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RED BULL WARNS DRIVERS: DON'T DO IT AGAIN!

Team-mates told to give racing room as Webber re-signs for 2011



WEBBER v VETTEL

Coulthard's verdict:
"Turkey clash must change something inside the team"



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Racing with B.O.S.S. GP



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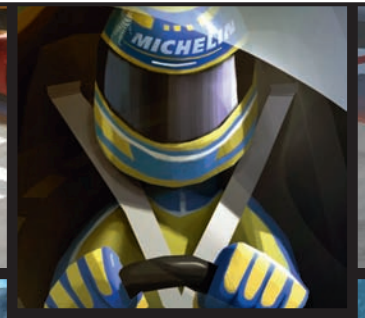
Andy Rouse, Brands Hatch BTCC, 1988 (below)



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PEFC

Red Bull stays extreme, but not *too* extreme



FOR A brand whose buzzword is 'extreme', you might have assumed that Red Bull relished its team-mates driving each other off the road in the Turkish Grand Prix. Its cars were pasted across the back pages of the world, delivering value to its marketing exercise that money can't buy.

Throwing away a one-two in a grand prix is only as daft a notion as steering somersaulting planes through narrow gaps, jumping rally cars across big ones, and competitive downhill ice skating – all other 'extreme' sports or activities that Red Bull proudly nails its colours to.

Flippancy aside, Red Bull's Formula 1 team has displayed mettle in the fall-out from Istanbul. Apart from the PR exercise, including that dreadfully staged photo (see page 10), it's the message that team management has sent to its drivers that is the crux of the matter here.

Team boss Christian Horner has stated clearly that a repeat of Turkey will not be tolerated but, more importantly, that Mark Webber and Sebastian Vettel will continue to be allowed to race each other. And for that we should all be thankful.

Charles Bradley, deputy editor

BAMBER'S WEEK







LE MANS 24 HOURS
Peugeot draws a crowd as Le Mans week starts
Even before the Brits were ballasting their TVRs and Caterhams with beer crates at the first *hypermarche* out of Calais, Le Mans week was in full swing in the city centre. Here is the Peugeot 908 of Stephane Sarrazin, Franck Montagny and Nicolas Minassian at scrutineering.
Picture: Francois Flamand/DPPI
[P23 LE MANS LATEST](#)



Red Bull lays down the law

Mark Webber and Sebastian Vettel ordered to keep it clean after coming-together in Turkish GP. By EDD STRAW

Red Bull Racing team principal Christian Horner has ordered his two drivers, Mark Webber and Sebastian Vettel, to avoid a repeat of their Turkish Grand Prix clash at all costs.

Webber, who has signed a new one-year deal with the team for 2011, and Vettel both attended meetings at the team's Milton Keynes base last week where an imperative was issued for each to

allow the other enough racing room to avoid the risk of crashing again.

"Whilst we will allow the drivers to continue to race each other, we expect as team-mates they will allow each other enough room to avoid contact," Horner told AUTOSPORT. "They both appreciate that it is the team's objective to score the maximum amount of points in both the world championships."

CONSOLIDATING ITS LEAD

Red Bull leads both the drivers' and constructors' championships, but McLaren showed in Turkey that the MP4-25 now has the speed to fight for victories.

With a potential 28 points thrown away in Istanbul, some commentators have called for a 'no racing' rule to be instigated at Red Bull, but Horner is sticking to his policy of allowing the pair to fight. "The drivers are quite capable of racing each other without team intervention, as has happened at other events," he said.

Despite Red Bull motorsport advisor Helmut Marko blaming Webber's race engineer Ciaran Pilbeam for the incident, there will be no changes to the Australian's crew.

RELATIONSHIPS STRAINED

Webber and Vettel have agreed to disagree on their Turkey collision, with the German last weekend

re-iterating his belief that his team-mate should have given way.

"I had already passed Mark then slowly tried to come back to the right," said Vettel. "At that time I was the leader and usually the leader dictates where to go. We made contact and unfortunately that was the end of the race for me."

Vettel and Webber posed for a 'reconciliation' photograph that was issued by Red Bull last Thursday. The shot shows how eager the team is to address any suspicions about the pair's relationship following a storm of negative press.

Webber was keen to put the crash behind him after Horner last week declared it to be a "racing incident", moving the team away from the 'Webber-to-blame' line initially adopted by Marko.

"The team, collectively with the drivers, all of us have to learn how to deal with these situations maybe better in the future," said Webber. "That is all we can learn from it."

Red Bull put on a PR display of solidarity





FERRARO/LAT

Careful boys: Webber and Vettel race hard

Both will be desperate to assert themselves in Canada this weekend, with Webber heading to North America with momentum on his side after salvaging third in Turkey.

FACING DOWN McLAREN

Canada's low-downforce, medium-speed track layout should allow McLaren to continue its strong form as Montreal does not play to the strengths of the Red Bull. Many rate Lewis Hamilton and Jenson Button as pre-race favourites, especially with Red Bull looking unlikely to be in a position to race with its experimental f-duct system. Although McLaren's wing-stall system will be an advantage in Montreal, the low-downforce configuration means that it is worth less time than at tracks like Barcelona, and much will depend on whether the MP4-25 can improve in the lower-speed corners.

For all of Red Bull's positive work, the scars of Turkey will take time to heal. Now is the time for McLaren to take advantage of any residual problems.

VETTEL ON THE AGENDA

Drivers to discuss German's role in Istanbul crash in pre-Canada briefing

The accident between Sebastian Vettel and Mark Webber will be discussed in the drivers' briefing in Montreal tomorrow (Friday).

AUTOSPORT understands that at least one leading driver is considering questioning whether Vettel should have been punished for moving over on Webber. A similar clash between two drivers who were not team-mates would likely have been investigated by the stewards under the FIA's International Sporting Code, which outlaws "deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction".

Although Webber did move across the track to squeeze Vettel, it was the German's change of direction that triggered the crash.

Vettel's move will be discussed



AUTOSPORT SAYS...

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It's telling that Dietrich Mateschitz, boss of energy drinks giant Red Bull, has kept quiet about his team's mutual annihilation act. After Helmut Marko's comments in the days after the race triggered allegations of Red Bull central favouring long-time protege Vettel, there has been a move to get the race team back on message. And that message is, thankfully, to let them race.

It would be naive to imagine that Mark Webber and Sebastian Vettel will be wheelbanging into the hairpin in Canada this weekend, but arguably what happened in Turkey has strengthened the Australian's position in the team. Red Bull craves press, but not the kind of negative press that goes against everything that the vibrant brand stands for. The dictat from Austria will be simple – make sure you win the championship and make sure that no further accusations of favouritism arise.

Christian Horner has always allowed his drivers to race, with the caveat that what happened in Turkey doesn't occur. Now that it has, there will have to be pragmatism about the way that the pair fights. But although all is not perfect chez Red Bull, what happened in Turkey might have served to strengthen the race team's autonomy and effectiveness. That can only be good news for Webber, Vettel, Mateschitz and Horner.

Now, let's see if Red Bull's may-the-best-man-win policy holds up next time.



Webber may benefit from Turkey problem

F1 RADAR

Who's catching the team bosses' eye



The Finn became the first driver to win the Formula 3 Masters for a second time last weekend, and already has a testing role – and day job – with Williams F1.

Force India confident despite technical exodus

Tech director Mark Smith to see out 2010 before Lotus switch, as team struggles to retain staff



Who will design this car's successors?

Force India technical director Mark Smith will remain at the team until April next year, even though he has been poached by Lotus.

Lotus chief technical officer Mike Gascoyne has recruited Smith, along with Force India colleagues Lewis Butler and Marianne Hinson, to bolster the new team's design and engineering department. While Smith must stay on at Force India, Butler and Hinson have joined Lotus with immediate effect as chief designer and head of aerodynamic development respectively.

Smith's departure follows the loss of former Force India technical director James Key to Sauber earlier this year. Despite the setback, team CEO Otmar Szafnauer is confident that it will not affect progress.

"Mark will remain with the team until April," he told AUTOSPORT.

"During this time, he will oversee the transition to our new technical structure and ensure that we maintain the momentum of the past 12 months.

"We aren't expecting any drop-off in the development of upgrades for the 2010 car and we are already planning for 2011. Everyone is disappointed to see Mark and James leave but it's not a bodyblow. We have a matrix system in place that will absorb their loss."

Even so, Force India's struggle to retain key technical staff suggests that it cannot compete financially with some of its rivals, and Smith is understood to have been offered a significant pay increase to go to Lotus. This could play against the team recruiting a big-name replacement, despite the appeal of working for an outfit that is now a regular points scorer.

"We'll announce our plans when we've got everything in place," said Szafnauer. "Given Mark is here until April 2011 there's no hurry.

"One of Mark's ongoing tasks was to put in place structures and procedures that built on our strengths while addressing our weaknesses. There are areas we've identified we need to reinforce, and these will be our next focus."

The recruitment of Smith by Lotus comes at the same time as impending legal action from Force India against the new team, over what it claims is a breach of intellectual property rights in its windtunnel model design.

Smith has already worked under Gascoyne at the Jordan and Benetton/Renault teams (see CV, right), while Butler and Hinson also have experience of working with the current Lotus technical chief.

CV

MARK SMITH

FORCE INDIA TECHNICAL DIRECTOR

1990 Joins the fledgling Jordan team ahead of its first season in 1991

2001 Joins Benetton/Renault as chief designer on the 2002 car

2004 Returns to Jordan as technical director at the end of the year

2005 Joins Red Bull as deputy technical director

2007 Rejoins Force India as design director at the end of the year



Massa gets Ferrari reprieve for '11

FELIPE MASSA has been offered a new one-year deal to remain at Ferrari for a sixth season in 2011.

The Brazilian is out of contract at the end of this season, and Ferrari had both Robert Kubica and Mark Webber in the frame for next year.

But Kubica is now set to remain at Renault for at least 2011, while world championship leader Webber has re-signed with Red Bull for another year.

That leaves 2008 world championship runner-up Massa as Ferrari's best remaining option, although his one-year deal suggests that Ferrari is still keen to recruit Kubica for 2012.

AUTOSPORT understands that Massa has yet to sign, as he is pushing for a new three-year deal. He is currently paid around £6 million, and Massa's management is also pushing for



Massa has Ferrari offer for next season

DUNBAR/LAT

him to get a wage increase.

The probable re-signing of Massa by Ferrari means that the driver line-ups of the top teams will remain unchanged in 2011. Fernando Alonso is tied to Ferrari, Jenson Button and Lewis Hamilton are committed to McLaren, while Sebastian Vettel will remain at Red Bull alongside Webber.

Mercedes has both Nico Rosberg and Michael Schumacher under contract, with Kubica now almost certain to remain at Renault.

At the top five teams, only Vitaly Petrov's Renault berth looks in doubt, although he has a good chance of staying on if he continues to close the gap to team-mate Kubica.

Williams: F1 needs expansion

WILLIAMS CEO Adam Parr believes that further expansion of Formula 1 is vital to the long-term health of the sport.

The calendar is set to feature a record 20 races next year with the addition of the Indian Grand Prix, and the return of the United States Grand Prix in 2012 could stretch that number to 21.

As well as increasing the overall revenues, Parr believes that this will allow F1 to improve its position as a strong marketing platform for sponsors.



Parr

"One thing we need to work on is the geographical spread of the sport," Parr told AUTOSPORT.

"We are going to India, we are going to America, we should be in Russia and we should also have a race in Africa. Then it would be a truly global sport and nothing could come near us as a marketing platform."

Both Russia and South Africa have had grand prix projects on the table in recent years, and Vitaly Petrov's improving performances for Renault

have raised interest in his Russian homeland.

An African race is less likely in the immediate future.

Parr also emphasised the need for the sport to push a green agenda to ensure that more sponsors come into the sport.

"Big corporates with global brands want to be associated with activities that are green and ethical. We need to do a bit more towards that."

P32 Where has F1's money gone?



F1 on a palm beach, or at Magny-Cours?

THIS WEEK IN F1



MERCEDES Mercedes-Benz High Performance Engines has been awarded the Dewar Trophy for its KERS work last year. The trophy recognises outstanding British technical achievement.



RED BULL Team principal Christian Horner has reiterated that the decision on whether to remain with Renault engines next season could depend on the French manufacturer being given dispensation to improve its powerplant.



MCLAREN Last week marked the 40th anniversary of the death of team founder Bruce McLaren in a testing crash at Goodwood. The anniversary was honoured by firing up the V8 powerplant of a McLaren M8D Can-Am car at the team's factory.



FERRARI President Luca di Montezemolo has offered injured MotoGP superstar Valentino Rossi a test if it would aid his recovery.



SAUBER Peter Sauber has called on his team to build on its first points finish of 2010 in the Turkish Grand Prix to help the squad's hunt for sponsorship. "The results are important for sponsors, to show them that the team has made progress," he said.



WILLIAMS After reverting to its pre-Monaco Grand Prix front-wing specification for the Turkish GP, Williams will run an updated design in Canada this weekend.



RENAULT Formula Renault 3.5 leader Mikhail Aleshin will drive a Renault F1 car for the first time in a demonstration at Magny-Cours on June 19. He will be the marque's demo pilot at the French track's World Series event.



FORCE INDIA Adrian Sutil believes that the improved pace of Force India this year has allowed him to make fewer mistakes. "Last year I had to risk too much to get a decent result sometimes," Sutil said.



TORO ROSSO Montreal rookies Sebastien Buemi and Jaime Alguersuari will be given more laps than usual during Friday practice to familiarise themselves with the track. "The plan will be for them to do as many laps as possible," said team principal Franz Tost.



LOTUS Technical chief Mike Gascoyne is confident that the gap between Lotus and the slowest established team will be closed by the end of the season. "We'll close that down to not very much by the end of the year," he claimed.



HRT Team boss Colin Kolles is hopeful that the Hispania team will be more competitive in Canada this weekend. "We could do a step forward," he said.



VIRGIN Rio Haryanto, who drives for Virgin's Manor Motorsport GP3 team, finished 10th in last weekend's Masters of Formula 3 at Zandvoort. The Indonesian won the reversed-grid GP3 sprint race in Turkey two weeks ago.

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Straight talk David Coulthard

Britain's all-time leading F1 points scorer

It's all change again for car set-up in Montreal. Wonder if the same will apply to the Red Bull driver dynamic in Canada? Oh, and keep an eye out for Robert Kubica and Michael Schumacher...

Canada is always a difficult race to call, because it's the first time we see cars running in low-downforce spec. It's a completely different set-up, and I've gone there in the past with a dominant car and then struggled because you put on this super-small wing and suddenly it starts operating totally differently.

I think there are a number of reasons why this track should favour McLaren. It's shown very good top speed this year, the Mercedes is widely regarded as the best engine in Formula 1, and McLaren has been working on its so-called f-duct for a lot longer than the rest. And from watching

McLaren could clean up, but I don't think it's a guarantee. Canada can play to the strengths of different cars, so while I expect it to be Red Bull versus McLaren again, it's the sort of place where Robert Kubica's controlled aggression can be rewarded.

RED BULL'S DRIVER DILEMMA

You can't help but have any sort of big incident, like the one we saw between the Red Bull drivers in Turkey, and not have it change something in the team. But I think this was an inevitable part of the growing pains for a team that has become a serious

similar in his F3000 team with Tonio Liuzzi and Robert Doornbos as they battled for the title. Apparently, after the team-talk to give each other plenty of room, they started the Spa race and were banging wheels by the time they got to the exit of Eau Rouge!

The fact that Christian has raced before also helps him when he is talking with Mark and Seb, as he's been there, crashed the cars and got the T-shirt.

IS MERC FAVOURING SCHUEY?

How fickle this business is. The only real gauge of performance is between team-mates, so it's one

“Turkey was an inevitable part of Red Bull's growing pains”

the TV images in Turkey, Lewis was able to take a lot out of the Red Bulls under braking at the end of the back straight.



What'll change after Red Bull boys' Turkey clash?

championship contender.

When I was at McLaren, if Mika and I had an incident, Ron Dennis would deal with it on the day that it happened. He would get us together, talk about it, and break it down with analysis and data. He'd either get us to agree on who was responsible, or agree to disagree if there wasn't enough evidence to suggest it was anything but a racing incident.

It seems Red Bull has taken a similar approach in the aftermath, and what more can you do? No driver wants to crash, because usually it means you are out of the race. But it's very hard to take the racing instincts out of a driver, and if we get down to the last couple of races and those two are fighting for the championship, what do we expect them to do?

What I didn't understand at the time was that Christian Horner had experienced something

of those things where if you're eighth and the other guy is 10th then you're having a good weekend. We need to give Michael half a season before we truly judge him, but I think he has got to be satisfied so far.

There's been some debate about the direction of the car development going in Michael's favour, and if that's the case, it's part of the challenge of being a grand prix driver, and Nico will need to stand up and say what he needs. Personally, I've always believed that a quicker car is quicker for both drivers.

Michael's handled pre-season expectation really well. I haven't had the chance to interview him for TV – yet – but he's appeared more open. Now he's close enough that if that Mercedes develops into a race-winning car... do I think he has the potential to win grands prix again? Absolutely. ❧

TRACK GUIDE

Barrichello's inside line

F1's most experienced driver shares his thoughts and memories of Montreal's Circuit Gilles Villeneuve

I love Montreal and couldn't bear the fact that we didn't go there in 2009, because it's such a nice city and such a good event. It's one of the races that I look forward to.

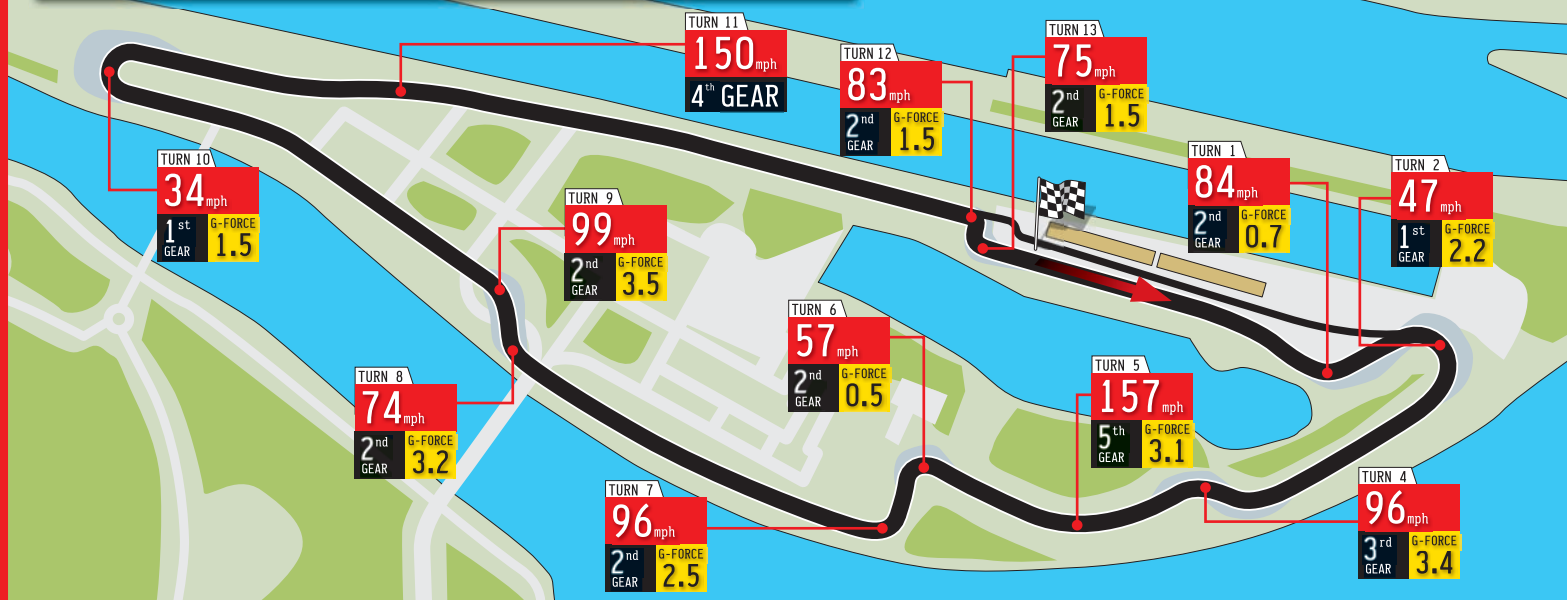
It's not a typical track and is a circuit with its own particular nature – it has narrow, long straights and there are good chances for overtaking, so it's a very good place to be going to.

EXCLUSIVE



BRAKES

It's vital to get the brakes right. You have to know that they're going to last the distance and that the cooling is right, and it's important that the driver manages them. The important thing is to test with the right amount of fuel on Friday and Saturday to have not just the feeling, but also the hard numbers to know what to do. It's only a worry at the end of the race if you haven't done a good job!



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KEY CORNERS

For lap time the change-of-direction sequences are very important. With Turns 6/7, Turns 8/9 and the final corner, you have to work hard on the set-up to get the car right.



FERRARO/LAT

BEST CORNER

I just find it amazing, not so much for driving, but when you get to the hairpin you can see there are so many fans there who all get there at six in the morning to be able to get a seat. They're close to the track there. It's a hard corner for braking and you need a good exit because of the long straight.



FERRARO/LAT

CANADA WEATHER

26C
FRIDAY
CLOUDY

28C
SATURDAY
SHOWERS

28C
SUNDAY
SHOWERS

TYRE CHOICE

Super-Soft	Soft	Medium	Hard
Option	Unused	Prime	Unused

BUMPS CHALLENGE

In the past, Montreal has usually been a bumpy track but they say that they've resurfaced it. We'll see when we get there.



BONGARTS/GETTY

WALL OF CHAMPIONS

You have to balance attack with being sensible here. It's difficult to press hard without running the risk of throwing everything away. You never think that you're very close to the wall on the exit – you just go!



THOMPSON/GETTY

MEMORIES

1995 was a great race for me, when I finished second and Eddie Irvine was third for Jordan. I'd had a tough year and it was a boost to do so well. I also had a great one with Ferrari in the wet in 2000 – they kept telling me to be more careful but I couldn't go any slower! They said that I was catching Michael Schumacher, and I said 'good!' That one was a good memory.



LAT

TRACK GUIDE

NUMBER OF LAPS	70	CIRCUIT LENGTH	2.709m	RACE DISTANCE	189.69m
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2008 POLE POSITION

LEWIS HAMILTON

(1m17.886s)

2008 WINNER

ROBERT KUBICA

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F1 Programme
Team on call 24 hours.
*Based on 2 sharing

CANADIAN GP PREVIEW



MARK HUGHES

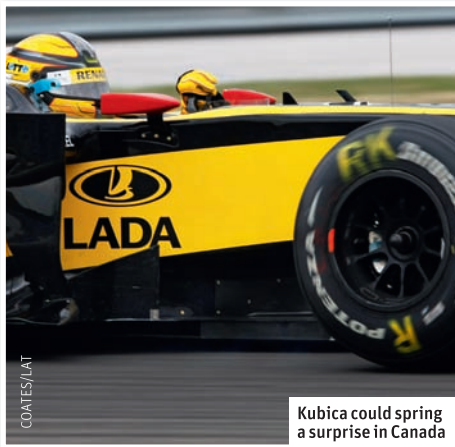


Montreal could prove to be one of Red Bull's weakest tracks, but who can capitalise?

Theoretically Montreal should be the Red Bull's equal weakest track (along with Monza). All that upper-body downforce costs drag and around here that's bad news. Besides, there are no fast corners in which the car can really stretch its high-downforce legs. The RB6 will almost certainly be equipped with a further modified f-duct – it was discarded in Turkey but not before lots of useful data was gathered – but you'd reckon it still to be slow on the straights.

Which might make it all sound like good McLaren territory – but that's not a given. To date the MP4-25 has displayed poor form in slow corners, as if the airflow through its big diffuser was struggling to stay attached at big ride heights. The Ferrari should go a lot better than in Turkey, seemingly well-suited to slow turns. The Mercedes? Very slow on the straights in newly f-ducted form but making progress.

But for potential shock value, let's look elsewhere. This race would seem to have a lot of the hallmarks of the Renault being a car with few enough downsides to allow Robert Kubica to drive out of his skin – and make a difference. Wall-skimming commitment



CONTES/LAT

Kubica could spring a surprise in Canada

matters around here and he's brilliant at it. That's the technical and driving stuff. There's also a fascinating psychological aspect playing out between the team-mates at Red Bull and McLaren. This season is delivering beautifully. Such a shame we had to start it with Bahrain.

➔ **P21 MPH: BUTTON V HAMILTON**

Key questions

What the Canadian GP will tell us

■ How strong will Red Bull's updated f-duct be?

■ Will McLaren be hamstrung by Montreal's slow corners?

■ Is there potential for Renault and Robert Kubica to surprise?



Red Bull may struggle on Circuit Gilles Villeneuve

ETHERINGTON/LAT

Will McLaren outfox Red Bull once more?



TEE/LAT

GARY ANDERSON TECHNICAL CONSULTANT



SET-UP GUIDE

Montreal is unique in that it experiences cold winters, it is rarely used and the surface is prone to problems when cars that are braking in excess of 5g and cornering in excess of 4g take to the track. It has a very high top speed, which means that a low downforce set-up is required, but the car also needs to be stable under braking. Change of direction is also important to avoid losing too much time in the middle of the chicane. This year some teams have struggled with brake wear, and the Circuit Gilles Villeneuve could expose problems that teams don't yet know about.

TV AND RADIO LISTINGS

FRIDAY JUNE 11

1455-1635 Free practice 1 LIVE (BBCi & Radio 5 Live Sports Extra)

1855-2005 Free practice 2 LIVE (BBCi)

SATURDAY JUNE 12

1455-1605 Free practice 3 LIVE (BBCi & Radio 5 Live Sports Extra)

1700-1915 Qualifying LIVE (BBC2 & Radio 5 Live Sports Extra)

SUNDAY JUNE 13

1605-1915 Grand Prix LIVE (BBC1 & Radio 5 Live)

2300-0000 Canadian GP highlights (BBC3)

AUTOSPORT TIPSTERS

Four AUTOSPORT journalists have been given an imaginary £50 and carte blanche to bet their way through the season. This week, Canada's reputation for safety cars has drawn the attention of Edd Straw and Mark Glendenning, while editor Andrew van de Burgt is looking to Fernando Alonso to help dig him out of a deepening hole...



Bernd Maylander may affect bets



JONATHAN NOBLE GROUP F1 EDITOR

£5 Hamilton to win 3/1

CURRENT TALLY
£55



EDD STRAW F1 EDITOR

£20 Safety car appearance 2/5

£15 Winning margin 0-4.999s 5/6

CURRENT TALLY
£44



ANDREW VAN DE BURGT EDITOR

£5 Alonso each way 7/2

CURRENT TALLY
-£30



MARK GLENDENNING DEPUTY F1 EDITOR

£5 Safety car appearance 2/5

CURRENT TALLY
£86

RACE ODDS

Vettel 11/4

Hamilton 3/1

Webber 7/2

Button 6/1

Alonso 7/1

Rosberg 16/1

Schumacher 16/1

Massa 20/1

Kubica 25/1

Sutil 125/1

Petrov 125/1

Alguersuari 250/1

Kobayashi 250/1

Barrichello 300/1

de la Rosa 300/1

Buemi 300/1

Liuzzi 350/1

Hulkenberg 400/1

Trulli 750/1

Kovalainen 750/1

Glock 1500/1

di Grassi 1500/1

Chandhok 3000/1

Senna 3000/1

Odds supplied by Skybet

PACE COMPARISON

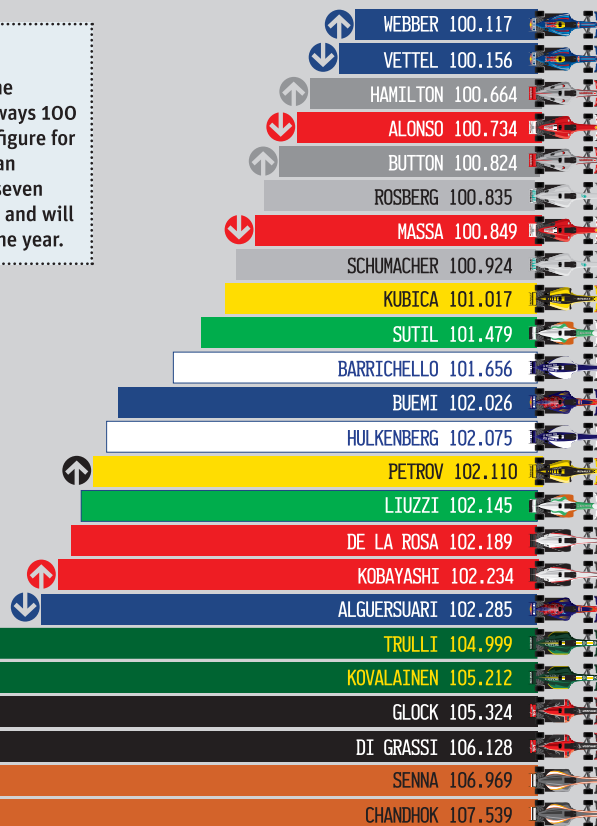
AUTOSPORT's performance index, formulated by technical editor Gary Anderson, is generated by taking each driver's fastest single-lap time from each weekend. This time is expressed as a percentage

of the fastest lap of the weekend, which is always 100 per cent. The overall figure for each driver is the mean percentage from the seven weekends held so far, and will be updated through the year.

TEAM-MATES COMPARISON

• Webber takes the lead for the first time, although the gap between the Red Bull team-mates is a miniscule 0.039s

• Honours for biggest gap over a team-mate remain with Kubica, although Petrov has taken 0.1s out of the deficit since Monaco



2008 RESULTS

POS	DRIVER	TEAM
1	Robert KUBICA	BMW Sauber
2	Nick HEIDFELD	BMW Sauber
3	David COULTHARD	Red Bull-Renault
4	Timo GLOCK	Toyota
5	Felipe MASSA	Ferrari
6	Jarno TRULLI	Toyota
7	Rubens BARRICHELLO	Honda
8	Sebastian VETTEL	Toro Rosso-Ferrari

POLE Lewis HAMILTON (McLaren) 1m17.886s

Memorable win for Robert Kubica, but the race will also be remembered for Lewis Hamilton steaming into the back of Kimi Raikkonen in the pitlane.

2007 RESULTS

POS	DRIVER	TEAM
1	Lewis HAMILTON	McLaren-Mercedes
2	Nick HEIDFELD	BMW Sauber
3	Alexander WURZ	Williams-Toyota
4	Heikki KOVALAINEN	Renault
5	Kimi RAIKKONEN	Ferrari
6	Takuma SATO	Super Aguri-Honda
7	Fernando ALONSO	McLaren-Mercedes
8	Ralf SCHUMACHER	Toyota

POLE Lewis HAMILTON (McLaren) 1m15.707s

Lewis Hamilton backs up his first pole by taking his first win, while Robert Kubica is lucky to escape with only minor injuries after a massive accident.

2006 RESULTS

POS	DRIVER	TEAM
1	Fernando ALONSO	Renault
2	Michael SCHUMACHER	Ferrari
3	Kimi RAIKKONEN	McLaren-Mercedes
4	Giancarlo FISICHELLA	Renault
5	Felipe MASSA	Ferrari
6	Jarno TRULLI	Toyota
7	Nick HEIDFELD	BMW Sauber
8	David COULTHARD	Red Bull-Ferrari

POLE Fernando ALONSO (Renault) 1m14.942s

Straightforward win from pole for Alonso, with Schumacher passing Raikkonen late in the race to secure a distant second.

2005 RESULTS

POS	DRIVER	TEAM
1	Kimi RAIKKONEN	McLaren-Mercedes
2	Michael SCHUMACHER	Ferrari
3	Rubens BARRICHELLO	Ferrari
4	Felipe MASSA	Sauber-Petronas
5	Mark WEBBER	Williams-BMW
6	Ralf SCHUMACHER	Toyota
7	David COULTHARD	Red Bull-Cosworth
8	Christian KLIEN	Red Bull-Cosworth

POLE Jenson BUTTON (BAR) 1m15.217s

A two-man show, with Kimi Raikkonen holding off Michael Schumacher despite struggling with steering-wheel problems. Barrichello is over 40sec down in third.

2004 RESULTS

POS	DRIVER	TEAM
1	Michael SCHUMACHER	Ferrari
2	Rubens BARRICHELLO	Ferrari
3	Jenson BUTTON	BAR-Honda
4	Giancarlo FISICHELLA	Sauber-Petronas
5	Kimi RAIKKONEN	McLaren-Mercedes
6	David COULTHARD	McLaren-Mercedes
7	Timo GLOCK	Jordan-Ford
8	Nick HEIDFELD	Jordan-Ford

POLE Ralf Schumacher (Williams) 1m12.275s

Schumacher leads a one-two for Ferrari, while the disqualification of both Williams and Toyotas for a brake-duct irregularity bumps Button up to third.

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MPH Mark Hughes

AUTOSPORT grand prix editor

Jenson Button's opportunist move on Lewis Hamilton in the Turkish GP demonstrates that McLaren has an intra-team fight on its hands, but it won't be of Hamilton/Alonso dimensions

Interesting times at McLaren. When Jenson Button briefly engaged Lewis Hamilton in battle for the lead in Turkey, it was electrifying and, although the fight was subsequently called off, it may yet have repercussions.

Certainly Hamilton was surprised, to say the least, to see the other McLaren alongside in the race's late stages. He clearly believed that, with the Red Bulls beaten and he having been the leading McLaren driver all day (and the man whose pressure had induced the Red Bull calamity), it was a done deal that he would lead the team one-two. It was a reasonable assumption.

But so was Button's. For half the race the team had been radioing him about fuel consumption and he'd heeded the warnings, repeatedly backing off from the lead trio for a few easy laps, then cruising back up to them again. His pace was every bit a match for theirs, he'd

looked after everything, the Red Bulls were now out of the way – and Lewis was suddenly going slower. Why not pass him?

Why should he have his own race dictated by how much or how little fuel his team-mate had consumed? Jenson had fuel enough to get to the

end, he'd bided his time. It wasn't his problem if Lewis had used more.

The team was not expecting this, had assumed its drivers would just hold position now. But that was how things used to be back in the days of two fuel stops: race up to the second stops, then hold position, wind down the engines, save fuel. With the single-tyre-stop format of today, there is no automatic defining point at which racing between team-mates ends. When Hamilton immediately retaliated and took his lead back, the team was quick to issue instructions to both drivers to back off and Button got the message, realised he wasn't going to be allowed to win this one.

There was initially some unease between them, Hamilton avoiding eye contact, Button jumping defensively into a Hamilton/Webber conversation that was actually about Vettel, but thinking it was about him. McLaren engineering director Paddy Lowe did some explaining to Hamilton before the podium ceremony, and then everything seemed to be okay.

But the incident will have underlined to Hamilton that Button is not part of his own championship campaign – and Button in turn will have been alerted to the fact that, in any future battles, saving the car needs to be played off against the need to be ahead of Hamilton sooner rather than later, when team tactics might come into play.

Essentially, to be sure of beating Hamilton, he needs to outqualify

him – easier said than done.

The pattern forming so far is that Hamilton can get more quickly onto the car's pace at the beginning of a weekend, but that Button is better at improving the car through the weekend. But as he improves the car, so Hamilton tends to benefit too. On this form, if they were each in equally competitive cars but driving for rival teams, Button would probably be beating Hamilton. But because they're on the same side, it isn't happening quite like that. They've so far proved extremely equally matched and the differences are ones of degree, not magnitude, so subtle that the early-race positioning of one to the other is coming to assume crucial importance.

They were all smiles again by the time of the press conference and their personalities are such that you wouldn't reckon the team is on the brink of civil war – as it was in this stage of the Alonso/Hamilton pairing. But the terms of their fight have been made more explicit by what unfolded. These terms favour the characteristics of Hamilton more than Button, all-out attack more than fuel and tyre preservation. But that's only relative to each other.

Relative to the other teams, Button's style would probably be better more often. So there's a conflict there, one that is sure to become apparent again. It's going to be interesting to see how the team manages this and whether Button can evolve his approach. ❧

McLaren drivers had thrills – but not spills



COATES/AT

“It will have told Hamilton that Button isn't part of his campaign”



Just 81 Abruzzi road cars will be built

GIBSON/LAT

LE MANS Panoz goes radical in GT2

Complex cooling system gives aero boost and recyclable plastic body is cheaper than carbonfibre, says maker

US sportscar manufacturer Panoz has unveiled a revolutionary new front-engined GT2 car designed to win its class at the Le Mans 24 Hours.

The new road car, which replaces the Panoz Esperante that claimed GT2 honours at the race in 2006, was launched on Tuesday at Le Mans. Production of Panoz Abruzzi 'Spirit of Le Mans' road cars could start this year, and the race car's debut is pencilled in for Petit Le Mans in October ahead of an attack on next year's 24 Hours.

The Abruzzi GT2 grew out of Don Panoz's plans for what he called a "super-sportscar" based on a new LMP1. He said the need to develop a turbodiesel to be competitive in the

prototype division had scuppered that plan because "no one wants to drive a diesel sportscar".

The GT2 car carries over a radical three-way cooling system, developed by Panoz and called "Trifecta" from the still-born prototype. This allows the cooling for the front-engined car to be moved to the rear.

"We've always run out of top speed on the Mulsanne Straight with our GT cars and prototypes," said Panoz. "We've moved the radiators to the rear and opened up the front; we've got really good aero figures."

The second radical component of the Abruzzi is its Recyclable Energy Absorbing Matrix System bodywork. The system of recyclable woven plastic is, claimed Panoz,

"stronger, cheaper and easier to repair" than carbonfibre.

The car is powered by a supercharged V8 based on a General Motors block and developed by Panoz's Elan Motorsports Technology organisation. The chassis, like the Esperante, is produced from extruded aluminium.

Tom Milner's Prototype Technology Group, which ran works-backed Esperantes in the American Le Mans Series in 2007-09, has been involved in the development of the car and is expected to run the Abruzzi when it races. Panoz said he had no plans to run a full works team and hoped to sell a limited number of customer versions.

The new car's connection with Le Mans goes beyond its name: the road cars will be assembled and handed over to customers at the track; and just 81 road cars will be built, one for each 24 Hours held up until the end of the car's production in 2013.

The Abruzzi model in Le Mans for the launch this week is a "real car that will stay in France to complete the homologation process", according to Panoz. He explained that the low-volume European type approval the company is seeking should take "three to four months".

Because Panoz is only seeking limited certification and building the car in low numbers, the Abruzzi would not be eligible under FIA rules.

LE MANS

Pescarolo to return

LE MANS legend Henri Pescarolo has vowed to return to the 24 Hours next year with his own team.

The four-time Le Mans winner is looking to put together a new team incorporating personnel from Pescarolo Sport, which is not contesting this year's 24 Hours. The Sora composites group that bought the team in the 2008/09 off-season opted not to take

up its guaranteed entries after a failed take-over deal by Genii Capital.

Pescarolo, 67, said: "I don't want to stop my career yet and I am pushing very hard to have my own team again with the same guys."

He stressed that he would not be attempting to buy back Pescarolo Sport from Sora. However, he said would run cars bearing his own name.

BMW ART CAR BREAKS COVER

BMW last week took the wraps off the latest of its 'Art Cars' that will take part in this year's Le Mans 24 Hours



LE MANS

Audi and Peugeot talk up Le Mans pressure

AUDI AND Peugeot are each claiming the other is feeling the pressure ahead of this weekend's Le Mans 24 Hours.

Audi star Allan McNish has pointed to the mistakes made by drivers in all three of the Peugeots in the Spa 1000Km in May as an indication that the French

manufacturer is under pressure as it prepares to defend its Le Mans crown. Pedro Lamy half spun at the start, Franck Montagny clashed with a slower car and Marc Gene went off on a damp track in the closing stages.

McNish, who shares the lead Audi R15-plus with Tom Kristensen and

Rinaldo Capello, said: "They look like they are under pressure and doing strange things."

Peugeot driver Nicolas Minassian, who shares with Montagny and Stephane Sarrazin, believes that Audi is the team under pressure as it attempts to make up for its first defeat as a factory

outfit since 1999.

"When we used to go to Le Mans, I would look at Audi and remember how many times they'd won the race and think how hard they would be to beat," he said. "I don't think that any more. The situation has switched around and the pressure is now on them."



Audi-Peugeot war of words has started

AUTOSPORT SAYS...

GLENN FREEMAN
NEWS EDITOR

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@haymarket.com



Mattias Ekstrom had a glint in his eye last weekend as he talked about his NASCAR testing experience with Red Bull. The more he talked, the more obvious it became that he knew he was going back to the States in a couple of weeks to make his NASCAR debut.

It may only be on a road course, but still, there aren't many drivers who would have the bottle to throw themselves into the 43-car warzone that is a NASCAR race, and for that Ekstrom has to be applauded.

Having seen some footage of his test at Virginia International Raceway, it's safe to say that he's already learned how to hustle that Toyota Camry, which brings us on to another key point. Thank goodness that Audi Sport boss Wolfgang Ullrich didn't take this opportunity away from one of his longest-serving stars for the petty reason that it involves driving a car with a different badge on the front – believe me, it's scuppered many a one-off deal for manufacturer-aligned drivers in the past.

Ekstrom's outings in the World Rally Championship and the fact that he's a three-time winner of the Race of Champions prove that he has the sort of adaptability we rarely get to see any more, so he may just pull off a surprise. Good luck to him.



Adaptable Ekstrom may spring a surprise

SPORTSCARS

Audi starts evaluating R18 project



Ullrich: new Le Mans racer is imminent

NEXT YEAR'S Audi Le Mans challenger will be known as the R18.

The manufacturer has never made any secret of the fact that it is evaluating the 2011 prototype rules. Now it has revealed that the successor to the R15 has already been given a type number. Audi Sport boss Wolfgang Ullrich told AUTOSPORT that a "small group has already started to look into the future". He said that "once Le Mans is over, the 100 per cent push on next year's car" would begin.

Ullrich would not discuss the specification of the R18, but it is certain to be another open-top turbodiesel.

Audi Sport awards 'R' numbers to its motorsport projects in order. R16 was given to the R8 LMS GT3 car and the R17 to the new-rules DTM car which is under development for 2012.

IN BRIEF



The move is designed to allow GT2 machinery to maintain 2009 performance levels despite a power reduction under Le Mans rules.

SPARKS FLY AT COURAGE

Long-time Le Mans 24 Hours entrant Yves Courage is aiming to return to the race with an electric-powered prototype next season. He has linked up with French technology group MATIS to develop a Courage-ORECA powered by a pair of 200bhp electric motors.

HUFF BEATEN AT THE FLAG

Chevrolet WTCC driver Rob Huff was denied victory in the 12 Hours of Spa when the Volvo that he was sharing with Vincent Radermecker and Eric van der Poele was jumped by the BMW of Ruben Maes, Steve Vanbellingen and Harry Stoeltje on a restart one lap from the end.

ITALIAN LIVERY REVEALED

Scuderia Italia finally unveiled its Le Mans 24 Hours livery in the run up to scrutineering this week (below).



CHEEVER TO SPA

Former Indy 500 winner Eddie Cheever will join the United Autosports Audi superteam for next month's Spa 24 Hours. The 52-year-old American, who tested one of the team's Audi R8 LMS GT3 contenders at Snetterton on Tuesday (above), joins a line-up that includes Mark Blundell and Stefan Johansson. Cheever will share with Blundell and team owners Richard Dean and Zak Brown.

TIEMANN STILL IN COMA

Five-time Nurburgring 24 Hours winner Marcel Tiemann remained in a medically-induced coma in hospital in Bologna as AUTOSPORT closed for press. The German was put in the coma to aid his recovery more than a day after he was involved in a start-line accident in the second GT Open race at Imola on May 30.

WEIGHT BREAK FOR GT2

GT2 cars competing in the Spa 24 Hours on July 31/August 1 have been given a 45kg weight break.

GIRL POWER IN DTM

STODDART MAKES HISTORY WITH POINTS FINISH

Mercedes driver Susie Stoddart became the first female to score points in the 'new' DTM with her seventh-place finish at Lausitz last weekend. Ellen Lohr was the last woman to score points in the series' previous era at the Norisring in 1996 (below)



INDYCAR

Crucial week for Indy future

Chassis hopefuls make final proposals to IndyCar decision-makers, while series confirms engine rules for 2012



BAT group presented to IRL on Sunday

The five companies bidding for the IndyCar chassis supply deal from 2012 made their final presentations to the Indy Racing League this week.

The presentations, which were all of equal length, took place at Indianapolis from Sunday to Tuesday, with key figures from the IndyCar Series joining the seven-man ICONIC advisory panel that was formed to help series CEO Randy Bernard with the decision.

While this week offered the final chance for formal presentations to be made, it is likely that some or all of the bidders could be called back for further discussions between now and the June 30

deadline for a decision.

Former IndyCar designer Bruce Ashmore, who presented the BAT Engineering proposal with Alan Mertens on Sunday, was pleased with the approach taken by the IRL towards making the decision.

"I was really impressed with how seriously they're taking it," Ashmore told AUTOSPORT. "They are looking at every aspect, from the racing, the car itself, and anything else we can add to help promote the series. It was quite an intense question-and-answer session, and then we had a huge presentation explaining our project."

IndyCar officials also saw presentations from Delta Wing,

Lola, Swift and current chassis supplier Dallara. AUTOSPORT understands that the advisory panel is still evaluating the possibility of allowing open chassis competition.

The final presentations were made following confirmation of the 2012 engine regulations for the series last week.

The new engine rules will allow manufacturers to produce units with a maximum of six cylinders, no greater than 2.4 litres. The powerplants will produce between 550 and 700 horsepower to suit ovals and road courses, and will be turbocharged to allow for that flexibility in power.

The decision to allow V6 units,

which is the preferred choice of Honda, to race alongside in-line four-cylinder engines, could be considered a blow to the Delta Wing project. This radical car is designed in such a way that a smaller engine of around 300bhp would reach similar speeds to the current 650bhp Honda-powered Dallaras.

Following the confirmation of the engine rules, Mercedes has already ruled itself out of a return to Indy-style racing.

Mercedes motorsport boss Norbert Haug said: "Normally when you try to balance different types of engines it is the beginning of the end."

IN BRIEF

CARROLL'S FIRST TEST

Adam Carroll was scheduled to have his first taste of an IndyCar in testing at Watkins Glen yesterday (Wednesday). The Briton was set to test with Andretti Autosport ahead of his series debut at the same circuit in July.

IRL APOLOGISES AFTER FIRE

The Indy Racing League has apologised for

the problems that occurred when Simona de Silvestro's car caught fire in Texas last weekend. The Swiss driver was trapped in her car while rescue crews struggled with a malfunctioning hose, but eventually escaped with nothing more serious than a burnt hand.

CHRISTO GETS LIGHTS RUNOUT

Adam Christodoulou will test an Indy Lights

car today (Thursday) at Mid-Ohio. The Briton, who was part of the GT class-winning line-up in last weekend's Grand-Am race at Lime Rock, was awarded the test for winning last year's Star Mazda title.

FOYT VOTED OVAL KING

The IndyCar Series' Oval championship trophy will be named after AJ Foyt following a



vote by fans. The four-time Indy 500 winner (above) was selected over Rick Mears, Mario Andretti, Bill Vukovich and Ted Horn for the honour. Dario Franchitti leads the oval points.



American hopes he'll race at Iowa

➔ **P52 INDYCAR TEXAS**

INDYCAR
Crunch time for Hunter-Reay's season

RYAN-HUNTER REAY is still set to miss the rest of the IndyCar season following the end of his initial seven-race deal with Andretti Autosport.

The American, who sits sixth in the standings and the first of the

non-Penske or Ganassi drivers, was signed pre-season to a deal that only lasted until last weekend's race at Texas Motor Speedway.

Hunter-Reay is the only Andretti driver to win a race this year, and

the team is scrambling to find the budget to allow him to continue. But Hunter-Reay admitted that his chances of making it to the next round in Iowa on June 20 are touch-and-go.

"Right now we don't

have it done," he said.

"They [Andretti Autosport] are working 20 hours a day trying to make it happen, so we'll see what happens. This team is very resilient, and we could win a lot of races together."

SPORTSCARS

HPD working on new LMP2 engine



Highcroft runs HPD in ALMS this year

HONDA PERFORMANCE DEVELOPMENT is building a new engine for the LMP2 prototype class.

HPD, which masterminded the Acura brand's US prototype successes in 2007-08, is working on a Honda-based twin-turbo V6 designed to meet forthcoming rules that demand more production components and stipulate a price cap. It hopes to sell the engine to LMP2 teams competing in series running to Le Mans rules in America, Europe and Asia from next season.

HPD technical director Steve Eriksen said: "This is an all-purpose engine we were working on anyway, and fits the power level prescribed for LMP2 in the future. It is part of our plan to build outriggers that stabilise our business."

The turbocharged route has been taken because it is a "less expensive way to achieve the necessary power", said Eriksen. He said the engine would keep as many production components as possible.

➔ **P40 HIGHCROFT RACING**

INDYCAR

Conway able to leave hospital

MIKE CONWAY has been released from hospital following his enormous crash in the Indianapolis 500, although there has still been no date set for his return to the cockpit.

The Briton suffered a broken leg and fractured vertebra when his car was pitched into the catchfencing on the penultimate lap of the race after contact with Ryan Hunter-Reay. While he is expected to wear a back brace for the next three months, Conway said that he was optimistic.

"I'm feeling fine, all things considered," he said. "I'm just thankful that I came out of it alive. I want to thank all of the medical staff at Methodist Hospital, as well as the IRL safety team and all of those at the Indianapolis Motor Speedway that pulled me out of the car. I'm hoping for a speedy recovery and I'm already looking forward to being back behind the wheel of a race car."

Tomas Scheckter filled the Dreyer & Reinbold Racing seat in Conway's absence for last weekend's IndyCar round at Texas Motor Speedway, but no longer-term arrangements have been confirmed yet.



Conway's recovery is progressing well

60 SECONDS WITH

RANDY BERNARD

IndyCar CEO



Since taking over at the helm of the IRL in March, former Pro Bullriding boss Randy Bernard has quietly gone about starting to understand the IndyCar Series. He told AUTOSPORT what he's learned so far...

A few months into the job, what have you identified as the biggest challenge?

I think our biggest challenge is to reignite North America to open-wheel racing. And what I've learned is that's multi-layered. Our marketing strategy has to be multi-layered. We have to go after motorsport, but also fashion and social. We have a varied demographic in terms of the fans we have at ovals to road and street courses. And we need to make sure that we attract demos that are attractive to our sponsors and grow our sport.

So how do you go about achieving that?

Firstly, we need more extensive research. We're about to hire a research firm - I'm looking at several different options right now. After that we need to do the research to make sure that my opinion is actually fact. After that, by September 15 I want to have a plan in place for next year.

There are lots of South American and European drivers in the field. Does this mean the series should become more international?

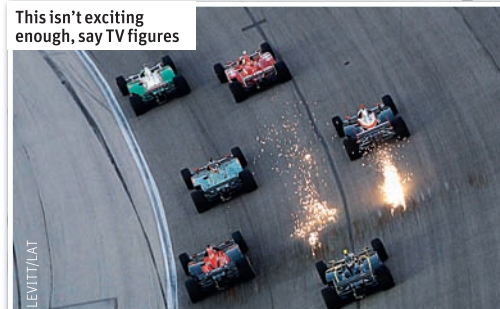
Most of our sponsors, both on the cars and at the tracks, do most of their business in the US. Having an international field is tremendous and we shouldn't lose sight of that, and if we're going to grow the sport we have to continue to look at international markets.

The latest TV figures show a drop in audience share. How can you address that decline?

I think we've had more promotion than last year, so what does that tell us? Does that tell us our ratings would have been down much more or does that tell us we need more compelling storylines? I think we need to create a destination-type television. We have to build the stories and give people a reason to want to tune in. We have some ideas that we are very excited to try and hopefully you'll see those next year.

Randy Bernard was talking to AUTOSPORT editor **Andrew van de Burgt**

This isn't exciting enough, say TV figures



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NASCAR

Ekstrom to race NASCAR at Sears



Ekstrom (left) with Vickers

Swede tested #83 at Virginia

Red Bull drafts DTM star in as its road course ringer to replace Brian Vickers after impressive test showing

Two-time DTM champion Mattias Ekstrom will make his NASCAR Sprint Cup debut on the Sears Point road course next weekend after pushing for the chance following his maiden test outing with Red Bull Racing USA last month.

The Swede will fill in for the ill Brian Vickers in the US on June 20, a deal that came about after he tested with the squad at Virginia International Raceway. The initial reason for the test was to enable the team to improve its car for

road course racing, but Ekstrom came away from the session keen to race the car.

“Driving one of those cars alone is fun, but to go and race against all the others – that’s what everybody wants,” said the 31-year old. “So I told them that I would be happy to do a race.”

Ekstrom has visited NASCAR races as a guest of Red Bull in the past, and most recently he attended the Coca-Cola 600 in May.

“Even when I was there last year I told them that I was interested in

doing a race,” he added. “I always like to do other things, like when I did rallying in the past.

“If Brian hadn’t had his health problems they would never have called me, but when they had this situation they had to open their minds and think about who they could call to help them out. Nobody called me because I was super-good, it’s because someone got sick.”

Ekstrom’s first challenge will be learning the tricky Sears Point track, which he has never been to

before, but he is confident that he will have a competitive car for his stock car racing debut.

“I have only seen some images and a map, but I know the layout a bit,” he said. “When I tested, the base set-up on the car was already very good, and Brian was on pole there last year. I think we can do more with the car to make it better.

“They only do two [road course] races a year, while I have been doing this all my life, so hopefully I can bring something to the table and learn a lot too.”

BTCC/WTCC

No BTCC for Turkington



EBREV/LAT

BTCC return unlikely for 2010

COLIN TURKINGTON is unlikely to appear in the British Touring Car Championship this year, despite securing a return to WSR, his title-winning squad of 2009.

The 28-year-old Northern Irishman announced last week that he will race in the World Touring Car Championship events at the Algarve, Brands Hatch and Brno circuits in a BMW 320i run by the squad.

But WSR team principal Dick Bennetts said a parallel BTCC programme would be impractical.

“With the time it takes to get the car back from the foreign races and prep it – we have to use a manual ‘box rather than the sequential we run in the BTCC – given the way the calendars fall, it would make it very difficult,” he said.

Turkington has been reunited with his BTCC title-winning engineer John Morton and was due to test the BMW at Brands Hatch today (Thursday).

“It feels like an age since I last raced,” he said. “It’s only three races, but the hope is that if we can get some strong results then we can find the backing to cover Japan and Macau at the end of the year too.”

IN BRIEF

EX-DRIVERS HELP DTM STEWARDS

Ex-DTM racer and Formula 1 safety car driver Bernd Maylander (right) served as the first DTM ‘race consultant’ to the stewards at Lausitz on Sunday. The role, similar to that used in Formula 1 this year, will be filled by Johnny Herbert at the Norisring.



COATES/LAT

CLIFF JOHNSON FUNERAL

The funeral of British Touring Car team boss Cliff Johnson will be held on June 9 at Alford Crematorium in Lincolnshire. Cliff’s son Martin will run the Boulevard squad for the rest of the season.

AmD TO CHANGE ENGINE

AmD Milltek will use an NGTC-spec turbocharged engine in its Super 2000 Volkswagen Golf in next year’s BTCC. Owner/driver Shaun Hollamby said AmD will prepare the engine itself.

NEATE IN TROUBLE

Andy Neate was excluded from ninth place in the final Oulton Park BTCC race last weekend and given a six-place grid penalty for Croft for putting Andrew Jordan in the tyrewall. The WSR BMW man was also penalised four points on his licence.

MORE BTCC PENALTIES

Jason Plato also had four points put on his licence at Oulton, two each for incidents with Mat Jackson and Tom Onslow-Cole in race two. Jackson was penalised two for taking Plato off at Cascades in race one.



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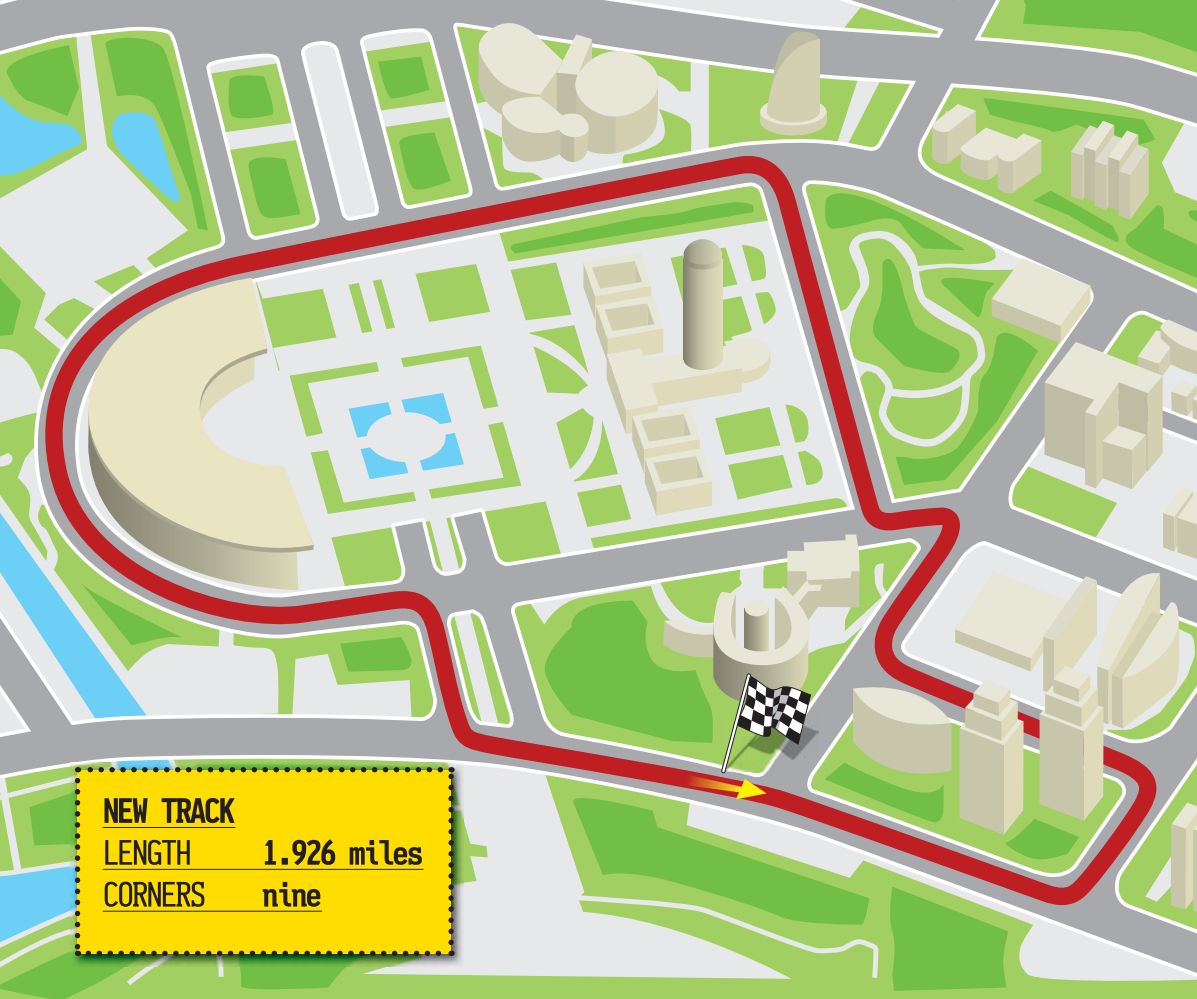
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NEW TRACK
LENGTH 1.926 miles
CORNERS nine

DTM

Shanghai track revealed

THE TRACK layout for the DTM's season finale on the streets of Shanghai has been revealed following confirmation last weekend that the race will definitely go ahead.

A three-year deal is now in place for the German-based touring car series to race on the streets of the Chinese city, with an option for a further two years.

The main reason for the overseas race is that participants Mercedes and Audi want a presence in China, which is about to become the biggest automotive market in the world. AUTOSPORT understands that a race in Asia was also a requirement of BMW as it prepares to return to the series in 2012.

DTM

Premat faces Audi backlash

AUDI IS considering further action against its driver Alexandre Premat after the Frenchman triggered a multi-car accident that affected all four of the marque's top-ranking cars in the DTM race at EuroSpeedway Lausitz last Sunday.

Premat, driving a 2008-spec A4, tangled with the '09 (latest-spec) car of Mattias Ekstrom on the opening lap, tipping the Swede into a spin. Ekstrom, who is Audi's highest-placed driver in the standings, was then collected by reigning champion Timo Scheider, while team-mates Martin Tomczyk and Oliver Jarvis also suffered damage in the incident.

Audi Sport boss Wolfgang

Ullrich told AUTOSPORT: "It was a disaster. What I have seen is clear – Alex was in a position that he should not have been, and if he touches someone there it is clear they will spin. You shouldn't do this with a competitor, and especially not a team-mate. I will have a meeting with Alex after Le Mans [the 24 Hours this weekend], because something like this just can't happen."

The results of Sunday's race, in which championship leader Bruno Spengler led home a Mercedes 1-2-3, leave Ekstrom 13 points adrift already in the title race.

Audi held an emergency meeting with all of the drivers involved



Premat in 'maison de chien'

STALEY/LAT

immediately after the race, where Premat took the blame for the clash. Ullrich was insistent that his drivers must take more care in the future.

Premat told AUTOSPORT: "It was a really disappointing incident for all of us at Audi, and I apologise. I thought I had it under control,

but I had a little touch on the rear from Timo in the previous corner and it unsettled the car. Then I tried to stop before I hit Mattias.

"It was really bad, but I take full responsibility. I know we will have another meeting after Le Mans, but I don't know what will happen then."

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Raikkonen ready to step it up

Former F1 world champion is looking forward to the four asphalt WRC rounds during the second half of the season

Red Bull Citroen driver Kimi Raikkonen is confident he will adapt to the upcoming asphalt rounds of the World Rally Championship quicker than he got to grips with the gravel events – with the Finn talking confidently about the second half of the season.

With four of the remaining seven rounds to be held on asphalt, Raikkonen is aiming to capitalise on his experience of circuit racing.

“You can never say that rallying is like Formula 1, but of course there are more points in common on an asphalt rally than a gravel rally,” said the 30-year-old Finn.

“I’ve never actually driven the C4 on asphalt, and my first impression will come on the Rally della Lanterna in Italy this weekend. But I’m really looking forward to it. We’ll see, but I think it should take

less time for me to be competitive on asphalt than gravel and there are lots of asphalt rallies at the end of the season. Also we come to Rally Finland again. I did it in a Super 2000 car last year, so I already

“It should take less time for me to be competitive on asphalt than gravel. And there’s lots of asphalt”

know the stages a bit. So the second half of the season should be good for us – we are certainly in a much stronger position than we were at the start of the season.”

Raikkonen added that his potential on asphalt should not be judged from the outcome of the Lanterna Rally. “That’s just a test

rally for us: then afterwards we will have a proper asphalt test. So I hope Bulgaria [the next WRC round] should be good for us.”

Raikkonen will also benefit from a gravel test prior to Rally Finland, where he ran in the top three of the Super 2000 class last year. Raikkonen is convinced that his prior knowledge should provide a significant boost to his prospects.

“Even on the rallies I’ve done so far this year, it’s always been better for me on the second run through the stages,” he said. “With rally it’s all about the experience so it should be easier for me in Finland this year.

“On the other hand, the car is going to be completely new to me compared to last year, so I’m learning all the time.”

The 2007 F1 world champion admitted that the time was drawing

closer for him to make a decision regarding his plans for 2011, but he points out that he is not prioritising a return to Formula 1.

“It’s not something that I miss,” he said, “but I will think about every opportunity. We will need to start to think about it in a while, but I’m in no hurry.”

He added that he has enjoyed the challenge of rallying: “For someone with my background, it’s harder than F1. But I’m enjoying it.”



Raikkonen has found gravel tough



Raikkonen tackled a quarry event in Austria last week



LATVALA THRILLS THE CROWDS AT CHATSWORTH

Ford WRC star Jari-Matti Latvala drove his Focus RS WRC 09 at the Rally Show last Saturday. Henning Solberg took over on Sunday

IRC

Title still on for Peugeot's Meeke

KRONOS RACING team principal Marc van Dalen is adamant Kris Meeke can collect back-to-back IRC titles, despite the Peugeot UK driver's third retirement from five starts on last weekend's Rally d'Italia in Sardinia.

Meeke was fighting for the lead when he slid off

the road on stage 10.

“It was driver error,” said Meeke. “I was 10kph too fast into a corner and we dropped off the road.”

Van Dalen defended his driver, saying: “You count your seven best scores in this championship. Kris has won one rally and there are seven more to

come. Do the maths. Of course he can win.”

Meeke added that he was more confident for the second half of the year. “Of the six rallies coming, we won four last season. We’ve got some updates on the car which will help. We need the rub of the green.”

IRC
Injured Wilks eyes quick return



Meeke crashed out of Sardinia event

SKODA UK driver Guy Wilks will visit a specialist this week to discover how long he will be out of IRC action after fracturing two vertebrae in Sardinia last Saturday.

Wilks is scheduled to contest the Ypres Rally, which starts in two

weeks, but no decision will be taken until the full extent of his back injury has been uncovered.

"I want to be back in the car now," said Wilks. "The car felt really good in Italy. We'd had a good pre-event test and I felt able to

really attack. The speed was too high for the corner after a mistake in the recce."

Skoda UK will not replace Wilks in the Fabia S2000 if he misses Ypres – but is likely to add next month's Azores Rally to his schedule.

IN BRIEF



OGIER UNLUCKY IN ITALY

Rally of Portugal winner Sebastien Ogier failed to carry his WRC form into the IRC on last week's Rally d'Italia. His Peugeot 207 (above) stopped with an engine problem on the opening stage in Sardinia. He will return for more IRC action in Ypres later this month.

CITROEN'S GRAVEL SWITCH

Sebastien Ogier will replace Dani Sordo in the Citroen Total team for Finland, Japan and GB this season. Sordo will drive in the Junior Team on those gravel rallies. The pair will return to their usual cars on asphalt.

MARTIN BACK IN FOCUS

Markko Martin will be re-united with a Ford Focus RS WRC 03 on Rally Estonia. The five-time world rally winner was offered the drive by the rally organisers to raise the profile of the July 16-18 event.

FORD STARS AT MILLBROOK

Prior to appearing at the Rally Show in Chatsworth on Saturday, Ford's Jari-Matti Latvala spent two days at Millbrook with team-mate Mikko

Hirvonen working on a BP advert.

PROTON FOR BELGIAN TEST

Proton will contest the Rallye de la Haute Senne in Belgium, a week prior to its debut in this year's IRC on the Ypres Rally. Alister McRae and Chris Atkinson will tackle the six-stage event in their factory Satria Neo S2000s, while Tom Cave will take his semi-works car along for asphalt practice.

ITALY TOUGH FOR P-G

Per-Gunnar Andersson's IRC debut in the JRM Mitsubishi Lancer Evo X on last weekend's Rally d'Italia was tough. The former Suzuki WRC driver dropped four minutes with a puncture on the opening stage and then retired with transmission failure near the end of SS10. The Swede was quickest in Group N.

MIKKELSEN UPBEAT IN IRC

Ford Fiesta driver Andreas Mikkelsen remains optimistic about his chances in this year's IRC, despite rolling on the first stage of Rally d'Italia. He returned on the second day of the Sardinian event and set top-five stage times all day.



IRC
Evo Skoda revealed in Sardinia

Hrabanek unveiled the Fabia Evolution



SKODA LAUNCHED its evolution of the Fabia S2000 in Sardinia on Monday, with the car set to make its competitive debut on the Ypres Rally later this month.

The team's factory drivers Juho Hanninen and Jan Kopecky unveiled the car, with Skoda's head of motorsport Michal Hrabanek immediately playing down the changes to the Fabia.

"There's not so much we can do with the S2000 regulations," he said. "The car is a facelift to reflect the Fabia road car. The car has a wider track, so there are some small changes to the suspension, but there is nothing new in the engine or in the transmission. The performance improvement on this car will be minimal. We expect to use this car on every IRC round we contest from now on."

Belgian Freddy Loix will drive a factory car, but in private colours, in Ypres – with Skoda UK driver Guy Wilks using the new car when he returns from injury.

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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D ID YOU go to the Rally Show at Chatsworth last weekend? If you just answered in the negative, I suggest you spend the next 51 weeks looking deep into yourself, before gratefully accepting the opportunity to put this wrong right.

I have to confess, I hadn't been before, it always seemed to clash. But last Saturday, my family and I headed to Derbyshire.

We should have gone years ago. The organisers must be applauded for reaching the perfect balance between sport and recreation. I admit there had been a degree of bluster in my pre-event suggestion that:

"There's loads to do for the children, they'll love it..." while trying to suppress quite how cool the 30th anniversary celebrations of the Audi Quattro would be. Or how much I wanted to hear the 'chatter' of Jim McRae's Ford Sierra RS Cosworth, just one more time.

From the minute I heard my esteemed AUTOSPORT colleague Henry Hope-Frost talking about Castrol 'R' and bringing that smell to life through his commentary, I knew it was going to be a good day. It was.

My children Georgia and Oliver delighted in car and train rides, bouncy castles and fire engines. I revisited every one of my most fever childhood memories and my wife Sandra was charmed by former 1000 Lakes Rally winner Simo Lampinen.

The Chatsworth Rally Show was a big hit



REMEMBER WHEN...



...Markku Alen drove at Chatsworth? The Flying Finn can't always recall stages, but he remembers Chatsworth. He rolled at this corner in 1987, two years after the debut of the Group B Lancia Delta S4 (above).

HOW THE CREDIT CRUNCH SAVED F1

10%

average annual price escalator
built into race-hosting contracts



\$250

the annual cost per race spectator
to service CVC's debt

\$250M

annual cost to service F1's present debt

200

countries with F1
TV footprints

At the Japanese Grand Prix in October 2008, a chill wind gusted through the paddock. The economic apocalypse, heralded by the collapse of Lehmann Brothers a month earlier, was threatening to rip Formula 1 apart. In the next 12 months, Honda, BMW and Toyota walked away, sponsorship deals dried up and the sport made revolutionary changes designed to create a new, sustainable business model. But has the sport done enough to ensure its long-term success? **Dieter Rencken** and **Edd Straw** crunch the numbers ▶

\$50M

estimated hosting fee paid by Abu Dhabi



130

number of pages in the
2009-2012 Concorde Agreement



\$30000

average cost in dollars of taking a family of
four to attend a grand prix

\$1.2bn

annual turnover of F1 group

Superficially, not so much has changed since the global economic crisis caught up with Formula 1. Every couple of weeks a healthy grid of 24 cars provides action every bit as dramatic, and arguably more so, than F1 was producing in the decadent days of the manufacturer era. The paddock is still filled with the same motorhomes (or, in McLaren's case, a portable citadel) and the glitz and glamour remains, even if the Monaco Grand Prix was a little more subdued than in previous years.

Look closely at the cars, though, and you'll see a tell-tale sign – the number of big-name sponsors has dropped dramatically, to be replaced by less prominent names paying well below the old rate card. While some big companies, such as Santander at Ferrari and Vodafone at McLaren, maintain a visible presence, the blue chip brigade in the Paddock Club during grand prix weekends has shrunk dramatically. Christian Sylt, author of *Formula Money*, puts the drop in sponsorship at \$111 million (28.4 per cent) from 2009 to 2010.

With company marketing budgets slashed and 'caution' remaining the watchword, it will take a while for revenues to be rebuilt. The old model of teams being bankrolled by shareholders, in most cases automotive manufacturers, is dead. Now the onus is on teams to operate profitably – or at least break even. Even Red Bull, which has poured money into F1 since taking over the remains of Jaguar in late 2004, has cut back. Its Milton Keynes-based team had to slash its budget by 40 per cent for 2009.

Monisha Kaltenborn, managing director of Sauber, a team which has felt the impact of the manufacturer exodus more than most, believes that the key to this new business model is the agreement that imposes certain spending restrictions on F1 teams.

It allows teams a fighting chance of surviving purely using the revenues generated by the sport through race-hosting fees and TV deals (providing, of course, that those streams don't dry up).

"The sport has taken a big step in the right direction, especially with the Resource Restriction Agreement that is coming in," she says. "A very big step has been taken. The outside world cannot imagine what it took even to get this agreement into place."

The RRA is a major stride in the direction that F1 had been slowly edging towards since introducing longer-life engines in 2004. The economic crisis provided a catalyst for making more radical changes, but while F1 has gone some way down the road to creating a genuinely sustainable commercial template, it would be a fatal mistake to assume that the situation the sport finds itself in is purely down to external factors. F1 is unique in the breadth of the platform it offers sponsors, as Williams CEO Adam Parr explains, but the question of the sport's environmentally unfriendly image and the fallout of the Singapore Grand Prix crash controversy have had an impact on its value.

"Look at what F1 can do for a brand, especially a technology brand or one that is about speed, information, or quality," he says. "We know that the exposure, not only in terms of people seeing your name, but also with brand

Formula 1 still enjoys a full grid of cars



COATES/LAT



Peter Sauber bought back his old team

COATES/LAT

FALLING CROWDS

SWATHES OF empty stands in Monaco proved F1's pricing model to be off-beam. If Monaco, of all places, cannot attract a full-house to one of the world's premier sporting spectacles, something is amiss.

This continued a trend for grand prix attendances, which have fallen steadily for the past three years. While TV ratings have held their own, suggesting that interest in the sport has not waned, it seems that fans' appetites for shelling out the equivalent of a week or more's wages for a 90-minute spectacle has diminished.

It is no coincidence that attendances dropped as the 10 per cent escalator clauses written into most race contracts kicked in. Race hosting fees now average \$30 million – double that of five years ago. When the fees go up, ticket prices follow.

That Abu Dhabi et al are prepared to pay over the odds has increased pressure on traditional circuits, with Hockenheim hoping to break even with a 70,000 crowd. Even Silverstone, expecting a 90,000-strong raceday crowd, faces tough going when the escalator kicks in next year.

Driving this is the bond used by F1's commercial owner CVC to fund its 2006 purchase of the sport's rights from Ecclestone. About \$1 billion remains outstanding, with \$250 million annually

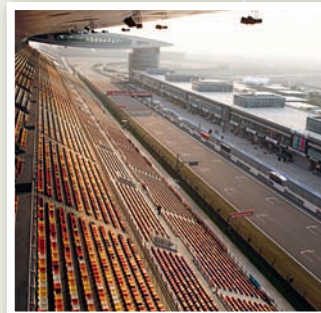
Bucking the trend: Silverstone's weekend figures have soared thanks to Hamilton/Button success



spent on repayments and interest. Assuming 50,000 spectators per grand prix and 19 races, that equals \$250 a head simply to service that debt.

A year ago, at the height of the FIA/FOTA acrimony, FOTA promised affordable ticket pricing. Now is the time to deliver.

There are two options to service its obligations: increase hosting fees by 50 per cent, or the number of races by an equal percentage from 16 to 24. It seems that F1 has adopted both.



Monaco GP was more subdued than usual



“Had we not formed FOTA, many of the teams here today would not be here”

FOTA Chairman
Martin Whitmarsh



equity so that people associate the values of your brand with the sport, moves product.

“A bit of controversy and a bit of fighting about the future of the sport, people can cope with. But you cannot have a sport where people think that there is that kind of cheating. What happened in Singapore is the kind of thing that absolutely flattens the sport. The title sponsor [ING] had to take their branding off the car – that they had to do that was a disgrace. If people are watching on television and believe that it's

fundamentally dishonest, then it has no value to sponsors.”

ING was heading out of the sport at the end of 2009 anyway; but sponsorship agreements always contain certain terms covering conduct and image, which may have allowed the bank to disembark a few months early. There's no question that the image of Formula 1 was besmirched by the scandal. The sport, and in this case Renault specifically, took action.

The team has now emerged as the very model of a new-age manufacturer outfit. Gerard Lopez, boss of Genii Capital (which took ownership of two-thirds of the team in December 2009) has described Renault as “the first private manufacturer” and rehabilitated it to the point where it is not only on the up in terms of performance, but also on the verge of revealing a new title sponsor.

If on-track success is anything to go by, the team has been revitalised by its new structure. Even in the 100 per cent Renault days the race team enjoyed a some autonomy, but now it is governed by an executive committee that includes the two partners in Genii (Lopez and Eric Lux) and Renault's Jean-Francois Caubert, along with various senior personnel from the team such as managing director Bob Bell.

The case of Renault also reveals why green technology is so vital. Along with Ferrari, it was behind the drive not to renew the agreement that outlaws the ▶

\$500M

the pot currently shared by 12 teams

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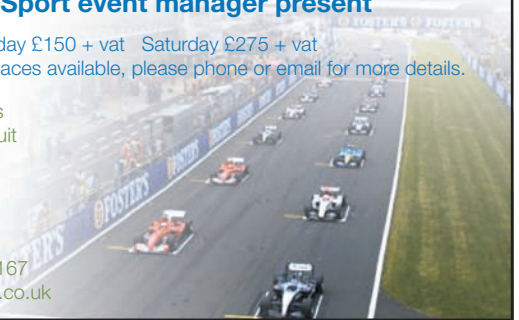
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F1'S EXPANSION

When the Malaysian Grand Prix joined the Formula 1 calendar in 1999, it was one of only five races outside the sport's European heartland. This year 11 out of 19 races – 58 per cent – are being staged outside Europe

WHERE ARE?

SOUTH AFRICA

Held Africa's last F1 race 17 years ago

RUSSIA

A race is finally in the offing after many failed attempts

INDONESIA

Has been working on an F1 project for almost 20 years

CHINA

Since 2005

SOUTH KOREA

First 2010

TURKEY

Since 2005

BAHRAIN

Since 2004

ABU DHABI

Since 2009

INDIA

Joins 2011

MALAYSIA

Since 1999

SINGAPORE

Since 2008

UNITED STATES

Due to rejoin 2012

THE MANUFACTURERS

ALTHOUGH VOLUME motor manufacturers have long competed in F1, the majority of them remained content to play the role of engine suppliers to independent teams. During the late 1990s there was an explosion in manufacturer interest. Mercedes, Ford (Jaguar), Renault, Toyota, Honda and BMW all invested in teams, while FIAT ramped up its support of Ferrari.

With the manufacturers came new sponsors, while oil and tyre suppliers jockeyed for original equipment contracts. TV broadcasters found themselves flooded with advertisers, and the teams wooed the media via increasingly exotic launches and hospitality.

The resulting arms race led to an explosion of budgets,

while spending on peripheral activities (such as hospitality, trackside advertising and merchandising) ensured a consistent flow of money into the F1 Group's coffers.

It was too good to last. One by one they decided that F1 no longer provided a good return on their investment and they departed, taking their engine operations with them.

Contemporary F1 has but Renault (still the only volume manufacturer to score constructors' titles) and Mercedes, plus a Ferrari displaying allegiance to FIAT via three secondary logos. As entrants and engine suppliers the trio hog the grid.

Do manufacturers have a place in F1? 'Yes' is the feeling in the paddock, subject to a maximum of three, competing as entrants and/or engine suppliers – much like the present model, in fact.



Many sponsors are now paying less for space



◀ use of KERS for 2010. After all, if a car manufacturer isn't prepared to demonstrate willingness to improve the sport's green credentials, is it any wonder that there are many companies – all with ethical operational policies, and all obsessed with presenting as green an image as possible – who wouldn't countenance involvement in F1? The sport has so far only scratched the surface of green technology – something that must change.

The 2013 regulations set stipulates an engine that will feature all manner of energy-efficient technology, including KERS and turbocharging. It won't be until then that we can really judge whether this 'new' F1 has got it right in the long term. Balancing concerns of economics and on-track product with an environmentally progressive agenda is one thing, but there are concerns that if the sport goes too far down the spec-series road it will lose some of its value to blue-chip sponsors.

Take Philip Morris, the parent company of Marlboro, which pours an estimated \$120 million into Ferrari every year for a deal that doesn't even

allow it to display its logos on the car. As Philip Morris's Simone Piattelli explains, the future direction of the sport must retain its technological appeal to keep up its value.

"Our involvement with Ferrari allows us to offer a series of valuable one-to-one opportunities, enabling our customers, business partners and stakeholders to experience the essence of motor racing through visits to the factory and other F1 and Ferrari-related activities," he says. "In such perspective, the only thing F1 can do to increase its appeal is to keep being consistent with the core values of the sport. F1 must preserve its DNA, ▶

"Anybody who says that costs should not be addressed does not care about F1"

**Williams CEO
Adam Parr**



TV REVENUES

◀ which is based on competition and its capacity of representing the epitome of racing technology.”

This idea of F1's DNA is a divisive one. It was used by Ferrari, vehemently, as then-FOTA president Luca di Montezemolo fought against Max Mosley's mooted budget cap (first £30m, then £40 million) last year. It is something that could easily be sacrificed in the search for further economies. Looking at the case of Ferrari again, oil and lubricants partner Shell's primary purpose in the sport is to develop its technology, as Shell's global sponsorship manager Richard Bracewell explains.

“The transfer of technology is vital for us,” he says. “What you learn technically from F1 can be transferred to the road, but it is also a great learning ground and motivating area of work for scientists. A significant amount of value comes through that technology transfer. The second part for us is the more traditional sponsorship value as a platform to communicate to customers about that technology partnership.”

All of which would be rendered redundant if development was forced to a halt for the sake of making cost savings. Companies with an automotive and technological relevance have always been big players in grand prix racing, and F1's challenge is to make its low-cost business model work without wiping out the technical challenge. Tricky.

Overall, F1 has made some massive strides in the past couple of years – such progress would have been inconceivable even on that Japanese Grand Prix weekend in 2008, when it became apparent that F1 could not escape the effects of the recession. The manufacturers were always going to leave one day, and the shock of Honda, BMW and Toyota scarping in quick succession has helped motivate the sport to reform.

Things are not perfect, and the consensus is that there are still steps to be taken over the next couple of years to ensure the long-term health of F1. If the sport can make good on its constant promises to improve the show, which in itself will bring a huge benefit commercially, and hit on the right formula for 2013, those cold winter days of 2008 may just have laid the foundations for a golden era.

The current business model is a move in the right direction, and although the sport has to face up to yet more serious financial questions in the coming years, things are looking up for this new, leaner F1.

Whether the cycle of boom and bust is revived when the good times are back in full swing is a question for another year. ❧



BEFORE THE mid-seventies F1 was a pastime pursued largely by European petrolheads who attended a grand prix a year, keeping up to speed via periodicals. The arrival of Bernie Ecclestone as team owner changed that: he persuaded the Formula One Constructors' Association to offer free-to-broadcast productions; once hooked, they paid through their eyeballs.

The next step was acquiring the commercial rights (in 1998). He increased his wealth 20-fold within three years after cutting deals with teams whereby they received minority shares of TV revenues – and his companies the balance...

Latest reports show footprints in almost 200 countries (including the Vatican) via 80-odd standalone deals reaching over

90 per cent of the globe. No other sport comes close, certainly not annually, let alone fortnightly.

Silly audience ratings of 600 million unique viewers are bandied about (in turn massaged to suit agendas) but studies by London-based Futures Sport and Entertainment show an average of 60 million viewers watching each race, peaking at double that. This block varies according to events; landmark races and showdowns enjoy better numbers.

'Late' events such as Canada and Brazil, with convenient early evening broadcasts in F1's European heartland, enjoy bumper average ratings. F1's migration to eastern venues with later start times has not delivered the bonanzas originally envisaged.

Individual territories remain fickle: disappointing 2008 seasons

for Ferrari and Fernando Alonso brought drops in Italy and Spain of 21 per cent and 29 per cent, while British interest, driven by titles for Lewis Hamilton and Jenson Button, is at a decade high. In Germany the return of Michael Schumacher has sent ratings soaring.

China provides F1's biggest viewer block, followed by Brazil and Japan – all countries with grands prix, but hardly located in the sport's heartland. Each grand prix generates ten hours of footage, which converts to 13,500 global broadcast hours during a season, with calendar expansion increasing the figure accordingly.

Broadcast technology remains rooted in the past. Ecclestone burned through an estimated \$150m on his unloved pay-per-view service, so high definition broadcasts are some way off.

High-tech image is key to sponsor value



CONCORDE AGREEMENT

ABSOLUTELY VITAL to F1's stability, and therefore its sustainability, is the Concorde Agreement – the document that sets out the sporting, technical and administrative obligations of the governing body, the commercial rights holder and the teams.

The document was first framed in 1982 and subsequently updated in five-year blocks through to the end of 1997, when Bernie Ecclestone cut a ten-year deal with the teams. The successor to that document has been a long time coming. Mired in politics, it was only finalised in August last year – after then-FIA President Max Mosley agreed not to stand for re-election.

The current document differs from previous agreements in that teams have greater input into the regulatory process via the provisions of Schedule 9, which vests power in the F1 Commission. The teams enjoy a numerical majority on the

Commission through the inclusion of engine, tyre and sponsor representatives.

Signature of the 130-page, 12-schedule document is a prerequisite for a team to have its entry accepted. So too is adherence to the Resource Restriction Agreement – a matrix developed by McLaren to control team expenditure and facility usage after the FIA's budget cap concept was unanimously rejected.

The RRA's 'glide path' means bigger teams will feel its bite from next year, when they will be forced to reduce manning levels significantly. Windtunnel and computational fluid dynamics research is already restricted.

Where the previous agreement provided for a team disbursement of 47 per cent of F1's underlying TV revenues (in effect 23 per cent of the total), the current share is 50 per cent of the total after agreed adjustments. That represents an

approximate increase of 80 per cent over previous disbursements.

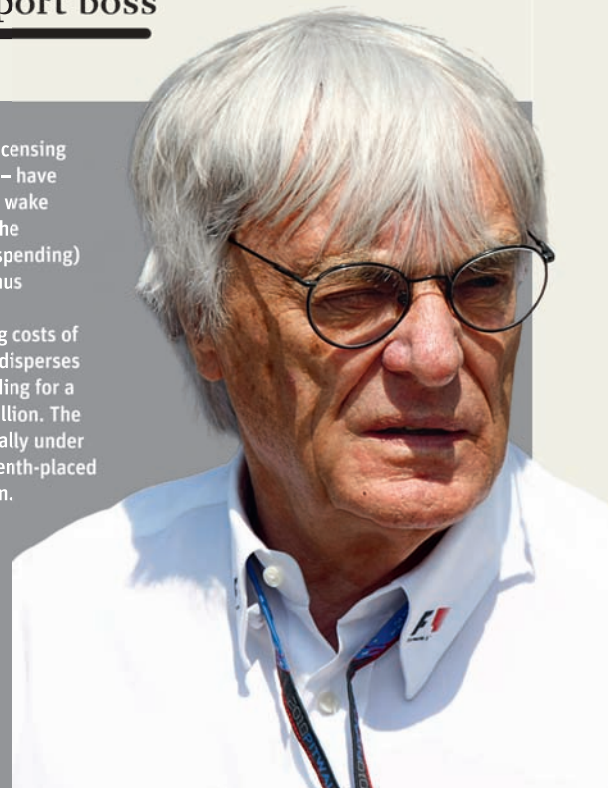
All well and good, except that the present document took three years to negotiate, but expires in 30 months. Already Ferrari president Luca di Montezemolo has warned that 50 per cent is not enough...



Team bosses must adhere to Concorde deal

“We will save a lot of money compared to what we have had five years ago, so all is going in the right direction”

NORBERT HAUG Mercedes Motorsport boss



BERNIE'S BILLIONS

THE BIGGEST single income source for most teams is the so-called 'Bernie Money'. This is their combined share of Formula 1's retained annual earnings before interest, taxes, depreciation and amortisation (EBITDA), but after agreed deductions, including Ferrari's 'historic' premium of an estimated \$20 million.

The base figure is the turnovers of revenue-generating operations within the Formula 1 Group. It consists primarily of income from TV contracts, race hosting fees and 'other'. Following last year's signing of the extended Concorde Agreement, teams' share of the 'pot' doubled to 50 per cent (from 23 per cent), split between the top ten finishers in the previous year's constructors' championship, based on final positions.

Although the exact split remains a closely-guarded secret, sources suggest the champion constructor

receives around 20 per cent of the allocation, with the tenth-placed team taking one fifth of that. A complex three-column matrix determines the final amount, with this year's three newcomers each receiving an additional \$10 million.

The complicated structure of the F1 Group makes it virtually impossible to arrive at purified turnover figures because subsidiaries 'feed' off each other. Filed accounts for the two most recent financial years report turnovers in the region of \$1.2 billion, with the three main revenue streams contributing on a 40:40:20 basis.

Astronomical promoter fees paid by new venues such as Abu Dhabi and Shanghai, plus escalators provided for in existing contracts (typically 10 per cent and seven years respectively) have resulted in race fees increasing. They now exceed TV income, although income from 'other' – hospitality,

trackside signage, and licensing and merchandising fees – have reduced markedly in the wake of the global crisis and the departure of three (big-spending) motor manufacturers. Thus turnover has stabilised.

After annual operating costs of \$200 million the Group disperses around \$1 billion, providing for a teams' share of \$500 million. The top dog receives marginally under \$100 million, with the tenth-placed team earning \$20 million. Fifth place is said to be worth 10 per cent (\$50 million) of the shared sum.

Not a bad little earner – and CVC retains by far the largest individual chunk, even after all deductions...

HIGHCROFT: MI

The best sportscar team in the USA? Duncan Dayton thinks so, and leads his squad to Le Mans this weekend.

By GARY WATKINS

Highcroft Racing boss Duncan Dayton unveiled a bold mission statement right at the start of the process that resulted in his team becoming one of Acura's factory representatives in North America: "To go to the Le Mans 24 Hours and win it outright within 10 years." That was in 2006, yet only now is the Connecticut-based squad finally making its first assault on the biggest sportscar race in the world.

In the intervening period, Highcroft has become arguably the best sportscar team in the USA. It won its first American Le Mans Series race in 2008, pushed the factory Porsche team in the LMP2 title race that season, and went on to claim the LMP1 crown last year.

The team has achieved all but two of its six outright ALMS wins with Acura above the door. Yet it is the disappearance of that name from the ALMS that has allowed Highcroft to finally go to Le Mans.

The Honda brand declared its Le Mans ambitions long before its first car, the Courage-based LMP2 ARX-01a, hit the track. A campaign in 2008 was on the cards when Robert Clarke, boss of the Honda Performance Development organisation that masterminded the Acura project, left for a fact-finding mission in 2007.

"Robert's words were, 'Get ready because we are going next year,'" explains Dayton. "When he came back, he said there was no way we can go in LMP2, because if we won everyone would say we were a factory and should win. And if we were beaten by a privateer, it would have looked bad."

Acura's Le Mans aspirations were postponed until its graduation to LMP1. Had the programme not been axed for 2010 as a result of the economic downturn and a lack of opposition in the ALMS, there was every chance that Highcroft would have been present this year in P1.

"Our partners were not ready to go to Le Mans in the past," says Dayton. "This is the first time that we had the ability to go and didn't have to ask

someone's permission first."

There has been a shift in the sands in the wake of Acura's withdrawal. The LMP1 ARX-02a wasn't available for 2010, the LMP2-spec ARX-01c Highcroft runs in the one-class prototype division in the ALMS and at Le Mans this weekend is badged an HPD, and the team is now billed as HPD's development team. This situation is a result of a re-negotiation of what was billed as "a multi-year deal" for one season only.

The decision to take its ARX-01c to the 24 Hours this year resulted from a "burning passion" on the part of Dayton, who raced at Le Mans four times, and a desire to show off the team's abilities at the highest level.

"If a manufacturer is looking for a partner for the future, then having experience of running this race is a good calling card," he says. "It is one

of the boxes we want to tick."

Highcroft is well set to make an impressive Le Mans debut: the ARX-01c has already been shown to be the fastest LMP2 in Europe courtesy of the efforts of Strakka Racing in the Le Mans Series; and the US team has the best driver line-up in P2 with David Brabham and Marco Werner – both former Le Mans winners – and Marino Franchitti.

Dayton tries to play down his team's chances, however: "Le Mans is new to us and we've never done a 24-hour race. Some of our team members have never been outside of North America and one of guys hasn't even been on an airplane – but then he is the truckie!"

Brabham, who is racing with his regular employer after being loaned out to Aston Martin and then Peugeot in 2007-09, agrees with his boss. He



SSION LE MANS



Historic racer Dayton is team's 'patron'



"I don't have worries about our speed. My concern is reliability because we haven't done the testing"
David Brabham

French alcohol ad ban means new Le Mans livery



Highcroft first entered ALMS with MG in 2006



Squad took title last year with LMP1 Acura

points to the lack of relentless durability testing undertaken by his previous employer at Le Mans.

"I don't have any worries about our speed," says Brabham. "My concern is reliability because we haven't done the testing."

Despite those concerns, Highcroft is probably better prepared than any of its P2 rivals. It undertook a 12-hour test the week after its interrupted run in the Sebring 12 Hours and came through, says Dayton, "without so much as lifting the engine cover".

No matter the resources behind Highcroft, a class victory at Le Mans would be an impressive result for a team that didn't really exist five years ago. Highcroft was set up to run Dayton in historic events in 1989, but

apart from a brief sojourn in US Formula Ford 2000 in the mid-1990s, didn't field contemporary machinery until it began its sportscar adventure in 2006. Dayton, a regular rent-a-driver in the big enduros since the late '90s, decided the time was right "to do his own thing" and fielded an ex-Dyson Racing MG EX257 in six ALMS races, culminating in third place at Petit Le Mans.

Highcroft already had a factory deal with Acura in its pocket at that stage, something Dayton marvels at to this day: "I believe we were one of 35 teams talking to Acura. I told Robert that when I walked out of our first meeting, I thought we didn't stand a hope in hell's chance. His reply was, 'That's what I thought when you walked in'"

WHAT'S IN A NAME



The Highcroft name comes from the area of Minneapolis in Minnesota where boss Duncan Dayton grew up. "I was racing mostly British cars [above] and it sounded kind of British," he says, "so it seemed to fit well."

Dayton admits that his wealth – he's an architect-turned-property magnate – helped smooth the path to the deal: "I was lucky that I could make an investment in the facility." However, since 2008 and the arrival of sponsorship from Tequila Patron, he says the "team has stood on its own two feet".

"It has to be a business," he insists. "I don't care how wealthy you are, sooner or later you are going to get sick of writing cheques."

The next task for Dayton is to find a manufacturer with which to team up for 2011 and beyond. But don't doubt that this "sportscar man through and through" is going to hang around and do his best to make good on his promise to win Le Mans. ❧

LIFE IN THE FAZZT LANE

CHARLES BRADLEY spends the Indy 500 with Alex Tagliani's brand new team

Starting an IndyCar Series team from scratch to go up against the likes of Penske Racing, Chip Ganassi and Andretti Autosport is like walking into a lions' den wearing a vest of prime rib and sausages. But that's exactly what former Champ Car race winner Alex Tagliani has done with a group of business associates, including former *Beverly Hills 90210* teen TV heartthrob Jason Priestley, and the results so far have been impressive.

It started with a phone call in July 2009, which led to Rob Edwards becoming general manager/technical director of FAZZT Race Team. In the eight months since Tagliani called, Edwards and crew chief Don Oldenburg (ex-Patrick/KV) have assembled an outfit to take on the IRL's establishment using machinery from an expired tail-end team (Roth Racing), run out of

the premises of a defunct mail-order company. Despite the humble beginnings, it's first qualifying attempt yielded a front-row start in Sao Paulo.

"We were pretty upset not to be three-hundredths of a second quicker actually – we'd have been on the pole," says Edwards, a 16-year veteran with Walker Racing. "Brazil was very gratifying, but one thing we did right from the start was to set realistic plans for this team. The focus was very much on street and road courses, given that's Alex's main background, so we targeted those first four races."

The budget was in situ, with backing from British loudspeaker specialists Bowers & Wilkins promoting its latest automotive sound systems. With a "reasonable" budget in place, Edwards drew up list of 30 development avenues, but could only afford to

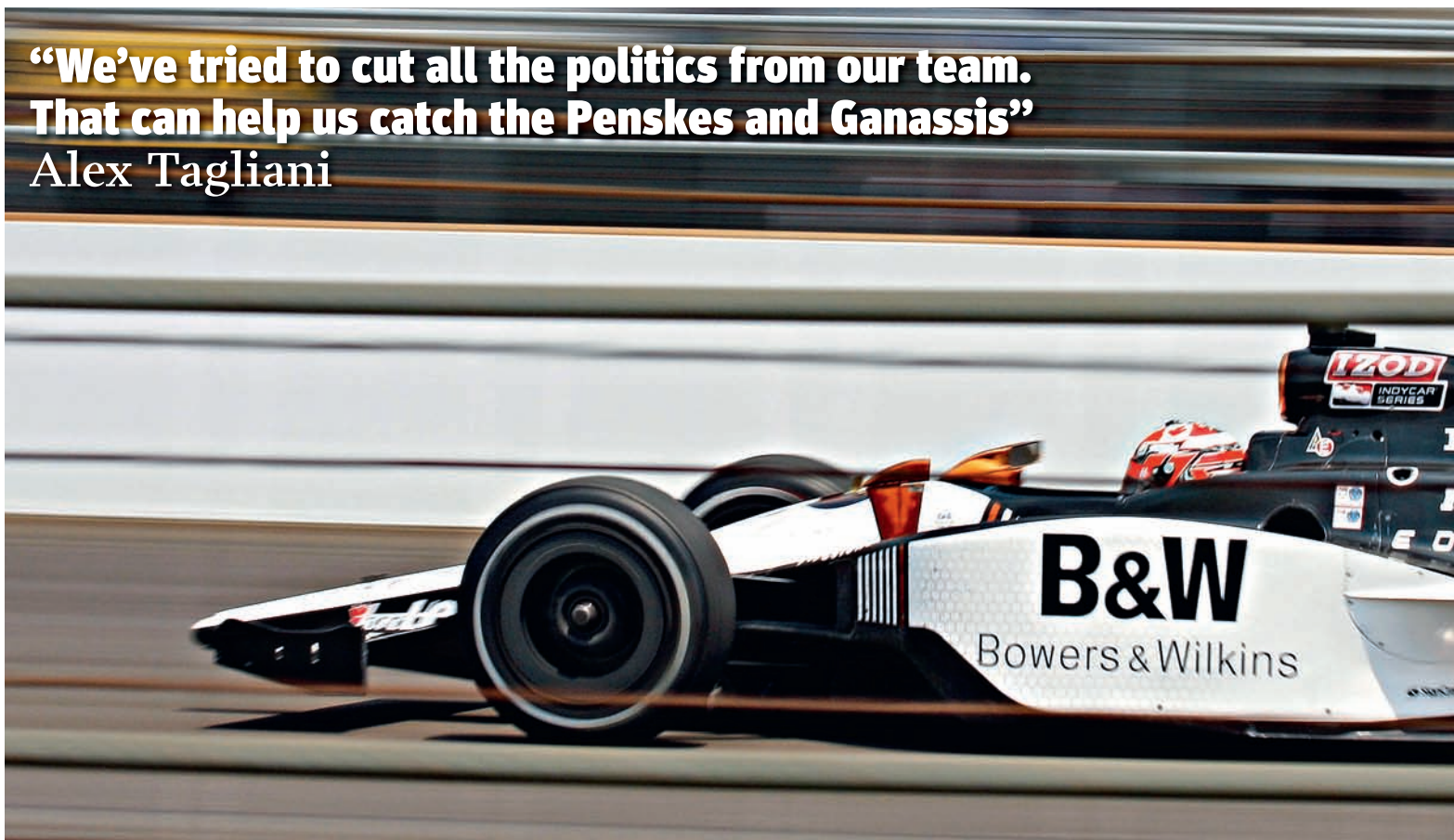
pursue two-thirds of them.

"I think it's good for a small group not to tackle everything, because it means there are less distractions," he says. "We work hard on choosing which areas to tackle, which sways our judgement on where to spend the money. Thus far, being selective has paid off."

The word Tagliani, 37, most uses to explain his new team's early success is "chemistry". He says: "All credit to Rob, he has put together an amazing group. The engineers are working to a certain budget, and aren't able to do everything they've got on the list.

"But their priority picks have made the car quick. We are all very easy-going, too. We've tried to cut all the politics from our team, and that's what can make us catch up to the Penskes and the Ganassis."

"We've tried to cut all the politics from our team. That can help us catch the Penskes and Ganassis"
Alex Tagliani



Edwards adds: "If you trace it, everyone who is employed here has a prior relationship with someone else here. The fact the team has gelled so quickly is because we didn't all have to learn about each other. From day one, strengths and weaknesses were known factors."

Tagliani's role as owner/driver is an obvious potential complication, but so far, so good on that front.

"People outside the team would think that was an issue," says Edwards. "Alex is known to be very intense, very hands on. But we've seen a different Alex this year. Everyone is behind him, everyone knew he was a co-owner when they signed up. He has responded to this confidence in him by sticking to his role as the driver and allowing everyone to get on with their jobs."

After Texas, Tagliani lies 12th in points, hampered by being taken out in Brazil, a bent wishbone that put him out at Long Beach and a pitstop fumble on Saturday night, but he's shown speed at each race weekend, finishing in the top 10 in the other four events.

"Overall, it was mission accomplished on the road course races but we've been surprised by Kansas and Indianapolis," admits Edwards. "We were very fortunate that [development engineer] Alex Timmermans wasn't travelling to those races, so he was back at the shop working on the oval package while we were at those road

courses. Allen [McDonald, chief engineer – an ex-Andretti man] came with some definite ideas of what he felt was important. Obviously Penske and Ganassi have been able to hone their oval package over what's essentially seven years with this car, so we were pleasantly surprised to be that competitive against them. We're still playing catch-up, but we've come a long way in a relatively short time."

Don't think this team lacks ambition, even if it doesn't have the resources of the big guns. It has big ideas of its own for the future.

"World domination, nothing less!" Edwards quips of its goals. "Next year, I definitely want this to be a two-car team. A one-car team means limited testing, limited time on a race weekend. It is a struggle against the multi-car squads. But the challenge is to grow the team in the right way.

"One of the strengths is the chemistry between all the people here, it's a very tight-knit group of 15. We've got room to grow over the next few years. There are a lot of good people in this paddock who are watching what we're doing with interest."

At Indy, where he finished 10th, Tagliani concluded: "The boys are already saying they can't wait to get back here. I can't wait for next year either, because we can do all the things we didn't get chance to do this season. We can only get stronger." ❧

Up close and personal on pitlane

AUTOSPORT JOINS INDY PIT CREW

The smell of the pitlane at Indianapolis a heady brew of ethanol and sizzled rubber. At Indy's historic Carb Day – the traditional pre-race warm-up session – I got to take an active role in a live pitstop with the FAZZT squad.

I was merely planting the 'lollipop' which Tagliani hits – with reasonable force! – to make sure he's on his mark, but that's just one crucial element of tyre changing, refuelling and releasing back into the race that can make or break your day. If the lollipop overshoots a second piece of red tape, an inch behind the first line, then he's overshoot his mark, meaning the tyre changers, and most crucially the refueller, have a time-consuming adjustment to make.

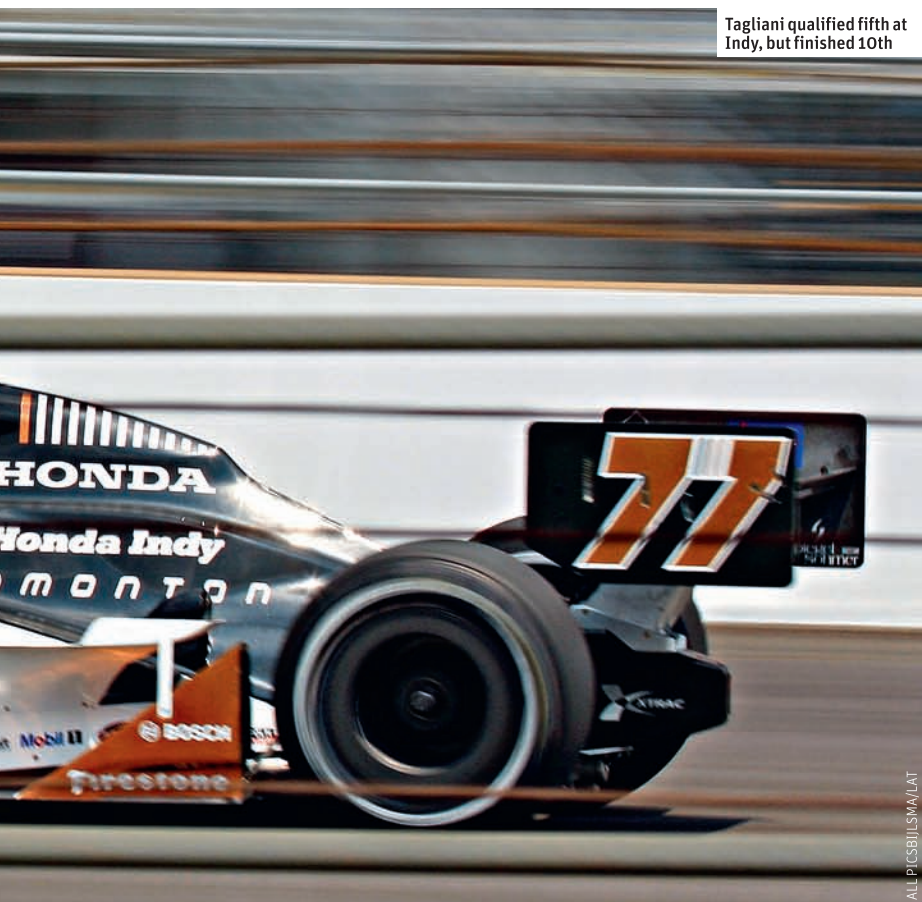
With my job effectively over as he comes to a halt (unlike F1, the right-front tyre changer releases him) I get to marvel at the orchestrated fluidity of the pitcrew from the closest of quarters. There's only a three-foot wall between me and the bedlam of pitlane, with only 30 feet between me and the entry to Turn 1, where the cars are running flat-out at almost 230mph. Both are an awesome sight.

I also get to sample the weight of the fuel rig while Tag was out on track; suffice to say it's heavier than it looks and as cumbersome as attempting to drag an elephant by its trunk.

When refueller Phil McRoberts was felled by Tag's premature release at Texas on Saturday night, I felt his pain.



Our man gets to grips with IndyCar refueller



Tagliani qualified fifth at Indy, but finished 10th



Tag in a Jag: B&W speakers pump out AC/DC at Indy 500

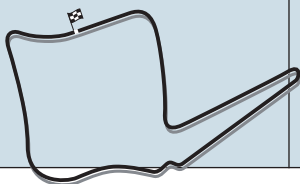


Edwards briefs his tightly-knit pitcrew

ALL PICTURES BY LAT

OULTON PARK

 Great Britain
June 6
BTCC
Round 4/10



AT A GLANCE

- Race 1 Tom Onslow-Cole
- Race 2 Jason Plato
- Race 3 Matt Neal
- Pole position Onslow-Cole

Kane made up for poor qualifying



Onslow-Cole led entire race from pole position



No luck required for Onslow-Cole

Last time out, Tom Onslow-Cole inherited a win when his team-mate was excluded. At Oulton Park he took control from the very start

QUALIFYING

Onslow-Cole ends his drought

➤ Tom Onslow-Cole ended a pole drought of more than two years with a great effort in the half-hour session, although his time was 0.2s adrift from the previous year's mark.

Gordon Shedden put his Honda second, with Jason Plato and Alex MacDowall on row two. The front four qualified within 0.07s of each other and nearly 0.3s clear of the next man.

The two real stars of the session were Plato, just 0.059s behind despite carrying 36kg of success ballast, and series newcomer Lea Wood, 13th quickest in his ageing family-run Honda Integra. Wood missed part of the session while his steering was straightened.



First pole in over two years for Onslow-Cole

Tom Onslow-Cole could already call himself a winner in this year's British Touring Car Championship ahead of last weekend. The results sheets from the previous round would back up this assertion, although the fact that he inherited his wet win there after his Arena Ford team-mate Tom Chilton was disqualified still left him with a box to tick at Oulton Park.

Providence certainly wasn't a factor this time around. Onslow-Cole won the first race of the weekend after leading all the way from pole position. Third and fifth places later in the day did nothing to harm his

points total, either. After ending the weekend only 22 points off the lead of the championship, there's no reason why he couldn't mount a realistic title assault over the remainder of the season.

At this stage of the season the momentum is with the Arena Ford, Honda and Chevrolet squads, so it was somehow appropriate that the wins were shared out evenly. Matt Neal and Jason Plato both added to their tallies for 2010.

Both were battling drives. Plato conjured his triumph in race two from 10th on the grid and his old rival's win came from just a row ahead.

By the end of the day Neal had edged ahead in the battle for overall honours.

But since Plato is only eight points behind, and Motorbase BMW drivers Steven Kane and Mat Jackson are still very much in the title hunt, the 2010 BTCC story has a long way to go before it reaches any kind of conclusion.

Onslow-Cole looked ready to stamp his authority on race one by charging away from pole position, but he could not shake off the persistent attention of Gordon Shedden's Honda or Rob Collard's WSR BMW – the latter up from sixth on the grid.

Shedden was terrier-like, darting around the rear of the Focus in an effort to create a Civic-sized opening. None was forthcoming, though, thanks to the

RACE RATING

★★★★★

Cracking second and third races perked up what began as a flat weekend with an end-of-term feel



Just because it's the BTCC doesn't mean you just drive into people"

Andrew Jordan was displeased with Andy Neate after their race three collision

REPORT BTCC OULTON PARK



Jamie O'Leary reports

KEY MOMENTS

Qualifying Onslow-Cole on pole but Plato stars, just 0.059s slower with 36kg of ballast
Race 1 Onslow-Cole leads from front with Shedden and Collard on his tail all race and the rest a safe distance back

leader's firm but fair defence of his position – and, in his opinion, another factor.

"I think a lot of this win is down to Collard, actually," said Onslow-Cole after taking the chequered flag. "If he hadn't been right behind Gordon, then I'm sure Gordon would have attacked me harder, but he knew that if he made a mistake, Rob would have been by him."

The positions did not change at all, however. Collard lost his chance of grabbing Shedden's second spot when he clobbered a kerb exiting Knickerbrook on the penultimate lap and had to expertly hold a dramatic slide which cost him half a second.

A delighted Onslow-Cole, who triumphed in what was the first race since series organiser TOCA imposed a 37mm air restrictor on the engines of all LPG-powered machines, added: "It's nice to get a win that's really mine, after what happened at Brands. It's nice to do it despite the car being slowed by the restrictor. Sure it's taken away what straightline speed advantage we had, but the work done on the chassis since Brands has gained back most of that, so we're coming off the corners quicker and that's kind of giving us the straightline speed back."

Race two bore a similar pattern to that of the first with Onslow-Cole, now



Nash took first podium since joining Triple 8

FERRAR/LAT

laden with 45kg of success ballast for the first time in a dry race, defending again. As time wore on it was Plato, up from 10th on the grid, who put the pressure on.

His route to the sharp end had been a rapid one. When Chilton pushed Collard around at Island on the opening lap (and an unsuspected Alex MacDowall then hit the prone BMW), he seized his chance.

"I held my position at the start, and then with the carnage at Island I saw everyone, more or less, stopping on the inside, said the 2001 champion. "I decided to go left and just drove around the outside of about six of them."

By the latter stages both drivers were clear, but Onslow-Cole was under attack. One characteristic of a turbocharged LPG engine,

amount of damage to the front end of his car.

It was an incident that soon put Plato in trouble with race officials. He was penalised two points on his licence – plus another two for hitting Mat Jackson at the same corner earlier on in the race.

Plato had already been in the wars with Jackson during race one. While running fourth in his ballast-laden Cruze, Plato came under attack from Jackson at Cascades. The Motorbase BMW put its nose into an ever-decreasing gap on the inside and pushed the blue machine off onto the grass.

Race officials took a dim view of the incident, which dropped Plato back to the final points-paying position, and gave Jackson a two-point licence penalty as a result. Plato was not happy with the outcome.

"In 20 years of racing here I've never seen a move involving two 'proper' drivers completed there," he said. "With the track narrowing as it does, and the speed there, I think it was pretty stupid of Mat to try that. I'm just disappointed that he's been penalised the same as I have, because the two incidents are totally different."

Plato's car, with 45kg of success ballast on board, was not a factor from ▶

THE INSIDE LINE

Pinkney shoulders more misfortune

How unlucky can one man be? In the case of David Pinkney, very.

Just a week ahead of the Oulton Park round, the BTCC veteran dislocated his shoulder in bizarre and improbable circumstances: he tangled with a Labrador

during an energetic game of rounders.

"I was chasing a ball and he came towards me, and I just tripped over his chain, which was tied to a tree," said the Pinkney Motorsport owner/driver, who was to endure further misfortune

when racing got underway at Oulton Park.

"The power steering failed," he said, "and in all the 25 or so years I've been racing, it's never happened to me before. Why it had to choose today, the one day when I've got a painful injury, I don't know. The car was undrivable after that, though."

Things got even worse in race two as a worsening gearshift and exhaust damage slowed him out of the corners and denied him ninth place – and, as it turned out, pole for race three – to Alex MacDowall's Chevrolet Cruze by just 0.043s. Twelfth place in the finale did not console him much.

Dog shunt was prelude to a beastly weekend



EBREY/LAT

"I decided to go left and just drove around the outside of them"

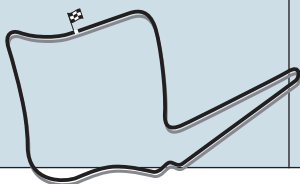
Plato seizes his opportunity

as the Arena drivers have found out this year, is that engine braking is non-existent compared with naturally-aspirated powerplants. This left the Ford man – still braking on the more bumpy right side of the track for Island – struggling to slow down. Plato, meanwhile, could not touch the Focus in terms of straightline speed; the Cruze was 1.8mph down at that point of the circuit.

The situation came to a head at Island on lap 10. Onslow-Cole applied his brakes earlier than Plato expected and received a sizeable punt, sliding wide and allowing Plato into a lead he would not relinquish, despite a sizeable

OULTON PARK

Great Britain
June 6
BTCC
Round 4/10



AT A GLANCE - FASTEST LAPS

- Race 1 **Gordon Shedden**
- Race 2 **Jason Plato**
- Race 3 **Shedden**



Chilton briefly snatched lead from Boardman

Win put Neal eight points clear in the championship



KEY MOMENTS

Race 2 Plato hits Onslow-Cole at Island and goes on to win with damaged bodywork on his Cruze
Race 3 MacDowall, Boardman and Chilton all lead before Neal, carrying 36kg, takes victory with great move at Lodge

◀ ninth on the grid in the final race. The same could not be said of the second of the RML-run cars. MacDowall, relegated to near the back of the field in race two after hitting Collard, charged back to take ninth by outsprinting the hobbled David Pinkney on the run to the line. This gave him pole for the finale. He made a run for it, too, assuming the lead and making a sensational restart at the end of an early safety car period. "I just told myself to treat it like a Clio race," said the teenager. "It felt comfortable

for half a lap after the restart. And then the driveshaft broke." With MacDowall out of the picture, Tom Boardman's Special Tuning UK SEAT inherited the lead. The man on the move, though, was Tom Chilton, who had failed to make it onto the podium in either of the first two races and was ballast-free. It took nine laps and a couple of expertly taken moves to make it into the lead, dispossessing Boardman at Old Hall. However, Chilton's exuberance got the better of

him at the very next corner. He did well to catch what was a monster tankslapper at Cascades, but the three seconds or so it cost him dropped him back to fifth place – one spot behind where he finished. Past came Boardman, Neal, James Nash and Kane, all four in with a decent shot of victory. Neal used his 20 years of tin-top experience to make a move seen time and time again at Oulton as he dived up the inside of the SEAT at Lodge, squeezing himself into a gap. A quick tap between the two cars looked innocuous

enough, but it proved far more detrimental to Boardman's race because he pulled off at Island on the next lap with a broken steering rack. It was a sad end to a super race for Boardman, who lost a driveshaft early in race one. His day will come, and probably soon as well. Neal was left in the lead and headed home Kane – who finished just a couple of tenths behind the Honda in his Motorbase BMW after doing his usual job of chalking up good race results following a dismal qualifying day. Nash was third, taking his first podium finish since joining the Triple 8 Vauxhall squad. Neal's win – achieved with his car carrying the same amount of ballast as it did during his much less eventful run race one – put

him eight points clear of Plato in the championship, a significant statistic that was not lost on him. "I actually thought after the first race that I'd be lucky to leave here sixth in the points, because it was so close," he said. "But I'm leading it, so that's great. To be honest, I was alright to sit behind Tom until I saw how close Nash was getting. Then Kane ended up right on my tail, so I'm glad I passed when I did." The battle is tight, though. Kane is only a few more points adrift while Onslow-Cole, whose status as the weekend's top scorer netted him the Cliff Johnson Trophy (presented in honour of the late Boulevard team boss) is only 22 adrift after starting the weekend nowhere. This one is going to run and run. ☼

"I was alright to sit behind Tom until I saw how close Nash was"

Neal takes the lead in round three



Plato penalised for biffing Onslow-Cole's Focus

AT A GLANCE - LAP LEADERS

- Race 1 Tom Onslow-Cole
- Race 2 Onslow-Cole/Plato
- Race 3 Alex MacDowall/Tom Boardman/Matt Neal

“ Even Spielberg couldn't have scripted that one”
David Pinkney reflects on his dog-related injuries leading up to the Oulton weekend

DRIVER BY DRIVER

JASON PLATO (10/1/6)



Not happy with Jackson or officials, but a winner all the same in a car still not fully sorted.

ALEX MACDOWALL (7/3/R)



Would have run and hid in R3 but for driveshaft failure. Hit Collard after BMW spun in R2.

MATT NEAL (8/2/1)



Car didn't work with 36kg in R1, but was a rocket in R3 with same weight. Matt's back to his best.

GORDON SHEDDEN (2/R/10)



Fastest lap in two races showed what might have been. Unlucky driveshaft failure while P2 in R2.

JAMES NASH (9/7/3)



Fast enough for rostrum since Rockingham, but finally made it there this time. Good job.

TOM BOARDMAN (R/8/R)



Was bang on the pace from the back in R2 and led R3 most of the way before steering rack breakage.

ROB COLLARD (3/15/8)



Could have won, but first-lap tap at Island in R2 put paid to that. Potential unfulfilled.

ANDY NEATE (11/17/EX)



Got quicker as weekend went on, but did not please Jordan with R3 incident.

MAT JACKSON (4/4/7)



Off Plato's Xmas list, but scored useful points. Did well to handle evil car in R3.

STEVEN KANE (6/5/2)



Still can't get Saturday right, but improved in every race and missed R3 win by 0.3s.

TOM CHILTON (5/6/4)



Generally consistent, but cost himself R3 win with big slide at Cascades while leading.

TOM ONSLOW-COLE (1/3/5)



Top scorer in great weekend. Matched light Chilton in R3, despite carrying 27kg ballast.

PAUL O'NEILL (NS/NS/9)



Gearbox problems ruined year's best qualifying at his home track. Points in R3 a poor reward.

JOHN GEORGE (12/R/NS)



At least managed two starts, unlike at Brands. Car cannibalised for O'Neill in R3.

ANDREW JORDAN (R/16/R)



Two engine changes on nightmare weekend. Race 3 ended in the tyres after push from Neate.

DAVID PINKNEY (R/10/12)



Dog-related dramas put him on the back foot, but he showed his usual guile and commitment.

ARTHUR FORSTER (16/13/15)



Two high-speed spins, but three finishes and more experience gained. Home track next.

MARTIN DEPPEP (14/14/R)



Scored team's first Indie point in R1 and showed unexpected pace before R3 accident.

MARTIN JOHNSON (15/R/14)



Misfire ruined chance of R2 points on hugely emotional weekend for the Boulevard squad.

MATT HAMILTON (R/12/13)



First time at Oulton in BTCC, and wasn't helped by early R1 exit. Finished others though.

SHAUN HOLLAMBY (NC/R/R)



Took Hamilton off in R1 and was on receiving end of Boardman tap later on. Not a good weekend.

LEA WOOD (13/11/12)



Great qualifying and competitive on raceday. George-Pinkney clash cost him point in R2

NEXT ROUND
Croft (GB)
June 20



RESULTS

British Touring Car Championship, Oulton Park (GB), June 5-6, round 4 of 10

GRID	RACE 1 - 17 LAPS, 38.420 MILES					RACE 2 - 15 LAPS, 33.900 MILES					RACE 3 - 18 LAPS, 40.680 MILES				
	POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME/REASON	GRID	POS	DRIVER	TIME/REASON	GRID	POS	DRIVER	TIME/REASON	GRID	
1 ONS-COLE 1:27.330	1	Tom Onslow-Cole (GB)	Arena Motorsport	Ford Focus ST	26m23.471s	1	1	Plato	22m22.567s	10	1	Neal	29m17.935s	8	
2 SHEDDEN 1:27.350	2	Gordon Shedden (GB)	Honda (Team Dynamics)	Honda Civic	+0.348s	2	2	Neal	+0.749s	8	2	Kane	+0.282s	5	
3 PLATO 1:27.389	3	Rob Collard (GB)	WSR	BMW 320si	+1.173s	6	3	Ons-Cole	+3.483s	1	3	Nash	+1.321s	3	
4 MACDOWALL 1:27.399	4	Mat Jackson (GB)	Motorbase Performance	BMW 320si	+2.097s	9	4	Jackson	+4.921s	4	4	Chilton	+2.109s	4	
5 CHILTON 1:27.566	5	Tom Chilton (GB)	Arena Motorsport	Ford Focus ST	+2.862s	5	5	Kane	+9.378s	6	5	Ons-Cole	+2.493s	7	
6 COLLARD 1:27.653	6	Steven Kane (GB)	Motorbase Performance	BMW 320si	+3.464s	11	6	Chilton	+12.016s	5	6	Plato	+3.919s	9	
7 NEAL 1:27.785	7	Alex MacDowall (GB)	Chevrolet (RML)	Chevrolet Cruze	+5.120s	4	7	Nash	+12.328s	9	7	Jackson	+4.376s	6	
8 O'NEILL 1:27.861	8	Matt Neal (GB)	Honda (Team Dynamics)	Honda Civic	+6.090s	7	8	Boardman	+13.134s	21	8	Collard	+5.248s	15	
9 JACKSON 1:27.905	9	James Nash (GB)	Triple 8 Engineering	Vauxhall Vectra	+6.330s	10	9	MacDowall	+37.184s	10	9	O'Neill	+8.146s	22	
10 NASH 1:28.442	10	Jason Plato (GB)	Chevrolet (RML)	Chevrolet Cruze	+11.629s	3	10	Pinkney	+32.227s	18	10	Shedden	+15.452s	21	
11 KANE 1:28.505	11	Andy Neate (GB)	WSR	BMW 320si	+16.851s	14	11	Wood	+37.889s	13	11	Pinkney	+21.554s	10	
12 BOARDMAN 1:28.600	12	John George (GB)	Tech-Speed Motorsport	Honda Integra-R	+17.911s	19	12	Hamilton	+38.522s	20	12	Wood	+22.097s	11	
13 WOOD 1:28.965	13	Lea Wood (GB)	Wood Racing	Honda Integra-R	+18.868s	13	13	Forster	+45.655s	16	13	Hamilton	+31.740s	12	
14 NEATE 1:29.051	14	Martin Depper (GB)	Forster Motorsport	BMW 320si	+19.025s	17	14	Depper	+47.410s	14	14	Johnson	+39.013s	19	
15 PINKNEY 1:29.059	15	Martin Johnson (GB)	Boulevard Team Racing	Vauxhall Astra Coupe	+40.585s	21	15	Collard	+49.282s	3	15	Forster	-1 lap	13	
16 HAMILTON 1:29.453	16	Arthur Forster (GB)	Forster Motorsport	BMW 320si	+41.072s	18	16	Jordan	-1 lap	19	EX	Neate	causing accident	17	
17 DEPPEP 1:29.495	17	NC Shaun Hollamby (GB)	AmD Milltek Racing	Volkswagen Golf	11 laps-running	20	17	Neate	-1 lap	11	R	Hollamby	16 laps-acc damage	20	
18 FORSTER 1:29.775	18	R David Pinkney (GB)	Pinkney Motorsport	Vauxhall Vectra	10 laps-power steering	15	R	George	13 laps-acc damage	18	R	Boardman	14 laps-steering	2	
19 GEORGE 1:29.895	19	R Andrew Jordan (GB)	Eurotech Racing	Vauxhall Vectra	4 laps-engine	22	R	Johnson	13 laps-misfire	19	R	Jordan	10 laps-accident	16	
20 HOLLAMBY 1:30.732	20	R Matt Hamilton (GB)	TH Motorsport	Honda Civic-R	2 laps-accident	16	R	Hollamby	5 laps-clutch	20	R	MacDowall	3 laps-driveshaft	1	
21 JOHNSON 1:32.042	21	R Tom Boardman (GB)	Special Tuning UK	SEAT Leon TSI	1 laps-driveshaft	12	R	Shedden	1 lap-driveshaft	2	R	Depper	0 laps-accident	14	
22 JORDAN No time	22	NS Paul O'Neill (GB)	Tech-Speed Motorsport	Honda Integra-R	Gearbox	8	NS	O'Neill	Gearbox	22	NS	George	Gearbox	18	

DRIVERS' CHAMPIONSHIP		
POS	DRIVER	PTS
1	Neal	98
2	Plato	90
3	Kane	82
4	Onslow-Cole	76
5	Jackson	73
6	Shedden	65
7	O'Neill	58
8	Collard	52
9	Chilton	51
10	Giovanardi	38

KEY R=Retired, EX=Excluded, NS=Non-starter

Race 1 Winner's average: 86.03mph. Fastest lap: Shedden, 1m27.793s, 91.27mph-record.

Race 2 Winner's average: 89.53mph. Fastest lap: Plato, 1m28.111s, 90.94mph.

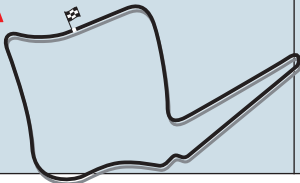
Race 3 Winner's average: 82.05mph. Fastest lap: Shedden, 1m27.979s, 91.08mph.

OULTON PARK

Great Britain

June 5-6

TOCA supports
Round 4/10



FORMULA RENAULT AT A GLANCE

- Race 1 Lewis Williamson
- Race 2 Tamas Pal Kiss
- Pole Tom Blomqvist x 2
- Fastest lap Blomqvist x 2



Williamson made amends for Brands

FORMULA RENAULT UK & CLIO CUP ROUNDS 7 & 8

Williamson keeps cool for first win

Five long weeks had elapsed since Lewis Williamson threw away victory in the previous Formula Renault UK race with just two corners remaining at Brands Hatch. They must have seemed like an eternity for the Highlander, but finally he was able to prove that he can keep his composure to take a maiden win in the category at Oulton Park last Saturday.

While the Manor Competition man got a monkey off his back, it was Atech GP's Hungarian talent Tamas Pal Kiss who won Sunday's race to stretch his championship lead. But neither Williamson nor Kiss was the fastest man around the Cheshire parkland circuit last weekend: that was Tom Blomqvist.

The Anglo-Swede looked blinding through the high-speed Druids right-hander in first qualifying and took pole – his first ever in a season and a half of car racing – by 0.243 seconds from Williamson. He turned the trick again later on, this time sharing the front row with Kiss.

But on both occasions Blomqvist's starts let him down, although with Oulton unique in not featuring a

staggered grid, he would perhaps have converted at least one into the race lead at any other circuit.

In both races Blomqvist would hunt down the man in front, and in both races he would set fastest lap, but he ended the weekend with a brace of second places and was disappointed not to bag a maiden FRUK win.

"Whoever got the start was able to keep the position," he said. "It was a shame for me that on this circuit P2 on the grid is as good as pole position."

Williamson had to go through the agony of a late safety car, caused by a spectacular flip from Alex Lynn (who had just set fastest lap to that point) after he tangled with Fabio Gamberini. When the restart came the 'last lap' board came out, and this time, unlike at Brands, Williamson knew about it... It was a very popular win for a super young bloke who many rate highly, but there would be no repeat on Sunday. This time Williamson was only fifth on the grid, and chased home team-mate Will Stevens.

Stevens, who was fourth in the first race, repeated that result on Sunday



Williamson heads FR pack towards Old Hall

despite a gearbox that was intermittently upshifting of its own accord. The Surrey man may have had restricted pace, which also hemmed in Williamson, but once again this bright racer maximised his points potential and is well within striking range of Kiss.

The Hungarian's win was preceded by a run to third in race one from sixth on the grid. Kiss, recovering from an illness, confessed to not driving too well in first qualifying, but made up for it in the race. In the second race he was superb on cold tyres on the first lap to get the crucial break on Blomqvist, and his third win of the season.

The other major title contender, Harry Tinncknell, had a tough weekend. The CRS Racing man had a suspension failure in Friday's test, and a wing-damaging collision with Marlon Stockinger while going for third on the first lap of race one. Tinncknell nearly squeezed ahead of Blomqvist at the start of race two, but from then on fought early-race understeer and had to be content with third. "It's been damage-limitation," he summed up.

Stockinger took sixth in the second race, equalling

the result of Atech team-mate Nick Yelloly from Saturday. Yelloly initially ran fifth, but was taken in a lovely move into Cascades by Manor new boy Ollie Millroy. On Sunday, Millroy was forced off the road by Gamberini, meaning that he also lost out to Lynn, who ironically was racing Millroy's old Fortec car. Ahead of them all was David McDonald, who wriggled free of the mirror-obsessed Gamberini to take seventh.

The Clio Cup provided a double for Williamson's Highlands-based buddy Dave Newsham. The BTCC aspirant is striding ever further clear in the points with his Team Pyro machine and, at the age of 42, is surely the UK's oldest tin-top star of the future!

In Saturday's race, Newsham claimed the inside line at the first corner from Sam Tordoff and from then on kept the young Yorkshireman just behind him. Jake Packun ran third, shadowed by Mike Robinson and Lee Pattison.

Newsham's car took time to come to him in the second race, and when it did he still wasn't able to shake off Tordoff. Packun ran third again, but was caught

by Pattison. On the final lap Pattison swept around the outside into third at Old Hall, only for Packun to dive back inside at Cascades. The hard work all done, Packun then messed up on the brakes at the hairpin and lost the place again!

● Marcus Simmons

RESULTS

Formula Renault UK (16 laps)

1 Lewis Williamson; 2 Tom Blomqvist +0.403s; 3 Tamas Pal Kiss; 4 Will Stevens; 5 Ollie Millroy; 6 Nick Yelloly; 7 Fabio Gamberini; 8 Joe Crook; 9 Harry Tinncknell; 10 David McDonald. **Fastest lap** Blomqvist 1m18.556s (102.01mph)

Record. Race 2 (15 laps) 1 Kiss;

2 Blomqvist +0.703s; 3 Tinncknell; 4 Stevens; 5 Williamson; 6 Marlon Stockinger; 7 McDonald; 8 Gamberini; 9 Alex Lynn; 10 Millroy. **FL** Blomqvist 1m18.834s (101.65mph). **Points** 1 Kiss, 199; 2 Stevens, 181; 3 Tinncknell, 167; 4 Williamson, 164; 5 Blomqvist, 161; 6 Millroy, 99.

Renault Clio Cup (12 laps) 1 Dave Newsham;

2 Sam Tordoff +0.575s; 3 Jake Packun; 4 Mike Robinson; 5 Lee Pattison; 6 Fulvio Mussi. **FL** Newsham 1m35.785s (83.66mph). **Race 2 (12 laps) 1 Newsham**; 2 Tordoff +0.315s; 3 Pattison; 4 Packun; 5 Mussi; 6 James Colburn. **FL** Tordoff 1m35.217s (84.16mph) **record**. **Points** 1 Newsham, 248; 2 Pattison, 185; 3 Tordoff, 169; 4 Robinson, 161; 5 Colburn, 151; 6 Mussi, 138.



Tordoff shadowed Newsham home twice



Breeze banished
G50 crash demons

PORSCHE CARRERA CUP AT A GLANCE

- Race 1 **Tim Harvey**
- Race 2 **Harvey**
- Poles **Michael Caine/Harvey**
- Fastest laps **Harvey/Charlie Bateman**

REPORTS TOCA OULTON PARK

For more reports see p80

SportsExtra Page 75

OTHER BTCC SUPPORTS JUNE 5-6

Harvey the sinner still tops the pile

Veteran Tim Harvey made it seven wins out of eight this season thanks to yet another Carrera Cup double at Oulton Park last weekend, but found himself in the sin bin and was given a points deduction for a clash in the first race.

To be fair, Harvey, who had three points deducted from his score for swiping Euan Hankey, should be accused of uncharacteristic carelessness rather than premeditated thuggery, but still it was rare to see the Redline Racing man in the wars. In mattered little though, as he strode to a comfortable victory.

Harvey then made it another later on, although this one came after serious pressure from Michael Caine, a man who Harvey confessed had made him step up his game this weekend on a circuit at which Caine is always strong.

"I definitely took a different approach to my normal weekend routine," said Harvey. "I looked at where I could go quicker, experimented in testing and found new things. Not bad for someone with a quarter of a century of experience!"

Caine was furious to be taken out of the first race by Glynn Geddie on the run to the first corner, after making

a slow start from pole. He was right on Harvey's tail later in the day when the race was stopped, ironically due to a mistake from Motorbase team-mate Steve Parish, who lost it out of Cascades and was heavily walloped by Alex Martin.

Hankey recovered from his Harvey clash to take second in race one, leading home Stephen Jelley and Geddie in a Team Parker Racing 2-3-4. Jelley muscled his way past Geddie at Cascades, then moved onto Hankey's bumper when the Porsche scholar made a mistake at Hislop's.

The Parker trio came within a whisker of wiping themselves out in race two. Hankey moved to defend from the charging Geddie at the start, but was collected and fired across the bows of Jelley into the tyrewall. Jelley took third again, while Geddie finished fifth behind Lithuanian Jonas Gelzinis, who scored an impressive Pro-Am 1 double. Charlie Bateman was also quick, following up fifth in race one with fastest lap (and then a spin) later on.

Archie Hamilton and Ollie Jackson had closed the gap to Gelzinis in race one, all of them behind Pro class racer Michael Meadows, while it was Ahmad Al Harthy who



Wily veteran Harvey (3) raised his game at Oulton

headed Jackson to the PA1 runner-up spot in race two.

Almost exactly one year on from a horrifying accident at Oulton Park, Carl Breeze put the bad memories firmly behind him on his return to the Cheshire track by taking two wins from two pole positions in the Ginetta G50 Cup.

A weekend of dominance enabled the TCR racer to move to the top of the standings, albeit a mere three points ahead of Frank Wrathall, and while the Dyojet driver wasn't able to match Breeze's pace at any point during the weekend, he did secure a pair of deserved seconds.

Oulton Park wasn't just about the main title protagonists though, Chris Dittmann and Stephen Tyldsley each displayed the sort of form that could make both a thorn in the side of

Breeze and Wrathall as the championship edges towards the halfway point.

Dittmann, who took a fine third in race one, piled on the pressure to Breeze in race two after getting ahead of Wrathall at the start. Only a costly spin at Old Hall on lap 10 prevented him finishing runner-up.

Tyldsley meanwhile, backed up a fifth-place finish behind Mark Davies in the opening race with a superb top-three result later on — a mere 0.6 seconds adrift of Wrathall with fastest race lap. Switching to the HHC team ahead of the weekend looked to have paid dividends for the ex-Clio racer.

In the Ginetta Junior championship, Tom Ingram still holds the points lead but with a reduced advantage of nine points over Jake Hill, the latter taking his fourth win during race two on Sunday.

The opening race resulted in a perfect outcome for the TJ Motorsport team as it locked-out the podium with victory for Jody Fannin — his second in as many events — ahead of Louise Richardson and Tom Howard. Hill was on course for second place but a spin at Lodge on the last lap ended his hopes.

There were no such troubles for him in race two though, even though he had to resist pressure from Fannin and Richardson, and

just 0.9 seconds covered the top three at the flag.

● M Simmons & Marc Orme

RESULTS

Porsche Carrera Cup (18 laps)

1 Tim Harvey; 2 Euan Hankey +4.893s; 3 Stephen Jelley; 4 Glynn Geddie; 5 Charlie Bateman; 6 Michael Meadows. **Class winners** Jonas Gelzinis, Glenn McMenamin.

Fastest lap Harvey 1m24.078s (95.31mph). **Race 2 (12 laps)**

1 Harvey; 2 Michael Caine +0.667s; 3 Jelley; 4 Gelzinis; 5 Geddie; 6 Ahmad Al Harthy. **CW** Gelzinis; Paul Mace. **FL** Bateman 1m24.406s (94.94mph). **Points** 1 Harvey, 163; 2 Caine, 131; 3 Geddie, 92; 4 Hankey, 88; 5 Jelley, 72; 6 Bateman, 71.

Ginetta G50 Cup (15 laps) 1 Carl

Breeze; 2 Frank Wrathall +5.215s; 3 Chris Dittmann; 4 Mark Davies; 5 Stephen Tyldsley; 6 Benji Hetherington. **FL** Breeze 1m27.572s (91.50mph). **Race 2 (15 laps)**

1 Breeze; 2 Wrathall +3.479s; 3 Tyldsley; 4 B Hetherington; 5 Freddie Hetherington; 6 Dittmann. **FL** Tyldsley 1m27.845s (91.22mph). **Points** 1 Breeze, 314; 2 Wrathall, 311; 3 B Hetherington, 223; 4 Dittmann, 185; 5 Tyldsley, 179; 6 Tom Sharp, 177.

Ginetta Junior (8 laps) 1 Jody

Fannin; 2 Louise Richardson +4.095s; 3 Tom Howard; 4 Sarah Moore; 5 David Moore; 6 Jake Hill. **FL** Fannin 1m45.254s (76.13mph).

Race 2 (9 laps) 1 Hill; 2 Fannin +0.632s; 3 Richardson; 4 Tom Ingram; 5 Howard; 6 Sarah Moore. **FL** Hill 1m44.221s (76.89mph). **Points** 1 Ingram, 188; 2 Hill, 179; 3 Richardson, 177; 4 David Moore, 160; 5 Fannin, 159; 6 Howard, 157.



Fannin (27) took race one, but Hill (fourth) won later

EBREY/LAT

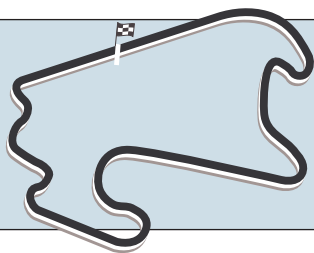
LAUSITZ

Germany

June 4-6

DTM

Round 3/10



AT A GLANCE

- Winner **Bruno Spengler**
- Pole position **Paul di Resta**
- Fastest lap **Mike Rockenfeller**

Rockenfeller, leading Paffett, was top Audi



Try to guess which of these men feels cheated

Scotland the grave as Spengler 'steals' di Resta's win



ALL PICS: LAT

Mercedes told Paul di Resta to take it easy, then botched his pitstop, allowing Bruno Spengler to end his three-year drought and extend his points advantage

QUALIFYING

Green and DC boost Merc attack

There's nothing surprising about a Mercedes front-row lockout at Lausitz, but Saturday's qualifying session threw up plenty of intrigue behind Paul di Resta and Bruno Spengler.

Mattias Ekstrom spared Audi's blushes with third, while Jamie Green was on course for pole before his tyres fell away.

Q2 was full of major casualties, with Gary Paffett, Martin Tomczyk and Oliver Jarvis all complaining of a general lack of grip. Ahead of all three of them was David Coulthard, who made Q3 for the first time in only his third DTM weekend.



Green put old-spec Merc on second row

Mercedes had such an easy time of things at Lausitz last Sunday that it even managed to shoot itself in the foot and still come away with a dominant lockout of the podium.

Audi had headed towards the Polish border optimistic that its set-up from Valencia would enable it to finally break its losing streak on the infield of Germany's infamous oval, but its challenge lasted all of five corners before a tangle between two of its cars inadvertently affected several more.

With the A4s out of the picture, Mercedes was able to control the race at the front. The team told leader Paul di Resta not to extend

his lead in the middle of the race, once he had it up to around three seconds over Bruno Spengler. So, when the Scot lost roughly that amount of time in his second pitstop, with it went his chance of victory. Not that Spengler was offering too much sympathy afterwards, having waited nearly three years to add to his win tally.

"I think Paul was a bit unlucky with his pitstop, so for once it was me who was luckier," said the Canadian, who now holds a commanding lead in the championship. "Paul was very quick today; he had a good pace and I couldn't bring the gap down. It's an amazing feeling to win again. Towards the end I had to keep telling myself

to concentrate and not think about taking the chequered flag."

Di Resta had eased away from Spengler in the opening stint before being told to maintain his gap after the first stops. If everything had gone to plan in the pits it would have been a flawless victory, but instead the decision to hold a small gap rather than drive into the distance — a call made on the pitwall rather than in the cockpit — cost the Force India Formula 1 test driver dearly when there was a problem with the left-rear wheelnut at his second stop.

"I'm not very happy, because we had a very good car today and we showed that we had the pace to win," said the dejected Scot. "When you do the hardest

RACE RATING

★★★★★

Messy first lap and a bit of controversy, but still not enough wheel-to-wheel racing



I'm sorry for the pitstop problem for Paul, but to get a 1-2-3 is still a perfect result"

Mercedes motorsport boss Norbert Haug takes the positives from a dominant performance

REPORT DTM LAUSITZ



Glenn Freeman reports

KEY MOMENTS

Lap 1 Premat tags Ekstrom into a spin, collecting several others

Lap 34 Race leader di Resta is delayed at his second pitstop

Lap 36 Spengler rejoins from second stop in the lead

bit of the race and lead for all that time, to lose it in the pits is very disappointing. It's a shock to me, and it'll take a while to get over it."

After initially attacking Spengler as he rejoined behind the Canadian, di Resta knew that his pace advantage over his HWA team-mate wasn't enough to allow him to make a clean move for the win, so he backed off. There was no concern from behind, as the podium was completed by Jamie Green, who put in another stunning performance that leaves everyone scratching their heads as to why he's not in a top-spec car. Having

qualified fourth, he picked off the soon-to-be doomed Mattias Ekstrom at the start. Then, aside from a botched restart (which earned him a reprimand from the stewards as it held up Audi's Mike Rockenfeller), he was easily on the pace of the leading pair.

"Just like Hockenheim [where he also finished third], my car was good over long stints," said the Briton. "It wasn't great on fresh tyres, but it got stronger as the run went on and stayed very consistent. Getting ahead of Mattias at the start was a bonus, and after the first lap it was just a case of keeping everything under control."



Coulthard (yellow car) heads for impact with Ekstrom

Stoddart: first girl in DTM points since '96



Control is something Audi wishes it had for the opening corners of the race, when Alexandre Premat tagged Ekstrom into a spin just before the back straight. The ensuing chaos resulted in the majority of Audi's main players sustaining some sort of damage, and the finger was pointed at Premat in a team meeting afterwards (see news). But the immediate impact was that Ekstrom was out (along with the unfortunate David Coulthard), while Timo Scheider had to limp back to the pits and others nursed damaged cars from then on.

"Something like this mustn't happen on the first lap, particularly between team-mates," said Audi Sport boss Wolfgang Ullrich. "It's a nightmare."

The main benefactors

from all that misfortune were Rockenfeller, Gary Paffett and Susie Stoddart.

Rockenfeller was able to keep Paffett at bay due to a straightline-speed advantage in the first two stints, and then drove away from the former champion when he had fresher tyres put on at his second stop. Behind them, Stoddart was on her way to making history as the first female to score points in the DTM since Ellen Lohr in 1996. After harrying Martin Tomczyk's hobbled Audi in the first stint, she settled into seventh when he upped his pace, but kept him in sight.

A recovering Scheider eventually made his way into eighth, but Stoddart actually extended her gap back to the double champion in the final stint, when her Mercedes

was one of the quickest cars on track.

"We've waited such a long time for this, it's a big weight lifted off my shoulders," said the Scot, who had shown strong pace all weekend. "We knew this track would be one of our best chances to get a result."

"I was lucky on lap one, but after that we really earned this result. Scheider never appeared in my mirrors, so I just focused ahead. I've taken a different approach this year – I stopped worrying about scoring points and didn't put any pressure on myself."

At least one Scot in the Mercedes camp had a day to remember. ❧

NEXT ROUND
Nürsring (D)
July 4

RESULTS

DTM, Lausitz (D), June 4-6, round 3 of 10

GRID	DRIVER	TIME
1	DI RESTA	1:18.772
2	SPENGLER	1:18.807
3	EKSTROM	1:18.973
4	GREEN	1:19.024
5	ROCKENFELLER	1:18.575
6	SCHIEDER	1:18.759
7	PREMAT	1:18.769
8	COULTHARD	1:19.315
9	PAFFETT	1:18.956
10	TOMCZYK	1:19.354
11	MOLINA	1:19.363
12	STODDART	1:19.414
13	JARVIS	1:19.509
14	ENGEL	1:19.647
15	WELHOCK	1:19.638
16	CHENG	1:19.754
17	S'WACHER	1:19.977
18	LEGGE	1:20.649

52 LAPS, 112.378 MILES					
POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Bruno Spengler (CDN)	HWA	Mercedes C-class (2009)	1h12m32.740s	2
2	Paul di Resta (GB)	HWA	Mercedes C-class (2009)	+4.542s	1
3	Jamie Green (GB)	Persson Motorsport	Mercedes C-class (2008)	+5.323s	4
4	Mike Rockenfeller (D)	Team Rosberg	Audi A4 (2008)	+8.350s	5
5	Gary Paffett (GB)	HWA	Mercedes C-class (2009)	+12.358s	9
6	Martin Tomczyk (D)	Abt Sportsline	Audi A4 (2009)	+15.288s	10
7	Susie Stoddart (GB)	Persson Motorsport	Mercedes C-class (2008)	+17.105s	12
8	Timo Scheider (D)	Abt Sportsline	Audi A4 (2009)	+26.430s	6
9	Ralf Schumacher (D)	HWA	Mercedes C-class (2009)	+34.533s	17
10	Markus Winkelhock (D)	Team Rosberg	Audi A4 (2008)	+42.619s	15
11	Oliver Jarvis (GB)	Abt Sportsline	Audi A4 (2009)	+47.559s	13
12	Franky Cheng (PRC)	Mucke Motorsport	Mercedes C-class (2008)	+48.718s	16
R	Miguel Molina (E)	Abt Sportsline	Audi A4 (2008)	+1m02.319s	11
R	Katherine Legge (GB)	Team Rosberg	Audi A4 (2008)	+1m13.593s	18
R	Maro Engel (D)	Mucke Motorsport	Mercedes C-class (2008)	+1m17.396s	14
R	David Coulthard (GB)	Mucke Motorsport	Mercedes C-class (2008)	3 laps - suspension	8
R	Mattias Ekstrom (S)	Abt Sportsline	Audi A4 (2009)	1 lap - accident damage	3
R	Alexandre Premat (F)	Team Phoenix	Audi A4 (2008)	0 laps - accident	7

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Spengler	26
2	di Resta	17
3	Paffett	13
4	Ekstrom	13
5	Green	12
6	Rockenfeller	12
7	Scheider	8
8	Premat	6
9	Tomczyk	3
10	Stoddart	2

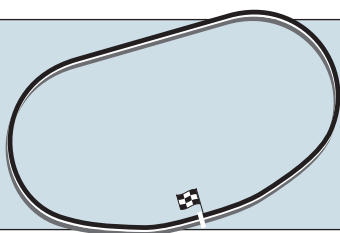
KEY R=Retired.
Winner's average: 92.994mph.
Fastest lap: Rockenfeller,
1m19.957s, 97.303mph.

TEXAS

USA

June 4-5

IndyCar Series
Round 7/17



AT A GLANCE

- Winner **Ryan Briscoe**
- Pole position **Briscoe**
- Most laps led **Briscoe**
- Lead changes **10**



Castroneves vents his fury on Moraes

At 6s and 7s: Briscoe (inside) leads Patrick



Battle of the sexes thrills them in Texas

Ryan Briscoe upheld the honour of Aussie blokes by beating all-American girl Danica Patrick in a Lone-Star thriller in Fort Worth on Saturday night

QUALIFYING

Engineers make the difference

⌚ "It's so easy flat around here in qualifying, a monkey could do it," reckoned Ryan Hunter-Reay.

So the challenge for qualifying was not with the drivers, but for the engineers to unlock the final few mph. As has been the case for years now, Ganassi and Penske were dominant forces, but the battle to be 'best of the rest' was intense.

Free practice can be misleading as big guns keep their powder dry, but the presence of Milka Duno in sixth clearly pointed to a good set-up on the Dale Coyne cars, and come qualifying Alex Lloyd was able to exploit it to the max.

The first of his four timed laps put him ahead of Penske's Helio Castroneves, but while he couldn't quite sustain that pace, sixth was an excellent result for the Brit.



No banking crisis for this Lloyd!

ABBOTT/LAT

It's not where you start, it's where you finish, according to the opening lines of an old Broadway show tune. Well, that's not the case for Ryan Briscoe at Texas Motor Speedway.

Starting third in 2008, he finished third. From second on the grid in 2009 he was the runner-up. And from pole in 2010? Victory.

The Team Penske driver had the fastest car in the field, but the win wasn't that straightforward. After leading from the start (two attempts were required after he was adjudged to have jumped the first one), he dropped back to fifth after he was held for an extra couple of seconds in his pit

to avoid being released into the path of the oncoming Ryan Hunter-Reay.

It took a while for Briscoe to work his way back to the front. When he got there, he didn't face the expected challenge from his Penske team-mates or the Chip Ganassi Racing drivers. Instead, it was an on-form Danica Patrick battling for the win.

Andretti Autosport found something in the set-up overnight, and Patrick was revelling in the performance of her Dallara-Honda. She pitted two laps before Briscoe for the final splash of fuel and tyres, and used her superior momentum to go around the Australian for the lead, raising the 80,000-strong crowd to its

feet with a mighty roar.

Her glory was fleeting. Briscoe expertly used his overtake button to reclaim the top spot the next time around and was quickly able to break free to claim his first win of the season.

"It was a great night and there was some amazing racing out there," said Briscoe. "Danica did an amazing job tonight. It was a lot of fun racing side by side with her."

After being booed following her post-qualifying comments at Indy, it was a breakthrough performance for Patrick, even more convincing than her Motegi win of 2008. She was naturally delighted.

"It was a really good night for me," she said. "We had a

RACE RATING

★★★★★

Great side-by-side racing, with Danica getting the crowd on its feet



I think he has a problem with depth perception or something”
Helio Castroneves is left fuming after being taken out by Mario Moraes

REPORT IRL TEXAS



Andrew van de Burgt reports

KEY MOMENTS

Lap 106 Power pits to have debris removed from his car

Lap 192 Patrick goes round Briscoe to lead her first lap of 2010

Lap 193 Briscoe reclaims the lead, which he holds to the end

really great set-up and I was able to make up a lot of positions during that first stint. We came out ahead in the pitstops, but he drove around the outside of me.”

Marco Andretti took third after a charging drive, while team-mate Ryan Hunter-Reay set the fastest lap to emphasise what a good package Andretti Autosport had for the superfast Texas Motor Speedway.

So what of the other Penske and Ganassi cars?

First to fall was Penske's Helio Castroneves. He'd been the slowest of the 'big five' in qualifying and, with the balance of his car not to his liking, he slipped into the midfield pack. With no radio he was forced to work a high line to ensure that there was no-one outside to run into. But this was his undoing as he went

around KV's Mario Moraes, who claimed his spotter didn't tell him Castroneves was next to him and ran him into the wall.

The unfortunate Bertrand Baguette, having his best IndyCar outing to date, tried to pick a way through the spinning cars, but clipped the rear of the Penske Dallara. Castroneves ran over to Moraes for a heated exchange, his race run.

The third Penske entry of Will Power was third when the Australian had to make a late splash-and-dash. The reason for this was that he'd been put out of sequence when he was forced to pit after feeling that he'd run over debris.

Simona de Silvestro had been battling oversteer in her HVM Racing entry

when it finally got the better of her. As she whacked the wall on the entry to Turn 3, her car burst into flames. She was left strapped in the burning car for an age before help arrived, and when it did there were no fire extinguishers. In her desire to flee the burning wreck she placed her right hand outside the car. Thankfully, minor burns to that were the extent of her injuries.

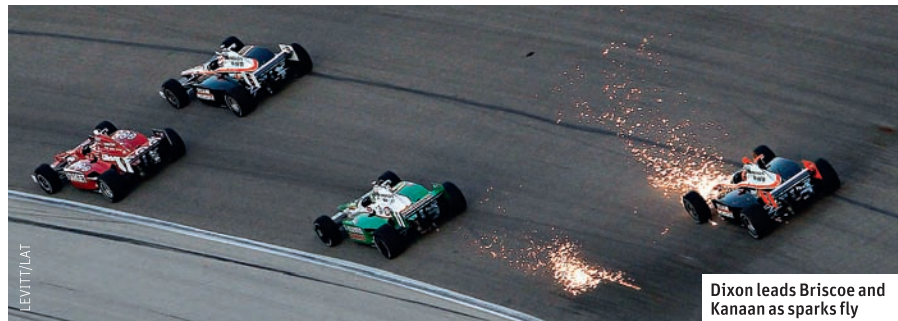
Power was right, and one of de Silvestro's wishbones was picked from his sidepod. A late-race caution would have come to his aid, but it was green all the way and he eventually came home 14th, which means he's conceded the 2010 points lead for the first time.

Dario Franchitti now takes over at the head of the standings, but it was far from a great race for the Indy 500 winner. He took over in the lead after Briscoe's slow stop and made a couple of perfect restarts to comfortably hold on out front. But his undoing came after the Castroneves/Moraes incident.

A few drivers, including Alex Tagliani, Power and

Justin Wilson, opted not to stop under caution, so were running at the front (although Wilson was a lap down). At the restart Franchitti found himself three-wide and had to back off. The loss of momentum put him back in the pack, where his car simply didn't work. As the field spread out he was able to pick cars off and came home fifth, just behind team-mate Scott Dixon, who'd encountered similar problems.

Despite racing with a brace on his injured thumb, Hunter-Reay took seventh, while Alex Lloyd recovered from a disastrous pitstop, where he missed his stall and dropped to last, to take a good eighth for Dale Coyne Racing. Dan Wheldon ran in the top five during the middle part of the race but dropped to ninth for Panther, while Takuma Sato's first visit to Texas ended in the Turn 2 wall after the rear suspension failed on his KV car. ☒



Dixon leads Briscoe and Kanaan as sparks fly

NEXT ROUND

Iowa
June 20



RESULTS

IndyCar Series, Texas Motor Speedway (USA), June 4-5, round 7 of 17

GRID	
1 BRISCOE 215.273mph	2 FRANCHITTI 215.261mph
3 POWER 215.158mph	4 DIXON 215.152mph
5 CASTRONEVES 214.411mph	6 LLOYD 214.408mph
7 MUTOH 214.380mph	8 PATRICK 214.098mph
9 MORAES 213.800mph	10 ANDRETTI 213.785mph
11 SATO 213.692mph	12 WILSON 213.602mph
13 KANAAN 213.346mph	14 VISO 213.336mph
15 WHELDON 213.346mph	16 FISHER 213.256mph
17 DUNO 213.222mph	18 SCHECKTER 212.904mph
19 MEIRA 212.805mph	20 TAGLIANI 212.526mph
21 HOWARD 212.448mph	22 BAGUETTE 212.349mph
23 MATOS 212.327mph	24 H-REAY 212.298mph
25 ROMANCINI 212.101mph	26 SILVESTRO 211.789mph

228 LAPS, 331.74 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	2h04m47.1555s	1
2	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	+1.4629s	8
3	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	+2.3162s	10
4	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	+3.0770s	4
5	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	+7.5882s	2
6	Tony Kanaan (BR)	Andretti Autosport	Dallara-Honda	+8.0664s	13
7	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	+13.9390s	24
8	Alex Lloyd (GB)	Dale Coyne Racing	Dallara-Honda	+14.3084s	6
9	Dan Wheldon (GB)	Panther Racing	Dallara-Honda	+15.0859s	15
10	Vitor Meira (BR)	AJ Foyt Racing	Dallara-Honda	+15.8250s	19
11	EJ Viso (YV)	KV Racing Technology	Dallara-Honda	+18.8687s	14
12	Hideki Mutoh (J)	Newman/Haas/Lanigan Racing	Dallara-Honda	+23.0449s	7
13	Tomas Scheckter (ZA)	Dreyer & Reinbold Racing	Dallara-Honda	-1 lap	18
14	Will Power (AUS)	Team Penske	Dallara-Honda	-1 lap	3
15	Sarah Fisher (USA)	Sarah Fisher Racing	Dallara-Honda	-1 lap	16
16	Raphael Matos (BR)	Luczo Dragon Racing/De Ferran	Dallara-Honda	-2 laps	23
17	Mario Romancini (BR)	Conquest Racing	Dallara-Honda	-2 laps	25
18	Alex Tagliani (CDN)	FAZZT Race Team	Dallara-Honda	-3 laps	20
19	Justin Wilson (GB)	Dreyer & Reinbold Racing	Dallara-Honda	-3 laps	12
20	Helio Castroneves (BR)	Team Penske	Dallara-Honda	129 laps - accident	5
21	Mario Moraes (BR)	KV Racing Technology	Dallara-Honda	129 laps - accident	9
22	Bertrand Baguette (B)	Conquest Racing	Dallara-Honda	129 laps - accident	22
23	Milka Duno (YV)	Dale Coyne Racing	Dallara-Honda	116 laps - radiator	17
24	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	97 laps - accident	26
25	Takuma Sato (J)	KV Racing Technology	Dallara-Honda	56 laps - suspension/acc	11
26	Jay Howard (GB)	Sarah Fisher Racing	Dallara-Honda	37 laps - fuel pressure	21

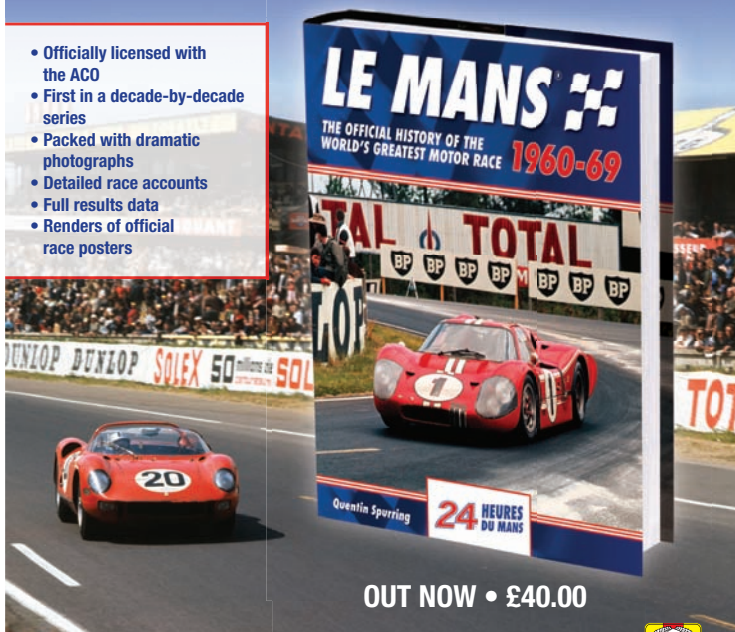
CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Franchitti	246
2	Power	243
3	Dixon	235
4	Castroneves	211
5	Briscoe	208
6	Hunter-Reay	201
7	Wilson	179
8	Kanaan	179
9	Andretti	169
10	Wheldon	164

Winner's average: 159.508mph.
 Fastest lap: Hunter-Reay, 24.2854s, 215.685mph.
 Qualifying: Positions set by average speed over four timed laps.

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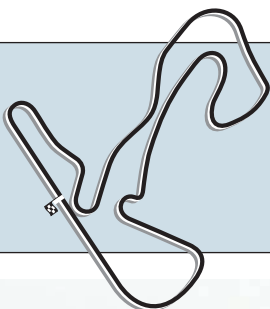
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ZANDVOORT

Netherlands

June 5-6
Masters of F3



RACE RATING

★★★★★

Lead changes in Zandvoort F3 races are a pleasant novelty, even if they are assisted by tyre differences

REPORT F3 MASTERS

Rene de Boer
reports

Finn does the double in the dunes



Valtteri Bottas beat British team-mate Alexander Sims at Zandvoort

It's seven Masters wins in a row for ART

Valtteri Bottas only had one Formula 3 race win under his belt before last weekend: the 2009 Masters of F3 at Zandvoort. Now he has two. Bizarrely, the Finn, who has never won a Euro Series race in more than one season of trying, is now the first two-time winner of the category's blue-riband race in the North Sea dunes.

The omens were good for Bottas. The Dallara-Mercedes-equipped ART Grand Prix team had been unbeaten in the race since 2003, and the Kumho control tyres are certainly no disadvantage for teams from the Euro Series, which

also runs on Kumho.

But in qualifying it was Bottas's British team-mate Alexander Sims who came out on top. "That was a good lap," said Sims, who knew as well as anyone that F3 racing tends to be pretty processional at the Dutch circuit and that therefore a good grid position is vital.

Bottas was alongside on the front row, as drivers from Euro Series teams locked out the first seven grid positions from the 24-car field. Carlin's Jean-Eric Vergne was the best-placed driver from the British series, the Frenchman eighth on the grid.

Qualifying had been held

in bright sunshine, but on race day slight rain set in half an hour before the start. That caused worries among teams and drivers, some of them opting for last-minute tyre changes on the starting grid.

While Spaniards Roberto Merhi and Daniel Juncadella and Briton Rupert Svendsen-Cook opted for rain tyres, all other drivers decided to stay on slicks.

The first lap of the race was completed behind the safety car, but when the green flags were waved Sims remained in the lead, followed by Merhi, who benefited from his rain tyres to climb up from fourth on the grid to second in his Mücke Motorsport Dallara-Merc.

One lap later Merhi took the lead as several drivers pitted for rain tyres, but the rain soon stopped and the racing line dried out quickly. That was to the benefit of ART drivers Bottas and Sims, who had kept their slicks. While

trying to overtake a swerving Juncadella on lap six, Bottas had also gone past his team-mate and, as Merhi dropped back, the Finn was the new race leader on lap eight.

From there, Bottas motored on to an undisputed victory, with Sims completing the one-two for ART.

"Fantastic! I'm probably even happier than I was winning last year," said Bottas. Runner-up Sims was slightly disappointed: "Of course, second place isn't what I had expected after starting from pole."

The final podium slot was taken by Signature Dallara-VW driver Marco Wittmann, who succeeded in overtaking his Euro Series-leading team-mate Edoardo Mortara with two laps to go. Soon after that, Mortara lost another position to Vergne, who was the top contender from the ranks of the British championship in fourth place.

Fifth-placed Mortara was

followed home by Brazilians Gabriel Dias and Lucas Foresti, driving for British series teams Hitech and Carlin respectively. Two more drivers from the UK scene, Northern Irishman Wayne Boyd and Welshman Hywel Lloyd, were the only other unlapped runners in a field strung out by pitstops.

Lloyd's team-mate at the CF Racing with Manor squad, Rio Haryanto, ran into the back of Laurens Vanthoor's stranded car on the final lap, and the Indonesian was disqualified from his 10th place because of this accident.

RESULTS

1 Valtteri Bottas (Dallara-Mercedes Benz F308), 25 laps in 41m38.851s; **2 Alexander Sims (DMB F308)**, +1.131s; **3 Marco Wittmann (Dallara-Volkswagen F308)**; **4 Jean-Eric Vergne (DWW F308)**; **5 Edoardo Mortara (DWW F308)**; **6 Gabriel Dias (DWW F310)**; **7 Lucas Foresti (DWW F308)**; **8 Wayne Boyd (DMB F308)**; **9 Hywel Lloyd (DMB F308)**; **10 Will Buller (DWW F310)**. **Fastest lap** Vergne, 1m32.788s, 103.833mph.

Bottas got better of sliding Sims



QUICK RESULTS

- Winner **Denny Hamlin**
- Pole **Kyle Busch**
- Most laps led **Hamlin**

RACE RATING

★★★★★

Exciting finish, but race only came alive in the closing stages

NASCAR SPRINT CUP POCONO (USA), JUNE 6, RD 14/36

Hamlin wins bizarre Pocono

Pocono specialist Denny Hamlin recorded his fourth win from nine starts at the unique Pennsylvania tri-oval on Sunday, but the manner of his victory was anything but routine in a crazy ending.

A green-white-chequer finish was required after Kevin Harvick punted Joey Logano into a late-race spin, which prompted a post-race pitlane bust-up between the two. Logano railed: "I don't know what I ever did to piss him off, but he is apparently stupid."

Harvick countered: "I got into him there going into Turn 3, and he just races with not giving people any respect and not much room. It's unfortunate."

At the final restart in overtime, Hamlin motored away to his fourth win of

the season, but behind him there was a huge crash.

AJ Allmendinger forced Kasey Kahne onto the grass, causing him to spin into the pack at 200mph, where he was collected by Mark Martin and Greg Biffle. Kahne could count himself lucky not to somersault out of the speedway.

Hamlin had to overcome early pacesetter Clint Bowyer's Richard Childress Chevrolet, which later faded to ninth after slapping the wall. An unexpected frontrunner late on was Sam Hornish Jr, who led until 13 laps to go when Hamlin blew by him. Hornish would drop back to 11th by the finish.

Hamlin's team-mate Kyle Busch, who was highly aggressive at restarts all day, passed Tony Stewart for



Kyle Busch (18) leads team-mate Hamlin

second. After the race, an unimpressed Stewart growled: "The restarts were idiotic today. I've seen some of the worst driving I've ever seen in my life."

Behind Stewart, in fourth, was points leader Harvick, with reigning champion Jimmie Johnson next up.

To round off the race's wacky ending, Hamlin crashed his winning car into the wall during his victory burnout. It was the Gibbs Toyota squad's sixth win from the past nine races.

● Chuck Bradbury Jr

RESULTS

- 1 Denny Hamlin (Toyota Camry)**, 204 laps in 3h44m30s; 2 Kyle Busch (Toyota), +0.413s; 3 Tony Stewart (Chevrolet Impala); 4 Kevin Harvick (Chevy); 5 Jimmie Johnson (Chevy); 6 Kurt Busch (Dodge Charger); 7 Jeff Burton (Chevy); 8 Juan Pablo Montoya (Chevy); 9 Clint Bowyer (Chevy); 10 AJ Allmendinger (Ford Fusion). **Points** 1 Harvick, 2063; 2 Kyle Busch, 2044; 3 Hamlin, 1927; 4 Matt Kenseth, 1893; 5 Kurt Busch, 1881; 6 Johnson, 1849; 7 Jeff Gordon, 1827; 8 Burton, 1803; 9 Carl Edwards, 1729; 10 Greg Biffle, 1727; 11 Mark Martin, 1711; 12 Bowyer, 1686.

IN BRIEF

Practice made perfect for BK



NASCAR NATIONWIDE

Brad Keselowski dominated at Nashville, holding off a challenge from Carl Edwards at the final restart to take his third Nationwide win of the year. Keselowski attributed his success to the fact that he was the only Sprint Cup driver to travel from Pocono on Friday for Nationwide practice. Edwards hung on for second ahead of Paul Menard.

SOUTH AFRICAN V8s

Brandon Auby (Jaguar) and Danie Correia (Chevrolet) were the winners in the two South Africa V8 races at Kyalami. Correia's victory in the reversed-grid second race was his first at national level.

SOUTH AFRICAN FVW

Simon Moss dominated both Formula Volkswagen races at Kyalami, defeating points leader Wesleigh Orr on each occasion.

SA PRODUCTION CARS

BMW 330i driver Anthony Taylor coasted to a six-second victory in the South African Production Car Championship feature race at Kyalami. Taylor and ex-British F3 series racer Hennie Groenewald won the two earlier sprint races.

NASCAR TRUCKS

Todd Bodine won his sixth NASCAR Truck race at the Texas Motor Speedway following a race-long duel with Ron Hornaday. A late technical problem dropped Hornaday back, and Johnny Sauter couldn't threaten Bodine. Nelson Piquet Jr was eighth following a strong showing, while fellow ex-F1 man Narain Karthikeyan also went well on his way to a lapped 11th.



Bodine topped the Texas Trucks

GRAND-AM WATKINS GLEN (USA), JUNE 5, RD 6/12

Regular service resumes for Pruett and Rojas

Less than a week after their Lime Rock campaign ended at the first corner, Scott Pruett and Memo Rojas settled back into their victory routine with a win in last weekend's Sahlen's Six Hour at Watkins Glen.

Pruett led the final 30 of 191 laps in his Chip Ganassi-run Riley-BMW

to hold off Max Angelelli by 1.623s, but for most of the race the real threat had been the Riley-Chevrolet of Jon Fogarty, Alex Gurney and NASCAR star Jimmie Johnson. The two cars shared a total of 179 laps in the lead, but the GAINSCO team's charge ended when Gurney spun just 15 minutes before the finish, dropping

the team from third to sixth. That allowed Antonio Garcia and Buddy Rice to give the Spirit of Daytona team its first podium.

Four cautions interrupted the race, the most serious of which came when the Riley-Ford that Michael Valiante was sharing with Brian Frisselle and Mark Patterson caught fire.

Valiante managed to get the car to the pit entry before leaping out just before it was engulfed in flames.

Spencer Pumpelly and Andy Lally came from last to win GT in their Porsche, their cause being helped by Leh Keen and James Gue losing a likely class victory to a pit miscommunication that left them third in their Mazda RX-8.

● Gary Freeman

RESULTS

- 1 Scott Pruett/Memo Rojas (Riley-BMW)**, 191 laps; 2 Max Angelelli/Ricky Taylor/Wayne Taylor (Dallara-Ford), +0.300s; 3 Antonio Garcia/Buddy Rice (Coyote-Porsche); 4 Mark Wilkins/Burt Frisselle (Riley-Ford); 5 David Donohue/Darren Law/Butch Leitzinger (Riley-Porsche); 6 Alex Gurney/Jon Fogarty/Jimmie Johnson (Riley-Chevrolet). **Points** 1 Rojas/Pruett, 190; 2 Ryan Dalziel, 172; 3 Angelelli/Ricky Taylor, 166; 4 Frisselle/Wilkins, 163; 5 Mike Forest, 156; 6 Law/Donohue, 153.



Ganassi Riley-BMW was back on top

→ Winner **Juho Hanninen**
 → Most stage wins **Andreucci**
 → Points leader **Hanninen**

★★★★★

Brits crash out; Hanninen becomes first IRC double-winner this year

IRC RALLY SARDINIA (I), JUNE 4-6, RD 5/12

Hanninen scores as Brits crash out

Juho Hanninen's half-minute win looked comfortable, but 12 hours earlier it had been anything but the case.

This was one of the most eagerly-awaited rounds of the Intercontinental Rally Challenge of the season, with a host of stars arriving in Sardinia to do battle with the series regulars. Coming on the back of his maiden World Rally Championship win, Peugeot's Sebastien Ogier found himself among the favourites, but clouting a rock not far into the opening stage ruined that script. Worse was to follow when the engine warning light flickered into life, forcing his retirement.

His departure was less dramatic than that of Guy Wilks, who left the Monte Grighine stage by air

ambulance after he went off the road at high speed. Wilks fractured two vertebrae; his co-driver Phil Pugh was unharmed.

P-G Andersson was the third victim of the opener when he suffered a puncture on his Mitsubishi. He continued but retired on day two with broken transmission.

Through all of that chaos, Jan Kopecky's works Skoda was quickest, with Kris Meeke 4.1s down. Paulo Andreucci got in on the act with fastest time in the next stage. He moved to the front of the field, with Meeke quickest on the final test of the morning loop to become the third leader in as many stages.

Meeke maintained his advantage for one stage into the afternoon before



Hanninen went like the wind for a win

giving best to Andreucci, who led overnight.

But what of the Skoda challenge? Kopecky bashed a rock and punctured the front-right of his Fabia, while Hanninen was sweeping the road at the front of the field following Ogier's early bath, but was just a handful of seconds off the back of Meeke.

Andreucci was passed by Meeke in Sunday's opener, but the defending champion struggled to contain Hanninen on the

rougher roads of Terranova, allowing the Finn to take the lead. Meeke's efforts went awry when he braked too late for a left-hander and dropped off the road.

With Meeke gone, Hanninen found himself defending a 38s lead from Andreucci's Peugeot, which was just four seconds up on Kopecky. Andreucci turned in a massive effort to maintain his second place on Sunday afternoon; posting fastest time on the final test ensured that the

Italian split the Skodas at the finish.

● David Evans

RESULTS

1 Juho Hanninen/Mikko Markkula (Skoda Fabia), 2h31m28.6s; 2 Paulo Andreucci/Anna Andreussi (Peugeot 207), +38.2s; 3 Jan Kopecky/Petr Stary (Skoda); 4 Thierry Neuville/Nicolas Klinger (Peugeot); 5 Bruno Magalhaes/Carlos Magalhaes (Peugeot); 6 Teemu Arminen/Tuomo Nikkila (Subaru Impreza). **Points** 1 Hanninen 42; 2 Kopecky, 31; 3 Guy Wilks, 25; 4 Magalhaes, 17; 5 Kris Meeke, 15; 6 Mikko Hirvonen, 10.

FORMULA RENAULT EURO CUP BRNO (CZ), JUNE 5-6, RD 3/8

Pic nicks a double in Czech Republic

Arthur Pic converted his fourth and fifth poles of the season into a double victory at Brno.

Although Pic had experience of the track from a 2008 Formula Campus campaign, his Tech 1 Racing team had not participated in this season's Formula Renault NEC round at the venue. While Pic enjoyed a dominant 6.6s margin of victory in race one, Sunday was made a closer affair by an excellent showing from 16-year-old Alex Riberas.

Much was expected of

Kevin Korjus following the Estonian's sweep at Brno's NEC meeting, but the Koiranen team driver was one of five to receive a qualifying penalty and was relegated from third down to the fifth row ahead of race one. With second qualifier Miki Weckstrom forced to swallow a four-place penalty for his overexuberance at Spa, Adam Kout joined Pic on front row.

Kout seized his opportunity to hold Luciano Bacheta at bay. Just over half a second covered second to fourth at the flag,

but Korjus's good recovery was not enough to deny Briton Bacheta his first podium since round one.

Bacheta climbed the podium steps again on Sunday, having emerged as the sole survivor in a three-car squeeze at Turn 1 with Weckstrom and Kout.

● Peter Mills

RESULTS

Race 1 1 Arthur Pic, 14 laps in 28m29.617s; 2 Adam Kout, +6.568s; 3 Luciano Bacheta; 4 Kevin Korjus; 5 Aaro Vainio; 6 Alex Riberas; 7 Genis Olive; 8 Daniel de Jong; 9 Bart Hylkema; 10 Henrique Martins. **Race 1 1 Pic, 14 laps in 27m20.855s**; 2 Riberas, +0.825s; 3 Bacheta; 4 Hylkema; 5 Olive; 6 Miguel Otegui; 7 Korjus; 8 Vainio; 9 Kalle Kulmanen; 10 Jukka Honkavuori. **Points** 1 Korjus, 69; 2 Bacheta, 52; 3 Pic, 45; 4 Olive, 25; 5 Riberas, 24; 6 Kout, 23.



Pic is following in big brother Charles's footsteps

FORMULA BMW EUROPE ZANDVOORT (NL), JUNE 6, RD 2/8

Harvey takes another win

Fortec Motorsport's British driver Jack Harvey and Dutch local hero Robin Frijns of Josef Kaufmann Racing were the two race winners in Formula BMW Europe at Zandvoort.

Polesitter Timmy Hansen took the lead of the first race as the lights went out, followed by Harvey and Spanish driver Facu Regalia. At half-distance Hansen made a mistake that allowed Harvey and Regalia through. Harvey therefore held off Regalia, with Swede Hansen third.

The second race was held in the rain and the field was released after two formation laps. French driver Come Ledogar was the early leader, followed by Harvey and Hansen, but the Briton had to come into the pits for a drive-through because of a jumped start.

As the race went on, Frijns moved up through

the field and eventually took the lead, followed by Michael Lewis and Ledogar. Rookie Carlos Sainz Jr was fourth and gained one place as Lewis spun on lap six.

Sainz finally moved into second place ahead of Ledogar, with Hansen next.

Following his drive-through, Harvey had made his way up to seventh, but he spun and finished ninth.

● Rene de Boer

RESULTS

Race 1 1 Jack Harvey, 13 laps in 26m10.523s; 2 Facundo Regalia, +2.495s; 3 Timmy Hansen; 4 Robin Frijns; 5 Carlos Sainz Jr; 6 Come Ledogar; 7 Javier Tarancon; 8 Maciej Bernacik; 9 Michael Lewis; 10 Christof von Grunigen. **Race 2 1 Frijns, 12 laps in 25m07.986s**; 2 Sainz, +8.362s; 3 Ledogar; 4 Hansen; 5 Hannes van Asseldonk; 6 Petri Suvanto; 7 Regalia; 8 von Grunigen; 9 Harvey; 10 Lewis. **Points** 1 Harvey, 91; 2 Hansen, 87; 3 Frijns, 78; 4 Sainz, 74; 5 Regalia, 66; 6 Tarancon, 50.



Czechs watch Filip Salaquarda's duff starts

RENAULT-SPORT

FORMULA RENAULT 3.5 BRNO (CZ), JUNE 5-6, RD 4/9

Guerrieri is back with a bang

After being forced out of the cockpit by budgetary constraints in Monaco last month, Esteban Guerrieri staged a fairytale return to the Formula Renault 3.5 Series with a double victory for home team ISR at Brno. While Guerrieri's victories could hardly have been viewed as an upset, the World Series' maiden visit to the Czech Republic threw up several anomalies compared to the 2010 norm. For teams and drivers with no reference of data, there were varying fortunes in attempts to nail a competitive set-up. ISR's advantage of a private pre-season test at the Moravia venue failed to

diminish the achievements of Filip Salaquarda, who on home asphalt produced a superb qualifying lap for Saturday's low-downforce race to land his maiden pole in Formula cars by almost half a second.

With cash-strapped Guerrieri joining the Prague racer on the front row for race one, the prospective intra-team battle down to the first corner was intriguing rather than pulsating; Guerrieri had relocated to Eastern Europe to live in his team-mate's house at the start of the season; surely someone would remind the Argentinian who was paying the bills? Thankfully, the integrity of the sporting

contest prevailed and the pair ran wheel-to-wheel into Turn 1. Guerrieri's handicap of starting on the dirtier side of the grid was negated by Salaquarda slightly miscuing his reactions to the lights, and with the inside line for the 180-degree Turn 1 Esteban claimed the lead.

On the second lap Salaquarda ran wide at Turn 2, losing an infuriating number of places with a time-consuming deviation through the gravel. "I felt I braked in the same place at Turn 2, or perhaps I made a mistake and it was very fractionally later, but for whatever reason I couldn't make the corner," he said.

Thereafter, the experienced Guerrieri was left untroubled to complete a comfortable victory.

Tech 1 Racing's Brendon Hartley picked up second place, the gap to Guerrieri having fluctuated between two and three seconds for the majority of the race. In by far his strongest showing, Anton Nebylitskiy took the final step of the podium. The Russian made up six places on his 10th-placed

grid slot with a storming getaway. But, although the KMP driver was ahead of most of the drama on a slightly manic opening lap, series leader Mikhail Aleshin laid the blame of a costly right-rear puncture at the door of his younger compatriot. Draco's Julian Leal secured fourth with a clean move on former Macau winner Keisuke Kunimoto at Turn 3.

Salaquarda failed to capitalise on his second pole on Sunday, becoming bogged down with wheelspin and losing the lead to Guerrieri in a virtual replay. Third starter Stefano Coletti gained ground, but the Monegasque's attempt to snatch second place on the outside of Turn 1 ended with the Comtec man spinning off on the dusty surface. Confirming his difficult day at the office, Coletti later ran over a Pons team airgun in the pitlane, taking down a mechanic.

Draco's French rookie Nathanael Berthon passed Salaquarda during the mandatory pitstops. The Formula Renault graduate

finally confirmed his impressive pre-season testing pace to hassle Guerrieri over the closing laps, ending the afternoon just over a second adrift.

British F3 champion Daniel Ricciardo salvaged fifth from 11th on the grid, coming home behind a commendable effort from Walter Grubmuller. Following a determined drive, Aleshin was rewarded with ninth, sufficient to seal a prize outing in Renault's F1 roadshow car as the mid-season points leader.

● Peter Mills

RESULTS

Race 1 1 Esteban Guerrieri, 26 laps in 46m47.517s; 2 Brendon Hartley, +1.904s; 3 Anton Nebylitskiy; 4 Julian Leal; 5 Keisuke Kunimoto; 6 Sten Pentus; 7 Jan Charouz; 8 Nathanael Berthon; 9 Stefano Coletti; 10 Jon Lancaster. **Race 2 1 Guerrieri**, 24 laps in 45m59.313s; 2 Berthon, +1.177s; 3 Filip Salaquarda; 4 Walter Grubmuller; 5 Daniel Ricciardo; 6 Hartley; 7 Lancaster; 8 Nelson Panciatici; 9 Mikhail Aleshin; 10 Albert Costa. **Points** 1 Aleshin, 52; 2 Ricciardo, 49; 3 Guerrieri, 45; 4 Hartley, 40; 5 Pentus, 37; 6 Coletti, 28.



Guerrieri was a double winner in Moravia

- Winner **Atila Abreu**
- Pole **Abreu**
- Fastest lap **Claudio Ricci**

The narrow track limited the race to a processional run to the flag

V8 STOCK CARS RIBEIRAO PRETO (BR), JUNE 6, RD 5/12

Atila the hungriest for win in Chevy

Atila Abreu scored the first win of his Brazilian Stock Car career by leading from lights to flag.

The AMG Motorsport Chevrolet driver set pole position with a blindingly fast lap on the sinuous 1.41-mile circuit on the streets of Ribeirao Preto.

The 22-year-old kept the lead with a perfect start, but had to do it all again after the red flag was brought out by a seven car pile-up involving Luciano Burti.

After the restart, Abreu was closely followed by Ricardo Mauricio and Xandinho Negrao, but none of them were able to do anything about the gap until the mandatory refuelling pitstops. Abreu rejoined in 10th and gradually climbed back to second, but had to wait to reclaim first owing

to a late stop by former champion Giuliano Losacco.

Losacco had started from 19th place, but decided to wait for a likely safety car and was lapping quickly on a clear track. None came, but he rejoined in sixth.

The race was flagged 10 laps early, with Abreu leading Mauricio and Antonio Pizzonia, who opened his points account with a hard-earned third.

● Lito Cavalcanti

RESULTS

- 1 Atila Abreu (Chevrolet Vectra)**, 28 laps in 36m40.042s; 2 Ricardo Mauricio (Chevy), +1.930s; 3 Antonio Pizzonia (Chevy); 4 Daniel Serra (Peugeot 307); 5 Max Wilson (Chevy); 6 Giuliano Losacco (Peugeot). **Points** 1 Abreu, 94; 2 Mauricio, 65; 3 Wilson, 60; 4 Felipe Maluhy, 51; 5 Allam Khodair 47; 6 Serra, 47.



Abreu stayed ahead on streets

IN BRIEF

MacLeod on form again at Jarama



EUROPEAN F3 OPEN

Marco Barba and Britain's Callum MacLeod scored a win apiece in the European F3 Open races at Jarama. Both drivers won their respective races from pole, with MacLeod (pictured) doing a good job to rebound from set-up problems early in the weekend after having missed the pre-event test.

BRAZILIAN PICK-UPS

Ex-GP2 driver Sergio Jimenez won the Brazilian Pick Up Racing fourth round from lights to flag, leading Rafael Daniel, the reigning Stock Car Light champion and his team-mate at Scuderia 111. The Pick Up and Stock Light categories have been united for 2010 as support to the Stock Car V8 series.

ARCA

Craig Goess took his first ARCA win with the help of a series of late pitstops at Pocono last weekend. Polesitter Mikey Kile led most of the race, but lost the lead to Goess nine laps from the finish.

GERMAN CARRERA CUP

Nicolas Armindo enjoyed a perfect Carrera Cup Germany round at Lausitz, taking pole, fastest lap and a lights-to-flag win. The Frenchman was chased all the way by Britain's Nick Tandy, while Martin Ragginger took a distant third.

GT4 EUROPEAN CUP

Paul Meijer extended his GT4 European Cup series lead with a win at Spa last weekend. The Dutchman spent the race fighting off fellow Aston Martin man Michael Mallock before the Briton was nudged off the track by Menno Kuus, who stayed ahead of him to finish second.



Meijer leads the way in Aston N24

SCANDINAVIAN TOURING CAR CUP GOTHENBURG (S), JUNE 4-5, RD 2/4

Dahlgren is the master on Gothenburg's harbourside

Pole position, first in the first race of the day and top of the points: the street race in the harbour of Gothenburg was a benefit for Volvo's Robert Dahlgren.

His team-mate, defending

champion Tommy Rustad, was less lucky. From second on the grid, he shadowed Dahlgren in the first race but was punted into a spin by Jan Magnussen, in his first race in a Chevrolet

Lacetti. Rustad finished ninth; Magnussen lost third when a front wheel fell off in the final curve and he limped home seventh.

Mattias Andersson was a strong second in his old Alfa, shadowed by Fredrik Ekblom's biogas-fuelled VW Scirocco.

Patrik Olsson had pole for the reversed-grid second race in his VW. He

managed to keep everyone behind except the charging Richard Goransson's BMW.

On this tight circuit, Olsson was shadowed by Ekblom, with Dick Sahlen fourth in his SEAT ahead of Dahlgren. Rustad had climbed to fourth before he got a drive-through penalty.

Jan Nilsson proved the exception to the rule as far as passing was concerned. The veteran retired from fifth in the first race with bent steering, but charged his BMW up to eighth.

● Tege Tornvall

RESULTS

- Race 1** 1 Robert Dahlgren (Volvo C30), 24 laps in 20m29.97s; 2 Mattias Anderson (Alfa Romeo 156), +3.6s; 3 Fredrik Ekblom (VW Scirocco); 4 Dick Sahlen (SEAT Leon); 5 Richard Goransson (BMW 320si); 6 Patrik Olsson (VW). **Race 2** 1 Goransson, 24 laps in 20m22.15s; 2 Olsson, +1.1s; 3 Ekblom; 4 Sahlen; 5 Dahlgren; 6 Viktor Hallrup (Chevrolet Cruze). **Points** 1 Dahlgren, 60; 2 Goransson, 50; 3 Robert Schlunssen, 41; 4 Ekblom, 38; 5 Jan Magnussen, 32; 6 Johan Stureson, 28.



Dahlgren was king of Gothenburg harbour

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INTRODUCING Norbert Michelisz

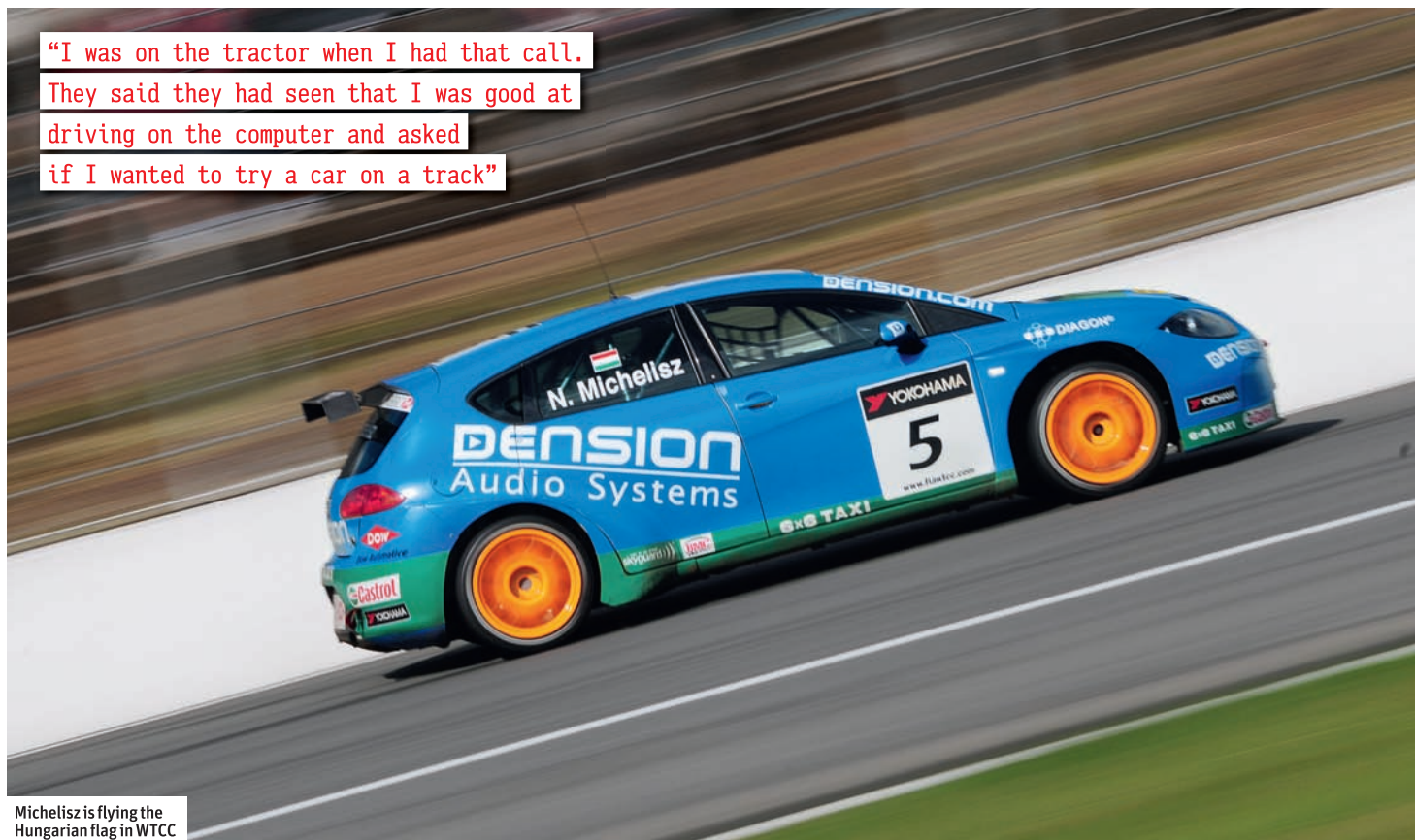
From online racer to World Touring Car Championship in just five seasons

"I was on the tractor when I had that call.

They said they had seen that I was good at

driving on the computer and asked

if I wanted to try a car on a track"



Michelisz is flying the Hungarian flag in WTCC

From racing newcomer and complete unknown to World Touring Car revelation in five years. That is the rise of Norbert Michelisz – the man now challenging Zsolt Baumgartner for the accolade of best-known Hungarian racing driver.

The appearance of Michelisz on the world's tin-top stage is largely down to Hungarian team Zengo Motorsport, which has run cars in the SEAT Leon Eurocup for the last few years.

The team, which now counts Andrea Larini (brother of Nicola) and ex-Formula BMW UK racer Duarte Felix da Costa – both of whom have appeared in the WTCC – on its roster, was looking to find and bring on some home-grown talent. It decided to offer an opportunity to test a Suzuki Swift to the highest-placed driver on an online racing game.

Fortunately for then-student Michelisz, the guy at the top of the table was already under contract to race elsewhere, so he got the call.

"I was on the tractor on my family's farm when I had that call," he says. "I didn't believe it the first time, but they said they had seen that I was good at driving on the computer and asked

if I wanted to try a car on a track. Of course, I said yes."

Zengo was impressed with his first outing and in 2006 it led to a drive in the Hungarian Suzuki Swift Cup, which Michelisz won – in his first year of racing anything. The team pushed him up into the Hungarian Renault Clio Cup the following year, and he won that too. The more he won, the further they took him and the Hungarian SEAT Leon Supercup followed in '08.

He was only runner-up this time, but also made his first appearances in the European version of the series.

Last year, he won the Eurocup, earned a debut WTCC outing at Brands Hatch, where he impressed again, and also won the first race of the end-of-season European Touring Car Cup.

The graduation was complete at the beginning of this year when Zengo put together a deal to run an ex-works SEAT Leon TDi in the WTCC.

Michelisz waited only until the opening practice session of the season in Brazil to begin making a name for himself in the top flight. Since then he's regularly proved a match for the semi-works SR Sport/SUNRED Leons, but he hasn't yet held it together for

long enough to deliver on his potential.

He's the first to admit that he still has a lot to learn against the likes of Yvan Muller and Andy Priaulx. He has, on occasion, been the quickest of all the SEATs, but his peers don't quite fear him yet – expecting that the risks he has to take in order to lap that quickly will sure enough lead to mistakes. And so far they've been proven correct.

Michelisz's best moment of the year so far came in Q1 at Marrakech when he set the fastest time of all at the end of the session. But he followed it with probably his worst – stacking it in the wall on the very next lap, preventing him from even taking part in the Q2 decider.

Of his mistakes, he says: "You have to grow up as a racing driver and learn a lot to be at the same level as these guys. I'm sure it will happen many more times."

It would be a bold shout to venture that he's going to win a race this year. But he's aggressive and fast, and if he hooks up a qualifying lap in Q2 or finds himself with a reverse-grid pole, those established names could find him tough to beat. ☘

MICHELISZ CV



Born August 8 1984

From Mohacs,

Hungary

2010 12th in WTCC

2009 SEAT

Eurocupa champion

2008 Hungarian

SEAT Leon Cup

runner-up

2007 Hungarian

Renault Clio Cup

champion

2006 Hungarian

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champion

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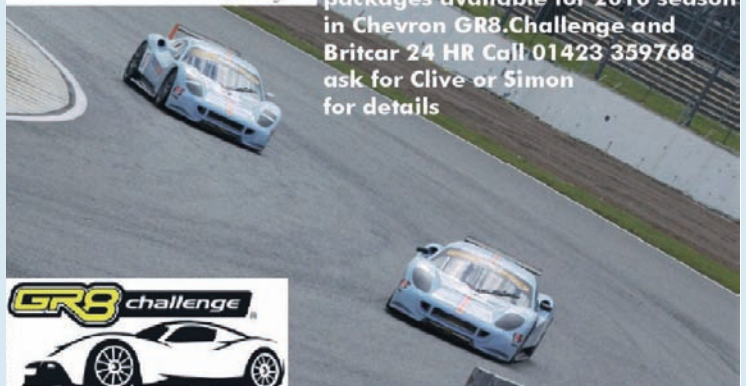
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Clubs wary of racing on new Silverstone Stowe circuit

BARC dismisses new 'affordable' track, while CSCC says more work is needed

» **THE NEW** Silverstone Stowe circuit looks unlikely to become a regular feature on the UK club-racing calendar, despite plans by the 'Home of British Motorsport' to promote the track as an affordable race venue.

Silverstone officially launched the revised Stowe circuit – which features a new track layout, pit garages and permanent pitwall – last week, and AUTOSPORT understands that the circuit is set to receive the appropriate licence from the Motor Sports Association to offer racing from 2011.

The track has been extended to a similar length to the Brands Hatch Indy circuit, and Silverstone hopes this will create a more affordable and readily available layout than its other, longer options. These are more expensive to hire and tend to become fully booked a long time in advance.

Representatives from the UK motorsport clubs were shown around the new venue recently and asked for their feedback and help to turn the Stowe circuit into an attractive track.

Classic Sports Car Club competitions director Hugo Holder was among those who visited (and drove) the new circuit last week. He told AUTOSPORT that the Stowe circuit needs more work if it is to become a viable race venue.

"What they are doing there is absolutely stunning, and it was good for them to invite us and ask for our feedback, but there's a lot more that needs to be done and it's basically the infrastructure [that needs work]," said Holder. "I wouldn't rule out running a meeting there, but when it comes to the track I think it's a bit narrow and needs to be longer and more exciting. Don't forget, we're a club that does 40-minute races – whizzing round there I think

you would get dizzy!"

"The jury is still out really. It needs someone to take the plunge and run a race meeting to see how it works, but at the moment I don't think that would be us."

Holder also said that the Stowe circuit would require a safer pitwall, better paddock and greater provision for administrators and officials, although he added that one building in the corner of the site would be "perfect" for running a race meeting.

While Silverstone is very keen to host race meetings there, the main purpose of the new Stowe layout is to become a top-notch corporate facility, where companies can take clients for track days and manufacturers can launch and show off road cars.

British Automobile Racing Club competitions manager Dale Wells said his club was unlikely to consider the Stowe circuit for its race calendars.

"I haven't seen it, but I suspect, knowing what it was like before and knowing all they've done is put an extra two loops on it to make it a bit longer than Lydden, that it probably wouldn't suit our purposes at all," said Wells.

"Certainly we have got enough availability at places like Pembrey and places like Mallory, where we can put all our smaller, light content.

"On those circuits, our cost base is considerably less than hiring Silverstone Stowe, so it's probably not an option."

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner@haymarket.com



WHAT AN amazing race this year's AUTOSPORT Three Hours was. After missing it in 2009, I made the trip to Snetterton to see the advantage swing back and forth between several hard-charging crews.

Our very own Ben Anderson managed to get into a scrape with the eventual winner, but it was his experienced co-driver who fell off behind the safety car! Their story will appear in a forthcoming issue.

One of the best tales came from HSCC stalwart Chris Lillingston-Price. Driving solo, the Chevron B8 racer was a contender for the top six when the throttle linkage snapped.

Undaunted, he borrowed wire cutters from a marshal and used a spoke from a side-window support to fix a repair. It got him home 13th.

Also remarkable was the safety car, which efficiently picked up the race leader in each of the four cautions. British GT could certainly learn a thing or two from the HSCC.

The only area of concern was the continued lack of pace of F5000 driver Judy Lyons in the support races. Recording a best of 1m30s when the leaders are in the 1m07s is potentially dangerous. That was demonstrated by race leader Mark Dwyer's spin to avoid her exiting Coram – not known as one of the UK's slowest corners – on Sunday.

Extra contact details

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CSCC says Stowe needs better infrastructure

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Fortec insists new car is safe

Concerns over rollhoop integrity after Lynn suffers enormous crash in Oulton Park race



Lynn gets airborne after tangle with rival

LEADING FORMULA Renault UK team Fortec Motorsport is playing down safety concerns over the category's new chassis after a huge accident for series rookie Alex Lynn at Oulton Park last weekend.

Lynn, 16, tangled with Brazilian Fabio Gamberini on the exit of Old Hall corner in Saturday's race and was launched into a roll. The car landed upside down on the

track, ripping off the rollhoop. It is understood that it will be sent to the British and world governing bodies of motorsport, the MSA and FIA respectively, for studies.

Fortec team manager Dave Moore said: "The rollhoop is an aluminium block bonded to the top of the chassis, and you might expect it to have more structure, but it passed the FIA's 2011 regulations.

"It hit the track on its edge and there's a three-inch hole in the asphalt where it happened, so the impact was massive. We also had an impact with the old car [the 2000-09 generation Tatuus chassis] where the rollhoop was sheared off. It's just fantastic that Alex got out and it shows the new cars are safe.

"There are issues with driving – some drivers [including Gamberini] are over

the line from what's acceptable."

Thanks to dispensation from the other teams, Lynn was able to race on Sunday in Fortec's spare car, vacated by Ollie Millroy (see separate story), and finished ninth.

The write-off looks likely to scupper Fortec plans for a surprise return for former FRUK race winner Riki Christodoulou, who has been out of action since his F3 campaign in 2009.

British GT

Mosler set for British GT return

THE MOSLER will return to British GT at Rockingham next month, but Mosler Europe boss Martin Short thinks the restrictions on the car are too severe.

The MT900 was thrown out last season, but a rules change made it eligible for 2010. It then took part in equalisation tests at Dijon (FIA GT3) and Silverstone (British GT) earlier this year.

Despite being slower than the Ascari KZ1R and Ferrari 430 Scuderia, it has been handed 60kg of ballast and had its ride height increased by 10mm.

Short, who could drive the car alongside Gregor Fisken or be replaced by Trofeo Abarth ace Benny Simonsen

for Rockingham, said: "Despite being slower we have been given significantly higher penalties. We have agreed to come to Rockingham to support the championship and see where we are."

Series manager Benjamin Franassovici believes the car has been fairly equalised. He said: "The FIA suggested penalties from the Dijon test, which we've adjusted to try and make it fit better – I think they're appropriate.

"If it needs to be adjusted again we will do that."



Mosler will be back in action at Rockingham

British Rallycross

British Rallycross in Irish return

MOTORSPORT IRELAND'S Rallycross Committee has paved the way for the British Rallycross Championship to return to Ireland next year by agreeing that the series would be invited to run an event at Mondello Park under Motor Sports Association regulations.

The BRC pulled the plug on 2010 dates at Nutts Corner and Mondello Park when it was made clear that the RX150 'buggies' that support the BRC would not be allowed to race at Mondello. The two events would have formed a double-header to open the championship, but Nutts Corner [where RX150s would have

been able to race] also got the chop as it was felt that the Northern Ireland venue would not be attractive enough to competitors as a one-off.

The decision to invite the British Rallycross series to Mondello in 2011 came in a meeting of Motorsport Ireland's Rallycross Committee.

New Committee chairman Michael FitzSimons said: "We see a round of the British Rallycross Championship, running under MSA regulations, as a premier rallycross event in Ireland."

FitzSimons added that his committee has not discussed including the RX150 category in the Irish championship.

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Porsche Carrera Cup GB

New, faster Porsche racer to hit Carrera Cup GB next season

PORSCHE CARRERA Cup GB will introduce the new 911 GT3 Cup car for next year.

The new car, which features a larger engine (3800cc, up from 3600cc) and more power (450bhp, from 420bhp), will bring the British series into line with the Supercup, plus the national German and Italian championships.

Porsche Cars GB is anticipating strong take-up of the new car, which was delayed for a year in the UK. PCGB general manager Geoff Turrall said: "We

may have more demand than we can supply. We are keen to create a strong market for the current cars [likely through the new-for-2010 GT3 Cup Challenge] so that our existing teams and drivers can step up to the new car."

Carrera Cup points leader Tim Harvey believes that, with the series at its 28-strong capacity, now is the ideal time to launch the new car. "There is a risk," he said, "but it's very keenly priced. Its success depends on 28 teams getting rid of the current cars, but this is the right time."

Team Parker Racing boss Stuart Parker, who runs a new car in the Supercup and 'old' cars in the British series, said: "The new car is nicer to drive and better to work on, but Porsche made the right decision in the economic climate to delay it until 2011."



New car for Carrera Cup GB in 2011

Formula Renault UK

Millroy makes move to Manor

FORMULA RENAULT UK frontrunner Ollie Millroy switched from Fortec Motorsport to Manor Competition for last weekend's round at Oulton Park, but may not continue the season.

Millroy, who lies sixth in the points table, quit Fortec due to dissatisfaction with reliability of the category's new chassis, designed by Barazi-Epsilon and built at RenaultSport in Dieppe.

This includes a recent test at Silverstone, where

Fortec lost running time for all four drivers due to technical problems.

"It wasn't Fortec's fault," said Millroy. "Everybody's having problems with the car and it wasn't worth

spending the money. Manor then contacted me with a good deal just to do Oulton."

Millroy took a best result of fifth at Oulton, but is unsure whether he will do further races.



Millroy drove for Manor at Oulton

EBREY/LAT

Renault Clio Cup

Rivett in another Clio comeback

TWO-TIME Renault Clio Cup champion Paul Rivett is making another comeback to the series in the next round at Croft on June 19-20.

Rivett, who won the title in 2002 and '04, will drive the Stancombe Vehicle Engineering-run car of Matthew Munson, who is missing the races due to business commitments.

Rivett has acted as driver coach to

newcomer Munson this season. He will contest one other round in the car, and will drive an additional entry alongside Munson at September's Silverstone round.

Munson said: "Paul has won more races than any other Clio driver out there. He's driven for Colin [Stancombe] in the past so it'll be interesting to see him put the cat among the pigeons."

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Alex Ames and Gareth Burnett with Sutcliffe

Since the HSCC revived the classic AUTOSPORT Three Hours sports and GT endurance race in 2007, after a break of 43 years, the Snetterton event has added a wonderful (non-championship) focal point for competitors in the series, which thrives under the iconic Guards Trophy name. Furthermore, it has always thrown up plenty of action, on and off the circuit.

It was a very different 'Snett' - with the fearsomely fast Norwich Straight, which peeled off left after Sear, ran parallel to the A11 to a hairpin, then returned via a left to what is now the exit of the Esses - to which this year's guest of honour Peter Sutcliffe went in 1959. He finished third in the third running of this magazine's seasonal climax, in a Bristol-engined Frazer Nash Sebring. Jim Clark won the race in a Lotus Elite.

Yorkshireman Sutcliffe wrecked a Jaguar D-type there in 1963 (he chuckled at the notion that his accident might have spawned three cars) and, while he won big enduros at Montlhery and Pietermaritzburg in a career in which he graduated to Ford's GT40 and Sefac Ferrari's glorious P4s, quit mainstream racing after the '67 BOAC 500 at Brands Hatch.

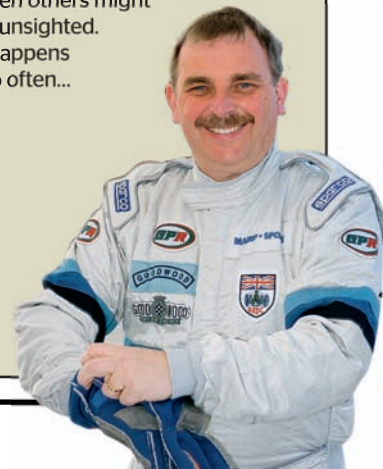
Prior to Saturday's AUTOSPORT race, everybody in the know sympathised with 1987 RAC British Sprint champion Richard Ames's understandably split loyalties. The

previously super-quick but overstressed Crossle 9S of Jon Shipman - for whose team Ames works - sat on pole, with the Chevron B8, which his son Alex was sharing, alongside. As it panned out, the Crossle was in trouble early this year, rather than in the final throes of battle, and the Chevron took its second successive win, now back in the hands of arch-enthusiast John Ruston's equipe.

Talking Chevrons, which is not difficult to do, it didn't take Andy Middlehurst long to get to grips with Steve Hodges's example. After only a few laps in testing on Friday, the versatile St Helens man - who is equally at home in an F1 Lotus of the early '60s or a slick-shod car - drove it beautifully in the race, and was bang on the pace. Among the older cars, another meritorious performance was the Turnstyle Trophy-winning run of Johns Rees and Hutchinson in a Lotus 23B, which (colour aside) reminded onlookers of Clark's '63 winner.

With numerous highs, including a stonking Historic Touring Car race, the weekend's low point was the needless accident that wrecked the Argo JM6 of Classic Formula 3 champion Bill Coombs during qualifying. Red flags mean cease racing, slow, and do as directed by officials, not stand on the brakes when others might be unsighted. It happens too often...

Sutcliffe finished third in the third running of this magazine's seasonal climax, in a Frazer Nash"





Kinch leads HF1 through Rettifilo

JOHN BUNSTON

Coppa Intereuropa

Kubota takes Monza F1 victory

Japanese racer becomes third winner – in the third marque – of 2010 Historic Formula 1 season

KATSU KUBOTA became the first Japanese competitor to win an FIA Formula 1 race in round three of the Historic championship at Monza's fabled Coppa Intereuropa festival last Sunday. Kubota bagged pole position after Colin Bennett's family CGA team changed his Williams FW07B's DFV engine following a fire on Friday. Come the race, he hounded Rowland Kinch (Arrows A4) and Bobby Verdon-Roe (McLaren MP4), then pounced to beat Hockenheim winner BV-R by a second.

Kinch retired with a broken throttle cable, thus Spa victor Joaquin Folch (Brabham BT49C) moved up to third. Leo Voyazides and Simon Hadfield won the GT & Sports Car Cup race in the Greek's AC Cobra and the U2TC event in his Lotus Cortina. Voyazides faced Rick Hall (Cobra) in the GT&SCC's bookend stints, while Hadfield squared up to poleman Rob Hall in the shorter middle stanza. Voyazides led Hall, John Clark and Andre Bailly (Jaguar E-types) and Gary Pearson in Carlos Monteverde's Cobra

initially, while the Jon Minshaw/Martin Stretton E-type hit trouble. The Halls and Clark/Gregor Fisker completed the podium. Hadfield put the Cortina on pole for the U2TC hour, but Voyazides was hit twice on the opening lap and came round 10th. He charged to third behind Alexander Furiani (Alfa Romeo GTA) and Andy Wolfe (Lotus Cortina) at the driver changes. Hadfield overhauled David Fitzsimons (in the Alfa) and Rob Hall (in Wolfe's car) to win. Although Jean-Marc Luco's Porsche

936 dominated qualifying, Michel Quiniou (Lola-DFV T280) won the Classic Endurance Racing event by a lap from David Ferrer's T70 Spyder, with Sandy Watson (Chevron B36) and John Sheldon (B16) next. Ralt-BMW RT1 drivers Hans Peter and Philippe Harper won the two Euro F2 rounds, while Carlo Voegele won the Pre-1963 GT race in his four-litre Ferrari GTO. Stretton (Abarth-Osella) and Carlos Monteverde's Ferrari 512S shared the two Italian Historic Car Cup races.

Classic F3

Crash hurts Coombs title charge

BILL COOMBS'S hopes of retaining his Classic Formula 3 title evaporated at Snetterton last Sunday when his Argo JM6's monocoque was wiped out in an incident under red flags. With Paul Smith's Martini MK31 stationary at the Esses, the morning qualifying session was halted as Jonathan Price (March 783/793) exited the Russell chicane. "I saw the red flag and decided to try to get into the pitlane," said Price, who braked sharply across Coombs's path. Coombs, who was quickest in the session from rival Benn Simms, said: "I had come off the throttle and caught the March's rear corner at about 80mph. The second impact with

the barrier did more damage." Coombs was briefly trapped in the twisted footbox, but suffered only bruising. The ex-David Sears car was retubbed by Tom Denyer after Coombs shunted heavily in qualifying at Castle Combe last summer. "It's so frustrating, not to mention the financial issues, but I feel fortunate to be walking," said Coombs, who broke a leg in a Sports 2000 smash in 1984.



Coombs's Argo didn't look like this for long

JEFF BLOKHAM

European Rallycross

Isachsen takes second 2010 win

REIGNING CHAMPION Sverre Isachsen dominated the fourth round of the European Rallycross Championship in Hungary last weekend. Fastest in each of the first two heats, the Ford Focus driver sat out the third and let the rest swelter in their cars. Winner of the first two rounds of 2010, Michael Jernberg, went quickest to join Isachsen on the front row of the grid. In the main event, Isachsen led from the start, while Jernberg (Skoda Fabia) took the Joker Lap early to try to use a clear track to gain ground. Citroen ace Kenneth Hansen therefore led the chase of Isachsen, but could not cut the leader's advantage. Hansen followed Isachsen into the Joker Lap at the end of the race. Jernberg split the two on the exit, but had not done enough to beat Isachsen.



Isachsen's Ford took victory in Hungary

WHITTINGTON

British drivers Liam Doran and Kevin Procter had a tough weekend. Procter crashed in the first heat when the throttle stuck open on his Focus and then his day two recovery was hampered by a puncture. He made it to the C final and was classified 13th. Doran was third fastest in the first heat and set the fastest lap in Sunday morning's warm-up, only to suffer engine problems that kept him out of the second heat. A rough third heat left Doran in the C final, which he won, before he got locked in a physical battle with Andreas Eriksson in the B final. Doran took second, for seventh overall.

IN BRIEF

WORKS VAN DIEMEN driver Dennis Lind won the new Formula Ford Euro Cup at Zandvoort last weekend. Lind's fourth and a win across the two races were enough to take the prize.

GINETTA HAS confirmed its G50 Cup and G40 Junior series will support the British Touring Car Championship for the next three years. Ginetta chairman Lawrence Tomlinson said: "It's been fantastic for us to be associated with what is undoubtedly the UK's leading motorsport package."

THE FORMULA Renault UK race that was rained off at Brands Hatch on May 2 will now be run at Silverstone on Saturday August 21, before the series' two 'regular' races the following day.

PAUL ASLETT'S Jaguar XJS, which raced for the first time in the HSCC '70s Road Sports race at Silverstone last month, won its class second time out at Snetterton last Saturday (left).



CHAMPIONSHIP LEADER Tim Harvey, Ahmad Al Harthy and Glenn McMenamin will join Archie Hamilton as Porsche Carrera Cup GB runners in the French series at Le Mans this weekend.

FORD FIESTA ST Championship leader Rory Bryant failed to start either of the two Cadwell Park rounds last weekend, after dramas on the warming-up lap for each race. Jeremy Gumbley took his maiden Fiesta win to claim the championship lead, while ex-Formula Ford 1600 racer David Grady also recorded his first victory.

EX-FORMULA Vee racer Jason Mills finished third and fourth in the Ford Fiesta ST championship at Cadwell Park last weekend, in a car prepared by Nick Sanderson Racing. "This is a one-off at the moment," said the 20-year-old. "I am talking to people about doing a Radical meeting. I want to look at various things with a view to 2011."

THE NEW MG6 road car took part in a sprint event on the Stowe circuit as part of its launch at Silverstone's MG Live event last weekend. Technical problems forced it into retirement on its first lap.

NICK ELLIOTT and Dave Price bounced back from a big accident on the previous event to win the Severn Valley Historic Rally (round three of the historic championship) last Saturday in this Ford Escort Mk2.



Richards won on comeback

SEMSEC Saloons

Club legend wins on return

FORMER BARC South East Saloon champion Bill Richards made a winning return to racing at Lydden last Saturday, just seven weeks after writing off his Mini in a 120mph crash at Brands Hatch.

Richards was knocked unconscious, broke several ribs and suffered soft tissue damage after an accident in a D/MN Saloons race on April 18.

The crashed Mini is still undergoing repairs, but Richards returned to racing in the SEMSEC Saloons & Sports Cars events at Lydden last weekend, using his lightweight spaceframe Metro-Cosworth 'Bessie'. A still sore Richards qualified fastest and won both races.

Richards, 59, said afterwards: "When a driver has the type of accident it can trigger thoughts of retirement, so today I passed quite a milestone."

Historic FF1600

Burke wants modern push in 2011



FF1600 dominator Burke is looking towards TOCA

HISTORIC FF1600 ace Darren Burke is eyeing a return to contemporary racing for 2011.

Burke, who is currently dominating Historic FF1600 in a Peter Alexander-prepared Macon, last raced a modern car in the 2006 Brands Hatch Formula Ford Festival, when he finished fourth in a works Ray. He now hopes to step up to a TOCA support series.

"My sponsors are looking to progress," said the 24-year-old, who made his endurance racing debut in a Lotus Elan 26R in the AUTOSPORT Three Hours last weekend. "We've been looking at the Porsche Carrera Cup or

MGLive

Moon hospitalised after MG crash at Silverstone festival

AUSTIN HEALEY racer John Moon was taken to hospital following an accident during the opening lap of the Peter Best Insurance Challenge race at Silverstone's MG Live event last weekend.

Richard Wilson's MGB Roadster made contact with Moon's Healey as Wilson spun back onto the track after an off at Becketts. David Brown (MG ZR 160), trying to avoid Wilson, was unable to avoid making contact with Moon, whose car caught fire. Moon's helmet

also came off in the accident and was left lying on the track.

Wilson was uninjured, but Brown and Moon were transferred to the circuit medical centre. Brown was then given the all clear, but Moon was transferred to hospital and MGCC secretary Steve Carr said Moon was to be detained overnight for observation in case of any reaction to inhalation of the fire extinguisher powder. X-Rays confirmed there were no fractures, but a singed Moon did suffer some bruising.

Big Merc makes brief Road Sports debut

Ex-HSCC 70s Road Sports champion Ian Jacobs raced his Mercedes-Benz 450SL for the first time at Snetterton last weekend. He retired with a suspected blown head gasket



RICHARD STYLES

Classic saloons

Mini man given back race win

MINI RACER Roger Ebdon was declared the winner of the first Classic Saloon and Historic Touring Car race at Brands Hatch last Saturday, despite only finishing third on the road.

The Hampshire veteran started on row six and was leading when, on the penultimate lap, he slowed for caution flags exiting Graham Hill Bend. As he did, his Mini Cooper S was trapped out wide behind slower cars.

Lotus Cortina-mounted rivals Brian Stevens and Roger Stanford went to the inside and passed him. Stanford also leapfrogged Stevens to take the lead.

They finished in this order, with Ebdon in third, but while Ebdon graciously accepted his misfortune, officials began looking into the matter.

Stanford was subsequently given a two-second penalty (dropping him to third) and Stevens a one-second penalty, which placed him second behind Ebdon. Both Lotus drivers also had their licences endorsed for overtaking under yellow flags.

SPA BRITISH GT June 4-5
Reiter scores Lambo's second ever Brit GT win

corchamps



Lambo and Porsche lead at start of Spa enduro

Kox's charge helps Lambo pair to victory

PETER KOX and Marc Hayek took a commanding victory in the British GT Championship's longest race for nearly seven years at Spa last weekend.

The Reiter Engineering Lamborghini Gallardo LP560 led home a pair of Trackspeed Porsche 911 GT3 Rs in a 150-minute enduro that counted for double points.

International GT ace Kox had taken pole the previous day with a time of 2m24.611s, just ahead of Richard Westbrook in the lead Trackspeed Porsche and Allan Simonsen in the Rosso Verde Ferrari 430 Scuderia. G4 Class pole went to the Speedworks Ginetta G50 of Christian Dick and Jamie Stanley.

First casualty was the Ascari KZ1R of reigning champions David and

Godfrey Jones. They suffered an engine failure during qualifying and the team packed up and went home before that night.

New regulations were in force for this race. There would be two mandatory stops of 70 or 110 seconds minimum duration, depending on whether fuel was required or not, and each driver would have to race for a minimum of 45 minutes.

The British GT contingent was sharing the track with the Belcar and Aston Martin British GT4 Challenge runners, meaning 64 cars started the race. The British cars started behind the second of two safety cars, 45 seconds back from the Belgian cars.

Hayek started the race for Reiter, but was soon passed by Westbrook and

the Barwell Cadena Aston Martin DBRS9.

Dan Brown moved up to third in his Chad Ferrari on lap two and was fighting for second before dropping back with a misfire. Championship leader Matt Griffin then took up the challenge in his MTECH example and quickly made his way through the field, before taking the lead on lap 11 and pulling away.

Hector Lester was an early pitter in the Rosso

Verde car, having suffered the first of three punctures that would wreck his and Simonsen's race, while the inexperienced Hayek was recovering well in the Lambo and fighting Tom Ferrier's Chad Ferrari for fourth. He pitted after 18 laps to hand the car to Kox.

Griffin pitted from the lead five minutes later and Duncan Cameron took over. His car took on fuel, but the LP560 hadn't needed any. Ex-Supercup champion Westbrook, who had stayed close to Griffin, continued and only made the first of his stops after half-distance, during a safety car period. Kox also

stopped for fuel during the caution period.

The race went green with just under an hour remaining and Westbrook stayed out for another 10 minutes before handing over to David Ashburn. By now Kox was less than 24 seconds behind and lapping much quicker – having already set the race's fastest lap – and the inevitable lead-change came with half an hour remaining. Kox wasn't challenged again and went on to take the win by a lap.

Westbrook and Ashburn finished second, with Oliver Bryant and Morley also making the podium for Trackspeed after a steady race in their Porsche.

A drive-through penalty for the Aston cost it any chance of a podium finish, while a puncture late on did the same for Griffin and Cameron, though they still hold a narrow lead in the title chase.

Christian Dick and Jamie Stanley led from lights to flag in the Speedworks Ginetta G50 to take the G4 win, with the ABG X-Bow of Ben Harvey and Rory Butcher finishing second. Only three of the British cars failed to finish.

■ **By Mark Howson**



Westbrook starred on British GT debut

BRITISH GT (G6 LAPS) 1 Marc Hayek/Peter Kox (Lamborghini Gallardo LP560); 2 David Ashburn/Richard Westbrook (Porsche 997 GT3 R) -1 lap; 3 Oliver Morley/Oliver Bryant (Porsche 997 GT3 R); 4 Paul Whight/Michael Bentwood (Aston Martin DBRS9); 5 Philip Walker/Alex Mortimer (Ford GT); 6 Duncan Cameron/Matt Griffin (Ferrari 430 Scuderia); 7 Phil Burton/Adam Wilcox (Ferrari 430 Scuderia); 8 Chris Hyman/Dan Brown (Ferrari 430 Scuderia); 9 Juan Garriz/Jose Balbiani (Ferrari 430); 10 Jamie Stanley/Christian Dick (Ginetta G50). **G4 winners** Stanley/Dick. **Fastest lap** Kox 2m25.863s. **GT3 POINTS** 1 Cameron/Griffin, 34; 2 Ashburn, 32.3= Cox/Hayek & David Jones/Godfrey Jones, 20. **G4** 1 Stanley/Dick, 38.2; 2 Rory Butcher/Ben Harvey, 30; 3 Joe Osborne/Osman Yusuf, 15.



Sunoco Rolex 24 At Daytona Challenge – latest average points update

F3's Vergne still atop the Sunoco Daytona Challenge standings after Spa treatment for British GT driver Matt Griffin went awry despite taking lead in Lap 11. Tyre damage delayed Griffin's Mtech Ferrari, but could all have been so different.

1	Jean-Eric Vergne	Carlin/F3	98.13	6	Duncan Cameron	Mtech/GT	60.00
2	Jody Firth	Team WFR/Speed	91.67	7	Simon Dolan	JOTA Motorsport/Speed	58.33
3	Ross Kaiser	360 Racing/Radical	86.25	8	Sam Hancock	JOTA Motorsport/Speed	53.33
4	Matt Griffin	Mtech/GT	72.00	9	James Calado	Carlin Motorsport/F3	51.88
5	Oliver Webb	Fortec Motorsport/F3	71.88	10	Terrence Woodward	360 Racing/Radical	51.25



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ZANDVOORT BRITISH FORD June 5-6
First series wins for Cammish and Lind



Lind took first Van Diemen win of 2010

EBREY/LAT

Cammish and Lind star as Pye hits trouble

DANIEL CAMMISH and Dennis Lind took their first British Formula Ford victories as the category visited Zandvoort last weekend. For Cammish it was his first race since switching from a Kevin Mills Racing Spectrum to a JTR Mygale, while reigning Danish champion Lind made up for his late start to the season by taking Van Diemen's first win in the series for almost a year.

With 33 drivers from nine countries, the F3

Masters-supporting races provided some Brands Hatch Festival-like atmosphere, and the rounds also counted towards the Dutch and Danish championships.

In preparation for the event, Jamun Racing's Josh Hill had already participated in two Dutch races at Zandvoort a fortnight earlier. This effort certainly paid off in qualifying, as Hill drove the fastest and the second fastest times to secure pole position for both races.

His team-mate Scott Pye

was less fortunate: a screw came off in the ignition coil and left the four-time race winner without a lap time. The erstwhile series pacesetter had to start from the back for both encounters, and seems beset by bad luck at the moment.

Championship leader Scott Malvern had to cope with lack of engine power: he qualified only eighth and decided to have his Duratec replaced.

At the start of the first race, Hill blew his chances by stalling the engine,

allowing Emil Bernstorff to take the lead before the safety car was deployed thanks to an accident involving Christina Nielsen at the startline.

Racing resumed on lap three with Jake Cook taking the lead under braking for Tarzan before Bernstorff dropped back. After another safety car, Daniel Cammish overtook Cook to take the lead before securing a long-awaited first victory. Cook followed him home from Malvern, while Pye was eighth British series runner home

after a good recovery.

Too eager to make up for ground lost, Hill had parked his car in the gravel trap of Tarzan on lap three.

The second race was a wet affair. Hill took the lead, but his joy didn't last long as he spun off the track on the third lap, allowing Fluid Motorsport's Lind into the lead.

From then on, Lind didn't look back and drove to a comfortable victory, followed by Malvern and Dutch GEVA Racing driver Rogier Jongejans. The race was red-flagged one lap early after several cars went off the slippery circuit.

Thanks to Pye's problems and his own consistency Malvern now leads the title chase by 43 points, while Cammish has moved up to second.

■ **By Rene de Boer**

BRITISH FORMULA FORD (12 LAPS)

1 Daniel Cammish (Mygale), 2 Jake Cook (Mygale) +0420s, 3 Scott Malvern (Ray), 4 Dennis Lind (Van Diemen), 5 Jeroen Slaghekke (Mygale), 6 Rogier Jongejans (Mygale), 7 Antti Buri (Mygale), 8 Emil Bernstorff (Mygale), 9 Nils Vestergard (Mygale), 10 Scott Pye (Mygale).

Fastest lap Buri 1m45.236s (91.55mph).

RACE TWO (8 LAPS) 1 Lind, 2 Malvern +5421s, 3 Jongejans, 4 Vestergard, 5 Cammish, 6 Bernstorff, 7 Buri, 8 Slaghekke, 9 Pieter Schothorst (Mygale), 10 Jan Paul Van Dongen (Van Diemen).

POINTS 1 Malvern, 197, 2 Cammish, 154, 3 Pye, 145, 4 Buri, 140, 5 Cook, 117, 6 Josh Hill (Mygale), 107.

SHELSLEY WALSH HILL CLIMB June 5
Groves doubles up, but has a mountain to climb

Gleeful Groves gets back in the groove

HILLCLIMB FOLLOWERS were surprised to see Martin Groves at Shelsley Walsh a week after a major crash, then astonished to watch him win both run-offs.

For Groves, this was a

week "where Paul [Ranson] and I have almost been living at Gould Engineering. Their autoclave has been going flat out all week making parts for us."

Even this extraordinary performance only moved

Groves two points closer to leader Scott Moran, who heads Groves by 22 after finishing second twice.

Moran will be absent from the Doune round, due to the impending birth of his first child, and he may miss Loton Park too, if Moran Jr puts in an earlier appearance. If so, then Groves can close right in and so is rushing to

reinstate his Doune entry.

Groves' co-driver Ranson might have expected two second places, but a rain shower and an accidental ignition-off incident frustrated him.

Unluckiest top 12 driver was Trevor Willis, whose engine blew while chasing points in the penultimate run of the weekend.

Roger Moran was his

usual steady self and ties on 55 points with Groves after a pair of fourths, while Willis ties with Chris Merrick on 46.

Merrick was consistent, taking two sixth places. But his partner Tom New chose intermediate tyres as the track dried, which meant he failed to qualify for the second run-off.

■ **By Eddie Walder**



Hard work in the week paid off for Groves' Gould

SHIREN BROADBENT

ROUND 7 1 Martin Groves (3.5 Gould-NME GR55) 23.15s BTD, 2 Scott Moran (3.5 Gould-NME GR61X) 23.47s, 3 Tom New (3.5 Gould-Judd GR55) 23.92s, 4 Roger Moran (3.5 Gould-NME GR61X) 23.95s, 5 Paul Ranson (3.5 Gould-NME GR55) 23.98s, 6 Chris Merrick (3.5 Gould-Judd GR55) 24.03s, 7 Deryk Young (4.0 Gould-Judd GR51b) 24.08s, 8 Trevor Willis (2.8 OMS-Powertec) 24.16s, 9 Rob Turnbull (3.5 Gould-Cosworth HB GR55) 24.93s, 10 Will Hall (1.6 Force-Suzuki PC) 25.41s, 11 Oliver Tomlin (4.0 Pilbeam-Judd MP97) 25.46s, 12 John Chalmers (2.0 Ralt-Cosworth

BDG F302-001) 26.34s.

ROUND 8 1 Groves 25.96s, 2 S Moran 26.98s, 3 Turnbull 27.33s, 4 R Moran 27.46s, 5 Young 27.58s, 6 Ranson & Merrick 27.64s, 8 Tomlin 27.76s, 9 John Bradburn (3.5 Gould-Cosworth HB GR55) 28.22s, 10 Chalmers 29.20s, 11 Morgan Jenkins (Pilbeam-Vauxhall MP87) 29.32s, 12 Willis fail.

Class winners Simon Fidoe (2.7t Subaru Impreza) 35.53s, Joy Hoyle (2.0 Caterham-Vauxhall) 30.62s, Andrew Russell (1.1 Ginetta G15) 34.90s, Grayham Parker (1.9 Lotus Elise) 32.50s, Donald McCaskill (2.2t Mitsubishi Evo

5) 30.34s, Mick Harriman (2.1t Audi Quattro Sport) 30.56s, Phillip Montgomery-Smith (1.3 Fisher Fury) 30.39s, John Marshall (4.3 Ferrari 430 Scuderia) 33.08s, Gary Stephens (1.7 Mallock Mk 21/24B) 29.69s, Chris Ward (2.0 Mallock Mk18) 27.91s, Mark Goodyear (0.6 OMS-Suzuki Hornet) 30.57s, John Rutland (1.0 Force-Suzuki PC) 27.41s, Hall 25.55s, Chalmers 25.54s, Ranson 23.82s.

POINTS 1 S Moran, 77, 2 Groves & R Moran, 55, 4 Willis & Merrick, 46, 6 New, 39, 7 Young, 35, 8 Turnbull, 22, 9 Ranson, 20, 10 Tomlin, 10.

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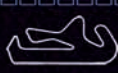
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Shipman (52) and Burnett lead the field away



Same car, different drivers, same result

RICHARD STYLES

“THAT WAS one hell of a good buy,” reckoned car owner John Ruston after his line-up of Gareth Burnett and Alex Ames won last weekend’s AUTOSPORT Three Hours in his recently re-acquired Chevron B8. The car, victorious last year in the hands of James and Jeremy Cottingham, suffered an engine failure in the week running up to the event, but came out on top of a frantic fourth running of the Historic Sports Car Club’s Snetterton enduro.

Thanks to a smaller fuel tank than the other Chevrons, Burnett had to do it the hard way too. A safety car – the race’s third of four – came a fraction too early for the car’s final stop, forcing B8 debutant Ames to hand to Burnett under racing conditions.

That meant a rare chance

of victory for a non-Chevron. George Douglas had kept his Ginetta G16 in the top 10, albeit a lap down, during the first part of the race. He then handed over to Luke Stevens, who charged to second, aided by the mistakes and misfortunes of others.

The former Caterham ace was able to bring the G16 in during the penultimate safety car, resulting in Douglas inheriting a lead of over a lap when Ames finally pitted. But Burnett immediately started taking chunks of between three and five seconds per lap out of the Ginetta. With 35 minutes to go he unlapped himself and a remarkable 20min later he arrived on the G16’s tail, helped by an off by Douglas at the Esses.

Once ahead, Burnett looked in control, despite a final safety car in the

closing moments.

The B8 of James and Andrew Schryver completed the podium after starting from the back thanks to the throttle cable breaking in qualifying. James starred, either side of a stint from his father, but could never quite get into contention for victory.

In an astonishing race, several crews seemed set for success before being struck by disappointment. As usual, the Crossle Mk9 of Jon Shipman and Mark Hales was one of them.

Hales put the car on pole and Shipman showed improved form to battle for the lead in the first stint with the Chevrons of Burnett, Nick Fleming and Steve Hodges. He had just eked out a lead when he came in due to a displaced fuel cap. Hales wasn’t ready to jump in, causing a longer stop than the mandatory

three minutes, and then he was called in for a lack of a HANS device.

There was no way back from there, but a typically hard charge from Hales eventually netted fifth, behind AUTOSPORT’s Ben Anderson and Michael Schryver in the latter’s B6.

Hales would have been sixth had it not been for a late gearbox failure for the Fleming/Ian Jones B8. After the Crossle’s issues, Fleming had taken control of the race. He stayed in the car until half-distance, handing Jones a slim lead.

Ames was sneaking closer when the leader dropped it in traffic. “I just got chopped at the Esses and spun, then I couldn’t restart,” said Jones. The car was recovered and Fleming charged back, driving away from Hales in the process, only to lose fifth almost within sight of the flag.

The other potential winner was the Hodges/Andy Middlehurst B8. Former saloon ace Middlehurst took the lead after the second safety car period and was pulling away when the car ran out of fuel just after two hours. Seventh was poor reward for a strong showing.

After the Jaguar E-type of early class leaders Graeme Dodd and Les Ely wilted, the GT category became a battle of the Lotus Elans. Stephen Bond and Keith Fell had the edge over the rough-sounding example of Will Schryver and Darren Burke even before Burke ran out of fuel during the final caution.

That allowed ex-Guards Trophy champion Martin Richardson into second, and a fine 14th overall, in the MGB he shared with Andrew Bentley.

■ By Kevin Turner

RESULTS AUTOSPORT Three Hours, June 5

122 LAPS, 238.14 MILES

Pos	Drivers	Car	Result	Grid
1	Gareth Burnett/Alex Ames	Chevron B8	3h02m31.438s	2
2	George Douglas/Luke Stevens	Ginetta G16	+8.775s	4
3	James Schryver/Andrew Schryver	Chevron B8	+42.131s	35
4	Ben Anderson/Michael Schryver	Chevron B6	-1 lap	6
5	Jon Shipman/Mark Hales	Crossle 9S	-2 laps	1
6	Nick Fleming/Ian Jones	Chevron B8	-3 laps	5
7	Steve Hodges/Andy Middlehurst	Chevron B8	-3 laps	3
8	Brian Casey/Mike McCullom	Lenham P69	-3 laps	13
9	Nick Thompson/Kevin Goater/Sean McClurg	Elva Mk7S	-5 laps	9
10	Stephen Bond/Keith Fell	Lotus Elan 26R	-8 laps	17

Class winners Shipman/Hales; Casey/McCullom; Bond/Fell; John Rees/John Hutchison (Lotus 23); Andrew Bentley/Martin Richardson (MGB); Ivan Dutton/Timothy Dutton (Lotus 11); Andy Somerville/Richard Owen (Triumph TR4); Per Jonsson (Jaguar E-type); Rupert Clevely/Robert Hartley (Shelby Mustang). First driver named started.

Winners’ average speed 78.28mph. **Fastest lap** Fleming, 1m15.947s (92.52mph).



RICHARD STYLES

Fine run gave Bond/Fell Lotus Elan GT victory



Jones jinks to tin-top glory

Hartley leads Dodd, Jones and Cope in frantic scrap

RICHARD STYLES

AN UTTERLY mesmeric old-school Historic Touring Car race, in which Lotus Cortina man Mark Jones patiently crafted victory over Rob Hartley's battle-scarred Mustang and Roger Cope's BMW 1800, topped the HSCC's AUTOSPORT Three Hours support programme.

Jones' pace was amply demonstrated with pole, but Hartley snarled round him at the first corner, with Peter Hore (Lotus Cortina), Graeme Dodd (Jaguar Mk2), Jimmy Fuller (Alfa Romeo) and Jo Gomm (Lotus Cortina) displacing Cope.

Dodd – with rear tyres sizzling – snatched second from Jones into Riches on lap four, but Cope was closing in, albeit with smoking brakes. Having outgrunted Jones, Cope shot past both the Jag and the Mustang (forcing Hartley wide) into Sear on the penultimate lap, only to slew sideways on the exit.

Hartley repassed the BMW on the Revett Straight, only to be nailed off at the Esses when Cope used his rear wing for retardation. Jones kept his cool, meanwhile, and was harassing the Jag when it

fell in an oily haze. The recovering Hartley and Cope trailed the Cortina in.

Although Jones squeezed ahead once into Russell, Cornishman Hartley pipped him in an exciting, but less fraught, second race. Sidelined by diff failure earlier, Hore charged from 19th to third, but triple champion Dan Cox's strong shot in Gomm's car ended in retirement.

Only four competitive Formula 5000s started Sunday's Derek Bell Trophy round, but Mark Dwyer, Neil Glover, impressive class rookie Neil Daws and Greg Thornton showed the rampaging V8s at their best, lapping in a gaggle.

When they caught tail-ender Judy Lyons on the approach to the Russell chicane however, Saturday winner Dwyer spun to avoid the sluggish Lola T400. After banzai Thornton went off at Coram and Daws pitted, Dwyer thundered back to surge alongside team-mate Glover over the line.

Saturday's 40-minute '70s Road Sports race lost Paul Anderson's Porsche 928 early, leaving TVR aces Peter Shaw and Julian

Barter to slug it out. The greater power of Shaw's lighter Tuscan was offset by the brakes and handling of Barter's 3000M as they finished feet apart, in that order, with Charles Barter's Datsun 240Z third having repassed Mark Bown's ailing 3000M.

The Historic Road Sports mini-enduro was disappointingly thin, but James Paterson conquered searing heat to drop Dave Randall's wheezing Ginetta G4. "I'd have preferred a 20-minute sprint, and 'Noddy' [his faithful Morgan +8, its Rover V8 engine steaming profusely] agrees," beamed the local farmer. Chris and Oliver Phillips shared the third-placed Moggie.

Dickon Parnell earned a tremendous Class D

victory, having battled his Triumph GT6 past Glynn Evans (Porsche 911) and Dean Forward (Alfa Romeo Giulia Sprint GT).

Both Historic FF2000 races were tough, and polesitter Ollie Thorpe outfoxed Russell Love to win the opener. Love levelled the score later, not even a cracked exhaust on the lunge to the tape breaking his resolve as pressure from Simon Toyne intensified. Thorpe shadowed them having collected numerous tailslides precipitated by a leaking rocker cover gasket.

For the fifth time in as many starts, Darren Burke outclassed allcomers – including returning champion Westie Mitchell – in FF1600. Burke's pace in Peter Alexander's

Macon is in a different league, as the breathless Ian Ashley, Mitchell, and Benn Simms will attest. The first race was restarted after novice Alistair Littlewood's Merlyn rolled at Sear following contact with Harvey Sykes' Elden. Having cut fastest lap in both DBT races, Greg Thornton flipped his Titan over John Bladon's Merlyn in a passing attempt into Riches in the second.

Having lost sparring partner Bill Coombs in qualifying (see Sports Extra News) Benn Simms' Classic F3 domination was hollow. Irregular racer Alan Parker was shocked to finish second both times in his ex-Geoff Lees Chevron, while Tom Thornton was ecstatic with his first podium with



Reigning Derek Bell champ Glover won close race two

RICHARD STYLES



Wilson gave Milicevic a rare close FJ race

RICHARD STYLES

the Argo-BMW in race one, as was series debutant Michael Hibberd later.

When first race pursuer Sam Wilson's Cooper broke a driveshaft approaching the chequer, Formula Junior king Jon Milicevic rued an easier time in doubling-up. Mark Woodhouse led the second chase with John Chisholm in tow. Talk of the race was the progress of Brian Mitcham's U2 from the back after gearbox issues.

He chased front-engined star Jack Woodhouse (Elva), taking the flag a second shy in fifth.

Ian Gray won both Classic Racing Cars rounds, but Antony Ross and Tony Keele (both of whom gyrated on oil first time out) made the finale a superb contest. While Ross spun at Russell and Keele missed gears in the heat of battle, they made the Irishman sweat.

■ By Marcus Pye

HISTORIC TOURING CARS (11 LAPS)
1 Mark Jones (Ford Lotus Cortina); 2 Robert Hartley (Ford Mustang) +2:25.3s; 3 Roger Cope (BMW 1800); 4 Jonathan Gomm (Ford Lotus Cortina); 5 Roger Godfrey (Austin Cooper S); 6 Brian Webb (Ford Anglia 105E).
Class winners Cope; Godfrey; Jones; Colin Gunton (Hillman Imp) **Fastest lap** Cope 1m25.684s (82.01mph).

RACE TWO (11 LAPS) 1 Hartley; 2 Jones +0:80.8s; 3 Peter Hore (Ford Lotus Cortina); 4 Cope; 5 Godfrey; 6 Colin McKay (Jaguar S-type). **CW** Jones; Hope; Godfrey; McKay; Steve Platts (Singer Chamois). **FL** Jones 1m25.724s (81.97mph).

DEREK BELL TROPHY F5000 & F2 (18 LAPS) 1 Mark Dwyer (Lola T400); 2 Neil Glover (Lola T330/332) +6:30.5s; 3 Neil Daws (Lola T332); 4 Greg Thornton (Surtees TS11); 5 Ross Maxwell (Chevron B28); 6 John Rand (Lola T460). **CW** Rand. **FL** Thornton 1m07.529s (104.06mph).

RACE TWO (17 LAPS) 1 Glover; 2 Dwyer +0:04.7s; 3 Bamby; 4 Rand; 5 Lyons; no other finishers. **CW** Bamby; **FL** Thornton 1m07.059s (104.79mph).

'70s ROAD SPORTS (29 LAPS) 1 Peter Shaw (TVR Tuscan); 2 Julian Barter (TVR 3000M) +0:59.4s; 3 Charles Barter (Datsun 240Z); 4 Mark Bown (TVR 3000M); 5 Mark Bennett (Alpine Renault A310); 6 Paul Stafford (Datsun 240Z). **CW** Paul Aslett (Jaguar XJS); Will Morton (Alfa Romeo 2000 GTV); Ken Morrison (Lancia Fulvia); Stewart Richardson (Lotus Europa). **FL** Paul Anderson (Porsche 928) 1m23.976s (83.68mph).

HISTORIC ROAD SPORTS (28 LAPS)
1 James Paterson (Morgan +8); 2 Dave Randall (Ginetta G4) +46:53.5s; 3 Chris & Oliver Phillips (Morgan +8); 4 Jim Gathercole (Lotus Elan +2); 5 Rachel Watts/John Watson (Lotus Elan); 6 Dick Coffey (Turner Mk1). **CW** Randall; Coffey; Dickon Parnell (Triumph GT16 Mk2). **FL** Paterson 1m22.987s (84.67mph).

HISTORIC FF2000 (12 LAPS) 1 Oliver Thorpe (Royale RP27); 2 Russell Love (Reynard SF79) +1:13.9s; 3 Simon Toyne (Reynard SF79); 4 Nigel Grant (Delta T78); 5 Colin Wright (Reynard SF79); 6 David Wild (Reynard SF79). **CW** Antony Raine (Merlyn

Mk28). **FL** Thorpe 1m13.944s (95.03mph).

RACE TWO (12 LAPS) 1 Love; 2 Toyne +0:74.1s; 3 Thorpe; 4 Grant; 5 Wright; 6 Andrew Storer (Royale RP27). **CW** Raine. **FL** Thorpe 1m14.245s (94.64mph).

HISTORIC FF1600 (4 LAPS) 1 Darren Burke (Macon MR8); 2 Westie Mitchell (Merlyn Mk20) +8:01.8s; 3 Ian Ashley (Lola T200); 4 Benn Simms (Alexis Mk14) +9:19.8s; 5 David Wild (Lola T200); 6 Michael Grant Peterkin (Brabham BT21). **CW** Brian Morris (Lenham T80). **FL** Burke 1m16.434s (91.93mph). **RACE TWO (12 LAPS)** 1 Burke; 2 Mitchell +2:18.45s; 3 Ashley; 4 Simms; 5 Wild; 6 Simon Toyne (Lola T200). **CW** Morris. **FL** Burke 1m16.492s (91.86mph).

CLASSIC F3 (13 LAPS) 1 Benn Simms (March 803B); 2 Alan Parker (Chevron B38) +3:17.7s; 3 Tom Thornton (Argo JM3); 4 Michael Hibberd (Ralt RT1); 5 Paul Dibden (Ralt RT1); 6 Robert Tusting (Delta T79). **CW** Albert Clements (Lotus 69). **FL** Simms 1m11.632s (98.10mph).

RACE TWO (13 LAPS) 1 Simms; 2 Parker +2:27.1s; 3 Hibberd; 4 Dibden; 5 Thornton; 6 Tusting. **CW** Clements. **FL** Simms 1m11.642s (98.08mph).

HISTORIC FORMULA JUNIOR (8 LAPS)
1 Ian Milicevic (Cooper T59); 2 Sam Wilson (Cooper T59) +5:45.3s; 3 Mark Woodhouse (Lotus 20/22); 4 John Chisholm (Gemini Mk3A); 5 Jack Woodhouse (Elva 100); 6 Peter Mullen (Kieft). **CW** Chisholm; J Woodhouse; Mullen. **FL** Milicevic 1m17.509s (90.66mph). **RACE TWO (12 LAPS)** 1 Milicevic; 2 M Woodhouse +3:88.1s; 3 Chisholm; 4 J Woodhouse; 5 Brian Mitcham (Mallock U2); 6 Mullen. **CW** Chisholm; J Woodhouse; Mullen. **FL** Milicevic 1m19.709s (88.16mph).

CLASSIC RACING CARS (12 LAPS)
1 Ian Gray (Brabham BT16); 2 Antony Ross (Lotus 59) +3:73.5s; 3 Tony Keele (Palliser WDB3); 4 Jon Waggitt (Brabham BT18); 5 Cliff Giddens (Brabham BT16); 6 Chris Holland (Brabham BT21). **CW** Holland; Greg Thornton (Titan Mk4). **FL** Keele 1m16.323s (92.07mph). **RACE TWO (12 LAPS)** 1 Gray; 2 Keele +2:01.0s; 3 Ross; 4 Waggitt; 5 Giddens; 6 Ronnie Haines (Cooper T82). **CW** Holland; Alan Fairbrother (Merlyn Mk20). **FL** Gray 1m15.727s (92.79mph).

LYDDEN SEMSEC June 5
Double for Richards; Burton takes treble



KERRY DUNLOP

Richards (left) leads Finn's G12

Richards heads comeback kings

THERE WAS a recurring theme throughout the SEMSEC meeting at Lydden last weekend. Bill Richards, Mark Burton and Matt Hayes, who between them won six of the eight races, all bounced back from adversity – and with a vengeance.

Seven weeks ago Richards was hospitalised after a serious smash at Brands. But at his first race meeting since the accident he managed to win both rounds of the Saloon & Sports Car Championship. Financial constraints forced Burton to miss the opening rounds of the Sports Racing event – but now he's right back in contention after winning all three of his races.

And Matt Hayes, whose Jamun was stolen during the winter, celebrated the recovery of his car by winning the first Single-Seater Championship race.

Of the three, it was Richards who climbed the highest mountain. He started from pole, shadowed Cliff Finn's

Ginetta for a couple of laps while he dialled himself in, then squeezed past and pulled away to take an important, confidence-boosting win. David Fuller's MG Midget retired from third place, thus promoting Steve Weatherley to the podium.

There was a similar pattern to the second round as Richards won again after passing the fast-starting Finn, but this time Weatherley non-started so Steve Waterman's Toyota picked up third, just ahead of Nigel Craig.

Burton opened his account when he beat Mark White by more than 20 seconds. Charles Harvey-Kelly was obliged to start from the back after practicing out of session, but he soon ripped past his rivals to finish third, just ahead of David Enderby.

As Burton sailed serenely towards his second victory, CH-K seized second from White with an audacious move at the Devils Elbow. White immediately fought back with a series of aborted outbraking moves

that culminated in a spin at North Bend, although he held on to finish third. Enderby was again fourth, while Paul Gibb was the best Caterham in fifth.

Burton clinched his hat-trick in the Challenge event, when he scored a lights-to-flag victory over Chris Enderby, who was sharing a Radical SR4 with his father.

Hayes just held on to win the first of his races, despite a late challenge from Chris Mabey who was unable to brake properly because of poor pedal adjustment. Steve Gardiner had been going well in second until his ex-Martin Brundle Reynard retired.

In the second race Mark Smith took an impressive first win for his ex-Paul Stoddart F3 Reynard, despite having to start from the back.

Eddie McLurg had set pole with his F2 March-BMW and was hoping to bounce back after a three-year lay-off, but a faulty injector pipe meant he was unable to start.

■ By Kerry Dunlop

SALOONS & SPORTS CARS (15 LAPS)
1 Bill Richards (Rover Metro-Cosworth); 2 Cliff Finn (Ginetta G12) +1:62.9s; 3 Steve Weatherley (Ford Sapphire-Cosworth); 4 Steve Waterman (Toyota Starlet-Rover); 5 Nigel Craig (Ford Escort RS2000); 6 Mary Grinham (Maguire Mini). **Class winners** Weatherley; Grinham; Tristram Barden (Rover Mini). **Fastest lap** Richards 45.703s (78.76mph). **RACE TWO (18 LAPS)**
1 Richards; 2 Finn +2:28.29s; 3 Waterman; 4 Craig; 5 Grinham; 6 Tony Skelton (Renault Clio). **CW** Craig; Grinham; Barden. **FL** Richards 45.421s (79.25mph).
SPORTS RACING & KIT CARS (15 LAPS)
1 Mark Burton (Jade Trackstar); 2 Mark

White (Radical SR3 RS) +2:19.1s; 3 Charles Harvey-Kelly (Radical SR4); 4 David Enderby (Radical SR4); 5 Mark Bishop (Caterham CSR); 6 Paul Gibb (Caterham HPC). **CW** White; Harvey-Kelly; Doug Newman (Caterham 7); Gibb. **FL** Burton 40.350s (89.21mph). **RACE TWO (18 LAPS)**
1 Burton; 2 White +3:51.09s; 3 Harvey-Kelly; 4 D Enderby; 5 Bishop; 6 Nigel Bent (Caterham CSR260). **CW** White; Harvey-Kelly; Gibb; Newman. **FL** Burton 40.306s (89.31mph).

SE SPORTS RACING & KIT CAR CHALLENGE (29 LAPS) 1 Burton; 2 Chris Enderby (Radical SR4) +9:05.8s; 3 White; 4 Gibb; 5 Newman; 6 Jonathan Mitchell (Caterham C400). **CW** C Enderby; Gibb.

FL Burton 41.033s (87.73mph).
SINGLE-SEATERS (15 LAPS) 1 Matt Hayes (Jamun M97Z); 2 Chris Mabey (Jedi-Yamaha) +0:34.0s; 3 Martin Anslow (Merlyn Mk20a); no other finishers. **FL** Mabey 43.718s (82.34mph). **RACE TWO (20 LAPS)**
1 Mark Smith (F3 Reynard 903); 2 Mabey +0:34.8s; 3 Steve Gardiner (Reynard SF80); 4 Anslow; 5 Innes Hickman (Marrick FF-CWA); no other finishers. **FL** Mabey 43.604s (82.55mph).
JOHN TAYLOR HANDICAP (12 LAPS)
1 Paul Gibb (Caterham HPC); 2 Steve Garner (Westfield Megabusa) +0:78.1s; 3 Jonathan Mitchell (Caterham C400); no other starters. **FL** Gibb 44.429s (81.02mph).



Houghton is best of six in Pinto palaver

STEVE JONES

DAVID HOUGHTON took control of the Sports 2000 Pinto title race after joint points leader Andy Mathew slipped up in a contest that had six different leaders.

Mathew's Shrike was challenged first by Charles Fogg (Tiga), then by Houghton's Van Diemen before Peter Needham, in another Tiga, took up the cudgels on lap four.

Seven laps went by before Mathew made a mistake at the Mountain to allow Needham to slip through, only for the new leader's engine to blow up half a lap later. Displaced bodywork caused Mathew to drop back, and then pit, so Mike Johns (Royale) – fifth moments earlier – took over the helm.

His lead was short-lived as Houghton charged ahead on Park Straight on lap 14, with Johns giving up second to Richard Cooke's Lola into Hall Bends on the final circuit. Mathew eventually finished sixth.

Unfortunately the Duratec and Historic contests couldn't match that for excitement, with victories going to Neil Burroughs (his third in a row) and Jim McDougall respectively.

The big story in the Mazda MX5 Championship was the exclusion of unbeaten title leader Rob Boston from qualifying, putting him at the back of the grid for both of his races, with a 10-second penalty in the first. Despite that, he charged through the field to finish second,



Gumbley (4) and Grady (72) shared the Fiesta ST spoils

STEVE JONES

grabbing the runner-up position from Jonathan Greensmith on the penultimate lap. He couldn't catch reigning champion Tom Roche, who was 15s clear.

Paul Sheard took his first win in the 2010 championship in the second race of the day, with

pole position man Adam Gore dropping behind Ben Robinson after a poor start.

Drying conditions for Boston's second race made set-up choice that much more difficult. That – and a spin at Mansfield on the last lap, contributed to him finishing ninth. This time Greensmith won from

series boss Jonathan Blake.

Roche completed a double in the final bout, going some way to repair the damage of a disappointing Oulton Park event. Luke Herbert drove around the outside of fellow rookie Gore at Coppice on the final lap to take second place.

SPORTS 2000 PINTO (16 LAPS)

1 David Houghton (Van Diemen), 2 Richard Cooke (Lola) +2.065s, 3 Mike Johns (Royale), 4 Clive Steeper (Tiga), 5 Gwyn Pollard (Royale), 6 Andy Mathew (Shrike). **Class winners** Johns, Mike Fry (Lola). **Fastest lap** Houghton 1m40.863s (77.56mph)

SPORTS 2000 DURATEC (20 LAPS)

1 Neil Burroughs (Gunn), 2 Mike Jervey (March) +8.183s, 3 Patrick Sherrington (MCR), 4 Robert Oldershaw (Uno), 5 Nick Bates (Lola), 6 Damian Griffin (Ray). **CW** Clive Hayes (MCR). **FL** Burroughs 1m28.595s (85.26mph)

SPORTS 2000 HISTORIC (14 LAPS)

1 Jim McDougall (Tiga), 2 Charles Fogg (Tiga) +53.289s, 3 Pollard, 4 Kevin Cooke (Lola), 5 Mark Marsh (Tiga),

6 Alan Hudd (March). **FL** McDougall 1m36.542s (81.03mph)

MAZDA MX5 (8 LAPS)

1 Tom Roche, 2 Rob Boston +15.492s, 3 Jonathan Greensmith, 4 Luke Herbert, 5 Matt Robinson, 6 Matt Davies. **FL** Boston 1m59.045s (65.71mph)

RACE TWO (8 LAPS)

1 Paul Sheard, 2 Ben Robinson +7501s, 3 Adam Gore, 4 Sam Hill, 5 Charles Plumley, 6 Richard Breland. **FL** Plumley 2m01.309s (64.49mph)

RACE THREE (8 LAPS)

1 Greensmith, 2 Jonathan Blake +1.260s, 3 Sheard, 4 Plumley, 5 Hill, 6 Davies. **FL** Sheard 1m50.272s (70.94mph)

RACE FOUR (8 LAPS)

1 Roche, 2 Herbert +8.301s, 3 Gore, 4 Ben Robinson, 5 Matt Robinson, 6 Andrew Clarkson. **FL** Roche

1m46.864s (73.20mph)

FORD FIESTA CLASSES A & B (10 LAPS)

1 Edward Cockill, 2 Harry Cockill +31.541s, 3 Richard Durham, 4 Ruari Fairbairns, 5 Alan Donnelly, 6 Torsten Skeen. **CW** Harry Cockill. **FL** E. Cockill 1m57.704s (66.46mph)

RACE TWO (11 LAPS)

1 Durham, 2 E Cockill +4.932s, 3 H Cockill, 4 Scott Baines, 5 Andrew Wilmot, 6 Tim Bennett. **CW** H Cockill. **FL** Durham 1m51.586s (70.11mph)

CLASS C (4 LAPS)

1 Jeremy Gumbley, 2 David Grady +1.359s, 3 Jason Mills, 4 Mark Tilbury, 5 Terence Clark, 6 David Abbott. **FL** Gumbley 1m50.527s (70.78mph)

RACE TWO (7 LAPS)

1 Grady, 2 Gumbley +1.506s, 3 Clark, 4 Mills, 5 Terry Upton. **FL** Clark

1m45.040s (74.77mph)

PORSCHE CLUB (15 LAPS)

1 Mark McAleer (968), 2 Marcus Carniel (911) +1.875s, 3 Kevin Harrison (911), 4 Peter Morris (968), 5 Richard Ellis (993), 6 Mark Sumpter (Carrera). **CW** Chris Dyer (944). **FL** Sumpter 1m42.026s (76.68mph)

RACE TWO (15 LAPS)

1 McAleer, 2 Harrison +3.443s, 3 Jeremy Clark (968), 4 Morris, 5 Sumpter, 6 Ellis. **CW** Dyer. **FL** Sumpter 1m41.741s (76.89mph)

FORD XR (11 LAPS)

1 Simon Robinson (XR2), 2 Paul Bishop (XR2) +0.721s, 3 Chris Ball (XR2), 4 Peter Lancaster (XR2), 5 John-Han Jones (XR3), 6 Mark Robinson (XR3). **CW** Jones. **FL** Bishop 1m47.461s (72.80mph)

SCOTTISH XR2 (10 LAPS)

1 David Sleigh, 2 Wayne Maccauley +6.753s,

3 Tim Sleigh, 4 Chris Philip, 5 Russell Milloy, 6 Barry Holmes. **FL** Maccauley 1m49.555s (71.41mph)

COMBINED RACE TWO (11 LAPS)

1 Simon Robinson, 2 Bishop +0.597s, 3 Ball, 4 Steve Poole (XR2), 5 Greg Speight (XR2), 6 Lancaster. **CW** Jones. **FL** Bishop 1m47.694s (72.64mph)

ALFA ROMEO (10 LAPS)

1 Chris Snowdon (33), 2 Shaun Hazlewood (GTV) +8.624s, 3 Robin Eyre-Maunsell (75), 4 Chris Healey (GTV), 5 John Griffiths (156), 6 Ray Foley (156)

CW Hazlewood; Eyre-Maunsell; Foley; Steve Fletcher (33). **FL** Snowdon 1m41.698s (76.92mph)

RACE TWO (11 LAPS)

1 Snowdon, 2 Hazlewood +2.996s, 3 Healey, 4 Eyre-Maunsell, 5 Andy Inman (156),

6 Foley. **CW** Hazlewood;

Eyre-Maunsell; Inman; Fletcher. **FL** Snowdon 1m47.482s (72.78mph)

SCOTTISH CLASSICS (10 LAPS)

1 Andrew Smith (Morgan +8), 2 John Marshall (Ford Escort RS) +11.141s, 3 Stan Bernard (Porsche 911), 4 Jim Grant (Lotus Elan), 5 Oilly Ross (Lotus Europa), 6 Donald Laird (Lotus Elan). **CW** Marshall; Bernard; Nic Boyes (Mini Cooper). **FL** Smith 1m44.766s (74.67mph)

RACE TWO (10 LAPS)

1 Mark Campbell (Triumph TR5), 2 Marshall +5.107s, 3 Smith, 4 Bernard,

5 Ross, 6 Robin Benn (Ford Capri). **CW** Marshall; Smith. **FL** Campbell 1m54.670s (68.22mph)

Veteran co-ordinator Kevin Shortis celebrated his 21st season of race organisation with four races and 40 entries for the Ford Fiesta Championship.

The first combined Si and Zetec race was a memorable one for brothers Edward and Harry Cockill, who completed a one-two finish – albeit with half a minute between them – in wet conditions that they found very much to their liking. While both are rookies – having stepped up from karting – Harry's performance was especially noteworthy as he was in one of the 1400cc cars. Polesitter Rex Nye had a number of spins on his way to ninth.

Having struggled to third in race one with broken windscreen wipers, Richard Durham comfortably won the later race, while the Cockills completed the podium.

Jeremy Gumbley vaulted from fourth on the grid to first by Mansfield on lap one of the Fiesta ST opener, and even red flags and a restart could not halt his charge. Race two was run in changing conditions, and the track started to favour Terence Clark in the closing moments. He had just overcome David Grady for the lead when a big shunt at the Mountain caused a stoppage, so his move was declared null and void. Grady, who had grasped the lead earlier when Gumbley ran onto the grass at Barn, was therefore declared victor.

Mark McAleer took advantage of other drivers' mistakes to win the first Porsche Club race to be held at Cadwell in four years. By contrast, he wasn't headed in a very tight second encounter. Kevin Harrison finished as runner-up; contact with Marcus Carniel at Park on the final lap dropped his rival down the order.

The other double winners during a busy weekend were Simon Robinson (Ford XR) and Chris Snowdon (Alfas).

■ By Ian Sowman

BRANDS HATCH BARC June 5-6
Engine woes deny Ebdon Classic Saloon double

Ebdon's Mini is moral victor



Ebdon's Mini couldn't stop a Cortina one-two in race two

MORAL WINNERS and actual race winners are sometimes not one and the same, but an eagle-eyed official ensured that Mini driver Roger Ebdon rightly took both titles following a thrilling Classic Saloon and Historic Touring Car encounter last Saturday.

After qualifying 12th, Ebdon put in a stunning drive to hit the front at two-thirds distance. That he later lost the lead through no fault of his own seemed mighty cruel, until official intervention later led to an amended result (see Sports Extra News).

Starting from pole on Sunday, Ebdon was on his way to a double when the engine died. "It just cut out," he reflected, while watching his Saturday chasers Brian Stevens and Roger Stanford fill the top two spots.

When you run a WTCC team and other assorted exotica, relaxation time is at a premium and RML supremo Ray Mallock used his to good effect by winning both Classic Clubman races.

Russell Munns and Daniel Gibson staged a super scrap for Clubmans Cup honours, until smoke

billowed from Gibson's car through the corners. Out front, Daniel's father Paul, in a more powerful Proto class car, was quite literally in a class of his own.

Wily old stager Stuart Kestenbaum dug deep to keep James Gowans and Roger Newman at bay in Classic FF1600s, less than 0.8s blanketing them.

Having won Saturday's Chevron GR8 Challenge race, Nick Jarvis had no answer to the pace of Stephen Hodges on Sunday. Stephen's son William showed well on Saturday until a blown fuse killed the fuel pressure.

Tim Scott Andrews won both Group One Touring Car encounters, a feat matched by Joss Ronchetti in Classic Thunder, the latter category decimated following a startline shunt in the first race.

Graham Wait was denied a double in the Blue Oval Saloons when a turbo pipe came off in the later race. He slipped to fourth as race one runner-up Craig Rainer took the victory.

Nick Williamson (Escort Cosworth) fended off some monstrously powerful Japanese supercars to take both AAA Saloon races.

■ By Dud Candler

CLASSIC SALOONS & HISTORIC

TOURING CARS (15 LAPS) 1 Roger Ebdon (Mini Cooper S); 2 Brian Stevens (Lotus Cortina) +0.578s; 3 Roger Stanford (Lotus Cortina); 4 Phil Manser (Mini Cooper); 5 Jim Burrows (Mini); 6 Steven Sprigg (Lotus Cortina) **Fastest lap** Stanford 1m00.032s (71.87mph) **RACE TWO (15 LAPS)** 1 Stevens; 2 Stanford +1.027s; 3 Burrows; 4 Manser; 5 Sprigg; 6 Adam Gittings (Ford Zodiac). **FL** Ebdon 59.865s (72.07mph).

CLASSIC CLUBMANS (25 LAPS) 1 Ray Mallock (Mallock Mk18B); 2 Mark Charteris (Mallock Mk20/21) +3.395s; 3 John Harrison (Mallock Mk21); 4 Peter Harper (Mallock Mk20B/21); 5 Antony Denham (CKM Doris); 6 Steve Campbell (Raffo 77C). **FL** Mallock 47.409s (91.01mph).

RACE TWO (25 LAPS) 1 Mallock; 2 Charteris +0.565s; 3 Harrison; 4 Denham; 5 Spencer McCarthy (Mallock Mk20B); 6 Dave Pacer (Mallock Mk18BW). **FL** Mallock 47.409s (91.01mph).

CLUBMANS CUP (25 LAPS) 1 Paul Gibson (Nemesis K10 Proto); 2 Russell Munns (Mallock Mk28/30) +21.468s; 3 Daniel Gibson (Nemesis K9 Cup); 4 Alex Champkin (Phantom V85/9); 5 Marcus Bicknell (Mallock Mk26SG); 6 Tom Brown (Mallock

Mk29). **FL** P Gibson 48.239s (89.45mph).

CLASSIC FF1600 (12 LAPS) 1 Stuart Kestenbaum (Van Diemen RF79); 2 James Gowans (PRS RH01) +0.723s; 3 Roger Newman (Van Diemen RF80); 4 David Brise (Royale RP21); 5 Andy Powell (Royale RP26); 6 Nigel Lingwood (Van Diemen RF80). **FL** Newman 53.085s (81.28mph).

CHEVRON GR8 CHALLENGE (44 LAPS)

1 Nick Jarvis; 2 Jeff Hodgson/John Murphy +26.581s; 3 Matthew Round/Adam Lippitt; 4 Chris Roche; 5 Will Hodges; no other finishers. **FL** Jarvis 52.823s (81.68mph).

RACE TWO (45 LAPS) 1 Stephen Hodges; 2 Jarvis +22.965s; 3 Round/Lippitt; 4 David Witt; 5 Andrew Wright; 6 Hodgson/Murphy. **FL** Hodges 52.759s (81.78mph).

GROUP ONE TOURING CARS (16 LAPS)

1 Tim Scott Andrews (Rover Vitesse); 2 Mark Fowler (Ford Capri) +2.931s; 3 Allan Weyman (Chevrolet Camaro Z28); 4 Alan Roper (Rover Vitesse); 5 Steve Cripps (Ford Escort RS2000); 6 Malcolm Best (Ford Capri). **FL** Fowler 58.084s (74.28mph).

RACE TWO (16 LAPS) 1 Scott Andrews; 2 Fowler +1.127s; 3 Cripps; 4 Matthew Irons (BMW 323); 5 Jeremy Knight (Ford Capri); 6 Daniel Smoughton (BMW 320i). **FL** Scott

Andrews 57.458s (75.09mph).

CLASSIC THUNDER (12 LAPS) 1 Joss Ronchetti (Sunbeam Lotus); 2 Keith Butcher (Nissan Primera ST) +1.902s; 3 Allan Davies (BMW M3); 4 Jason Davies (Ford Escort RS2000); 5 Lee McNair (Honda Integra); 6 Andrew Busby (BMW M3 E30). **FL** Butcher 51.643s (83.55mph).

RACE TWO (18 LAPS)

1 Ronchetti; 2 Butcher +0.310s; 3 J Davies; 4 McNair; 5 A Davies; 6 Stephen Primmitt (Ford Escort). **FL** Butcher 51.667s (83.51mph).

BLUE OVAL SALOONS (17 LAPS) 1 Graham Wait (Sapphire Cosworth); 2 Craig Rainer (Escort Mk 2) +6.853s; 3 Scott Matthias (Escort Cosworth); 4 Ashley Bird (Sierra V6); 5 Simon Beament (Escort RS2000); 6 Demetris Neophytou (Fiesta Mk 1).

FL Wait 53.229s (81.06mph).

RACE TWO (17 LAPS) 1 Rainer; 2 Bird +3.081s; 3 Matthias; 4 Wait; 5 Beament; 6 Neophytou. **FL** Wait 52.666s (81.93mph).

AAA SALOONS (20 LAPS)

1 Nick Williamson (Ford Escort Cosworth); 2 Gary Prebble (Mitsubishi Evo); 3 Simon Norris (Mitsubishi Evo); 4 Jonathan Faull (Mitsubishi Evo); 5 Richard Jones (Mitsubishi Evo); 6 Martin Thomas (Mitsubishi Evo). **FL** Norris 50.849s

(84.86mph). **RACE TWO (23 LAPS)**

1 Williamson; 2 Norris +2.920s; 3 Laurie Kilby (Mitsubishi Evo); 4 Jones; 5 Prebble; 6 Thomas. **FL** Norris 50.543s (85.37mph).

POST HISTORIC TOURING CARS

(21 LAPS) 1 Nigel Garrett (Triumph Dolomite Sprint); 2 Mark Lucock (Ford Escort RS2000) +4.028s; 3 Mark Osborne (Triumph Dolomite Sprint); 4 Neil Bray (Ford Capri); 5 Tony Crudington (Triumph Dolomite Sprint); 6 Stevens. **FL** William Jenkins (BMW CSL) 57.789s (74.66mph).

CLASSIC FF2000 (16 LAPS) 1 Ian Pearson (Van Diemen RF83); 2 Richard Wallington (Van Diemen RF83) +6.796s; 3 Andy Huxtable (Van Diemen RF83); 4 Mark Grant (Van Diemen RF82); 5 Lance Pritchard (Van Diemen RF82); 6 Nigel Corry (Van Diemen RF82). **FL** Pearson 49.696s (86.82mph).

PRE-1993 TOURING CARS (22 LAPS)

1 Stanford (BMW M3 E30); 2 Andrew Busby (BMW M3 E30) +12.599s; 3 Scott Andrews; 4 Colin Tester (Ford Sierra Cosworth); 5 David Scriven (Toyota Supra Turbo); 6 Simon Leleu (Rover Tomcat). **FL** Stanford 55.625s (77.57mph).



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SILVERSTONE MGCC/MGLive June 4-6
White and Ashton win at MG celebration

Metro battlers are among the star turns

SIMON WHITE and reigning champion Andrew Ashton each claimed an MG Metro Cup win at the MGCC's annual jamboree, on Silverstone's Grand Prix track last weekend.

Following the second-lap retirement of Mike Williams, White and Ashton each had time at the front in race one before White claimed a lead he was not to relinquish. Will Sharpe's MG Midget was third to reach the chequered flag, taking the concurrent MG Owners Club (Classes A&B) victory.

Next time out, Ashton hit the front on the second lap and stayed there to the close, assisted by the scrap to his rear between Williams and White. On the fifth tour White claimed second, with the MGOC laurels again being

taken by Sharpe, this time in fourth overall.

James Cottingham and Brian Lambert had their own contest for the initial Equipe GTS laurels. Cottingham was usurped by his fellow MGB rival at Copse on lap three before the early frontman regained the lead with a brilliant manoeuvre around the outside at Bridge.

It was not to last though, as Lambert repeated his earlier pass at the first corner and stayed ahead to the close. Later, Lambert again edged it from Cottingham after sweeping ahead at Copse on the penultimate lap.

The first MG Trophy round was a close-fought affair, with defending champion Christopher Bray being threatened by Paul Luti and Andy Raine. Bray ultimately edged it from



Cottingham leads huge Equipe GTS field to Stowe

Luti by half a second, while Raine dropped to fifth behind Colin Robertson and Graham Ross. The best of the MGOC (Classes F&Z) runners was Andy Campbell, in 13th.

Next time out Luti made a brilliant start from 10th on the grid and claimed a lead on the opening lap that he retained to the finish, with Bray and Doug Cole in his wheeltracks. Back in 12th, Martin Willis claimed MGOC honours.

In his first race of the year, William Smallridge had a tremendous battle with Paul Sibley in the opening Midget Challenge encounter. After an early tankslapper exiting Brooklands, Smallridge clawed his way back onto Sibley's tail and swept ahead at Copse on the final lap. The second Midget encounter was badly

affected by rain, but Smallridge did it again, just clear of David Weston.

The Marcos GT of Chris Conoley and Allen Tice dominated the Historic British Sportscars event, finishing the 50-minute mini-enduro 48 seconds clear of Bruce Montgomery's Austin Healey. To their rear, the Healey of David Smithies held off Tom Smith's MGB for third.

Sibley proved to be in a class of his own in the red-flagged opening BCV8 event, with Joe Parrington recovering to second after dropping to 10th on the opening lap. Sixth-on-track Mark Humphrey claimed the concurrent Cockshoot Cup laurels.

Later Sibley made it two out of two, leaving Parrington to again follow him home. Bernard Foley

made third place his own from lap five onwards and Humphrey was again the Cockshoot Cup winner.

In the Kimber Trophy race for Midget, Magna and Magnettes with MGAs and T Types, it was the scrap for MMM glory that stood out. Annie Templeton and John Bishop enjoyed an entertaining tussle, won by Templeton. Overall victory went to the MGA of Steve Smith, who was never threatened by second man Colin Jones. Peter Edney finished seventh as the best T Type runner.

Phil Hollins got the better of Matthew Wurr as they swept through Luffield for the last time to take the Morgan spoils, while Simon Cripps edged the Peter Best Insurance race from Simon Hutchinson by a mere 0.1s.

■ **By Graham Read**

White and Ashton fought hard in Metro Cup



MG METRO CUP WITH MGOC CLASSES A&B (9 LAPS) 1 Simon White (Metro). 2 Andrew Ashton (Metro GT) +0.497s; 3 Will Sharpe (Midget); 4 Tony Howe (Metro Turbo); 5 Jim Baynam (MGB Roadster); 6 James Dunkley (Metro Turbo). **Fastest Lap** Ashton 2m21.091s (81.49mph). **RACE TWO (8 LAPS)** 1 Ashton; 2 White +2.204s; 3 Mike Williams (Rover 100); 4 Sharpe; 5 Howe; 6 Malcolm Hill (MGB GT). **FL** Ashton 2m20.792s (81.67mph). **EQUIPE GTS (12 LAPS)** 1 Brian Lambert (MGB); 2 James Cottingham (MGB FIA Roadster) +3.252s; 3 David Beresford (MGB); 4 Mike Harris (MGB); 5 John Andon (Triumph TR4); 6 Pete Foster (Triumph TR4). **FL** Lambert 2m19.400s (82.48mph). **RACE TWO (11 LAPS)** 1 Lambert; 2 Cottingham +0.479s; 3 Beresford; 4 Andon; 5 Foster;

6 Jeremy G L Stock (MGB). **FL** Lambert 2m19.039s (82.69mph). **MG TROPHY WITH MGOC CLASSES F&Z (10 LAPS)** 1 Christopher Bray (MG ZR 190). 2 Paul Luti (MGL E500) +0.501s; 3 Colin Robertson (MG ZR 190); 4 Graham Ross (MG ZR 190); 5 Andy Raine (MG ZR 190); 6 Ben Jacques (MG ZR 190). **FL** Luti 2m09.833s (88.56mph). **RACE TWO (9 LAPS)** 1 Luti; 2 Bray +0.357s; 3 Doug Cole (MG ZR 190); 4 Robertson; 5 Raine; 6 Ross. **FL** Bray 2m10.424s (88.16mph). **MG MIDGET CHALLENGE (10 LAPS)** 1 William Smallridge; 2 Paul Sibley +0.223s; 3 David Weston; 4 Gil Duffy; 5 Dominic Mooney; 6 Nigel Pratt. **FL** Smallridge 2m06.811s (90.67mph). **RACE TWO (7 LAPS)** 1 Smallridge; 2 Weston +0.287s; 3 Edward Reeve; 4 Martin Morris; 5 Ian Langford; 6 Andrew Actman.

FL Sibley 2m16.220s (84.41mph). **HISTORIC BRITISH SPORTSCARS (22 LAPS)** 1 Chris Conoley/Allen Tice (Marcos GT); 2 Bruce Montgomery (Austin Healey 3000 MkII) +48.225s; 3 David Smithies (Austin Healey 3000); 4 Tom Smith (MGB); 5 Simon Edwards (Rejo); 6 James Cottingham (MGB FIA Roadster). **FL** Conoley/Tice 2m14.993s (85.17mph). **BCV8 WITH COCKSHOOT CUP (6 LAPS)** 1 Paul Sibley (MGB Roadster); 2 Joe Parrington (MGB GT V8) +28.004s; 3 Bernard Foley (MGB GT V8); 4 Phil Walker (MGB GT V8); 5 Piers Townsend (MGB Roadster V8); 6 Mark Humphrey (MGL E500). **FL** Sibley 2m07.559s (90.14mph). **RACE TWO (10 LAPS)** 1 Sibley; 2 Parrington +12.853s; 3 Foley; 4 Walker; 5 Townsend; 6 Humphrey. **FL** Sibley

2m06.344s (91.00mph). **KIMBER TROPHY FOR MMMs WITH MGAS/T TYPES (9 LAPS)** 1 Steve Smith (MGA MkI Roadster); 2 Colin Jones (MGA Twin Cam) +23.611s; 3 Ronald Cody (MGA Roadster); 4 Alan Kyson (MGA Twin Cam); 5 Bob Lines (MGA Twin Cam); 6 Peter Hiscocks (MGA Roadster). **FL** Smith 2m17.725s (83.48mph). **MORGAN CHALLENGE (4 LAPS)** 1 Phil Hollins (Plus 8); 2 Matthew Wurr (Plus 8) +0.091s; 3 Andy Green (Plus 8); 4 Tony Lees (Plus 8); 5 Chris Acklam (Plus 8); 6 Philip Goddard (Plus 8). **FL** Hollins 2m08.716s (89.33mph). **PETER BEST INSURANCE CHALLENGE (7 LAPS)** 1 Simon Cripps (MGB Roadster); 2 Simon Hutchinson (MG Midget) +0.143s; 3 Ollie Neaves (MGB Roadster); 4 Barry Holmes

(MG BGT V8); 5 David Brooke (MG BGT); 6 Max Cawthorn (MGB Roadster). **FL** Hutchinson 2m16.191s (84.42mph). **THOROUGHbred SPORTSCARS (9 LAPS)** 1 Eike Wellhausen (Lister Jaguar Knobby); 2 Roy McCarthy (MGB GT V8) +3.536s; 3 Simon Garrard (Jaguar D-type Replica); 4 Josh Files (Triumph TR6); 5 Goddard; 6 Acklam. **FL** Wellhausen 2m10.342s (88.21mph). **40-MINUTE PITSTOP RACE (13 LAPS)** 1 Julia Penfold/Dan Surrridge (MG ZR 160); 2 Charles Hazel/Malcolm Gammons (MG ZR 190) +4.506s; 3 Ian Staines/Rob Griffiths (MG Midget); 4 Prior/Thomas Jones (MGB Roadster); 5 Cottingham/David Gardner (MGB FIA Roadster); 6 Parrington/Adrian Beer (MGB V8). **FL** Hazel/Gammons 2m29.063s (77.13mph).



A classic celebration

Fans of Lotus will get a special treat at Snetterton this month. *By JAMES WEEKS*

Clark hustles Lotus 25 at '63 Lombank Trophy

Lotus is one of motorsport's true icons, so it is fitting that the Norfolk-based marque's local track Snetterton will once again celebrate the legacy of its favourite son by hosting the second annual 'Lotus Festival' later this month.

As organisers seek to build on the success of 2009's inaugural event, the highlight of this season's extravaganza comes courtesy of Classic Team Lotus, which will show a unique collection of examples of all 35 Lotus F1 cars – together on display for the first time.

On loan from owners around the world, the cars represent Lotus' grand prix history spanning 1954 to 1994. More than half are set to hit the track for demo runs with current Lotus F1 drivers Jarno Trulli and Heikki Kovalainen set to get behind the wheel.

"It's going to be the highlight of what we've done at Classic Team Lotus," says

Clive Chapman, whose outfit works tirelessly to preserve his father Colin's legacy. "We sent out invites to all the Lotus F1 car owners and got a terrific response. To attract so much support from around the world, with cars coming from Japan, Australia and America, is a real privilege, and to get them all together will be fantastic."

The hugely successful Lotus 72 is among the cars set to take to the track, with ex-F1 driver Martin Brundle penciled in to drive. "I'm particularly looking forward to seeing the 72," adds Chapman. "It was Emerson [Fittipaldi] and Ronnie [Peterson], dad throwing his hat in the air, and printing the win stickers before the race then slapping them on as the car crossed the line."

Also set for demo runs are Jim Clark's title-winning Type 25, John Surtees' Type 18 and Graham Hill's Type 49, which current Lotus F1

**JUNE 20
TIMETABLE**
7:30 Gates open
10:00 Qualifying
10:50 Racing
11:55 Pit walkabout
14:30 Demos & parades
15:40 Racing resumes

technical director Mike Gascoyne is slated to drive. As well as the classic cars, Lotus' 2010 F1 car – the T127 – is also set for a run at the circuit before leaving for the European Grand Prix, the marque's 500th in the sport.

"We are honoured to have been invited," says Lotus team principal Tony Fernandes. "The team is looking forward to seeing the British fans, and spending time with the cars and people that helped create the Lotus legend."

Chapman adds: "For the new cars to be able to spend the weekend with their predecessors is appropriate. Then at the end of the day we'll give them a good send off and they'll go straight to Valencia for the European Grand Prix."

Snetterton will also host a full bill of racing as part of the June 20 event, including the Elise Trophy and the Lotus Cup Europe, as well as a reunion of former Team Lotus personnel. ❧

The cars are the stars: A selection of the best models set to appear at the Lotus Festival

Lotus Type 21-993 (1961)

Became the first works Lotus to win in F1 when Innes Ireland claimed victory at the 1961 US Grand Prix. Coventry Climax-powered, it was the last spaceframe Lotus before Chapman introduced the monocoque chassis. Though this rendered the 21 obsolete it continued to be raced by privateers until 1965, scoring its final point when South African Neville Lederle took it to sixth at his home grand prix in 1962. The chassis that Ireland took victory in will run at the festival.



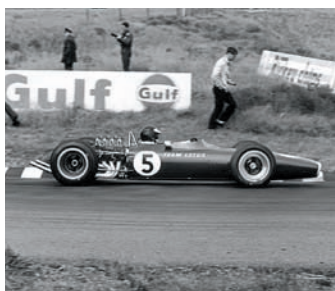
Lotus Type 25/R4 (1963)

The chassis used for all 10 grands prix on the way to his first world title. Clark won by over a lap at the Dutch Grand Prix, and headed an all-British podium at Silverstone. The car itself was a technical revolution, introducing the fully-stressed monocoque still used in F1 today. The chassis, complete with 1.5-litre Climax V8, is now privately owned and maintained, and continues to make demonstration runs across the globe.



Lotus Type 49/R2 (1967-1970)

The first Lotus to be powered by Cosworth's DFV engine – as well as the first to shed the traditional British racing green for Gold Leaf sponsor's colours. The 49 would be the last Lotus Jim Clark won in, and provided Jochen Rindt with his first F1 victory. The new Lotus-Cosworth combo won on its debut at the Dutch GP of 1967, and went on to take pole at every subsequent race that season. Two 49s will be at Snetterton, including the Dutch GP-winning chassis.



Lotus 72 (1970-1976)

Yet more innovation from Chapman, the 72 featured side-mounted radiators and an overhead air intake as Lotus continued to shape the future of grand prix racing. The car was a success on track, continuing to develop for six years before being replaced by the 77. During this time it won 20 grands prix, earned Lotus three constructors crowns and made world champions of Jochen Rindt (posthumously in 1970) and Emerson Fittipaldi (1972).



Lotus 79/3 (1978-1979)

The first F1 car to make full use of ground effect, the 79 boasted much-increased downforce. The car was a success, taking Mario Andretti to the world championship and Lotus to a dominant constructors' triumph in '78 – the marque's last titles. When its replacement, the 80, proved uncompetitive the 79 was recalled to action, taking further podiums but no more race wins. It was finally retired at the end of the 1979 season.



Lotus 97T/1 (1985)

Enjoys enduring fame as the car that took Ayrton Senna to his maiden F1 win in 1985. Using turbocharged Renault power, the 97T was designed by Gerard Decarouge and driven by Senna and Italian Elio de Angelis. It scored a total of three wins (two for Senna, one for de Angelis) and earned more points in a single season than any Lotus since the 79. Along with its predecessor, the 95T, and successors, the 98T and 99T, it helped rejuvenate the team in the '80s.



YOUR SAY

What you think of the motorsport news of the past week



What a load of Bull, Dr Marko

I found Helmut Marko's comment immediately post-Turkish GP about Mark Webber to be extremely offensive.

Is he really that desperate for a product of his staircase of talent to win the world title – God knows, enough money has been spent on it over the past decade for little return – that he had to blame Webber for a racing incident that was more Vettel's fault than his?

Sean Wallace Leighton Buzzard

EDITORIAL CONTACT mail@autosport.com

Having just watched highlights of the Turkish GP on formula1.com, I am frustrated. Why is it that only after a week are we hearing the radio comms from McLaren to Hamilton telling him that Button wouldn't pass?

One of the best things about NASCAR is that, for a small fee, its trackpass website entitles you to live streaming of teams' and officials' radios and data.

If F1 could do likewise, it could breathe some life back into a sport that, at times, is mundane.

Chris Neeson
Liverpool

So, the FIA is going to look into the problem of too many sub-F1 single-seater series?

The problem is all of its own making. Who, after all, has sanctioned F2 and GP3 in the past 18 months? And who stood back as Formula BMW provided a route straight from karts into slick-tyred, winged and carbon-tubbed cars?

We need a simple staircase of Formulas Ford, Renault, F3 and then GP2. Without it, lots of series will die, and soon.

Ross Fisher
By email

The scary accident that befell IndyCar driver Simona de Silvestro at Texas needs to be looked at with great concern.

While the rescue crew got to the car in a reasonable time, the length of time it took to get a fire extinguishing method in action was ridiculous. Once a team has got to the scene there must be an immediate use of a handy retardant and not the lengthy unreeling of hoses or fumbling around. Lessons should be learnt from this.

Barry Ambrose
By email

To add to Peter Minchinton's point (June 3) most marshals, myself included, wear flame-retardant, rather than flame-proof, overalls.

This means they are not flammable and offer no further protection when fighting fires, unlike a driver's three-layer Nomex overalls that offer far more.

A marshal is therefore at more risk than a driver in the event of a large fire.

Darren Millington
Silverstone

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. HORNER: WEBBER ASKED VETTEL TO BACK OFF
2. RED BULL ACCEPTS WEBBER NOT TO BLAME
3. RED BULL 'DRAWS LINE' UNDER TURKEY CRASH
4. RED BULL VOWS TO AVOID DRIVER FALLOUT
5. FORCE INDIA: LOTUS ACTION 'SERIOUS'

WIN!



ROAD ANGEL PROFESSIONAL CONNECTED

This week's star letter will receive a Road Angel Professional Connected – the world's only safety camera alert device to use GPRS/GSM update technology while you drive.

For more details on Road Angel please visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

- Ten circuits have hosted US grands prix, not nine, as we reported (May 27, p13). Long Beach is the missing track.
- Jamie McMurray was misidentified as Scott Dixon in our picture caption (June 3, p108).
- Jaime Alguersuari's helmet appeared in Fernando Alonso's spot in our Turkish GP driver-by-driver chart (June 3, p31). Thanks to Murray Crispe for noticing.
- Pastor Maldonado has not won twice in GP2 this year, as our Turkish report (June 3, p38) suggested.

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

1:18 TYRRELL P34 MODEL

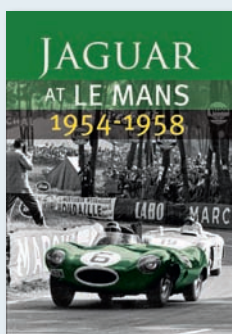
£114.99

autosport.com/shop

True Scale Miniature's 1:18 scale six-wheeled Tyrrell P34 is an exact replica of the unique F1 machine used by South African Jody Scheckter to win the Swedish Grand Prix at Anderstorp in 1976 ahead of French team-mate Patrick Depailler.

Despite being newcomers in the competitive world of diecast model making, True Scale has really pushed the boat out with this innovative machine. The bodywork and wheels are removable (see pics), revealing the full extent of the detail.

Available to pre-order, this is a model for serious collectors only.



JAGUAR LE MANS DVD

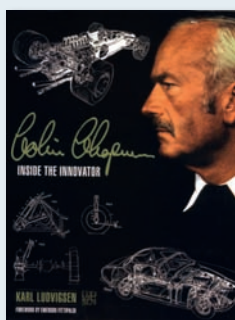
£14.99 (139 mins)

dukevideo.com

It's Le Mans time again – and Jaguar's back this year with its GT2 XKR contender.

The British marque has a proud history at La Sarthe and this DVD celebrates the mid-1950s success with the iconic D-type.

With full-colour footage and interviews with period stars, it's a must-have film for British sportscar fans.



COLIN CHAPMAN BOOK

£35 (978 1 84425 413 2)

haynes.co.uk

Renowned historian and archivist Karl Ludvigsen explores the innovative methods of mercurial design genius Colin Chapman in this scientifically emotive tale.

Packed with drawings and first-hand accounts of what really went on, this in-depth work will have enthusiasts hooked.



MANSELL LE MANS PRINT

£100; £150 (signed)

beechdean.co.uk

Colin Carter's dramatic depiction of the Beechdean Mansell Ginetta-Zytek prototype celebrates the famous family's assault on the Le Mans 24 Hours.

Prints signed by Nigel, Greg and Leo Mansell are available. Join the team's raceclub online and get 10 per cent off products in the shop.

HOT ON THE WEB THIS WEEK



SEARCH FOR: <http://vimeo.com/3293852> (46:19)

It's round four of the 1992 IMSA GTP sports car series at Road Atlanta and both Nissans are destroyed in similar, tyre-failure-related shunts. Chip Robinson (above) and Geoff Brabham were very lucky that day...

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

BRANDS HATCH

BRSCC
June 12-13
Admission £12
Tel: 01474 872331

The British Racing and Sports Car Club makes its first visit of 2010 to Brands Hatch this weekend for the 'Clubmans Race Weekend'. Two days on the

quick-fire Indy Circuit feature races for the Southern Formula Ford 1600 championship, Club Formula 3, Euro Saloons & Sports Cars, the Open Sportscar Series, Formula Jedi, Mighty Minis, Super Mighty Minis, the TVR Challenge, Ma5da MX5 Cup and Formula 500, plus guest outings for BARC Cannons Tin-Tops and the BARC Intermarque cars.

Euro Saloons are on the Clubmans bill



HAWKINS/LAT

OULTON PARK

CSCC
June 12
Admission £12
Tel: 01829 760301

The Classic Sports Car Club is one of UK motorsport's youngest organisers, but also one of its most successful, so expect packed grids for the Tin Tops, Future Classics, Magnificent Sevens, Swinging Sixties, Classic K, Jaguar XJS and Jaguar Saloons.

MALLORY PARK

BARC
June 13
Admission £12
Tel: 01455 842931

MONDELLO PARK

MIRC
June 13
Admission £15
Tel: +353 (0)45 860200

BLYTON

British Rallycross
June 12
Admission £12
www.rallycrossuk.com

LOTON PARK

British Hillclimb
June 12-13
Admission £10 Sat, £12 Sun
www.hdccc.com



Classic Sports Car Club heads to Oulton Park

PAUL HEBOURNE

Montreal returns to F1 calendar after year out

FORMULA 1 WORLD CHAMPIONSHIP
Rd 8/19
Canadian Grand Prix
Montreal, Canada
June 13
www.formula1.com



FEEDBACK/LAT

LE MANS 24 HOURS

Le Mans, France
June 12-13
www.lemans.org/en



DPPI

NASCAR SPRINT CUP

Rd 15/36
Michigan, USA
June 13
www.nascar.com

JAPANESE F3

Rd 3/8
Fuji, Japan
June 12-13
www.j-formula3.com

ITALIAN F3

Rd 2/8
Hockenheim, Germany
June 12-13
www.f3italia.it

SUPERSTARS

Rd 5/10
Hockenheim, Germany
June 13
www.superstars.it/eng

Television

THURSDAY JUNE 10

1800-1830 Eurosport 2 LIVE
Le Mans 24 Hours: Qualifying
1830-1900 Eurosport
Le Mans 24 Minutes
Punditry and analysis from the paddock.
1900-2000 Eurosport LIVE
Le Mans 24 Hours: Qualifying
2100-2300 Eurosport LIVE
Le Mans 24 Hours: Qualifying

FRIDAY JUNE 11

0000-0030, 1830-1900, 2305-2335 Eurosport & 2300-2330 Eurosport 2
Le Mans 24 Minutes
1455-1635 BBCi LIVE
F1: Canadian GP first practice
Ignore the World Cup, press the red button.
1855-2005 BBCi LIVE
F1: Canadian GP second practice

SATURDAY JUNE 12

0730-0800 Channel 4
The Grid
0800-0845 Eurosport LIVE
Le Mans 24 Hours: Warm up
0830-0900 Eurosport 2 & 1315-1345, 1830-1900 Eurosport
Le Mans 24 Minutes
1000-1100 Eurosport LIVE
Le Mans 24 Hours: Legends Group C/GTP support race action.
1345-1515 Eurosport LIVE
Le Mans 24 Hours start
Eurosport's marathon live coverage of the 78th edition gets underway.
1400-1500 ITV4
Motorsport UK

1455-1605 BBCi LIVE
F1: Canadian GP third practice
1500-1630 ITV4
BTCC: Oulton Park highlights
1500-1915 Eurosport 2 LIVE
Le Mans 24 Hours
1700-1915 BBC2 LIVE
F1: Canadian GP qualifying
Note the switch to BBC2.
1915-2130, 2215-2300, 2330-0200 Eurosport LIVE & 2130-2215 Eurosport 2
Le Mans 24 Hours
2130-0005 Motors TV LIVE
British Rallycross: Blyton

SUNDAY JUNE 13

0200-0800 Eurosport LIVE
Le Mans 24 Hours
Back to Eurosport for the next six hours...
0755-0825 Channel 4
British GT: Spa
0800-0830, 1830-1900 Eurosport & 1200-1230, 2200-2230 Eurosport 2
Le Mans 24 Minutes
0800-0830, 0930-1205 Eurosport 2 & 0830-0930, 1205-1415 Eurosport LIVE
Le Mans 24 Hours
Taking you to the right to the finish.
1605-1915 BBC1 LIVE
F1: Canadian GP
1700-2130 Open Access 3 LIVE
NASCAR Sprint Cup: Michigan

MONDAY JUNE 14

0015-0115 BBC3
F1: Canadian GP highlights
1830-1930 Sky Sports 3
NASCAR Sprint Cup Highlights: Michigan

Online

AUTOSPORT.COM

Coming up on the web this week

LE MANS & CANADIAN GP

This is the biggest motorsport week of the season, and AUTOSPORT.com will keep you up to date with every lap from around the world. We have all the build up to the Le Mans 24 Hours through the week, plus live commentary, hourly reports throughout the race and the return of the hugely popular driver photo diaries. There's also all the usual Formula 1 coverage from the Canadian Grand Prix.

Follow every moment of Le Mans on the site



Castrol Rankings



Ranking the world's best drivers in the sport

THIS WEEK'S BIG MOVERS

Denny Hamlin's Pocono Sprint Cup win elevated him four places to 11th, ahead of Fernando Alonso, Rubens Barrichello and Mark Martin. Bruno Spengler climbed to 73rd with his Lausitz DTM win, while Helio Castroneves' Texas IndyCar shunt dropped him to 30th.

REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage



Sir Stirling Moss: 80 years young

RICHARD HAMMOND was no great loss to the art of driving jet-powered dragsters, yet the motorsport world wept when robbed of the talents of its maestro, Stirling Moss, in 1962.

Both suffered serious head injuries in their respective shunts, which filled tabloids for weeks. In Moss's case, he never drove at the top level again. In Hammond's, he got *Helicopter Heroes* and those dreadful Morrisons ads – evidence that he can't have been thinking straight.

In *Richard Hammond meets Stirling Moss* (BBC4, Sunday, 2100) they compared their

experiences of damaging their brains.

Moss is, as usual, fascinating and illuminating: "When you might be killed, you pay more attention," he deadpans about the Mille Miglia. Quite!

Sir Stirl is captivated by footage of Hammond's dragster run: "Do you hold it on the brakes? Gets a move on straight away, eh? Doesn't hang about."

And on the shunt itself: "Cor blimey! Strewth! I'm amazed you got away with it at all. It's much more bashed up than mine was."

In the final analysis, their discussion on post-traumatic amnesia

made captivating viewing.

"Mentally I was still knocked about," says Moss. "I'd met a stunning girl before the crash, and I didn't know where we'd got to. That was a difficult place to be."

Even worse, Hammond reveals that he told his wife she couldn't possibly be his missus, because she was French. And his Brummie accent had returned (not sure which would've been the bigger shock). Stirling became fluent in French – he could have chatted up

"Both Moss and Hammond show genuine vulnerability and both agree they hate being referred to as 'lucky'"

Hammond's imaginary French wife!

Moss admits he became depressed over his loss of ability behind the wheel: "All that I had worked for was taken away. All I had left was my name."

Both showed genuine vulnerability, and agree they hate being referred to as 'lucky'. Then again, on *Total Wipeout*, Hammond gloats as punters get smacked about the head on giant playground obstacles. 'Tis a funny old world, telly. *Revved Up*

THE WEEK IN PICTURES

The lensmen pounding the beat, from Le Mans to the Lone Star State



BUT IS IT ART?
BMW's latest art car offering will, er, stand out at this year's Le Mans 24 Hours

WE BET SCHUMACHER WOULD STILL WIN ON PENALTIES
Mercedes F1 star Nico Rosberg joined Germany's star striker Lukas Podolski for World Cup training last week



BONGARTS/GETTY

BOULEVARD
TEAM RACING



CLIFF
1942 - 2010

BOULEVARD'S BTCC TRIBUTE
Late BTCC team principal Cliff Johnson was remembered at Oulton

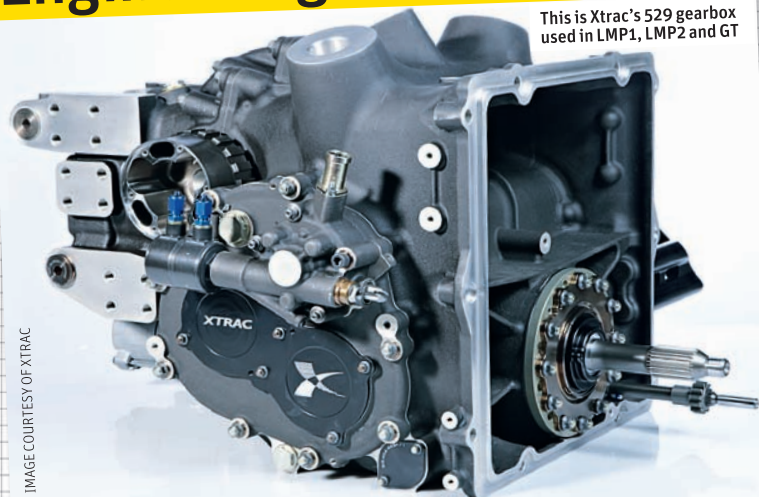
EBREVLAT

LUCKY ESCAPE FOR DE SILVESTRO
IndyCar rookie had be pulled from her blazing car in Texas on Saturday evening



LEWITT/LAT

Engineering debrief – Le Mans gearboxes



This is Xtrac's 529 gearbox used in LMP1, LMP2 and GT

IMAGE COURTESY OF XTRAC

TO WIN the Le Mans 24 Hours, a car needs to change gear almost 20,000 times, and it might only be stationary for 20 minutes during the whole day of running. The gearbox's main enemies are heat, vibration and the sheer relentlessness of the Circuit de la Sarthe layout, which includes long flat-out blasts as well as slow chicanes, over the 24-hour period, plus practice and qualifying sessions.

The gearbox casing has to be light as well as durable, and the internals require an ideal operating temperature of 100C. By comparison, a Formula 1

gearbox is designed to function at 140C-plus, due to their smaller cooling systems and packaging restrictions.

The rules at Le Mans state you cannot change the casing during the race, but you can change all the internals and clusters. Advances in gearbox software mean drivers can no longer over-rev on downchanges.

And if you thought this weekend was all about Audi vs Peugeot, it's also a battle between UK transmission specialists Xtrac and Ricardo respectively too. *Charles Bradley*

Got an engineering question you'd like answered? Send it to mark.glendenning@haymarket.com



FROM THE ARCHIVE

Fabio Carbone, 2002 Masters of F3, Zandvoort



"Fabio was just on it. He rose to the occasion and didn't put a foot wrong the entire weekend"

Kovalainen hails his team-mate's victory

HOPES OF a landmark win for Volkswagen in the Masters of Formula 3 were dashed by a second consecutive victory for Finnish rising star Valtteri Bottas at Zandvoort last weekend.

It is now eight years since a non-Mercedes-powered car (and a British team) won F3's legendary mid-season showpiece, stretching back to Fabio Carbone's victory at the wheel of a Fortec-run Dallara-Renault in 2002.

Carbone arrived at Zandvoort that year stinging from defeat to team-mate Heikki Kovalainen at the British Grand Prix support race a fortnight earlier. The Brazilian had claimed pole position at Silverstone, but team orders dictated that whoever made it in to Copse in front would remain unchallenged by his team-mate. Kovalainen won the dash off the line, and Carbone was forced to follow him home.

Carbone took pole again at Zandvoort, three-tenths quicker than the ASM pairing of Olivier Pla and Tristan Gommendy, with Kovalainen fourth. This time he made a clean getaway to lead into the first turn – the Tarzan hairpin.

From there on in he was comfortable at the front, without ever dropping the French ASM drivers, eventually crossing the line 1.5 seconds clear to claim his maiden F3 victory.

"As much as I'd like to say it was all down to his engineer, Fabio was just on it that weekend," recalls Hitech Racing and Atech GP founder David Hayle, Carbone's race engineer during '02. "Zandvoort is a nice venue with a bit of sun, and it's a big event. Fabio rose to the occasion.

"He just rode the crest of a wave and didn't put a foot wrong the entire weekend – and then we didn't see him for about a week afterwards, because he stayed out in Amsterdam and enjoyed himself!"

Hayle also enjoyed a satisfying breakthrough that weekend, with the Zandvoort victory marking his first on the international stage.

"We'd [Fortec] won some British races and we'd had some podiums, but that was my first international win, so it was a special event for me," adds Hayle.

"And, coming off the back of the one-two at the British Grand Prix, 2002 was a special year." ☞

THIS WEEK IN...



JUNE 11 1992

OUR COVER hailed the "untouchable" Martini Racing Lancias, which ruled the gruelling gravel stages of the Acropolis Rally in Greece.

Frenchman Didier Auriol claimed his first victory on an all-gravel event, leading home Finnish team-mate Juha Kankkunen (pictured) by well over a minute. It was Kankkunen who claimed the championship lead, after all three works Toyota Celica Turbos (including that of previous points leader Carlos Sainz) crashed out.

For the second season in a row, rising Italian star Andrea Montermini led the F3000 race at Pau (below), only to retire. This time, a coming-together with countryman Emanuele Naspetti put Montermini out and allowed his aggressor to take victory.



NEXT WEEK



Full report from...

LE MANS

Who'll win the 24 Hours? *On sale June 17*

F1 returns to Montreal

CANADIAN GP

More drama on Ile Notre Dame

ANDY ROUSE

■ BTCC ■ Brands Hatch GP ■ July 24, 1988 ■ Ford Sierra RS500 ■ Epic duel with Steve Soper



Rouse heads Soper in fantastic BTCC battle

FOR ME, the race that really springs to mind is the one with Steve Soper, on the grand prix circuit at Brands Hatch in 1988. The Eggenberger team's Sierra was there and Steve was driving it. I can't remember what happened in qualifying, or who was at the front of the grid [he and Soper shared the front row with a 2sec advantage over the rest], but it ended up being a really good battle between he and I, nip and tuck for the whole race – and then it rained. We were really close all the way through. It came to the last lap and Steve was leading along the bottom straight with me right behind him. Then he went in tight to the left-hander at Surtees that goes on to the back straight. He managed to block me off, but I got a good run at him and passed him coming down the back straight and led him to the finish. Everybody said I had more horsepower than him but I just drove the corner better. We came to the end of the back straight

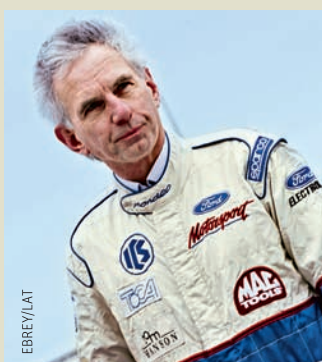
“That Brands win is the one that people still talk about today. It's one of the most memorable in the RS500s”

side-by-side, but I was on the inside so I took the line and that was it to the finish line. All in all it was a really close race. People talk about us having an experimental engine that day, but they were all a bit experimental! I seem to remember we had a

problem with mine in qualifying. I'm not sure if we used an old testbed engine or rebuilt the troublesome one in the paddock – but that certainly wasn't my best engine we had in there. My mechanic, Vic Drake, was a wizard with the engines and I think

his testbed engine was probably the best one we had. Rudi Eggenberger brought his team over for four races that year and we beat them twice [at Brands and Donington; Rouse rooted a tyre at Thruxton and suffered a blow-out at Silverstone]. Gianfranco Brancatelli drove as well as Steve. Them coming over made it a really good season. That Brands win is the one that people still talk about today. It's one of the most memorable ones I did with the RS500 for sure. I've been in lots of good races but that was one of the best. **✪** Andy Rouse was talking to Jim Weeks

IN PROFILE



ANDY ROUSE is the most successful driver in the history of the British Touring Car Championship, having taken a record 60 race wins and four outright titles during a career that ran from 1974-94. Following his '74 crown in a Broadspeed Triumph, his next crowns came in Alfa Romeo, Rover and Ford machinery all run by his own Andy Rouse Engineering firm. He also won the 1972 Ford Escort Mexico crown and numerous races in Formula Ford 1600, Britcar and the Heritage GT Series.

NEXT WEEK

Gijs VAN LENNEP





The new SLS AMG Driving Experience. Going fast.

An opportunity like this doesn't come along very often. So you should catch it while you can.

A Mercedes-Benz AMG gives you high performance at its best. Now Mercedes-Benz brings to you the most powerful performance AMG yet. Even standing still, the SLS AMG is breathtaking – a twenty-first century reincarnation of the legendary 300 SL. And with an AMG 6.3 litre V8 engine, a top speed of 197mph, and acceleration of 0-62 in just 3.8 seconds, its performance is truly awesome.

Now you can be one of the first to experience it, on an SLS AMG Driving Experience at Mercedes-Benz World. How fast can you get here?

To book or for more information, call 0870 400 4000
or visit mercedes-benzworld.co.uk

SLS AMG Experience

SLS AMG Passenger Experience (limited period only)	£75
SLS AMG Driving Experience [†]	£270
SLS AMG Half Day Experience ^{††}	£1,050

AMG Experience

AMG 1 Hour Experience Off-Peak*	£120
AMG Half Day Experience (limited period only)**	£395
AMG Hot Laps [‡]	£15 per person

AMG

Mercedes-Benz



SLS Passenger Experience available at £75 for a limited period, check website for details. †SLS AMG Experience is 50 minutes in an AMG and 5 laps in the SLS AMG. ††SLS AMG Half Day Experience is 2 hours in an AMG and 55 minutes in the SLS AMG. SLS AMG experiences available from 1st August, subject to availability.*Off-peak times Mon to Sat 10-11am and 4-6pm, Sun 10-11am and 4-5pm.**AMG Half Day Experience is 3 hours in duration, special offer available for a limited period. ‡5-minute Hot Laps available at weekends and school holidays, may have to share with other guests, up to 2 passengers per car.



Porsche Carrera Cup GB

Rounds 7 and 8, Oulton Park, June 5-6

Double race win for Tim Harvey
 Double pro-am1 win for Jonas Gelzinis
 Pro-am2 wins for Glenn McMenamin and Paul Mace
 Overall podiums for Euan Hankey, Michael Caine and Stephen Jelley
 'Driver of the weekend' award for Archie Hamilton
 'Team of the weekend' award for Red Line Racing

Round 7 results

- 1 Tim Harvey (Red Line Racing)
- 2 Euan Hankey (Team Parker Racing)
- 3 Stephen Jelley (Team Parker Racing)
- 4 Glynn Geddie (Team Parker Racing)
- 5 Charles Bateman (Motorbase Performance)
- 6 Michael Meadows (Red Line Racing)

Round 8 results

- 1 Tim Harvey (Red Line Racing)
- 2 Michael Caine (Motorbase Performance)
- 3 Stephen Jelley (Team Parker Racing)
- 4 Jonas Gelzinis (Juta Racing)
- 5 Glynn Geddie (Team Parker Racing)
- 6 Ahmad Al Harthy (Red Line Racing)

Provisional points positions after round 8

Overall

1	Tim Harvey	163
2	Michael Caine	131
3	Glynn Geddie	92
4	Euan Hankey	88
5	Stephen Jelley	72
6	Charles Bateman	71
7	Ollie Jackson	68
8	Jonas Gelzinis	66
9	Tom Bradshaw	59
10	Tony Gilham	57
11	Ahmad Al Harthy	50
12	Michael Meadows	46
13	Archie Hamilton	45
14	Steve Parish	15
15	Mark Hazell	11
16	Glenn McMenamin	10
17	Michael Leonard	8
18	Paul Mace	6
=	Liam Griffin	6
20	Alex Martin	5

Pro-am1 category

1	Ollie Jackson	78
2	Jonas Gelzinis	71
3	Tony Gilham	58
4	Ahmad Al Harthy	50
5	Archie Hamilton	45
6	Michael Leonard	8

Pro-am2 category

1	Mark Hazell	71
2	Glenn McMenamin	65
3	George Brewster	59
4	Steve Parish	55
5	George Richardson	36
6	Paul Mace	33

Team championship

1	Red Line Racing	209
2	Motorbase Performance	202
3	Team Parker Racing	180
4	Addison Lee Motorbase	74
5	JHR	70
6	Juta Racing	66

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