683s	1	22.0s	Soft	Soft		
R	BUTTON	McLAREN-MERCEDES	35	hydraulics	1m36.258s	1	20.9s	Soft	Soft		
R	BARRICHELLO	WILLIAMS-COSWORTH	16	engine	1m39.679s	0	-	Soft			
R	HEIDFELD	RENAULT	9	accident	1m39.452s	0	-	Soft			

Weather: Dry. Fastest lap: Lewis HAMILTON 1m34.302s (122.119mph) on lap 59.
Lap leaders: 1-11 Hamilton; 12 Webber; 13-16 Hamilton; 17-29 Webber; 30 Hamilton; 31-32 Alonso; 33-50 Hamilton; 51-53 Alonso; 54-56 Webber; 57-60 Hamilton

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

SEASON SO FAR - Points and positions

POS	DRIVER	PTS	POINTS BY CIRCUIT																			
			AUS	MAL	PRC	TR	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	BR	
1	VETTEL	216	1st	1st	2nd	1st	1st	1st	2nd	1st	2nd	1st	2nd	4th								
2	WEBBER	139	5th	4th	3rd	2nd	4th	4th	3rd	3rd	3rd	3rd	3rd	3rd								
3	HAMILTON	134	2nd	8th	1st	4th	2nd	6th	ret	4th	4th	1st										
4	ALONSO	130	4th	6th	7th	3rd	5th	2nd	ret	2nd	1st	2nd										
5	BUTTON	109	6th	2nd	4th	6th	3rd	3rd	1st	6th	ret	ret										
6	MASSA	62	7th	5th	6th	11th	ret	ret	6th	5th	5th	5th										
7	ROSBERG	46	ret	12th	5th	5th	7th	11th	11th	7th	6th	7th										
8	HEIDFELD	34	12th	3rd	12th	7th	8th	8th	ret	10th	8th	ret										
9	PETROV	32	3rd	17th	9th	8th	11th	ret	5th	15th	12th	10th										
10	SCHUMACHER	32	ret	9th	8th	12th	6th	ret	4th	17th	9th	8th										
11	KOBAYASHI	27	dsq	7th	10th	10th	10th	5th	7th	16th	ret	9th										
12	SUTIL	18	9th	11th	15th	13th	13th	7th	ret	9th	11th	6th										
13	ALGUERSUARI	9	11th	11th	ret	16th	16th	ret	8th	8th	10th	12th										
14	PEREZ	8	dsq	ret	17th	14th	9th	ns	ns	11th	7th	11th										
15	BUEMI	8	8th	13th	14th	9th	14th	10th	10th	13th	ret	15th										
16	BARRICHELLO	4	ret	ret	13th	15th	17th	9th	9th	12th	13th	ret										
17	DI RESTA	2	10th	10th	11th	ret	12th	12th	ret	14th	15th	13th										
18	DE LA ROSA	0	-	-	-	-	-	-	12th	-	-	-										
19	TRULLI	0	13th	ret	19th	18th	18th	13th	16th	20th	ret	-										
20	LIUZZI	0	dnq	ret	22nd	22nd	ret	16th	13th	23rd	18th	ret										
21	D'AMBROSIO	0	14th	ret	20th	20th	20th	15th	14th	22nd	17th	15th										
22	KOVALAINEN	0	ret	15th	16th	19th	ret	14th	ret	19th	ret	16th										
23	MALDONADO	0	ret	ret	18th	17th	15th	18th	ret	18th	14th	14th										
24	GLOCK	0	nc	16th	21st	dns	19th	ret	15th	21st	16th	17th										
25	KARTHIKEYAN	0	dnq	ret	23rd	21st	21st	17th	17th	24th	-	-										
26	RICCIARDO	0	-	-	-	-	-	-	-	19th	19th	-										
27	CHANDHOK	0	-	-	-	-	-	-	-	-	20th	-										

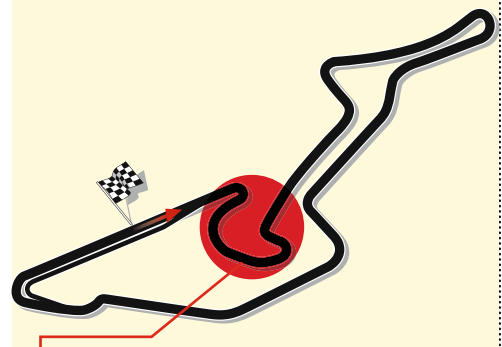
SEASON SO FAR - Points and positions

POS	TEAM	PTS	POINTS BY CIRCUIT																			
			AUS	MAL	PRC	TR	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	BR	
1	RED BULL	355	35	37	33	43	37	37	33	40	33	27										
2	McLAREN	243	26	22	27	20	33	23	25	20	12	25										
3	FERRARI	192	18	18	14	15	10	18	8	28	35	28										
4	MERCEDES	78	0	2	14	10	14	0	12	6	10	10										
5	RENAULT	66	15	15	2	10	4	4	10	1	4	1										
6	SAUBER	35	0	6	1	1	3	10	6	0	6	2										
7	FORCE INDIA	20	3	1	0	0	0	6	0	0	0	8										
8	TORO ROSSO	17	4	0	0	2	0	1	5	4	1	0										
9	WILLIAMS	4	0	0	0	0	0	2	2	0	0	0										
10	LOTUS	0	0	0	0	0	0	0	0	0	0	0										
11	HRT	0	-	0	0	0	0	0	0	0	0	0										
12	VIRGIN	0	0	0	0	0	0	0	0	0	0	0										

TRACKSIDE VIEW



Mark Hughes
Grand prix editor



Let 'em blow! Off-throttle, cold and hot, all allowed again and the technology is very audible as the drivers negotiate the fiddly loop of Turns 1-4. The Renault's hack is particularly thunderous, like a road digger or an engine in its death throes. The Team Lotus cars don't have quite as much hot-blowing dialled in but are a close second, if the sound is any guide. There's only the merest suggestion of the sound from the same engine in the Red Bulls, as if they are giving it a tentative try-out. The Mercedes and McLarens have a more refined whine off-throttle, the Ferrari pops and bangs like a two-stroke. A Sauber and a Williams – both without hot blowing – sound incredibly crisp and clean in comparison with the frontrunners. But exhausts aren't the only thing blowing this chilly morning; the wind is running amok from the west, up the shallow valley whose big curving contours are topped by unsettled grey skies and only the thinnest brush strokes

“The Renault's hack is particularly thunderous”

of powder blue. The lower temperatures are having an impact upon what's happening on track. The radars are suggesting those clouds will bring rain in the afternoon, so this may be the only session in which to compare the medium and soft tyres, so the yellow-banded rubber is making a rare morning appearance. Nick Heidfeld is out in the new rearward-exhaust Renault, a slow first lap to warm everything up but even as he begins a full-attack second lap, the silver-belted rears are clearly still not up to temperature as he comes through Turn 2 correcting three or four twitchy little slides, taking him to the outer edge of the exit kerb. Michael Schumacher leaves a wisp of rubber smoke from his inside front as he brakes for three. The wind carries it swiftly away.



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Lotus positioning

Karun Chandhok started his first GP in over a year for Lotus in Germany, finishing 20th. As he explained to *EDD STRAW*, it was a one-off but he learned a lot



Karun asked a lot of his Pirelli front tyres

Was there a sense of relief at being back racing after so long on the sidelines?

Yes, there is an element of that. But on the flip side, when I joined the team it was always with the objective of being back racing and I always believed that I would be racing sooner rather than later.

How happy are with you the progress you made in terms of laptime?

I qualified within eight-tenths of Heikki Kovalainen and, looking at the data, there was at least another four-tenths in hand, so that was very encouraging. Now I understand where the issue lies for next time I'm in the car. At corner entry, I still haven't got the feel for the front tyres as well as the others have with my lack of experience on the Pirelli rubber. You can't load the front tyre and carry the speed into the apex as you could in the past and I'm perhaps asking a bit too much from the front.

Because of the lack of running, did you feel you had to force the issue rather than easing yourself in?

It was really important to keep pushing to understand tyre degradation. I did my best lap on the final lap because I kept pushing more

"I didn't expect to get a race this early in the year, so Germany was a bonus. I've got loads of data to digest"

and more. I had to feel the tyre deg and the effect on the car balance and the brakes throughout the race.

How would you assess your race performance after a couple of spins?

It wasn't ideal, but it was the first time that I'd done more than a 10-lap run on the tyres. These tyres don't really slide, as soon as you start to have a moment they snap and it's gone when you fall off the cliff in terms of grip. When you reach the end of the grip limit during a run, the Bridgestones gave you warning, but the Pirellis just go. Rather than having my spins at Jerez or Barcelona in February, I had to have them in public.

If you had been told on Friday morning that this is how your weekend would go, would you have been happy with it?

I always set myself very high standards and I pushed myself like hell. I'm quite hard on

myself. But if you said to me that I'd come straight in, qualify within eight-tenths of Heikki and finish the race showing decent pace, I wouldn't have complained.

What's your future with Lotus?

This weekend was about earning respect within the team. It's important to have a driver that they want to work with and not who has been thrust upon them. That box seems to be ticked. The other thing was to deliver after Tony Fernandes made a gutsy call to put me in the car. It was important not to embarrass him as if he'd made a bad call and he is happy with the job that I did. Going forward, we will have to see how it pans out.

How hard will it be handing the car over after first free practice in Hungary?

I don't look at it that way. I didn't expect to get a race this early in the year so Germany was a bonus. It will be nice to get back in the car in a few days because I've got loads of data to digest. At least I'm almost guaranteed a dry session for once!

Is your future definitely with Lotus?

In the short-term it will definitely be here. I would love to be racing here. ☑

NURBURGRING

GERMANY

July 22-24

GP2 Series

Round 6/9



AT A GLANCE

- Race 1 Luca Filippi
- Race 2 Romain Grosjean
- Pole position Charles Pic
- Fastest laps Filippi/Vietoris



Filippi: happy with first GP2 win since September 2009



Filippi takes third GP2 win in 100 appearances

Filippi in control for milestone moment

Italian veteran Luca Filippi wins his 100th race

IN THE MIDDLE OF LAST WEEK

Luca Filippi was without a drive for what would be his 100th start in the main GP2 series. Super Nova had replaced him with Adam Carroll, and not for the first time it looked like his time in the Formula 1 feeder category was over. But just like every other time, as soon as word got out that the Italian was on the market, the phone rang.

This time it was Scuderia Coloni, enduring a tortuous 2011 with only one point to its name prior to last weekend. From a sentimental point of view it was fitting, as it was also

the team with which Filippi made his GP2 debut – in its FMS guise – in 2006.

But even the most elaborate fairytale writer wouldn't have predicted that Filippi would then go on to win his landmark race. It seemed enough of an achievement that he had put his car on the front row, but to then jump early race leader Charles Pic in the pitstops and pull away from the Frenchman to the end took a special day to the next level.

"Celebrating my century like this, it couldn't be better," said Filippi afterwards. "For me and

the team it is really something amazing. We were expecting a good weekend, but we couldn't believe that everything would be so perfect."

While it was a special day for the driver, the victory clearly meant a lot to the troubled Italian team as well. The elation from the mechanics as they

Poleman Pic lost out to the chasing Filippi in race one



performed a whirlwind pitstop to send Filippi out in the lead initially smacked of counting chickens before the eggs had even had time to settle in the nest. But from that moment on, the Filippi/Coloni combination left this year's established frontrunners trailing. As team boss Paolo Coloni explained, this was a big moment regardless of the driver's landmark start. It is easy to forget that the Italian squad came into the season with high hopes, which were wrecked on the first weekend as lead driver Davide Rigon was injured in a nasty crash, while Michael Herck was badly shaken up after suffering a brake failure in qualifying. Since

then Coloni has had to battle on with teenager Kevin Ceccon alongside Herck, who some in the team believe is still feeling the effects of his big shunt.

"We have had a really tough start to the year," said Coloni. "To lose Davide was unbelievable, and it is very hard to come back from an accident like the one Michael had. But we kept pushing hard and developing the car all this time, and it was important for the team to see this weekend how good our car really is. Our performance this weekend is the proof that we were looking for: we have been doing a good job all along. This is why we wanted to hand the wheel to a proven talent like Luca for this weekend."

As he sailed away from 2011's big hitters Filippi added to their pain by setting the fastest lap as well. Behind him, the combinations of Pic and Addax, Romain Grosjean

RACE RATING

★★★★☆

Feel good story and some battling in race one. Race two was action-packed with an exciting finish

MILESTONE

Coloni's first GP2 win since Luiz Razia's sprint-race success at Monza in 2009



**REPORT
GP2 NURBURGRING**

GLENN FREEMAN
reports



Filippi leads Bianchi and Grosjean in second race

and DAMS, and Jules Bianchi and ART all had to hold their hands up and admit that they were beaten fair and square.

Pic admitted that he was "not as competitive as Luca", Grosjean described P3 as "a good result when you are not in the best car", while Bianchi – just for a change – gave a shrug and suggested that ART had some work to do on looking after its tyres.

As the sense of achievement really sunk in for Filippi, he was able to reflect on how much it meant to him to give a struggling a team a shot in the arm. He admitted before the race that he had hoped his 100th start would pass without anybody noticing, and he was happy to make more fuss about Coloni's remarkable turnaround than

his veteran status.

"I was out for this race, then Coloni offered me this drive," he said. "I'm very pleased for them. I've had a lot of nice moments in GP2, but now my biggest pleasure comes from making a team happy. They call you, they make a choice to put you in the car rather than take money from a driver, and then I have to prove that they made a good choice. To do things like this gives me a very good feeling."

Filippi also credited part of his performance – one of the most measured drives of his career – to the soft-compound tyre that was used last weekend. Since the start of the season he has always fared best on the softest two of the four compounds Pirelli uses during the year, and that played out again on Sunday.

Maybe fate was at work last weekend. Remembering that Coloni had a seat to fill because of Rigon's nasty crash in Turkey in May, it was spooky to see a very similar accident strike Filippi's replacement at Super Nova, Adam Carroll. At Istanbul Rigon was turned into the pitwall when Julian Leal tried to change direction behind him and tagged the back of his car. This time it was the other Rapax car of Fabio Leimer performing the same stunt, darting around behind Carroll and clipping him in exactly the same way. Fortunately, Carroll's shunt was not as bad as Rigon's, and he was able to bounce back to take points in race two of his return weekend.

Just to prove that Saturday was no fluke, Filippi then fought for victory on Sunday as well. He spent most of the race in the background as Grosjean hounded Bianchi (see right), but got involved with a dive to the inside of an already-reeling Bianchi at Turn 1 on the final lap. Noticing that it wasn't going to work, he had the decency to hit the most solid part of the ART car's sidepod, and cruised round to take another podium finish after a quick spin. ☼

Bianchi loses, Grosjean cruises

IF THE FIRST GP2 RACE OF THE WEEKEND WAS SPECIAL FOR sentimental reasons, then Sunday provided the on-track fireworks to complete a great weekend of racing.

Once Giedo van der Garde and Dani Clos had taken each other off on the first lap, and Sam Bird had dropped a wheel on the slippery exit kerb of Turn 10 (think Damon Hill, European GP 1995), Jules Bianchi found himself in the lead, with championship leader Romain Grosjean giving chase. What followed was the first genuine head-to-head between the two drivers expected to fight over this year's title.

Much like at Silverstone, Bianchi drove into the distance in wet conditions, but with the track drying. ART was again cautious over when to bring him in, meaning that his lead was eradicated by the time he was up to speed on slicks.

Bianchi didn't put a wheel wrong as Grosjean and Luca Filippi sat in his wheeltracks. He even had the presence of mind to let his countryman go sailing up the inside at Turn 1, before simply nailing him back on the exit. But with one lap and two corners to go of an accomplished drive, he put a wheel on the white line under braking for the chicane and got out of shape. Grosjean didn't need a second invitation, and was through before the lap was over.

As Grosjean celebrated another victory, Bianchi was devastated by his error. He survived an assault from Filippi on the final lap to take second, but it was little consolation.



Bianchi (right) led but lost out to Grosjean

RESULTS

GP2 Series, Nurburgring (D), July 22-24, round 6 of 9

GRID	DRIVER	TIME
1	PIC	1:40.317
2	FILIPPI	1:40.393
3	GROSJEAN	1:40.431
4	BIANCHI	1:40.755
5	V.D. GARDE	1:40.781
7	PARENTE	1:40.803
8	GUTIERREZ	1:40.817
9	ERICSSON	1:40.859
11	BIRD	1:40.970
13	VICTORIS	1:41.101
15	COLETTI	1:41.166
17	NIROCHA	1:41.268
19	KRAL	1:41.356
21	CECOTTO	1:41.489
23	VARHAUG	1:41.633
25	FAUZY	1:41.966

RACE 1 - 34 LAPS, 108.600 MILES				
POS	NAME	TEAM	TIME	GRID
1	Luca Filippi (I)	Scuderia Coloni	1h01m06.975s	2
2	Charles Pic (F)	Addax Team	+5.558s	1
3	Romain Grosjean (F)	DAMS	+6.877s	3
4	Jules Bianchi (F)	ART Grand Prix	+33.491s	4
5	Marcus Ericsson (S)	iSport International	+37.716s	9
6	Giedo van der Garde (NL)	Addax Team	+41.146s	5
7	Dani Clos (E)	Racing Engineering	+45.977s	12
8	Sam Bird (GB)	iSport International	+46.461s	11
9	Rodolfo Gonzalez (YV)	Trident Racing	+48.452s	20
10	Johnny Cecotto Jr (YV)	Ocean Racing Technology	+1m12.166s	21
11	Michael Herck (RO)	Scuderia Coloni	+1m12.581s	16
12	Esteban Gutierrez (MEX)	ART Grand Prix	+1m13.285s	8
13	Davide Valsecchi (I)	Team AirAsia	+1m13.447s	18
14	Julian Leal (CO)	Rapax	+1m20.824s	24
15	Adam Carroll (GB)	Super Nova Racing	+1m23.404s	14
16	Fairuz Fauzy (MAL)	Super Nova Racing	+1m25.492s	25
17	Max Chilton (GB)	Carlin	+1m26.566s	26
18	Josef Kral (CZ)	Arden International	+1m31.615s	19
19	Jolyon Palmer (GB)	Arden International	-1 lap	22
20	Alvaro Parente (P)	Carlin	32 laps-accident damage	7
R	Luiz Razia (BR)	Team AirAsia	29 laps-accident damage	10
R	Stefano Coletti (MC)	Trident Racing	28 laps-withdrew	15
R	Christian Vietoris (D)	Racing Engineering	1 lap-accident damage	13
R	Kevin Mirocha (D)	Ocean Racing Technology	0 laps-accident	17
R	Pa'l Varhaug (N)	DAMS	0 laps-accident	23
EX	Fabio Leimer (CH)	Rapax	+47.075s	6

RACE 2 - 23 LAPS, 73.413 MILES				
POS	DRIVER	TIME/REASON	GRID	PTS
1	Grosjean	45m09.296s	6	59
2	Bianchi	+1.569s	5	41
3	Filippi	+7.768s	8	34
4	Victoris	+14.388s	23	33
5	Carroll	+24.962s	15	32
6	Chilton	+41.102s	17	30
7	Bird	+42.428s	1	26
8	Leimer	+45.561s	26	24
9	Leal	+59.610s	14	21
10	Herck	+1m04.044s	11	16
11	Kral	+1m05.990s	18	16
12	Fauzy	+1m06.370s	16	16
13	Mirocha	+1m07.101s	24	16
14	Razia	+1m07.957s	21	16
15	Gonzalez	+1m15.328s	9	16
16	Ericsson	22 laps-spin	4	16
17	Varhaug	-1 lap	25	16
R	Valsecchi	17 laps-accident	13	16
R	Palmer	17 laps-accident	19	16
R	Gutierrez	15 laps-lost wheel	12	16
R	Cecotto	6 laps-accident	10	16
R	Coletti	6 laps-spin	22	16
R	van der Garde	1 lap-accident damage	3	16
R	Clos	0 laps-accident	2	16
EX	Pic	20 laps-ignore drv/thr	7	16

CHAMPIONSHIP TABLES		
POS	DRIVER	PTS
1	Grosjean	59
2	van der Garde	41
3	Pic	34
4	Bird	33
5	Bianchi	32
6	Valsecchi	30
7	Clos	26
8	Filippi	24
9	Ericsson	21
10	Coletti	16
POS TEAM PTS		
1	Addax Team	75
2	DAMS	59
3	iSport	54
4	Racing Engineering	46
5	ART Grand Prix	41
6	Team AirAsia	41

KEY R=Retired; EX=excluded; *3-place grid penalty
Race 1 Winner's average speed: 106.616mph. Fastest lap: Filippi, 1m42.696s, 112.133mph.
Race 2 Winner's average speed: 97.547mph. Fastest lap: Vietoris, 1m46.494s, 108.134mph.

NURBURGRING

GERMANY
July 22-24
GP3 Series
Round 5/8



AT A GLANCE

- Race 1 **Rio Haryanto**
- Race 2 **Valtteri Bottas**
- Pole position **Mitch Evans**
- Fastest laps **Williamson/Melker**



Bottas celebrates race-two victory

Rio grand, while Bottas makes it 10 out of 10

Malaysian Ryo Haryanto and Finn Valtteri Bottas became the ninth and 10th winners this year



Haryanto took second career win in race one

THIS YEAR'S GP3 SERIES now has 10 different winners from 10 races in 2011. Rio Haryanto and Valtteri Bottas both put in drives worthy of adding themselves to that list, but several of those looking for win number two were very close to bringing this remarkable streak to an end at the Nurburgring.

MW Arden duo Mitch Evans and Lewis Williamson both seemed pretty safe bets in race one. The Kiwi was leading relatively comfortably from pole, until news came through that he would have to serve a drive-through penalty. It was for not having all four wheels on his car three minutes before the start, a consequence of the uncertainty over the

weather as sprinkles of rain were in the air. That promoted Williamson, who had charged from eighth on the grid to second on the opening lap, to the lead.

As the rain increased two laps from the end, Haryanto came alive. The two spent the first six corners swapping places, and Bottas then got in on the act as well. But Haryanto's ability to search out the grip as the rain intensified on the final lap was enough to keep him out of striking distance on the final lap, giving him a second career GP3 win.

Williamson had no complaints about coming so close to a second victory: "Getting into the lead from eighth and finishing second – I'll take that. Rio did a great job; if I had been

leading on the last lap I would have probably spun anyway!"

Thankfully for those wanting some action in GP3, race two was a wet affair as well, and there was some heroic driving on show.

Bottas went from sixth to first in just seven corners

on the opening lap, and for a while he disappeared into the distance. But that all changed when championship leader Alexander Sims moved up to second on lap five. The Status driver had given up sixth place in race one as he gambled on a switch to wets,

which failed and left him 12th on the grid for Sunday. But Sims is no stranger to charging through the field this year, so he made light work of climbing 10 places in five laps. Bottas just held on, possibly helped by Nigel Melker pressuring Sims towards the end, and the

Poleman Evans (26) got a drive-through



RACE RATING

★★★★☆

Forget the dreadful (dry) part of race one. When the track was wet, the racing was fantastic

MILESTONE

Bottas made it 10 different GP3 winners from 10 starts with Sunday victory



REPORT GP3 NURBURGRING

GLENN FREEMAN
reports



Williamson (l) took P2 behind Haryanto



Sims kept points lead with race-two podium

ART driver was baffled to find out that he is only 10 points adrift in the title race.

"We haven't had the best season, so because I was a little bit behind in the championship I could take more risks," said the Finn. "But now I'm only 10 points behind, which I'm a little surprised about."

Sims was pleased with his day, and he had no regrets about his failed gamble in the first race.

"I try not to think about the championship, but I know that's what it's all about," said the Briton. "Yesterday was my call to pit for wets. I thought there was an opportunity – I'd prefer to try and not quite get it, than not try at all."

The unseen star of Sunday was another Brit though, as James Calado recovered from 27th to sixth. He was challenging for third when he was spun

around by Aaro Vainio, and his recovery drive from there was inspired. Not that he took much pleasure from the result.

"I'm sure all the guys in the team are pleased with me getting back into the points, but I'm not happy because this was a missed opportunity," he said. "We should have won this race and moved right into championship contention."

RESULTS

Race 1 1 Rio Haryanto, 15 laps in 29m48.703s; 2 Lewis Williamson, +2.404s; 3 Valtteri Bottas; 4 James Calado; 5 Adrian Quaife-Hobbs; 6 Conor Daly; Aaro Vainio; 8 Tamas Pal Kiss; 9 Simon Trummer; 10 Nigel Melker. **Race 2** 1 Bottas, 14 laps in 30m25.297s; 2 Alexander Sims, +1.473s; 3 Melker; 4 Kiss; 5 Tom Dillmann; 6 Calado; 7 Nico Muller; 8 Daly; 9 Nick Yelloly; 10 Haryanto. **Points** 1 Sims 34; 2 Williamson 28; 3 Mitch Evans 28; 4 Melker 27; 5 Calado 27; 6 Bottas 24.

PORSCHE SUPERCUP NURBURGRING (D), JULY 24, RD 6/9

Rasts racks up his fourth in a row

RENE RAST EXTENDED his Porsche Supercup championship lead with a fourth straight win of 2011 at the Nurburgring.

Having run on the Nordschleife a few weeks ago the series returned to the 'Ring for the 200th race in the history of the series. At the home of German motorsport, Poland's Verva Racing team proved dominant in qualifying as Kuba Giermaziak took top spot, ahead of team mate Stefan Rosina. Rast was happy enough with third as main rivals Nick Tandy and Sean Edwards would line up fourth and seventh respectively.

The track was damp but drying rapidly at the start, and most drivers went for slicks. However, back in 12th place Sebastian Bleekemolen took a gamble on wets.

Giermaziak made a good start, and in the

tricky conditions Rosina got away badly from second slot and dropped back. Meanwhile at Turn 2 Tandy tangled with Kevin Este, with both drivers spinning down the order.

The man on the move was Bleekemolen, who had more confidence than the rest and came charging up to take the lead from Giermaziak at the end of the first lap. No sooner had he done that than the track became too dry for his wets and he tumbled down the order – by lap four he was back in 17th and 15 seconds a lap off the pace!

Meanwhile, Rast had passed Giermaziak and thus took over the lead when Bleekemolen dropped back. And despite pressure from the Polish driver for the rest of the race, he hung on for victory.

A fifth straight win next time out will mean a share of Wolf Henzler's record from 2004.

Edwards meanwhile had a good first lap, and worked his way up to third by the flag to keep his title hopes alive. Norbert Siedler, Rosina and Jeroen Bleekemolen completed the top six. Tandy's recovery efforts were spoiled by another moment, and he was ultimately excluded from his 15th place.

● Adam Cooper

RESULTS

Rene Rast, 14 laps in 30m00.552s; 2 Kuba Giermaziak, +1.001s; 3 Sean Edwards; 4 Norbert Siedler; 5 Stefan Rosina; 6 Jeroen Bleekemolen; 7 Patrick Huisman; 8 Christian Engelhart; 9 Christian Menzel; 10 Will Langhorne. **FL** Engelhart, 2m04.530s, 92.477mph. **Points** 1 Rast, 105; 2 Edwards, 90; 3 Siedler, 83; 4 Tandy, 72; 5 Giermaziak, 70; 6 Bleekemolen, 68.



Reigning champ Rast can't stop winning

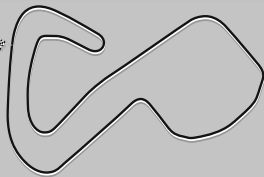
BRANDS HATCH

 GREAT BRITAIN

July 22-24

Formula 2

Round 5/8



AT A GLANCE

- Race 1 Jack Clarke
- Race 2 Ramon Pineiro
- Poles Hegewald/Bortolotti
- FLs Clarke/Pineiro



Delight for winner Pineiro

Clarke in Kent is F2 superman

Briton at last breaks his F2 duck, but neither he nor Bortolotti can catch Pineiro on Sunday



Clarke (11) burst through to lead

EVERY NOW AND THEN, YOU get a race weekend with two races where three drivers leave feeling like winners. Last weekend's Formula 2 round at Brands Hatch was a good example.

Jack Clarke chose home soil to deliver his first win in the series, and backed it up with a third in the second race for good measure. Spaniard Ramon Pineiro was another first-time winner, his race-two victory coming off the back of a podium on Saturday. Both of those victors triumphed at the expense of series leader Mirko Bortolotti. But, after extending his advantage over main title rival Christopher Zanella, the Italian still looked pretty pleased with himself when all was said and done.

As racing goes, the

weekend was intriguing rather than exciting. The one genuine flash of inspiration came right at the start of the first race, when Clarke made the mother of all getaways from the second row to slip between polesitter Tobias Hegewald and Pineiro on the run to Paddock Hill Bend. Naturally, there were mutterings afterward that he'd helped his cause by not waiting for the lights, but the reality was that he simply nailed it. By the time the pair on the front row noticed he was between them, it was already too late.

"They didn't give me much room off the start, and I don't blame them," Clarke acknowledged. "The gap was just about big enough."

It was big enough for Pineiro too, who managed to demote Hegewald to

third at the same time.

Clarke's early efforts to build a lead were initially curtailed when the safety car was briefly brought out following an accident on lap three. He held his advantage on the restart, and that was pretty much the race decided. The gap to Pineiro fluctuated between 1.0s and 1.6s for most of the race, but that blew out a couple of laps before the end when Pineiro was delayed trying to get past the lapped Plamen Kralev. The final margin was 3.1s, with Hegewald a similar distance back in third.

Twenty-four hours later a pattern was forming. This time Bortolotti was on pole, with Pineiro again on the outside of the front row, with Clarke in third. The Brit made another good start, but Bortolotti was

able to defend as they raced towards Paddock Hill Bend. While he was doing this, Pineiro was able to go around the outside of him and claim the lead.

On this occasion there was no safety car to close things up again. While the lead trio rapidly left the rest of the field behind, they were also too spread out to create any passing opportunities among

themselves. Pineiro deserved his first win, which he credited – at least, in part – to his fluorescent yellow paint scheme.

"Everyone knows that yellow power is good," he shrugged (no, we don't understand why either).

Bortolotti, meanwhile, looked more pleased than you might expect from someone who'd started from pole only to be

Hegewald reacted to pole in a very German way



RACE RATING

★★★★☆

Solid individual performances but the racing was fairly strung out

MILESTONE

Six drivers (topped by Clarke, right) took their best F2 results to date in race one



REPORT F2 BRANDS HATCH

MARK GLENDENING
reports



Bortolotti got good points at verdant Brands

mugged at the first corner. In reality, finishing second was the least eventful thing that had happened to him all weekend.

With Bortolotti having established himself as one of the pacesetters right from the start of the weekend, things began to take a turn when he set the then pole time with seven minutes

remaining in the opening qualifying session, only to tangle with Alex Brundle on the flat-out run to Hawthorn on the next lap. That earned him a five-place grid penalty, which, coupled with Hegewald and Pineiro beating his qualifying time, relegated him to eighth on the grid for race one.

Bortolotti recovered to fifth and was pressing Miki Monras for fourth during the final phase of the race, ultimately without success.

Helping his cause was the fact that main rival Christopher Zanella was having a nightmare of a weekend. Contact in race one damaged the handling of the Swiss's car, leaving him in sixth, and a poor second qualifying left him mired in the midfield for race two, where he eventually finished seventh.

The championship might not be over yet, but Zanella is moving dangerously close to the point where he needs to rely on more than his own pace to reel Bortolotti back in. Plenty to play for next time out at Austria's Red Bull Ring at the end of next month. ☼

Other Brits not so strong



Brundle edged out onto grass

NOT SURPRISINGLY, THERE WAS A STRONG BRITISH presence on the grid for the series' second UK round of the season, although the numbers were unexpectedly diminished by the late withdrawal of Will Bratt.

As the only Brit to have won a race so far this year, Bratt's exit seemed a blow to hopes of a home win, before Clarke stepped up to the plate.

"It's a big deal for me, because I always go on about my pre-season, and was expecting to have some better results this year," Clarke said. "To be on the podium at the Nurburgring [last time out] was a big confidence boost, and I'm feeling on top of it now."

Alex Brundle showed flashes of pace as well, but was plagued with bad luck. Having earlier been hit by Bortolotti in first qualifying, he was caught out by a concertina just before the race-one restart and hit Zanella's rear, forcing him out. A trip through the gravel at Paddock Hill Bend in race two prompted a visit to pitlane to have his car checked, leaving him a lap down.

James Cole managed a few points for eighth in race one but was stranded in 12th in race two, while Jordan King's promising start was derailed by an accident at Graham Hill Bend on the opening lap of race one that eliminated Kelvin Snoeks, Benjamin Lariche and Mihai Marinescu as well as himself. He salvaged a point from the second race.



Flourescent paint job looked quick – and was!

RESULTS

FIA Formula 2 Championship, Brands Hatch (GB), July 23-24, round 5 of 8

GRID	DRIVER	TIME
1	HEGEWALD	1:16.199
2	PINEIRO	1:16.308
3	CLARKE	1:16.344
4	BRUNDLE	1:16.559
5	MONRAS	1:16.641
6	LARICHE	1:16.661
7	ZANELLA	1:16.789
8	BORTOLOTTI	1:16.311*
9	SNEGIREV	1:16.847
10	STORZ	1:16.919
11	MARINESCU	1:16.591*
12	SNOEKS	1:17.010
13	MAC	1:17.039
14	KING	1:17.093
15	EBRAHIM	1:17.636
16	COLE	1:17.753
17	KRALEV	1:17.852
18	ABADIN	1:18.189
19	S'WAREN	1:18.820
20	MUN	

POS	NAME	TIME	GRID
1	Jack Clarke (GB)	38m27.536s	3
2	Ramon Pineiro (E)	+3.137s	2
3	Tobias Hegewald (D)	+10.729s	1
4	Miki Monras (E)	+11.154s	5
5	Mirko Bortolotti (I)	+11.930s	8
6	Christopher Zanella (CH)	+24.912s	7
7	Max Snegirev (RUS)	+25.078s	9
8	James Cole (GB)	+40.075s	16
9	Armaan Ebrahim (IND)	+40.580s	15
10	Jose Luis Abadin (E)	+1m10.258s	18
11	Parthiva Sureshwaren (IND)	+1m12.017s	19
12	Plamen Kralev (BG)	-1 lap	17
13	Mikkel Mac (DK)	-1 lap	13
14	Sung Hak Mun (ROK)	-2 laps	20
R	Thimo Storz (D)	8 laps - spin	10
R	Alex Brundle (GB)	3 laps - damage	4
R	Kelvin Snoeks (NL)	0 laps - accident	12
R	Benjamin Lariche (F)	0 laps - accident	6
R	Mihai Marinescu (RO)	0 laps - accident	11
R	Jordan King (GB)	0 laps - accident	14

GRID	DRIVER	TIME
1	BORTOLOTTI	1:15.730
2	PINEIRO	1:15.839
3	CLARKE	1:15.930
4	MONRAS	1:16.154
5	HEGEWALD	1:16.225
6	BRUNDLE	1:16.507
7	MARINESCU	1:16.593
8	EBRAHIM	1:16.624
9	ZANELLA	1:16.656
10	LARICHE	1:16.798
11	SNEGIREV	1:16.877
12	SNOEKS	1:17.043
13	KING	1:17.107
14	STORZ	1:17.121
15	ABADIN	1:17.369
16	MAC	1:17.462
17	COLE	1:17.450
18	KRALEV	1:17.746
19	MUN	1:18.290
20	S'WAREN	1:18.661

POS	DRIVER	TIME/REASON	GRID
1	Pineiro	36m35.314s	2
2	Bortolotti	+1.484s	1
3	Clarke	+3.511s	3
4	Marinescu	+21.605s	7
5	Hegewald	+25.736s	5
6	Ebrahim	+31.305s	8
7	Zanella	+31.745s	9
8	Lariche	+38.710s	10
9	Monras	+39.362s	4
10	King	+39.920s	13
11	Mac	+43.435s	16
12	Cole	+54.213s	17
13	Kralev	+1m02.337s	18
14	Sureshwaren	+1m12.407s	20
15	Abadin	+1m14.985s	15
16	Mun	+1m20.758s	19
17	Brundle	-1 lap	6
R	Snoeks	19 laps - damage	12
R	Snegirev	10 laps - crash	11
R	Storz	7 laps - crash	14

POS	DRIVER	PTS
1	Bortolotti	187
2	Zanella	151
3	Monras	108
4	Bratt	92
5	Hegewald	91
6	Clarke	82
7	Pineiro	72
8	Brundle	59
9	Marinescu	58
10	King	17

Race 1 Winner's average speed 100.51mph. Fastest lap: Clarke, 1m17.519s, 106.86mph.
Race 2 Winner's average speed 105.65mph. Fastest lap: Pineiro, 1m17.411s, 107.01mph.
 * five-place grid penalty

EDMONTON

CANADA

July 23-24
IndyCar Series
Round 11/18



AT A GLANCE

- Winner **Will Power**
- Pole **Takuma Sato**
- Most laps led **Power**
- Fastest lap **Sebastien Bourdais**



Three men, pots and Miss Edmonton Indy runner-up

Power gets his strength back

Australian gets back on the title trail after recent poor run by leading a Penske one-two



Winner Power leads Castroneves late on

PIVOTAL: THAT'S HOW WILL Power described his victory at Edmonton to end his worrying streak of two DNFs that had derailed his IndyCar Series title challenge of late. With sworn nemesis Dario Franchitti threatening to run away with it, Power needed this win badly.

In the wake of the crashfest at Toronto a fortnight ago, the new layout at the reconfigured airport venue lent itself to more pile-ups. Mercifully, the incidents that occurred were on a smaller scale, although it didn't bode well when Alex Tagliani clashed with Graham Rahal on the first lap, giving Rahal a puncture and causing him to spin at the next corner, where he was collected by Paul Tracy.

At the restart, poleman Takuma Sato held sway in his

KV Racing machine, chased by Chip Ganassi Racing's Scott Dixon — who had passed the Team Penske car of front-row starter Power at the first corner on the opening lap. Power repaid the compliment, diving inside Dixon at Turn 5 on lap six, and was soon on Sato's tail.

Just before the first round of pitstops, Sato chose a bad moment to make a mistake, and its consequences were magnified when Power lunged past him to grab the lead at Turn 1. Dixon almost got them both, as they sailed past the apex, but Power just held sway. Sato — who was struggling with his car's balance — lost another spot, to Dixon's Ganassi teammate Franchitti, at Turn 5.

"I could see him starting to weaken and struggle a little," said Power. "Then he

made that little mistake and I went up his inside. It was important to get him there."

The first round of pitstops had just begun when Oriol Servia, the first frontrunner to stop, was fired into the tyrewall by Mike Conway. The majority now pitted under yellow, and Sato was demoted another position here by Ryan Briscoe, with the off-sequence Conway and Tagliani now promoted to the front of the field.

All hell broke loose at the restart when pacesetter Conway "just didn't see the green flag". While he dithered, Power wasn't hanging around and rocketed into the lead once more. "Conway went late on the restart, and I got a run on him," said Power. "I think that pass right there was the pass for the win."

The confusion as "green, green, green" was called by the starter meant cars running four-wide in the pack as some went, and some didn't. Among the 'didn'ts' was Franchitti, and he was further delayed when EJ Viso clattered into Dixon at Turn 5, spinning them both. Franchitti lost vital seconds, having almost come to a halt, and Dixon sustained some serious radiator damage.

"I'm not sure what Viso was doing, but he took me out and almost took Dario out as well," raged Dixon. "It was one of those deals where I could see it happening in my mirror but couldn't get out of his way."

Power looked strong out front, and another of his closest rivals was about to be removed from the equation: Sato was running second when Ryan Hunter-Reay took a ridiculous lunge at



Dixon needed repairs after Viso collision

RACE RATING

★★★★☆

The final showdown promised much, but Power was too wily to let Castroneves pass him

MILESTONE

Helio Castroneves led one lap, so now he's 24 behind all-time leader Paul Tracy (4238)



REPORT INDYCAR EDMONTON

CHUCK BRADBURY JR
reports



Power outbrakes Sato for the lead



Hunter-Reay punts out Sato

Turn 5 and punted him into a spin. "It was totally my fault," he admitted. "I apologised to Sato. But I'd rather go for it in a race than sit in a line." Sato's car owner, Kevin Kalkhoven, summed it up: "It was amateur driving."

Penske found itself running 1-2-3 now, with Power heading a distant Helio Castroneves and Briscoe. Franchitti, who had dropped as low as 10th, was working his way back to the front. Sebastien Bourdais and Justin Wilson were

notable scalps as he made his recovery (see panel, right).

At the second round of pitstops, held under green as the tatty driving standards suddenly seemed to improve, Franchitti went for brand-new harder 'black' tyres, as the Penske boys opted for scrubbed (softer) 'reds'. Briscoe suffered a slow stop, as his fuel tank refused to top up (he would require a last-lap splash-n-dash, relegating him to 10th instead of fourth), and he lost a place to Franchitti, and

very nearly to Wilson too, but the Englishman just failed to beat him out of the pits. Tony Kanaan would split them after his stop, to run fifth at this point.

The fight to the finish was the highlight, as Power came under increasing pressure from Castroneves. Denied victory by the stewards here in controversial style last year, Helio was determined to set the record straight. And, perhaps if it wasn't his team-mate in front he'd have tried an optimistic lunge.

"I was having issues with my brakes all weekend, but we did some changes after warm-up and it was fixed," said Castroneves. "I don't know what was going on with Will at the end. I was going for it, and he was locking his wheels, but he was smart enough to be in the right place and use his push-to-pass to never give me even a slight chance." Power, who took his fourth win of the season, said: "I struggled a little bit at the end, with my brakes and tyres, but as far as strategy and set-up went we did everything right. It was exactly the result we needed."

Power trails Franchitti by 38 points with seven races to go. It's all to play for. ❧

Franchitti had to battle past Bourdais



Franchitti's stop-go is not such a penalty

UNLESS YOU'RE MAKING A pitstop, being stationary isn't a good thing. But, faced with the spun-around Scott Dixon and assailant EJ Viso at Edmonton's Turn 5, Dario Franchitti didn't have much choice.

Franchitti fell from third to 10th in the episode, which began when he "screwed up" a restart. The remainder of his race was a damage-limitation exercise.

"I had it in my head that I had to stay in line behind the car in front for the restart until I crossed the startline," he explained. "Conway [who was leading the pack] was just cruising

along, and I thought, 'I can't pass, I can't pass' and then the other guys came wailing past. Just as they should - I screwed up. I lost a bunch of track position there."

Of his moment in stasis, he added: "I passed Viso going into Turn 5, which he didn't seem to like as he speared into my poor team-mate and took him out. I was pretty much stopped, with two cars broadside across the track, and I was just waiting for someone to hit me.

"Not a bad day for the points, but the EJ incident could have really screwed the whole thing up."

RESULTS

IndyCar Series, Edmonton (CDN), July 23-24, round 11 of 18

80 LAPS, 177.920 MILES				CHAMPIONSHIP TABLE					
GRID	POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID	POS	DRIVER	PTS
1 SATO 1:18.5165	1	Will Power (AUS)	Team Penske	Dallara-Honda	1h57m22.5177s	2	1	Franchitti	388
2 POWER 1:18.5674	2	Helio Castroneves (BR)	Team Penske	Dallara-Honda	+0.8089s	9	2	Power	350
3 DIXON 1:18.6442	3	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	+1.1735s	4	3	Dixon	282
4 FRANCHITTI 1:18.6628	4	Tony Kanaan (BR)	KV Racing Technology-Lotus	Dallara-Honda	+11.1507s	11	4	Kanaan	253
5 VISO 1:18.7383	5	Justin Wilson (GB)	Dreyer & Reinbold Racing	Dallara-Honda	+11.7835s	15	5	Servia	244
6 BRISCOE 1:19.0267	6	Sebastien Bourdais (F)	Dale Coyne Racing	Dallara-Honda	+12.6681s	12	6	Briscoe	239
7 HUNTER-REAY 1:18.6678	7	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	+18.0259s	7	7	Andretti	232
8 SERVIA 1:18.7142	8	Mike Conway (GB)	Andretti Autosport	Dallara-Honda	+18.3563s	20	8	Rahal	218
9 CASTRONEVES 1:18.7669	9	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	+21.0430s	22	9	Castroneves	212
10 HILDEBRAND 1:18.9323	10	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	+31.1578s	6	10	Hildebrand	212
11 KANAAN 1:19.0190	11	JR Hildebrand (USA)	Panther Racing	Dallara-Honda	+35.5404s	24			
12 BOURDAIS 1:19.3802	12	Vitor Meira (BR)	AJ Foyt Racing	Dallara-Honda	+37.5572s	14			
13 RAHAL 1:19.0682	13	Ana Beatriz (BR)	Dreyer & Reinbold Racing	Dallara-Honda	+1m07.2455s	23			
14 MEIRA 1:18.9781	14	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	+1m10.2013s	19			
15 WILSON 1:19.0732	15	James Hinchcliffe (CDN)	Newman/Haas Racing	Dallara-Honda	+1m11.1179s	10			
16 SILVESTRO 1:19.2084	16	Sebastian Saavedra (CO)	Conquest Racing	Dallara-Honda	+1m15.7811s	26			
17 TAGLIANTI 1:19.1329	17	Alex Taglianti (CDN)	Sam Schmidt Motorsports	Dallara-Honda	+1m15.8866s	17			
18 JAKES 1:19.3533	18	James Jakes (GB)	Dale Coyne Racing	Dallara-Honda	+1m16.1893s	18			
19 ANDRETTI 1:19.6204	19	Charie Kimball (USA)	Chip Ganassi Racing	Dallara-Honda	-1 lap	21			
20 CONWAY 1:19.4007	20	EJ Viso (YV)	KV Racing Technology-Lotus	Dallara-Honda	-1 lap	5			
21 KIMBALL 1:20.0348	21	Takuma Sato (J)	KV Racing Technology-Lotus	Dallara-Honda	-1 lap	1			
22 PATRICK 1:19.4713	22	Oriol Servia (E)	Newman/Haas Racing	Dallara-Honda	-4 laps	8			
23 BEATRIZ 1:20.3224	23	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	-6 laps	3			
24 HILDEBRAND 1:19.5237	24	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	54 laps-drive/line	16			
25 TRACY 1:20.4836	25	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda	0 laps-accident	13			
26 SAAVEDRA 1:19.7200	26	Paul Tracy (CDN)	Dragon Racing	Dallara-Honda	0 laps-accident	25			

Winner's average: 90.949mph.
Fastest lap: Bourdais, 1m18.9590s, 101.399mph.
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.

AMERICAN LE MANS SERIES MOSPORT (CDN), JULY 24, RD 4/9

Luhr and Graf bounce back after crash

DESPITE SETBACKS IN practice and the race, Lucas Luhr and Klaus Graf drove their Lola-Aston to victory at Mosport by 28.4 seconds from the Dyson Racing Lola-Mazda. "We've been hit by everything this weekend," said Graf. "What a rollercoaster!"

Graf crashed the Lola in practice, but the CytoSport team rebuilt it in time for him to win the pole. Luhr built a comfortable lead of 52s over Chris Dyson after 33 minutes. But Luhr said officials failed to open the pit road in time for the leader when a safety-car period fell, miring him in traffic on the restart.

A turbo issue for the Dyson Lola enabled Luhr to catch Dyson, then overtake him with a precarious outside pass at the daunting Turn 2 at the 80-minute mark. Despite the earlier turbo issue, Guy Smith set the fastest race lap during his stint for Dyson. Driving the sister car, Humaid Al Masaood and Steven Kane finished two laps down after Al Masaood went off.

The RLL BMW team's three-race streak ended on two penalties after Dirk Muller won the pole. The first came when Joey Hand, who dominated the early stages, was called for avoidable contact with

Toni Vilander in the Risi Ferrari at the pit exit during the safety-car period.

When BMW driver Dirk Werner banged into the GTC class-leading Porsche of Spencer Pumpelly while heading the GT class with 20 minutes to go, the resulting stop-go penalty put the Corvette C6.R of Jan Magnussen into the lead. Magnussen had just passed Jaime Melo, in for Vilander but suffering from worn tyres, shortly earlier.

The Corvette was not as quick as the BMW, the Flying Lizard Porsche or the Ferrari, but ran a consistent pace to win by 4.4s on the strength of Magnussen's pace through traffic.

The #3 Corvette of Tom Milner had early contact with a GTC entry and lost a lap. After stopping to repair a split oil line, the Jaguar RSR of Bruno Junqueira set

the fastest lap in GT.

Core Autosport's Gunnar Jeannette and Ricardo Gonzalez took the top honours in the LMPC class.

RESULTS

1 Lucas Luhr/Klaus Graf (Lola-Aston Martin), 129 laps in 2h46m12.067s; 2 Chris Dyson/Guy Smith (Lola-Mazda), +28.420s;

3 Humaid Al Masaood/Steven Kane (Lola-Mazda); 4 Gunnar Jeannette/Ricardo Gonzalez (ORECA FLM); 5 Jonathan Bennett/Franke Montecalvo (ORECA FLM); 6 Eric Lux/Elton Julian (ORECA FLM). **GT 1** Oliver Gavin/Jan Magnussen (Corvette C6.R); 2 Jamie Melo/Toni Vilander (Ferrari 458 Italia); 3 Bill Auberlen/Dirk Werner (BMW M3). **Points** 1 Dirk Muller/Joey Hand, 80; 2 Gavin/Magnussen, 57; 3 Auberlen/Werner, 46.

CytoSport entry heads GT BMW



GRAND-AM NEW JERSEY MOTORSPORTS PARK (USA), JULY 24, RD 9/12

Pruett/Rojas play it cool in the searing heat at New Jersey

CHIP GANASSI RACING'S Scott Pruett and Memo Rojas survived sizzling New Jersey heat to claim their fifth Daytona Prototype victory of the season.

A gutsy late-race call by the Tim Keene-led crew to

leave Pruett out on worn tyres during the final safety-car period paid off, as the Riley-BMW pulled away from the competition on the restart with 18 minutes to go.

"It was a little difficult

trying to make a decision but we were still running high [1m]17s on old tyres, so we opted to stay out," said Pruett. "We drove away right at the end."

Pruett crossed the line 3.806s ahead of title rival Max Angelelli, who made a late move on the Stallings Racing Riley-Chevrolet of Alex Gurney for second. Gurney held the lead with less than 35 minutes to go, but was on a planned three-stop strategy.

The win was Pruett and Rojas's first victory at New Jersey Motorsports Park and helped extend their lead to 29 points over

SunTrust Dallara pair Angelelli and Ricky Taylor with three rounds to go.

With temperatures reaching 35C, the extreme heat played a role in the two-hour and 45-minute contest, including the battle for GT class honours.

SpeedSource's Jonathan Bomarito and Sylvain Tremblay broke through for their first class victory of the year, leading a podium sweep for Mazda.

Ex-Atlantic standout Bomarito, who started the RX-8, spent part of the race in the medical centre undergoing IV treatment due to the heat, then held

off fellow open-wheel star John Edwards for back-to-back New Jersey wins.

● John Dagys

RESULTS

1 Memo Rojas/Scott Pruett (Riley-BMW MkXX), 117 laps in 2h45m23.653s; 2 Ricky Taylor/Max Angelelli (Dallara-Chevrolet DP-01), +3.806s; 3 Jon Fogarty/Alex Gurney (Riley-Chevy); 4 Raphael Matos/Enzo Potolicchio/Ryan Dalziel (Riley-Ford); 5 JC France/Terry Borcheller/Joao Barbosa (Riley-Porsche); 6 Darren Law/David Donohue (Riley-Porsche). **Points** 1 Rojas/Pruett, 295; 2 Taylor/Angelelli, 266; 3 Fogarty/Gurney, 250; 4 France/Borcheller/Barbosa, 238; 5 Law/Donohue, 237; 6 John Pew/Oswaldo Negri, 228.

Such cheese must have curdled in heat



- | | | | |
|---|------------------|---|--------|
| 1 | Sebastian Vettel | ◇ | 28,974 |
| 2 | Mark Webber | ◇ | 21,861 |
| 3 | Fernando Alonso | ◇ | 21,074 |
| 4 | Sebastien Loeb | ◇ | 19,869 |
| 5 | Lewis Hamilton | ▲ | 18,637 |

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Lucas Luhr and Klaus Graf took ALMS victory at Mosport to shoot up the Rankings order. Graf gains 20 places to sit 111th, while fellow German Luhr – who also leads the FIA GT1 standings – breaks into the top 100 for the first time since 2009 as he moves to 86th.

To see the full list, visit castrodriverrankings.com

INTERNATIONAL RACES & RESULTS

INDY LIGHTS

Edmonton (CDN),
Rds 8 & 9/14

QUICK RESULTS

- Race 1 **Esteban Guerrieri**
- Race 2 **Josef Newgarden**
- Poles **Newgarden x 2**
- Points leader **Newgarden**

RACE RATING



Featured everything you'd hope for in a developmental series for young racers

REPORTS

WORLD OF SPORT



Guerrieri (left) and Newgarden battled hard

INDY LIGHTS EDMONTON (CDN), JULY 23-24, RDS 8 & 9/14

Newgarden loses battle, wins war

FOR THE POINTS THAT rookie Josef Newgarden lost in the first of Edmonton's Indy Lights Twin 100s, he more than made up for with victory in Sunday's second.

The ex-GP3 racer finished second to fellow rookie and Sam Schmidt Motorsports team-mate Esteban Guerrieri in Saturday's 36-lap contest, and saw his

points lead cut to 26. But Newgarden stormed back to win Sunday's 40-lap race and that, combined with Guerrieri finishing 14th after his car sustained a broken right wing, has given Newgarden a 63-point advantage heading to the next contest at Trois-Rivieres in Canada.

Guerrieri's car suffered

the damage when he was battling with Newgarden for the lead at Turn 5 on lap nine after Newgarden led the first eight laps. Guerrieri was able to get the position, but the effort it took cost him the race.

The Argentinian stayed in the lead until lap 22, when Newgarden finally made the pass for the top position.

The damage to the right wing had worsened and Guerrieri had to pit to repair the front nosecone and change a tyre. After that, the ex-FR3.5 star could not get back into contention.

"It was entertaining, I would say," said Newgarden. "Esteban just went a little too deep and locked up and hit me in the sidepod."

Newgarden won by a whopping 14s over Briton Stefan Wilson of Andretti Autosport. Peter Dempsey of Ireland was third followed by Victor Carbone and Englishman Oli Webb, who was third in race one on his Lights debut.

● Bruce Martin

RESULTS

Race 1 1 Esteban Guerrieri, 36 laps in 1h01m11.753s; 2 Josef Newgarden, +0.652s; 3 Oli Webb; 4 Stefan Wilson; 5 Gustavo Yacamán; 6 Bruno Andrade. **Race 2 1 Newgarden**, 40 laps in 56m46.380s; 2 Wilson, +14.550s; 3 Peter Dempsey; 4 Victor Carbone; 5 Webb; 6 Anders Krohn.

Points 1 Newgarden, 361; 2 Guerrieri, 298; 3 Wilson, 293; 4 Yacamán, 230; 5 Jorge Goncalves, 225; 6 Dempsey, 212.

IN BRIEF

NASCAR TRUCKS

Austin Dillon won Friday night's race at Nashville, passing erstwhile leader Johnny Sauter with 23 laps to go. Ex-F1 racer Nelson Piquet Jr finished fourth behind Timothy Peters.

STAR MAZDA

Joao Victor Horto scored his first win at Mosport, after leaders Connor de Phillippi and polesitter Sage Karam pushed each other wide while battling for the lead.

JK ASIA SERIES

Malaysian Afiq Ikhwan created series history by winning all four races at Sentul, with new qualifying and race lap records. Lucas Auer was second each time.

FORMULA PILOTA CHINA

Luis Sa Silva and Matheo Tuscher were the winners in the second round of Formula Pilota China (Abarth) at Shanghai. Swiss 14-year-old Tuscher, driving for Jenzer Welch, was also leading the first race when a problem struck. He overtook team-mate Rober Visouiu to win the second.

EUROPEAN TOURING CAR CUP SALZBURGRING (A), JULY 24

Giovanardi takes Cup – but only just

MULTIPLE TIN-TOP CHAMP Fabrizio Giovanardi claimed the FIA European Touring Car Cup at a rain-soaked Salzburgring in Austria.

Giovanardi drove his Honda Accord to a victory and a second place. Spanish youngster Pepe Oriola had achieved identical results with SUNRED's SEAT Leon TDI, but Giovanardi's three

points for pole position compared to Oriola's two points for second-fastest time in qualifying meant that the Italian clinched the crown.

For the Hartmann Racing team, it was the third consecutive ETCC success following James Thompson's pair of titles in the previous two years.

"I have taken over the car

from James and only made a few adjustments to make it suit my driving style," said Giovanardi, who hadn't raced a two-litre touring car since last year's Thruxton BTCC round.

Swede Tomas Engstrom came third in both races with another Honda.

● Rene de Boer

RESULTS

Race 1 1 Fabrizio Giovanardi (Honda Accord), 14 laps in 25m45.475s; 2 Pepe Oriola (SEAT Leon TDI), +0.830s; 3 Tomas Engstrom (Honda); 4 Mehdi Bennani (BMW 320si); 5 Ibrahim Okay (BMW); 6 Wolfgang Tremel (Honda). **Race 2 1 Oriola**, 12 laps in 20m15.295s; 2 Giovanardi, +2.376s; 3 Engstrom; 4 Tremel; 5 Peter Rikli (Honda Civic); 6 Andreas Kast (Audi A4).



Giovanardi beat Oriola

NASCAR NATIONWIDE NASHVILLE (USA), JULY 23, RD 20/34

Edwards beats flu and the kids

'CONCRETE CARL' EDWARDS lived up to his nickname at Nashville, beating Roush Ford team-mate Ricky Stenhouse Jr to the finish by 0.647s.

Edwards, who was suffering from flu-like symptoms, lost his early grip on the race when he was caught speeding in pitlane. The resulting penalty dropped him to 14th, but he took just 37 laps to regain top spot.

"I feel a lot better after that," said Edwards. "Ricky was fast and did a great job, but he was just too loose to get me at the end."

Friday's Truck Series race winner Austin Dillon led for four laps, and finished a series-best third in his Kevin Harvick-run Chevrolet. When Edwards passed him, he did well to

keep it out of the wall after sliding out of the groove.

"Our car didn't fire on four [fresh] tyres so we stuck to putting two on at each stop," said Dillon. "I thought we might get them at the final pitstop. But I just couldn't get turned through the first corner."

Reed Sorenson took the points lead, after erstwhile top man Elliott Sadler suffered a rear-axle failure. ● Chuck Bradbury Sr

RESULTS

1 Carl Edwards (Ford Mustang), 225 laps in 2h14m17s; 2 Ricky Stenhouse Jr (Ford), +0.647s; 3 Austin Dillon (Chevrolet Impala); 4 Justin Allgaier (Chevy); 5 Aric Almirola (Chevy); 6 Sam Hornish Jr (Dodge Charger). **Points** 1 Reed Sorenson, 702; 2 Stenhouse, 697; 3 Elliott Sadler, 688; 4 Allgaier, 672; 5 Almirola, 631; 6 Jason Leffler, 608.



FOCUSING FORD IN THE RIGHT ARENA

Arena Motorsport is bringing the new Ford Focus up to speed in the BTCC, and eyeing a global stage.

By KEVIN TURNER

Bringing a brand-new car into a racing series is a tough challenge. Even a marque as successful as BMW knows to be conservative about its re-entry into the DTM. Better to build up gradually and carefully, focus on the long game.

That's the view Arena Motorsport is taking with its new Global Ford Focus. Developed with technical (but not financial) support from the Blue Oval, the car has shown promise in the British Touring Car Championship this season, but hasn't quite been able to match the best of its rivals, all of whom have established chassis or proven engines.

Even the experience with the previous Focus, with which Arena men Tom Chilton and Tom Onslow-Cole fought for the title last year, hasn't helped as much as hoped.

"When we started we intended to transfer as much as we could from the previous car, but unfortunately the new one was very late and that compromised us," says team boss Mike Earle.

Chilton took a podium at Brands Hatch first time out with the Mountune turbo-engined Focus. That provided encouragement at the birth of the project, but surprisingly the

car then dropped back a little. Still, it's been more competitive than the old-spec Focus was when Arena returned to the BTCC in 2009, amid engine and weight-distribution issues.

"In every way it's better than the old car," reckons Earle. "The secret to touring cars is the base product and the new Focus is a much better base. That's why we're closer to being competitive at this stage of development."

Earle is also confident that the handling issues that have hampered the third-generation (new) machine have been addressed during the mid-season break, with aero and suspension tweaks.

"Until Croft we didn't get on top of the handling," he admits. "Hopefully when we get to Snetterton [the next round, on August 7] we'll have a better car than we left Croft with."

Earle points to the qualifying comparison to Motorbase, which has taken over Arena's 2010 cars (albeit with different engines), to underline the progress. Chilton is currently four-one up on Motorbase lead driver Mat Jackson, even though he is six places behind second-placed Jackson in the points standings.

"Motorbase is doing a great job, but in qualifying we tend to be ahead," he



Arena has its feet on ground, but car doesn't

Ten wins in 10 years for Chilton

In almost a decade in the BTCC, Tom Chilton has racked up 10 victories. That puts him on a par with Laurent Aiello and Win Percy, but unlike them the 26-year-old has yet to prove he can beat the cream of the crop throughout the course of a season to take a title.

Team boss Mike Earle has no doubts about Chilton's speed, and believes his driver can still get better. "He's still relatively young," says Earle. "He's very capable of a quick lap – you know after qualifying that's as fast as the car will go.

"I think even Tom would admit his race performance isn't as strong, but it's something we're all working on."

The man himself is confident of his own abilities and is already looking at a bigger stage, whether that title comes along or not. "The BTCC is the focus at the moment, but I've been in it for nearly 10 years and I'd like to do more," he says. "In the long-term I'd like to do the WTCC."



Chilton: WTCC target

says. "We've not been as good in the races, but the raw pace is there.

"Ford didn't particularly want to do it with the old Focus. This year's car is an investment for the future."

Ford is clearly a big part of that future, which could extend into the World Touring Car Championship. Even though the marque's European motorsport boss Gerard Quinn says "Ford has no plans to enter an official team in the WTCC", Earle confirms the technical punch of the manufacturer could help in making the move.

"Ford's involvement is massively advantageous," says Earle, who is currently building a WTCC-spec Focus for evaluation purposes. "Computing capacity, rigs, windtunnels – we've used them all, and they've got some very clever guys who have helped.

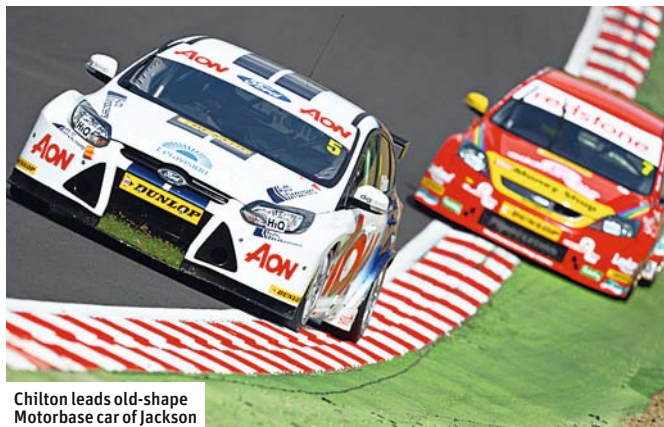
"All we're committed to at the moment is building a WTCC prototype, then we'll make a call on whether to race it. We won't do WTCC unless we know we'll be competitive."

Adding to the package is team partner Capsicum, the company of Chilton's father Grahame, which came on board at the end of 2009. As part of an organisation that includes Carlin's GP2, GP3, Formula Renault 3.5 and

British Formula 3 teams, Arena gets the benefit of drawing on a large pool of people, as well as financial support.

Of course, the involvement of Chilton's father has raised questions about who is really directing things. That was brought into sharp focus at Silverstone last year, when Onslow-Cole twice handed wins to Chilton Jr despite being ahead in the standings. But Earle is adamant it was his call.

"It was totally my decision," he says firmly. "We had such an advantage there and I took the view that if we could bring Chilton forward we would



Chilton leads old-shape Motorbase car of Jackson

have two drivers in the title fight in case something went wrong."

The other 2010 controversy was the straight-line speed of Arena's LPG-powered cars. It resulted in much bickering and it is noticeable how Arena has stayed out of much of the turbo-v-naturally-aspirated arguments that have been a feature of 2011.

"One thing we did learn last year was that it's a waste of concentration to complain," says Earle, who has brought Onslow-Cole back into the team alongside Chilton and Andy Neate to create the only three-car BTCC squad.

So just how far can Arena go with the Global Focus? "In all likelihood, if we do the WTCC, we will have some sort of presence in the BTCC," says Earle. "I think in the BTCC next year we'd be a title challenger."

Tom Chilton doesn't disagree: "It's the stiffest chassis I've raced in touring cars and it's going to be a great car.

"We just need to unlock the potential and we're on the right track." ❄

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You will have proven purchasing experience within a manufacturing/ engineering environment, ideally fast moving. You will be able to work on your own initiative and have strong negotiation and analytical skills. A good working knowledge of MS Excel and Word is essential as are excellent written and verbal communication skills. A flexible approach to work and hours is required, and a commitment to meeting deadlines. We are particularly interested in candidates with an engineering background/qualification who have made a career within procurement.

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MG racers will get to return to Donington in 2011

Donington saves two of its cancelled 2011 meetings

Leicestershire venue reinstates this year's MG Car Club and BARC events

» DONINGTON PARK HAS saved this season's MG Car Club meeting scheduled for August Bank Holiday weekend and the British Automobile Racing Club event on October 1.

Due to noise restrictions, the circuit had to cancel several of its planned 2011 events (see AUTOSPORT, June 23).

Negotiations with North West Leicestershire District Council to expand the circuit's raceday allocation for future seasons are ongoing, and Donington has now secured the MGCC and BARC dates planned for this year.

Donington Park chairman Kevin Wheatcroft said: "We had to reduce our original calendar to ensure we comply with noise restrictions. Although we have

applied to the local authorities to amend the conditions and allow more racing, we need to await the outcome.

"With the remaining dates now confirmed, we can ensure our first season back in action will finish on a high note."

Other organising clubs have now responded to the cancellation of their meetings. The 750 Motor Club, which has lost its October 8-9 Donington season finale, will race at Cadwell Park on the same weekend instead.

Club competition secretary Chris Norman said: "The 750 Motor Club appreciates the support given by Donington Park to deliver our event in July and the efforts made to try to deliver the October event too. We hope to be able to return to Donington again in 2012.

"The assistance of MSV [the Cadwell operator] in helping us deliver our full championship programme as seamlessly as possible is also very much appreciated."

The British Endurance Championship, which was scheduled to visit Donington on November 4-5, will instead lengthen its Brands Hatch race on November 18-19. The Kent event was set to be a 90-minute non-championship race, but will now be a points-scoring contest lasting four hours (two hours for Production class runners).

The BEC GT race at Snetterton on August 12-14 has also been extended from three to four hours after the loss of track time at the Spa and Thruxton rounds.

The British Racing & Sports Car Club has transferred its entire Donington October 15-16 meeting to Rockingham on the same weekend, while MSVR is currently looking for slots at Brands and Snetterton for the series that were to have raced at its cancelled October 29 Donington meeting.

LATEST 2011 DONINGTON CALENDAR	
August 13-14	MSVR
August 28	MGCC
September 3-4	Masters
September 10-11	British Superbikes
September 24-25	British F3/GT
October 1	BARC



750MC has moved its finale to Cadwell

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner@haymarket.com



RARELY HAVE I SEEN SUCH

great competition across an entire race weekend as I did at the Silverstone Classic.

From the Formula Junior battle that opened proceedings, to Sunday's curtain-closing HGPCA Pre-1966 GP race (both of which were decided on the last lap), spectators were treated to close lead fights. There were wheel-to-wheel slipstreamers, with almost constant overtaking, and tense thrillers as drivers attempted to close down early pacesetters.

And that's before you consider the exotic and varied machinery involved.

If there is a criticism, it's that there is too much to see. As well as the racing, all the car clubs and market stalls, there are air displays, demonstrations and music concerts, much of which clash. Fans have to decide what to miss.

The formula obviously works, as a record 80,000-strong crowd attests, but a bit of trimming may help things to be a little more relaxed and run more smoothly in future.

I can't finish without referring to the pitlane incident during the World Sportscar Masters race (see p74). It was one of the most bizarre things I've ever seen at a racetrack, but it didn't overshadow a weekend that reminded me why I became hooked on the sport in the first place.

Extra contact details

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ben.anderson@haymarket.com

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Silverstone Classic

Steering wheel thief gets race ban

David Gathercole punished for pitlane fracas following on-track clash - and faces further sanctions

HISTORIC RACER AND preparer David Gathercole has had his licence suspended for 30 days for a pitlane altercation during the World Sportscar Masters race at the Silverstone Classic last weekend.

Gathercole's Lola T290 had been on a charge from row six in Sunday's event and caught Anthony Hancock's Lola T212 in fourth. The pair made contact at least twice before Gathercole secured the place, only to then go off.

Gathercole returned to the pits and

approached Hancock when the latter made his mandatory pitstop. He then took Hancock's steering wheel from the car before allegedly grappling with pit crew, including Anthony's son Ollie. The steering wheel was recovered and Hancock returned to the circuit to finish sixth.

The stewards excluded Gathercole from the meeting and handed him a 30-day ban. The matter has now been referred to the Motor Sports Association.

Hancock wasn't sure what caused the issue. "There was a big bang in the side

[when Gathercole caught Hancock on track], then I had an opportunity to get the place back and he just drove into me again," he said. "He went into the distance and then I saw him spun off."

Hancock didn't expect the matter to go further in the pits. "He leaned across and switched the engine off, took my steering wheel and walked away," he added. "Ollie tried to get the wheel back, then tried to get another, and eventually someone handed us the right one."

"There are official proceedings if you

are unhappy with something. I've been racing for 30 years and I've never been so surprised."

Gathercole said: "Anthony and I had a collision on the track. I felt very strongly about it and when Anthony came into the pits I confronted him."

"I removed his steering wheel to get his attention, at which point there was a total overreaction by Ollie Hancock and I retreated from the scene immediately. I was not involved in any physical altercation that took place."

Formula Renault BARC

Wright makes FR return at Croft

RENAULT CLIO CUP RACER LUKE Wright returned to the scene of his first Formula Renault BARC victory when he stepped in for a one-off return to the championship at Croft last weekend.

He took over the MGR car used so far this season by Russell Danzey. Wright qualified eighth and sixth, then took fourth in race one after last-lap contact with Hector Hurst, for which he was later endorsed. He followed that up with seventh in race two.

Wright said: "Although I'm managing

to stay out of trouble in the Renault Clio Cup now and starting to get results, I would love to stay in single-seaters if I get the right offer and can afford it."

Team boss Mark Godwin added: "Russell should be back in the car for Silverstone but we might have a spare seat again for Thruxton."



Wright returned for Croft FR BARC round

Nippon Challenge

Brands Nippon racer excluded

NIPPON CHALLENGE RACER

Jeremy Shipley was excluded from the meeting and received six licence penalty points for his part in a carbon copy of Radical racer David Jacobs's crash at Brands Hatch a week earlier.

The accident happened during Friday's race, when the Toyota MR2 of Alok Iyengar went into the gravel at the foot of Paddock Hill Bend on the opening lap. The car

was being recovered under yellow flags when Shipley's Mazda MX5 went off and collided with the MR2.

The race was immediately halted and the re-run was also stopped early due to another incident.

MSVR event director David Scott said: "He [Shipley] knew that he'd done wrong and was fully apologetic and contrite and, unlike last week's events, he had not gone by the recovery scene on a previous lap."

Unlike Jacobs, Shipley avoided having his licence revoked due to the fact that he had not been involved in a previous incident or received earlier penalty points.

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Ginetta GT Supercup

Hill switches from Optimum to Tollbar for GT Supercup campaign

GINETTA G50 FRONTRUNNER

Jake Hill has switched from Optimum Motorsport to Tollbar Racing for the rest of the GT Supercup season.

Hill, who finished runner-up in the Ginetta Junior Championship with Tollbar last year, graduated to the GT Supercup with Optimum for 2011 and is currently fourth in the G50 standings.

"Optimum have been really, really good to us," said the 17-year-old. "They put together a really good deal, helped with sponsorship and have put in loads of effort. There's certainly nothing

[wrong] on a personal level, but I feel I need to get my championship challenge back on track and want to see if it's me or the car.

"Mike Flounders [Tollbar boss] has been part of my racing career since I first drove a Ginetta Junior in 2008 and I'm confident he will get the best out of me and the car."

Optimum boss Ron Linn, who confirmed the squad was already in talks with other drivers to fill Hill's seat, said: "He's done quite well, he's just had problems with budget for new

tyres and things. We'd be happy to run him again in future."

Hill was due to test with Tollbar at Snetterton today (Thursday), with the first race outing planned for the Norfolk venue next month if all goes to plan.

Hill has had a mixed 2011



Britcar Honda gets back on track with Donnelly

Ex-Formula 1 driver Martin Donnelly drove David Fenn's Honda NSX at Brands Hatch earlier this month, the car's first outing since its fire at the circuit at the start of the year. Fenn hopes to race the car again soon.



Rallycross

Track changes for Mondello Park

A JOKER-LAP SECTION

will be added to the rallycross track at Mondello Park ahead of this winter's 2011-2012 Irish Championship.

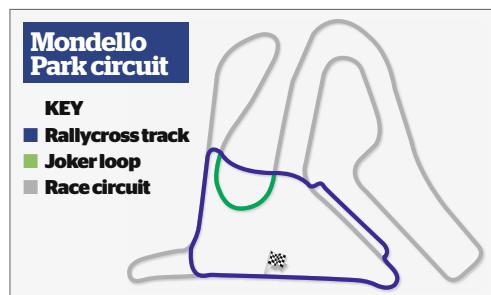
The creation of the extra section follows the success of June's British championship event at Mondello and is the next step in the five-year plan to return International events to the Irish venue.

A Joker-Lap section - an extra, longer length of track that each driver must use once in each race to encourage changes in race order -

is mandatory for tracks used in the European championship, which visited the Irish venue between 1987 and '95.

Motorsport Ireland Rallycross Committee Chairman Michael

FitzSimons said: "We are still a long way from applying for a European event, but the June event was successful and we will build on that as we move forward with a big summer event."



MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Racers need looking after to ensure they come back

Contrary to the expectations of many - not just those who rue the loss of Silverstone's original Woodcote corner, the majestic old Abbey sweeper and Bridge bend - the new section of the Grand Prix circuit added to the intensity of the racing and the overall spectacle at the Classic.

The technical Farm-Village-Aintree sequence of corners rewarded a cerebral approach, yet caught out experienced hands. In fact it was used to advantage by young guns Sam Wilson (you don't beat Formula Junior king Jon Milicevic in straight fights without exceptional ability), Cooper-Bristol pilot William Nuthall in his second car meeting, and Group C's spunky F3 import Hideki Yamauchi.

Unfortunately, the wisdom of rolling starts from the new F1 line - ironically to save time in a track programme overfilled to offset enormous hikes in venue-hire costs - was questioned by leading competitors. The now right-handed Abbey is closer to the new start than Copse is to the 'traditional' line, and increased approach speeds, particularly on the tighter (non-pole) inside trajectory, were seen as contributory factors in a couple of nasty incidents. Standing starts - which bring their own issues - look better, and are period correct.

A corollary of the jam-packed timetable was the necessity to use both paddocks simultaneously, a logistical nightmare that Grahame

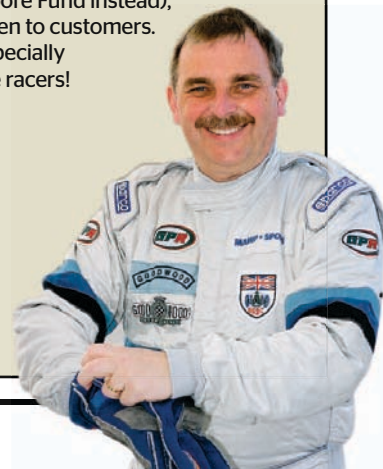
White and cohorts faced stoically. With grids emerging from the old centre each morning and the new each afternoon, it was also hideous for preparation teams with cars in both, inconvenient (and confusing!) for competitors doing several races, and far from ideal for enthusiasts wishing to see all the cars close up.

With limited parking and no direct pedestrian access to the International paddock (a footbridge at Club corner is planned), competitors had to park road cars on the outside of Copse and take buses to the southern end of the campus. This lost its shine long before the shuttles stopped too early on Sunday evening.

The Classic's scale is vast, but promoters should forget at their peril that without competitors and grid organisers paying fortunes to entertain punters, there is no event. Record crowds saw 750 race cars worth £300m in action last weekend, and while the old paddock had become a soulless shanty town, those who made it down to the crowded F1 pits - a facility which grew on competitors - were treated to an incredible vista.

If you can't reunite the paddocks or make slack in the schedule by dropping the 'celebrity race' nonsense (donate £1 per ticket sold and £10 per race entry to the Bobby Moore Fund instead), listen to customers. Especially the racers!

“The Classic's scale is vast but promoters should forget competitors and grid organisers at their peril”



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IN BRIEF



The tweaked Jensen finished 48th in the TT

MALCOLM VEREY'S JENSEN 541R,

which he debuted with Willie Green at Dijon last month, benefited from suspension tweaks for last weekend's Silverstone Classic. Big Healey ace Denis Welch, who built its four-litre, straight-six Austin Sheerline engine, helped bring the RW Racing-prepared coupe (above) home 48th in the RAC TT event.

TIN-TOP RACER JASON COOPER

will make his single-seater debut in the Walter Hayes Trophy at Silverstone this November. The former Castle Combe Saloon Car champion and current Ford Fiesta ST frontrunner will drive Jim Hamilton's Van Diemen RF92 at the showpiece knockout event, racing alongside brother Luke, who will be out in his regular Swift SC92.

THREE SIBLINGS SHARED THE

podium in the second Smart 4two Cup race at Castle Combe last weekend. Ex-Formula Ford racer David Moore, 16, fended off elder brother and reigning Formula Palmer Audi champion Nigel, and his 2009 Ginetta Junior title-winning sister Sarah to come out on top of a nine-car field.

ROGER ANDREASON AND TIM

Colman have amicably retaken total control of Chevron Cars Limited, having re-acquired the majority equity from Westfield Sportscars founder Chris Smith. Andreason has set up a new base in Herriard, Hampshire, from which he and Colman will market branded spares from original jigs and patterns for all period Chevron models, and continuation B8, B16, B19, B26 and B36 sportscars.

REIGNING COVKARTSPORT

Karting Lightweight champion Gary Jones tested an AHS Challenger

Formula Vee machine at Bruntingthorpe Proving Ground last week (left). The run was part of the President's Award, which Jones won for his karting performances last season.

THE SPORTS-RACING GUARDS

Trophy contest at the Oulton Park Gold Cup event next month will again allow big bangers, such as the Lola T70 Spyder and McLaren M1. The regular Guards Trophy GT cars will get their own race.

**Blissett bows out in style**

Former pro footballer Luther Blissett made a spectacular exit from the Celebrity Race at last weekend's Silverstone Classic. The ex-AC Milan and Watford striker got sideways diving inside a rival under braking for the tight right-hander at Village on lap one and rolled his Morgan three times after clipping the raised kerb. Rick Parfitt Jr won.

Silverstone Classic

March '2-4-0' races at last

Six-wheeled F1 car ends 35-year wait by making debut at Silverstone Classic

THRITY-FIVE YEARS AFTER IT WAS designed and built by the March Grand Prix team, the six-wheeled March '2-4-0' finally made its race debut in the Grand Prix Masters event at the Silverstone Classic last weekend.

The project was abandoned in period after only a couple of test sessions, but has now been brought back by Tony Smith, who found the four-wheel-drive system for the back of the car.

After two years of work, the car was just finished in time for Smith's son Jeremy to race it at Silverstone.

The car was halted by an electrical problem after nine laps in race one and also retired from race two.

Nevertheless, Smith Jr believes the car has plenty of potential. "The balance of the car was fantastic and it has got loads and loads of grip," he said. "The times we did in the race would have

put us midfield in the grid and I was just driving around the outside of people in the race."



Smith is convinced of six-wheeler's potential

Fiesta Junior

New series to delay debut

THE NEW FORD FIESTA JUNIOR championship will finally kick off at Lydden in September after a two-month delay.

The ST-based category, for 14-16-year-olds, was due to get going at Rockingham earlier this month but had to be postponed because of difficulties getting cars race-prepared in time.

Series boss Kevin Shortis named three drivers, Alfonso Skriczka, James Ross and Freddy Lee, as "actively planning their entries" for the inaugural race, which will take place on September 10-11.

"I anticipate that we will have six to eight cars out at Lydden and then more by Formula Ford Festival time in October," said Shortis.



Zolfe has already made eight cars

British Endurance Championship

Zolfe targets Britcar for racing

BRITISH CONSTRUCTOR ZOLFE IS aiming to enter the motorsport arena and could run a car in the British Endurance Championship.

The GTC4 model, a front-engined, rear-wheel-drive sportscar powered by a 270bhp two-litre Ford Duratec engine, first appeared in 2008.

Marque founder Nic Strong, who also owns the Spatz Arlon diverse vacuum-

formed plastics company, now hopes to prove the car in competition.

"The plan was to design a car similar to a Caterham or Westfield, but with the body of a sportscar," said Strong, who did not rule out a standalone series for the car in future.

"The Zolfe is already set to the Britcar [BEC] standards, and I have high hopes for more opportunities."



FORMULA JUNIOR QUICK RESULTS

→ Race 1 Sam Wilson
→ Race 2 Sam Wilson

“I trust him with my life. I thought I’d won it, but obviously not”

Jon Milicevic praises Formula Junior rival Sam Wilson



SILVERSTONE CLASSIC HSCC, JULY 22-24

Junior warriors wow at Classic festival

TWO EPIC FORMULA Junior duels were among countless highlights of last weekend’s Silverstone Classic, which attracted 80,000 spectators and featured great racing throughout. Cooper drivers Jon Milicevic and Sam Wilson put on two superb displays of wheel-to-wheel combat, with Wilson narrowly defeating the category benchmark on both occasions.

With the track horribly damp and treacherous in places, the opening contest kicked off the meeting and, with Wilson starting only sixth, poleman Milicevic’s T59 made the early running. His cause was helped by second qualifier Stuart Roach (in the unique Alexis Mk4) going off, but Wilson was soon on a charge.

Little by little he chipped away at the leader’s advantage as they negotiated heavy traffic amid the 52-car grid. Going onto the final lap Wilson dived ahead, only for Milicevic to respond as they rounded Luffield side-by-side. Wilson

finally made it stick at Stowe to pip his rival by a quarter of a second.

Benn Simms’s outmoded Elva 200 beat Denis Welch (Lotus 22) in the fight for third, but he was over half a minute down on Saturday’s heroes.

Sunday’s dry race was even better. From the original grid Wilson quickly climbed to second and took the lead as early as lap two. But Milicevic, who made up what he lost in the high-speed corners under braking and in the slow sections, would not be shaken off.

They took it in turns to lead, the initiative sometimes swinging back

and forth several times on a single lap. Milicevic looked to have done enough with a huge lunge into Brooklands on the penultimate tour, but Wilson fought back, getting alongside on the run past the new start-finish line towards Abbey.

When they got there, Milicevic braked late to hold the lead, but went in too deep, allowing Wilson to slip by to take a fine victory. “That was the best race of my life and I’ve got Jon to thank,” said a jubilant Wilson, who was also crowned Driver of the Event.

The fight for third was overshadowed but was only slightly less intense,

James Murray (Lola Mk5) narrowly holding off Michael Hibberd (Lotus 27) and Welch.

Not to be outdone, the U2TC tin-tops also starred on Saturday morning, with BMW, Alfa Romeo and Ford Lotus Cortina machinery all in contention.

Alfa ace Alex Furiani made the early running and built a small lead despite a safety car. Leo Voyazides worked his Cortina into second, only to struggle for gears out of Luffield. He fell to sixth, but repassed the similar car of Howard Redhouse for second just before handing over to Simon Hadfield. He was soon the fastest man

on the track, but quicker handovers for Mike Jordan (in for Redhouse) and Richard Shaw (in the BMW 1800 TiSA kept in the top six by Jackie Oliver) meant there was work to be done.

Furiani stopped late to hand the GTA to slightly less rapid Kiwi David Fitzsimons. He emerged in fourth and would run there to the end.

Up front, Shaw shadowed ex-BTCC racer Jordan, despite a front-left damper problem, as a flamboyant Hadfield closed in. Shaw, believing he had no answer to Jordan’s defences, sportingly waved Hadfield by and the two Cortinas battled it out, barely inches apart, in the closing stages.

On the penultimate lap, Jordan ran wide at the tight right of Village, handing Hadfield his opportunity, only for the new leader to have his own moment. Hadfield finally settled it by going round the outside of Jordan at Brooklands as Shaw took a close third.

Three Ferrari 512s made a magnificent sight at the front of the combined

Kinch took glorious Ferrari 512M to victory



QUICK RESULTS

- U2TC **Leo Voyazides/Simon Hadfield**
- Italian Cup **Nathan Kinch**
- Stirling Moss Trophy **Ewan McIntyre**

“The boys did a great job to change the gearbox and it ran like clockwork”

E-type Challenge dominator Jon Minshaw praises his team

REPORTS
SPORTS EXTRA



Wilson (33) and Milicevic fought a personal duel



Shaw's BMW chases Jordan-Hadfield Cortina battle



Minshaw E-type leads Gentleman field, winning TVR lurks in third

Italian Historic Car Cup and GT Sports Car Cup field, but none led into the first corner. Instead, Bobby Verdon-Roe briefly wailed his 412P into the lead before poleman Nathan Kinch's 512M blasted past.

The ex-Ecurie Francorchamps car, racing in the UK for the first time in almost 40 years, was clearly the fastest runner, but a slow mandatory stop briefly allowed Manfredo Rossi Di Montelera's younger two-litre Abarth-Osella PA1 to forge ahead. Once back in the lead, Kinch held off a late charge from Verdon-Roe, while Shaun Lynn and Carlos Monteverde completed

the top five in their 512Ss.

Having narrowly headed the Jaguar E-type of Jeremy Welch in the early stages, Voyazides easily outpaced Welch's co-driver Mark Pangborn in the second half of the race to take GT honours in his AC Cobra.

Verdon-Roe was also in contention for a podium in the Stirling Moss Trophy for pre-1961 sportscars until a tactical error. The Ferrari 246S star was involved in a fine early scrap for second as Graeme Dodd led in the polesitting Cooper Monaco he was to share with Hadfield.

Roger Wills eventually emerged from the pack and

the Lotus 15 set off after the leader. Sadly, their battle was to be shortlived as the Cooper's gearbox stuck in fourth, while an off for Wills at Abbey allowed the flying Lotus 15 of 2010 victor Ewan McIntyre into the lead.

All the while Martin Stretton had been hurling the Knobbly Lister Jaguar started by Jon Minshaw around Silverstone's sweeps after an early stop. Although not the quickest, Stretton's consistent laps while the leaders fought meant he jumped McIntyre when the Lotus pitted.

While Verdon-Roe continued in the lead, seemingly oblivious of the need to stop in the prescribed pit window, McIntyre homed in on Stretton. As the Lister was troubled by fading rear tyre grip, the Lotus closed inexorably and McIntyre retook the lead into Village with five minutes to go.

Verdon-Roe did pit on the final lap and finished on the tail of Stretton, who had spun at Club, but BV-R was subsequently excluded

for the rule infringement. Philip Walker/Danny Wright (Lotus 15) thus took third.

The close sportscar action was maintained in both Group C races. The power of Katsu Kubota's turbocharged Nissan R90C fought the tenacity of Alex Buncombe's Jaguar XJR9 on Saturday evening.

Both quickly made it past Gareth Evans in the Mercedes C11, put on pole in a wet qualifying session by Bob Berridge, and then Kubota shot past the Big Cat on Hangar Straight. They swapped places twice more before Buncombe dived by into Village with two laps to go. But the Nissan's power told on the blast to Copse and a bad run for Buncombe through traffic secured Kubota's win.

After initially falling to fourth, Evans beat Gary Pearson's Jaguar XJR11 for third, while a great opening lap set up a C2 victory for former British GT champion Calum Lockie, seventh overall in John Pearson's ADA.

Kubota's Nissan was

again in contention on Sunday, but this time it was Japanese F3 racer Hideki Yamauchi at the wheel, and the opposition was Berridge. Running much faster than the pace the day before the pair streaked away.

Yamauchi daringly dived by Berridge into Brooklands on the opening lap, but couldn't stop the Nissan from running wide and allowing the Mercedes back through. The ferocity of their battle was underlined by the fact that just 0.061s separated their fastest laps and Yamauchi only gave up the chase when he was badly baulked in traffic late on.

Aston Martin LMP1 racer Andy Meyrick charged father Peter's C2 Spice SE89C from row seven to third overall and a dominant class win, well ahead of a Jag duel for fourth, in which Pearson pipped Buncombe.

Meyrick Jr was also on fine form in the GP Masters races. The March 761 driver started from pole and led every lap in both encounters, despite a slipping clutch for much of race two.

In the first, Meyrick was chased by Michael Lyons' Hesketh 308E until a suspected brake problem forced the latter off at Brooklands. After a cautious start, Nathan Kinch's McLaren MP4 looked set to finish second, partly thanks to a passable version of the Nigel Mansell Stowe dummy on Bill Coombs. Then a spark plug issue struck on the final lap.

Coombs therefore took second in his Tyrrell 009, while Steve Hartley's Arrows A4 completed the podium when Ollie Hancock's Surtees spluttered low on fuel.

Coombs and Hartley relived their battle for 2010 honours on Sunday, in Meyrick's wake. A bold move around the outside of Brooklands meant the Arrows man prevailed and he was only two seconds behind the hobbled Meyrick at flagfall.

E-types made the early running in the ▶

McIntyre Lotus won Stirling Moss Trophy



◀ Gentleman Drivers enduro, but it was the TVR Griffith of father-and-son combo Michael and Sean McNerney that was ahead when it mattered.

Jon Minshaw and ex-F3 racer Martin O'Connell ran well ahead of a quick but erratic McNerney Sr from the start. An early stop to hand over to Sean allowed the TVR to jump from sixth to third. He was closing in on O'Connell, who in turn was catching Minshaw's co-driver Martin Stretton, when both Jaguars wilted. Stretton went out with gearbox trouble; O'Connell with a front wheelbearing issue.

That left V8 machines to fill the top four, soloist Oliver Bryant leading a trio of Cobras behind the Griffith.

With a refettled gearbox, Minshaw made amends by dominating the two E-type Challenge encounters, as the 50th anniversary celebrations of the iconic British sportscar continued. Brands Hatch winner Graeme Dodd was his closest challenger for much of the first stanza until Alex Buncombe forged ahead. Minshaw was always out of reach, while his brother Jason beat Jeremy Welch in an entertaining scrap for fourth.

Jon Minshaw's three-wheeling dominance on Sunday was complete. Only O'Connell could get anywhere near his times, but by the time he got into second from starting 21st (co-driver Sandy Watson's race-one finishing position) the white 'E' was long gone.

After double BTCC champion John Cleland had won class B on Saturday, his co-driver Jonathan Hughes retired the car on Sunday when he looked set

for a repeat. That left John Burton to take the laurels despite a spin.

A great four-car pre-1966 HGPCA battle rounded out the weekend. The Cooper T51 of Roger Wills, who had won race one comfortably, led for much of the distance but had the Coopers of Enrico Spaggiari (T53) and Rod Jolley (T45/51), and Peter Horsman's Lotus 18/21 in close attendance.

Wills defended

brilliantly as his engine temperatures rose, but had to take a chance lapping Kurt Delbene's BRP-BRM at Becketts on the final lap. The Cooper got sideways, tapped the backmarker and spun. In an instant Spaggiari shot through to win, while Wills recovered to finish third behind Jolley.

"I feel bad for the car I tagged, but there was nowhere else to go," said a rueful Wills.

Andy Middlehurst,

whose Lotus 25 was damaged in a multi-car accident in the first race, rewarded Classic Team Lotus's repair efforts to charge from the back to seventh, setting frontrunning lap times.

A number of non-starters among the quick men left Philip Walker's Lotus 16 in charge of the pre-1961 GP field, despite gearbox problems in both races. In the second encounter he was able to



Powerful Group C field thunders away on Saturday

RACE TT FOR PRE-1963 GTs HSCC, JULY 22-24

Graham adds to his Tourist Trophy haul

STUART GRAHAM ADDED the historic Tourist Trophy to the two- and four-wheel TTs he won in period, taking a last-gasp victory with 1970 Le Mans winner Richard Attwood.

Having finished as runner-up last year, the duo's Aston Martin DB4 GT looked set to be second best again on Sunday until gremlins struck the Ferrari 250 GT Drogo of Hans Hugenholtz and David Hart.

Graham grabbed the lead from polesitter Hugenholtz and the pair

quickly pulled clear of the pre-1963 pack. Unusually, the Aston seemed to have an edge on the straights and Graham held on until

Hugenholtz found a way by into Brooklands on lap five of 17.

The son of the Zandvoort and Suzuka circuit designer then edged away and was over five seconds clear when Graham handed over to Attwood. The former sportscar ace couldn't match Graham, or

Hugenholtz's co-driver Hart, and the Aston looked set for another valiant second.

That was until the last lap, when the Ferrari ground to a halt coming on to the Hangar Straight. Attwood swept past to lead the last third of a lap and take victory.

"It's like a rollover jackpot," said Graham, who won the TT at the same venue in a Chevrolet Camaro in 1974 and 1975.

Last year's winners Carlo Vogele and Willie Green took second in the Swiss' Ferrari 330 GTO. Vogele ran a comfortable third early on and Green was able to stay clear of the Dijon-winning Aston Martin Project 212, driven by Wolfgang Friedrichs

and David Clark.

A star of the early stages was Dion Kremer, who hurled his ex-Pip Arnold Morgan +4 Supersports up to fifth – and briefly led during the pitstops – before septuagenarian father Gabriel brought it home sixth.

Joe Twyman and Roger Wills topped the small fry in their Lotus Elite.



Graham/Attwood Aston won after Ferrari wilted

RESULTS (17 LAPS) 1 Stuart Graham/Richard Attwood (Aston Martin DB4 GT Lightweight); 2 Carlo Vogele/Willie Green (Ferrari 330 GTO) +17.67s; 3 Wolfgang Friedrichs/David Clark (Aston Martin DP212); 4 Nick Naismith/John Young (Aston Martin DB4); 5 David Franklin/Peter Neumark (Ferrari 250 SWB); 6 Dion & Gabriel Kremer (Morgan +4 Supersports); CW Franklin/Neumark; Roger Wills/Joe Twyman (Lotus Elite); Bill Wykeham/John Emberson (Morgan +4 Supersports); FL Hans Hugenholtz (Ferrari 250 GT Drogo) 2m34.388s (85.08mph).

PICS: MICK WALKER, JEFF BLOXHAM

leave the car in fourth gear and still defeat the Lister Jaguar Monzanapolis of early leader Jolley.

Allan Miles (Maserati 250F CM7) and Michael Steele's Connaught C type each took a third, while 23-year-old Will Nuthall impressed with combative and intelligent drives to sixth and fifth in Graham Burrows' ex-Bob Gerard Cooper-Bristol.

James Dodd's Mustang was being overtaken by

Patrick Watts when he was handed a bonus in the first Big Engine Touring Car encounter. Watts dived past into Village, but went in too hot and assaulted the second-placed Ford Falcon of Phil Keen. Watts was delayed and Keen retired, meaning Dodd was perfectly placed when Jason Minshaw's Falcon retired from the lead.

Having suffered fuel-pump failure on Saturday, Voyazides charged from the

back to win on Sunday, demoting Watts to second.

Voyazides was on the receiving end of a thrashing in the World Sportscar Masters, though. Oliver Bryant's Lola T70 Mk3B made up for its throttle-linkage failure last year by running away with the race. Voyazides took a distant second in his T70 after David Hart's example was black-flagged for ignoring a jump-start penalty.

● Kevin Turner



Watts (15) hits Keen out of first big tin-top race



Wills won one pre-'66 GP race, but lost the other



Meyrick's March dominated in Grand Prix Masters pack

RAC WOODCOTE TROPHY FOR PRE-1956 SPORTS CARS HSCC, JULY 22-24

Pearson wins and fights for a podium position

GARY PEARSON COULD have finished first and second in the Woodcote Trophy, but had to settle for a win and a fourth after the 50-minute enduro.

Pearson drove away at the front of the 51-car field in the ex-Jim Clark Border Reivers Jaguar D-type,

while Lukas Huni quickly moved the Maserati A6 GCS he was to hand over to Pearson into second.

Pearson relayed Carlos Monteverde with a huge lead in the Jaguar, which the Brazilian converted to victory by almost a minute and a half, then jumped in

the Maserati.

Pearson was powerless, however, to stop Ludovic Lindsay howling past in the D-type started by American Fred Wakeman, and also lost out to Andrew Smith's Cooper T33. Derek Hood ran in the top 10 early on, before Smith charged through the pack, finally taking second from Lindsay.

RESULTS (99 LAPS) 1 Gary Pearson/Carlos Monteverde (Jaguar D-type); 2 Derek Hood/Andrew Smith (Cooper T33) +1m21.755s; 3 Fred Wakeman/Ludovic Lindsay (D-type); 4 Lukas Huni/Pearson (Maserati A6 GCS); 5 Christopher Mann/John Ure (Cooper-Bristol T24/25); 6 Stephen Bond (Lister-Bristol). **CW** Huni/Pearson; Tony Wood/Barry Wood (RGS Atlanta); Carlo Voegel/Willie Green (Maserati 300S); Mike Thorne/Johnny Todd (Austin-Healey 100M); Richard Hodson (Lotus VI); Tony Bailey (OSCA MT4). **FL** Pearson (D-type) 2m32.612s (84.09mph).

Ex-Jim Clark Jaguar D-type dominated



SILVERSTONE CLASSIC RESULTS

FORMULA JUNIOR (8 LAPS)

1 Sam Wilson (Cooper T59); 2 Jon Milicevic (Cooper T59) +0.236s; 3 Benn Simms (Elva 200); 4 Denis Welch (Lotus 22); 5 Chris Drake (Elva 300); 6 Michael Hibberd (Lotus 27).

Class winners Simms; Drake; Andrew Tart (Bond); Richard Utley (Caravelle Mk1); Gordon Wright (Stanguellini); Stephen Bulling (Sadler). **Fastest lap** Milicevic 2m27.609s (88.99mph).

RACE 2 (9 LAPS) 1 Wilson;

2 Milicevic; 3 James Murray (Lola Mk5A); 4 Hibberd; 5 Welch; 6 Stuart Roach (Alexis Mk4). **CW** Drake; Peter Mullen (Kieft); Brian Mitcham (U2 Mk2); Utley; Michael Ashley-Brown (Volpini); Stephen Bulling. **FL** Wilson 2m22.868s (91.94mph).

U2TC (19 LAPS) 1 Leo Voyazides/

Simon Hadfield (Ford Lotus Cortina); 2 Howard Redhouse/Mike Jordan (Lotus Cortina) +4.788s; 3 Jackie Oliver/Richard Shaw (BMW 1800 TISA); 4 Alex Furiani/David Fitzsimons (Alfa Romeo GTA); 5 Andrew Banks/Max Banks (Alfa Romeo GTA); 6 Dominik Roschmann (Alfa Romeo GTA). **CW** Oliver/Shaw; Andrew Hack/Daniel Wheeler (Austin Mini Cooper S). **FL** Hadfield 2m33.774s (85.42mph).

ITALIAN HISTORIC CAR CUP AND GT & SPORTS CAR CUP (20 LAPS)

1 Nathan Kinch (Ferrari 512M); 2 Bobby Verdon-Roe (Ferrari 412P) +11.577s; 3 Manfredi Rossi Di Montelera (Abarth-Osella PA1); 4 Shaun Lynn (Ferrari 512S); 5 Carlos Monteverde (Ferrari 512S); 6 Leo Voyazides (AC Cobra).

GT Winner Voyazides.

FL Kinch 2m24.075s (99.21mph).

STIRLING MOSS TROPHY FOR PRE-1961 SPORTS CARS (20 LAPS)

1 Ewan McIntyre (Lotus 15); 2 Jon Minshaw/Martin Stretton (Lister Jaguar Knobbly) +8.863s; 3 Philip Walker/Danny Wright (Lotus 15); 4 Roger Wills/Joe Twyman (Lotus 15); 5 Oliver & Grahame Bryant (Lotus 15); 6 Adrian van der Kroft (Cooper T49). **CW** Minshaw/Stretton; Tony Bianchi/Nick Wigley (Allard Farrallac); Chris Phillips/Oliver Phillips (Lola Mk1 Prototype); Philip Champion/Sam Stretton (Lotus 11 Si Le Mans); Stuart Fearnside/Joe Singer (Kurtis 500S); Barry Davidson/Malcolm Ricketts (Lotus 11). **FL** McIntyre 2m25.009s (90.59mph).

GROUP C (5 LAPS) 1 Katsu Kubota

(Nissan R90C); 2 Alex Buncombe (Jaguar XJR9) +4.306s; 3 Gareth Evans (Mercedes C11); 4 Gary Pearson (Jaguar XJR11); 5 Steve Tandy (Nissan RC90); 6 Martin O'Connell (Nissan NP1190). **CW** Calum Lockie (ADA).

FL Kubota 1m54.346s (114.88mph).

RACE 2 (16 LAPS) 1 Bob Berridge (C11);

2 Hideki Yamauchi (R90C) +9.700s; 3 Andy Meyrick (Spice SE89C); 4 Pearson; 5 Buncombe; 6 O'Connell (R90C). **CW** Meyrick. **FL** Berridge 1m47.745s (121.92mph).

GRAND PRIX MASTERS (13 LAPS)

1 Andy Meyrick (March 76D); 2 Bill Coombs (Tyrrell 009) +24.561s; 3 Steve Hartley (Arrows A4); 4 Ollie Hancock (Surtees TS19); 5 Nathan Kinch (McLaren MP4); 6 Richard Meins (Williams FW07). **CW** Coombs; Simon Fish (Surtees TS16); Rudolf Ernst (March 72D). **FL** Meyrick 1m53.792s (112.78mph).

RACE 2 (11 LAPS) 1 Meyrick; 2 Hartley

+2.170s; 3 Coombs; 4 Hancock; 5 Meins; 6 Mark Dwyer (March 811). **CW** Hartley; Manfredi Rossi Di Montelera (Brabham BT42/44); Ernst. **FL** Meyrick 1m55.046s (114.18mph).

GENTLEMAN DRIVERS PRE-1966 GT CARS (20 LAPS) 1 Michael & Sean

McInerney (TVR Griffith); 2 Oliver Bryant (AC Cobra) +7.883s; 3 David

Hart/Hans Hugenholz (Cobra); 4 Leo Voyazides/Simon Hadfield (Cobra); 5 John Clark/Gregor Fiskken (Jaguar E-type); 6 Marcus Graf von Oeynhausen (E-type). **CW** Hadfield/Michael Schryver (Lotus Elan 26R); Andrew Lawley (MGB); Robert Rawe (Aston Martin DB4). **FL** S McInerney 2m26.392s (89.73mph).

E-TYPE CHALLENGE (13 LAPS)

1 Jon Minshaw; 2 Alex Buncombe +3.655s; 3 Graeme Dodd; 4 Jason Minshaw; 5 Jeremy Welch; 6 Gary Pearson. **CW** John Cleland.

FL Minshaw 2m27.245s (89.21mph).

RACE 2 (13 LAPS) 1 Jon Minshaw;

2 Martin O'Connell +2.7884s; 3 Andrew Smith; 4 Welch; 5 John Pearson; 6 Stuart Lawson. **CW** John Burton. **FL** Jon Minshaw 2m27.835s (88.85mph).

HGPCA PRE-1966 GP CARS (9 LAPS)

1 Roger Wills (Cooper T51); 2 Enrico Spaggiari (Cooper T53) +11.935s; 3 Mark Piercy (Lola Mk4); 4 Rod Jolley (Cooper T45/51); 5 Andrew Smith (Cooper T43); 6 Paul Smeeth (Lotus 18). **CW** Piercy; Smith; Alan Baillie (Cooper T71/73); Peter Horsman (Lotus 18/21). **FL** Alasdair McCaig (Cooper T53) 2m20.488s (93.50mph).

RACE 2 (9 LAPS) 1 Spaggiari; 2 Jolley

+0.718s; 3 Wills; 4 Horsman; 5 Jon Fairley (Brabham BT11A); 6 Piercy. **CW** Horsman; Piercy; Andrew Smith (Cooper T43); Baillie. **FL** McCaig 2m22.568s (92.14mph).

HGPCA PRE-1961 GP CARS (8 LAPS)

1 Philip Walker (Lotus 16); 2 Rod Jolley (Lister Jaguar Monzanapolis); 3 Allan Miles (Maserati 250F CM7); 4 Michael Steele (Connaught C-type); 5 Tony Wood (Cooper-Bristol Mk1 6/52); 6 Will Nuthall (Cooper-Bristol Mk2 4/53). **CW** Jolley; Wood; Duncan Ricketts (ERA GPI); Frank Stippler (Maserati 8CM); Alexander Boswell (Ferrari 625A); Neil Perkins (Maserati 6CM); Charles McCabe (ERA RSB 'Remus'). **FL** Walker 2m30.357s (87.36mph).

RACE 2 (8 LAPS) 1 Walker; 2 Jolley

+6.668s; 3 Steele; 4 Miles; 5 W Nuthall; 6 Ian Nuthall (Alta F2). **CW** Jolley; W Nuthall; Stippler; Boswell; Richard Pilkington (Talbot Lago T26); McCabe. **FL** Walker 2m30.344s (87.37mph).

BIG ENGINE TOURING CARS

(10 LAPS) 1 James Dodd (Ford Mustang); 2 Patrick Watts (Mustang) +4.112s; 3 Henry Mann (Mustang); 4 Ben Beighton (Mustang); 5 Chris Chiles Jr (Mustang); 6 Westley Harding (Ford Falcon Sprint). FL Watts 2m32.945s (85.89mph).

RACE 2 (10 LAPS) 1 Leo Voyazides

(Falcon Sprint); 2 Watts +7.361s; 3 John Young (Mustang); 4 Roger Wills (Mercury Comet Cyclone); 5 Oliver Bryant (Plymouth Barracuda); 6 Chris Clarkson (Falcon Sprint). **FL** Voyazides 2m32.770s (85.98mph).

WORLD SPORTSCAR MASTERS

(23 LAPS) 1 Oliver Bryant (Lola T70 Mk3B); 2 Leo Voyazides (T70 Mk3B) +1m02.528s; 3 Manfredi Rossi Di Montelera (Abarth-Osella PA1); 4 Steve Tandy (T70 Mk3B); 5 Paul Radisch/John Twyman (McLaren M1B); 6 Anthony Hancock (Lola T212). CW Rossi Di Montelera; Radisch/Twyman; Paul Knapfield (Ligier JS2); Sandy Watson/Martin O'Connell (Chevron B8); Mike Wrigley (Chevron B16); John Pearson/Gary Pearson (Lotus 23B). **FL** Bryant 2m09.397s (101.52mph).

CELEBRITY CHALLENGE (ALL MORGANS) (6 LAPS) 1 Rick Parfitt Jr;

2 Heston Blumenthal +8.073s; 3 Brendan Cole; 4 Paul O'Duffy; 5 Lee McQueen; 6 Dave Vitty. **FL** Parfitt Jr 2m34.852s (84.83mph).

NATIONAL RACES & RESULTS
MSVR/F2 supports
BRANDS HATCH GP

GT OPEN QUICK RESULTS
→ Race 1 Ayari/Marroc
→ Race 2 Ayari/Marroc



Merc was first non-Ferrari home in race one



MSVR BRANDS HATCH GP, JULY 23-24

Ayari banishes demons with unbeaten Brands Hatch run

No one could stop Ayari/Marroc 458 in GT Open

INTERNATIONAL sportscar ace Soheil Ayari and ex-F3 Euro Series racer Nicolas Marroc proved an unbeatable combination at Brands Hatch last weekend. The French duo won both International GT Open races in a JMB Racing Ferrari 458GT Italia. Ayari had unfinished business at Brands stretching back to 1994 (when he rolled out of the Formula Ford Festival) and his animated spraying of the champagne showed how much the victories meant to him.

Ferrari drivers enjoyed

an excellent weekend, filling the top five places in race one and the first four spots in the later race.

Third fastest in qualifying, Ayari and Marroc were in the hunt throughout, Ayari's race-one trip through the Clark Curve gravel trap but a blip on an otherwise perfect weekend for the pair. It dropped him out of the top three, but he soon fought back and once race leader Philipp Peter (458) had pitted with a puncture, Marroc then stamped his authority on proceedings.

A late safety car period eroded his 20-second lead, but he stayed cool to see off the 458 pairings of Miguel Ramos/Raffaele Giammaria and Andrea Montermini/Emanuele Moncini.

Fastest in race-two qualifying, Ayari and Marroc dominated from the front. Only briefly headed during pitstops, Ayari continued an excellent opening stint by Marroc to sweep ahead again on lap 23.

Having qualified a lowly 14th, the Philipp Peter/

Michael Broniszweski pairing never featured, other than having to visit the pits twice with a punctured tyre, – both on the nearside rear wheel.

The Montermini/Moncini partnership finished second on the road but a hiccup with their pitstop cost them dear and 20s was added to their time, dropping them to fourth. This elevated the older but still very rapid 430 GT2 of Alessandro Garofano and Luca Rangoni to second, despite Garofano paying a quick visit to the Paddock Hill Bend gravel trap.

Lorenzo Bontempelli/Stefano Gattuso fared best from the crack Kessel Racing squad to fill third spot in their GTS class-winning 458 GT3. The previous day's GTS class honours had been claimed by British pairing Daniel Brown/Glynn Geddie in an AF Corse 458.

Points leaders Marco Frezza/Juan Manuel Lopez endured a wretched weekend. They had all their race-one qualifying

times wiped and didn't feature in the thick of the fight. Worse followed on Sunday when Lopez beached the car in the Clearways gravel trap on the first lap of the race.

Fahmi Ilyas and Victor Correa each won a leg of the European F3 Open round to give British-based outfit West-Tec a dream result. Throw in the fact that fellow West-Tec driver Fabio Gamberini won the Copa class (for 2006 cars) both times and it's easy to see why team personnel were wearing wide smiles.

Ilyas won very easily on Saturday, but Correa received some assistance on Sunday when race leader (and championship topper) Alex Fontana went wide at Stirlings, the resultant trip through the gravel dropping him to fourth behind Niccolo Schiro and Yann Cunha, who mirrored their Saturday placings. Cunha's around-the-outside move on Gamberini at Surtees in race one was a particular highlight.

Lotuses were in



Correa (left) took F3 Open win for West-Tec

F3 OPEN QUICK RESULTS
→ Race 1 Fahmi Ilyas
→ Race 2 Victor Correa

“Rather better than my last time here!”

Soheil Ayari made up for 1994 disaster



MR2 Series racers put on a great show

TOYOTA MR2 SERIES BRANDS HATCH GP, JULY 23-24

Winner Winter makes a daring proposal

IF YOU HAD JUST taken your first ever race win at Brands Hatch, how would you celebrate?

Most drivers would likely spray the

champagne on the podium before heading off to the Kentagon for a drink or two, but if your name is Jon Winter, you toast your maiden

success by proposing to your girlfriend!

She said yes, though Winter couldn't quite top the perfect weekend by completing the double.

Winter took a thriller that was cut short with several cars off at Sheene Curve and two more at Paddock, including that of Aaron Pullan, which

gave spectators the chance to view the underside of an MR2. Pullan was unhurt.

Winter was leading from Jonny White when the red flags came out, but on count-back White was shuffled back one place behind stepfather Dave Thomas. Paul Corbridge was another to benefit, having just lost fourth spot to Ross Stoner.

The later race was equally eventful, with Thomas suffering a major mechanical failure and pulling off in clouds of smoke when running second, while Winter's departure from third came via a grassy moment at Graham Hill Bend that ended in a spin.

Once White had ousted race leader Thomas on lap four, he stayed there. Stoner passed the ailing

Thomas, but he too would later have his own problems. In the latter stages, the gap between White and Stoner got ever larger. "I'd gone a bit light on fuel and was running out," confessed Stoner after finishing at much reduced pace.

Having passed Dave Hemingway in a ballsy around-the-outside manoeuvre on the penultimate lap at Paddock, Corbridge headed a six-car train (including Winter) that disputed the final podium spot.

RESULTS - RACE 1 (5 LAPS) 1 Jon Winter; 2 Dave Thomas +0.153s; 3 Jonny White; 4 Paul Corbridge; 5 Ross Stoner; 6 Nathan Harrison. **FL** Thomas 1m55.233s (72.30mph). **RACE 2 (11 LAPS)** 1 White; 2 Stoner +16.127s; 3 Corbridge; 4 Dave Hemingway; 5 Charlie Budd; 6 Winter. **FL** White 1m54.390s (72.84mph).

abundance at Brands, with two races each for the UK/Europe Cup contenders and the production cars of the Elise Trophy. Mark Fullalove (2 Eleven) won on both outings for the modified cars, though Jon Walker might have challenged had he not been forced to miss qualifying. Waiting in the collecting area, his fire extinguisher had gone off and forced him to start from 44th on the grid. Walker's charge up to fifth on Saturday, albeit 22s behind the winner, was superb.

On Sunday he blitzed through to second, but picked up a 10s penalty for an infringement along the way, which dropped him

to third behind Saturday runner-up Mark Williams.

Luigi Valentino Mussi and Andy Dolan shared the Elise Trophy spoils in races that featured cars battling through corners three abreast.

Steve Quick led race one until he spun at Westfield, Dolan taking over in front until a mistake at Surtees allowed Mussi to breeze past on the run to Hawthorns. Dolan was then further demoted by Phil Stratton Lake.

Dolan took the later race, his cause aided by Mussi's car giving up the ghost while in second spot, and then race leader Ken Savage unluckily getting involved in some late

shenanigans with Craig Denman at Stirlings.

Stratton Lake took second, while Denman finished third before receiving a 20s penalty that dropped him to seventh. Dan Plant was the chief beneficiary of Denman's misdemeanour.

Paul Hughes (Honda Integra) won both Nippon Challenge outings. Yaser Almaghribi and Andy McLennan chased him, swapping podium places on either day.

● Dud Candler

Dolan led Lotus Elise pack home in second race



Fullalove won both Lotus Cup Europe/UK outings

INTERNATIONAL GT OPEN (46 LAPS)
1 Soheil Ayari/Nicolas Marroc (Ferrari 458GT Italia); 2 Miguel Ramos/Raffaele Giammaria (Ferrari 458GT Italia) +1.160s; 3 Andrea Montermini/Emmanuele Moncini (Ferrari 458GT Italia); 4 Daniel Brown/Glynn Geddie (Ferrari 458GT GT3); 5 Lorenzo Bontempelli/Stefano Gattuso (Ferrari 458GT GT3); 6 Nicola di Marco/Marcello Puglisi (Mercedes SLS AMG GT3). **Class winner** Brown/Geddie. **Fastest lap** Ayari/Marroc 1m26.155s (96.71mph). **RACE 2 (34 LAPS)** 1 Ayari/Marroc; 2 Alessandro Garofano/Luca Rangoni (Ferrari 430 GT2) +33.031s; 3 Bontempelli/Gattuso; 4 Montermini/Moncini; 5 Gianluca Roda/Fabio Babini (Porsche 997 GT3R); 6 Di Marco/Puglisi. **CW** Bontempelli/Gattuso. **FL** Ayari/Marroc 1m26.516s (96.30mph). **EUROPEAN F3 OPEN (7 LAPS)** 1 Fahmi Ilyas (Dallara F308); 2 Niccolo Schiro (Dallara F308) +9.352s; 3 Yann Cunha (Dallara F308); 4 Fabio Gamberini

(Dallara F306); 5 Alex Fontana (Dallara F308); 6 Victor Correa (Dallara F308). **CW** Gamberini. **FL** Ilyas 1m20.380s (103.65mph). **RACE 2 (16 LAPS)** 1 Correa; 2 Schiro +1.337s; 3 Cunha; 4 Fontana; 5 Gamberini; 6 Fernando Monje (Dallara F308). **CW** Gamberini. **FL** Cunha 1m20.766s (103.16mph). **LOTUS CUP UK/EUROPE (13 LAPS)** 1 Mark Fullalove (2 Eleven); 2 Steve Williams (2 Eleven) +6.151s; 3 David Fenn (Elise); 4 Christophe Lissandre (2 Eleven); 5 Jon Walker (2 Eleven); 6 Pete Storey (2 Eleven). **CW** Fenn; Greg Rasse (Evora GT4); John Rasse (Exige); Doug Setters (Exige S1); Steve Quick (Elise 111R). **FL** Walker 1m38.317s (84.74mph). **RACE 2 (18 LAPS)** 1 Fullalove; 2 Williams +6.379s; 3 Walker; 4 Storey; 5 Fenn; 6 G Rasse. **CW** Fenn; G Rasse; J Rasse; Chris Setters (Exige S1); Ken Savage (Elise S1). **FL** Walker 1m39.311s (83.90mph). **LOTUS ELISE TROPHY (12 LAPS)** 1 Luigi Valentino Mussi (S1); 2 Ken Savage (S1)

+1.762s; 3 Andy Dolan (S1); 4 Dan Plant (S1); 5 Phil Stratton Lake (S1); 6 Chris Dunster (S1). **FL** Mussi 1m44.348s (79.85mph). **RACE 2 (16 LAPS)** 1 Dolan; 2 Stratton Lake +1.531s; 3 Plant; 4 Ben Hyland (S1); 5 Dunster; 6 Dave Carr (S2). **FL** Mussi 1m44.880s (79.44mph). **NIPPON CHALLENGE (5 LAPS)** 1 Paul Hughes (Honda Integra Type R); 2 Andy McLennan (Suzuki Swift GT) +11.712s; 3 Yaser Almaghribi (Daihatsu Charade GT); 4 Mark Nicolson (Honda Integra Type R); 5 Paul Roddison (Mazda MX5); 6 Jonathan Halliwell (Mazda MX5). **CW** McLennan; Nicolson; Roddison; Dave Thomas (Toyota MR2). **FL** Hughes 1m46.087s (78.54mph). **RACE 2 (11 LAPS)** 1 Hughes; 2 Almaghribi +30.44s; 3 McLennan; 4 Nicolson; 5 Halliwell; 6 Roddison. **CW** Almaghribi; Nicolson; Halliwell; Thomas. **FL** Hughes 1m46.897s (77.98mph).



BRITISH ENDURANCE CHAMPIONSHIP CASTLE COMBE, JULY 23-24

New Ferrari takes victory on Britcar enduro debut

PHIL DRYBURGH AND John Gaw took victory on Scuderia Vittoria's British Endurance Championship debut at Castle Combe, finishing more than two laps clear of the field in the British GT Ferrari 458.

Despite the winning margin, the Ferrari didn't have it all its own way. As he has done many times this season, Javier Morcillo held the early lead in the Azteca Mosler MT900R. After an early safety car period, Michael Millard (Rapier) renewed his challenge for the lead and swept through at Folly as Morcillo spun, narrowly avoiding a huge incident.

"I made a stupid mistake, I am sorry and embarrassed," rued the Spaniard, who

relayed Manuel Cintrano.

With the Spa round-winning Rapier out front, Dryburgh gave chase, with the Nigel Mustill/Gareth Evans Aquila in third.

Starting from the pitlane, Calum Lockie climbed to fourth in the Strata 21 Mosler before the first of two early pitstops, both taken behind safety cars.

Millard stayed out until just after half-distance in the two-hour race. Paul White (in for Lockie) then briefly led before Gaw went by on his way to victory.

When White pitted, the Rapier (Ian Heward now aboard) took up second, but ended up broadside across the track at Hammerdown having been forced onto the grass by a tailender.



SV Ferrari won on its BEC debut

Evans scythed past the Class 2 Dodge Viper of points leaders Aaron Scott and Craig Wilkins to claim second overall and finish as the top points-scoring car.

In Production GTN, Mick Mercer/Gary Smith (Ginetta) led at first. The mantle was then taken by the Jeff Mileham/Steve Guglielmi Lotus Exige, but that was

penalised three laps for overtaking under yellows. Simon Phillips/Chris Randall (Elise) therefore ran out clear winners.

● Ian Sowman

RESULTS (96 LAPS) 1 Phil Dryburgh/John Gaw (Ferrari 458); 2 Nigel Mustill/Gareth Evans (Aquila CR1) -2 laps; 3 Craig Wilkins/Aaron Scott (Dodge Viper); 4 Paul White/Callum

Lockie (Mosler MT900R); 5 Owen O'Neill/Jon Harrison (Marcos Mantis); 6 John Dhillon/Nima Khandan-Nia (Ferrari 430). **Class winners** Mustill/Evans; Wilkins/Scott; O'Neill/Harrison; Dhillon/Khandan-Nia; Simon Phillips/Chris Randall (Lotus Elise); Richard Adams/Byford (SEAT Leon); Alex Osborne/James May (SEAT Leon). **Fastest lap** Ian Heward (Rapier 6) 1m05.047 (102.38mph).



Ballard won after clash, then crashed

CCRC SALOONS CASTLE COMBE, JULY 23-24

Ballard and Dolley win as Charles heads title race

NICK CHARLES TOOK A step closer to retaining his Combe Saloons title with two more victories in the 1800cc class.

Adam Prebble (Rover 220) took the overall lead from poleman Rob Ballard (SEAT Leon) around the outside at Folly just after the start, while Charles took third from Dolley early on.

Prebble kept the lead until the fourth lap (of 15), when Ballard got his car halfway alongside on Farm Straight, and kept it there when the Rover turned in

for the Esses. Prebble spun round, while Ballard continued in the lead.

Dolley had got back ahead of Charles a lap earlier, and proceeded to give Ballard an almighty fight. Although the former Hot Hatch title winner carried more speed into the corners, he could not find a way by Ballard's turbocharged SEAT.

Charles had a lonely race to third, with Nick Mizen collecting fourth after the demise of fellow MG ZR pilot Adrian Slade.

Dolley grabbed the lead

of race two at Quarry on the opening lap. Ballard's threat was short-lived as he clouted a tyre stack marking the apex of Bobbies. Charles therefore took second, with ex-FF1600 and GT racer Mark Funnell (Mini Cooper) fending off Mizen for third.

Nick Clark (Suzuki Swift) twice won Class C, with two top-seven finishes. Having missed race one when his Fiesta failed to start, Will Burns came close to challenging him in race two, until a stop/go penalty for his questionable racing lines and ultimately retirement due to a sheared cambelt tensioner bracket.

● Ian Sowman

RESULTS (BOTH 15 LAPS)- RACE 1 1 Rob Ballard (SEAT Leon); 2 Tony Dolley (Peugeot 206) +0.696s; 3 Nick Charles (Peugeot 106); 4 Nick Mizen (MG ZR); 5 Paul Gardner (Citroen Saxo); 6 Mark Funnell (Mini Cooper). CW Charles; Nick Clark (Suzuki Swift); Geoff Wade (Honda Integra). FL Dolley 1m16.239s (87.35mph). RACE 2 1 Dolley; 2 Charles +10.255s; 3 Funnell; 4 Mizen; 5 Clark; 6 Adrian Slade. CW Charles; Clark; Wade. FL Dolley 1m17.253s (86.21mph).

COMBE GT CASTLE COMBE, JULY 23-24

Tilling's GT travails

LAST SATURDAY WAS not Simon Tilling's day. He was first stymied in qualifying due to a split hose - he sat out the rest of the session as a precaution. Then the race didn't go to plan either.

He started from the back and was up to third when he retired with a driveshaft failure on his Radical SR3 Turbo. Darcy Smith was left to head a Nemesis one-two.

Tilling's fortunes improved on Sunday, and he stormed through to take the lead from Smith at Quarry on lap five. With Ian Hall winning Class B on the 45th anniversary of his first

race at Combe, it is now a three-way fight in the title race (with Tilling and Andrew Shanley).

● Ian Sowman

RESULTS (BOTH 10 LAPS)

- RACE 1 1 Darcy Smith (Nemesis RME98); 2 Guy Parr (Nemesis 02) +7.217s; 3 Norman Lackford (Radical Prospert); 4 Chris Child (Nemesis RME98); 5 Tom Margetson (Megahart 001); 6 Neil Harris (Radical Prospert). CW Patrick Havill (Caterham 7); Tim Woodman (7). FL Simon Tilling (Radical SR3) 1m05.417s (101.60mph). RACE 2 1 Tilling; 2 Smith +15.150s; 3 Parr; 4 Lackford; 5 Andrew Tidy (Radical Prospert); 6 Margetson. CW Ian Hall (Davrian); Woodman. FL Tilling 1m04.122s (103.86mph).



Tilling had woes but still took win



Wilson was in fine BMW form at Combe

CCRC FF1600 & FORMULA FREE CASTLE COMBE, JULY 23-24

Norton's return ends Hall's Combe FF1600 dominance



Norton returned and took FF1600 double

Jensen could not catch Norton but finished clear of Moore and Hall.

Hall (Swift) led the second race at first but Norton closed the gap to him and dived inside at Tower on lap three of the 12-lapper. Hall returned the favour three laps later, before Norton secured the lead on lap eight. Jensen started to threaten both leaders when red flags flew. Moore and Roger Orgee completed the top five, while Adam Higgins (after early leader Luke Cooper lost third gear) and David Cobbold twice topped their classes.

A handful of FF1600s joined the Formula Free grid, but F3 machinery dominated. Stuart Wiltshire headed Jim Blockley in both races.

● Ian Sowman

RESULTS – FF1600 RACE 1

(12 LAPS) 1 Ben Norton (Spectrum 010B); 2 Steven Jensen (Spectrum 011B) +3.899s; 3 Ed Moore (Ray GR11); 4 Rob Hall (Swift SC10); 5 Adam Higgins (Van Diemen RF90); 6 Felix Fisher (Van Diemen RFOO). **CW** Higgins; David Cobbold (Van Diemen RF89). **FL** Norton 1m11.734s (92.84mph).

RACE 2 (9 LAPS) 1 Norton;

2 Hall +0.305s; 3 Jensen; 4 Moore; 5 Roger Orgee (Van Diemen RFOO); 6 Higgins. **CW** Higgins; Cobbold. **FL** Norton 1m11.665s (92.93mph).

FORMULA FREE (BOTH 15 LAPS)

RACE 1 1 Stuart Wiltshire (Dallara F302);

2 Jim Blockley (Ralt RT3) +12.640s; 3 Ray Rowan (Dallara F398); 4 Orgee; 5 Tom Hunter Jr (Van Diemen RFOO); 6 Richard Higgins (Van Diemen RF94). **CW** Orgee; Hunter Jr. **FL** Wiltshire 1m07.185s (99.12mph).

RACE 2 1 Wiltshire;

2 Blockley +20.412s; 3 Rowan; 4 Orgee; 5 A Higgins; 6 Hunter Jr. **CW** Orgee; A Higgins. **FL** Blockley 1m07.416s (98.79mph).

ROB HALL'S RUN OF FF1600 victories came to an end at three as returning champion Ben Norton claimed a brace of wins. The points leader's pre-race concerns about the health of his engine proved justified – Hall's Swift lost power coming out of Quarry on the

opening lap and dropped from the lead to fourth.

Norton (Spectrum) soon picked up a decent lead over the ever-improving Ray of Ed Moore, who fended off Steven Jensen's Spectrum until the third lap, when his defences were breached at Tower.

FORMULA VEE MONDELLO PARK, JULY 23-24

Serene Newsome takes it as O'Hara and Casey clash

KEVIN O'HARA IN THE modified Leostone has been the man to watch all season, but he couldn't convert pace into a win in the single Formula Vee race at Kirkistown last weekend.

A better start from front-row partner Lee Newsome meant O'Hara dropped to second and had a fight on his hands, with Robert Casey tucked in under his exhaust pipes.

O'Hara set a new lap record in an attempt to evade Casey's attentions, but the more experienced driver showed that sometimes guile and racecraft are better

than outright pace by taking the position anyway. Sadly, the two then tangled going through the Esses. Casey was beached, while O'Hara extricated himself and passed Dan Polley to claim third behind Newsome and Ray Moore.

● Paul Healy

RESULTS (15 LAPS)

1 Lee Newsome (Sheane FV94); 2 Ray Moore (Leostone 004) +6.647s; 3 Kevin O'Hara (Leostone); 4 Daniel Polley (Leostone); 5 Trevor Delaney (Sheane); 6 Damian Murphy (Leostone JH002). **FL** O'Hara 1m00.345s (68.58 mph) record.



Newsome won fraught Vee race



Watkins was a Stryker victor

STRYKERS MONDELLO PARK, JULY 23-24

Reddan the entertainer

WITH PAUL YEOMANS having been hospitalised after an accident during testing, the mantle of 'Stryker entertainer' fell to Simon Reddan. With two hard-fought races he did not disappoint, but Alan Watkins and Seamus Ryan came away with the wins.

A better start allowed Reddan to take the race lead from Ryan and he was able to eke out a lead as Ryan fought to keep Watkins behind him.

The battling duo managed to close the gap to Reddan and a three-way dogfight ensued with Watkins coming off the benefactor after Reddan and Ryan collided and

brought out the reds.

Ryan made amends second time out as he applied the pressure necessary to force both Reddan and Watkins into making mistakes. With all the excitement, Des Bruton was able to come away with two runner-up finishes.

● Paul Healy

RESULTS – RACE 1 (9 LAPS)

1 Alan Watkins; 2 Des Bruton +0.540s; 3 Andrew Dalton; 4 David Griffin; 5 Sean Wybrant; 6 Peter Aubrech. **FL** Watkins 1m01.930s (66.83mph).

RACE 2 (15 LAPS) 1 Seamus Ryan;

2 Bruton +1.203s; 3 Watkins; 4 Simon Reddan; 5 David Griffin; 6 Roger Welaratane. **FL** Reddan 1m02.372s (67.06 mph).

IN BRIEF



RACING SALOONS

Colin Tester's Sierra Cosworth headed the field at Castle Combe initially, but Adam Sharpe's BMW M3 was seldom more than a few tenths behind. Amid traffic between Old Paddock and Tower on lap seven of the 15-lapper, Sharpe (above) took the lead. Having taken third from Mike Dugdale, Robert Sadler spun out at Quarry.

PRODUCTION BMW

Local star Tim Wilson turned a dominant pole into a race-long lead at Combe. Mike Tovey briefly lost second to Ben Winrow, but recovered the position by the end of the opening lap. Rob Smith's idiosyncratic convertible was fourth.

FORMULA SHEANE

Brian Hearty was the only driver able to keep pace with Kevin Sheane Jr at Mondello. Both drivers swapped fastest laps, but Sheane Jr was ahead when it mattered. An enthralling battle between Tristan Quinn and Dan Mulligan was brought to an end when Quinn took to the gravel.

IRISH TOURING CARS

Early contact dropped Martin Tracey to the back of the Mondello field, but the Ford Cosworth RS500 powered through the field to claim third. He took the win at the second time of asking ahead of race-one winner Phil Brennan's BMW E36.

FORMULA LIBRE

Stephen Daly took a Mondello victory in race one, at the third time of asking and after two red flags, but only after Dan Daly went off. Dan made up for it second time around, taking the race victory from Stephen (below) and Ken Fildes while setting fastest lap.





CROFT IN BRIEF



Wilson miles ahead in Elise

NSSCC

No one else got a look-in as Jeff Wilson's Lotus Elise annihilated the opposition in both Northern Saloons & Sports races at Croft. Ron Harper's Triumph Spitfire held second in both races, but had to give best eventually to Andrew Morrison (SEAT) on both outings. BMW M3 driver Mike Cutt was a double winner in the smaller-classes race, with the 6R4 of Ken Hall twice fending off David Cox's Peugeot 205 GTi for second.

HONDA V-TEC CHALLENGE

The Honda V-Tec Challenge had its biggest grid so far with nine starters. They ran concurrently with the NSSCC and Richard Voaden's Integra came out on top in the first race from Kris Dunlop (Civic), before roles were reversed in the second race. Stewart Hutchinson's Integra was third both times.

NW SPORTS/SALOONS

Garry Watson's Westfield took a double win. Danny Keenan (MK Indy) ran him a close second in race one and, although he headed the chase again in the second race, he was unable to stay with the visiting Scot. Former champion Robert Spencer survived gearbox trouble to collect a pair of thirds.

CITROEN 2CV

Alec Graham and Matthew Hollis won the mini-enduro from Simon Turner/Sammie Fritchley/David O'Keefe. Fritchley got her revenge in the first of two sprint races, with Graham 0.839s adrift at the flag. Graham was the victor again in the finale, with Neil Thompson taking second from Simon Clarke out of the last corner.



Graham took two tin-snail wins

FORMULA RENAULT BARC CROFT, JULY 23-24

Zamparelli to top of table as Fortec drivers collide

JAMES THORP AND Dino Zamparelli shared the spoils at a warm-and-sunny Croft, as sterling work by the Fortec Motorsport mechanics narrowly averted disaster for Josh Webster, Archie Hamilton and Kieran Vernon, who all collided in the first race and almost missed the second.

Hamilton was challenging Thorp at Clervaux when poleman Zamparelli snatched second on the inside. As Hamilton lifted slightly, Vernon hit him and pushed him into Webster.

“I was leaving room for Josh, then Archie slowed and I hit him, which pushed them together,”

Vernon admitted.

Zamparelli chased hard but had no answer to the pace of MTECH Lite driver Thorp. Kourosh Khani escaped from Scorpio team-mate Hector Hurst to complete the podium, before Luke Wright attacked Hurst and, after contact and spins on the last lap, emerged with fourth. He was later endorsed for the move. Hurst got stuck on the grass and finished ninth.

Webster made the best start in race two, but Zamparelli still got around the outside to lead out of Clervaux. “That’s the start I have been waiting for, I knew it was there,” said the Antel Motorsport racer.



Thorp (36) led home Zamparelli in race one

The lead pair kept a constant gap until the closing lap, when Webster closed to within a second.

Hamilton and Vernon held station behind for the whole race. Khani had Thorp in his wheeltracks, after the race-one winner ousted Wright at the Hairpin mid-race. “That was for the team’s hard work,” agreed Webster and Hamilton on the podium.

● Peter Scherer

RESULTS – RACE 1 (14 LAPS)

1 James Thorp; 2 Dino Zamparelli +1.384s; 3 Kourosh Khani; 4 Luke Wright; 5 Callum Bowyer; 6 Howard Fuller. **Fastest lap** Thorp 1m21.721s (93.61mph).

RACE 2 (14 LAPS) 1 Zamparelli;

2 Josh Webster +0.682s; 3 Archie Hamilton; 4 Kieran Vernon; 5 Khani; 6 Thorp. **FL** Webster 1m21.440s (93.93mph).

Points 1 Zamparelli, 175;

2 Webster, 174; 3 Thorp, 169; 4 Khani, 152; 5 Hamilton, 150; 6 Vernon, 149.



Ross kept it clean as his rivals self-destructed

MG TROPHY CROFT, JULY 23-24

Maiden victory for Ross before Luti hits top note

GRAHAM ROSS celebrated his maiden victory in the first MG Trophy race, aided by the self-destructive tendencies of some of his rivals.

Paul Luti was forced to pull off when an oil pipe came adrift. With Chris Bray twice overcooking things and Doug Cole taking to the grass at the Hairpin, Paul Streater emerged to hold second with three laps to go.

Cole took third and Gary Wetton fourth, after Bray’s last-lap excursion.

Luti piled the pressure

on Streater from the start of race two, forcing him out at the chicane on lap six to take the lead, a move that also allowed Bray past into second.

● Peter Scherer

RESULTS – RACE 1 (10 LAPS)

1 Graham Ross; 2 Paul Streater +6.503s; 3 Doug Cole; 4 Gary Wetton; 5 Chris Bray; 6 Robin Walker. **CW** Oliver Barnard. **FL** Bray 1m36.913s (78.93mph).

RACE 2 (10 LAPS) 1 Paul Luti;

2 Bray +0.259s; 3 Streater; 4 Cole; 5 Barnard; 6 Walker. **CW** Bray; Barnard. **FL** Bray 1m36.577s (79.21mph).

SCOTTISH FIESTAS CROFT, JULY 23-24

A real Fiesta of action

THERE WAS NON-stop action as the Scottish Fiestas made a journey south to visit Croft. George Orr topped the newer ST class, but it was honours even between Peter Cruickshank and Russell Milloy in XR2s.

Milloy held the lead in race one. Despite contact with Cruickshank at the chicane and the Complex, he looked like staying there until a mistake at the Hairpin on the last lap allowed Cruickshank by to steal his thunder.

Rory Bryant had led the charge of the STs from a 20-second delayed start, and with two laps to go he led overall. Orr had always been close and, as they arrived at Tower, he emerged as the new leader. “I thought he was in trouble as he seemed to wave me through,” explained Orr.

Blair Murdoch completed the podium in his ST, with Cruickshank

and Milloy taking fourth and fifth overall.

Milloy was never headed in race two, while Dave Colville secured second after taking Cruickshank into Tower on the last lap.

There was nothing between Orr, Bryant and Murdoch in the STs. Orr briefly lost the lead after contact during lappery, but the battle for second gave him a decisive break, as Murdoch just got the better of Bryant in pursuit.

● Peter Scherer

RESULTS – RACE 1 (9 LAPS)

1 George Orr (ST); 2 Rory Bryant (ST) +1.185s; 3 Blair Murdoch (ST); 4 Peter Cruickshank (XR2); 5 Russell Milloy (XR2); 6 Dave Colville (XR2). **CW** Cruickshank. **FL** Bryant 1m41.362s (75.47mph).

RACE 2 (9 LAPS) 1 Milloy;

2 Colville +11.641s; 3 Cruickshank; 4 Mike Strong (XR2); 5 Craig Taylor (XR2); 6 Michael Jenkins (XR2). **CW** Orr. **FL** Orr 1m41.744s (75.18mph).

DMV SALOONS/INTERMARQUE SNETTERTON, JULY 23

Butler and Bly in control as saloons star at Snett

WITH A VARIETY OF championships moulded together into two groups within the BARC South East series, the resulting quartet of races featured busy grids and some frantic racing from diverse machinery.

Ford Focus driver Ian Butler pulled away from Andy Woods-Dean's Megane to win the first Group 1 race. When the Renault retired with a broken exhaust, that promoted Danny Cassar's MG ZR to second. Butler converted pole into another win over Cassar. Woods-Dean's repaired Megane shot from the back to third.

Intermarque runners filled most of the top 10 in Group 2, but it was Dunlop/

MN runner Darren Bly's mighty Nissan Skyline that dominated to convincingly win both times. Behind him, Rod Birley's Escort was twice second, just ahead of fellow Intermarque entrant Tommy Field (Tigra).

Jonathan Hoggarth provided one of the highlights of race two, coming from row 16 to sixth in his Pontiac GP.

● Oliver Timson

RESULTS - BARC SE GROUP 1

(10 LAPS) 1 Ian Butler (Ford Focus RS); 2 Danny Cassar (MG ZR) +8.764s; 3 Anthony Harrison (Rover 220 Coupe Turbo); 4 Vic Hope (VW Corrado); 5 Steve Cassar (Proton Coupe); 6 Andrew Mitchell (Vauxhall Astra). **CW** D Cassar; Harrison; Hope; Neal Gardiner (Rover Metro); Nigel Ralphson



Bly's Skyline set the pace in Group 2 races

(Fiat Punto); Michael Edgell (Rover Mini); Ben Kieft (Tiger Avon); David Charlton (VW Beetle). **FL** Butler 1m26.591s (82.48mph). **RACE 2 (9 LAPS) 1 Butler;** 2 D Cassar +2.041s; 3 Andy Woods-Dean (Renault Megane Coupe); 4 Harrison; 5 Luke Bennett (Honda Integra Si); 6 Mitchell. **CW** D Cassar; Harrison; Arthur McMahon (Fiat Punto); Edgell; Keith Hardy (Tiger Avon); Gardiner;

Charlton. **FL** S Cassar 1m25.323s (83.71mph).

GROUP 2 (12 LAPS) 1 Darren Bly (Nissan Skyline); 2 Rod Birley (Ford Escort) +14.785s; 3 Tommy Field (Vauxhall Tigra); 4 Matt Moore (Ford Escort); 5 Chris Brockhurst (Vauxhall Tigra); 6 Mick Robertson (VW Corrado). **CW** Birley; Field; Daniel Smith (Peugeot 206); Gavin Thompson (Peugeot 205); Peter Taylor (Ford Sierra Cosworth); Paul

Dudley (Tiger R6); Paul Clarke (Tiger Avon). **FL** Bly 1m15.190s (94.99mph). **RACE 2 (11 LAPS) 1 Bly;** 2 Birley +8.266s; 3 Field; 4 Keith White (BMW Z4); 5 Moore; 6 Jonathan Hoggarth (Pontiac Grand Prix). **CW** Birley; Field; Mike Thurley (Peugeot 206); Thompson; Wayne Rothwell (Tiger Avon); Steve Quenby (Tiger R6); Alan Phillips (Ford Sierra Sapphire). **FL** Bly 1m15.219s (94.95mph).

MA5DA MX5 Mk1s & MX5 Mk3 CUP SNETTERTON, JULY 23

Stilp and Gore each claim a double

JORDAN STILP AND Adam Gore each scored a double win among the Mk1 hordes in the Maşda championship, which featured five groups of drivers who all got to race twice over the five races.

Tom Roche survived Alan Henderson's early attentions before easing away to win the first race. Matthew Lambert put in

an impressive drive to burst from sixth on the opening lap to overhaul Ben Short and Brian Chandler for third.

Roche couldn't quite make it a double. He briefly stole the lead when Stilp got held up by an errant backmarker, but was relegated to third after a stop-go penalty for disrespecting track limits.

Stilp had already grabbed glory earlier on. As he eased clear, a great battle between Rhys Jenkins and Andrew Wright for second was only decided when a red flag ensured Wright took the place on countback.

Gore emphatically won his first race after deposing poleman Wright into the first corner. Wright fell

back into the clutches of Sam Hill, who leapfrogged him for second.

It was edge-of-the-seat stuff in Gore's other race, as he took his fight with Henderson for the lead down to the final lap, just stealing it on the line.

Roche was also out in the MX5 Cup for Mk3 cars, winning the first race after finally pulling clear of Rob Boston, who shadowed him for the first eight laps of the 14. Boston dropped to fourth in the closing stages, while Luke Herbert just held off Chrissy Palmer for runner-up spot.

A three-car lead fight lit up race two as Boston, Roche and Herbert drove nose-to-tail for nine laps. After Herbert faded, a triumphant Boston edged Roche to win.

Boston made the early running in an action-packed finale, before Roche took over at half-distance. It didn't last long - Palmer ousted him two laps later, and then a puncture forced Roche into retirement. A relieved Palmer finally took the flag ahead of Boston and Gore.

● Oliver Timson

RESULTS - MA5DA MX5 MK1

GROUPS E&A (14 LAPS) 1 Tom Roche; 2 Alan Henderson +7.694s; 3 Matthew Lambert; 4 Ben Short; 5 Brian Chandler; 6 Wayne le Montais. **FL** Roche 1m30.430s (78.98mph). **GROUPS A&B (12 LAPS) 1 Jordan Stilp;** 2 Chandler +9.241s; 3 Roche; 4 James Blake-Baldwin; 5 Simon Goddard; 6 Martin Tolley. **FL** Roche 1m30.699s (78.74mph). **GROUPS B&C (7 LAPS) 1 Stilp;** 2 Andrew Wright +8.371s; 3 Rhys Jenkins; 4 Sam Hill; 5 Matt Robinson; 6 Scott Ferguson. **FL** Stilp 1m31.199s (78.31mph). **GROUPS C&D (14 LAPS) 1 Adam Gore;** 2 Hill +18.108s; 3 Wright; 4 Jenkins; 5 Matthew Davies; 6 Robinson. **FL** Gore 1m31.238s (78.28mph). **GROUPS D&E (12 LAPS) 1 Gore;** 2 Henderson +0.022s; 3 Short; 4 le Montais; 5 Davies; 6 Jonathan Blake. **FL** Henderson 1m31.205s (78.31mph). **MX5 MK3 CUP (14 LAPS) 1 Tom Roche;** 2 Luke Herbert +3.352s; 3 Chrissy Palmer; 4 Adam Gore; 5 Robert Boston; 6 Jim Edwards Jr. **FL** Boston 1m27.563s (81.57mph). **RACE 2 (13 LAPS) 1 Boston;** 2 Roche +0.650s; 3 Herbert; 4 Palmer; 5 Edwards; 6 Gore. **FL** Herbert 1m27.236s (81.87mph). **RACE 3 (12 LAPS) 1 Palmer;** 2 Boston +1.090s; 3 Gore; 4 Edwards; 5 Abbie Eaton; 6 Clint Bardwell. **FL** Palmer 1m27.090s (82.01mph).



Stilp (92) won twice in Ma5da MX5 Mk1s

QUICK RESULTS

- Race 1 **Mark Coleing**
- Race 2 **Mark Coleing**

“That’ll do for an old chap!”

Carl Woodwiss enjoyed comeback



P90 SPORTS EXTRA
RESULTS ROUND UP
 for July 23-24



CADWELL IN BRIEF

Gannon is novice star



DEUTSCHE MARQUE

Having scored an impressive win on his racing debut at Donington Park in May, Daniel Gannon powered his BMW M3 to a second Deutsche Marque win around the tight-and-challenging Cadwell Park circuit. He easily overcame a 30-second success penalty at his pitstop to triumph by more than a minute. Peter Morris took over from team-mate Alex Eacock mid-race and shrugged off Snetterton winner George Mutteen to take second.

Berris miles ahead



RAFMSA

After claiming pole by 7.5 seconds, it was no surprise to see Darren Berris's Westfield V8 blitz the RAFMSA race. There was action aplenty behind him though, as Ian Fletcher's self-built Hornet recovered from 10th on the grid (legacy of a broken wishbone in qualifying) to secure second. Further back, Ken Culverwell's immaculate Lotus 23 Replica fended off Alex Daly's feisty Golf for sixth.



Woodwiss back in style

SPORTS v SALOONS

Veteran Caterham racer Mark Woodwiss capped a promising comeback meeting with lights-to-flag victory in the Sports v Saloons. He accelerated away from Pascal Green's Caterham 7 in the second half of the race to claim the laurels. Meanwhile, Ian Fletcher made another impressive charge through the field from the back. He got as high as third before falling back to sixth in the closing laps when his car started jumping out of gear.

SEVENS-TYPE CHALLENGE CADWELL PARK, JULY 24

Coleing slides to spoils of success

MARK COLEING bagged an impressive brace in the Sevens-Type Challenge and thus took overall honours on aggregate too.

He made hard work for himself at the start of race one when, having converted his pole into an early lead, he slid wide heading into the woodland section and rejoined in fourth, behind Simon Smith, Jonathan Mitchell and Ian Brown.

With smoke billowing intermittently from a rubbing tyre, Coleing fought to regain the initiative, picking off Brown with ease, before powering past Mitchell and Smith to reclaim the lead. He then drove away from his rivals

to record a decisive victory.

He started from pole again for race two, and this time completed a copybook lights-to-flag triumph.

While Coleing scooped the laurels, the closest action in both races was the fight for runner-up spot between Smith and Mitchell. Smith, competing in only his fifth race, drove brilliantly in the opener to frustrate his rival.

“He was a bit quicker than me,” admitted Smith, “but as long as I didn’t miss a gear I was OK.”

Mitchell got his revenge in the sequel, having staked his claim to second on the opening lap. Smith chased in vain before his hopes



Coleing was wild but still took two wins

were finally undone by a spin at Mansfield.

Having been absent since his accident at Snetterton's season opener, Carl Woodwiss made a welcome return, guiding his rebuilt Caterham to two fourths.

● Oliver Timson

RESULTS – RACE 1 (19 LAPS)

1 Mark Coleing (Caterham CSR 260); 2 Simon Smith (Caterham CSR) +11.321s; 3 Jonathan Mitchell

(Caterham C400); 4 Carl Woodwiss (Caterham CSR 260); 5 Ian Brown (Caterham R400); 6 Barney Pryor (Caterham 7). **CW** Mitchell; Brown; Nigel Bathurst (Caterham 7); Fraser Greenshields (Caterham Roadsports A); Julian Riley (Lotus 7 S4). **FL** Coleing 1m33.093s (84.57mph).

RACE 2 (20 LAPS) 1 Coleing:

2 Mitchell +28.410s; 3 Smith; 4 Woodwiss; 5 Brown; 6 Pryor. **CW** Mitchell; Brown; Greenshields; Bathurst. **FL** Coleing 1m32.339s (85.26mph).

SWINGING SIXTIES CADWELL PARK, JULY 24

Wager Mini men lead but miss out

A 26-STRONG

Swinging 60s entry was split into two groups, with the smaller-engined runners forming Group One and the more powerful machines and Lotus entries making up the grid for Group Two.

In Group One, father-and-son pair Richard and Martin Wager returned to the track after a sabbatical in their refettled and repainted Mini Cooper.

The former Mini Seven

and Miglia regulars showed they still have plenty of pace by capturing pole and sweeping into the lead with Wager Jr at the wheel. But after building a handy gap before the mid-race pitstops, they saw it disappear when the charging Tim Cairns/Richard McKoen Healey Sprite leapfrogged them with a rapid driver change.

Cairns emerged from the pits 15 seconds clear of the field and, although Wager

Sr pushed hard to the end, he had to settle for second.

Having made an early stop, Kevan Hadfield's Triumph TR4 surged through the field to battle Vaughn Winter's Mini for third, finally securing the place by less than a second.

The Group Two race was more one-sided, with not even a half-minute success penalty (courtesy of victories from June's visit to Oulton Park) preventing the Lotus Seven of Roger

Lee and Dave Boland romping to victory, lapping everyone up to fourth.

Having lost his long-held second place after a long pitstop, Elan driver Peter Shaw put in a series of quick laps to reclaim the spot from Frank Grimley's Elan four laps from home.

● Oliver Timson

RESULTS

SWINGING 60S GROUP ONE (20 LAPS) 1 Tim Cairns/Richard

McKoen (Austin Healey Frogeye Sprite); 2 Richard Wager/Martin Wager (Mini Cooper S) +18.577s; 3 Kevan Hadfield (Triumph TR4); 4 Clive Tonge/Vaughn Winter (Mini Cooper S); 5 Andy Gill/Jim Utting (Alfa Romeo GTV 105); 6 Julian Gammage (Opel GT). **CW** Hadfield; Lukas Willcocks/Graham Hall (Lancia Fulvia). **FL** M Wager 1m48.261s (72.72mph).

GROUP TWO (23 LAPS) 1 Roger

Lee/Dave Boland (Lotus Seven SII); 2 Peter Shaw (Lotus Elan 26R) +45.221s; 3 Frank Grimley (Lotus Elan S4); 4 Ben Gough/Iain Daniels (Marcos 3-litre); 5 Andrew Yates/Adrian Mossop (Sunbeam Tiger); 6 Christopher Edwards (Triumph TR6). **CW** Gough/Daniels; Yates/Mossop; Steve Pickering (Sunbeam Tiger); Michael Gray/Kallum Gray (Jaguar E-type). **FL** Lee 1m42.465s (76.83mph).



Cairns/McKoen were a slick combination



Hallion slides inside Cunningham in Fiats

SCOTTISH MINIS KIRKISTOWN, JULY 23

Relocated Scottish Minis show off in Ireland



Smiley took both Mini races by a small margin

THE SCOTTISH MINIS series was originally scheduled to race at Donington Park last weekend. However, when the East Midlands circuit was forced to cancel the meeting, Mini series boss Vic Covey was quick to secure a slot on the

Kirkistown programme. The hard-charging Scots certainly put on a show and, with 0.5s covering the top half-dozen after qualifying, it was always going to be a close-run thing. Poleman Vic Covey Jr fluffed the start of race one, dropping behind a number

of people further down the grid on the run down to the first corner, and it was local man Chris Smiley who emerged from the melee in the lead.

The rest of the bunch were hard on his heels however, and after 12 hectic laps, during which some drivers actually used the asphalt rather than their favoured option of the grass, Smiley eventually took the flag just ahead of David Sleigh and Adam Leitch, with the recovering Covey in fourth.

The second, reversed-grid race almost ended after 200 metres when a three-car tangle at Debtors Dip sent Murray Muir, Mike Falconer and the luckless Covey spearing off together into, onto and through the barriers in a cloud of dust

and bits of body kit.

Yellow flags flew for several laps, during which the survivors eased their pace slightly, but battle was quickly rejoined with Smiley again in front.

The former kart racer had to work hard to stay there though, eventually finishing just a bumper ahead of Kenneth Brewster, with Tim Sleigh picking up the other podium place.

● Richard Young

RESULTS

RACE 1 (12 LAPS) 1 Chris Smiley; 2 David Sleigh + 0.873s; 3 Adam Leitch; 4 Vic Covey Jr; 5 Kenneth Brewster; 6 Murray Muir. **FL** Leitch 1m11.715s (75.90mph).

RACE 2 (12 LAPS) 1 Smiley; 2 Brewster +0.205s; 3 Tim Sleigh; 4 D Sleigh; 5 Leitch; 6 Hamish Brandon. **FL** Smiley 1m11.760s (75.85mph).

KIRKISTOWN IN BRIEF



McCullough: easy win

FORMULA FORD 1600

Ivor McCullough (Van Diemen RFOO) won easily as Jonathan McMullan (Mondiale) beat Adrian Pollock (Van Diemen) in a dogfight for second.



Keatley came through

PRE-'55 HISTORICS

John Keatley and his Healey Silverstone started from scratch, but were in the lead three laps from home and, as the fastest combo in this handicap race, took the honours.

SALOON/GT KIRKISTOWN, JULY 23

BMW and Porsche take wins as Fiats turn feisty

RALPH JESS (BMW M3) made no mistakes in taking the saloon honours in race one, though David Morrison kept him honest all the way.

Tom Hallisey's Porsche GT3 was top GT runner in third, having fought through from the back of the grid. The Fiat Punto class fell to Gary Cunningham.

Hallisey barged through the field to take race two, while Morrison topped the saloon rankings ahead of Stephen Traub's Honda.

Barry Hallion emerged from a controversial first-corner tangle with Vicky Reilly to take Fiat honours from Cunningham by a couple of inches, although

the result only became final after protracted discussions with officials.

● Richard Young

RESULTS (BOTH 12 LAPS) – RACE 1

1 Ralph Jess (3.2 BMW M3); 2 David Morrison (3.2 BMW M3) +2.845s; 3 Tom Hallisey (3.6 Porsche GT3); 4 Tony Traub (1.8 Honda Integra); 5 Stephen Traub (1.8 Honda Integra); 6 Greer Wray (3.2 Vauxhall Vectra). **CW** Hallisey; Gary Cunningham (1.4 Fiat Punto). **FL** Hallisey 1m03.695s (85.45mph).

RACE 2 1 Hallisey; 2 Morrison +4.535s; 3 S Traub; 4 T Traub; 5 Donal O'Neill (1.8 SEAT Cupra); 6 Richard Ryan (3.0 BMW M3). **CW** Morrison; Barry Hallion (1.4 Fiat Punto). **FL** Hallisey 1m03.397s (85.86mph).



Hallisey won from the back in race two



Reid and Reis Aero took win

ROADSPORTS KIRKISTOWN, JULY 23

The right result for Reid in the Reis

COLIN REID CAME through to take an important win after rivals capitulated at Kirkistown.

Jim Hutchinson was the class of the field and had built up a lead of over 10 seconds when his Westfield's battery went flat in race one.

Front-row starter Maurice McClay, having spun his Radical out of contention on the opening lap, left the way clear for Reid, having his first

outing in Adrian Turnbull's unique Yamaha-powered Reis Aero.

Reid kept John Benson's Sylva Fury at bay, while Ryan Magennis took third overall and the Class B title with his GMS.

Hutchinson, complete with recharged battery, bounced back to take the honours in race two, although he slowed towards the end as the 'juice' began to run out.

● Richard Young

RESULTS – RACE 1 (14 LAPS)

1 Colin Reid (1.0 Reis Aero); 2 John Benson (2.0 Sylva Fury) +3.378s; 3 Ryan Magennis (1.0 GMS Honda); 4 Jack Boal (1.0 Locost Honda); 5 Jimmy Dougan (1.0 Locost Honda); 6 Trevor Allen (1.0 Stryker Honda). **CW** Benson; Magennis. **FL** Jim Hutchinson (2.0 Westfield GM) 59.856s (90.94mph).

RACE 2 (16 Laps) 1 Hutchinson;

2 Maurice McClay (1.3 Radical Clubsport) +8.475s; 3 Benson; 4 Reid; 5 Magennis; 6 Allen. **CW** McClay; Magennis. **FL** Hutchinson 59.756s (91.09mph).

SPORTS EXTRA RESULTS ROUND-UP

Brennan's E36 won an Irish Touring Car race at Mondello



CASTLE COMBE CCRC, JULY 23-24

RACING SALOONS (15 LAPS) 1 Adam Sharpe (BMW M3); 2 Colin Tester (Ford Sierra) +1.644s; 3 Mike Dugdale (BMW M3); 4 Robin Welsh (BMW 540); 5 Stephen Primett (Ford Escort); 6 Chris Palmer (Jaguar XJS). **Class winners** Primett; Palmer. James Christie (Hillman Avenger); Tom Ibrahim (BMW 320). **Fastest lap** Tester 1m15.433s (88.29mph). **PRODUCTION BMW (10 LAPS)** 1 Tim Wilson; 2 Mike Tovey +0.975s; 3 Ben Winrow; 4 Rob Smith; 5 Liam Crilly; 6 Stuart Waite. **FL** Winrow 1m22.358s (80.86mph).

SMART 4TWO CUP (13 LAPS) 1 David Moore; 2 Tom Mills +2.677s; 3 Sarah Moore; 4 Sarah Franklin; 5 James Palmer; 6 Andrew O'Dell. **FL** Mills 1m30.105s (73.91mph).

RACE 2 (14 LAPS) 1 D Moore; 2 Nigel Moore +0.285s; 3 S Moore; 4 Franklin; 5 Palmer; 6 O'Dell. **FL** N Moore 1m29.475s (74.43mph).

MONDELLO PARK CC, JULY 24

FORMULA SHEANE (16 LAPS)

1 Kevin Sheane Jr; 2 Brian Hearty +0.374s; 3 Dan Mulligan; 4 Sean Hynes; 5 Kevin Sheane Sr; 6 David Dickinson. **FL** Sheane Jr 57.790s (71.61 mph).

IRISH TOURING CARS (15 LAPS)

1 Philip Brennan (BMW E36); 2 Claran Timmons (Honda Integra) +3.408s; 3 Martin Tracey (Ford RS500); 4 Stephen Maher (BMW E36); 5 Barry Rabbitt (Honda Integra); 6 Norman Fawcett (Honda Integra). **CW** Rabbitt. **FL** Tracey 59.614s (69.42mph) **record**. **RACE 2 (14 LAPS)** 1 Tracey; 2 Brennan +3.846s; 3 Maher; 4 Timmons; 5 Rabbitt; 6 Jack Newman (Honda Civic). **CW** Newman. **FL** Tracey 1m01.184s (67.64mph).

FORMULA LIBRE (11 LAPS) 1 Stephen Daly (Tatuus Formula Renault); 2 Ken Fildes (Ralt RT4) +1.697s; 3 Martin Daly (Tatuus Formula Renault); 4 John Daly (Lola); 5 Fergus Flaherty (Tatuus Formula Renault); 6 Jim Larkin (Radical PR6). **CW** M Daly. **FL** Fildes 52.773s (78.42mph). **RACE 2 (17 LAPS)** 1 Dan Daly (Reynard F3000); 2 S Daly +2.618s; 3 Fildes; 4 M Daly; 5 Flaherty; 6 Larkin. **CW** M Daly. **FL** D Daly 52.346s (79.06 mph). **IRISH GINETTA JUNIOR (14 LAPS)** 1 Sean Doyle; 2 Andy O'Brien +0.341s; 3 Jake Byrne; 4 James Fleming; 5 Andrew Clarke; 6 Sophie Byrne. **FL** O'Brien 1m06.759s (61.99mph). **RACE 2 (14 LAPS)** 1 O'Brien; 2 Doyle +3.422s; 3 J Byrne; 4 Andrew Watson;

5 Fleming; 6 Clarke. **FL** O'Brien 1m06.621s (62.31mph) **record**. **GLOBAL LIGHTS (16 LAPS)** 1 Alan Byrne; 2 Michael Conway +1.836s; 3 Mark Twomey; 4 Ivor Miller; 5 Mark Braden; 6 John Murphy. **FL** Byrne 58.563s (70.67mph). **RACE 2 (16 LAPS)** 1 Braden; 2 Byrne +0.152s; 3 Miller; 4 Derek Behan; 5 Paul Fitzpatrick; no other finishers. **FL** Byrne 58.756s (70.44 mph).

SNETTERTON BRSCC, JULY 23

TIN TOP CHALLENGE (7 LAPS) 1 Andy Woods-Dean (Renault Megane Coupe); 2 Ian Butler (Ford Focus RS) +0.762s;

3 Danny Cassar (Proton Satria); 4 Anthony Harrison (Rover 220 Coupe Turbo); 5 Luke Bennett (Honda Integra Si); 6 Steve Cassar (Proton Coupe). **CW** Butler; Harrison; Nigel Ralphson (Fiat Punto); David Charlton (VW Beetle); Jon Wild (Rover Metro). **FL** Butler 1m26.590s (82.48mph).

CADWELL PARK CSCC, JULY 24

DEUTSCHE MARQUE (23 LAPS)

1 Daniel Gannon (BMW M3); 2 Alex Eacock/Peter Morris (Porsche 968) +1m02.722s; 3 George Muttien (Porsche 944 S2); 4 Dominic Malone (BMW M3 CSL);

5 Mark Astall/Tom Houlbrook (BMW Compact 323t); 6 Patrick Fenn (BMW M3). **CW** Morris/Eacock; Astall/Houlbrook. **FL** Gannon 1m39.238s (79.33mph). **RAFMSA (9 LAPS)** 1 Darren Berris (Westfield V8); 2 Ian Fletcher (Fletcher Hornet Mk4) +40.565s; 3 Simon Wing (Peugeot 205 GTI); 4 Ian Smythe (Fletcher Hornet Mk2); 5 Simon Hutchinson (MG Midget); 6 Ken Culverwell (Mamba Lotus 23 Replica). **FL** Berris 1m37.634s (80.63mph).

SPORTS V SALOON CHALLENGE (10 LAPS) 1 Carl Woodwiss (Caterham CSR 260); 2 Pascal Green (Caterham 7) +12.129s; 3 Simon Wing (Peugeot 205 GTI); 4 Simon Hutchinson (MG Midget); 5 Mark Astall (BMW Compact 323t); 6 Ian Fletcher (Fletcher Hornet Mk4). **CW** Green; Hutchinson. **FL** Woodwiss 1m36.364s (81.70mph).

CROFT BARC, JULY 23-24

DDMC NORTHERN SALOONS & SPORTS, CLASSES A & C (12 LAPS)

1 Jeff Wilson (Lotus Elise); 2 Andrew Morrison (SEAT Leon Cupra) +51.924s; 3 Ron Harper (Triumph Spitfire); 4 David Botterill (Porsche 944 Turbo); 5 Tim Evans (Subaru Impreza); 6 David Bone (Westfield SEiW). **CW** Morrison; Chris Evans (Caterham R400); Martyn Lightfoot (Raw Striker). **FL** Wilson 1m26.755s (88.18mph). **RACE 2 (11 LAPS)** 1 Wilson; 2 Morrison +51.885s; 3 Harper; 4 Botterill; 5 Bone; 6 C Evans. **CW** Morrison; C Evans; Brian Murphy (Ginetta G20). **FL** Wilson 1m26.863s (88.07mph).

DDMC NORTHERN SALOONS & SPORTS, CLASSES B, C, D & H (HONDA V-TEC CHALLENGE (11 LAPS))

1 Michael Cutt (BMW M3); 2 Ken Hall (MG Metro 6R4) +23.066s; 3 David Cox (Peugeot 205 GTI); 4 Mike Williamson (Mitsubishi Lancer Evo 4); 5 Richard Voaden (Honda Integra); 6 Kris Dunlop

Andy Woods-Dean won re-run Mallory Tin Top race at Snett

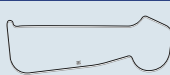




Castle Combe



Mondello Park



Snetterton 200



Cadwell Park



Croft



Kirkistown



Two-hour 2CV mini-enduro gets underway

(Honda Civic). **CW** Cox; Paul Moss (Citroen Saxo); Malcolm Dearnley (Morgan 4+4); Voaden; Mark Chese (Honda Civic Type R); Stewart Hutchinson (Honda Integra Type R); Dunlop. **FL** Cutt 1m34.710s (80.77mph).
RACE 2 (11 LAPS) 1 Cutt; 2 Hall +23.181s; 3 Cox; 4 Dunlop; 5 Voaden; 6 Williamson.
CW Cox; Moss; Brian Morris (Datsun 240Z); Voaden; Chese; Hutchinson; Dunlop. **FL** Cutt 1m35.015s (80.51mph).
BARC NORTH WEST SPORTS/ SALOONS (2 LAPS) 1 Garry Watson (Westfield SEiW); 2 Danny Keenan (MK Indy) +0.329s; 3 Robert Spencer (Stuart Taylor Locosaki); 4 Wayne Schofield (Suzuki Cappuccino); 5 Cam Forbes (Westfield SEiW); 6 Brian Dean (Westfield SEi). **CW** Marcus Fothergill (Porsche 996 GT3); Keenan; Paul Dobson (Mazda RX7); Michael Ellis (Ford Fiesta); Paul Ingram (Ford Fiesta). **FL** Keenan 1m26.648s (88.28mph).
RACE 2 (15 LAPS) 1 Watson; 2 Keenan +1.840s; 3 Spencer; 4 Daniel Wainwright (Mk Indy); 5 Forbes; 6 Schofield. **CW** Mike Jackson (Pontiac Coupe); Keenan; Dobson; Ellis; Ingram. **FL** Watson 1m26.993s (87.93mph).
CITROEN 2CV MINI-ENDURO (65 LAPS) 1 Alec Graham/Matthew Hollis; 2 Simon Turner/Sammie Fritchley/David O'Keefe; 3 James Sutcliffe; 4 Michael Fox; 5 Simon Crook; 6 Colin Murchie/Kyle Murchie. **FL** Lien Davies/Peter Rundle 2m04.587s (61.40mph).
2CV (10 LAPS) 1 Sammie Fritchley; 2 Alec Graham +0.839s; 3 Philip Myatt; 4 James Sutcliffe; 5 Peter Rundle; 6 Nick Paton. **FL** Graham 2m04.644s (61.37mph).
RACE 2 (10 LAPS) 1 Graham; 2 Neil Thompson +0.915s; 3 Simon Clarke; 4 Ainslie Bousfield; 5 Simon Turner; 6 Michael Fox. **FL** Graham 2m04.462s (61.46mph).

McCullough (Van Diemen RFOO); 2 Jonathan McMullan (Mondiale M89S) +15.361s; 3 Adrian Pollock (Van Diemen DP08); 4 Andrew Noble (Reynard FF89); 5 Neville Anderson (Mondiale M89S); 6 Ryan Templeton (Crosse 32F). **CW** McMullan; Templeton; Henry Campbell (Reynard FF83). **FL** McCullough 1m01.188s (88.96mph).
PRE-55 HISTORIC HANDICAP (13 LAPS) 1 John Keatley (24 Healey Silverstone); 2 Kevin MacBride (25 Lancia Aurelia); 3 Edmund Cassidy (11 Iona Special); 4 Detlef Heyer (20 BMW 328); 5 Kieran White (11 TRS Riley); 6 Nicholas Bennett (25 Alvis Silver Eagle). **FL** Keatley 1m18.843s (69.06mph).

An unusual panorama of the beautiful Cadwell Park



Fletcher's Hornet Mk4 (33) battles Smythe's Hornet Mk2



KIRKISTOWN
500MRCI, JULY 23

FORMULA FORD 1600 (21 LAPS) 1 Ivor

YOUR SAY

What you think of the motorsport news of the past week

A lost talent

Paul Warwick was a star who we only briefly saw shine. He was just 16 when Les Thacker, then of BP, asked if I could organise a test for a young driver he felt might “have some potential”.

A few days later Paul was being fitted into my Reynard FF at nine o'clock at night to avoid anyone seeing us. One week later we were at Goodwood. It was obvious from that first test that talent ran strongly in the Warwick clan.

Five years on I was running the Leyton House F3000 team and we needed a driver halfway through the 1990 season. Paul had stopped F3, so within a week he was our driver. Suddenly we had a guy who gave everything and we had no hesitation in signing him for 1991. For Leyton House F3000 there *was* no 1991, so Paul signed for Madgwick for the British F3000 series.

A year later I was at Oulton Park. Always when I saw Paul we swapped banter, and we did on that fateful day. I was there at the start and, sadly, at the end. RIP Paul, you will never be forgotten.

Paul Cherry By email



EDITORIAL CONTACT mail@autosport.com

Simply superb. There is no other way to describe Lewis Hamilton's brilliant win at the German Grand Prix. With that drive he has well and truly answered his critics.

There is no one at present who can hold a candle to him when it comes to overtaking or creating excitement and who can win in a car that is not the best on the grid.

We need drivers like him in motorsport who create the spectacle that people want to go and see or watch on TV.

Michael Skeet
Eastleigh, Hampshire

After all the doubters came out to slate Lewis Hamilton and his abilities after several difficult races, along comes Lewis in Germany and stunningly silences all of them.

Hamilton proved that you just can't keep a champion down, whatever you throw at him. His driving was faultless, his manoeuvres world class.

The critics might have been harsh, but to Hamilton this no doubt helped him as he was determined to prove them all wrong.

Duncan Sabiston
Didcot, Oxfordshire

The German GP featured some real racing and overtaking without DRS assistance, which was great.

It seems it was down to the cool temperatures reducing tyre grip. The message I'm getting is we need to reduce grip, putting the emphasis back on the drivers.

The simple way to do this is to have a control tyre that is relatively hard and goes the full race distance.

This will reduce the marbles problem, cut costs and improve racing.

John Napper
Milton Keynes, Bucks

We've just returned from the Silverstone Classic, having seen an epic race that will be with us for the rest of our lives [see p78].

In Formula Junior Sam Wilson took on Jon Milicevic. The result was a classic encounter where right up until they crossed the line no one was sure who would win.

The driving was clean, dramatic and entertaining. Thinking of some of the behaviour we've seen from better known drivers, perhaps they can learn a little about good racing.

Jackie Heffer
Towcester, Northants

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. **PIRELLI TO ALTER SHAPE OF REAR TYRES**
2. **ECCLESTONE: CHANNEL 5 AN F1 OPTION**
3. **COSTA PARTS COMPANY WITH FERRARI**
4. **OVERALLS TWEAKED TO COMPLY WITH RULES**
5. **ECCLESTONE NAMED IN CORRUPTION CASE**

AUTOSPORT.COM PLUS

TOP STORY ONLINE

THE QUESTION MARK OVER MANSELL

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

● In last week's Mini Challenge report (p85) we stated that double race winner Lee Allen is from Essex. He would like us to point out that he lives in Hextable, Kent.

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts



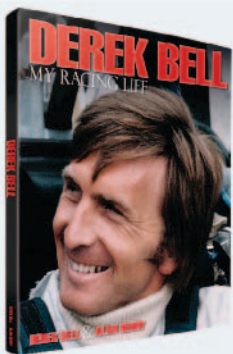
ROOKIE CLOTHING RANGE

£Various - see website
rookie-clothing.com

Rookie Clothing has burst onto the motorsport-inspired leisurewear market with a range of designer hoodies, T-shirts and sweatshirts, all featuring subtle branding.

The company supports the BRDC Superstars initiative and has 19 drivers as brand ambassadors.

Check out the website for more info and details of the forthcoming shop opening on London's Fulham Road.



DEREK BELL BIOGRAPHY
£35 (978 0857 3308 88)
autosport.com/shop

Due out in a few weeks' time, this updated biography of endurance racing legend Derek Bell, penned by Alan Henry, brings the story of the five-time Le Mans winner and double world sportscar champion up to date.

It's packed with nuggets and gems from the popular Brit's 45-year career.



MOTORSPORT CUFFLINKS
From £90 per pair
onebondstreet.com

These hand-enameled sterling silver cufflinks feature colours and shapes that hark back to 1960s motorsport, with a dozen designs on offer.

The Parabolica (red/white) and Silverstone (green/yellow) cufflinks come in at £95 – with free P+P in the UK. Visit the website for other options.



ROSSI DUCATI MODEL
£19.99
autosport.com/shop

Maisto's 1:10-scale replica of Valentino Rossi's Ducati Desmosedici GP11 MotoGP bike is mega value against rival miniatures from the likes of Minichamps, even if the detailing falls short.

With The Doctor's high-profile move to the Italian squad, this is an important collectable – especially if he can nail his first all-red win...

HOT ON THE WEB THIS WEEK

YOUTUBE: LAP OF THE NURBURGRING NORDSCHLEIFE



SEARCH FOR: Porsche GT3 R Onboard 24h-Rennen Nürburgring (16:08)
F1 was doing its thing on the 'junior' Nurburgring last weekend, but a few weeks before, the 24-Hour boys were busy on the nearby Nordschleife. Go all the way round with Porsche ace Wolf Henzler.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



Classic action to star north of the border

KNOCKHILL

SMRC Speedfair
July 31
Admission £15
Tel: 01383 723337

It's the fifth edition of the historic celebration north of the border, probably

Knockhill's biggest race meeting of the year outside of the BTCC's visit in September. For the first time, the Scottish Classic Sports and Saloons series gets a two-driver challenge race, while there's a Brands Hatch Festival-style contest for FF1600s. As well as the racing, rally, autotest and air displays are on the bill.

SNETTERTON

750MC
July 30-31
Admission £13 each day
Tel: 01953 887303

Snetterton's 200 layout hosts one of the popular 750 Motor Club's bumper two-day meetings. The programme includes double-headers for the 750 Formula, Kit Cars/SRGT, Formula Vee, Stock Hatch A and B, Locost, F4, RGB, Bikesports, the BMW Compact Cup, Allcomers and Saxmax.

OULTON PARK

BRSCC
July 30
Admission £13
Tel: 01829 760301

PEMBREY

BARC
July 30-31
Admission £10 each day
Tel: 01554 891042

THRUXTON

MGCC
July 30
Admission £12
Tel: 01264 882200

WISCOMBE PARK

July 30-31
Admission £6 Saturday, £9 Sunday;
£12 weekend
www.wiscombepark.co.uk

CADWELL PARK

Modified Live/Time Attack
July 31
Admission £22
Tel: 01507 343248



Formula Vee out in force at Snetterton

FORMULA 1 WORLD CHAMPIONSHIP

Rd 11/19
Hungarian Grand Prix,
Hungaroring, Hungary
July 31
formula1.com



It'll be a struggle to beat Red Bull this weekend

GP2 SERIES

Rd 7/9
Hungaroring, Hungary
July 30-31
gp2series.com

GP3 SERIES

Rd 6/8
Hungaroring, Hungary
July 30-31
gp3series.com

PORSCHE SUPERCUP

Rd 7/9
Hungaroring, Hungary
July 31
porsche.com

WORLD TOURING CAR CHAMPIONSHIP

Rd 8/12
Oschersleben, Germany
July 31
fiawtcc.com

AUTO GP

Rd 5/7
Oschersleben, Germany
July 30-31
autogp.org/en

WORLD RALLY CHAMPIONSHIP

Rd 8/13
Rally Finland, Jyväskylä
July 28-30
wrc.com

NASCAR SPRINT CUP

Rd 20/36
Indianapolis, USA
July 31
nascar.com

SPA 24 HOURS

Spa-Francorchamps, Belgium
July 30-31
total24hours.com

BRITISH FORMULA 3 INTERNATIONAL F3 TROPHY

Rd 7/10/Rd 3/6
Spa-Francorchamps, Belgium
July 28-29
formula3.co

SUPER GT

Rd 4/8
Sugo, Japan
July 31
supergt.net/en

Television

FRIDAY JULY 29

0855-1035 [BBCi LIVE](#)

F1: Hungarian GP first practice

1255-1435 [BBCi LIVE](#)

F1: Hungarian GP second practice

2215-2245 [ESPN](#)

WRC: Finland day one

2240-2340 [Motors TV](#)

WRC: Finland day one

SATURDAY JULY 30

0900-1005, 1335-1430, 1805-1900

[Motors TV](#)

WRC: Finland day one

0700-0725 [Channel 4](#)

British F3: Paul Ricard

0725-0755 [Channel 4](#)

The Grid

1000-1100 [Eurosport LIVE](#)

Auto GP: Oschersleben race one

1130-1235 [Motors TV LIVE](#)

British F3: Spa

Race three of the weekend in Belgium.

0955-1105 [BBCi LIVE](#)

F1: Hungarian GP third practice

1210-1420 [BBCi LIVE](#)

F1: Hungarian GP qualifying

1300-1345 [Eurosport 2 LIVE](#)

FIA WTCC: Oschersleben qualifying

1430-1805, 2000-2145, 2230-2305

[Motors TV LIVE](#)

Spa 24 Hours

1800-1900 [Eurosport 2](#)

GP2: Hungaroring race one

1900-2000 [ESPN](#)

Rally Finland Powerstage

2135-2230, 2340-0040 [Motors TV](#)

WRC: Finland day two

2230-2300 [ESPN](#)

WRC: Finland day two

SUNDAY JULY 31

0700-0800, 1855-2000 [Motors TV](#)

WRC: Finland day two

0730-0800 [Eurosport LIVE](#)

FIA WTCC: Oschersleben warm-up

0730-0800 [Eurosport LIVE](#)

GP3: Hungaroring

Race one action followed by race two live.

0800-1100, 1300-1535 [Motors TV LIVE](#)

Spa 24 Hours

0930-1000, 0000-0030 [ESPN](#)

Rally Finland highlights

1000-1100 [Eurosport LIVE](#)

FIA WTCC: Oschersleben race one

1205-1515 [BBCi LIVE](#)

F1: Hungarian GP

1345-1445 [Eurosport LIVE](#)

FIA WTCC: Oschersleben race two

1445-1530 [Eurosport](#)

GP2: Hungaroring race two

1515-1615 [BBCi LIVE](#)

F1: British GP post-race forum

1530-1615 [Eurosport](#)

Porsche Supercup: Hungaroring

1700-2200 [Premier Sports LIVE](#)

NASCAR: Indianapolis

1900-2000 [BBC3](#)

F1: British GP highlights

MONDAY AUGUST 1

1900-2000 [Sky Sports 3](#)

NASCAR: Indianapolis highlights

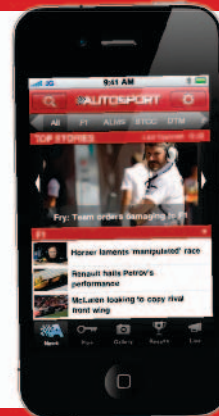
Online

AUTOSPORT.COM

Coming up on the web this week

HUNGARIAN GP

Back-to-back grands prix mean no let-up for F1 teams, drivers and, of course, journalists. But fear not, AUTOSPORT.com's intrepid team of experts will be in the paddock and by the track for this weekend's Hungarian Grand Prix to bring you the breaking news stories, session reports and in-depth analysis from the Hungaroring.



Read AUTOSPORT.com on your phone to keep up to date...

AUTOSPORT.COM ANDROID APP OUT NOW

The AUTOSPORT app is now available for Android. Dial up AUTOSPORT.com on your smart phone for instant access to news, feature articles, image galleries and live text race commentary for a one-off fee of only £2.99 (there is no renewal cost). For more info, visit www.autosport.com/app

REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

MB to DC: "You say Va-telle, I say Vet-tle"



YOU SAY to-may-toe, I say to-mar-toe.
You say po-tay-toe, I say po-tar-toe.
VET-tle, Va-TELLE.
SOO-til, Sut-ILL.
Jay-me, Hi-me.
Liuzzi, Luizzi.
Hey-key, Hi-key.
Schumi, Schuey.
Al-ger-sweary, Al-ger-swari.
Ricky-ard-o, Ricardo.
KOO-bick-er, Koo-BIT-zer.
Mat-su-SHI-ta, Mat-SHOE-ster.
El-e-o, Hee-li-o.
Reta-feelio, Reta-filo.
Tar-queen, Tar-keeni.
Fran-key-tea,

Fran-kitty.
Proast, Pros-t.
Toast, Toss-t.
VIL-la-noo, VEAL-nerve.
Van der MER-wee, Van der MERVE.
Ba-DOH-er, BAD-wer.
Bear-ger, Ber-ger.
Pa-STORE, PASS-der.
PE-rez, Pa-REZZ.
KAM-wee, Ker-MOO-ee.
Nick-o, Knee-co.
Mal-DON-do, Mal-don-AR-do.
Ray-ker-nen, Ry-ker-nen.
Gros-gene, Grow-john.
Ver-stap-pen, Ver-schtap-pen.

KOV-er-ly-nen, Ko-ver-LY-nen.
Bi-an-key, Bi-an-chee.
Pick, Peek.
Lett-o, Lay-toe.
MON-a-co, Mon-AH-co.
Fitta-paul-di, Fitti-pal-di.
Lah-mi, Lamb-y.
Mon-TER-mi-ni, Mon-ter-MEE-ni.
AL-ann, Al-AIN.
AIR-ton, I-AIR-ton.
Bow-tas, Bot-tas.
BEE-la, Bee-EL-la.

FILL-i-pi, Fell-EE-pi.
Kar-OON, KA-ren.
AL-a-shin, Al-AY-shin.
Pan-see-a-tee-see, Pants-are-too-tichy.
ALB-er-kerk, ALB-er-KER-key.
Pa-RENT, Par-EN-tay.
Heid-feld, Heid-field.
Schu-maker, Schu-macker.
Fettle, Vee-tell.
Let's call the whole thing off!
Revved Up

"This week: the ballad of *Revved Up*, featuring those names that commentators strive to mispronounce every week"

THE WEEK IN PICTURES

Our lensmen pounding the beat from Canada to Germany, via Brands Hatch dodgems

HEIDFELD ON A WAVE IN THE GERMAN GRAND PRIX

The mark of a pro: Nick Heidfeld is already gesturing at Sebastien Buemi's hasty move, even before he's come to rest in a Nurburgring gravel trap



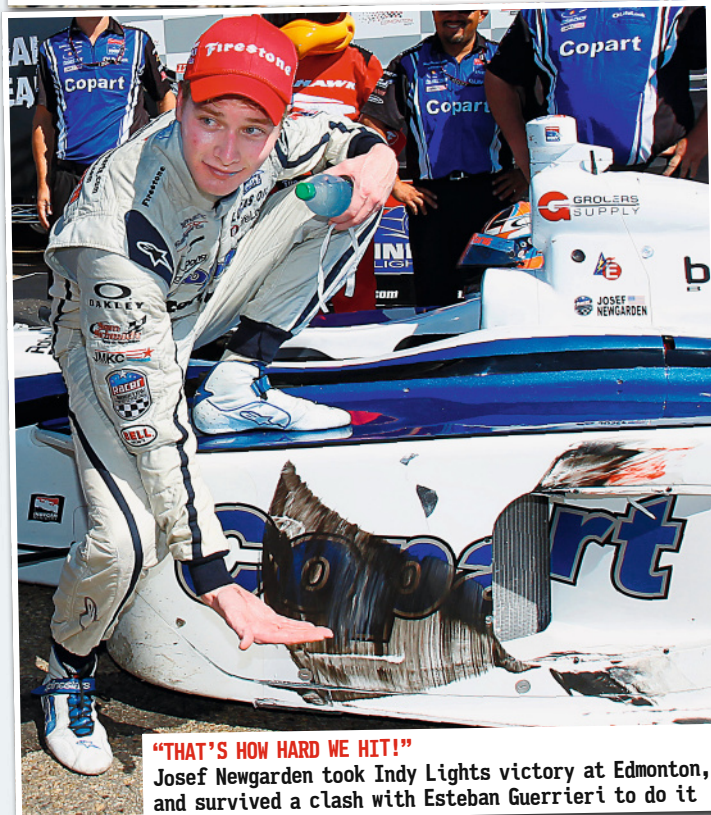
"HMM, FIXING MY BROTHER'S KART WAS MUCH LESS COMPLICATED"

Ex-mechanic Michael Schumacher visited Mercedes-Benz HighPerformanceEngines (that's Ilmor in the old money) in Brixworth after the German Grand Prix



F2 DRIVERS GET SOME MORE PRACTICE IN AT BRANDS HATCH

Here they are in their identical, centrally-prepared cars, with Miki Monras (nearest camera) bidding for a second win



"THAT'S HOW HARD WE HIT!"

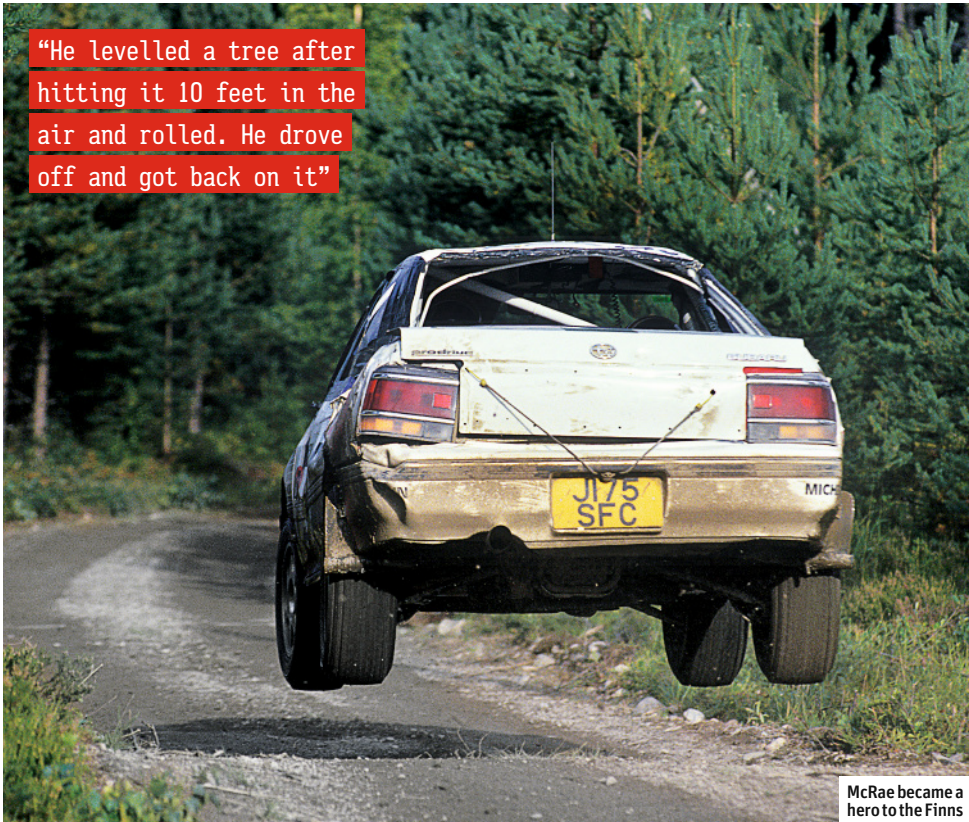
Josef Newgarden took Indy Lights victory at Edmonton, and survived a clash with Esteban Guerrieri to do it

PICS: DUNBAR/LAT/LAT SOUTH

FROM THE ARCHIVE

Colin McRae makes an impact (quite a few of them) on 1000 Lakes debut

“He levelled a tree after hitting it 10 feet in the air and rolled. He drove off and got back on it”



McRae became a hero to the Finns

COLIN McRAE AND RALLY FINLAND WERE MADE FOR each other. One is a rally for the brave, and the other was the bravest of them all. The conventional approach to a Finnish debut is to take your time, play yourself in and learn from the locals. Not McRae. In 1992 he threw himself headlong into the world's fastest stages in an attempt to rewrite the rules.

Even before the event had started, McRae had rolled his Subaru Legacy RS in the pre-event test, causing significant frontal damage. Seven stages in and he was off again. Fortunately it was the back of the car that bore the brunt of the Lankamaa shunt.

McRae said at the time: “I was frustrated. I was losing time to the boys ahead of me, I couldn't work out how they were going quicker, so I tried to go quicker. I had been through that corner five or six times on the recce, but when I got there it tightened up a wee bit.”

After an all-nighter to get the Legacy straight for the start, it was in pieces again.

“It looks a bit like a convertible,” said the laconic Scot, pulling on his goggles to make up for the absent windscreen, before diving into another Finnish forest.

The replacement – ill-fitting – windscreen was partly

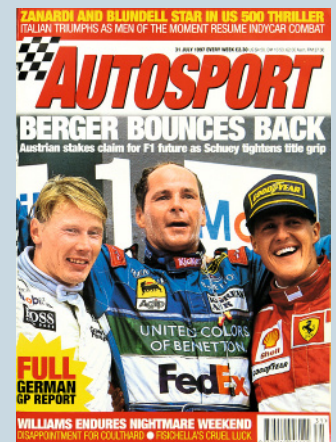
responsible for the third shunt, which came near the end of Saturday's third leg.

McRae, who at the time was the reigning British Rally champion, went into a fourth-gear left-hander two gears too high and slid off the road, unable to hear the notes for the wind whistling through the ill-fitting screen. He levelled a tree after hitting it fully 10 feet in the air and rolled twice. The Legacy was on its wheels (or at least three of them), so McRae hit the starter, drove out of the field and got back on it.

David Richards, then Subaru team principal, well remembers his incredulity. “I arrived at the event and was told Colin had crashed,” recalls Richards. “The event hadn't even started and he'd crashed! Then he crashed again, but we thought, ‘OK, that's it now’. But then he rolled again! By that time, there was nothing else to do, but muck in and help to get the car straight to keep it on the road for the finish.”

And finish McRae did, in eighth place. Foreign drivers do not easily impress Finns and McRae had arrived simply as Ari Vatanen's team-mate. Four days after the start he left Finland a hero, one of their own. All it took was three accidents and 11 rolls. ❧

THIS WEEK IN...



JULY 31 1997

AFTER THE ANNOUNCEMENT THAT Benetton would drop him at the end of 1997, Gerhard Berger produced one of the best drives of his long career to win the German Grand Prix at Hockenheim.

Having missed the previous three races to undergo treatment for a long-standing sinus infection, and recently endured the death of his father, the Austrian returned to F1 to claim what would be his last GP victory.

He edged Jordan's Giancarlo Fisichella for pole and beat double world champion Michael Schumacher by 17.5 seconds at the scene of his previous win, for Ferrari, in 1994.

Ex-F1 driver Alex Zanardi staked his claim to the 1997 CART Indycar title with a resounding win in the US 500 at the Michigan Speedway (below).

Zanardi's third win of the season, by nearly a lap from Mark Blundell, lifted the Italian above nearest rival Paul Tracy in the points table.



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HANNU MIKKOLA

■ 1000 Lakes Rally, Finland ■ August 26-28, 1983 ■ Audi Quattro A2 ■ Victory against all odds



Mikkola leaped to his fourth 1000 Lakes win

WHEN I CAME TO THE START

of the 1983 1000 Lakes, I had a good feeling for the rally. I had done it many times [11] before and won it three times. The feeling didn't last so long, though.

We broke the gearbox on the first stage. The team changed it after the stage, but we got a two-minute penalty and ended up a long way down the field. I knew this would be tough, but we didn't give up. We wanted this win, we wanted to keep pushing to try to win the world championship and I knew I needed a good result from this event.

I was making some time back going into the first night, but then we had a fuel problem. I was a little bit worried as my team-mate Michele Mouton had trouble when her car caught fire. The team changed the fuel injection, but this took more time than we expected. Again, I thought we might be out.

We had to drive very fast on the road section to try and make the next stage. Lasse Lampi [also driving a Quattro] had gone down the road before me and told the

"I knew this would be tough, but we didn't give up. We wanted to keep pushing to try to win the championship and I knew I needed a good result from this event"

few people who were around to stand back, we were coming!

We made it to the start of the next stage with five seconds to spare before we were out of the rally. After that, we overtook Stig [Blomqvist, team-mate] to take the

lead. I started to relax, but then an engine mount broke and pulled the pipe off the turbo. We had no boost and I lost the lead again.

The team fixed this problem and from then on I was driving flat-out all of the time. We had to change

another turbo pipe on the final morning of the event, but we took the lead in Sahloinen, the last-but-one stage. But even then I couldn't relax as the wastegate had broken on the turbo – so I was worried the engine might blow. It didn't and we won from Stig by 21 seconds.

This was so important for me. Like so many of my seasons it had started well with victories in Sweden and Portugal, but before Finland we had retired on three rallies and taken no points. There was pressure for me to win in Finland and we did and, it's nice to say, later that year we made the championship as well. It was a good year for me. ✘ Hannu Mikkola was talking to David Evans

IN PROFILE

HANNU MIKKOLA WON THE 1000 Lakes Rally four times. Clearly a quick learner, he won it for the first time on his second visit and in only his seventh WRC start. That first win, in 1974, came with Brit John Davenport co-driving. The 1983 world champion started 123 rounds of the WRC, winning 18, and spending most of his career with the Ford, Audi and Mazda factory teams. He remains active in rallying and drove a Quattro E2 at the recent Goodwood Festival of Speed.



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