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**F1 TITLE
LEADER
SPECIAL**

Vettel

WHY HE'S THE

REAL DEAL



How he's proving his critics wrong

P26

Mark Hughes dissects his style

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What makes his car so quick

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“He hit me twice on the first lap going into Turn 5. He didn't get me all the way around but he had a good try”

DARIO FRANCHITTI TALKS OF BEST BUDDY WILL POWER AT MID-OHIO, AS THEIR TENSION SIMMERS ON

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Number of people called David Coulthard who set a fastest lap last weekend. The white-trousered F1/DTM hero did it at the Nurburgring (p60), and an identically-named MG club racer managed it at Anglesey (p91).

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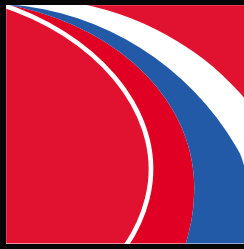
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BTCC

Neal and Plato up to their old tricks

British Touring Car title rivals Matt Neal and Jason Plato – with four titles and 106 wins between them – came to blows at the first corner of the opening race at Snetterton last weekend. Both drivers blamed each other, but our pic shows that Plato didn't leave Neal much room, did he? Snetterton BTCC report, page 48

Pic: Ebrey/LAT







Qualifying tyres could return

Pirelli could introduce special rubber for F1 qualifying next year – but only if the teams want it. By EDD STRAW

Pirelli has offered Formula 1 teams the option of reintroducing qualifying tyres to the sport next season.

Qualifying rubber was last used in Formula 1 in 1991, when both Pirelli and Goodyear provided ultra-grippy, short-life tyres. But after Pirelli's withdrawal at the end of that season, Goodyear had a monopoly and therefore no reason to supply such a compound. By the time Bridgestone entered F1 in 1997, making the sport a multi-tyre category again, the FIA had banned specific qualifying rubber.

Pirelli motorsport director Paul Hembery has been happy with the performance of the firm's tyres so far this year, with pole-position times regularly faster than they were in 2010. But he believes that qualifying rubber could make the fight for pole even more dramatic.

"We've put the idea of qualifying tyres to the teams and we will get their feedback," Hembery told AUTOSPORT. "If they don't want

to do it, we won't do it. It might be a step too far for next year and too much for the teams to take on board, but it's something that we have offered.

"We know that the public likes the idea of a qualifying tyre and drivers rather like the thrill of having a qualifying tyre and chasing that ultimate lap. It's a one-shot, zero-mistake tyre so it builds up the tension.

"It would be an extreme, one-hit tyre, two seconds a lap quicker."

SPICING UP QUALIFYING

While Pirelli's return to F1, along with the introduction of the DRS rear wing, has livened up the racing this year there are some who believe that Saturday's qualifying sessions could be made more dramatic.

Teams have regularly reduced running during qualifying to

preserve tyres for the race and Hembery believes that special rubber unusable in the race would increase on-track running.

"Qualifying has been interesting this year, but qualifying tyres would create a lot more interest," he said. "It's a question of whether you want to make qualifying a central event. There is some scope for refinement of Saturday.

"[FIA president] Jean Todt has made some suggestions about having points for qualifying or even a qualifying championship. I can understand why he said that because it creates an event in itself."

While drivers would welcome the introduction of a qualifying tyre, teams are likely to be more wary. As well as affecting its overall tyre allocation, it would also create an extra variable to be addressed with set-up work during the weekend.

HOW THE NEW TYRES COULD WORK

Should the qualifying tyre be brought back, it would be incorporated into

Super soft has held up well in race conditions





Rosberg set fastest lap of qualifying-tyre era in 1985

the existing structure of grand prix Saturday afternoons.

The three-section qualifying format would likely be retained, with the qualifying compound used either throughout, or specifically for Q3 – the top-10 shootout.

One potential obstacle is that Pirelli would be keen not to significantly increase the amount of tyres that it takes to each grand prix. Currently, this is set to a maximum of 11 sets of dry tyres per driver – although an extra set of the prime (harder) compound can be added if Pirelli chooses to do so.

As qualifying tyres would be unusable after they had been run just once, it's difficult to see how they could be brought in without manufacturing extra tyres. Teams would be keen to have at least one set available for qualifying simulations on Saturday morning on top of their use in the afternoon. If the short-lived rubber is added to the existing allocation, it could also impinge on free-practice running.

Qualifying tyres would also mark the end of Q3 runners having to start the race on the rubber they used to set their best time.

Hembery has no doubts Pirelli can produce the tyres, now it's up to teams to decide if they want them.

Teams urged to help find tyre-test solution

PIRELLI HAS CALLED ON Formula 1 teams to find a solution to its imminent testing problem, with a new car needed to replace its 2009 Toyota.

The Italian company has run the Toyota since last year but it needs to find up-to-date machinery next season and has consulted, unsuccessfully, with the teams to work out how to run a test programme.

Pirelli motorsport boss Paul Hembery said: "The teams all recognise it as a problem, but nobody wants to give us an answer. That's very disappointing. We'd expect by now that teams would have come up with a sensible solution."

Hembery is hoping that Pirelli will be able to conduct occasional tyre tests after grand prix weekends with selected cars. This is despite concerns among teams that

Test car needs replacing



this would give rivals extra testing mileage.

"Running a 2010 car would be fine, but even better would be staying on with a couple of cars after races," said Hembery. "It's not important what the car is as long as it's midfield or better. That would be ideal."

Hembery added that the mooted in-season test could be used for tyre testing if a solution cannot be agreed. This would be unpopular with teams, who plan to use the extra test for intense development work.

AUTOSPORT SAYS...

EDD STRAW
F1 EDITOR

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The ban on refuelling ahead of the 2010 season was one of the best things that has happened to Formula 1 in recent years. While some complain about the cars lapping relatively slowly on 150kg of fuel early on, qualifying again became the ultimate test of balls-out, single-lap speed.

Pirelli's arrival this year, combined with the full-race fuel loads, ensured that grand prix driving was once more about driving with the added dimensions of tyre life and fuel load, rather than simply a flat-out sprint. This has made for some dramatic racing. In the unlikely event that the return of qualifying tyres is rubber-stamped by teams, it would be another step in the right direction for the spectacle of Saturday afternoons.

If the rubber is adopted, supplies would be limited. That could mean Sebastian Vettel, Fernando Alonso and Lewis Hamilton heading out to do battle in the dying moments of Q3 with a whole heap of extra grip and little data to go on. That would be a true test of pure speed and each driver's ability to instantly judge the available grip.

While it's not quite as compelling as two tyre firms going toe-to-toe with increasingly exotic super-sticky rubber, it's not far off. For too long, F1 has been too conservative over ideas to spice up the show. But Pirelli's suggestion is the perfect way to do so without accusations of it being contrived.



Pirelli has added to the show in '11

REMEMBER WHEN...

NOVEMBER 2 1991



...the last qualifying-tyre pole Ayrton Senna's pole position for the 1991 Australian GP was the last for bespoke qualifying rubber. He drove a Goodyear-shod McLaren MP4/6

F1 field warned over Vettel

Reigning world champion is still improving according to his boss, who says there is plenty more to come

Red Bull team principal Christian Horner has warned the Formula 1 field that Sebastian Vettel is still getting better as he closes on his second successive world championship.

Vettel, who turned 24 last month, has an 85-point lead in the drivers' standings and is on course to depose Fernando Alonso as F1's youngest double champion.

But Horner is confident that there is still more to come from the German. "He is still evolving, he is still learning, he is still maturing," he said. "In reality, he is fairly raw in terms of experience – he has only started 73 grands prix. Yet when you look at the statistics, what he has achieved is massive.

"He will only continue to develop and blossom as he gains more experience. That comes with time."

Horner believes that many fail to take Vettel's age into consideration when evaluating his achievements. He is already the youngest world champion in history and compares

well to legends such as Michael Schumacher, Jackie Stewart and Ayrton Senna on success in his first 73 grands prix (see table, below).

Vettel is also the youngest to a win a grand prix, to take a pole position, to lead a race, to score world championship points and to drive a

Formula 1 car on a grand prix weekend.

"It's very easy to overlook his age," said Horner. "If you see him and his trainer, they could be a couple of inter-railers going around Europe. He's a young guy having fun, but he takes his job incredibly seriously and absolutely devotes himself to it.

"In many ways, he's old beyond his years – an old head on young shoulders. What he has achieved in a short space of time in F1 is remarkable."

 **P26 VETTEL SPECIAL**

Vettel's Monaco win was a good one



HOW VETTEL COMPARES

The stats of other F1 greats after the same number of starts – 73 – as the current world champion

 <p>Sebastian Vettel</p> <p>Wins: 16 Poles: 23</p> <p>Titles: 1</p>	 <p>Michael Schumacher</p> <p>Wins: 19 Poles: 10</p> <p>Titles: 2</p>	 <p>Fernando Alonso</p> <p>Wins: 10 Poles: 10</p> <p>Titles: 1</p>	 <p>Ayrton Senna</p> <p>Wins: 13 Poles: 25</p> <p>Titles: 0</p>	 <p>Lewis Hamilton</p> <p>Wins: 14 Poles: 18</p> <p>Titles: 1</p>
 <p>Damon Hill</p> <p>Wins: 21 Poles: 20</p> <p>Titles: 1</p>	 <p>Alain Prost</p> <p>Wins: 16 Poles: 13</p> <p>Titles: 0</p>	 <p>Jackie Stewart</p> <p>Wins: 18 Poles: 11</p> <p>Titles: 2</p>	 <p>Niki Lauda</p> <p>Wins: 13 Poles: 21</p> <p>Titles: 1</p>	 <p>Emerson Fittipaldi</p> <p>Wins: 14 Poles: 6</p> <p>Titles: 2</p>



Turn 4 could become new Turn 1 in Brazil

Go-ahead for new Interlagos pits

INTERLAGOS WILL BUILD A

state-of-the-art pit complex in time for the 2012 Brazilian Grand Prix, possibly moving the start/finish line at the classic circuit.

Sao Paulo mayor Gilberto Kassab recently had dinner with Formula 1 commercial boss Bernie Ecclestone to discuss a new contract for the race. It is understood that Ecclestone made it clear that upgrading Interlagos's ageing facilities was needed if a new deal was to be agreed.

There are currently two alternative plans for the new pits: comprehensive updating of the old facilities; or, more likely, an all-new building located on the straight between the Senna Esses and Turn 4.

Interlagos circuit manager Octavio Guazzelli told AUTOSPORT: "The decision is not up to me, but I hope they opt for the new one because there we can work from zero. The new one will cost something like 80 million Reais [€30m], 20 million [€7.5m] less

than rebuilding the old one."

Should the new complex be given the green light, the pit entry would be located at the third part of the Senna S, with the exit on the run to Laranjinha.

Guazzelli is confident that whichever option is chosen, the paddock will set new standards for F1. "It will be a sensational complex, be it the new or the existing one," he said.

The final decision on the project is due to be announced at this year's Brazilian Grand Prix in November.



Pollock has been ruffling feathers

Pollock explains controversial hire

CRAIG POLLOCK, BOSS OF NEW Formula 1 engine supplier PURE, has admitted that the deal for FIA head of powertrain Gilles Simon to join as technical director was agreed "a few months ago".

Simon's move to PURE has been heavily criticised by rival engine makers. Although Simon does not possess proprietary information from them, he does have a huge amount of knowledge on their programmes from his work with the FIA.

Pollock told the Grapevine

column on AUTOSPORT.com that the deal with Simon "was a few months ago. He knew exactly where he was going, as did the FIA."

Pollock also confirmed that FIA president Jean Todt had given Simon's move his blessing, before adding that "he asked me to maintain silence until [the Hungarian Grand Prix] weekend".

F1 teams group FOTA is expected to lobby the FIA to alter contracts with technical personnel to avoid a repeat of this controversy.

Alonso says Newey is not needed

FERRARI ALREADY HAS THE

personnel needed to win the world championship and does not need Red Bull design wizard Adrian Newey, according to Fernando Alonso.

The Scuderia was linked with an audacious move for Newey earlier this year, but the Red Bull chief technical officer has no interest in a move to Italy.

Alonso has no doubts that the new Pat Fry-led technical regime means that Ferrari now has everything in place to re-establish itself as the top team in F1.

"If you look at Adrian Newey, it's not a case of him turning up at Red Bull and, at a stroke, creating a winning car with a magic wand," said Alonso. "It took years for the team to reach the level it is at now.

"It takes great people, structures and obviously a little pinch of genius. I am convinced we too have that genius."

Alonso has not given up on overcoming his 89-point deficit to world championship leader Sebastian Vettel.

"We can't say we will tackle eight races without having the title in the back of our mind, at least until there is no longer the slightest chance," he said.

THIS WEEK IN F1



RED BULL Mark Webber is likely to be confirmed as a Red Bull driver for 2012 at the Belgian Grand Prix later this month. The Australian travelled to Red Bull HQ in Salzburg last week to finalise a contract (AUTOSPORT, July 21).



McLAREN Former world champion Jenson Button has refused to give up on the 2011 title, despite lying 100 points behind Sebastian Vettel with only 200 left to play for. "I never give up," he said. "I'll take each race as it comes and then look at the points at the end of the year."



FERRARI Team principal Stefano Domenicali has scotched suggestions that Lewis Hamilton could move there. "I'm pleased he said 'never say never' on the subject of Ferrari," said Domenicali. "But I don't think the question will arise in the short or the long term."



MERCEDES GP2 race winner and team junior driver Sam Bird is set to return to the cockpit of a Mercedes Formula 1 car in the Bavaria City Racing event. The demo event will take place in Rotterdam in the Netherlands on August 21.



RENAULT The chassis used by Nick Heidfeld during the Hungarian Grand Prix has been written off by the team. This is as a result of the fire that the German suffered during the race.



WILLIAMS Veteran Rubens Barrichello is keen to extend his stay with Williams until at least 2013. "I told Williams that if they offered me a two-year contract, I would sign right now," the Brazilian said on his Twitter account.



FORCE INDIA Team stalwart Adrian Sutil is unsure where his F1 future lies for next season, although he could stay put. "I'm happy in this team and as long as it goes forward, I'm even more happy," he said. "But it's too early to say."



LOTUS Veteran Jarno Trulli has criticised the Hungarian GP stewards for not penalising Sauber's Sergio Perez for cutting the chicane. "I overtook him twice and to regain his position he cut the chicane," said the Italian.



HRT New boy Daniel Ricciardo is confident that switching between F1 and Formula Renault 3.5 will not hold him back in either category: "In FR3.5 everything is a bit slower than F1, but each time I sit in the car I'm mentally prepared."



FIA Indian motorsport chief Vicky Chandhok has called on the FIA to reconsider plans to run next year's Indian GP on April 22 because the temperatures are too high at that time of year.

ALLAN TOMLINSON 1916-2011

Former Australian Grand Prix winner Allan Tomlinson died last week at the age of 95. Tomlinson, who won the 1939 race at Lobethal driving a 1934 MG TA, quit racing after a life-threatening crash in the 1940 Australian GP.



CHARLES PIC

“THERE’S ALWAYS A CHANCE”



GIEDO VAN DER GARDE

“IT DEPENDS ON KUBICA”



No room for 2012 F1 hopefuls

Lack of available seats on the grid for next year leaves GP2 frontrunners with some tough decisions to make

Frontrunning GP2 drivers are facing a race against time to secure a seat in Formula 1 for the 2012 season.

While runaway championship leader Romain Grosjean is tipped to return to the pinnacle next season, or even later this year with Renault once he has sealed the GP2 crown as expected, his main pursuers have limited options. The rest of the top five in the standings will all have at least two full seasons of GP2 under their belts by the end of 2011, and they could be faced with having to find the money to do another season in the feeder category.

Sauber was the most recent team to confirm its two-car line-up for 2012 during the Hungarian Grand Prix weekend, meaning that available seats for up-and-coming drivers are few and far between.

Ferrari junior driver and GP2 race winner Jules Bianchi, who had a difficult start to the year after he was tipped to fight for the title, described Formula 1 as

a closed shop for next year.

“I think everything is blocked in F1, there is no place at all,” he said. “I don’t know what happens next year; difficult question.”

The likes of Bianchi, Giedo van der Garde, Charles Pic and Sam Bird are all aware that the longer they stay in GP2 the higher the expectations are for them to win the championship.

“To do a third year in GP2 won’t be so nice,” added Bianchi. “It’s difficult because if you don’t win in the third year you are finished. Plus the budget is expensive, so it’s not easy to find it again a third time.”

With budgets in the region of €2million per year, it is becoming more difficult for drivers to stay at this level for season after season.

Briton Bird adds: “It’s very difficult to say what is the best option. But I don’t have €2million for next year. It’s the most elite club in the world, and to get into it is really, really tough. So what do you do?”

TEAMS WON’T GAMBLE

The current restrictive testing rules in F1 make it difficult for teams to give any seat time to rookie drivers.

A handful have offered running on Fridays of grand prix weekends, with Paul di Resta and Daniel Ricciardo the most recent benefactors of that with Force India and Toro Rosso respectively. But neither was racing in GP2 concurrently, and choosing between some limited F1 action and a full season of racing is not a clear-cut choice.

“It’s very hard because there is no testing,” said van der Garde.



“Experience wins - there’s a lot of guys who’ve been in F1 for a long time”

SAM BIRD

“I’ve been talking to [Force India reserve driver] Nico Hulkenberg about the test-driver role. You go through all the same procedures as the race driver and it’s all for 20 laps on a Friday morning. That is very tough. But another year in GP2? I’m not sure that is the right option.”

Bird, who is a junior driver with Mercedes, added that it was tough to convince teams to give a chance to an inexperienced driver.

“Teams don’t want to take a risk on a rookie,” said Bird. “He might be brilliant, but at the same time he might not bring the results straight away, and that is a net loss for the teams when they are spending so much to go racing. Experience wins every time at the moment, and



JULES BIANCHI

"EVERYTHING'S BLOCKED"



SAM BIRD

"TEAMS WON'T TAKE A RISK"

there's a lot of guys who have been in F1 for a long time who don't want to leave at the moment."

ALL IS NOT LOST

Despite the limited options in F1, there is still a sense of optimism in the GP2 ranks. Pic, who is the youngest of the top contenders this year, is the most upbeat heading towards the latter stages of the year.

"There is always a chance," he told AUTOSPORT of his hopes for graduating next year. "My management are having meetings, and I trust them fully. I can just focus on my racing."

His Addax team-mate van der Garde added that more is likely to happen in the driver market once the GP2 season is over.

"We have two more race weekends, then the business starts," he said. "Some teams aren't confirmed, and I think the whole market is waiting on Robert Kubica."

The Pole's recovery from his rally accident at the start of this year is likely to have the biggest bearing on where Grosjean ends up. With the exception of 2007, GP2 has always produced at least two graduates for the following year, so perhaps the optimism of his championship rivals is well placed.

EXPERT VIEW

PASTOR MALDONADO
REIGNING GP2 CHAMPION

The level of the drivers in GP2 is strong this year, like always. The racing has been amazing, even better than ours in Formula 1. But there is a problem because at the moment we have a lot of young drivers in F1 with a lot of talent.

The best thing you can do if you cannot come to Formula 1 is to stay in GP2. But if you have a chance with a team at the back of the grid, it's a difficult choice.

The difference between the teams at the front, in the middle and at the back in F1 is so big. I don't know if it's better to go in

with a team that is not competitive or to stay another year in GP2. It's good to get experience in F1, but teams are always looking for the new star, and they always look at GP2 rather than an uncompetitive team.

If you have a deal with a top F1 team and they decide to put you with a less competitive team, then that is a good choice. But if not, I think it is better to stay in GP2. If you win the championship it can open more doors to join a better team.



Maldonado won in fourth year of GP2



GP2 GRADUATES IN F1

The Formula 1 stats for drivers who have stepped up from GP2 since it started in 2005

2 GRAND PRIX WINNERS

NUMBER OF GP2 DRIVERS TO GRADUATE TO FORMULA 1

12

HAVE SCORED POINTS IN A GRAND PRIX

19

1119
LAPS LED

6 F1 PODIUM FINISHERS



1 WORLD CHAMPION

GP2 DRIVERS TO TAKE POLE IN F1 **3**

2 GP2 CHAMPIONS NOT ON THE 2011 GRID

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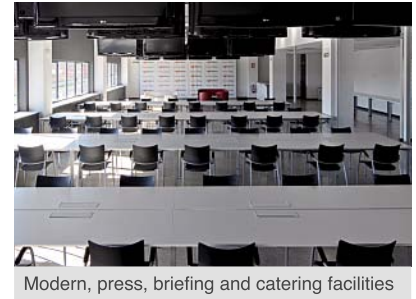
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Turns: 15 (6 left y 9 right)

Paddock: 41.000 m²

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29 pit garages

17 hospitality suites

Briefing and press room

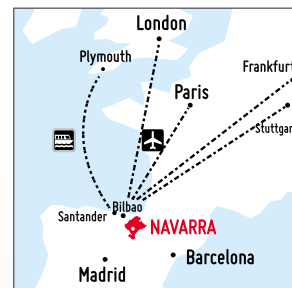
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Helipad

Paddock bar and restaurants

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Vitoria: 65 km.		Santander: 262 km.	
Zaragoza: 150 km.			

KARTING TRACK · SLIPPERY SURFACE TRACK · CONFERENCE CENTER



MPH Mark Hughes

AUTOSPORT grand prix editor

It's possible that Red Bull's aero advantage has finally been eroded by Ferrari and McLaren. If that's the case, the second half of the season should be epic

Did you notice, on the exit of Turn 1 on the first lap of the Hungarian Grand Prix, Fernando Alonso, having got into the turn just behind the two McLarens, gets onto the power and is immediately zapped by both Mercedes?

Maybe his rear tyres were just not up to temperature, but that would be unusual. Generating rear tyre temps is not normally a problem, given that they are transmitting the engine's torque; it's the fronts that take time to warm usually. Maybe there was a glitch in the Ferrari's upshift, but Fernando didn't mention it. Maybe – and here's the intriguing part –

the Ferrari has had terrific fast-corner grip. The cooler-than-forecast races of Nurburgring and Hungary disguised it a little because it's still slightly more reluctant than the Red Bull and, especially, the McLaren to generate instant front-tyre temperature. But three or four laps into a stint on a clear track, the Ferrari's Silverstone speed continued to be evident. In fact, at least one Ferrari team member is convinced that if there were to be a race now at Suzuka, they would walk it; Red Bull-fast through the long, quick corners, but easier on the tyres, those corners aggressive enough to get the front tyres straight up to temperature for a qualifying lap even on the Ferrari.

But is it possible that part of that aerodynamic upgrade has hurt its traditional strength of traction? One very noticeable change in the car Silverstone-onwards has been its greater degree of rake, following the fashion of the Red Bull. Ferrari went some way with this in the second half of last year, but came back to a more conventional angle with this year's car. Technical director at the time Aldo Costa explained: "We believed it was not possible to follow this direction with the tougher [FIA] tests. But it is clear that there is some ingenuity in achieving this in the Red Bull and still pass the tests. The test is the only thing you must pass, therefore their car is legal. It is something we are now going deeper into investigation with and we will have a 'flexi wing' soon."

This is what was introduced for Silverstone, facilitating the nose-down stance. The exhaust-

blown diffusers – even in their limited Silverstone form – allow the higher rear ride height to work by making a virtual seal, preventing leakage, increasing the effective height and power of the diffuser and also sucking the flow from around the rear tyres and sending it over the diffuser instead, thereby reducing drag and increasing downforce. The aerodynamics around the front of the car will also be more effective, with both the front wing and the leading edge of the floor working in ground effect. Win-win – aside from the fact that it won't squat as much on acceleration and the traction will thereby suffer.

That looks to be the direction Ferrari has followed. Then there's McLaren, another car recently featuring more rake. More powerful off-throttle blowing for the Nurburgring and a revised exhaust/rear brake duct layout for Hungary seem to have been all about taking fuller advantage of the car's increased rake. Recall the hot Valencia weekend, when the car ran rather flatter and overheated its rear tyres? McLaren seems very confident it's fixed that trait. Is that all part of the increased rake too?

Has Red Bull reached the point of diminishing returns at just the moment Ferrari and McLaren have made big gains by finally nailing a significant part of the Red Bull's aero concept? Is that why Red Bull has won just one of the last four races? Are we about to see an epic second half-season between the three teams? F1 heads into the holidays with those tantalising questions hanging heavy in the air. ❧



Nose-down stance good for aero, bad for traction

PIC: LAT

the Ferrari simply didn't have the traction of the Mercedes. For years, braking and traction have been the Ferrari's strong point, the longitudinal grip they could rely on to keep them in contention even when their downforce was not all it might have been.

But since its Silverstone upgrade,

“Has Red Bull reached the point of diminishing returns?”



DTM star to switch from Stuttgart to Munich

DTM

Spengler in BMW switch

DTM series leader to quit Mercedes after seven years for 2012. By JAMIE O'LEARY

Spengler out front for the Three-Pointed Star



Bruno Spengler will race for BMW in next year's DTM after deciding to end a seven-year spell with Mercedes, AUTOSPORT can reveal.

The 2011 championship leader has been strongly linked to join BMW – which is re-entering the series after a 20-year absence – for a number of months. The Munich manufacturer has been vocal in insisting that it needs a frontrunning driver with contemporary DTM experience to kick-start its challenge.

Although neither BMW nor Mercedes was prepared to

confirm the move, AUTOSPORT understands that a deal has now been agreed between French-Canadian Spengler and BMW that will involve him joining the manufacturer alongside Andy Priaulx and Augusto Farfus, who have already been announced.

Spengler, 27, said at the Spielberg round in June that he had not discussed a move and had no interest in leaving Mercedes.

And he reiterated that stance last weekend, telling AUTOSPORT: "Rumours are rumours and they have been the same since January, so I'm not worrying about them.

I don't want to say more than I said a few races ago. I can't comment."

Spengler has spent his entire DTM career with Mercedes, twice finishing as the championship runner-up and winning a total of nine races. His involvement with the manufacturer began in 2004 as a driver for the Mercedes-engined Mücke Motorsport squad in the Formula 3 Euro Series. He led the 2010 DTM title race for most of the season, but fell to third behind Mercedes team-mates Paul di Resta and Gary Paffett after a disastrous Shanghai season finale.

The 2011 season started perfectly with a victory at Hockenheim, and he regained the series lead with a victory at the Norisring.

When asked whether it was possible for Spengler to remain with Mercedes next year, the manufacturer's motorsport vice-president Norbert Haug said: "Sure. But we are most concentrated on what is going on now with the championship. We should focus on this now and then concentrate on the next steps when time allows."

SPENGLER'S HIGHLIGHTS



2006

Takes four wins on his way to second in the championship in first year in a top car



2007

Second in the standings again, and top Mercedes driver for the first time in his DTM career



2010

Breaks three-year winless streak, but then throws away 17-point advantage over Paul di Resta

P60 DTM NURBURGRING

LE MANS

Scheider rules out Le Mans

TWO-TIME DTM CHAMPION

Timo Scheider is unlikely to join Audi's Le Mans 24 Hours squad in the foreseeable future. The 32-year-old German, who notched up a second win in the Spa 24 Hours with the WRT Audi team last month, appeared to be gearing up for a Le Mans assault with Audi when he took part in last year's event in a



Too busy with DTM to race an R18 TDI

Scuderia Italia-run Porsche 911 GT3-RSR. Now he has revealed that his focus on the DTM will mean that he is unlikely to race an Audi LMP1 turbodiesel.

"My focus is still on DTM, especially with new regulations and new cars coming," he said. "I will take some time before I start looking at Le Mans [again], maybe five years.

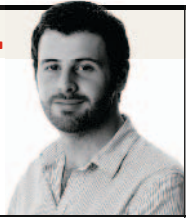
"Le Mans is still a race I want to win. I have won Spa [in 2005 and '11] and the Nurburgring 24 Hours ['03], but I still want to win the other two big 24-hour races at Le Mans and Daytona."

Audi Sport boss Wolfgang Ullrich refused to be drawn on possible changes to the German manufacturer's sportscar line-up for 2012.

AUTOSPORT SAYS...

JAMIE O'LEARY
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So it's a done deal then. Despite the denials of all the parties involved, the move that most of the DTM paddock has been expecting for many months has finally happened, and Bruno Spengler will take his lot from Mercedes to BMW next year.

But what if that lot includes the prestigious number 1 sticker on the side of the car? You'd expect that Norbert Haug and co would be less than thrilled at investing huge resources in making the Canadian champion, only to then see a rival manufacturer milking the PR value of that success. And you'd expect too that losing a second champion in as many years (although Paul di Resta's defection to F1 was a bit different) would cause headaches in the marketing department in Stuttgart.

It's not even as if Mercedes can throw its eggs in for the remainder of 2011 with one of its other drivers either – Jamie Green is the next-best-placed in the DTM, but has only half the points of Spengler at present.

Merc boss Haug told AUTOSPORT last weekend: "We concentrate on the championship for now, and focus on the next step when time allows." On balance, that seems to be the right approach. Better, after all, to lose your champion than not have a champion to lose.

NASCAR

Edwards speculation is over

NASCAR FORD RACER DAVID

Ragan believes that the ongoing speculation about the future of Roush Fenway Racing team-mate



Edwards is staying on

Carl Edwards was a distraction to the team before a contract extension was agreed last week.

Neither Edwards nor team owner Jack Roush would comment on the details of the new deal, although both expressed their relief that the negotiations were over after widespread rumours that the current Sprint Cup points leader could decamp to Joe Gibbs

Racing for 2012.

Ragan said that the saga had taken a toll on everyone within the team.

"I'm happy to see [the deal]," he told journalists at Pocono. "I wish it would have happened six weeks ago, but that was certainly the top priority of Roush over the last six weeks, in my opinion, and maybe now they can move on."

NASCAR

SPIN AND WIN

Ricky Stenhouse Jr won't forget his second career NASCAR Nationwide Series win at Iowa Speedway last weekend in a hurry. Stenhouse's engine blew on the run to the finish, causing team-mate Carl Edwards to get lost in the smoke and ram Stenhouse's Ford across the line in first place.



NASCAR

Petty: Danica not ready yet

NASCAR RACE WINNER KYLE PETTY

believes that IndyCar heroine Danica Patrick is not ready for the Sprint Cup.

Patrick is expected to race full-time in the second-tier Nationwide Series for JR Motorsports in 2012, along with a limited Cup schedule. But retired racer Petty said that she still lacks the experience to be competitive at the top level of stock cars.

"She is not ready for the Cup," he told Speed TV. "End of conversation. When she has come over [to Nationwide], she has been able to run with some of the younger guys, but she's still not running door-to-door with Joey Logano, Kyle Busch and guys like that. When you get to Cup, Joey Logano is running 25th."

JR Motorsports co-owner Kelley Earnhardt said that negotiations with Patrick are progressing.

"Things are looking positive for us to do something together," she said.



Spengler would take that number 1 to BMW

REMEMBER WHEN...



1995 SEASON

...a DTM champion decamped? If Bruno Spengler wins the DTM, he will take the #1 to another manufacturer. This last happened when Klaus Ludwig won the 1994 title for Mercedes and switched to Opel for '95.



The 2012-spec Dallara broke cover at Mid-Ohio...

INDYCAR

2012 IndyCar makes test debut

New-specification Dallara racer given its initial shakedown run with Dan Wheldon at Mid-Ohio road course

IndyCar 2012 project manager Tony Cotman has described Monday's inaugural track test of next year's new chassis as "a great day".

The Dallara, fitted with the first version of the road/street course bodykit and the new 2.2-litre Honda turbo engine, was put through its paces for the first time at Mid-Ohio by Indy 500 winner Dan Wheldon.

"It's great to see the work of so many individuals in a very short amount of time out on the racetrack," said Cotman. "It's the start of a new era for IndyCar."

Penske's Ryan Briscoe told the

...with Dan Wheldon on shakedown driving duties



official IndyCar podcast that his team had not finalised its own test dates with the car, but that he was looking forward to the

chance to try it out.

"I haven't heard any test dates yet, but hopefully I can be one of the first guys to go out and turn

some laps," he said.

"I can't wait. It's something new. The current car is great, but I am so excited to get out there with 150 more horsepower on the road courses. It's going to be awesome."

The two-day outing at Mid-Ohio was the start of 12 scheduled days of initial testing, which will be split across three road courses and three ovals.

The first oval test will be held at Texas, with manufacturers Chevrolet and Lotus to begin their initial running early next month.

Teams will take delivery of their first cars in December.

FORMULA 3

Small grid for Masters

THIS SEASON'S MASTERS OF Formula 3 is set to be contested by the lowest entry since its inaugural running in 1991.

Only 16 cars were confirmed for this year's Zandvoort race as AUTOSPORT closed for press, matching the number that raced when David Coulthard won the first mid-season event for Paul Stewart Racing 20 years ago.

The low entry is mainly down to all but one British F3 team opting to skip the Masters. Carlin will take four cars,

but none of the other five British series teams are set to compete. Fortec's Lucas Foresti will instead drive for German squad Mücke, while Double R Racing's Pipo Derani will take up a berth at Italian outfit Prema Powerteam.

AUTOSPORT understands the low entry is chiefly down to the British teams believing that their Euro Series rivals are set to have an advantage having already raced at the Dutch venue this season.



Masters F3 race has a thin entry this season

LE MANS

Own car for GreenGT

 P38 GREEN SPECIAL

GreenGT used this image to launch original project



THE SWISS TEAM AIMING TO CONTEST the Le Mans 24 Hours with a hydrogen-powered car is to build its own chassis.

GreenGT had planned to install its powertrain, a hydrogen fuel cell that provides the power for electric motors, into an off-the-shelf customer LMP2 prototype chassis. It will now design its own car for packaging reasons.

Technical director Jean-Francois Weber said: "We have decided to design our own chassis because of the complications of running a fuel cell. The car will be longer and heavier than a normal LMP2."

Weber said that a well-known engineering consultancy was

already undertaking an aerodynamic study for the open-top car and would be announced once a contract had been finalised.

The plan is for the car, to be called the GreenGT LMP H2, to begin testing at the start of next year with former Sebring 12 Hours winner Christian Pescatori driving.

Weber believes GreenGT still has a hope of taking up the Le Mans entry for an experimental car granted to the DeltaWing sports car. The race organisers have said that GreenGT and Yves Courage's all-electric project will be able to take part in the official Test Day as reserves.

LMS

ASM LMS pull-out

THE TITLE-WINNING ASM PROTOTYPE squad has withdrawn from the remainder of this year's Le Mans Series after a spate of mechanical problems.

The Portuguese team, which won the LMP2 drivers' title with Olivier Pla and Miguel Amaral in 2009, opted to miss last month's round at Imola in the wake of engine failures at the Spa LMS round and the Le Mans 24 Hours. The team and car owner Amaral have now decided not to return to the series with its Zytek 09S LMP1 contender.

Team boss Antonio Simoes said: "We made a bad decision to move up to P1; we should have stayed in P2. We weren't competitive at Spa or Le Mans and the engine failures were something Miguel couldn't cope with."

ASM has blamed Zytek for the problems with its 3.4-litre V8. Zytek claims that the Spa failure resulted from a cracked oil pump caused by damage from kerbs.

Simoes explained that a renewed prototype campaign in 2012 was unlikely and that he was examining a number of options in GT racing, including the Blancpain Endurance Series.

IN BRIEF

SSM will stay with Honda



SCHMIDT COMMITS TO HONDA

Sam Schmidt Motorsports has become the third IndyCar team to confirm that it will use Honda engines next year, joining Ganassi and AJ Foyt Racing. The only other team to have announced an engine deal so far is Penske, which will use Chevrolet.

HANLEY TESTS GP2

Ben Hanley tested GP2's single-element rear wing at Monza last week ahead of the series' visit to the track in September. The series has always run single-element wings at the circuit, although this will be the first time with the narrower rear wing.

ECOSSE PLANNING AHEAD

Ecurie Ecosse has targeted a full-time return to international racing next year following its top-20 finish at the recent Spa 24 Hours with its Aston Martin crewed by Oliver Bryant, Andrew Smith, Alasdair McCaig and Joe Twyman.

TWO-DAY DTM TEST PLANNED

The DTM is staging a two-day official test for 2012 machinery at Lausitz in the week beginning September 12. All three of next year's manufacturers – Mercedes, Audi and BMW – are expected to attend. Mercedes has yet to run its new car.

NEW AUDI SHAKEDOWN

Audi has confirmed that its 2012 DTM car, based on the A5 Coupe, was given a shakedown run by Martin Tomczyk at a private test venue earlier this month.

WHELDON FOR GOLD COAST

Dan Wheldon is the latest addition to the V8 Supercar race on the Gold Coast. The Indy 500 winner will share James Courtney's HRT Holden Commodore.

PASTRANA NATIONWIDE DELAY

Travis Pastrana has delayed his NASCAR Nationwide debut until next year to allow himself time to fully recover from the broken ankle he sustained while attempting a flip on a motorcycle. It is unknown whether this will affect his chances of contesting the IndyCar finale at Las Vegas.

No NASCAR for Pastrana



FORMULA 3

Abu Dhabi F3 plans

FORMULA 3 TEAMS AND DRIVERS

could have the chance to race on Abu Dhabi's Yas Marina Formula 1 circuit this winter.

Andrea Ficarelli, the former head of communications at the Benetton and Toyota F1 teams, has drawn up a plan for an F3 event at the Middle Eastern venue, which would take place in December before the inaugural Gulf 12 Hours GT race in January.

A survey has been sent to Formula 3 teams "throughout Europe" for feedback. Ficarelli hopes to run a race "open to Formula 3 cars from all national and international championships, competing together with separate classifications, but using the same tyres".

Teams will be offered six days of winter testing, and a potential two days of competition (including a night race). Event promoter Driving Force Events will also transport competing cars to the Middle Eastern venue by sea freight.



F3's last Middle-Eastern race was Bahrain in 2004

However, DFE will not cover the cost of flying equipment from November's Macau F3 GP and says there is not enough time to transfer cars from China by sea, so it will mainly target teams not racing at Macau or that have spare cars that can be sent to the Middle East.

The idea has attracted some support from the category. Prema Powerteam team manager Rene Rosin said: "It's a

good location and an F1 circuit too. Instead of having testing in December and January on cold and wet tracks in Europe, it could be a big advantage – especially for new F3 drivers – to have a race weekend in good conditions."

Signature boss Philippe Sinault added: "It would be a perfect thing for F3 to have a presence in another part of the world."



ELECTRIC RACING

FUTURE SHOCK

The Spanish-built Quimera AEGT01, an all-electric GT car producing up to 700bhp, made its test debut at Motorland Aragon last week. To see it in action, visit autosport.com

➔ P38 GREEN SPECIAL

WTCC

Dynamics planning WTCC entry

Leading British Touring Car squad plans to start testing next year ahead of a world-stage entry in 2013

Honda could soon return to World Touring Car action with the Team Dynamics squad that runs the company's British Touring Car programme.

The Japanese firm last contested the WTCC in 2008, when James Thompson won a race at Imola in an N.Technology-run Accord Euro R.

Now Dynamics boss Steve Neal has confirmed a car is being built for evaluation purposes. It will be tested next year, ahead of a possible WTCC campaign in 2013.

Neil Brown Engineering, which builds the two-litre BTCC Honda Civic powerplants, is already working on a 1.6-litre WTCC unit.

Neal said: "We will have a car ready by the start of next year for testing. If you're going to go, you've got to have a year developing it."

"We won't have an engine for a

Dynamics Civics lead BTCC points



year, so it'd be 2013. We could maybe go to the WTCC with Honda Europe, but it's hypothetical at the moment."

Neal believes the BTCC project shows the squad could take on the WTCC pacesetter factory RML-run Chevrolet Cruzes in the WTCC. Honda's Matt Neal and

Gordon Shedden both currently lead the naturally aspirated works Chevrolet of Jason Plato in the BTCC standings.

"I think our cars as they are could give Chevrolet trouble," said Neal Sr, who would not confirm whether the base car would be the current Civic. "We

think we could give them a run."

AUTOSPORT understands the BTCC squad would probably continue, even if Dynamics/Honda Racing did branch out into the WTCC. "Honda like what they've got," said Neal.

Thompson's Imola victory in 2008 is the only WTCC success for Honda so far, but it hasn't lost the European Touring Car Cup since 2008 and JAS-run Accords were European Touring Car Championship frontrunners at the beginning of the last decade.

Dynamics BTCC rival Arena Motorsport is continuing the build of the Global Ford Focus it could campaign in the WTCC. Its Mountune engine should be ready by October, with the car scheduled to begin its evaluation programme the following month.

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BTCC

BTCC set to stick with Snetterton 300

➔ P48 SNETT BTCC REPORT



New Snetterton was popular

THE BRITISH TOURING CAR

Championship looks likely to include the new Snetterton 300 circuit on its calendar again next year after record crowds flocked to the Norfolk venue last weekend.

Although the track, at three miles, is much longer than other BTCC circuits, it attracted 35,000 spectators over the two days, the highest figure since MotorSport Vision bought Snetterton in 2004.

Series boss Alan Gow, who is known to favour short tracks because of the number

of times spectators see cars, believes there is no need to switch to the shorter 200 circuit, which cuts out the new infield section.

"The 300 circuit obviously provides the spectators with much better viewing [with the new banks] and facilities," he said. "I haven't seen a crowd like that at Snetterton since the 1990s. I haven't heard any particular desire from the drivers to use the 200 layout, and in its new guise it wouldn't provide any more overtaking opportunities."

Driver reaction was mixed, with most

praising the passing possibilities provided by the Montreal and Agostini hairpins, but criticising the new Coram-Murrays section.

Podium finisher Paul O'Neill said: "I'd stay on this [layout]. It causes people to make mistakes because it works the tyres so hard and if someone puts money into a track it seems disrespectful not to use it."

But points leader Mat Jackson said: "I don't think the infield adds extra overtaking and it's such a long lap for the spectators. It'd be quite good to run on the 200."

STCC

Thompson targeting WTCC after Volvo exit

JAMES THOMPSON IS EYEING A return to the WTCC following his split from Polestar Racing's Scandinavian tin-top operation.

The former BTCC champion and ETCC winner left the Volvo-backed squad last week after failing to agree on the development direction of the C30 car and will be replaced by Gabriele Tarquini.

"They are a great bunch of guys," Thompson told AUTOSPORT. "But we hit an impasse on what they and

I thought we should do with the car, so the best thing to do was to go our separate ways."

Thompson is now angling for a return to the WTCC, in which he has won four races and finished third in the 2007 points.

"There's definitely a sense of unfinished business there," he added.

"I've led it and finished third overall with almost no budget, so I know I can compete at the front if the package is right."



Thompson has left Volvo squad



Series will split in '12

STCC

STCC split confirmed

BREAKAWAY GROUP THE TTA HAS

confirmed that it will split from the Scandinavian Touring Car Championship and run its own series for silhouette cars based on the Solution F chassis in 2012.

The two groups, which have been in disagreement over the STCC's plan to phase in the BTCC's NGTC cars, had been in discussion for several months. Talks progressed to the point of an offer for the STCC to be sold to the TTA teams, but that offer was withdrawn last week.

STCC AB owner Rickard Palsson said that he would financially guarantee the STCC for at least five more years, and confirmed that the series would be 100 per cent NGTC by 2014. Four teams have already committed to the TTA for next year.

IN BRIEF

Proton made its debut



NEW PROTON DEBUTS

The Proton Gen-2 of Welch Automotive made its British Touring Car debut at the Snetterton round last weekend. Series rookie Daniel Welch took the front-wheel-drive NGTC machine to 22nd, 18th and 19th in the three races.

DAVIDSON INJURED...

Anthony Davidson is facing a race against time to be fit for the AUTOSPORT 6 Hours at Silverstone on September 11 after breaking his collarbone after he was knocked off his bicycle last week. The Briton underwent an operation on the injury on Monday.

...AND SO IS WILSON

Justin Wilson is unlikely to need surgery despite suffering a compression fracture to a vertebrae in an IndyCar crash at Mid-Ohio last week. It is not yet known whether the Brit will return to the Dreyer & Reinbold cockpit this year.

BYFORD MAKES BTCC DEBUT

Martin Byford scored a best finish of 14th on his BTCC debut at Snetterton last weekend. The former Renault Clio Cup champion is expected to drive the AmD Milltek VW Golf for the rest of the year.

BTCC PENALTIES

British Touring Car squads Honda Racing and Dynojet have been handed 10-point penalties in the teams' championship for exceeding their engine allocation.

WRT GOING TO SEPANG

The Belgian team WRT, winner of last month's Spa 24 Hours, will field a pair of Audi R8 LMS GT3s for a roster including Frank Biela, Marco Werner, Marcel Fassler and Seiji Ara in the Sepang 12 Hours next month.

NEW S2000 CIVIC TESTED

STCC privateer Tomas Engstrom tested this new S2000-spec Honda Civic FD2 (below) at Franciacorta last week. The car is being developed by JAS Motorsport.



New Honda broke cover



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PIT BITS

Facts and stats plus a readers' poll

Flashback

2005 IndyCar season

ETHANOL COMES TO INDYCAR

The late Paul Dana brought ethanol to IndyCar in the form of backing from the Ethanol Promotion and Information Council for his Hemelgarn entry in 2005. The series then introduced an ethanol/methanol blend the following year.



TOP FIVE

Successful GP2 graduates

- Lewis Hamilton**
Little competition here, given that he's GP2's only F1 world champion.
- Heikki Kovalainen**
Remarkably, the Finn is the only GP2 graduate other than Hamilton to have won in F1.
- Nico Rosberg**
Stepped up to F1 in 2006 and has since taken five podiums with Williams and Mercedes.
- Timo Glock**
The 2007 GP2 champ finished second in Hungary (2008) and Singapore (2009) with Toyota.
- Nelson Piquet Jr**
Nico Hulkenberg could have staked a claim here, but Piquet's second at Hockenheim in 2008 gets him over the line.

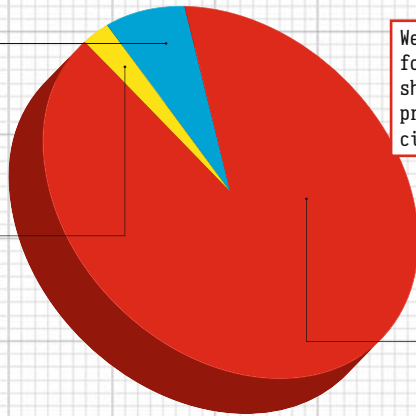


Piquet: P2, Germany '08

Permanent F1 circuits

I don't care 7.3%

I'd like to see more temporary circuits 2.9%



We asked AUTOSPORT forum users if F1 should do more to protect permanent circuits

Permanent circuits should be protected 89.8%

top tweets



@MarioAndretti
I wish my friend @JustinWilson22 a speedy recovery. It's a difficult setback, but stay determined, resilient & steadfast. You are missed.



@tomasscheckter
I got cabin fever can't leave house cause of keys. I got a basketball drew a face on it and started speaking to it



@Sebastien_buemi
Faenza!



@mw55 [Michael Waltrip]
NASCAR in Iowa. They have great corn there.



@dennyhamlin
I think I'm going to shave my head



@PantherRacing
We're in pits. Something wrong with left rear. Anybody see what happened?

NEXT WEEK



1986 AND ALL THAT...

Revisiting F1's best-ever season, with Brundle, Rosberg, Laffite, Johansson, Berger and Dumfries

F3 MASTERS AT ZANDVOORT

The cream of European F3 talent comes together



PLUS

IndyCar heads to New Hampshire; all the international and national weekend race action and results

ON SALE AUG 18



ERC MAGALHAES'S MADEIRA CAKE

IRC regular Bruno Magalhaes won last weekend's European Rally Championship qualifier, the Rali Vinho Madeira. The event had been scheduled as a round of the IRC until organisers reneged on paying the championship's promotional fee.

WRC/IRC

WRC/IRC merger plan revealed

The two series could join forces for the 2013 season, according to WRC Commission president Jarmo Mahonen

The chances of the World Rally Championship and Intercontinental Rally Challenge joining forces have taken a step forward – with hopes of a deal being concluded in time for the 2013 season.

WRC Commission president Jarmo Mahonen revealed that he had put a proposal to bosses of the Eurosport-owned IRC for it to become the official second tier of the world championship. Mahonen admitted the lack of a lower division was of real concern to him.

“We have to create a very strong second-tier championship,” said the Finn. “The WRC is built actually for professional drivers, car manufacturers and semi-professional teams, it’s not really for the privateers. But, if there is not a good grassroots series, then where do you get the stars?”

“It’s no secret that we have been speaking with them [the IRC]. We have made our proposal to them, but they haven’t responded as yet. We need the pyramid model, like all sports, and at the moment there is no model in the sport of rallying. We need something strong for the privateers and we are in quite a hurry for 2013.”

Although the FIA continues to sanction the 11-round European Rally Championship, that series is devoid of major profile and promotion and a youthful competitor base. Conversely, the IRC is widely promoted and enjoys substantial television coverage on Eurosport, including live programming.

A merger would prove attractive to those competitors, particularly younger drivers, who might consider the IRC as a stepping-

stone to the WRC.

Mahonen wouldn’t be drawn on the precise nature of how the alliance between the two major championships would work, but he did point out that the WRC would be in no position to impose its own regulations on the IRC.

Relations between the two championships cooled earlier this year amid the furore surrounding the return of the Monte Carlo Rally to the WRC schedule for 2012 following a three-year stint as the IRC season-opener.

IRC bosses have always insisted their series is not a rival to the world championship but instead provides an accessible international competition beneath the top level. However, there is a belief by some senior figures in the WRC that the IRC represents a thorn in the side of their series, particularly because

of the high level of interest from local car markets and importers.

Xavier Gavory, the general co-ordinator of the IRC, declined to comment on the discussions.



Mahonen wants a WRC ladder system



IRC winner Neuville is now hot property

IRC

Neuville snubs Ford/VW tests to focus on IRC

THIERRY NEUVILLE HAS TURNED DOWN approaches from Ford and Volkswagen in order to see out his IRC programme with Peugeot Belgium-Luxembourg.

Neuville has become one of the sport’s brightest prospects following his victory on May’s Tour de Corse. He was offered a chance to test a Ford Fiesta RS WRC in France at the end of June, while VW

contacted him about driving one of its Skoda Fabia S2000s on an upcoming world championship event as part of its driver assessment programme.

“Yes, I was contacted to take part in the test,” said Neuville. “Peugeot preferred not to see me at the wheel of a Ford. I understand the decision perfectly as Peugeot is really making a lot of effort

for me. But obviously it’s disappointing not to be able to take part in this test.”

Of the VW opportunity, Neuville added: “There has been contact but achieving results for Peugeot is the priority.”

Neuville has been confirmed for the next four rounds, while the season-closing Cyprus Rally could yet be added to his schedule.

WRC

Ogier goes racing to catch Loeb

SEBASTIEN OGIER HAS TURNED TO single-seater racing in a bid to make sure he can stop seven-time world champion Sebastien Loeb winning Rally Germany later this month.

Ogier, who will start the Trier-based event 31 points adrift of Loeb and third in the standings behind works Ford driver Mikko Hirvonen, is attending the Autosport Academy at Le Mans to improve his driving technique on asphalt. Citroen's younger Frenchman insists that he must beat his team-mate in Germany to have any hope of winning a first world title this year.

"It is a school for young track drivers, I will drive a single-seater there," said the 27-year-old



Ogier will try French single-seater racer

Frenchman. "It's a small car with a 1.6-litre engine I think, but it will be good experience. Somebody will teach me there and maybe this can help me for Germany."

Ogier has yet to win a sealed-surface WRC event, while Loeb hasn't been beaten in Germany since the event joined the WRC calendar in 2002.

"For the moment we still have a chance of the championship, but we have to beat [Loeb] in Germany," said Ogier. "It's going to be difficult, but it's possible as I have good speed now on Tarmac."

Ogier has also revealed plans to contest a warm-up rally in France ahead of his country's WRC qualifier at the end of September.

AUTOSPORT SAYS...

RICHARD RODGERS



Two Mini WRCs will be in action on the Richard Burns Memorial Rally at RAF Marham in Norfolk this weekend.

While the participation – admittedly on a car sharing, non-competitive basis – of factory drivers Kris Meeke and Dani Sordo has been widely publicised, the inclusion of 26-year-old Corsican Pierre Campana is somewhat unexpected and would have been unachievable without the support of the French motorsport federation, the FFSA.

Campana joins a long list of French talents in receiving a helping hand from his country's governing body – Sebastien Loeb and Ogier also enjoyed crucial financial backing from the FFSA.

Despite Campana having made just one start at world level the FFSA has been willing to chuck in most of the cash – approximately £250,000 – to enable him to compete on the WRC rounds in Germany and France following the practice outing in East Anglia.

Campana, like Loeb and Ogier before him, will have to repay the money when – and if – he makes it big, but it's a risk the FFSA is prepared to take such is its unwavering belief in promoting young talents by funding practical experience.

The MSA, in contrast, invests heavily in the worthy Team UK driver-training scheme, but there's no cash to bankroll competitive outings, bad news for one of Team UK's current beneficiaries, Martin McCormack.

The Northern Irishman is trying to find the backing to contest a WRC event this season but without it his dream is unlikely to become a reality.

McCormack needs cash



IN BRIEF



Flodin gets WRC-spec Mini

FLODIN GETS MINI WRC

Patrik Flodin will make his long awaited debut in a Mini WRC on Rallye Deutschland. The Swede (above) had been due to drive one of the Prodrive-developed cars on Rally Italia in May but a lack of spare parts forced him to revert to the Super 2000 version instead.

BOUFFIER'S POLE SLOT

Monte Carlo rally winner Bryan Bouffier prepared for the asphalt-based Rally Zlin, the next round of the IRC at the end of August, by taking victory on the Rally Rzeszow in Poland last weekend at the wheel of a Peugeot 207 Super 2000.

HUNT TO MISS GERMANY

Briton Harry Hunt, 22, has scrapped plans to contest Rallye Deutschland later this month following his Rally Finland crash, which left the Citroen DS3 R3 he hoped to use for the event in need of substantial repair.

BRYNILDSEN NEEDS A PASS

Petter Solberg's protege Eyvind Brynildsen is trying to gain permission from the FIA to miss

Rallye Deutschland – one of his nominated scoring rounds in the SWRC – following his car-wrecking crash in Finland.

MONUMENT FOR POWERSTAGE

World Rally Pass holders on Rally GB will be able to gain access to the mixed-surface Monument stage for the first time this year. The second run through the test will form the event-closing Power Stage, which will be shown live on TV and award bonus points to the top three.

120 CARS HONOUR BURNSIE

Organisers have attracted a 120-car entry for the fourth running of the Richard Burns Memorial Rally at RAF Marham near Kings Lynn in Norfolk this weekend. John Indri, in a Darrin T90, is the top seed.

WRC PLAN FOR McCORMACK

Martin McCormack, a member of the MSA's Team UK driver training scheme, is planning to contest a round of the WRC before the end of the year. The Northern Irishman is currently campaigning a Citroen DS3 R3 in the British championship.

WRC DOUBT FOR ANDERSSON

P-G Andersson has rated his chances of contesting another WRC round this season at "zero". The Swede took part in Rally Finland in an R4 Subaru Impreza but says his IRC deal with Proton is his only chance of competing again in 2011.

WRC

Future of Abu Dhabi in WRC still unclear

Abu Dhabi WRC sponsorship is up for renewal



KHALID AL QASSIMI SAYS ABU DHABI'S continued sponsorship of the WRC and the factory Ford team will become clearer by the end of October.

The Emirate's tourism body's investment is under threat after the country missed out on a slot to host a round of the WRC in 2012.

Al Qassimi, who is contesting selected events in a factory-supported Fiesta alongside his role as Abu Dhabi ambassador, said: "There will be a re-evaluation of what has happened over the last few years. A programme will be submitted and it will be looked at. Personally, I would like to do it."

Of his remaining programme this season, the 35-year-old will compete in Australia, France and Spain. However, an appearance on Rally GB in November is unclear due to the possibility of Al Qassimi requiring surgery on a knee injury sustained during a crash on Rally Japan last September.

BIG NUMBER



Scottish Rally Championship titles won by rising British star David Bogie, who made it a hat-trick of accolades with victory on the Speyside Stages last Saturday



Just
how
good is
Sebastian
Vettel?

When you've got the best car you're always going to win, right? Well, it's a bit more complex than that. *By EDD STRAW*

Sebastian Vettel. Fast? Even his sternest critics would struggle to argue otherwise. Error-prone? Those same doubters push that accusation forcefully. A great champion? Maybe, and close to becoming a great double champion. Lucky to be Red Bull's golden boy? The naysayers certainly think so.

The 24-year-old world champion has an 85-point lead in the title race with 200 to play for, and few seriously doubt that he will start next season with any number other than 1 on the nose of his Red Bull. But despite that, and his 16 grand prix wins, his 23 pole positions, and having scored 85 per cent of the points available so far this year, many regard him as not being in the same class as, say, Lewis Hamilton or Fernando Alonso.

After winning six of the first eight races of 2011, carrying his remarkable form over from the end of last season, any subsequent failure to win has been branded as some kind of disaster. His six wins, four seconds and a fourth place this year are a remarkable return by anyone's standards, but his failure to win

in the past three races seems to signal in some quarters that Vettel has been 'found out'.

You don't have that much success by dumb luck, but is there any truth to the argument that, as Red Bull's favourite son, he has had it relatively easy and is just a very good driver in the best car rather than a true great?

Red Bull team principal Christian Horner is wary about direct comparisons with the greats, but has little doubt about Vettel's overall quality.

"I find it very difficult to compare drivers across generations or those that I've never worked with," says Horner. "He's certainly a standout driver. Time will tell how exceptional he is with the results that he manages to achieve, but already what he has achieved in a short period of time is phenomenal."

It's easy to overlook those achievements. While last season's world championship campaign was interspersed with the odd error — edging over on team-mate Mark Webber while attempting to take the lead at Istanbul Park, and spinning into ►

STAR OF THE AGE
SEBASTIAN VETTEL



◀ Jenson Button's McLaren at Spa stand out – there were also 63 points lost to mechanical problems. So to say that he lucked into the title solely due to Ferrari's strategic meltdown in the Abu Dhabi finale is disingenuous. Vettel's 2010 season was by no means perfect, but by his own admission he wasn't the finished article then. The consensus among those working with Vettel is that winning that title has taken a little of the pressure off.

"It's difficult to highlight only one thing that has become better," says Vettel. "I try to learn with every race, and certainly after the success that we had last year in some ways it might be a relief [of pressure]."

Vettel under pressure is often unflappable. He's always had that ability to deliver the killer qualifying lap when he has needed to, but this season he has shown tremendous resilience when out front. While the Red Bull has been dominant in qualifying, taking all 11 pole positions so far this year, in the races it has merely been competitive. Often, Vettel has had to control the race from the front, in the knowledge that one mistake would leave him vulnerable. Those six wins have not come easily and they have, in part, come down to Vettel's excellence in getting on top of the new Pirelli rubber quicker than most. While Button is the accomplished master of tyre use, Vettel isn't far behind.

"I don't know how long other drivers took to understand the Pirelli tyres," says Vettel. "Clearly there is a difference to last year: you need to listen to the tyres much more this year compared to previous years because they don't last as long and have big degradation. The driver can do some things obviously to make the tyres last longer."

That ability has helped Vettel in races such as the Spanish and Monaco grands prix, where he had to work hard to keep his lead. He defended brilliantly in both. They weren't the kind of defensive drives where he was all over the road, blocking the inside every corner. Instead, they were subtle performances, ensuring that he controlled where the drivers behind could attack. He didn't put a foot wrong under pressure from Hamilton in Spain, while in Monaco he had Alonso and Button breathing down his neck. Running on old rubber, his driving on the street track was immaculate, hesitating on the throttle at the last corner to neutralise the speed advantage that Alonso would have carried through the corner, and ensuring he was unthreatened at Ste Devote.

But then you have the other side of the coin. In China, again on shot rubber, Vettel was ambushed by Hamilton, while in Canada he slid off the track and let Button by on the last lap. Both were in races where Red Bull



Vettel leads Schumacher: two stereotyped Germans

was a sitting duck in the DRS zone and, while Vettel was perhaps guilty of being a little dozy at Shanghai and losing out to a virtuoso move by the McLaren driver, in Montreal he was having to attack in order to reach the DRS zone a second clear of his pursuer.

There was little chance of successfully defending on that long back straight and, while Vettel's Montreal moment has to go down as a mistake under pressure, it was a very different kind of pressure created by a combination of the DRS regulations and Red Bull's relatively weak top speed. Yes, it was an error, but it was not an unforced one – certainly not in the same bracket as his unnecessary spin early in the race at the Nurburgring. He does make mistakes, no question, but no more than Alonso or Hamilton.

So Vettel's season has been one of controlling from the front. That's a skill he prizes, as he alludes in a surprising answer as to which victory he cherishes the most.

"Valencia," answers Vettel. "It might have been boring from the outside, but I was really pleased with how we handled the whole weekend, how we prepared the car, and then how we controlled the race."

That also reveals one crucial strength in Vettel's armoury – preparation. He doesn't have a reputation as a hard worker, but this is desperately unfair. He's a no-stone-unturned man, as he proved at the Hungarian Grand Prix by joining his crew in working late, poring over data to understand their Friday

"He has started a lot of races from the front, and from there you don't have a lot of cars to pass"

Christian Horner argues with Vettel-can't-overtake theory

practice struggles while they removed the floor/diffuser upgrade that they couldn't get to work. This is the unseen, uncelebrated Vettel. It's the Vettel that shoots down the arguments of those who view him as a quick kid who simply straps himself into Adrian Newey's latest masterpiece and wins races without trying.

This intelligent approach is because Vettel would much rather lead from the front than have to fight his way there, so it's no surprise that so many people subscribe to the opinion that he can't overtake. Only a quarter of his victories have come after starting anywhere other than on pole position, and not one of them has featured a genuine pass for the lead – an overtaking move with both drivers involved on broadly equal strategic footing. But, as Horner points out: "He has started a lot of races from the front and from there you don't have a lot of cars to pass." It's also worth noting that no-one ever took Juan Manuel Fangio, Alberto Ascari or James Hunt to task for failing to win from fourth on the grid or lower.

Fair enough, Vettel doesn't have a reputation for the kind of breathtaking



Vettel is very much Mateschitz's protege



Team boss Horner with his world champion

year – disappointingly in front of his home crowd to boot.

While Vettel's results have, relatively speaking, tailed off in the past three races with 'only' two second places and a fourth, it sets up the mouthwatering prospect of him having to fight tooth and nail with Ferrari and McLaren in the second half of the year. Red Bull's qualifying dominance allowed him to control the races early in the season, despite sometimes having a car that was slower than the McLaren in race trim. How Vettel responds to this will tell us more about his qualities than the inevitable moment when he clinches his second successive world championship.

But the reality is that he has little left to prove. His single-lap speed is in no question, while his accomplished race performances have allowed him to make team-mate Webber, generally regarded as a very good grand prix driver, look pretty ordinary at times this season. But that is alongside the misleading tabloid obsession of the Australian being cast as number two at Red Bull, with Vettel petulantly demanding an advantage within the squad.

Unfortunately, it seems that among some British fans in particular, Vettel is forever doomed to be cast as the traditional Teutonic bad guy, which is a shame. An affable Anglophile, who has proved time and again that he is in the top bracket of grand prix drivers, he is ill-cast as some kind of 'son-of-Schumacher' hate figure. It's time for those Vettel sceptics to realise that he's the real deal.

Red Bull will not be in so strong a position indefinitely, and Vettel should have ample opportunity to fight for wins while at a clear disadvantage (as he has already done before, see panel below). You can expect some of the battles to come between Vettel, Hamilton and Alonso – three drivers destined to go down as all-time greats – to be among the best the sport has ever seen. ❧

F1 Drivers' World Championship

1 Sebastian Vettel	234 points
2 Mark Webber	149 points
3 Lewis Hamilton	146 points
4 Fernando Alonso	145 points
5 Jenson Button	134 points

passing moves Hamilton has become famous for. Then again, Vettel is usually already at the front, and the characteristics of the Red Bull RB7 – which is most-often set up to maximise lap time and compromise top speed in the expectation of being in control of the race and not actually needing to do any passing – doesn't make things easy on this score. Besides, would Hamilton need to do as much breathtaking passing if it wasn't for McLaren's propensity for strategic miscues?

"Over the last couple of years, we have known that our car is very good in corners, fast corners particularly, and that our straight-line speed was not very good," says Vettel. "It's a different approach that we take from

the others, but I'm happy with our performance on that side. Overtaking is never easy, but you always try. If there is a gap, I go for it, but if there is not a gap, there is no point going for it."

It's also worth noting that Vettel has made some very incisive moves after pitstops this year. In Melbourne, he came out behind Button and dispatched him with a prompt move around the outside of Turn 4. In Malaysia, he used the DRS to pass Felipe Massa after dropping behind him following a pitstop. In Spain, he dispatched Button, Massa and Nico Rosberg in quick succession. But at the Nurburgring he had to rely on his crew's 'victory' in a last-lap pitstop shoot-out to pass Massa in what was the German's weakest race of the

Monza 2008: when Vettel showed true mettle

One of the travesties of Formula 1 folklore is that Sebastian Vettel's victory in the 2008 Italian Grand Prix is so rarely talked about. It is his Senna/Monaco/1984, a breakthrough on a wet weekend at Monza that conclusively disproves the oft-repeated theory that Vettel

has never won in anything other than the best car. The Toro Rosso was a good car,

no question. It was the Adrian Newey-penned 2008 Red Bull, adapted for the Ferrari engine and with the ex-Minardi team's own tweaks to the brakes and suspension. But it was not the best in the field. It required rain in qualifying to make pole position possible.

Sure, team-mate Sebastien Bourdais – a driver who Toro Rosso technical director Giorgio Ascanelli later described as doing "a good job... for an average driver" – qualified fourth, but he was 0.9 seconds slower.

In the race, few seriously expected Vettel to win. McLaren's Heikki Kovalainen, who lined up second, was certainly surprised.

"I went into the race expecting to win it," says Kovalainen. "But I couldn't catch Sebastian."

The safety-car start played in Vettel's favour, guaranteeing that he would hold the lead. From there, running a two-stop strategy, he was never seriously threatened. Only Lewis Hamilton, who had failed to make Q3 after gambling on standard rain tyres rather than extreme wets in Q2, might have challenged him, but the fact that it stopped raining during the race put paid to his charge.

The bottom line is that Vettel won this race fair and square, driving for a team that only a few years ago had been Minardi, mastering wet conditions and becoming the youngest driver ever to win a grand prix.

Perhaps he just made it look too easy?



Splashing to Monza win



PICS: HONE, COATES/LAT



The secrets behind Seb's style

What makes Vettel such a complete grand prix driver? *MARK HUGHES* offers six key clues

SPEED

If there is a secret weapon to Sebastian Vettel's speed, it's his ability to live with rear instability on corner entry, enabling him to carry a lot of speed in. His in-car Valencia pole lap was a case in point: turn in, gather it up before the apex, on the gas hard and early. Like Lewis Hamilton he doesn't need to lean on one end or the other – he's relaxed about reacting to whatever it does. Others – such as Jenson Button and Robert Kubica – derive their speed by leaning very hard on the front of the car into the corner. They need a strong front and a predictable rear, and if the rear displays any instability it affects their confidence to carry the speed in. Vettel, like Lewis and Kimi Raikkonen, seems not to mind what the car will throw at him and just rides the wave. He'll use a spike of oversteer to hasten the direction change. He's not quite as audacious in this as Hamilton but he can operate at a high level over the full range of handling traits – even if that's sometimes within the same corner.

Vettel copes well with corner-entry instability



TYRE USAGE

The introduction of the delicate control Pirellis has played perfectly into Vettel's hands this year. The softer compounds tend to overheat – particularly on the downforce-heavy Red Bull – through long-duration corners. The key to countering this as far as possible is to minimise the time they are under lateral load. Vettel's way of getting quick direction change early in the corner by being relaxed with sudden spikes of oversteer does this. This relieves the cornering-force build-up on the front tyres. He also has the feel and throttle control to minimise wheelspin, thereby protecting the rears. These traits have been a core part of his increased advantage over Mark Webber this year compared with last. ▶

Relaxed attitude to oversteer helps him





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FOCUS

Vettel's at his most impressive when presented with a tough specific task. Think back to China qualifying in 2009 when a driveshaft grease leak meant he could afford only one run in Q2 and Q3, and blitzed pole regardless. This year's format has made the tasks very clear, but difficult: secure pole, pull out of DRS range of the following car before lap three, pull out of range of the undercut before the first stops, measure out the tyres' performance very frugally, using them hard only for these specific tasks. This was pretty much a template for the first half of his 2011 season. He was the first to fully understand the new requirements – and he simply set about meeting them flawlessly. The same focus enables him to build the jigsaw during the practice sessions so he knows exactly what's required to take pole, even to the extent of sometimes pushing over the limit (see Turkey and Canada) so that's it's precisely keyed in by Saturday afternoon.



Vettel relies on inner steel to focus on the job

IMPROVISATION

The guy is highly intelligent and carries that with him into the car. It allows him not only to de-couple separate aspects of the demands – like pulling out of undercut range yet using the tyres sparingly – but also to recognise and respond to new demands as they arise. For most of the races in the season's first half he would have to alternately switch his KERS on and off through different stages of the race because of its tendency to overheat. This involves also adjusting the brake bias and driving style – yet these changes were effortlessly smoothed over, with no betrayal of vulnerability for the opposition. Every trait of his performance suggests he has oodles of spare mental capacity.

'Animalistic fury' if it goes wrong helps drive Vettel



DESIRE

The outside world only rarely gets to see the intense greed for success that fuels Vettel's performances. But the crew certainly get to see it when something goes wrong. He's got an almost animalistic fury, particularly when he feels he has allowed something achievable out of his grasp. It's a trait of most of the top sporting athletes throughout history. It's a stark contrast to his normally sunny demeanour, but there's no conflict in that fact; it's merely a betrayal of the force that drives him forward. It's used and directed by that keen intellect and together with his physical skills it makes him a totally formidable competitor.

BRAKING

Like all the really top guys, Vettel has a fantastic ability to anticipate how quickly the downforce is bleeding off as he brakes and to modulate the pedal pressure accordingly, so he is always close to maximising the available braking potential. The downforce reduces by the square of the speed – ie dramatically – so there is huge braking grip available when you first hit the pedal at the end of a long straight. It's pretty much a case of initially standing on it as hard as possible, but that big braking force (4.5g-plus) obviously reduces the speed at a huge rate – and the downforce reduction is a square even of that! It's a dramatic reduction so the driver has to feel at what rate he must release that force to prevent a lock-up while still being on the edge of the car's capability. Seb does this exceptionally well and into a slow corner you'll see his inside-front just reaching the point of under-rotation as he arrives at the apex – perfect. 🏆

Vettel pulls essential pass on Button in Spain



No trace of a lock-up battling Hamilton



PICS: ROSE THOMPSON/GETTY & DUNBAR, FERRARO/LAT

The right-hand man

Joe Robinson has worked as Sebastian Vettel's number-one mechanic since the German joined Red Bull ahead of the 2009 season. EDD STRAW spoke to him about life with the world champion

What's Sebastian like to work with?

In a word: inspiring. He is so professional that he raises the game of the whole garage. But he is just one of the guys as well.

How important are his inspirational qualities in the success he has had?

Everybody has realised that he is something special. All drivers are, but we are particularly blessed. When he talks, people listen. You look back through history at the greats and you see a lot of his traits in many of them. It's his professionalism and his work ethic, but also his connection with the guys on the shop floor.

On Friday in Hungary, you had to work on the car into the night. How important was it knowing that he was also working hard on data trying to improve things while you worked?

He never goes home early; he puts in a lot of hours. That's noticed in the garage and it gets more out of us. If he is pushing that hard all the time, we are pushing that hard all the time. It's a motto in the garage: never lift! He personifies that mentality.

Is that part of his game that's underestimated by the wider world?

The public persona of any driver is very different to what we see. Seb comes across very well, as a very personable guy, but that's just the tip of the iceberg. He's so normal at the same time as being a genius!

The public perception of Seb in the UK, particularly when there were some flashpoints with Mark Webber, is of a petulant driver demanding number-one status. Have you ever seen that side of him?

It makes me smile when I read things like that in the press! Maybe, some of the press are a bit keen to stir up stuff. In the media, you'd have thought that what happened in Turkey last year was the end of the world but it was five seconds of the drivers competing hard. In the garage, there wasn't even an effect. We all just kept on doing our jobs. Because he is on a clear path to being labelled one of the great drivers, people are keen to pick holes in his armour, no matter how small. You see people try to pick up on the smallest errors from him, whereas glaring errors from other drivers are overlooked because of their nationality.

After suffering the engine failure while leading in Korea last year, Seb was able to pick the team up with his attitude when he got back to the paddock. Is that a particular strength of his?

He is really clever at that sort of thing. After the race, everyone was shell-shocked after what should have been a comfortable one-two. Instead of people feeling down, he was geeing everyone up and saying we had to take the positives from it. We were dominant in Korea but lost an engine. Same as Bahrain, we dominated there but everyone remembers it as an Alonso win. It's part of it and he

has grown to really understand that and take it on the chin.

One of the best measures of how the crew regards its driver is in the faith it has in him. Do you ever doubt Seb?

Never. And that goes back to the way he inspires. He inspires me to make sure that my work is 100 per cent and he does the same for everyone else. If you deliver the car, he will deliver pole and a win. That's how good he is. So you strive to be the same yourself. There's never a moment where you think he could have got any more out of the car.

Has he improved since winning the championship last year?

From the outside, you might say that, because our start was spectacular. I don't think he's going any quicker and I don't think there's any more confidence. It's just that everything has gelled from the start with the car.

Seb is well known as an anglophile. Is he very easy to get on with?

Very easy. Looking back through history, you expect the great drivers to have a quirk of their personality. Maybe they are going to be introverts, or extroverts. Seb is funny! He has the guys in fits of laughter around him.

That age thing is particularly remarkable. I'm guessing that stood out immediately when he started testing with Red Bull?

I don't think we'd know how old he is unless we read it in press releases. There is no age barrier and that is very impressive. It's not a thought-out, calculated thing, some people just have charisma.

In that first test he surprised people with rhyming slang. Was that something that stood out?

That's a bit of a trademark of his – rhyming slang and accents. When he was on *Top Gear* he managed to slip a couple in! He's always doing that. When he first drove for us, he was so relaxed. It was like he was giving us a chance rather than we were giving him a chance. He never seems to be out of his depth or unsure. ☘



Robinson and Vettel: another job well done



Red Bull's RB7 is super-fast – and super-reliable



F1 Constructors' World Championship

1 Red Bull	383 points
2 McLaren	280 points
3 Ferrari	215 points
4 Mercedes	80 points
5 Renault	66 points

RED BULL RB7

The ingredients of F1 success

The stats look good: 11 poles and six wins from the season's first 11 races. But, as *EDD STRAW* explains, they don't tell the whole story of F1's fastest car...

RB7 is eight-tenths off Williams FW14B's qualifying edge in '92



Statistically, the Red Bull-Renault RB7 has been the best car of the 2011 Formula 1 season. Its 100 per cent record of pole positions confirms that. But single-lap speed isn't everything and those Saturday statistics equate 'only' to six wins in 11 starts. Some say that, given the machinery, Sebastian Vettel should be leading the world championship by a country mile without breaking sweat, but the reality is that things are much closer than they seem.

So, just how good is the RB7?

QUALIFYING

Single-lap speed is the obvious place to start, even though it paints only part of the picture. On average, the RB7's qualifying advantage has been four-tenths of a second. A decent margin, but nowhere near the kind of edge that we have seen in the past.

For example, in the years that they claimed their share in the record of 15 pole positions along with Red Bull (2010), both Williams (1993) and McLaren (1988) had a massive 1.1s average advantage. Although Red Bull's average edge has improved from last season, when it had a quarter-of-a-second on the rest, it's nothing compared with what we've seen on occasions in the past.

A glance through the history books shows that Red Bull hasn't had it easy. One of F1's most dominant cars, the Williams FW14B that carried Nigel Mansell to the 1992 title, had an average margin of 1.2s.

VERDICT: No-one questions the RB7's qualifying edge, but it's an edge rather than a clear advantage and nothing like as dominant as some cars we've seen in the past.

RACE PACE

Vettel's winning margins this season have varied from six-tenths (Spain) to 22 seconds (Australia), with three of his victories coming with margins of under 3.5s. These are not the kinds of advantages that you would expect with an utterly dominant car.

Fastest laps are a notorious woolly way to judge car speed, but the fact that Red Bull has set it only five times in 11 races does hint

towards things being much harder for it on Sunday afternoon. Not once has Red Bull led a race from start to finish this year, something it did seven times in 2010. The 1988 McLaren achieved that 12 times, albeit aided by far quicker runs through unrestricted pitlanes.

The claim that Vettel's form is ascribable purely and simply to turning up and sitting in the best car is on even shakier ground when you look at team-mate Mark Webber's performance. The Australian is a proven race-winner, and we can assume that he is at least doing a very good job with the RB7. He is second in the championship, but airbrush Vettel from history and reallocate points based on the results without him and Webber leads by only five points...

2011 WITHOUT VETTEL

1 Mark Webber	181 points
2 Lewis Hamilton	176 points
3 Fernando Alonso	174 points
4 Jenson Button	156 points
5 Felipe Massa	86 points

Clouding the issue of race pace is the Pirelli rubber. Its degradation rates mean that the days of the fastest car being able to press home its advantage on Sunday afternoon are gone. Arguably, Red Bull's tyre use is a little worse than that of its rivals. Webber, in particular, has struggled. The points table above suggests that Vettel's excellent tyre management has made the difference between Red Bull merely being in the pack and on its own out front.

VERDICT: The Red Bull is the best car, no question. But in the races Vettel has had to go out and win them on track under pressure. Webber's results prove the extent to which Vettel is extracting the absolute maximum from his machinery.

RELIABILITY

Red Bull's finishing rate has been 100 per cent this season. Impressively, only two drivers have scored in all 11 races and they are Vettel and Webber.

Infamously, poor reliability has been the Achilles' Heel of Adrian Newey's cars,

yet the RB7 has proved – quite literally – to be unstoppable in races. This gives it a clear edge over the opposition, although it should be noted that Ferrari (Massa's gearbox in Turkey) and McLaren (Button's hydraulics problem in Germany) have only suffered one car-related retirement apiece.

It is also important to note that Red Bull has battled KERS problems throughout the year. This has frequently forced it to switch off or ration the use of KERS, even though the early-season problems with vibrations affecting the system have been ironed out. **VERDICT:** Red Bull has been very strong on this front, although it only equates to a marginal advantage considering the consistency of its rivals.

IN BATTLE

The Red Bull RB7's biggest weakness is its lack of top speed, which makes it difficult for Vettel and Webber to pass other cars.

At the Nurburgring, Vettel struggled to overtake Felipe Massa's Ferrari, and while Webber was able to charge from 17th to third in China, this was largely down to having fresh sets of option rubber at his disposal. His lack of progress in the first stint, even with DRS assistance on the back straight, proves that.

The straight-line speed deficit – not purely down to any top-end weakness of the Renault engine – will also make life difficult for Red Bull in the next two races at Spa and Monza. **VERDICT:** The lack of top speed can be viewed as a weakness for Red Bull, although it has optimised its DRS for all-round pace in qualifying rather than pure end-of-straight speed and by ensuring that more often than not it is at the front.



In Germany, Vettel had to pass Massa in the pits

CONCLUSION

Make no mistake, the RB7 is the best car in the field and Hamilton, Alonso, Button and Massa would likely have jumped at the chance to drive it during the first half of the season. But it is no Williams FW14B, McLaren MP4/4 or Lotus 79, even though the imperative to preserve tyres has probably prevented it from unleashing its true pace during races. Its qualifying advantage, which the others are whittling away at, has magnified its dominance and in the second half of the season things could get very tough for the Milton Keynes team.

If it has to cruise and collect to seal the championships, it will have Vettel's remarkable ability to extract that extra level of performance – that Webber couldn't in the first half of the year – to thank. ❧

Can GREEN be good for F1?

Motorsport's top level can't become all Greenpeace overnight, by definition, but there's nothing to prevent small steps increasing its relevance to the world. By EDD STRAW

Fundamentally, Formula 1 is not a green sport. No sport – or human activity for that matter – is. But in recent years steps have been taken to improve its environmentally-friendly credentials, for motor racing is too easy a target for the green lobby to stick its head in the sand and ignore.

A few years ago, talk was all about new types of engine. In that context, the 2014 power unit

has probably come as a disappointment to some. The 1.6-litre V6 is not the child of the hydrogen economy that some prophesied, but it is a very sensible move.

The FIA has been proselytizing non-believers into subscribing to the green agenda for years. In the days of Max Mosley's presidency, he understood that promising the revolutionary zero-emissions, carbon-neutral, 100 per cent efficient engines was little more than a pipedream that violated the laws of

thermodynamics. The agenda he pushed, and pushed hard, was increasing the efficiency of current engine technology. That is what the 2014 powerplant should do, with the aim of increasing fuel mileage by a third without sacrificing performance. But Williams technical director Sam Michael believes that reducing fuel use is secondary to what the sport has to offer in terms of technology like KERS.

"There is a requirement for F1 to look at its green credentials," says Michael. "It's

characterised as a gas-guzzling industry. I don't think that the amount of fuel we burn every lap is significant – it's more important to look at things like KERS. The rate of development in F1 is tremendous, and it's in areas like this that F1 can make the biggest contribution.”

The 2014 engine also includes a KERS (or ERS, as it will then be dubbed) system with power output doubled to 160bhp; power that can be used for five times longer over the course of a lap. On top of that, only electrical energy can be used to power the car in the

Pirelli will dispose of 80,000 tyres this year – a huge amount

pitlane. Add to that turbo compounding, which recycles waste gas into energy, and you have a drivetrain that makes very efficient use of currently-available technology.

The reduction of use of fuel in F1 is a drop in the ocean compared to what the airline industry burns up, even when you include the need to transport the F1 circus around the world 20 times a year.

Recent measures, including gearboxes that

must last five events, have also reduced the gross overconsumption that F1 fell into at the height of the manufacturer era in the first half of the last decade.

But it's not just in the drivetrain that F1 has had to change its ways. When it comes to conspicuous consumables, tyres top the list. On race weekends alone, each driver burns through over 200 sets of tyres per season. Taking into account its various motorsport programmes worldwide, Pirelli will dispose of “up to 80,000” this year. That's a huge amount of rubber to be getting rid of. Not recycling such waste is simply not an option.

In the case of F1 tyres, they are transported to Didcot, 10 miles south of Oxford. There, the rubber is shredded and, along with material from other road-car tyres, are formed into small pellets. These are burned as fuel for cement factories at temperatures of over 15,000C, preventing the release of noxious fumes with only a little non-toxic ash produced.

While the changes have been relatively small, adapting to the realities of climate change – for which there is now a clear and strong consensus in the scientific community – is about evolution, not quick-fix magic bullets. To its credit that is exactly the route F1 has pursued.

➔ EARTH-DREAM NIGHTMARE

Private-jet owner Barrichello presses on



Honda's Earth Dream turned into something of a joke thanks to its on-track performance. Launched amid much fanfare ahead of the 2007 season, the 'Earth Car' bombed, scoring only six points, and its successor did little better, mustering a mere 14.

AUTOSPORT's news story covering its launch featured a quote from Greenpeace's Stephanie Tunmore saying: “This is not an environmental revolution – it's a paint job.” That was not an uncommon reaction, with many suggesting it was little more than a marketing ploy motivated by a dearth of sponsorship. The fact that serious discussions with Japanese electronics manufacturer Sanyo – which would have killed the Earth Car before it ever saw the light of day – had fallen through adds weight to that.

But Honda deserves credit for the way that it committed to the concept. It did have to convince some existing sponsors to accept the loss of branding but, given the coverage that the car attracted when it was launched in February 2007, that wasn't too hard to do.

Who knows whether the Earth Car concept might have made a bigger impact had it been more successful? On pounds spent per point, you can make a strong case for the 2007 machine being the worst F1 car ever built, and the revolution in sponsorship that Honda management hinted at never came to pass. The Earth Car didn't work as a sponsorship concept for the same reason so many things don't – the results weren't good enough.

But the effects of the Earth Car do echo. Honda knew that it was in danger of being called on its environmental credibility, so invested in measures to ensure its Brackley base improved efficiency and adopted more carbon-neutral working practices – measures that still form part of the way the team works today as Mercedes GP.



Energy recovery is F1's current green credential

The state of play

Most championships are keen to highlight their green credentials, but how much are they really doing?
MARK GLENDENNING asked someone who knows

We all remember Honda's Earth car from 2007. You've seen the images of baffled-looking drivers planting trees, and read the stories about some championship or another ramping up its ethanol blend for the following season as a demonstration of its ongoing green commitment. But how much of all of this stands up as a genuine attempt to take a stride forward on the environmental front, and how much is PR static?

To find out, we gathered as much information as we could about the environmental credentials of major championships around the planet. Some of the information was readily available, some was provided after a bit of digging – and some was never provided at all. Based on what we learned, we approached Andrew Davis from the leading UK green transport lobby group the ETA (Environmental Transport Association) to get his thoughts, and asked him to rate each of the championship's efforts out of five.

Formula 1

HOW GREEN IS IT?

The FIA claims that F1 has been carbon-neutral for several seasons. The introduction of KERS recognises the growing importance of hybrids, and this will take on increased prominence under the new rules. The FIA also has a 'Make Cars Green' campaign, although the website has not been updated since March 2010. F1's new power unit is part of a drive to improve fuel efficiency.

EXPERT'S VIEW

"Grand Prix winners dowsing each other with champagne hardly inspires sustainable living, so F1 has a long way to go. In 2009, the FIA's Peter Wright said: 'We have a real opportunity to make a positive environmental impact whilst preserving the competition and fun of racing. If we get them right, these policies will not only reduce the environmental impact of motorsport, but also help it act as a catalyst for environmental changes in the wider motoring sector.' The sentiment is there, but the FIA needs to audit its environmental impact as a first step and make it public – only then can others challenge it. Use of non-renewable fuel is a concern, too."

GREEN RATING



Are F1's green credentials all smoke and mirrors?

NASCAR

HOW GREEN IS IT?

NASCAR's image couldn't be further removed from the general perception of global sustainability, but things are changing fast in Charlotte and the surrounds. The series only moved from leaded to unleaded fuel in the mid-2000s, but it now uses a cleaner-burning, 15-per-cent ethanol blend – derived from American corn. Richard Childress has hinted that the ethanol percentage could hike to as much as 30 per cent in the future.

All fuel, tyres, oil and batteries are recycled, and NASCAR-sanctioned tracks have recycling, land conservation and waste management programmes in place. The series is aiming at a 100 per cent recycling rate.

Additionally, NASCAR's new International Motorsports Centre in Daytona has been certified with an internationally-recognised LEED Gold rating for the sustainability initiatives used in its design, construction, operation and maintenance.

EXPERT'S VIEW

"A relative late arrival at the environmental table – it only switched from leaded to unleaded fuel a few years ago. But it has made up for lost time quite quickly and has put some promising long-term plans in place."

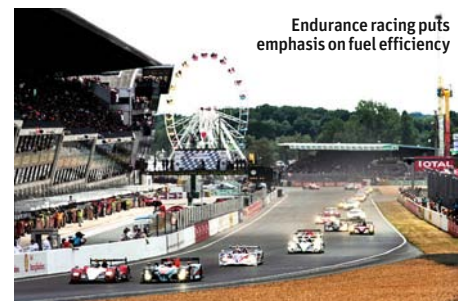


NASCAR is facing up to its responsibilities

GREEN RATING



Sportscars



Endurance racing puts emphasis on fuel efficiency

HOW GREEN IS IT?

The ace in the pack here is fuel-efficiency – one of the keys to getting a result in a race like Le Mans is not having to pit for fuel every six laps, so engine and fuel manufacturers do a lot of work on how to make a tankful go as far as possible.

This has definite benefits where road cars are concerned, as the technology developed by Audi and Peugeot eventually finds its way into your A4 or 308, and if every car from these manufacturers is using less fuel, that's obviously a good thing.

The relatively open nature of the rulebook (see P44) allows for more scope for experimentation with alternative fuels, which is why Le Mans is often used as either a test bed or showcase for energy sources such as biogas or hydrogen.

The other side of the coin is that it's difficult to find evidence of much being done at an organisational or regulatory level.

EXPERT'S VIEW

"Organisations like the ACO need to map out a route for sustainability. To allow flexibility and to be useful to the auto industry in the short-term, the plan should be heavy on mitigation policies and waste disposal."

GREEN RATING



IndyCar

HOW GREEN IS IT?

IndyCar might be having a hard time selling the idea of double-file restarts, but it has been very active on the environmental front.

The cars have run on 100 per cent ethanol since 2006, having used an ethanol blend since 2003. And the slightly muted engine note is deliberate – a new exhaust system was introduced in 2009 to make the cars quieter. Firestone has also been busy, switching to non-lead wheelweights and pioneering a system that allows tyres to be recycled without having to spend additional energy shredding them first (old tyres are used to power cement kilns). Oil is also recycled. The hydrogen-powered safety car is zero-emission.

Behind the scenes, some of the series' electricity is solar-generated, left-over hospitality food is donated to local food banks or shelters, there are efforts underway to reduce paper usage in administration tasks, and there is some at-track recycling of paper, glass and plastic.

The series recently announced a partnership with GreenFuel Technologies, although details of what sort of programmes will come out of this are still being hammered out. It follows on from the 'Planet Green' promotion from the 2008 Indy 500, which included jumbotron screen messages and all fan rubbish being sorted and recycled.

EXPERT'S VIEW

"On the face of it, IndyCar has made some big changes that others can learn from. Clearly they have been looking at lifetime effects."

GREENRATING



"IndyCar has made changes that others could learn from"

EV Cup



HOW GREEN IS IT?

You could argue that it is a bit unfair to include the EV Cup, considering that a) sustainability is its USP and b) it hasn't actually run its first race yet – the first run-out is scheduled for Laguna Seca in late November. But while the entire EV Cup concept might be a slow-burner as far as the rest of the racing world goes, elements of its approach will undoubtedly trickle into other categories over the coming years, and for that reason alone it's worth looking at.

Aimed exclusively at electric cars, the EV Cup will run two races this year ahead of a full calendar in 2012. The series claims that all races will be carbon-offset, there will be a standard policy for waste disposal across every event, merchandise will be made from sustainable materials, paper usage is being limited, food at the tracks will be sustainably-sourced, and energy will come from renewable resources. Organisers declare an aim 'to encourage and support innovation that will allow a sustainable use of critical raw materials'.

EXPERT'S VIEW

"Compared with all the other series, this appears to win hands-down. Once it gets up and running, it will serve as a good example. But that doesn't mean that it should rest on its laurels."

GREENRATING



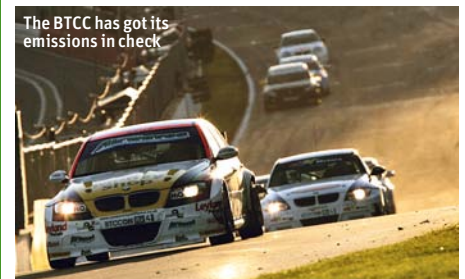
Touring Cars

HOW GREEN IS IT?

'Touring Cars' doesn't work especially well as a catch-all, because just as there's a big difference between Jamie Green's DTM Mercedes and Pepe Oriola's WTCC SEAT, so too is there a big gap in their green programmes.

No information relating to the DTM was available, but V8 Supercars made its biggest step in 2008 when it switched to E85 fuel – a blend of 85 per cent ethanol and 15 per cent unleaded. It also planted 10,000 trees to offset the entire 2007 season, although it doesn't appear to have done so since.

The main string in the BTCC's bow is that it introduced a maximum limit on CO2 emissions in 2009, while the WTCC uses a 90/10 diesel/biofuel blend, has restrictions on exhaust noise, while sole tyre supplier Yokohama has lowered the amount of harmful compounds in its rubber.



EXPERT'S VIEW

"Generally, not a bad start – but not much more. The WTCC needs to publish an environmental audit and offset its carbon. The BTCC's limit on maximum emissions is a step in the right direction, while the emphasis on ethanol in V8s is a good move. More can be done in touring car racing on all fronts though."

GREENRATING



FINAL WORD

"Clearly, some motorsport categories are addressing their environmental responsibility better than others, and I would hope that in the future we'll see more championships following the example set by IndyCar.

"Formula 1 has made some small steps with the KERS hybrid technology – but what happens to all of the lithium batteries once they've been used? A new series like the EV Cup to highlight electric cars is a good initiative, but there's more to making racing greener than just the cars themselves.

"The introduction of a carbon tax would be the cheapest and most effective way of reducing motorsport's impact on the environment. The simplest way to help motorsport, or any other industry, take

notice of the environment is to make it pay for the damage it does.

"Race organisers can do a lot to help, too. The first move for anyone putting on a race should be an environmental audit – knowing that you're being monitored is a strong incentive to change bad habits. Big issues like transportation used by fans can take a long time to address, but there are quick wins to be had with things like switching to renewable power sources at the track, or even switching to sustainable food suppliers. There's no magic bullet but there are lots of small ways to make a difference."

Andrew Davis
Managing director, ETA
www.eta.co.uk





Innovate to ac

The appeal of the Le Mans 24 Hours is all about varied technologies fighting it out in a gruelling marathon. That makes it an ideal hothouse for green concepts. By GARY WATKINS



he rulebook for the Le Mans 24 Hours leaves room for innovation like no other, and always has done. Witness the Rover-BRM turbines of the 1960s and, more recently, the decision to allow in turbodiesels in

the noughties. Yet when the existing regulations are superseded for 2014, the floodgates will be opened to an array of new technologies. Expect petrol, diesel and hybrid machinery to be joined by cars powered by a variety of bio-fuels, hydrogen and batteries.

The premise of the 2014 rules put forward by the Automobile Club de l'Ouest is simple: here's the amount of energy you are allowed, now go and make use of it how you will. The idea is to reinforce Le Mans, and the series that use its rules around the world, as the place to develop green technologies.

It's not pie in the sky. Don't forget that E85 bio-ethanol is widely used in the American Le Mans Series, and the Dyson Racing Lola-Mazda coupes run a bio blend incorporating isobutanol, fuels not currently allowed at Le Mans. Hybrids have raced in the US series too, and



Mik Corse Zytek is hybrid LMS racer

Peugeot already has a version of its latest 908 equipped with energy-retrieval systems. Yet there are even more interesting projects for the prototype classes out there.

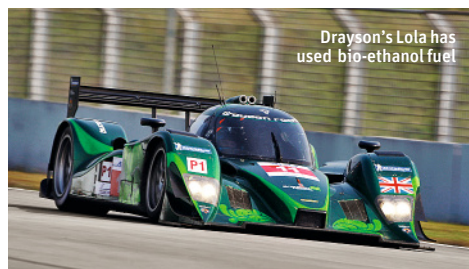
The Swiss GreenGT group is aiming to have a zero-emissions prototype, using a hydrogen fuel cell to produce the power for its electric motors, up and running this year. It is saying that it would like to race with its GreenGT LMP H2 as early as next year, and is promising to announce its plans this autumn. Ditto long-time Le Mans entrant Yves Courage, who is planning an all-electric car.

Both projects were bids for the 'garage-56' slot for experimental cars (running outside the general classification) at Le Mans next year that went to the lightweight DeltaWing, a car whose environmental credentials are based on achieving current levels of LMP1 performance using only half the fuel.

The 2014 rulebook, of which a first draft should be out in October, is exactly what is required if motorsport is to regain its relevance to the automotive industry, argues Zytek founder Bill Gibson. His company has led the introduction of petrol-electric hybrids into sportscar racing over the past dozen or so years.

"It's a bloody good idea because the ideas will feed back to road cars," he says. "The automotive world has to save energy and make everything much more efficient. There is an essence of it already, but this could really force the pace of development of new technologies."

There are other technologies that could be developed under the new rules, reckons Dave Morrison, senior operations manager for motorsport at famed consulting organisation Ricardo. "With a fixed amount of energy, efficiency will be the name of the game," he says.



Drayson's Lola has used bio-ethanol fuel

"Seventy per cent of the energy that goes into an internal combustion engine is wasted as heat. That means there will be a lot of emphasis on energy recovery, not just kinetic energy, and the introduction of hang-on devices such as exhaust-heat recovery and turbo compounding."

There may be some blind alleys navigated along the way, according to Morrison and Gibson. Gibson has always stated that his interest in hybrid racing cars was about developing technology for electric vehicles, but he has doubts that a battery-powered racer would ever be viable in long-distance racing.

"We now have the technology that would produce sufficient power and torque to match LMP1 performance," he says, "but with the best battery technology we have right now and a battery pack weighing 150kg, we could run at that pace for 10 minutes, or about three laps of Le Mans."

Morrison questions the relevance of GreenGT's plans for the simple reason that the manufacture of hydrogen is energy-intensive in the extreme, though the Swiss organisation's technical boss, Jean-Francois Weber, points out that it can be produced using solar energy.

Peugeot has a hybrid of the 908 on the stocks



celerate

DeltaWing should use half the fuel of others



A car powered by a fuel cell is a step in the direction of what is known as a series hybrid, as opposed to a parallel hybrid (a term that covers everything from a Toyota Prius to a KERS-equipped Formula 1 car). And according to John McNeil, who pioneered the use of biofuels at Le Mans with Team Nasamax (see panel, top right), these could be the future of road transport.

"What you would have is an electric vehicle with a small engine or generator that produces enough energy to cover mean energy use," he explains. "You use energy recovered under braking for peak power down the straights. The advantage is that the conventional engine is running at full power and therefore maximum efficiency all the time."

Anything and everything appears to be possible at Le Mans from 2014. And some of that technology may be under the bonnets of our road cars some years after that.

The 150kg battery could last three laps of Le Mans

PICS: GRIFFITHS & DUNBAR/LAT

ETHICS AND ETHANOL

Nasamax made the finish of Le Mans



There's nothing new under the sun: the British Nasamax team that raced at the Le Mans 24 Hours in 2003-04 may not have been a frontrunner, but it did show that it was possible to race on bio-fuel and to equate different fuels.

The Nasamax project was the brainchild of John McNeil, a physicist specialising in power generation in the week, and sportscar entrant and freelance team manager at the weekends. He wanted to bring his two areas of expertise together, and the result was two Le Mans campaigns using a Reynard chassis, subsequently reworked into the Nasamax DM139, and a Judd V10 running on bioethanol.

"I wanted to show what

was possible with bio-fuels and I think we did it quite well," he says. "We made it to the finish of Le Mans in year two [in 17th place] despite a misfire."

The first season, the car raced with a 90-litre tank, the same as all LMP1s. That resulted in nine-lap stints of the Circuit de la Sarthe at a time when the Audi R8s were doing 14 laps, because the energy density of bioethanol is much lower than petrol. McNeil was able to argue for year two that this should be taken into account, resulting in a 135-litre tank for the Nasamax.

The same principle was employed when the fuel capacity of the turbodiesels was cut from 90 to 81 litres for 2007, and is the basis of the 2014 rules.

GREEN (HELL) MILESTONE



Porsche became the first manufacturer to win on the Nurburgring Nordschleife with a hybrid at the fourth round of the VLN in May of this year. The 911 GT3 R Hybrid, entered by Porsche Team Manthey, was shared by Marco Holzer, Patrick Long and Richard Lietz.



It's a gas, gas, gas

Volkswagen's Scirocco R-Cup has been a great success on the DTM support bill - and all the cars are powered by natural gas. CHARLES BRADLEY got behind the wheel of one

The fuel gauge reads empty - time to head for the pits. Hang on, it's been reading empty for the entire time that

I've been on the racetrack. That's because this car has never had any petrol in it. When I enter the pitlane I drive straight past the fuel pumps, and stop next to a big tanker with a hose. I park up and a nice German chap attaches said hose to the car,

and a whooshing noise, not dissimilar to your toilet cistern filling, tops it up with compressed natural gas and I'm ready to go racing once more.

EMISSIONS TESTED

The car I'm driving, the Volkswagen Scirocco R-Cup, claims to reduce CO2 emissions by 80 per cent compared with conventional petrol thanks to its low carbon content and high octane level. Produced from biomass, rather than fossil fuel, it means that the

DTM-supporting, German-based one-make series is arguably the most eco-conscious on the planet.

But what's it like to drive? Not bad at all. The R-Cup road car is an excellent starting point, and this racing version isn't a million miles away from it, especially in the suspension department. On track it handles like a typically well-balanced front-wheel-drive racing saloon, and the delivery from its gas-powered 225bhp four-cylinder two-litre is indistinguishable



Put that fag out!
Tank behind the seat

Bradley on gas mark heaven at Oschersleben



Gas pump for Nurburgring VLN racer

“Cars with electric engines and batteries are far away from what we have in terms of sporty driving”

there was a works-run LPG-powered entry in Vauxhall's Vectra Challenge. But VW has put its might behind the project, and has pushed it like hell for the past year and a half.

“Sure, there are new road cars running with electric engines and batteries, but they are far away from what we have here in terms of lap time, sporty driving and competition,” says VW motorsport chief Kris Nissen. “One day we will see this technology on the track, I'm sure, but for the moment we need to look into alternative energy sources. One of these is natural bio-gas.”

SPREADING THE MESSAGE

VW's commitment to bio-gas doesn't stop there. The Cup car's big brother, the two-litre turbocharged GT24-CNG, has proved the fuel is a class-winning long-distance winner at the Nurburgring 24 Hours too.

“If you look at our group's motorsport history, we were very early with our diesel engines,” adds Nissen. “Look at how our diesel engines have won Le Mans [with Audi], the Dakar and the World Touring Car Championship [SEAT]. When you do motorsport with alternative fuels, you immediately think ‘make it lighter, smaller, more powerful but use less fuel’.

“So it helps drive the technology that can be reflected in the road cars. With success on the track, people will consider it in their road cars in future.”

Of course, to become a serious proposition on the mass market, then sufficient infrastructure needs to be in place to support it, and in the UK that is lacking. But the same engine can be powered by CNG and petrol, at the flick of a switch.

from the petrol-powered version. You also get a 50bhp push-to-pass feature, which adds to the fun.

In fact, the only discernible difference is the 22kg tank that's sitting behind my driving seat. This equates to a 35-litre petrol tank, and is easily enough capacity to see these cars through their 25-minute, 35-mile races.

One-make series being used to push an alternative fuel is nothing new. In the early 1990s, Honda used its CRX series to promote unleaded petrol, and

➔ **PLUGIN AND PLAY**

If you live in a major city, chances are you've already come close to being run over by an electric car that you didn't hear sneaking up behind you.

Chances to see electric cars going side-by-side into a hairpin have been less common, but that's going to change – and sooner rather than later. Earlier this year, the European Union asked the FIA to start work on developing an electrical championship, and FIA president Jean Todt has suggested that such a series could become a reality by 2013.

But you probably won't even have to wait that long. The all-electric EV Cup will kick off with the first of two races in the US later this year, and a full calendar, encompassing the US and Europe, is promised for 2012.

Cars will be split across three classes. Prototype EV cars are virtually free of technical restrictions and will compete in time trials. ‘Proper’ racing will be spearheaded by the Sports EV Series, featuring the Westfield-built iRACER, while

the tin-top side of the spectrum will be covered by the City EV Series, run for the THINK City model.

Similar moves are underway in France with the new Formulec series for one-make electrical single-seaters (see AUTOSPORT, December 16-30 2010). The cars have a bit of F1 DNA in that Brawn GP was drafted in to help with some of the airflow work around the batteries, and a 10-race series is pencilled in for 2012.

Japanese road-car manufacturers are taking the go-fast opportunities in the electrical realm seriously as well. Toyota announced last week that it plans to try to break the EV lap record around the Nurburgring Nordschleife at the end of August using a two-seater sportscar chassis fitted with a Toyota Motorsport-developed high-performance electric powertrain. Nissan, meanwhile, has revealed an EV version of its LEAF, which it says will serve as a rolling laboratory for developing aerodynamic and EV systems.



Coollest-looking Nissan LEAF – by a long way

EDGE OF GLORY

Former Aussie V8 superstar Marcos Ambrose is the man to watch out for in the NASCAR Sprint Cup race at Watkins Glen this weekend.

By ANDREW VAN DE BURGT



Marcos Ambrose was used to winning. When a lack of budget forced the 1999 Formula Ford Festival polesitter to abandon his European single-seater odyssey and return to Australia, he responded by taking pole on his V8 Supercar debut for Stone Brothers Racing. It only took him until early in his second season in the fire-belching brutes to record his first victory on the road, and by 2003 he was dominating the championship. A year later he became the first Ford driver to claim back-to-back titles since Dick Johnson in 1988/89.

After narrowly missing out on a hat-trick of titles in 2005, he was off. A deal with Ford USA took him to the NASCAR Truck series with a team run by the legendary Wood Brothers outfit, together with relative newcomers JTG Racing. While Ambrose quickly progressed through NASCAR's feeder ranks, making his Sprint Cup debut in 2007, outright success — three wins at Watkins Glen in the Nationwide series aside — has been hard to come by. It's a change, the 34-year-old admits, that has taken some getting used to.

"I'm still learning about how to manage my time and energy and my expectations," he says. "My mum's a really good example — she'll ring up and say, 'I'm sorry to hear you finished ninth' and I'm like, 'Whoa, whoa, back up a little bit — top 10 is really good, I'm happy with ninth. Did you see the week before? I was 29th. Ninth I'll take.' Managing expectations of every one around you, yourself included, is difficult and it's a tough sport."

Ambrose spent the first four years in NASCAR with JTG, sticking with the team for his stint in Nationwide when the relationship with Wood Brothers ended. But during 2010 he decided a change was needed if he was to take his career to the next level. A vacancy was available at RPM, a team created by the merger of Petty Enterprises and Gillett Evernham Motorsport, following Kasey Kahne's move to Hendrick Motorsports (via Red Bull Racing).

With the US economy struggling, the team was finding it hard to secure a budget, and his ride was only secure weeks ahead of the start of the season. Having left the security of JTG when he still had a year to run on his contract, Ambrose could have been

"I felt I had to make a change because I was getting flat. I preferred to take a risk"

Marcos Ambrose

forgiven for thinking he'd made the wrong move. He says the thought never crossed his mind.

"At JTG I had a lot of security — I had another year on my contract and was getting paid on time," he says. "But I didn't come here to get paid, I came here to win races and I just felt I had to make a change because I was getting flat. I knew that another average year wasn't going to cut it for my long-term career. So I preferred to take a risk."

The gamble appears to have paid off. Ambrose has led four races this year and taken four top-five finishes. Yet that first win is still proving elusive. Ambrose cites the intensity of the racing as one of the main factors.

"In road racing, everything is built for the start and then it tapers off," he says. "Here it's the other way around. The starts are still pretty intense, but then after each caution



Ambrose (9) has run at the front more in 2011



He'll be smiling a lot more if he wins Sunday's Cup race

SEARS '10: ONE THAT GOT AWAY

WITH SEVEN LAPS TO GO, MARCOS AMBROSE HAD HIS FIRST NASCAR Sprint Cup win in sight. Canny pit strategy from JTG had moved him ahead of Jimmie Johnson and into the lead of the race at Sears Point last June.

But that move meant they were marginal on fuel. Fearing he'd run dry, Ambrose chose to cut the engine as the field ran round under a late-race caution. It was a costly tactic.

As the race moved towards restarting, his car didn't, and he was left coasting as the top six flew by before he finally coaxed his Ford Fusion back to life.

"It was a combination of factors," he says. "We were three laps short on fuel. Had it been a green-and-white chequer, we were not going to win the race. So in the back of my mind I knew I had to save fuel and I was starting to switch the motor off under caution. But we had a carburettor issue and we had done for quite some time. And when I went to crank it back up I just couldn't get fuel into the bottom of the carburettor and I couldn't restart it. It was as simple as that.

"It was my mistake, because I cut the motor off to save fuel. I take the fall, I take the heat because I cut that motor, no-one else was telling me to do it. But at the end of the day, it was a bunch of very small issues that manifested into a really big problem. But I haven't lost any sleep over it, I really don't care about it. It's disappointing because I haven't won a Sprint Cup race yet, but that's the only regret I've got."



period you're starting two-by-two and you feel each other out, you have a bit of a bash and you start to try to create weaknesses in people around you. Even with four laps to go, you're hanging on, thinking, 'Is there going to be a late caution, or are you going to run out of fuel, are you going to get a green-and-white chequer?' You can go from a top-five day to 25th place on the last lap and that's what makes the racing exciting, that's what makes the racing intense and that's what drives me crazy about Jimmie Johnson! Somehow despite all of this he's able to average top-fives, top-10s."

While lamenting how "they're always finding a new way to choke", he's loving his time in the States, so much so that

he's established a team in Late Model racing to pave the way for more young Aussies (and in the future Europeans) to follow in his wheeltracks.

"How it works is that we make the contact, and instead of coming here for two years not knowing who's who and wasting your time, you go race and show people you've got the skills," he says. "We're just trying to get the best equipment with the best crew chiefs in the right series, because at that junior level there are 15/20 different series you can run. What's the best one? We pick the one that we think offers the best exposure to the Cup series and it's working out pretty good for George [Miedecke, his current protege and son of touring car ace Andrew]."



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SNETTERTON

GREAT BRITAIN

August 6-7
BTCC
Round 6/10



AT A GLANCE RACE 1

- Winner **Jason Plato**
- Pole **Jason Plato**
- Fastest lap **Jason Plato**



Neal spins as Plato escapes

Plato strikes back

Jason Plato and Chevrolet needed to find an answer to the turbos. Looks like they have



Plato takes his fifth win of the year

REIGNING CHAMPION JASON Plato was in danger of being left behind in the British Touring Car title race this season. A combination of the straightline dominance of the turbocharged machines and a couple of crashes left him 40 points behind at the halfway mark. Plato and the RML-run

Chevrolet team had to come up with something over the summer break, and they did. On the BTCC's first visit to the new Snetterton 300 last weekend, Plato arrived focused on qualifying. It may not sound like a particularly revolutionary idea to try and qualify on pole, but Plato confirmed he

has moved his focus away from the races. "It doesn't matter if we've got the best racing car in the world – we can't overtake," he said of a normally-aspirated Cruze that is competitive in clean air but still struggles through the speed traps.

"It's our only chance. We have got to get pole, so we'll dedicate our free practice to working on a qualifying set-up, and even eat into our race-tyre allocation."

Another 0.05 bar boost reduction for the turbos, and the fact that Plato was running without any ballast, also helped the double champion. Pole was achieved despite a problem with a rear-suspension link.

Plato's place at the front put the onus on the turbo cars, particularly the hitherto pacesetter Honda

Civics of Matt Neal and Gordon Shedden, to find a way by. And Plato had to hold them back. If that becomes a regular pattern, Snetterton showed that there could be some pretty dramatic moments during the rest of the year.

In race one, Plato got

the year," said Neal, whose title challenge would take another hit with a puncture in race two. "I got around the outside on the exit of the corner. I thought I had it, then he spun me round. He knew I was going to lead into the second corner, so he's just done anything he

"I thought I had it, then he spun me round. He knew I was going to lead so he's just done anything"

Neal was not happy after race-one clash with Plato

away well, but Neal's start from row two was even better and he tried to go around the outside of the Chevy at Riches. The ensuing contact sent Neal spinning down the order, and put Plato on his way to 2011 win number five.

"It was my best start of

could to stop me." Unsurprisingly Plato, who was handed three points on his licence and a £500 fine for the incident, saw it differently. "He tried to go on the outside, I was on the racing line," he said. "He was fractionally ahead, and then he started to get



Shedden took a win and a third for Honda

RACE RATING

★★★★☆

Race one got spread out, but the other encounters had some good battling on new circuit

MILESTONES

First BTCC race on the Snetterton 300 layout. Series debuts for Martin Byford, Daniel Welch and the NGTC Proton Gen-2. Best result yet for an NGTC car in race one.

REPORT BTCC SNETTERTON

KEVIN TURNER
reports



Plato is back in title contention



Jackson took another race-three victory



The works cars led the way at Snetterton

Gloves off in Chevy-versus-Honda fight

TWO CHEVROLETS AND two Hondas at the front in qualifying indicated that Snetterton was going to be a battle of the works teams. Sure enough, Jason Plato and Gordon Shedden took a win apiece – each victory scored after contact – before Motorbase's Mat Jackson bagged his fourth reversed-grid race win of the six held so far in 2011.

Plato and team-mate Alex MacDowall got away well at the start of race one, but Matt Neal's Honda came rocketing around the outside as they approached Riches. Neal made it by MacDowall and team-mate Shedden, but contact with Plato spun him to the back.

Plato was left to gradually ease away from MacDowall for his 65th BTCC career win, while Shedden shadowed the second Cruze throughout.

Tom Chilton ran fourth after the first-lap skirmish, but the Arena Motorsport Ford driver came under increasing pressure from Frank Wrathall's NGTC Toyota Avensis. Almost inevitably, Chilton made an error at Riches, letting Wrathall through. The rookie then drove away to take the first Independents class victory for an NGTC car.

Chilton should have finished fifth, but an electrical issue, possibly caused by a failing fuel pump, dropped him to ninth on the final lap. That allowed

James Nash and Jackson, up from 13th, to complete the top six.

It was Plato's turn to be forced back on the opening lap of race two. He defended the inside line into the Montreal hairpin, but bunching behind meant Wrathall pushed Shedden into Plato, allowing the Honda and Nash through.

Wrathall then passed Plato at Williams and, while Shedden headed off to victory, he tried to find a way by Nash for second. Eventually, the damage from the opening lap sent the Toyota's engine temperature too high and Wrathall retired.

Plato and MacDowall had already overcome the Avensis, while Paul O'Neill made it three Cruzes in the top six with his Tech-Speed example after a fine drive.

Jackson's reversed-grid race victory was secured early on. He found a chink in impressive polesitter Dave Newsham's armour and set three fastest laps while others tried to pass the SEAT.

O'Neill was the first to do so, diving by at Montreal, but Jackson was gone.

Newsham held Plato back until he ran wide at Nelson (Esses) on the penultimate lap. Neal – who had sliced through the field – demoted him on the last tour.

Newsham was then denied fifth when a tap from MacDowall sent him off and he fell to eighth.

on the marbles and came across and hit me.

"It was an ambitious move and the first contact was his car hitting my car."

Victory – and points for pole, leading and setting fastest lap – gave Plato a maximum haul. Despite being forced wide when the pack concertinaed and Shedden hit the back of his Cruze, he then took a third in race two. Another podium in the reversed-grid event means Plato is now only 20 points behind new BTCC leader Mat Jackson.

"That's a good haul of points," said Plato, who came away with eight more than anyone else from Snetterton. "Mission accomplished."

The other big scorers were Shedden and Jackson. Shedden kept himself out

of the early trouble in race one to take third behind the works Chevrolets, and then won race two. It briefly gave him the points lead.

"It makes a big difference when you're at the front because you can look after your tyres," he said after his third win of the year. "But you can see how quickly it turns around. There's a helluva lot of races to go."

With 45kg of ballast, Shedden had his own struggles in race three, but some quick thinking allowed him to score some useful points. After clipping the soft barrier on the exit of Williams (put in place as the grasscrete was breaking up), the Honda driver got the meatball warning flag for flapping front bodywork.

So he drove into the barrier again.

"The guys told me I would have to come in," said Shedden. "There were no cars around and the only soft thing was that, so I drove at it."

Offending bodywork removed, the flag was withdrawn and Shedden continued to finish seventh.

Jackson's weekend did not start in a way to suggest he'd end up at the top of the pile. Not for the first time this season, his Motorbase Ford Focus wasn't in the hunt in qualifying, a suspension geometry tweak that didn't work resulting in 13th. Set-up changed, he then drove typically combative races to two sixths before making easy work of the reversed-grid encounter.

"It's a difficult way to do it," admitted Jackson, who ▶



AT A GLANCE RACE 2
 → Winner Gordon Shedden
 → Pole Jason Plato
 → FL Rob Austin

AT A GLANCE RACE 3
 → Winner Mat Jackson
 → Pole Dave Newsham
 → FL Mat Jackson

◀ has only taken two podiums in 'normal' races this year.

For Neal, the weekend was a disaster. Only a charging drive from row nine to fourth in the final contest gave him any points at all. He went from leading the championship by nine points to being third, 10 behind Jackson, and lost a whopping 30 to Plato.

Even worse was Andrew Jordan, who scored just two points and dropped from fourth to a distant sixth in the table. His Eurotech Racing squad was mystified by apparent handling and engine deficiencies.

For the first time in 2011, Jordan qualified outside the top five in 11th, half a second down on usual sparring partner James

Nash in Triple 8's similar Vauxhall Vectra. That meant he was vulnerable to midfield incidents and scored a best finish of ninth.

"It's striking me there's something wrong - I can't do any more," he admitted.

The final title contender, Nash, was the quickest of the non-works cars in qualifying. He lost out in the early chaos of race one, but recovered to fifth and benefited from the race-two melee to take second.

Another fifth in the finale means he is hanging on in the title race, but the Swindon-engined Vectras do not seem the threat to the Hondas and Chevrolets they were at the start of 2011.

Away from the title contest, the talking point of the weekend was the vastly



Wrathall starred in NGTC Toyota



O'Neill and Newsham were on good form

improved performances of the NGTC cars. Rob Austin's Audi A4 scored its first points, and there was a commendable debut for Welch Automotive's Proton Gen-2, which Daniel Welch qualified within 2.2 seconds of Plato despite no testing. But the headline-grabbing effort came from Frank Wrathall and the Dynojet Toyota Avensis.

For the first time, Wrathall had a clean run through Saturday. Aided by three tests during the summer, he stormed to seventh in qualifying with exactly the same time as Tom Chilton's Arena Motorsport Focus. He then outraced Chilton to finish fourth in race one, setting times similar to Shedden's until the Toyota's tyres ▶

DRIVER BY DRIVER

Jason Plato (1/3/3)



Quality push led to win, helped by Neal clash. Title challenge back on.

Alex MacDowall (2/4/5)



Fuel leak fire prevented pole run. Good race pace, but naughty in R3.

Matt Neal (18/17/4)



Plato clash in R1 and puncture in R2 spoiled weekend. Fine R3 charge.

Gordon Shedden (3/1/7)



Strong weekend. Taking bodywork off on barrier was a moment of genius.

Tom Chilton (9/12/13)



Electrical issues hampered him on Sunday. Deserved more with tweaked set-up.

Tom Onslow-Cole (8/8/11)



Much better on his second event with Arena in 2011. Three solid runs.

Andy Neate (16/R/R)



Ride-height problem in qualify, a lack of pace, and race incidents...

Mat Jackson (6/6/1)



Can he win the title with reversed-grid race wins? Superb as ever.

Liam Griffin (17/14/R)



Like team-mate, wasn't happy with qualify tweaks, but couldn't bounce back.

Rob Collard (23/10/12)



BMW's not competitive and Collard was hit in R1. Usual battling self.

Nick Foster (13/11/9)



Another solid effort, and compared well to Collard. In fight for minor points.

Tony Gilham (R/13/15)



Victim of Neate-Byford clash in R1, then put in a good charge in R2.

James Nash (5/2/6)



Quietly impressive weekend to stay in title contention. Needs a win.

Paul O'Neill (7/5/2)



Moving away from the works settings has made O'Neill much happier with Chevy.

John George (19/R/R)



Still struggling. Qualified 2.7s off O'Neill and had clashes in both R2 and R3.

Andrew Jordan (12/9/14)



"Flat as a fart" is how he described his engine. Same could be said for weekend.

Jeff Smith (11/16/17)



Turbo-boost reductions are moving him further down, but still trying hard.

Tom Boardman (R/NS/NS)



The usual. Good practice pace, then bad luck struck with engine woes.

Dave Newsham (10/7/8)



Best weekend yet in BTCC. Didn't deserve MacDowall punt at end of R3.

Martin Byford (14/R/16)



Promising debut, despite underperforming in qualify and gearlinkage issue in R2.

Rob Austin (15/R/10)



Electrical and driveshaft problems prevented the results his pace deserved.

Frank Wrathall (4/R/NS)



Breakthrough meeting. Looked good running at front with improved car.

Chris James (20/NS/R)



Failure of refettled gearbox spoiled weekend in ageing Lacetti.

Lea Wood (NS/15/18)



Left-front wheel falling off not a good start. Lack of straightline speed.

Tony Hughes (21/R/NS)



Difficult return as others have improved, plus throttle issues.

Daniel Welch (22/18/19)



Good run considering total lack of testing and a few teething issues.



Austin was quick in NGTC Audi

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TOP SPEED 133MPH

FUEL CONS MPG (L/100KM): URBAN 35.3 (8.0) /
EXTRA-URBAN 56.5 (5.0) / COMBINED 46.3 (6.1),
CO₂ EMISSIONS: 142G/KM.

ABARTH 500C

1.4 16V TURBO T - JET
POWER OUTPUT 140HP (103KW) AT 5,000 RPM
PEAK TORQUE 206NM AT 2,000RPM
ACCELERATION 0 - 62 MPH 8.1 SEC
TOP SPEED 127MPH

FUEL CONS MPG (L/100KM): URBAN 33.6 (8.4) /
EXTRA-URBAN 52.3 (5.4) / COMBINED 43.5 (6.5),
CO₂ EMISSIONS: 151G/KM.

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Byford pushed hard on BTCC debut in VW Golf

REPORT BTCC SNETTERTON

"I followed Jason on the inside. We were minding our own business and then there was a thwack from behind. If Jason hadn't been there I'd have been off on the grass"
Shedden's view of the bumping at Montreal in race two

◀ went off, and was battling for a podium in race two before the engine overheated.

The NGTC cars are allowed to run higher boost levels than the other turbo cars, but they are also heavier and the teams have had to graft hard to make them work.

"I think they've got the boost levels pretty much right," said Wrathall, who was one of the quickest through the Snetterton speedtraps. "I spent a long time behind Tom Chilton and we were evenly matched in the slipstream.

"It's only recently we've been in this position. It's been fun developing the car, but not at race meetings. There's still more to come."

The 24-year-old Ginetta G50 champion did not look fazed by running at the front and he is surely a title contender in coming years, a future that series boss Alan Gow plans will be all about NGTC. At present, though, the different approaches of Plato, Jackson and the Honda drivers will dictate who wins the title. ❧



Chilton leads Nash, but his weekend went downhill

RESULTS

British Touring Car Championship, Snetterton (GB), August 6-7, round 6 of 10

GRID		RACE 1 - 12 LAPS, 35.627 MILES					RACE 2 - 12 LAPS, 35.627 MILES					RACE 3 - 12 LAPS, 35.627 MILES				
POS	DRIVER	POS	DRIVER	TIME/REASON	GRID	POS	DRIVER	TIME/REASON	GRID	POS	DRIVER	TIME/REASON	GRID			
1	PLATO	1	Jason Plato (GB)	24m12.064s	1	1	Shedden	24m16.138s	3	1	Jackson	24m16.307s	2			
2	SHEDDEN	2	Alex MacDowall (GB)	+2.242s	3	2	Nash	+1.597s	5	2	O'Neill	+3.340s	3			
3	MACDOWALL	3	Gordon Shedden (GB)	+3.419s	2	3	Plato	+8.636s	1	3	Plato	+6.740s	5			
4	NEAL	4	Frank Wrathall (GB)	+10.113s	7	4	MacDowall	+9.233s	2	4	Neal	+9.117s	17			
5	NASH	5	James Nash (GB)	+15.397s	5	5	O'Neill	+9.910s	7	5	MacDowall	+10.770s	4			
6	CHILTON	6	Mat Jackson (GB)	+18.928s	13	6	Jackson	+10.185s	6	6	Nash	+11.087s	6			
7	WRATHALL	7	Paul O'Neill (GB)	+19.196s	9	7	Newsham	+13.072s	10	7	Shedden	+11.933s	7			
8	NEWSHAM	8	Tom Onslow-Cole (GB)	+24.102s	10	8	Onslow-Cole	+15.373s	8	8	Newsham	+12.084s	1			
9	O-COLE	9	Tom Chilton (GB)	+26.035s	6	9	Jordan	+19.526s	12	9	Foster	+14.507s	11			
10	COLE	10	Dave Newsham (GB)	+26.884s	8	10	Collard	+21.528s	23	10	Austin	+15.888s	23			
11	JORDAN	11	Jeff Smith (GB)	+27.306s	15	11	Foster	+24.426s	13	11	Onslow-Cole	+17.568s	8			
12	COLLARD	12	Andrew Jordan (GB)	+32.633s	11	12	Chilton	+30.617s	9	12	Chilton	+21.810s	10			
13	JACKSON	13	Nick Foster (GB)	+33.330s	16	13	Gilham	+32.816s	25	13	Chilton	+22.738s	12			
14	AUSTIN	14	Martin Byford (GB)	+33.816s	19	14	Griffin	+40.031s	17	14	Jordan	+23.701s	9			
15	SMITH	15	Rob Austin (GB)	+40.162s	14	15	Wood	+43.963s	26	15	Gilham	+24.812s	13			
16	FOSTER	16	Andy Neate (GB)	+44.389s	18	16	Smith	+48.403s	11	16	Byford	+29.800s	22			
17	GILHAM	17	Liam Griffin (GB)	+46.453s	22	17	Neal	+51.744s	18	17	Smith	+33.267s	16			
18	NEATE	18	Matt Neal (GB)	+55.616s	4	18	Welch	+1m50.168s	22	18	Wood	+52.267s	15			
19	BYFORD	19	John George (GB)	+56.625s	21	R	Hughes	11 laps-throttle	21	19	Welch	+1m15.318s	18			
20	WELCH	20	Chris James (GB)	+1m13.714s	25	R	Wrathall	9 laps-overheating	4	R	James	7 laps-gearbox	24			
21	GEORGE	21	Tony Hughes (GB)	+1m16.042s	24	R	George	7 laps-acc damage	19	R	George	4 laps-acc damage	20			
22	GRIFFIN	22	Daniel Welch (GB)	+1m43.854s	20	R	Neate	4 laps-acc damage	16	R	Neate	1 lap-acc damage	21			
23	WOOD	23	Rob Collard (GB)	-2 laps	12	R	Byford	3 laps-gear linkage	14	R	Griffin	0 laps-accident	14			
R	BOARDMAN	R	Tom Boardman (GB)	3 laps-engine	26	R	Austin	3 laps-driveshaft	15	NS	Boardman	no replacement engine	N/A			
R	GILHAM	R	Tony Gilham (GB)	0 laps-acc damage	17	NS	James	gearbox	20	NS	Wrathall	radiator/engine	N/A			
NS	LEA WOOD	NS	Lea Wood (GB)	lost wheel/hub failure	23	NS	Boardman	no replacement engine	24	NS	Hughes	clutch	19			

DRIVERS' CHAMPIONSHIP

POS	DRIVER	PTS	POS	DRIVER	PTS
1	Jackson	158	7	MacDowall	73
2	Shedden	150	8	Collard	67
3	Neal	148	9	Chilton	66
4	Plato	138	10	O'Neill	54
5	Nash	127			
6	Jordan	113			

Race 1 Winner's average: 88.33mph.
Fastest lap: Plato, 1m59.113s, 89.73mph.
Race 2 Winner's average: 88.08mph.
Fastest lap: Austin, 1m59.382s, 89.52mph.
Race 3 Winner's average: 88.07mph.
Fastest lap: Jackson, 1m59.849s, 89.17mph.

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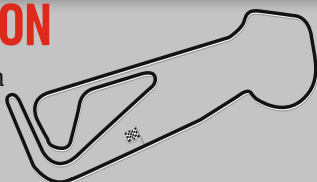
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SNETTERTON

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FORMULA RENAULT AT A GLANCE

- Race 1 Tio Ellinas
- Race 2 Alex Lynn
- Poles Jordan King/Alex Lynn
- Fastest laps King/Ellinas

REPORTS TOCA SNETTERTON



King leads Lynn and Ellinas before crunch

FORMULA RENAULT UK & CLIO CUP SNETTERTON, AUGUST 6-7

Lynn bounces back for King-sized redemption

ALEX LYNN BOUNCED BACK from a first-race clash with Jordan King to take a convincing victory at Snetterton and preserve his Formula Renault UK Championship lead.

King, back from some extracurricular Formula 2 activities, had taken his maiden FRUK pole position and converted that into the race lead, with Lynn hard on his heels. With two laps to go King looked set to give Manor Competition its first win of the season, but Fortec Motorsport man Lynn – with an exhaust sounding rough and rorty

as the race wore on – tried a move into the Esses.

It didn't work. Both cars waltzed into spins and, while King was stuck for good, Lynn sped away to collect third – and a £250 fine.

It was easy to sympathise with a lad who'd lost a maiden FRUK victory. "His front wing hit my rear wheel – he wasn't a fifth of a car alongside," said King. But Lynn – whose dominance this year has been such that he's not had much practice at overtaking! – pointed out: "I didn't want to hit him."

File that under: 'King was unlucky, but when young

blokes have a go it inevitably sometimes ends badly.'

One man very happy with all of this was Cypriot Tio Ellinas, who zipped ahead, pursued by Atech Reid GP partner Jack Hawksworth, to take an unexpected win.

"To be honest when I saw Alex do a move I thought it was risky," Ellinas observed. Hawksworth, in retrospect, was disappointed not to have used more aggression to steal a possible pass on Ellinas on lap one.

Lynn put everything right later on. Despite setting only the eighth-fastest time of the 13 in the race, he kept team-mate Will Stevens and Ellinas at bay. Stevens, battling for the Eurocup this year, brought his stylish, smooth driving to Snett as a warm-up for the next Euro round. For him a podium was mission accomplished.

Alice Powell ended up with Manor's best result of the day in fourth. Behind was an almighty battle in which the indomitable Oliver Rowland and Josh Hill starred, with Dan Cammish and King playing active roles. Rowland pulled an epic move on Hill at Riches, but later lost places again after contact with Powell. Hill snaked dramatically

inside Cammish at the tight Agostini left turn for fifth.

Clio Cup action was also frantic and, of the four main title contenders, it was Paul Rivett who left smelling of roses from one of his lowest-key weekends yet.

Rivett flew under the radar to finish fourth and sixth in his Stancombe Vehicle Engineering car. His weekend points total was equalled by Westbourne Motorsport's James Colburn, who took his maiden pole but was involved in a mix-up at the Montreal hairpin that wiped the top four on the grid out of contention. He clambered back on to claim 10th, and was third in the second race, adding a brace of fastest laps.

Meanwhile, James Dixon and Aron Smith took a win apiece – and a DNF each – to stay well in the hunt. Total Control Racing's Dixon had chronic understeer and proclaimed: "It's surreal – I can't believe I won" after the top four wiped themselves out in front of him. He held off a feisty Luke Wright (Scuderia Vittoria), with Josh Files next up.

In race two Smith narrowly beat Pyro team-mate Jack Goff, both of whom sustained damage

on Saturday. "I knew Jack wasn't going to make a silly lunge so I maintained the gap and was having a laugh," said Dubliner Smith. "I was waving at him down the back straight!" Goff added: "The team did a great job working until 2am to put the cars back together."

● Marcus Simmons

RESULTS

Formula Renault UK (12 laps) 1 Tio Ellinas; 2 Jack Hawksworth +1.574s; 3 Alex Lynn; 4 Oliver Rowland; 5 Dan Cammish; 6 Felix Serralles; 7 Alice Powell; 8 Josh Hill; 9 Ed Jones; 10 Dan Wells. **Fastest lap** Jordan King 1m47.112s (99.78mph) **record. Race 2 (14 laps) 1 Lynn**; 2 Will Stevens +1.018s; 3 Ellinas; 4 Powell; 5 Hill; 6 Cammish; 7 Rowland; 8 King; 9 Serralles; 10 Jones. **FL** Ellinas 1m47.547s (99.38mph). **Points 1 Lynn, 375**; 2 Ellinas, 319; 3 Rowland, 233; 4 Hawksworth, 213; 5 Hill, 184; 6 Mitchell Gilbert & Ollie Millroy, 152. **Renault Clio Cup (10 laps) 1 James Dixon**; 2 Luke Wright +0.515s; 3 Josh Files; 4 Adam Bonham; 5 Jake Packun; 6 Paul Rivett. **FL** James Colburn 2m09.413s (82.58mph) **record. Race 2 (10 laps) 1 Aron Smith**; 2 Jack Goff +0.268s; 3 Colburn; 4 Rivett; 5 Matt Allison; 6 Files. **FL** Colburn 2m09.912s (82.27mph). **Points 1 Rivett, 264**; 2 Smith, 253; 3 Dixon, 249; 4 Colburn, 247; 5 Goff, 208; 6 Packun, 183.



Dixon won Clio Cup opener



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CARRERA CUP AT A GLANCE

- Race 1 **Stephen Jelley**
- Race 2 **Stephen Jelley**
- Poles **Meadows/Jelley**
- FLs **Ben Barker/Jelley**

“My start was quite good, but I was unsure of the grip into Agostini and a bit hesitant”

Michael Meadows reflects on the moment he lost the lead to Stephen Jelley

REPORTS TOCA SNETTERTON

OTHER BTCC SUPPORTS SNETTERTON, AUGUST 6-7

No wobbles for Jelley as he scoops a double

STEPHEN JELLEY REGAINED the lead of the Porsche Carrera Cup title chase with an emphatic double.

The ex-touring car racer was outqualified by Michael Meadows, but stole the lead away into the tight Agostini left-hander on the opening lap of race one, and was never headed from pole in the second race.

“I didn’t get a really good run on him, but he left the door open and I squeezed it through,” said Jelley, who controlled a lead group that expanded to five cars as the first race wore on. At the back of that quintet were his Team Parker Racing team-mates, Richard Plant and Euan Hankey, while in between were Meadows’s Redline Racing machine and the Parr Motorsport car of Ben Barker.

In some ways Barker, an Englishman who has been racing in the Australian Carrera Cup, was the star. Excellent, clear-cut moves on Hankey and Plant moved him up the order, but he confessed: “I was just keeping with the top two, so didn’t want to make any stupid mistakes.”

Meadows shadowed Jelley again later on, before slipping away in the closing stages as he picked up a rear

puncture. This time it was Plant’s turn to impress, as he held off Redline’s pre-weekend points leader James Sutton for third.

For Sutton it was damage-limitation, after his handling mysteriously went awry on his second set of tyres in qualifying. Hankey, who chased fifth-placed Barker home in race two (after being shouldered off on lap one in contact with team-mate Plant!), had experienced an identical problem. Coincidentally, Sutton and Hankey were in reshelled cars after their Nordschleife stack-a-thons.

Jonas Gelzinis took his usual brace of Pro-Am wins, while Porsche scholar Ben Hetherington briefly ran third in race one before a drive-through penalty for a hasty start.

A victory and two second places made Nathan Freke the driver of the weekend in Ginetta Supercup, but Carl Breeze extended his overall championship lead.

Breeze made his home advantage count in the opener, bolting away from pole to claim his third win the year. Having dropped to third after a tap on the opening lap, Freke took second from Adam Morgan with a late move.



Jelley led Meadows and Plant in race two

A scorching start allowed Freke to turn the tables and lead throughout the second race. After surviving third-placed Morgan’s close attentions into Riches, Breeze relentlessly chased the shadow of Freke’s G55, before settling for second.

Colin White and Lee Pattison filled the front row for the reversed-grid finale, but an ambitious move by Pattison into Riches caused them to collide, dumping White out of the race.

Morgan inherited the lead ahead of Tom Sharp but, as they scrapped, third-placed Freke closed them down. He muscled past Sharp in the final minutes to grab second, but Morgan was

out of reach. Breeze also closed on Sharp late on but couldn’t find a way past.

Having twice missed out on the podium at Croft, Ginetta Junior pacesetter Seb Morris returned to winning ways with a double.

He claimed race one when George Gamble’s remarkable early charge from sixth to the lead fizzled out after a spin at the Montreal hairpin. Morris sliced past Gamble and Charlie Robertson to claim the advantage and held off Robertson to win by a whisker.

The second race was a cracker, with Jake Giddings, Morris, Robertson and Gamble disputing top spots.

Morris and Giddings exchanged the lead early on, before a charging Robertson swept side-by-side with Morris into Hamilton to move ahead.

Having run wide and slipped down the lead pack, Morris dramatically reclaimed third after tagging Giddings into a spin, before stealing a last-gasp victory when leaders Robertson and Gamble collided at Nelson.

● M Simmons & Oliver Timson

RESULTS

Porsche Carrera Cup (14 laps)

1 Stephen Jelley; **2** Michael Meadows +0.870s; **3** Ben Barker; **4** Richard Plant; **5** Euan Hankey;

6 Jonas Gelzinis. **Class winners** Gelzinis; Keith Webster. **Fastest lap** Barker 1m53.477s (94.18mph)

record. Race 2 (15 laps) 1 Jelley; **2** Meadows +3.528s; **3** Plant; **4** James Sutton; **5** Barker; **6** Hankey.

CW Gelzinis; Webster. **FL** Jelley 1m53.734s (93.97mph). **Points**

1 Jelley, **186**; **2** Meadows, **177**; **3** Sutton, **174**; **4** Hankey, **132**; **5** Plant, **115**; **6** Gelzinis, **106**.

Ginetta GT Supercup (7 laps) 1

Carl Breeze (G55); **2** Nathan Freke (G55) +1.579s; **3** Adam Morgan (G55); **4** Tom Sharp (G55); **5** Phil Broad (G55); **6** Lee Pattison (G55). **CW**

Jake Hill (G50). **FL** Freke 1m57.582s (90.89mph). **Race 2 (12 laps)**

1 Freke; **2** Breeze +0.912s;

3 Morgan; **4** Sharp; **5** Pattison; **6** Colin White (G55). **CW** Andrew Richardson (G50). **FL** Freke

1m57.563s (90.91mph) **record.**

Race 3 (12 laps) 1 Morgan; **2** Freke +3.913s; **3** Sharp; **4** Breeze; **5** Broad; **6** George Murrells. **CW** Richardson. **FL** Freke 1m58.567s (90.14mph).

Points 1 Breeze, **449**; **2**= Sharp & Morgan, **418**; **4** Freke, **360**; **5** Murrells, **315**; **6** White, **262**.

Ginetta Juniors (6 laps) 1

Seb Morris; **2** Charlie Robertson +0.103s; **3** Jake Giddings; **4** William Foster; **5** Tom Howard; **6** Max Coates. **FL** Robertson 2m18.417s (77.21mph) **record. Race 2 (6 laps) 1** Morris;

2 George Gamble +0.448s; **3** Struan Moore; **4** Robertson; **5** Giddings;

6 Tom Howard. **FL** Morris

2m18.529s (77.15mph).

Points 1 Morris, **390**; **2** Gamble, **270**; **3** Robertson, **265**; **4** Foster, **241**; **5** Howard, **223**; **6** Coates, **199**.



Morris won two fraught Ginetta Junior races

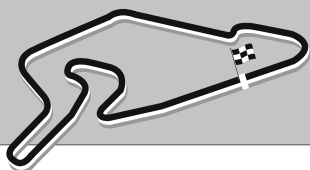
NURBURGRING

GERMANY

August 5-7

DTM

Round 6/10



AT A GLANCE

- Winner **Mattias Ekstrom**
- Pole position **Ekstrom**
- Fastest lap **David Coulthard**



Victory felt good – even if his nose didn't

Swede in the lead

Former champion Mattias Ekstrom dominated for Audi to take his first win since early last season



Ekstrom out on his own in his Abt Audi

THE 2011 DTM SEASON HAS been full of tales of triumph over adversity.

First there was Bruno Spengler's victory from pole at the Hockenheim season opener – despite the Canadian having missed all 90 minutes of morning practice to a mystery splitter problem. Then there were Martin Tomczyk's back-to-back wins at Spielberg and Lausitz, regardless of the fact that he was driving an old-spec Audi run by a Phoenix Racing squad that had not tasted victory in the championship for 10 years.

Last weekend at the Nurburgring, it was the turn of Mattias Ekstrom.

The Swedish Audi star had not taken a pole position for a calendar year, his last such success coming at the Nurburgring in 2010, and he had not tasted the victory champagne for even longer

– since the second round of last year's championship at Valencia, in fact.

But come the 2011 edition of the race at Germany's most famous circuit – OK, so it's not the Nordschleife, but time moves on – the two-time series champion showed the kind of form that all present knew he was capable of.

First, some background. Ekstrom had eaten some "strange food" over the weekend of the DTM 'Show Event' in Munich a fortnight earlier and contracted an infection that laid him low for a week. The after-effects were still visible on his nose throughout the Nurburgring weekend, but it didn't seem to alter the character of the man, who revealed his wicked sense of humour when quizzed on the subject.

"People kept asking me what had happened, so rather than tell them the truth – it's boring – I

thought I should make up a good story," the Abt Sportsline driver said. "So I told them the dog bit me! Really it looks worse than it is. It's not perfect, but it didn't slow me down today."

It didn't. Nothing did, in fact, as Ekstrom looked every inch the former champion for the first time since the Hockenheim season opener.

Some suggested he was lucky; his pole position – Audi's 60th in the DTM – came by a huge three-second margin as rain that had fallen for Mike Rockenfeller, Jamie Green and Spengler in Q4 suddenly relented as he was starting his flying lap. Was it luck, however, that it was he, and not any of his rivals, who was last to go in Q4? No. It was his reward for being quickest in the crucial Q3 session that preceded it.

Was it luck that he didn't have to race against anybody

on-track? No. It was his payback for making a clean getaway from pole and not giving anyone a gap through which to place their car.

Was it luck that, such was his superiority, once he'd established a gap he didn't even have to push particularly hard? Again, no.

It was just pure class. The serenity was such that his A4 ran faultlessly through the race, and even his pitstops were quicker than the rest.

The only blot on an otherwise perfect copybook was that David Coulthard snatched the fastest lap



RACE RATING

★☆☆☆☆

Rockenfeller's late mistake the only noteworthy moment

MILESTONE

Sixtieth pole for Audi in the DTM, the first coming via Hans-Joachim Stuck at Avus in 1990



REPORT DTM NURBURGRING

JAMIE O'LEARY
reports



Spengler took second in his Mercedes

away from him near the end of the race to deny him a perfect weekend. "And he wasn't too pleased with me for that," the grand prix winner confirmed afterwards. These racing drivers are so competitive...

Nobody got anywhere near Ekstrom, in truth. Not any of his four Abt team-mates (who finished third, fourth, 10th and 12th); not Green, with whom he shared the front row, and not Spengler either. This was the most dominant victory of the 2011 season, and looked very, very easy.

"Never easy," Ekstrom said. "But I've definitely had harder afternoons – especially this season. There was a bit of an issue in the first stint, because I was struggling a lot with my brakes and I made a few mistakes, but after the first pitstop the car and the tyres worked perfectly. When the car is 100 per cent how I want it and working well, this is the kind of

result we can have.

"The thing is that I'm back, this weekend proves it, and everybody knows it now. I don't think 'championship' because the numbers are not good for me [he trails Spengler by 26 points]. But I'll be doing my best."

Perhaps the last word should go Audi Sport chief Wolfgang Ullrich, the man who brought Ekstrom to the DTM in 2001 as a then-22-year-old upstart from the Swedish Touring Car Championship, and who was instrumental in the '04 and '07 title successes that now seem to be a long, long way in the past.

"There were times in the past when Mattias dominated races like this, but not so much recently, and I've missed it a little bit," Ullrich said. "This weekend was pretty perfect from him – he made almost no mistakes – and as a team as well. It's quite a special feeling."

'Rocky' loses his bout with Spengler

WHILE NOBODY SAW MUCH OF MATTIAS Ekstrom for an hour last Sunday afternoon, the two men who came closest to keeping the Swede in sight – Mike Rockenfeller and Bruno Spengler – did at least see rather a lot of each other.

Rockenfeller, having his best performance since returning from his heavy Le Mans crash in June, looked able to keep Spengler's HWA Mercedes at bay for the duration. He had, after all, managed it for 47 laps. But starting the penultimate tour the German, who was finding it increasingly difficult to retain stability under braking, got it wrong.

"I was having to adjust things to keep the car balanced," he said. "The brake balance I had a long way to the front – maybe too much."

'Too much' meant Rockenfeller locking his front tyres and sliding beyond the boundaries of the track at Turn 1 on the penultimate lap. Spengler gleefully accepted the runner-up spot.

Behind them was a four-way fight for

fourth that began with contact between Jamie Green, Edoardo Mortara and Martin Tomczyk on the first lap, and damaged the front end of Tomczyk's Phoenix Audi.

The German vaulted three places at the first pitstops, when he was one of the first to come in, then he held the place after the second round of tyre changes.

But he only had old tyres for use during the race, and was easy prey for double champion Timo Scheider, who nipped inside in his Abt car at the hairpin on his first flying lap on fresh rubber.

"I could not defend," Tomczyk said. "After the contact early on, the aero balance was gone and I had to work the tyres even harder – and you're already on the limit."

Behind this pair, Green finished sixth with Mortara seventh and Gary Paffett completing the points scorers from 13th on the grid.

Ralf Schumacher was the only retirement, the HWA man coming together twice with his ex-F1 sparring partner David Coulthard on the second lap and spinning out at Turn 2.



Schumacher is about to punt Coulthard (yellow); Albuquerque (blue), van der Zande (red), Engel in mix

Tomczyk took fifth after early damage



RESULTS

DTM, Nurburgring (D), August 5-7, round 6 of 10

GRID	
1 EKSTROM 1:32.066	7 GREEN 1:35.246
3 ROCKENFELLER 1:35.544	4 SPENGLER 1:37.144
5 MORTARA 1:24.374	6 MOLINA 1:24.440
7 TOMCZYK 1:24.496	8 SCHEIDER 1:24.695
9 V D ZANDE 1:24.501	10 COULTHARD 1:24.525
11 VIETORIS 1:24.549	12 ALBUQUERQUE 1:24.568
13 PAFFETT 1:24.644	14 STODDART 1:25.063
15 JARVIS 1:26.965	16 FREY 1:27.036
17 SCHUMACHER 1:27.147	18 ENGEL 1:27.275

49 LAPS, 99,519 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Mattias Ekstrom (S)	Abt Sportsline	Audi A4 (2009)	1h11m19.980s	1
2	Bruno Spengler (CDN)	HWA	Mercedes C-class (2009)	+5.533s	4
3	Mike Rockenfeller (D)	Abt Sportsline	Audi A4 (2009)	+6.071s	3
4	Timo Scheider (D)	Abt Sportsline	Audi A4 (2009)	+13.977s	8
5	Martin Tomczyk (D)	Phoenix Racing	Audi A4 (2008)	+15.656s	7
6	Jamie Green (GB)	HWA	Mercedes C-class (2009)	+17.841s	2
7	Edoardo Mortara (I)	Team Rosberg	Audi A4 (2008)	+18.917s	5
8	Gary Paffett (GB)	HWA	Mercedes C-class (2009)	+19.696s	13
9	Filipe Albuquerque (P)	Team Rosberg	Audi A4 (2008)	+22.516s	12
10	Oliver Jarvis (GB)	Abt Sportsline	Audi A4 (2009)	+35.080s	15
11	Renger van der Zande (NL)	Persson Motorsport	Mercedes C-class (2008)	+35.717s	9
12	Miguel Molina (E)	Abt Sportsline	Audi A4 (2008)	+37.252s	6
13	Christian Vietoris (D)	Persson Motorsport	Mercedes C-class (2008)	+38.090s	11
14	Susie Stoddart (GB)	Persson Motorsport	Mercedes C-class (2008)	+45.201s	14
15	Maro Engel (D)	Mucke Motorsport	Mercedes C-class (2008)	+50.747s	18
16	Rahel Frey (CH)	Phoenix Racing	Audi A4 (2008)	+1m06.678s	16
17	David Coulthard (GB)	Mucke Motorsport	Mercedes C-class (2008)	-1 lap	10
R	Ralf Schumacher (D)	HWA	Mercedes C-class (2009)	1 lap - accident	17

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Spengler	47
2	Tomczyk	40
3	Scheider	29
4	Green	24
5	Ekstrom	21
6	Rockenfeller	20
7	Schumacher	17
8	Jarvis	10
9	Paffett	10
10	Mortara	9

Winner's average: 92.940mph.
Fastest lap: Coulthard,
1m25.558s, 94.882mph.

MID-OHIO

USA

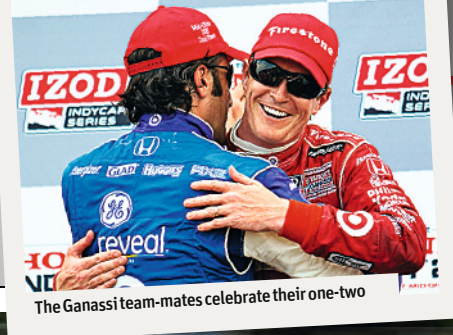
August 7

IndyCar Series
Round 12/18



AT A GLANCE

- Winner **Scott Dixon**
- Pole **Dixon**
- Most laps led **Dixon**
- Fastest lap **Dixon**



The Ganassi team-mates celebrate their one-two

Scott to feel good for Dixon

The Kiwi crushed the opposition to take a long-overdue first win of the season



Dixon: imperious en route to first win of '11

TWO MASSIVE SURPRISES

flew in the face of an otherwise insipid IndyCar Series event at Mid-Ohio. Firstly, that it's taken Scott Dixon until round 12 to win a race this year. Secondly, that Penske Racing turned a 2/4 on the starting grid to a wretched 14/16 for Will Power and Ryan Briscoe, allowing Power's title rival Dario Franchitti to extend his points lead to 62.

Dixon didn't just dominate; he pulverised the opposition. On two separate occasions his victory came under threat through no fault of his own, and in both instances he swatted those challenges away. "Sorry to make it so boring," he said.

From pole position, he led a routine opening 20 laps, chased by Briscoe's Penske machine and Ganassi team-mate Franchitti.

The only flicker of interest occurred into the opening two corners (confusingly Turns 4 and 5, as the startline at Mid-Ohio is sited away from the pits and finishline) when Franchitti brushed wheels with Penske title rival Will Power.

It was nothing more than a racing incident, but such is the atmosphere between them at present, it was immediately seized upon as a talking point.

"Will got into my left-rear twice and got me sideways," said Franchitti. "He didn't spin me round, but he had a good try. Luckily I was able to keep it going."

Power countered: "It was just racing, y'know? I was trying to get past, he was on the outside, and I just hit his back wheel. Similar to Toronto [where Dario hit his rear and spun him round]."

The other incident of note was Newman/Haas racer James Hinchcliffe being edged onto the grass in avoidance of a wayward Alex Tagliani. 'Hinch' dropped from seventh to last, but wouldn't stay there for long.

If the previous round at Edmonton was "pivotal" for Will Power, as he ended his losing streak, then Mid-Ohio was truly disastrous. Backmarker Sebastian Saavedra ploughed into the tyrewall, bringing out the race's first full-course yellow, just as Power peeled into pitlane. IndyCar decreed the pits were closed, so he had to effectively make a drive-through that cost him a spot to Andretti Autosport's Ryan Hunter-Reay.

The only car that had pitted was Hinchcliffe, and he would restart a genuine second, behind the non-

pitting Danica Patrick. As she tumbled quickly down the order, Hinchcliffe led convincingly, keeping Dixon at bay for a 26-lap stint, with Franchitti running third ahead of Power, who'd regained his spot from Hunter-Reay.

Hinchcliffe's strategy always meant his final pitstop would be earlier than Dixon's, but even after the pitstops played out, Scott

still wasn't leading. Franchitti went a lap longer before making his final stop, which he made seconds before a full-course caution came after Graham Rahal spun himself off after squeezing Patrick at the Keyhole. Dario emerged just in front.

"I was furious," admitted Dixon, who would quickly demote Franchitti at the restart. "I had to get Dario



Hinchcliffe passes Patrick to take lead

RACE RATING

★★★★☆

Despite the fickle caution flag's best efforts, there was no stopping Dixon's dominance

MILESTONE

James Hinchliffe joined Michael and Mario Andretti, Justin Wilson, Paul Tracy, Christian Fittipaldi and Cristiano da Matta by leading laps for Newman/Haas at Mid-Ohio



REPORT INDYCAR MID-OHIO

CHUCK BRADBURY JR
reports

at that restart but he got a nice jump on me – he went off like a bloody cannon! In my head, I'd planned to stay to his left and run around the outside of him, but I tucked behind him and was able to go down his inside instead. With the rules as they are, he couldn't really defend."

From the outside, it looked easy as Dixon steamed past. And Franchitti admitted he gave up the corner: "Scott did a great job at the restart, as he's done every lap since we tested here. He was on fire. It was important to tuck-in behind him, or else I might've got freight-trained. I soon realised I wasn't going to catch him."

From there, Dixon disappeared into the distance and won by over 7s for his first victory of 2011. Franchitti kept Hunter-Reay at arm's length for second: "I was on reds, Ryan was on blacks," said Dario, "I knew I'd have to manage them, and he kept me honest."

The recently-put-under-probation Hunter-Reay kept his nose clean to finish third, his main concern being a drinks-bottle failure at one of the year's busiest tracks.



Franchitti held off Hunter-Reay

"Dario and I were on the same pace at the end, but Scott was gone," he said. "I was faster than Dario in quick corners, but he had me covered where it mattered. As for my drinks bottle failing, maybe that was part of my probation!"

The hard-luck story was Hinchliffe. He's only racing thanks to team patron Bernie Haas's good grace, and he looked set to reward her with a top-five finish. But, having rejoined in a pack of battling cars, he struggled to get his harder

'black' tyres up to temperature. As he strived to fend off Tony Kanaan at the Keyhole hairpin, he ran wide and spun.

"That was a pretty big rookie mistake," he admitted after rejoining to finish P20. "I'm pretty devastated to be honest; personal mistakes are the hardest to deal with."

With Power's race also taking a disastrous turn (see panel), KV Racing duo Takuma Sato and Tony Kanaan climbed into the top five, ahead of Tagliani and a feisty Marco Andretti. ❧

Will Powerless over a mistimed pitstop

VERY, VERY RARELY DO YOU see Penske Racing screw up. How many times have we seen this well-oiled machine of clever people making smart decisions to help its top-class drivers win races. Mid-Ohio was not just one of those days, it was one of those days.

Title challenger Will Power was running fourth before his final stop, when an ill-timed yellow ruined his race. Having saved enough fuel to run a lap longer than title rival Dario Franchitti, it was on that lap that the caution was called.

"I saw the local yellow [as Graham Rahal clashed with

Danica Patrick] while we were going for that extra lap," said his strategist Tim Cindric. "I told Will to pit but he was in the Carousel [the penultimate corner]."

Power dropped to 17th after pitting under yellow, and could only fight back to 14th. "Very unfortunate," said Power. "Man, I was *this* close to coming in on that lap. Tim gave me the option because I had Ed Carpenter in front of me, and he thought he might slow me down. When I got the call to pit, I'd just missed the pit entry. I got penalised for doing a good job, that's what it feels like."



Pitstop timing cost Power decent result

RESULTS

IndyCar Series, Mid-Ohio (USA), August 5-7, round 12 of 18

GRID	
2 BRISCOE 1:08.3359	1 DIXON 1:08.0775
4 POWER 1:08.4212	3 FRANCHITTI 1:08.4016
6 RAHAL 1:08.7423	5 HUNTER-REAY 1:08.5796
8 TAGLIANI 1:08.8412	7 HINCHLIFFE 1:08.7701
10 KIMBALL 1:08.8665	9 SATO 1:08.8653
12 VISO 1:08.9427	11 BOURDAIS 1:08.9115
14 SILVESTRO 1:09.3009	13 HILDEBRAND 1:09.4161
16 KANAAN 1:09.3013	15 C'NEVES 1:09.4369
18 PAGENAUD 1:09.3851	17 CONWAY 1:09.4904
20 SERVIA 1:09.4935	19 ANDRETTI 1:09.6059
22 SAAVEDRA 1:09.7105	21 NEIRA 1:09.6061
24 JAKES 1:09.8061	23 PATRICK 1:10.2166
26 PLOWMAN 1:10.2533	25 BEATRIZ 1:10.4537
27 CARPENTER 1:12.3720	

85 LAPS, 191.930 MILES					
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	1h48m46.9509s	1
2	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	+7.6508s	3
3	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	+9.0784s	5
4	Takuma Sato (J)	KV Racing Technology-Lotus	Dallara-Honda	+12.3062s	9
5	Tony Kanaan (BR)	KV Racing Technology-Lotus	Dallara-Honda	+19.9748s	16
6	Alex Tagliani (CDN)	Sam Schmidt Motorsports	Dallara-Honda	+20.6267s	8
7	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	+20.9094s	19
8	Oriol Servia (E)	Newman/Haas Racing	Dallara-Honda	+23.0252s	20
9	Sebastien Bourdais (F)	Dale Coyne Racing	Dallara-Honda	+23.6411s	11
10	Vitor Meira (BR)	AJ Foyt Racing	Dallara-Honda	+26.2582s	21
11	Charlie Kimball (USA)	Chip Ganassi Racing	Dallara-Honda	+27.4550s	10
12	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	+29.0438s	14
13	Simon Pagenaud (F)*	Dreyer & Reinbold Racing	Dallara-Honda	+29.7880s	18
14	Will Power (AUS)	Team Penske	Dallara-Honda	+42.5675s	4
15	EJ Viso (YV)	KV Racing Technology-Lotus	Dallara-Honda	+45.3255s	12
16	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	+45.7141s	2
17	Ana Beatriz (BR)	Dreyer & Reinbold Racing	Dallara-Honda	+47.0943s	25
18	Martin Plowman (GB)	AFS/Sam Schmidt Motorsports	Dallara-Honda	+48.3700s	26
19	Helio Castroneves (BR)	Team Penske	Dallara-Honda	+48.8679s	15
20	James Hinchliffe (CDN)	Newman/Haas Racing	Dallara-Honda	+49.4093s	7
21	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	+59.9851s	23
22	Ed Carpenter (USA)	Sarah Fisher Racing	Dallara-Honda	+1m09.2913s	27
23	James Jakes (GB)	Dale Coyne Racing	Dallara-Honda	+1m09.5303s	24
24	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda	-2 laps	6
25	JR Hildebrand (USA)	Panther Racing	Dallara-Honda	-4 laps	13
26	Mike Conway (GB)	Andretti Autosport	Dallara-Honda	63 laps-exhaust	17
27	Sebastian Saavedra (CO)	Conquest Racing	Dallara-Honda	20 laps-accident	22

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Franchitti	428
2	Power	366
3	Dixon	335
4	Kanaan	283
5	Servia	268
6	Andretti	258
7	Briscoe	253
8	Rahal	230
9	Castroneves	224
10	Hildebrand	222

Winner's average: 105.861mph. Fastest lap: Dixon, 1m09.1271s, 117.592mph. 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.

* Justin Wilson (GB) drove this car in free practice before being replaced by Pagenaud due to injury.

NASCAR SPRINT CUP POCONO (USA), AUGUST 7, RD 21/36

Injured Keselowski is comeback king at Pocono

ONLY FOUR DAYS BEFORE racing at Pocono, Brad Keselowski reckoned he was lucky to be alive, the 27-year-old suffering a huge testing crash at Road Atlanta in which he broke his left ankle.

But come Sunday afternoon, he blocked out the pain and produced an excellent drive to secure his third Cup win.

While the Penske team was undone by the timing of its pit strategy in the concurrent IndyCar race at Mid-Ohio, at Pocono the squad's NASCAR arm called it to perfection. Sensing rain in the air, the team brought in Keselowski and team-mate Kurt Busch for a tank of fuel and four fresh tyres each, just moments before the heavens opened and the race was red-flagged.

At the restart the two Penske Dodges stayed out while the rest of the field was forced to pit, gaining crucial track position on the 'tricky triangle'.

Kurt Busch led the re-start while Joey Logano, who was leading when the red flag flew, quickly worked his way into second. But Logano couldn't sustain the pace of the leaders and was passed in succession by Joe Gibbs Racing team-mate



Agony or ecstasy for broken-ankled BK?

Kyle Busch, Keselowski and Jimmie Johnson.

Johnson's Chevy was in gearbox trouble but, by opting not to shift through any of the three corners, he was able to all but match the pace of the leaders.

Late in the race Juan Pablo Montoya and Kasey Kahne, who had both been enduring miserable races, collided to bring out a caution. The Busch brothers, Keselowski, Johnson and Hendrick team-mate Jeff Gordon stayed out, while the

chasing pack led by the Roush Ford of Carl Edwards pitted. On the restart, Keselowski got the jump on Kyle Busch and sprinted away for a comfortable win.

"This was an earn-it weekend, and I've always wanted to win a Cup race and earn it," said Keselowski. "Today feels like a real win."

Kyle Busch was a solid second, but there was a fantastic scrap for third between brother Kurt and Johnson. Going into

Turn 1 of the final lap, Johnson went to the inside, moving down on Busch on the exit to try to keep his place. Busch responded in kind, and was able to slip by into 2.

They crossed the line almost side by side, with Busch ahead, prompting an angry exchange of words.

Ryan Newman drove a charging final stint to take fifth for Stewart-Haas, while Edwards finished seventh to maintain the points lead.

● Connell Sanders Jr

RESULTS

1 Brad Keselowski (Dodge Charger), 200 laps in 3h37m35s; 2 Kyle Busch (Toyota Camry), +0.791s; 3 Kurt Busch (Dodge); 4 Jimmie Johnson (Chevrolet Impala); 5 Ryan Newman (Chevy); 6 Jeff Gordon (Chevy); 7 Carl Edwards (Ford Fusion); 8 Greg Biffle (Ford); 9 Dale Earnhardt Jr (Chevy); 10 Paul Menard (Chevy). **Points** 1 Edwards, 720; 2 Johnson, 711; 3 Kyle Busch, 709; 4 Kurt Busch, 706; 5 Kevin Harvick, 700; 6 Matt Kenseth, 694; 7 Jeff Gordon, 668; 8 Ryan Newman, 658; 9 Tony Stewart, 642; 10 Earnhardt, 641.

BRAZILIAN V8 STOCK CARS INTERLAGOS (BR), AUGUST 7, RD 7/12

Camilo from seventh to heaven

THIAGO CAMILO

converted a disappointing seventh place in qualifying to a brilliant race win, furthering his lead over Max Wilson to 35 points.

After a safety-car period at one-third distance

following a spate of retirements — due to drivers hitting the new kerbs on the chicane too hard, causing numerous front-pushrod failures — the gap back to Camilo from the leading group all but disappeared.

Camilo closed back up at the restart and took the lead with 13 laps to go. He used his last push-to-pass charge to move up to second by demoting Marcos Gomes, who had been losing time with a damaged left-front

pushrod. He then inherited the lead when Jacques Villeneuve made his second pitstop.

● Lito Cavalcanti

RESULTS

1 Thiago Camilo (Chevrolet), 36 laps in 1h06m27.374s; 2 Daniel Serra (Peugeot), +8.417s; 3 Max Wilson (Chevy); 4 Nono Figueiredo (Chevy); 5 Atila Abreu (Chevy); 6 Xandinho Negrao (Peugeot). **Points** 1 Camilo, 122; 2 Wilson, 87; 3 Caca Bueno, 83; 4 Abreu, 83; 5 Ricardo Mauricio, 70; 6 Paulo Bueno, 68.

THAT'S ONE WAY TO CROSS THE FINISH LINE...

Ricky Stenhouse Jr (6) won Saturday night's Nationwide race in Iowa in a surreal finish when his engine blew at the final corner and he was pushed across the line by Carl Edwards, his team-mate with whom he'd had a running battle all night



Camilo took excellent win

PICS: STRECK, BOYD/LAT/SOUTH

INTERNATIONAL RACES & RESULTS

ALMS

Mid-Ohio (USA), Rd 5/9

QUICK RESULTS

- Winners LMP1 **Luhr/Graf**
- Winners GT **Henzler/Sellers**
- Pole **Guy Smith**
- Points leaders **Muller/Hand**

RACE RATING

★★★★☆

The GT race was worth the ticket price to a classic circuit – wet or dry

REPORTS WORLD OF SPORT



Overall winning Lola heads GT Porsche victor

AMERICAN LE MANS SERIES MID-OHIO (USA), AUGUST 6, RD 5/9

Henzler reigns in the rain for Falken's maiden win

RAIN PLAYED HAVOC

in the final hour at Mid-Ohio, where the big story was the GT category and an upset victory by Team Falken Tire, clinched when bad weather caused the race to be red-flagged with 15 minutes to go.

At the final restart with 23 minutes to go, Wolf Henzler drove from sixth place to first in one lap in heavy rain aboard the Falken Porsche. That enabled the German veteran and co-driver Bryan Sellers to bring the Japanese tyre

maker's team, directed by Derrick Walker, its first ALMS victory.

During the decisive lap in the rain, two Corvettes, two Ferraris and one Porsche were scuppered by the final restart. Tommy Milner charged his Corvette inside the leading Flying Lizard Porsche of Patrick Long at Turn 1, but then had to back off before spinning at the exit of Turn 4.

Next, leader Long, Corvette driver Oliver Gavin

and Ferrari pilot Johannes van Overbeek all slid off at Turn 9. Henzler, having passed the BMW of Bill Auberlen, tip-toed through the terrible conditions as the other drivers tried to rejoin the asphalt.

On the same fateful restart, Joey Hand's BMW hit the Ferrari of Jaime Melo – both drivers at the back of the field due to a late decision to switch to rain tyres. The contact broke the Risi Ferrari's suspension, but Hand was able to continue with no mechanical damage. On a day when the BMWs knocked each other off track, as Dirk Muller tried to dive inside Auberlen following a pitstop, the Rahal Letterman-run team was lucky to come home third and fourth behind the Falken Porsche and the Gavin/Jan Magnussen Corvette.

In LMP1 the Lola-Aston Martin of CytoSport, which was quickest in the dry with Lucas Luhr on board and in the wet with Klaus Graf at the wheel, clinched the overall victory versus the

Dyson Racing Lola-Mazda of Chris Dyson and pole winner Guy Smith.

Kyle Marcelli and Tomy Drissi emerged as winners from a hectic LMPC class for Oreca's FLM 09 chassis, while Spencer Pumpelly and Duncan Ende were the winners in the GTC class for Porsche 911 Cup cars. ● Jonathan Ingram

RESULTS

1 Lucas Luhr/Klaus Graf (Lola-Aston Martin B08/62), 96 laps in 2h31m47.755s; 2 Chris Dyson/Guy Smith (Lola-Mazda B09/86), +1m09.720s; 3 Kyle Marcelli/Tomy Drissi (Oreca FLM); 4 Jon Field/Clint Field (Oreca FLM); 5 David Cheng/Javier Echeverria (Oreca FLM); 6 Wolf Henzler/Bryan Sellers (Porsche 911 GT3-RSR). **GT1** 1 Henzler/Sellers; 2 Oliver Gavin/Jan Magnussen (Corvette C6.R); 3 Bill Auberlen/Dirk Werner (BMW M3); 4 Dirk Muller/Joey Hand (BMW); 5 Scott Sharp/Johannes van Overbeek (Ferrari 458 Italia); 6 Olivier Beretta/Tommy Milner (Corvette). **Points** 1 Muller/Hand, 80; 2 Gavin/Magnussen, 57; 3 Auberlen/Werner, 46. **LMP1** 1 Dyson/Smith, 98; 2 Graf/Luhr, 76.

FORMULA NIPPON MOTEGI (J), AUGUST 7, RD 4/8

Lotterer takes title lead

JOAO PAULO DE OLIVEIRA secured his first win of the year after starting from pole in the Team Impul Swift-Toyota.

The Brazilian managed to fend off the challenge from Andre Lotterer after a hesitant start, before making two mandatory stops for tyres, performed faultlessly by his pit crew.

Lotterer pressed de Oliveira hard, but was

hampered by traffic in both his second and third stints directly after pitting.

That meant the German lost ground in his TOM'S-run Toyota-powered car, before de Oliveira suffered trouble with brake fade at the very end of the race. This required him to pump the pedal to bring some life back into the brakes, and helped Lotterer close the gap to de Oliveira, but the

ex-Jaguar Formula 1 tester's efforts weren't enough and he finished 1.960s back of de Oliveira.

Starting from fourth position, Kazuki Nakajima made a change to his strategy by pitting early for tyres. This change of tack gained him a place, and he eventually finished in third. The result means Lotterer draws level on points with Nakajima, and he tops the standings owing to two wins to the ex-Williams F1 racer's one. ● Jiro Takahashi

RESULTS

1 Joao Paulo de Oliveira (Swift-Toyota), 52 laps in 1h26m07.270s; 2 Andre Lotterer (S-T), +1.960s; 3 Kazuki Nakajima (S-T); 4 Kodai Tsukakoshi (S-Honda); 5 Kohei Hirate (S-T); 6 Takuya Izawa (S-H). **Points** 1 Lotterer, 28; 2 Nakajima, 28; 3 de Oliveira, 25; 4 Tsukakoshi, 18; 5 Hirate, 13; 6 Kazuya Oshima, 13.



SUPERSTARS SPA-FRANCORCHAMPS (B), AUGUST 7, RD 6/8

Bertolini scores Spa double

ANDREA BERTOLINI closed the gap to Superstars series leader Luigi Ferrara to 10 points by winning both races at Spa.

Bertolini started on pole in his Maserati Quattroporte but, carrying 20kg of success ballast, he dropped to second on lap one behind Johnny Herbert.

Bertolini harried the English driver closely to force a mistake from Herbert, who locked up and ran deep into the Bus Stop chicane. But Bertolini then ran wide into La Source, letting the two Mercedes of Herbert and Ferrara through.

With three minutes to go Bertolini repassed Ferrara on the run down to Pouhon.

Herbert was still leading, but then his Mercedes encountered a recurring electrical problem. The ex-Formula 1 star lost drive

with under one minute left and eventually finished third, 21.013s behind Bertolini and Ferrara.

A less-eventful race two provided another Bertolini win from pole followed by Massimo Pigoli (Merc), Ferrara and the BMW of Thomas Biagi. ● Sean Carson

RESULTS

Race 1 1 Andrea Bertolini (Maserati Quattroporte), 11 laps in 27m58.107s; 2 Luigi Ferrara (Mercedes C63), +1.738s; 3 Johnny Herbert (Mercedes); 4 Michela Cerruti (Mercedes); 5 Massimo Pigoli (Mercedes); 6 Thomas Biagi (BMW M3). **Race 2 1 Bertolini**, 11 laps in 27m47.460s; 2 Pigoli, +1.950s; 3 Ferrara; 4 Biagi; 5 Stefano Gabellini (BMW); 6 Francesco Sini (Jaguar XFR). **Points** 1 Ferrara, 146; 2 Bertolini, 136; 3 Biagi, 110; 4 Alberto Cerqui, 103; 5 Pigoli, 91; 6 Gabellini, 69.

INTERNATIONAL RACES & RESULTS
F3 EURO SERIES
Nurburgring (D), Rd 6/9

QUICK RESULTS
→ Race 1 **Roberto Merhi**
→ Race 2 **Roberto Merhi**
→ Race 3 **Daniel Juncadella**
→ Pole **Daniel Juncadella**

RACE RATING ★★☆☆☆
One crazy start couldn't make up for two long borefests

FORMULA 3 EURO SERIES NURBURGRING (D), AUGUST 6-7, RD 6/9

Merhi dominates in difficult conditions



Merhi was just a blur to the others

IF LIFE HAD BEEN GOOD for Roberto Merhi before he arrived at the Nurburgring, it's positively brilliant now after the Spaniard took a brilliant double win to leave the circuit with a mammoth 64-point series lead.

The Prema Powerteam driver's finest performance came on slick tyres in a second race that featured a healthy dose of rain during the early stages.

From eighth on the grid, his Dallara-Mercedes was up to second by the exit of the first corner, with only Nigel Melker's Mücke Motorsport Dallara-Merc ahead (helped by polesitter Kimiya Sato driving into the gravel by himself). When the Dutchman was given a drive-through penalty for a

jumped start, Merhi was left in the clear.

With the track at its wettest, Merhi and the rest of the slick-shod runners were losing two seconds per lap to Kuba Giermaziak, who had climbed to fourth as the only driver to start on rain tyres.

By lap eight, however, the track had dried to the extent that Giermaziak was losing three seconds per lap to the slick runners. That left Merhi a comfortable winner from Melker's team-mate Felix Rosenqvist.

Merhi had produced a similarly brilliant couple of corners in race one as he went around the outside of team-mate Daniel Juncadella at Turn 3, nosing onto the inside for Turn 4

and an unchallenged victory.

Double poleman Juncadella got his own back in race three as he took his fourth win of the year from Merhi, promoting him to second place in the points.

Behind them, the Mücke men had a great scrap for third, with Rosenqvist passing Melker before losing the position two laps later by running wide onto the asphalt Turn 3 run-off.

Marco Wittmann had a disastrous weekend with a pair of sixths and an unsuccessful switch to wets during race two dropping him further off the pace in the title fight. Team-mate Laurens Vanthoor was the best of the Signature brigade with third in race two.

● Jamie O'Leary

RESULTS

Race 1 1 Roberto Merhi (Dallara-Mercedes), 29 laps in 40m30.941s; 2 Daniel Juncadella (D-M), +3.693s; 3 Felix Rosenqvist (D-M); 4 Nigel Melker (D-M); 5 Laurens Vanthoor (D-Volkswagen); 6 Marco Wittmann (D-V); 7 Gianmarco Raimondo (D-M); 8 Kimiya Sato (D-V); 9 Carlos Munoz (D-V); 10 Jimmy Eriksson (D-V).
Race 2 1 Merhi, 13 laps in

20m12.503s; 2 Rosenqvist, +2.319s; 3 Vanthoor; 4 Juncadella; 5 Sato; 6 Melker; 7 Daniel Abt (D-V); 8 Munoz; 9 Raimondo; 10 Kuba Giermaziak (D-V). **Race 3 1 Juncadella**, 29 laps in 40m29.872s; 2 Merhi, +0.865s; 3 Melker; 4 Rosenqvist; 5 Vanthoor; 6 Wittmann; 7 Abt; 8 Munoz; 9 Raimondo; 10 Eriksson. **Points** 1 Merhi, 253; 2 Juncadella, 189; 3 Wittmann, 185; 4 Melker, 180; 5 Rosenqvist, 143; 6 Vanthoor, 140.



Sato flies off the road in reversed-gridder



- | | | | |
|---|-------------------------|---|--------|
| 1 | Sebastian Vettel | ◇ | 28,921 |
| 2 | Mark Webber | ◇ | 21,835 |
| 3 | Fernando Alonso | ◇ | 20,600 |
| 4 | Sebastien Loeb | ◇ | 20,515 |
| 5 | Lewis Hamilton | ◇ | 18,926 |

Ranking the world's best drivers.....

WHAT HAPPENED THIS WEEK

Robert Mehri's dominance at the Nurburgring was rewarded with a rise of four places in the Rankings, taking him to 96th. Daniel Juncadella (156) rose 12 places on the back of his race three win. In Indy Lights, winner Esteban Guerrieri (130) jumped 11 places.

To see the full list, visit castroldriverrankings.com



L-r: Dempsey, Guerrieri and Daly battle it out

INDY LIGHTS TROIS-RIVIERES (CDN), AUGUST 7, RD 10/14

Guerrieri glides to victory

NEITHER RAIN NOR A bump from Irish driver Peter Dempsey could keep Esteban Guerrieri from scoring his third Indy Lights victory of the season in Sunday's Grand Prix Trois-Rivieres in Canada.

Starting from pole, ex-Formula Renault 3.5 star Guerrieri led the field from the start but was hounded by Conor Daly. GP3 racer Daly was just 0.731s adrift

when the first yellow flag for rain fell, and almost immediately the heavy downpour began. The race was then red-flagged, and officials decided to make it a timed race for the restart.

Immediately after the race resumed there was another full-course yellow after Daly crashed his Sam Schmidt Motorsports car at Turn 3 on the opening lap. Guerrieri continued to

lead, but was hit from behind by Dempsey on the final lap. Dempsey was subsequently penalised for avoidable contact by Indy Lights officials, even though he spun as a result of the incident, as Argentinian ace Guerrieri defeated Gustavo Yacamán by 6.253s.

"The end was obviously pretty slippery out there and we were still sorting out the lines, trying to

figure out where the grip was," said Guerrieri. "I guess Peter pushed pretty hard on the last lap. In Turn 9 I was going a little bit wide and Dempsey wanted to get the run in the last corner: we ran out of track and touched each other."

Yacamán's second-place finish in his Team Moore Racing entry was his third podium of the season. Josef Newgarden finished third, meaning his lead in the championship over Schmidt team-mate Guerrieri is cut to 45 points.

"It wasn't our day today, but Esteban did a great job for the team," Newgarden said. "We picked up another win, another one of us on the podium. I felt sorry for Conor when he spun."

Dempsey eventually finished fifth behind the sister Andretti Autosport car of former McLaren AUTOSPORT BRDC Award winner Stefan Wilson.

● Bruce Martin

RESULTS

1 Esteban Guerrieri, 58 laps in 1h13m47.019s; 2 Gustavo Yacamán, +6.253s; 3 Josef Newgarden; 4 Stefan Wilson; 5 Peter Dempsey; 6 Anders Krohn. **Points** 1 Newgarden, 396; 2 Guerrieri, 351; 3 Wilson, 325; 4 Yacamán, 270; 5 Jorge Goncalvez, 247; 6 Dempsey, 242.

ITALIAN FORMULA 3 SPA (B), AUGUST 6-7, RD 4/8

Lewis wins one in wet

CALIFORNIAN Michael Lewis scored a maiden F3 victory from pole by only 0.260s in a spectacular duel with Frenchman Maxime Jousse in the wet.

Edoardo Liberati lost his series lead after tapping the barriers, allowing Lewis to top the table.

In race two Sergio Campana moved to the head of the points. Fourth in race one, he passed polesitter Brandon Maisano early on, while Jousse also overtook his fellow Frenchman to take

second in a BVM 1-2-3.
● Sean Carson

RESULTS

Race 1 1 Michael Lewis (Dallara), 12 laps in 31m43.919s; 2 Maxime Jousse (Dallara), +0.260s; 3 Raffaele Marciello (Dallara); 4 Sergio Campana (Dallara); 5 Kevin Giovesi (Dallara); 6 Facu Regalia (Dallara). **Race 2 1 Campana**, 14 laps in 32m17.700s; 2 Jousse, +1.928s; 3 Brandon Maisano (Dallara); 4 Marciello; 5 Victor Guerin (Dallara); 6 Lewis. **Points** 1 Campana, 75; 2 Lewis, 70; 3 Jousse, 64; 4 Edoardo Liberati, 59; 5 Marciello, 57; 6 Maisano, 54.

JAPANESE FORMULA 3 MOTEGI (J), AUGUST 6-7, RD 4/7

Sekiguchi secures double

YUHI SEKIGUCHI dominated for a double win.

The ex-Formula Master racer started from pole for both races and led all the way in his Dallara-Toyota.

Race one featured changeable conditions at the start, before a deluge caused it to be cut short. Sekiguchi won the restarted race from the TOM'S Toyota entry of Naoya Gamou, the Three Bond Dallara-Nissan of Hironobu Yasuda and the second TOM'S driver, Briton Richard Bradley.

Sekiguchi was faultless in a dry race two to beat Yasuda

and sometime Group C racer Hideki Yamauchi.

● Jiro Takahashi

RESULTS

Race 1 1 Yuhi Sekiguchi (Dallara-Toyota), 14 laps in 1h33m30.813s; 2 Naoya Gamou (D-T), +3.469s; 3 Hironobu Yasuda (D-Nissan); 4 Richard Bradley (D-T); 5 Hideki Yamauchi (D-T); 6 Katsumasa Chiyo (D-T). **Race 2 1 Sekiguchi**, 20 laps in 36m27.310s; 2 Yasuda, +7.991s; 3 Yamauchi; 4 Gamou; 5 Naoki Nishimoto (D-T); 6 Gary Thompson (D-T). **Points** 1 Yasuda, 69; 2 Sekiguchi, 58; 3 Gamou, 50; 4 Yamauchi, 49; 5 Bradley, 21; 6 Nishimoto, 17.

IN BRIEF

GERMAN CARRERA CUP

Sean Edwards lost a certain victory at the Nurburgring when a slow puncture – sustained after he ran over some debris – caused a tyre to give way altogether on the final lap. His British compatriot Nick Tandy inherited the win and the championship lead. Jaap van Lagen was second.

VW SCIROCCO-R CUP

Britain's Daniel Lloyd revelled in a late Nurburgring shower to snatch second place from Aditya Patel on the final lap, but could do nothing about Mateusz Lisowski, who increased his lead to 47 points after winning for the third time in 2011.

SUPERSTARS GT SPRINT

Ferraris ruled the roost at Spa-Francorchamps as Matteo Cressoni took the second race victory in his 430 GT ahead of the similar car of Giuseppe Ciro. The first race was won by the GT3 458 Italia of Niki Cadei, with Cressoni in second place.

ARCA

Ty Dillon won his third consecutive race at Pocono on Sunday, in a rain-delayed race that was postponed for 24 hours. Tim George Jr finished second, ahead of Chris Buescher.

STAR MAZDA

French ex-Formula Palmer Audi and F2 racer Tristan Vautier shared the wins with former Walter Hayes Trophy winner Connor de Phillippi at Trois-Rivieres in Quebec.

NASCAR TRUCKS

Kevin Harvick survived a 20-hour rain delay and a green-white-chequered finish to beat Kyle Busch and James Buescher at Pocono. The race was red-flagged after 17 laps on Saturday, and restarted the following day.



Harvick: better late than never

INTRODUCING Kuba Giermaziak

The Pole is a Porsche Supercup winner but would rather make it in single-seaters

"If I get the chance to stay in single-seaters I will, because if you go past 25 you will not make it to F1. You can go back to GT cars at any age"



The Pole has achieved success in Porsches...

Poland needs a new motorsport hero following the rallying accident that has sidelined Robert Kubica for the entire Formula 1 season.

It may just have found one too in the shape of Jakub 'Kuba' Giermaziak, who last month broke his Porsche Supercup duck in style with a wet-weather victory at the Hungaroring.

A graduate of karting in his homeland and then of Formula Renault NEC and Eurocup action with largely German-based teams, Giermaziak is dovetailing his Supercup duties with an F3 Euro Series campaign with the Motopark-run Star Racing Team.

While the Porsche programme is going well thus far, the same cannot be

said for the F3 campaign as he currently lies 12th in the table.

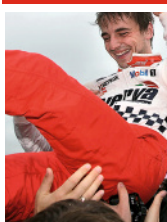
"It's not easy to come back to a single-seater after a year away," Giermaziak says. "And when you look at the results, it maybe looks like it was not worth it. But I believe F3 is the very best place for a driver to learn, and it's teaching me to be a better driver in the Porsche. I can get in the Porsche now and be on the pace inside two laps. Without the F3 experience, I don't know if that would be possible."

It can't be easy for a driver to go from fighting for wins in one category, to being a tail-ender in another on an almost weekly basis, but Giermaziak is keeping a positive outlook on things.



...but is struggling to get up front in F3

KUBA GIERMAZIAK



Born July 9 1990

From Gostyn, Poland

2011 4th in Porsche Supercup (1 win), 12th in F3 Euro Series

2010 10th in Porsche Supercup, 10th in ADAC GT Masters (2 wins)

2009 9th in FRenault Eurocup, 14th in FR NEC

2008 18th in Eurocup, 6th in NEC

2007 10th in NEC, 2 races in Eurocup

"It's zero to hero in a week and then the other way round," he laughs. "I think if I was just doing F3 and getting these results, I would go crazy. So doing Porsches and proving that I can drive fast is a very good thing."

With Kubica being out of action this year, Giermaziak has snatched the opportunity to take on the mantle of his country's top active driver with both hands. He is the first to mention, however, that the success of the sidelined Renault F1 driver has been instrumental in his own career.

"You can't underestimate what he's done for motorsport in Poland. Without him, it would have been difficult to get Porsches and F3 on TV, and without that we probably wouldn't have had sponsors willing to invest so heavily in the programmes. I hope he returns because it could be a negative for motorsport in Poland if he doesn't."

Giermaziak admits that finances are unlikely to cover dual programmes next year, and that he faces a tricky choice come the winter: continue in Porsches or stick it out in single-seaters.

"If I get the chance to stay in single-seaters, I will do it, because if you go past 25, you will not make it to Formula 1. On the other side, you can always go back to GT cars at any age. I hope to test a GP2 car this winter and see what we can do there." ❧

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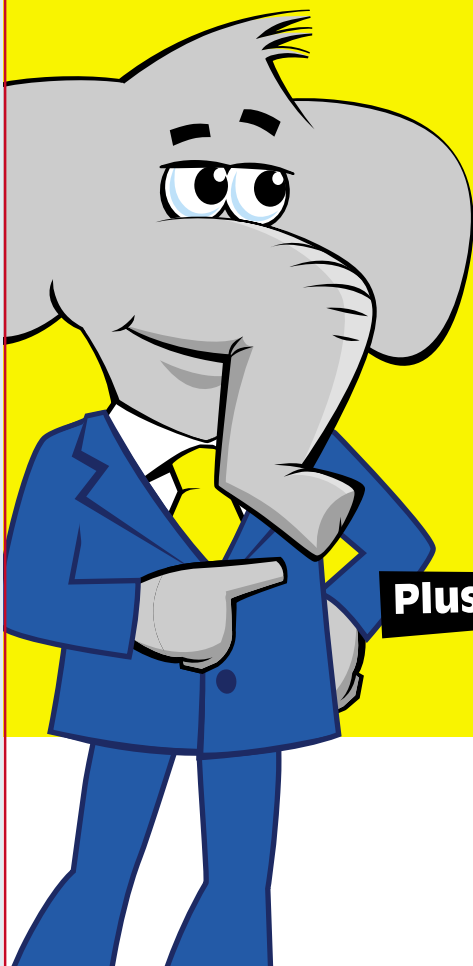
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Senior CFD Aerodynamicist _Ref: LRGP-CFD6

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The Senior CFD Aerodynamicist will be expected to work closely with the group leader assisting with the management of the group and driving the aerodynamic development of the car forward.

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CFD Aerodynamicist _Ref: LRGP-CFD7

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- Experience in the use of Catia V5 CAD system
- Experience in the use of FibreSim software
- Knowledge and experience of current composite manufacturing techniques

Please apply in writing with current CV, salary expectations and quoting job reference number to:

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Lotus Renault GP Ltd

Enstone

Oxfordshire OX7 4EE

Email hr@lotusrenaultgp.com

Closing date for all positions **25th August 2011**



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FRenault BARC has been strong in 2011

Formula Renault to create class for older cars in 2012

Promoter SRO hopes to boost weak grids by re-admitting Tatuus chassis

» THE FORMULA RENAULT UK Championship will re-admit the category's old-spec car next season if promoters have their way.

The Tatuus chassis, which formed the basis of FR UK from 2000-09 until it was replaced by the new Barazi Epsilon-designed car, would run as a secondary class called Formula Renault Junior.

Series promoter SRO is believed to be under pressure to boost grids from TOCA, the organiser of the British Touring Car Championship, which FR UK will support with seven of its nine triple-header rounds in 2012. This year's average grid size is 13.

Team bosses met with SRO at last weekend's Snetterton round and gave broad backing for the plan. It will now go up for approval by Renault Sport in Paris, which gave SRO the job of promoting FR UK from 2011-13.

SRO's Lisa Crampton said: "The teams have got no issues with it and we're doing the technical regulations for it. We don't have massive grids but this is an opportunity to work on that."

COMPETITOR RESPONSE

The move would likely have a major impact on the standalone Formula Renault BARC Championship, which

uses the old Tatuus car, albeit with an engine air restrictor to reduce speeds.

Fortec Motorsport boss Richard Dutton, who runs top teams in FR UK and BARC, said: "It's a great idea. There are a lot of [Tatuus] cars about and it makes perfect sense."

"We enjoy doing both championships and where we would run our Tatuus cars in 2012 would depend on demand."

But Richard Ollerenshaw, whose Hillspeed team ran Alice Powell to the 2010 BARC title, said: "Despite running Alice last year, having four cars, and being at Snetterton [running a Ginetta Junior team], I wasn't invited to the meeting."

"I don't think there's a problem with having a Class B in Formula Renault UK – they should have had one in 2010 – but

it depends if there's any longevity to it.

"I'd want some long-term assurances. It would have to be a three-year deal to make it worthwhile, and I'm not going to turn my back on BARC just to get Lisa's neck off the chopping block."

BARC PROMOTER'S VIEW

Simon North, whose Grovewood company promotes BARC Renault and also promoted FR UK before this season, isn't convinced by the initiative.

"I doubt this would have a very positive impact," he said. "I've heard the rumour but no one has officially spoken to me about it."

"We would need to see the proposal, then discuss it with our teams before we make a considered reaction."

FRenault UK has found it tough to attract drivers



AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner@haymarket.com



THE AIM OF BOOSTING THE

Formula Renault UK grid is a laudable one, and the re-introduction of the Tatuus chassis could have another positive by-product.

The UK continues to have too many championships and if Formula Renault Junior can provide a cheap way for teams to enter the UK arena, maybe we won't need FR BARC.

Hillspeed's Richard Ollerenshaw is rightly concerned that if Formula Renault Junior attracts BARC teams (essentially killing off the club version) and is then disbanded, Tatuus-owning teams could be left with nowhere to race. But presumably if the formula still worked and there was demand, the BARC could reinstate their club championship?

It's hard not to think that Renault might have been better off doing what Porsche did with the Carrera Cup: delay the introduction of a new car during financially difficult times. It's too late for that, and the BARC series has become the place many drivers with limited budgets start their single-seater careers.

Easing the FR UK testing ban (see p83) and introducing three races per weekend are also steps in the right direction, but cutting costs would surely make the biggest difference. Longer-lasting tyres and a way of reducing the price of parts would help a driver be competitive for less than the £200,000 or so currently required.

Extra contact details

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TOUR BRITANNIA



Formula Renault UK

Lynn loses Croft victory

Oil irregularity results in big loss of points for Formula Renault frontrunner

Lynn (middle) has lost Croft win to Gilbert (right)

FORMULA RENAULT UK Championship leader Alex Lynn has had his points advantage slashed after being excluded from his win at Croft earlier this season.

Lynn won the race, on June 19, by 11.5 seconds, but learned last Sunday at Snetterton that his Fortec Motorsport car had been deemed illegal due to contaminated engine oil.

All teams must use a specified Elf oil,

and it is understood that a sample from Lynn's car did not conform in tests.

Fortec boss Richard Dutton confirmed that the team is appealing the exclusion, and said the contamination could not have enhanced performance. "We're shocked, and don't know where this has come from," he said. "The oil is at the chemists' now, where we're having more tests done to find out how it happened."

Subject to the appeal, the exclusion

leaves Lynn just 20 points ahead of major rival Tio Ellinas, with 32 available for a win, and 15 ahead on dropped scores.

The Croft incident comes four months after 17-year-old Lynn was excluded on a suspension issue after finishing second at Donington Park. This was later overturned on appeal. Dutton added: "It's just continuously being made harder for him. The great thing is that when he gets through this he will be a lot stronger."

REVISED FRUK STANDINGS

	Previous score	Revised score
1 ALEX LYNN	375	341
2 TIO ELLINAS	319	321
3 OLIVER ROWLAND	233	233
4 JACK HAWKSWORTH	213	215
5 JOSH HILL	184	184
6 MITCHELL GILBERT	152	156

Renault Clio Cup

One-off returns for Clio aces

FORMER RENAULT CLIO CUP champion Danny Buxton and multiple race winner Ed Pead are eyeing comebacks in the non-championship race at the Silverstone World Series by Renault meeting this month.

Buxton, who is co-principal of Scuderia Vittoria, could join Luke Wright for a one-off, as the team's race winner Matt Allison is skipping the event.

"I'd like to do it if I can't get a customer," said Buxton. "The pressure from SRO [the organiser] is mounting - and the chance of winning some money is appealing!"

Westbourne Motorsport driver coach Pead said: "I finish work at the Porsche

Centre at Silverstone at 4.30pm on Friday, so I can get over there for testing. I'll see if I can get a deal."

Of the regular Clio Cup UK frontrunners, only title contender James Dixon (Total Control Racing)

looks set to join Wright in the race, which runs as part of a Dutch series round. Team Pyro and Stancombe Vehicle Engineering will skip the race, with team boss Colin Stancombe citing the unattractive end-of-day timetable.



TOCA

Loose kerbing damages cars

GINETTA RACERS Colin White and Myles Collins both suffered damage to their cars in qualifying at Snetterton last weekend thanks to pieces of kerb being thrown up by rivals.

G55 racer White had a brick-sized piece of kerb pierce his G55's radiator and take out the oil cooler.

Bales were later set up on the exit of Williams to stop cars going wide and dislodging the kerbing.

Formula Renault UK racer Jack Haworth did £7500 worth of damage to his car after collecting these bales in his second race.

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Formula Renault UK/Clio Cup

Renault set for test-rule change to attract new drivers into the fold

FORMULA RENAULT UK AND THE Clio Cup look set to relax testing restrictions to encourage new drivers – and it could be with immediate effect if all the teams agree.

Series promoter SRO is making the move to encourage new competitors to join its two series later in the season. Teams usually find it hard to attract new drivers as, apart from one free ‘induction’ day, testing is banned outside of the 90 minutes of official TOCA running on the Friday preceding

each race weekend.

SRO’s Lisa Crampton said: “It would be for non-registered drivers, and they could test at any venue so long as there is not a race coming up there. Once they have registered for a championship, then they could only test at TOCA tests.”

Mark Burdett, whose team has a vacancy to fill in FR UK, said: “It makes business sense. At the moment drivers want to test before they commit, but they can only do one day.”



Rule change could attract new drivers like Dan Cammish

Ginetta GT Supercup

Ex-BTCC racer returns in G50

FORMER BRITISH TOURING CAR racer Micky Doyle returned to racing in the Ginetta GT Supercup at Snetterton last weekend.

The 24-year-old, who hadn’t raced since his BTCC campaign in a Honda Civic-R in 2008, drove a Beacon Racing-run G50 to a best finish of 13th.

“It was my first time in a car for around three years, and moving to rear-wheel drive with not much testing having had four and a half years of front-wheel-drive experience was a challenge,” said Doyle, who dropped out of the sport in 2009 after contracting swine ‘flu.

“This was an opportunity to get back into the paddock and all being well I will do the rest of this season. I hope to make steady progress and then go to my home track Knockhill, go well there, and see how it goes for the rest of the year.”



Doyle made comeback in Beacon Ginetta G50

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Frantic 500cc F3 races have impressed MAWP this year

Ever since I first recall seeing 500cc Formula 3 cars at Great Auclum hillclimb in 1969 – when the youngest were the same age as me! – I’ve loved ‘em. They might have carried with them the reputation of being recalcitrant little critters, but on recent evidence that seems a trifle unfair.

Perhaps it’s the precision engineering expertise, and better oils, which go into their preparation today, but I’ve witnessed races at Cadwell Park, Snetterton and now Croft this season – all brilliant advertisements for the grand prix drivers’ training ground of the era.

The war years robbed standouts Jim Russell (the three-time National champion who went on to train thousands of wannabe racers at his schools) and Don Parker of their chance to progress on merit, but it’s evident from trackside that the skill of carrying momentum in the featherweight machines translates to the senior leagues.

Amid a heady waft of methanol on Sunday, Nigel Ashman (Cooper Mk9) made the score at HSCC events 2-1 over Richard Ellingworth (ex-Parker Kieft) as the double-knocker Manx Norton-engined cars whizzed round the North Yorkshire venue at an average of almost 70mph. Back in the pack a swarm of seven cars scrapped splendidly, as in their heyday.

By then, unfortunately, Chris Meek – extrovert Leeds property

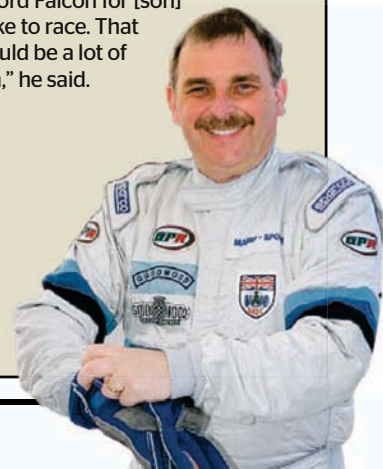
man, racer, raconteur and saviour of Mallory Park – had left after presenting some of the day’s awards. He started his driving career in the ex-Jock McBain JBS, renamed the ‘Meek Empress’.

Now 73, with a son of five, Chris was so taken by the Nostalgia Weekend that he’d like to dust down his Lotus Europa production sports title winner for another go – in HSCC ‘70s Road Sports, where Colin Chapman’s mid-engined models have been successful. BTCC scrutineering supremo Peter Riches had better dust down his spanners if the old team is to be recreated...

Another star of ‘60s and ‘70s racing, Chris Craft, was at Croft for the first time in 35 years. It’s very different to the rough old airfield track where he raced Ecurie Evergreen’s DFV-powered McLaren M8C, but the ever-youthful Essex ace was taken back to his 1000cc Formula 3 days by the ‘screamers’ in the Classic Racing Cars event. “I had a Merlyn,” he said to Dave Methley who shone in one, “and a BWA and Tecnos in Italy.”

“You can drive mine any time,” beamed Methley, who raves about the cars, and their running costs – very reasonable after an F1 March 761. Craft didn’t take the bait. Not yet, anyway! “I’m tempted to get a Ford Falcon for [son] Luke to race. That would be a lot of fun,” he said.

“It’s evident from trackside that the skill of carrying momentum translates to the senior leagues”



AUTOSPORT
GOLDEN HELMET

THE BATON KEEPS GETTING swapped, and now it’s Tom Roche at the top of our table for race winners in the British Isles, thanks to his dual programme in the two Ma5da MX-5 series. Keeping the Mazda theme going are Rob Boston and Adam Gore, while watch for Scottish aces John Marshall and Kenneth Thirlwall, who are both in the middle of mid-summer winning sprees.

POS	DRIVER (CAR/CARS)	O/ALL	CL	TOT
1	Tom Roche (Mazda MX-5 Mk1/Mk3)	14	0	14
2	Garrie Whittaker (BMW E36 M3)	13	0	13
3	Mark Burton (Jade Trackstar)	13	0	13
4	Adam Sharpe (BMW M3)	12	0	12
5	John Marshall (Ford Escort Mk1/Ford Coupe)	8	4	12
6	Paul Bellamy (BMW 318is)	1	11	12
7	Stephen Treherne (Ford Coupe)	11	0	11
8	Leo Voyazides (Falcon/Cortina/Lola T70/Cobra)	10	1	11
9	Kenneth Thirlwall (Van Diemen RF92)	10	1	11
10	Rob Boston (Mazda MX-5 Mk3)	10	0	10
11	Scott Malvern (Mygale SJ11)	10	0	10
12	Adam Gore (Mazda MX-5 Mk1/Mk3)	9	0	9

Repechage, consolation, overflow entry and handicap races not included. Races/classes must have minimum six starters, and be scheduled for a minimum distance of 10 miles. Overall wins take precedence in the event of a tie, followed by average grid size. For any queries, email us at autosporteditorial@haynet.com

CSCC

Blomqvist Capri hits the track

THE FORD CAPRI

Perana in which Stig Blomqvist won the 2000 London to Sydney Marathon appeared on track at Anglesey in the CSCC Swinging Sixties series last Sunday.

Nick Starkey piloted the five-litre machine, which has seen action in a variety of race and rally events around the globe since its historic victory 11 years ago.

Starkey, who was racing for the first time since a major Caterham crash at Spa earlier this year, said: "This Capri was built in Australia by the Rainsford family, one of whom was the inventor of the inertia-reel

seatbelt. It is now owned by Paul Darrrouzet, who has a sister car back in his native Australia."

After Blomqvist and Ben Rainsford's triumph in 2000, the car was again entered in the London-Sydney event in 2004 but crashed out in India. It has also competed in rallies in North and East Africa and Barbados since its rebuild.

Starkey, who compared the driving experience in the Capri to "sitting in an armchair" after the Caterham, took ninth in its first race last Sunday. The car's second outing was ended early by clutch-slave-cylinder failure.



Starkey raced Capri Perana at Anglesey



Nippon pack will support Brands DTM

Nippon Challenge

DTM slot for Nippon racers

Popular series for Japanese tin-tops to provide full grid for another big Brands international; MR2s to join the field



THE NIPPON CHALLENGE HAS SECURED a place on the DTM support bill for the Brands Hatch round next month.

The tin-top series for Asian-made cars recently delivered a 44-car grid in support of FIA Formula 2 on the Brands GP circuit and has been invited back to support the DTM on the Indy layout on September 2-4.

The Nippon Challenge will get two races across the weekend, combining Challenge cars and its single-make series for Toyota MR2 Mk1s.

Organiser Steve Vince has already filled his 32-car grid and has 10 reserves. "We ran at Brands GP with the F2s recently, which apart from one idiot driver went very well," said the Red Dragon Racing Club founder.

"It's not often a small club like us gets that sort of opportunity. The drivers loved being part of a big weekend, getting a run on the GP circuit, and we put out 44 cars, which I think impressed."

Vince is hopeful that another high-profile slot will increase the appeal of the Nippon Challenge and awareness of it among prospective competitors.

"Next thing I know, we get an invite to take part in the DTM meeting, which is even more high-profile," added Vince. "I guess we are just filling space, but again it's not often a bottom-rung budget race series gets an opportunity to be out at such a meet."

British Formula Ford and the popular Lotus Elise and UK trophies will also be on the DTM bill.

Ginetta Junior

Ginetta debut for Palmer Jr

WILL PALMER, SON OF MSV CIRCUIT boss and ex-F1 racer Jonathan, made his car racing debut in Ginetta Juniors at Snetterton last weekend.

Palmer, brother of GP2 racer Jolyon, qualified 16th of the 17 runners and finished 14th after a spin at Hamilton in race one. He failed to appear for the second race.

"I chose to do Ginettas as they are

more relevant than karting to racing in single-seaters," said the 14-year-old, who acclimatised to the car before the race weekend with runs at his father's Bedford Autodrome.

"The plan is to move into single-seaters. At the moment I'm just getting some race experience - we'll see how it goes as to whether we do more rounds."

Latest Palmer to race made debut at Snett



Fielding practised but couldn't race

Ginetta GT Supercup

Licence delay hurts Fielding

A MIX-UP OVER PAPERWORK

prevented Josh Fielding, older brother of Ginetta scholarship winner Sennan, making his debut in the Ginetta GT Supercup at Snetterton last weekend.

Fielding, who last raced two and a

half months ago in French Formula 4 at Pau, was due to make his series debut in the G50 class with JHR. He was 13th of 18 runners - fifth-fastest G50 - in free practice, but an incorrect licence prevented further participation.

He plans to move his debut to the next round at Knockhill.

"The MSA sent me the wrong licence so I'm a bit angry, but I will be doing the next round," said Fielding.

IN BRIEF



SALOON RACER ANDY JORDAN (not the British Touring Car driver) made his seasonal Clio Cup debut with Total Control Racing at Snetterton. A heavy roll (above) at the last corner of the first race meant a premature end to his weekend.

CLIO CUP ROOKIE TOM GRICE WAS forced to skip last weekend's round at Snetterton due to budget difficulties. The 18-year-old ex-karater from Essex hopes to be back in the Total Control Racing fold for the final two rounds.

FORMULA RENAULT UK PODIUM finisher Mitchell Gilbert was hospitalised due to severe food poisoning and missed last weekend's round at Snetterton.

FORTEC'S WILL STEVENS WAS stripped of his pole position for one of the FR UK races at Snetterton when his combined car-and-driver weight was found to be 2kg too low. The team's Eurocup arm, which runs Stevens, cited mistakes made due to procedural differences between the two series.

FORMER WORLD RALLY DRIVER Francois Duval drove a Pailler Competition Peugeot 207 in the Belgian round of the European Rallycross Championship last weekend. Duval, who won the event last year in a Pauwels Motorsport Ford Focus, was halted by transmission woes in the C final.

JIMMY McRAE WILL CONTEST THE Ulster Historic Rally in a Tuthill Porsche Challenge-specification 911. The event is based in Antrim from August 19-20.

A SPECIAL CATERHAM GRADUATE race this Sunday will mark the 100th Caterham race at Castle Combe. A prize of £100 will be awarded to the victor.

THE MSA UNDERSTANDS THAT FIA homologation and standard labels may be being forged. Competitors are advised to check labels before purchasing items such as seats, harnesses, helmets and overalls. Forgeries can be identified by checking colour, shape, size and font.

FORMER RALLYCROSS CHAMPION Trevor Reeves and his father Maurice Reeves owned the furniture store destroyed by fire in Croydon during Monday night's London riots.

Historics

Brack tests Daytona Cobra



Brack and Glasel could share Cobra at Goodwood

FORMER INDIANAPOLIS 500 winner Kenny Brack shook down Christian Glasel's AC Daytona Cobra at Donington Park last week.

The car was last raced by Glasel at Spa in 2009 and has just undergone a two-year rebuild.

Believed to be the car raced by Jo Schlesser and Andre Simon in 1964, the Cobra has also been owned by

sportscar legend Carroll Shelby and former Shadow GP boss Don Nichols.

"It was awesome and a privilege to be asked to drive it," said Brack. "I haven't raced a GT and it was my first test at Donington since Formula 3000 16 years ago."

No race return has been confirmed, but Brack and Glasel could share the car at this year's Goodwood Revival.

Team USA Scholarship

Team USA picks finalists

BRITISH FORMULA FORD Championship racer Neil Alberico has been selected for this year's Team USA Scholarship.

The 18-year-old is one of 14 Americans who will vie for a place at the Brands Hatch Formula Ford Festival and Silverstone's Walter Hayes Trophy.

Skip Barber racers Scott Anderson (22), Trent Hindman (15), Michael Johnson (18), Brandon Newey (18) and Sebastian Ordonez (16), and VW Scirocco R-Cup driver Dennis Trebing (19) are also among the finalists.

USF2000 provides Kyle Connery (20), Spencer Pigot (17) and Zach Veach (16), while Sam Beasley (17), Wyatt Gooden (22) and Colin Thompson (17) come from F1600. Bondurant racer Austin Newmark (16) completes the shortlist.

Rallycross Retro

Rallycross Retro gathers pace

EIGHT CARS HAVE SO FAR BEEN confirmed for the Rallycross Retro element of this month's British Rallycross round at Lydden.

Roy Edwards, who took part in the first ever rallycross event at Lydden in 1967, will drive his Ford Escort Mk1 and will be joined by fellow rallycross old boy Jeff Williamson in one of his Minis for the demonstration event.

Ford Escort Mk2s, James Harrold's VW Beetle turbo, a Metro 6R4 and Ford RS200 are also expected.

The initiative could become a support class in selected BRC events if it proves successful.

Coordinator Shirley Gibson said: "I'm still hoping for a few more cars. If we can get a representative group I hope it can become a regular event."



Williamson Mini will appear at Lydden

Richard Bond 1939-2011



Bond raced Marsh Plant Lola T70 in historics

RICHARD BOND, WHO DIED ON July 31 while watching the Hungarian Grand Prix on television, enjoyed success in national events with the ex-Peter Sutcliffe lightweight Jaguar E-type YVH 210 in 1965.

Bond then raced internationally in Ford GT40s, achieving seventh in the Reims 12 Hours with Sutcliffe and ninth in the Monza 1000km with Brian Redman in 1966. Bond also

shared Ted Worswick's Austin-Healey 3000 to ninth in the '67 Targa Florio.

Until 1981 Bond continued to compete in selected long-distance sportscar races, including Le Mans, where he finished eighth in 1972 sharing a Ferrari Daytona with Derek Bell and Teddy Pilette. He regularly raced historics with a Lister-Jaguar, 4CM, 4CLT and 250F Maseratis, and the Marsh Plant Lola T70.

NATIONAL RACES & RESULTS

HSCC
CROFT NOSTALGIA WEEKEND

DEREK BELL TROPHY QUICK RESULTS

→ Race 1 Michael Lyons

→ Race 2 Michael Lyons

Lyons took a Derek Bell double at Croft



Ashman (leading) defeated Ellingworth



HSCC CROFT NOSTALGIA WEEKEND, AUGUST 6-7

Nostalgia laurels to Lyons' Lola

THERE'S NO DOUBT that the bark of a Chevrolet V8 engine on full song brings memories flooding back to those who remember Formula 5000 cars in Croft Libre races of the early 1970s. That Michael Lyons had to fight the ex-Al Unser Sr Lola T400 beyond its limits through the tight complex to keep the brilliantly driven FAtlantic March 70B of Richard Evans – son of circuit hero Jim – behind in the Derek Bell Trophy races, certainly thrilled onlookers at the second Nostalgia Weekend.

Thunder of the natural kind, accompanied by lightning and torrential rain, endeavoured to wreck the North Yorkshire circuit's best club meeting of the season, with a record entry of 250 plus competitors. Judicious rejigging of the programme shuffled those who missed out on Saturday – when racing got under way three hours late at 1653 – into Sunday's programme, a bonus for spectators who

were blessed with more summery conditions. And tremendous sport.

Having qualified his Historic FF1600 Merlyn on pole by 2.32 seconds in the wet, title challenger Ben Mitchell was disappointed that it was the first to be held over. "I must have been the only one praying for rain," said the Cotswolds teenager who thus had to tackle series leader Benn Simms (Alexis Mk14) twice in a day on a dry track.

Simms was away more adventurously, but Mitchell showed pace and maturity to make his psychological advantage stick both times. In race two he dived inside Simms with breathtaking audacity into the Complex, then stormed away.

With three wins to his rival's five, Simms' cushion has been cut to just two points at the head of the table, but Mitchell knows that with a score to be dropped he must nail the three remaining rounds to wear the crown his father Westie won in 2009.

Lola drivers Ian Ashley

and David Wild earned a distant third apiece, scrapping with fellow T200 pilot Simon Toyne in the second stanza. Having qualified an outstanding third, Finn Pertti Kiveri was rewarded with a strong sixth in the opener in his self-built Kvantti.

The two Roadsports fields were combined to form capacity grids, from which leading combatants emerged with honours pretty much even. Local

ace Mark Campbell jinked his Historic Triumph TR5 through Saturday's pack and looked as if he had done just enough to win when Paul Conway ('70s Morgan +8) outdragged him to the line as yellow flags at the hairpin covered Larry Kennedy's three-wheeled Lotus Elan, abandoned on the grass. Campbell sportingly offered that he, too, had inadvertently passed a backmarker at the same

time, thus the result stood.

Fourth and fifth the previous day, behind Dean Forward's Lotus Elan +2, HRS table-topper Paul Tooms (Lotus Elan) and former '70s champion Julian Barter (TVR 3000M) were the protagonists on Sunday, after a five-car startline shunt had brought out the meeting's only red flag. Only when Tooms' nerve held as they weaved through a line of five cars on the run to Tower was

Mitchell twice defeated Simms in Formula Ford





EUROPEAN RALLYCROSS MAASMECHELEN, AUGUST 6-7

Russian conquers Europe in Belgium

THE SIXTH ROUND OF the European Rallycross Championship brought the series its fifth different winner of the season as maiden victor Timur Timerzyanov became the first Russian to win a round of the series outright.

The Belgian event at Maasmechelen's Duivelsberg circuit also featured star turns from British drivers. Timerzyanov's Citroen team-mate Liam Doran took third, while Andy Scott took a personal best fourth in his Ford Focus. Julian Godfrey, meanwhile, claimed his maiden European win in the Super 1600 class.

Doran and Timerzyanov shared the front row of the A final grid, while Frode Holte (Volvo C30) shared

row two with Scott.

The five direct qualifiers were joined by home favourite Michael de Keersmaecker, who came the long way to the A final. Starting from pole in the C final, de Keersmaecker beat reigning champion Sverre Isachsen before going on to see off title challenger Tanner Foust in the B final and earn a start in the main event. His halo slipped here, however, and he was black-flagged for knocking Ludvig Hunsbedt off.

Up front, Timerzyanov got his nose ahead of Doran in the first corner and never looked back. Doran took the Joker Lap section on the opening tour but then found himself behind Scott. “I was badly held up; it cost me the race,” he said



Timerzyanov leads Doran and Holte

after finishing third.

Holte emerged ahead of Doran after completing his own Joker Lap and took second, while Scott slipped behind Doran when he ran through the mandatory extra section of track.

Timerzyanov had a late scare, his Citroen suffering a puncture on the last lap. Isachsen had a crash in

the first heat and turbo failure in the second, but set the best time of the day in the third to scrape into the C final, where his run came to an end.

Foust was slow away from the grid all weekend but battled on. His B final placing was an effective damage-limitation job.

● Tim Whittington

RESULTS – SUPERCAR 1

1 Timur Timerzyanov (Citroen C4); 2 Frode Holte (Volvo C30); 3 Liam Doran (Citroen C4); 4 Andy Scott (Ford Focus II); 5 Ludvig Hunsbedt (Volvo C30); 6 Michael de Keersmaecker (Ford Focus II).

POINTS 1 Timerzyanov, 74; 2 Tanner Foust (Ford Fiesta VII), 70; 3 Holte, 67; 4 Doran, 63; 5 Sverre Isachsen (Ford Focus II), 63; 6 Toomas Heikkinen (Saab 93), 56.



Roger Moran's runs were well timed

BRITISH HILLCLIMB CRAIGANTLET, AUGUST 6

Rain helps one Moran but hinders the other

ROGER MORAN TWICE tasted success in Northern Ireland, winning both run-offs at Craigantlet as son Scott was affected by short bursts of rain at the end of each run.

Spots of rain fell several times during the morning and increased rapidly during the first run-off. Moran Sr

was second up the hill, so enjoyed better conditions than his son, who suffered for being the final runner.

The later run-off was similarly affected with a heavier burst at the start and Moran Jr again lost out, although the top part of the course was bone dry. There is no doubt that he could

have taken two wins, as he was nearly a second faster than allcomers in the earlier class runs.

Moran Sr said: “There’s not usually an advantage running first in a two-driver car, but today there was.”

Wallace Menzies enjoyed more success and was joined in both run-offs by his wife Nicola, who scored a point. Her co-driver David Uren went off in his first qualifying shot, but the damage was soon repaired and both took their place in the later round. A married

couple in a run-off is not unique, but has not been seen since the 1960s.

Trevor Willis and (Mr) Menzies traded places at the top end, and Tom New had another successful day, now tying on points with co-driver Chris Merrick.

Three of the top 1600 runners made the trip, with Lee Adams and Richard Spedding making Ulster debuts. Hall took an astonishing 1.9 seconds off Will Loughridge’s 2008

class record and matched Adams’s score.

Peter Herbert loyally makes the journey every year from his Yorkshire base. He put the Westfield brand into a run-off but unfortunately failed to score points.

Local driver Seamus Morris specially registered for the championship, but broke his suspension while warming his tyres for the first shoot-out.

● Eddie Walder

CRAIGANTLET

ROUND 23 1 Roger Moran (3.5 Gould-NME GR61X) 40.39s; 2 Trevor Willis (3.2 OMS-Powertec) 40.43s; 3 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 40.80s; 4 Tom New (4.0 Gould-Judd EV GR55) 41.24s; 5 Scott Moran (3.5 Gould-NME GR61X) 41.85s; 6 Chris Merrick (4.0 Gould-Judd EV GR55) 42.14s; 7 Lee Adams (1.6 GWR-Suzuki Raptor Extreme) 42.92s; 8 Will Hall (1.6 Force-Suzuki PC) 43.02s; 9 Richard Spedding (1.6 Force-Suzuki PC) 44.50s; 10 Nicola Menzies (1.1 Force-Suzuki HC) 49.00s; 11 Peter Herbert (1.4 Westfield-Cosworth-BDH SE) 68.94s; Seamus Morris (2.7 Pilbeam-Millington MP62) DNS.

ROUND 24 1 R Moran 40.00s; 2 W Menzies 40.45s; 3 S Moran 40.54s; 4 Willis 41.02s; 5 New 41.92s; 6 Merrick 42.13s; 7 Hall 42.31s; 8 Adams 42.72s; 9 Spedding 44.26s; 10 David Uren (1.1 Force-Suzuki HC)

47.29s; 11 N Menzies 48.63s; 12 Herbert 50.89s.
Class winners Mark Nesbitt (1.3 Morris Mini Cooper) 69.39s; Adrian Mulholland (3.6 Porsche 911) 56.41s; Ivan McCullough (3.8t Nissan GTR) 51.29s; Mark Crawford (2.0t Westfield SE1W) 50.97s; Jackie Harris (1.6 Peugeot 205 GTD) 57.24s; David Mutch (1.3 Tiger-Suzuki) 49.97s; Ian Howard (1.3 McGuire Mim) 52.39s; David Francis (2.0t Ford Escort Cosworth) 50.90s; Robert Gage (1.6 Vauxhall Nova) 53.98s; Conor Lavery (2.5 BMW M3) 52.24s; Mark Lancashire (2.0 Subaru Impreza) 52.60s; John Stewart (1.6 Reynard FR83) 54.31s; Hall 43.00s **record**; S Moran 39.89s **record** and **BTD**.

POINTS 1 S Moran, 212; 2 R Moran, 172; 3 Willis, 157; 4 W Menzies, 134; 5 Adams, 103; 6 Merrick & New, 95; 8 Hall, 80; 9 Eynon Price, 54; 10 John Bradburn & Spedding, 42.

ASTON MARTIN GT4 CHALLENGE OULTON PARK, AUGUST 6

Black and Bonner in Aston GT4 glory run

TOM BLACK AND ALAN BONNER romped to a resplendent Aston Martin GT4 Challenge victory at Oulton Park last Saturday in a thrilling encounter of two halves.

A red flag hindered proceedings, when the lead car of Karsten le Blanc and Hannes van Asseldonk flew into the tyre barrier at Cascades.

With a repaired barrier, the race resumed for a reduced 20 minutes. Desmond Small controlled the pace into Old Hall on the opening tour, before a revitalised Bonner manoeuvred his way to a commanding position.

Stuart Hall ignited a fierce tussle with Bonner in a bid to repair a dismal day for the Stratton Motor Co outfit. He was unable to poison Vantage Racing’s taste for their maiden GT4 Challenge success, despite an electrifying battle.

“We were under pressure from Stuart – he was relentless,” said Bonner. “The confusion of two separate race [starts] meant I didn’t realise we had won until afterwards.”

Black added: “We’re absolutely delighted. It was a confusing race but we deserve to be here.”

Elsewhere, Marek



Black/Bonner held off Kemp/Hall

Reichmann repeated his podium feat of last year, this time teamed with Lorenzo Facchinetti.

A late return for le Blanc and van Asseldonk was terminated by a black flag for missing the restart. This completed a gruelling day for the duo.

● Leanne Fahy

RESULTS (11 LAPS) 1 Tom Black/Alan Bonner (GT4); 2 Chris Kemp/Stuart Hall (GT4) +3.413s; 3 Marek Reichmann/Lorenzo Facchinetti (GT4); 4 Olivier Bouche/Pierre Mantello/Denis Tribel (GT4); 5 Alan Hudd/David Croft (N24); 6 Mark Walker/Stuart Patterson (N24). **Class winners** Hudd/Croft. **Fastest lap** Hall 1m46.519s (90.98mph).

OULTON IN BRIEF



Winstanley won

FERRARI CLASSIC

Danny Winstanley fought off immense pressure from Jim Cartwright for much of the Ferrari Classic chase at Oulton, until Cartwright’s 328 GTB went straight into the tyre barrier at the Shell hairpin. After a check of the driver and barrier the action continued, and Ben Cartwright (328 GTB) found himself elevated to second in his brother’s absence, some 50 seconds adrift of the triumphant Winstanley.



Johnston jubilant

FERRARI OPEN

A dominant drive from Derek Johnston in his Ferrari 458 gave him a considerable advantage as the chequered flag fell on the Ferrari Open outing at Oulton. Johnston carved his way through the 30-minute encounter, as a close battle for second developed behind. Wayne Marrs eventually settled in second after some swapping and changing with David Tomlin and Craig Milner in a thrilling chase.



Hine’s heroism

PRE-WAR CHALLENGE

A staggered start by way of the Union Jack flag sparked the Pre-War Team Challenge race into life at Oulton, before Nick Hine led home a formation finish of some spectacular machines. The Lagonda specialist edged his way to the head of the field from an eighth-placed start, while Gregan Thruston (Austin 7 Special) and Tony Armstrong (Aston Martin MkII Ulster) followed him onto the podium.



Halstead’s Lotus Elan made early running

INTERMARQUE OULTON PARK, AUGUST 6

Wet win to Tiger duo

JACKIE COCHRANE AND JONATHAN FILDES defied the rain to grasp Intermarque glory at Oulton Park.

Cochrane took charge of the first stint and controlled the pace from a rolling start in his shared Sunbeam Tiger. Dark clouds edged closer before a downpour disrupted the field.

The pitlane turned frantic and rain tyres were added into the mix for some, while others chanced their way through the puddles.

A lack of wet tyres meant Cochrane had to gamble his way to the obligatory pitstop on slicks, before Fildes took control.

As the rain eased, Jeremy Bailey slid his Aston Martin N24 into top spot, until Fildes splashed his way to success courtesy of a

definitive move in the closing stages.

Mike Johnson (Porsche 911) enhanced his grasp on the D2-class standings with a strong third. A masterful drive in tricky conditions edged him closer to Bailey, before the chequered flag halted his challenge.

● Leanne Fahy

RESULTS (18 LAPS) 1 Jackie Cochrane/Jonathan Fildes (Sunbeam Tiger); 2 Jeremy Bailey (Aston Martin N24) +14.403s; 3 Mike Johnson (Porsche 911 SC); 4 Conor O’Brien/John Bussell (Aston Martin DB4 Lightweight); 5 Wayne Marrs (Ferrari F355 Challenge); 6 Alex Mansfield (Porsche 944 Turbo). **CW** Bailey; Johnson; O’Brien/Bussell; Marrs; Mansfield; Tristan Bradfield (Sunbeam Tiger). **FL** Cochrane 1m54.718s (84.47mph).



Cochrane took control in opening exchanges

PRE-’60/PRE-’66 SERIES OULTON PARK, AUGUST 6

Last-lap fuel dramas hand 60s series win to Crompton

SIMON CROMPTON steered his AC Cobra to success at Oulton Park last Saturday, as chief rival Stuart McPherson’s Elan ran dry of fuel on the final lap.

The little Lotus had qualified on pole, and Mark Halstead, who started the car, brushed off fierce pressure from Crompton in the early stages, but as the mandatory pitstops played out fortunes reversed.

Halstead’s co-driver McPherson was hampered by limited fuel on the final lap and had to pit, but still secured second.

David Garrett and Peter Thornton combined their

skills behind the wheel of their Aston Martin DB4 GT to complete the podium, while Martin Melling steered his Ford Falcon through unwelcome pitstop timing confusion for fourth.

● Leanne Fahy

RESULTS (19 LAPS) 1 Simon Crompton (AC Cobra); 2 Mark Halstead/Stuart McPherson (Lotus Elan) +31.604s; 3 David Garrett/Peter Thornton (Aston Martin DB4 GT); 4 Martin Melling (Ford Falcon Sprint); 5 Anne Reed/David Reed (Aston Martin DB2); 6 Richard Squire/Michael Squire (Shelby GT350). **CW** Halstead/McPherson; Garrett/Thornton; Reed/Reed. **FL** Crompton 1m59.142s (81.34mph).



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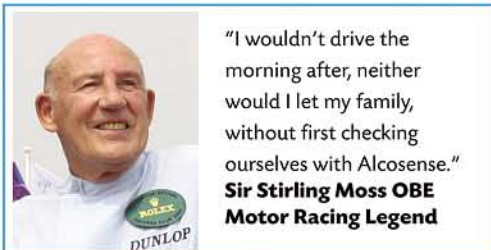


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SPORTS EXTRA RESULTS ROUND-UP



Oulton Park



Anglesey Coastal

ANGLESEY CSCC, AUGUST 6-7

JAGUAR SALOONS AND XJS (12 LAPS)

1 Stewart Lyddall (XJS); 2 Chris Palmer (XJS) +0.377s; 3 Derek Pearce (MKII); 4 James Ramm (XJS); 5 Gail Hill (XJ40); 6 Simon Lewis (XJ6). **CW** Palmer; Pearce; Hill; Phillip Woods (XJ40); Ian Drage (XJS). **FL** Lyddall 1m21.894s (68.13mph).

RACE 2 (12 LAPS) 1 Palmer; 2 Lyddall +0.371s; 3 Ramm; 4 Pearce; 5 Hill; 6 Lewis. **CW** Lyddall; Pearce; Hill; Drage; Woods. **FL** Palmer 1m22.245s (67.84mph).

TIN TOPS (29 LAPS)

1 Simon Taylor/John Hammersley (Honda Civic Type R); 2 Nigel Ainge (Honda Integra DC5) +13.002s; 3 Tony Hunter/James Payne (Renault Clio); 4 Mark Hadfield (Ford Puma); 5 Simon Frost/Nick Reynolds (Peugeot 205); 6 Gareth Newton (Mitsubishi Mirage). **CW** Hadfield; Frost/Reynolds. **FL** Ainge 1m18.048s (71.49mph).

RAFMSA (12 LAPS)

1 Paul Martin-Jones (Radical SR3); 2 Darren Berris (Westfield V8) +0.187s; 3 Ian Fletcher (Fletcher Hornet Mk4); 4 Matt Preston (STM Locoblade); 5 Ben Kieft (Tiger Avon); 6 Brian J Watson (Lotus Elise).



Jag action was a little too close at times!

FL Martin-Jones 1m14.294s (75.10mph).

MAGNIFICENT SEVENS (32 LAPS)

1 Mark Coleing (Caterham CSR260); 2 Carl Woodwiss (Caterham CSR260) +18.081s; 3 Nick Barrow/Richard Corbett (Caterham C400); 4 Pascal Green/Barney Pryor (Caterham C400); 5 Tony Bennett (Caterham R300); 6 Peter French (Caterham Superlite). **CW** Barrow/Corbett; French; Andrew Greenwood

(Caterham Roadsport A); Ben Kieft (Tiger Avon). **FL** Coleing 1m12.357s (77.11mph).

MGCC COCKSHOOT CUP (15 LAPS)

1 Gary Wetton (ZR); 2 Mike Peters (Midget) +1m00.698s; 3 Peter Bramble (B); 4 Alan Bates (B); 5 Stephen McKie (BV8); 6 Helen Waddington (ZR). **CW** Peters; Ian Wright (Midget). **FL** David Coulthard (ZR) 1m18.053 (71.49mph).



Ferrari Classic field dives into Cascades

OULTON PARK INTERNATIONAL AMOC, AUGUST 6

FERRARI CLASSIC (9 LAPS) 1 Danny Winstanley (328 GTB); 2 Ben Cartwright (328 GTB) +50.939s; 3 Nicky Paul-Barron (328 GTB); 4 Nigel Jenkins (328 GTB); 5 Martin Hart (Mondial t); 6 Nick Cartwright (328 GTB). **Class winners** Paul-Barron; Tristan Simpson (308 GT4); Richard Fenny (308 GT4). **Fastest lap** Winstanley 2m08.378s (75.49mph).

FERRARI OPEN (17 LAPS) 1 Derek Johnston (F458 Challenge); 2 Wayne Marrs (F360 GTC) +35.508s; 3 David

Tomlin (F430 Challenge); 4 Craig Milner (F458 Challenge); 5 Paul Bailey (F458 Challenge); 6 Tim Ingram-Hill (F355 Challenge). **CW** Marrs; Ingram-Hill. **FL** Johnston 1m44.215s (92.99mph).

PRE WAR TEAM CHALLENGE (6 LAPS)

1 Nick Hine (Aston Martin Lagonda); 2 Gregan Thruston (Austin 7 Special) +6.306s; 3 Tony Armstrong (Aston Martin MkII/Ulster); 4 Christian Pedersen (Austin 7 Special); 5 Keith Piper (Aston Martin International); 6 Alan Hudd (Aston Martin). **CW** Thruston; Armstrong; Piper; Alan Brown (Lagonda). **FL** Hine 2m28.714s (65.16mph).



Lyddall chases Palmer in Anglesey XJS fight



Tomlin's Ferrari 430 goes kerb hopping at Oulton Park

TOURING AGAINST THE CLOCK

In seven runnings, Tour Britannia has grown into a significant event in the British classic motorsport calendar.
By PAUL LAWRENCE

There's Tour Auto in France, the Tour of Spain, the Cento Ore in Italy, and similar events in Majorca and Sardinia – all race/rally events for classic cars. But what about the UK?

Back in 2005, former British Touring Car champion Alec Poole and World Rally Championship co-driver Fred Gallagher resolved to give Britain an event to match the big guns of Europe. It was a success, and the seventh Tour Britannia ran in mid-June this year.

Just under 50 pre-1981 cars set off from Stratford-upon-Avon for three days of races and asphalt rally stages on the first Tour Britannia in September 2005. The spirit of driving the cars between venues recalled the Tour of Britain from the 1970s and added a new dimension for crews, with rally-style timing and controls to master.

For those who prefer their sport a little less frenetic, a concurrent regularity rally is the perfect alternative to the competition event.

Over the seven editions run since 2005, the event has garnered loyal support from competitors who enjoy diverse elements of the Tour; the races,

the stages, the road sections, the scenery, the social side, the atmosphere and the camaraderie.

GT racer Stuart Scott is a committed fan with his ex-Richard Lloyd Chevrolet Camaro and, with co-driver Steve Wood, finished eighth overall last time around. "We had a great time once again with the Camaro; we just love the event," says Scott. "It has to be one of the best-kept secrets ever and I don't understand why."

The statistics are impressive. In its seven years, Tour Britannia has visited 11 of Britain's 16 active racetracks and tackled special stages at 38 venues as diverse as the Epynt military ranges and Belvoir Castle.

Remarkably, against a general backdrop of disappearing motorsport venues, the Tour has opened up 13 brand-new venues to the sport. It first went to Cholmondeley Castle in September 2006 and that ultimately led to the creation of the venue's Pageant of Power two years later.

The mix of machinery is impressive too, from pre-war tourers to sportscars and GTs of the 1970s. Winning cars include a Ford GT40 and Morgan Plus 8!

The 2011 edition, with a total entry of over 70 cars, stepped the whole thing up a gear. Previously, the competitive element of the Tour was dominated by the races, for most of the special stages were only a mile or two in length. Aside from places like the Swynnerton army camp and the motorcycle track at Oliver's Mount, the special stages had only a limited impact upon the final result.

With this year's first visit to South Wales, it meant that the inclusion of Cwm Carn forest drive, the Epynt ranges and Caerwent military base pushed the stage mileage up to a total of over 80. Now drivers needed to be quick on the stages as well as in the races to challenge for victory. In fact, Tour Britannia 2011 included more special stage mileage than some rounds of the British Rally Championship!

It was a sea change for the Tour, and it was a gamble, as Poole admits. "A lot

of classic-car stuff is a bit benign, but this isn't," he says. "Maybe we went too far, but I don't think so. Overall, we took a firm step forward this year. It is heavy duty, and that's the way it should be. Epynt was fantastic. A lot of people think it's a graveyard for rally cars, but it's very smooth."

The competitors generally agree. Tour regular and former Le Mans racer John Sheldon is well placed to comment, as he has won all of the major equivalent European events and has supported Tour Britannia from the start, even though a domestic victory continues to elude him. "I liked the bigger stage mileage and could have done more on Epynt," says Sheldon. "It was a good balance between racing and rallying."

Sheldon believes that Britannia stands up well against headline events of the genre like Tour Auto. "Tour Auto is too much road mileage and not enough competition," he adds. "I think it's better than Tour Auto for the people who really want the competition."

Jaguar E-type driver Steve Tandy is another regular supporter. "It's a very friendly event. Britannia will never be like Tour Auto, but it got better and better this year," he says.

The word is slowly getting out that this is a great way to spend three days in an old car, so next year's event, in May 2012, should continue the momentum. And if it's too early to make the splash straight away, you could even try the inaugural Mini Britannia, a one-day event in North Wales this October. Part-rally, part-race, part-social event, part-holiday; Tour Britannia is different and that's reason for it to prosper. ❧

BRIT AWARD WINNERS

2005

Ray Bell/
Paul Lanzante
(Ford GT40)

2006

Bruce Stapleton/
Alastair Cowin
(Morgan Plus 8)

2007

John Grant/
Charles Elwell
(Chevron B16)

2008

Sean Lockyear/
Roy Stephenson
(Porsche 911)

2009

Nick Whale/
Harry Whale
(Porsche 911RS)

2010

Sean Lockyear/
Ian Reed
(Porsche 911)

2011

John Clark/
Emma-Jane
Gilbert-Smith
(Porsche 911)



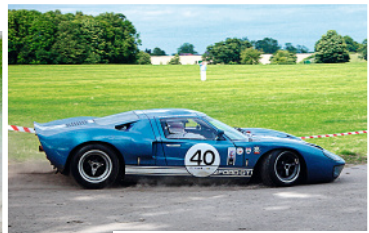
ALL PICS: PAUL LAWRENCE

Talbot top Regularity contender



Race blasts off at Castle Combe

Didier Denat sideways in Porsche



Bellm won inaugural '05 event



ALEC POOLE THE MAN BEHIND THE TOUR



Poole (left) with '09 winning Whales

WITH FRED GALLAGHER INCREASINGLY tied up with WRC commitments, Alec Poole has become the figurehead for Tour Britannia. He knows that he can't compete with continental events as long as closed-road special stages are not an option, but the growing possibility of legislation to allow competition on closed public roads in Britain could be key to the future development of the event.

Just imagine an event that had a race at Oulton Park before heading into the Welsh borders for a couple of 10-mile stages on flowing B roads, before hillclimbs at Loton Park and Shelsley Walsh...

"If closed roads come, that will be

great," says Poole. But he's not holding his breath right now. "There is still potential in the South West and in Wales."

He already has a Yorkshire route mapped out for 2012, but wants to gauge feedback from '11 before confirming plans.

"We've got to keep moving it around to give competitors new challenges," adds Poole. "Every year we find new venues. This year we managed to get five that have not been used for motorsport. Towns like Scarborough, Weston and Llandudno want the event to visit them.

"Commercially it has struggled so far, but it's now beginning to make sense. The brand is now established."

YOUR SAY

What you think of the motorsport news of the past week



Brickbats for Bernie, but the deal has been done...

A bitter pill we have to swallow

While shocked when the Sky TV deal was announced, I'm amazed at the amount of bad press the deal has received from the Formula 1 fan community.

Why does a proportion of fans think F1 should be exempt? If it means continued first-class coverage of the sport we love, then it's a bitter pill we have to swallow. Other sports fans, including those from football, cricket and golf, have already had to make the jump, and we F1 fans are just the latest.

More of a concern should be how Sky is going to match the fantastic job done by Jake and the boys at the Beeb!

Richard Venner, High Wycombe, Buckinghamshire

EDITORIAL CONTACT mail@autosport.com

Why do we, 'the fans', the majority of whom put little or no money into the sport, feel it is our right to watch it for free?

Like many others I can't afford a Sky subscription, but let's be real. F1 is as high-end as it gets and we've all been lucky enough to enjoy the thrills and spills absolutely gratis!

At the end of the day someone has to pay for F1, otherwise there will be no F1 to air, free or otherwise. Gutted as I am, this deal at least strikes some sort of balance.

Nicci Cave
Exeter

It seems the only people who can see how devastating this deal is going to be is the fans.

For the love of all that is good in the world will someone please listen to the fans. This isn't a good deal, nobody wants it and people will drop the sport in their millions if it goes through. Like really!

The pure arrogance of all involved beggars belief. This isn't going to go away and fans genuinely aren't bluffing when they say they won't be following F1 if things don't change.

Kevin Wallace
By email

I think the announcement on UK F1 TV rights from 2012 is a baffling one.

I don't blame the BBC as it doesn't have the money to compete when Sky enters the fray, but Bernie has chosen short-term financial gain over the long-term health of F1 in the UK.

Moving the races to Sky can only result in much lower audience figures.

I also suspect that the audience for the races covered by the BBC will also fall since fans can no longer enjoy watching the whole season.

Ben Walpole
By email

After having digested my initial shock and ire at the news of the BBC/Sky TV deal and reading the outraged reaction of many other fans, some other aspects of it came to mind.

I wonder how it will affect attendance at Silverstone next year – and indeed other races which attract large numbers of British fans.

How many fans are simply going to recoup the cost of paying Sky to watch half the season by just electing not to go to the race itself?

Brian Kiloh
Glasgow

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1. **POLLOCK BAFFLED BY ENGINE RULES CHANGE**
2. **HEIDFELD'S RENAULT CHASSIS A WRITE-OFF**
3. **POLLOCK: SIMON AFFAIR A MATTER FOR FIA**
4. **TRULLI CRITICAL OF FIA OVER PEREZ**
5. **RED BULL SET TO SORT WEBBER'S CONTRACT**

AUTOSPORT.COM PLUS

TOP STORY ONLINE

HOW McLAREN COULD HAVE KEPT VETTEL IN SIGHT

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

TW STEEL DAVID COULTHARD CEO TECH WATCH

£675

twsteeluk.com

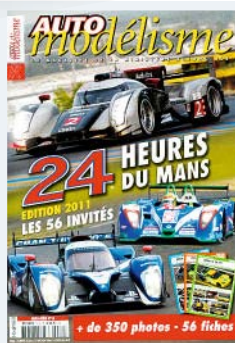
Do you want to emulate the 13-time grand prix winner? Perhaps one way to start would be to wear one of TW Steel's new David Coulthard Special Edition CEO Tech watches. Endorsed by AUTOSPORT's very own columnist, it comes in two sizes – 44mm and 48mm – and features a sandblasted steel case with a matt finish. Its Miyota OS25 Chronograph movement is accurate up to one twentieth of a second. The watch's dark titanium bezel and grey dial, along with similar-coloured Italian leather strap, make it less garish than some of the other timepieces to come out of this Dutch stable, though as it says on the tin: it's not small!



F1 IN CAMERA 1950-59
£35 (978 1 84425 553 5)
haynes.co.uk

The next installment of Haynes' photographic portrayals of each decade of F1 covers 1950-59 and again comes with insightful commentary and extended captions from Paul Parker.

The book offers a chance to marvel in a golden era of F1 that mixed big-name marques and drivers with wealthy amateurs.



AUTOMODELISME MODELS
£6.50
grandprixmodels.com

The new issue of the model magazine produced by sometime car builder, ex-racer, museum owner and French publishing guru Michel Hommel lists every car that took part in the 2011 Le Mans 24 Hours – all now available in 1:43 scale – and classified ads to make collectors go weak at the knees.



JENSON BUTTON PRINT
£28 plus P+P
studio88.co.uk

Famed motorsport artist Michael Turner's latest masterpiece captures the dramatic moment Jenson Button passes Sebastian Vettel on the last lap to win the Canadian GP in June.

The prints of the original painting measure 53cm x 43cm and are available online or by phoning 01296 338504.

HOT ON THE WEB THIS WEEK

YOUTUBE: BTCC TITLE FIGHT AT SNETTERTON 1997



SEARCH FOR: BTCC 1997 – Snetterton – Round 18 (8:36)
The BTCC banged and barged its way back into action in Norfolk last weekend after the summer break. Fourteen years ago, Alain Menu wrapped his first title and some kid called Plato took his first win...

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



Bentley Drivers Club set for annual thrash

SILVERSTONE

BDC

August 13-14

Admission £10 each day on the gate, £15 weekend

Tel: 0844 3728 200

The Bentley Drivers Club is celebrating its 75th anniversary this year, so its annual Silverstone race meeting this weekend should be extra-special. An 18-race programme across two days features Equipe GTS, the Morgan Challenge, a

Vintage and PVT Handicap, 1950s Sports Car Invitation, Bentley Scratch race, MG T Register, AC & Morgan race, Bentley Handicap, Thoroughbred Sports Cars, three Allcomers races, 1950s Sports & GT Invitation, Pre-War handicap and scratch races, SRGTC Inter Series, and the Keston Pelmore Trophy race – held in honour of the club's founder. Demonstrations of the Bentley Ice Car, Le Mans-winning EXP Speed 8, John Cobb's 1933 Napier-Railton and Graham Moss's Thunderbolt are also on the bill.

SNETTERTON

BRSCC

August 13-14

Admission £13 each day, £16 weekend
Tel: 01953 887303

British Endurance Championship, Britcar Production Cup, Ford Fiestas and SMART 4two Cup on 300 circuit.

THRUXTON

BARC

August 13-14

Admission £10 Saturday, £22 Sunday
Tel: 01264 882200

Post-Historic/Group 1 Touring Cars, InterSteps, Classic Thunder/Blue Oval Saloons, Mini Se7ens, Pre-'93 Touring Cars, Mini Miglias, and Pickup Trucks supporting the British Trucks.

BRANDS HATCH

BRSCC

August 13-14

Admission £13 each day on the gate, £16 weekend
Tel: 01474 872331

FF1600 Triple Crown, Saker Challenge, Fun Cup, Ma5da MX5, Porsches and Production VW Golf GTi.

CASTLE COMBE

CCRC

August 13-14

Admission £8 Saturday, £15 Sunday
Tel: 01249 782417

DONINGTON PARK

MSVR

August 13-14

Admission £14 on the gate
Tel: 01332 810048

OULTON PARK

BRSCC

August 13

Admission £13 on the gate
Tel: 01829 760301

Northern Sports/Saloons, Porsche GT3, Porsche Club, Northern FF1600 and Ford XR Challenge.

KNOCKHILL

SMRC

August 14

Admission £12
Tel: 01383 723337

FF1600, Minis, Legends, Classics, Sports & Saloons and Ford Fiestas.

Europe's prestige F3 race is at Zandvoort



FIA FORMULA 3 INTERNATIONAL TROPHY

Rd 4/6

Masters of F3, Zandvoort, Netherlands

August 14

www.circuit-zandvoort.nl

INDYCAR SERIES

Rd 13/18

New Hampshire Motor Speedway, USA

August 14

indycar.com

INDY LIGHTS

Rd 11/14

New Hampshire Motor Speedway, USA

August 14

indycar.com/roadtoindy

GRAND-AM

Rd 10/12

Watkins Glen, New York State, USA

August 13

grand-am.com

NASCAR SPRINT CUP

Rd 22/36

Watkins Glen, New York State, USA

August 14

nascar.com

NASCAR NATIONWIDE SERIES

Rd 23/34

Watkins Glen, New York State, USA

August 13

nationwide.nascar.com

GERMAN FORMULA 3

Rd 6/9

Red Bull Ring, Austria

August 13-14

forme13.de

SCANDINAVIAN TOURING CARS

Rd 6/9

Karlskoga, Sweden

August 13

stcc.se

Television

THURSDAY AUGUST 11

1045-1145 **ESPN**

DTM: Nurburgring review

1135-1210 **Motors TV**

BRSCC: Brands Hatch

1145-1245 **ESPN**

F3 Euro Series: Nurburgring review

1210-1620 **Motors TV**

Superstars: Spa

1245-1345 **ESPN**

VW Scirocco Cup: Nurburgring review

1650-1750 **Motors TV**

WRC: Rally Finland highlights

0855-0955 **ITV4**

Motorsport UK

0930-1030 **ESPN**

ALMS: Mid-Ohio

0930-1000 **Eurosport 2**

Inside Racing

1300-1400 **Bloomberg**

Spa 24 Hours highlights

1430-1530 **Bloomberg**

WRC: WRC History

1530-1700 **ITV4**

BTCC: Snetterton highlights

SUNDAY AUGUST 14

0200-0300 **ESPN**

ALMS: Mid-Ohio

0215-0410 **Motors TV**

Ferrari Challenge Europa: Spa

0410-0600, 1750-2000 **Motors TV**

ALMS: Mid-Ohio

1035-1105 **Motors TV**

Porsche Supercup: Hungaroring

1300-1400 **Bloomberg**

Spa 24 Hours highlights

1430-1530 **Bloomberg**

WRC: WRC History

1600-2000 **Premier Sports UK LIVE**

NASCAR: Watkins Glen

1650-1750 **Motors TV**

Fun Cup: Spa 25 Hours

2030-2300 **Sky Sports 4 LIVE**

IndyCar: New Hampshire

2235-0245 **Motors TV**

Superstars: Spa

MONDAY AUGUST 15

2200-2300 **Sky Sports 2**

NASCAR: Watkins Glen highlights

FRIDAY AUGUST 12

1005-1210 **Motors TV**

Ferrari Challenge Europa: Spa

1210-1415 **Motors TV**

ALMS: Mid-Ohio

1750-1825 **Motors TV**

Porsche Supercup: Hungaroring

1825-1925 **Motors TV**

British F3: Spa highlights

1930-2030 **ESPN**

WRC: Rally World

2240-2340 **Motors TV**

WRC: Rally Finland highlights

SATURDAY AUGUST 13

0700-0725 **Channel 4**

Formula Ford Eurocup: Zolder

0725-0755 **Channel 4**

The Grid

IndyCar Series and DTM highlights, an interview with Ken Block, and aerodynamics explained at the McLaren Technology Centre.

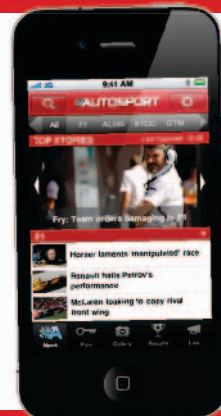
Online

AUTOSPORT.COM

Coming up on the web this week

ROCKENFELLER REMEMBERS

Ever wondered what it's like to crash an LMP1 car at 200mph at Le Mans? Mike Rockenfeller (right) found out this year and he tells Glenn Freeman exactly what happened on one night in June. Plus there's wall-to-wall coverage of the latest round of MotoGP, as Casey Stoner and Jorge Lorenzo resume their battle at Brno, IndyCar in New Hampshire, the NASCAR Sprint Cup at Watkins Glen and the F3 Masters at Zandvoort.



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REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV deals

Apart from replays, you didn't miss a thing at Snetterton



HOLIDAYS. THEY'RE ALL the rage at the moment, aren't they? While the economy crashes (again) and the streets of London burn, our politicians sip cappuccinos by the pool at their luxury villas around the globe (well, they did). Even Formula 1 has gone on its hollybobs, no doubt spending its Sky millions. So who's manning the TV stations?

The British Touring Car Championship (ITV4, Sunday) for a start. After its Tour de France-enforced summer break, it was back on our screens at Snetterton. I've said it before, so I'll say it again: seven hours of live motorsport on a

Sunday afternoon is the best idea since Otto Rohwedder ruined the fun of breadknife-wielding fans of slicing bread everywhere.

Snett's new track layout offered an added dimension as drivers earned their corn to learn its nuances. For instance, that massive polystyrene block plonked on the exit kerb onto the back straight, which appeared to serve no purpose other than giving drivers something to aim for to shunt their cars into. Especially Gordon Shedden, who admitted to doing it on purpose!

Naturally, the BTCC bashes were the star

attraction, but the support races offered as much, if not more, in the way of thrills: Josh Hill's storming drive in Formula Renault, where (most unlike his dad) he pulled off some mega overtaking moves, and some pulsating Ginetta Junior and Renault Clio action. Brilliantly called by its team of presenters and commentators, the only criticism you could level was the fact they missed a lead change in BTCC race three while showing

a replay of the start and first-corner shunt, which we'd already seen.

This brand of replay fetish, as I like to call it, is a compulsion that's blighting race coverage across the board. If there's a close battle going on live, why the hell do you want to show something that's already happened?

But what's with the 70-minute build up? It's race action we want! Not burning down high streets. *Revved Up*

"Replay fetish, while missing racing that's going on live, is a compulsion that is blighting race coverage"

THE WEEK IN PICTURES

Our lensmen pounding the beat from Pocono to Motegi

NO STARRING ROLE THIS TIME FOR RAGAN

Last month at Daytona, David Ragan was celebrating his first victory in NASCAR's Sprint Cup. But his chances of making its 'Chase' hit the skids at Pocono



MOIST TO TRICKY WEATHER CONDITIONS AT MOTEGI

Yuhi Sekiguchi heads Hironobu Yasuda (12) and Richard Bradley as a rainstorm hits his Japanese F3



GEARING UP FOR ITS DTM ASSAULT IN 2012?

BMW's American Le Mans squad suffered this embarrassing moment at Mid-Ohio at the weekend



A MORE SEDATE MODE OF TRANSPORT FOR ALONSO

Fernando Alonso kicked off his summer break with a ride in the Dolomite mountains of Italy with team boss Stefano Domenicali

PICS: PENNINGTON/GETTY, ISHIHARA, BOYD/LAT

FROM THE ARCHIVE

Matt Neal's British Touring Car debut, Silverstone, 1991



"The M3 was a great car but it was so much faster than what I'd driven before. It took all my concentration"

Neal made his BTCC debut 20 years ago

IT'S 20 YEARS SINCE CURRENT HONDA STAR MATT Neal made his British Touring Car debut. As now, the cars had two-litre engines, but pretty much everything else was different: Neal piloted a rear-wheel-drive BMW M3, compared with the front-wheel-drive Honda Civic he hopes will bring him his third crown in 2011.

With Godfrey Hall stepping down from his Pyramid Motorsport seat alongside 1988 champ Frank Sytner, Neal got his chance at the British GP support race.

"I was just trying to scrape to get any little bits of sponsorship together," recalls Neal, who was then a leading light in production saloon cars. "We got that, and Yokohama gave us some tyres."

Despite his experience with less modified BMW M3s, Neal found the car a challenge to start with.

"The M3 was a great car, but it was so much faster than what I'd driven before – everything was happening a lot quicker than even in high-powered production saloons," says Neal, who also drove a potent Nissan Skyline R32 in prod saloons that year.

"It took all my concentration. Now I'm looking out the window, wondering what I'm going to have for tea!"

A lack of testing and a misfire limited Neal to 20th in qualifying. After battling with Andy Middlehurst's Ford

Sierra, he came home 13th as works BMW ace Steve Soper dominated. Neal's best lap was quicker than Sytner's, John Cleland's Vauxhall Cavalier, and the Toyota Carina of Andy Rouse.

"I can't really remember much, but I'd been one of the top dogs in Group N so it was a bit of a culture shock [not running at the front]," says Neal. "People were prepared to fight for everything, even at the back."

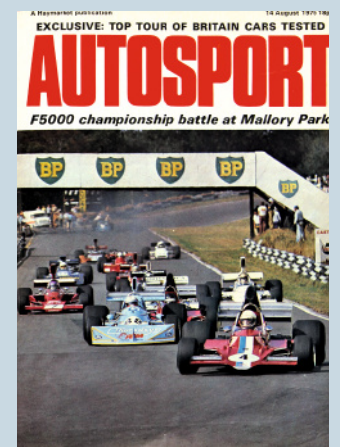
There was a second outing, with one of Roy Kennedy's BRR Motorsport M3s at Oulton Park, before Neal's father Steve helped put together a campaign for 1992 with Rimstock Racing.

"We had a pretty good run in 1991 and got a good taste for it," says Neal Jr. "We'd already done it in Group N so we knew the BTCC was where we wanted to be."

He would, of course, go on to win the 2005-06 titles and take over 40 wins, making him the third most successful driver in the series' history. But there's still one thing from those early days that rankles.

"My biggest regret is Ray Mallock rang me up after those 1991 races and wanted me to drive a Vauxhall," recalls Neal. "I was green behind the ears and didn't know FWD cars then, so I said my dad was sorting something. I didn't realise they would be so good." ❧

THIS WEEK IN...



AUGUST 14, 1975

TEDDY PILETTE'S LOLA SCORED AN easy win in the Shellsport F5000 championship at Mallory Park (above).

Writer and commentator Ian Titchmarsh described the race as "probably the worst Formula 5000 race your correspondent has seen since the formula began at Oulton Park in 1969".

Pilette defeated a thin field that included future F1 champion Alan Jones (who crashed) and Peter Gethin, who finished fourth and thus claimed the points lead from the absent Ian Ashley.

In a special feature (below), Doug Nye drove HDU 555N – the last of the Jaguar E-types – as AUTOSPORT paid tribute to the iconic British sportscar's rich competition history.

Nye wrote: "With the slipstream battering my hair and the sun flickering through the trees I could just sense something of what Gurney and Hansgen might have experienced in the open 'E' prototype at Le Mans 15 years ago."



PIG: LAT

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BRETT BODINE

■ First Union 400, North Wilkesboro ■ April 22, 1990 ■ Buick Regal ■ Only top-flight victory in 480 attempts



Bodine (26) chases Alan Kulwicki's Ford

A LOT OF RACES COME TO mind, but I've got to go with the most important race of my life, when I got my first Cup victory at North Wilkesboro.

When you're a kid growing up in southern New York, dreaming of being a race-car driver, sometimes you would let those dreams take you to the top level in the United States – the Cup series. But I never imagined it coming true – a young farm boy making it at Cup level, following in his older brother's footsteps. To be able to say you won at that level is pretty special.

It was a small oval, the surface was very worn out, the tyres would go away in a hurry. It was a real handling, throttle, car-control racetrack. We didn't start all that well, back in 20th position, but had a good race car. As the race took shape, we methodically made our way up the field to find ourselves running in the top five halfway through, thanks to tremendous pit strategy from my crew chief at the time, Larry McReynolds.

Then for the last stop, we

"My career was far from outstanding, but to say you had won at the top level was something special. The trophy is still on show in my house today - the only one"

short-pitted early – gaining track position to take the lead. Then the caution car came out and picked up the wrong leader. I was the leader but they thought it was Dale Earnhardt. But they put me back to

the lead with 60 to go. I pulled away from the best drivers in the world to get myself the win.

It was the first year of having the responsibility of being part of the Quaker State team. We were

seven races in to that season, and to win an event only seven races in was something we had only hoped for, but it became reality that day.

We continued to run well, and I enjoyed my best year in the points standings [in 12th place]. We came close a few times after that, but were never able to get another win. I had a great run in the Cup series for 17 years in a nice career, which was far from outstanding, but to say you had won at the top level was something special. The trophy is still on show in my house today – the only one. And thanks to the modern technologies I can show my kids that I have won a race! Brett Bodine was talking to Andrew van de Burgt

IN PROFILE

BRETT BODINE is the middle of three racing brothers. The oldest, Geoff, won 18 Cup races, while youngest Todd is a two-time NASCAR Truck champion. Brett began in dirt-track modifieds before graduating to the NASCAR Busch series in '85. He made his Cup debut for Rick Hendrick in '86 and went on to start 480 Cup races, many for the eponymous Brett Bodine Racing, which he ran from '96 until retiring in '03. He now works for NASCAR's research and development team.



NEXT WEEK
Frank JELINSKI





THE HENRY SURTEES FOUNDATION

CHARITY CHALLENGE RACE AT MERCEDES-BENZ WORLD, BROOKLANDS

JOHN SURTEES CORDIALLY INVITES YOU TO ENTER THE HSF CHARITY CHALLENGE AT BROOKLANDS. UP TO 35 TEAMS AND SINGLE DRIVERS WILL COMPETE IN A TWO HOUR ENDURANCE RACE, IN DAYTONA'S DMAX KARTS, FOLLOWED BY A GALA CHARITY DINNER IN THE IMPRESSIVE MERCEDES-BENZ WORLD BUILDING.

The race will be held on Monday 12th September and features teams of up to 5 or individual drivers racing in Daytona's high-performance two-stroke DMAX karts around the Mercedes-Benz World Circuit at Brooklands followed by a celebrity dinner and charity auction inside Mercedes-Benz World. The event has been made possible by Brooklands Museum and will raise funds for the Henry Surtees Foundation's charity: Headway Surrey. A team and dinner for 10 costs £3000 plus VAT. Individual karting and dinner costs £900 inc. VAT.

Date	12 Sept 2011
Driver Registration	14:00 hrs
Race Start	16:00 hrs
Chequered Flag	18:00 hrs
Drinks Reception	19:00 hrs
Carriages	24:00 hrs



If you would like to enjoy the post-race atmosphere only, there are a limited number of dinner-only tables available at £2000 plus VAT for up to ten people. Individual dinner costs £220 inc. VAT. There will be a champagne reception, courtesy of Heidsieck before dinner.



Don't miss this unique opportunity to race at Brooklands. For more information or to book your team now by calling Daytona on 0845 644 5504 or email hsc@daytona.co.uk

WWW.DAYTONA.CO.UK



Mercedes-Benz World
at Brooklands





Porsche Carrera Cup GB

Rounds 10 and 11, Snetterton, August 6-7

Double race win for Stephen Jelley
 Double Pro-Am1 win for Jonas Gelzinis
 Double Pro-Am2 win for Keith Webster
 Overall podiums for Michael Meadows, Ben Barker and Richard Plant
 'Driver of the weekend' award for Keith Webster
 'Team of the weekend' award for Parr Motorsport

Round 10 results

- 1 Stephen Jelley (Parker with Juta)
- 2 Michael Meadows (SAS/Redline)
- 3 Ben Barker (Parr Motorsport)
- 4 Richard Plant (Team Parker Racing)
- 5 Euan Hankey (Parker with Juta)
- 6 Jonas Gelzinis (Juta Racing)

Round 11 results

- 1 Stephen Jelley (Parker with Juta)
- 2 Michael Meadows (SAS/Redline)
- 3 Richard Plant (Team Parker Racing)
- 4 James Sutton (SAS/Redline)
- 5 Ben Barker (Parr Motorsport)
- 6 Euan Hankey (Parker with Juta)

Overall points' position after round 11

1	Stephen Jelley	186
2	Michael Meadows	177
3	James Sutton	174
4	Euan Hankey	134
5	Richard Plant	113
6	Jonas Gelzinis	106
7	Michael Caine	84
=	Sam Tordoff	84
9	Rory Butcher	71
10	Tim Harvey	66
=	Ben Hetherington	66
12	Ahmad Al Harthy	49
13	Derek Pierce	42
14	Ben Barker	29
15	Alex Martin	25
16	Kieran Vernon	22
17	George Richardson	20
18	Daniele Perfetti	13
19	Andrew Shelley	6
=	Michael Leonard	6
=	Richard Denny	6

Pro-am1 category

1	Jonas Gelzinis	121
2	Rory Butcher	73
3	Ahmad Al Harthy	51
4	Derek Pierce	43
5	Alex Martin	25
6	George Richardson	20

Pro-am2 category

1	Keith Webster	85
2	George Brewster	81
3	Andrew Shelley	74
4	Richard Denny	66
5	Tommy Dreelan	55
6	Steve Parish	49

Team championship

1	SAS/Redline	351
2	Parker with Juta	320
3	Team Parker Racing	197
4	Nationwide/Motorbase	172
5	Redline/Oman Air	115
6	Juta Racing	106
7	Celtic Speed	76
8	Dextra/J&D Pierce by Parker	67

For more information on the Porsche Carrera Cup GB visit
www.porsche.com

