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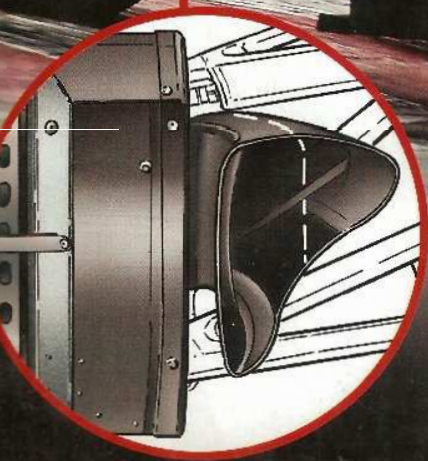
"God, what have I done to deserve this?"

Ralf Schumacher

16 PAGES OF MONTREAL ANALYSIS

How did Williams get it so wrong?

EXCLUSIVE The truth behind its Canadian GP brake fiasco p6



DRAMA AT LE MANS
12-PAGE SPECIAL



SIX VICTORIES
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ONE TIRED SCOT
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LEGENDS OF OUR TIME

WHO do you salute first – Michael Schumacher or Tom Kristensen? The reigning Formula 1 champion was at his sublime best in Montreal on Sunday; but only a few hours earlier the Danish sportscar hero sprayed the champagne as a six-times winner of Le Mans. Only Jacky Ickx can match that tally.

It ought to be Schuey, nevertheless. Winning any motor race from sixth on the grid is good going; even more so in F1 these days. His victory in Canada wasn't quite as good as his gutsy success there last year, but it was pretty damn close.

But somehow, you can't help but be drawn into the romance of Le Mans. By Sunday morning it can be a pretty grisly place, with clinking (empty) beer bottles, the odd whiff of the French sewerage system and thousands of unwashed fans still lying on the spectator banking. And yet when we came into our office on Monday, many of us still wiping sleep from our eyes, the achievement which attracted the most conversation (apart from Zinedine Zidane, that is) was Kristensen's.

Ultimately, Schumacher won his seventh Canadian GP without actually overtaking anyone. Kristensen's sixth Le Mans success came amid drama, intrigue, mechanical frailty and sheer dogged human endurance. Hence the image on the right. If you were standing in the crowd that stretches for as far as the lens can see, you won't forget Sunday afternoon for quite some time.



JOHN McILROY
EDITOR



Audi's Le Mans heroes

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MCRAE THE RACER
The former rally champ was mightily impressive on his Le Mans debut





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WIN! Join Jordan on the British GP grid

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TRACK TEST
Guy Smith takes a trip down memory lane in a Formula Renault racer



Struggling Williams' F1

Serious brake problems during Friday practice at the Canadian Grand Prix could have forced Williams into running the oversized brake ducts that resulted in the team being sensationally disqualified from last weekend's race.

Ralf Schumacher and Juan Pablo Montoya lost their second and fifth-placed finishes in Montreal, while further brake duct controversy also led to the two Toyotas of Cristiano da Matta and Olivier Panis being thrown out of the results.

With brake performance so critical at the Circuit Gilles Villeneuve, the ducts on all cars were thoroughly checked after Sunday's race amid suspicion that some teams may have been in contravention of a rule that allows a maximum width of 120mm of duct inside the wheel (see graphic).

Autosport can reveal that the ducts on Schumacher's and Montoya's cars were a massive 30mm over the maximum width permitted under Formula 1 regulations.

Williams has not spoken openly about why it fitted parts so far outside the rules, but it seems likely it was forced down that route because its cars were suffering from brake problems on long runs during Friday morning practice, when the FW26 is believed to have been fitted with smaller ducts.

Ralf Schumacher complained openly about his brakes on the notoriously tough Circuit Gilles Villeneuve on Friday, but the matter had been solved by Saturday which, combined with set-up changes, enabled the German to grab the team's first pole position of the year.

Williams' new technical director Sam Michael, who was only

promoted to the job two weeks ago, said: "It was a mistake, but it was unintentional. There was no performance gain and no gain for brake cooling because the inlet area was not bigger."

Despite Michael's claims that the ducts were not performance-enhancing, it is clear that the parts would have provided a more durable performance during the race by improving airflow to the brakes. Moving the duct inlet area from inside the wheel and tyre would position it in less disturbed air and therefore improve cooling capacity.

BAR race engineer Jock Clear, whose team secured third place after Schumacher's disqualification, said: "At a track like Montreal brake cooling is at a premium, and my experience of Williams when I was there was that we always struggled for brake cooling."

"I don't think there is a great deal of performance advantage there, other than they may not have finished the race if the brake ducts had been a bit smaller."

It is not the first time that Williams has suffered major brake problems this year. In the Spanish Grand Prix the outfit took a gamble by fitting ultra-small brake ducts in a bid to improve aerodynamic performance, but these were not large enough to prevent the brakes from overheating, which hampered the team on race day.

Toyota's brake ducts were understood to be just five millimetres outside the maximum width. Technical director Mike Gascoyne is known to have argued with the sport's governing body, the FIA, that the ducts were within tolerance levels allowed on other parts of the car and there were difficulties in

The brake ducts on Ralf's car were 30mm outside the limit



FIA rejects Ferrari attack on BAR wing



BAR's rear wing has been the focus of controversy this year

THE season-long focus on BAR's rear wing showed no sign of abating last weekend when the team found itself at the centre of fresh controversy over possible flexing of the wing's planes.

Arch-rival Ferrari is understood to have spoken to the FIA expressing its doubt over the legality of the BAR rear wing after viewing video evidence from the recent European Grand Prix.

Sources claim that the video

footage, taken from Formula 1's rear-facing camera on Takuma Sato's car, shows that the two wing planes seal up under flexing, effectively reducing downforce and improving straightline speed. If the flexing could be proved to be excessive, then the team could theoretically be protested because F1's technical regulations outlaw moveable aerodynamic devices.

F1 insiders have confirmed that the FIA has rejected Ferrari's

complaint, however, and revealed that the Italian outfit's bodywork is in fact more borderline in terms of flexing than any other team.

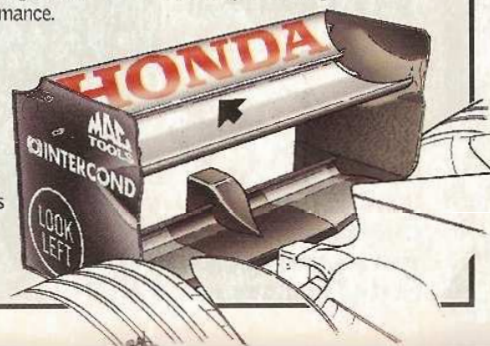
BAR technical director Geoff Willis insisted that that the wing was fully legal, and hinted that Ferrari was getting paranoid about the team's performance. But he drew short of fully denying that the rear wing was flexing in a bid to improve performance.

"I think Ferrari are getting their knickers in a twist," said Willis. "They are looking at something where there are shadows moving around under a low sun and they are

drawing conclusions."

"If they think [the rear planes closing off] is what we are doing, then we may go and have a good look at them because it may indicate they are doing something similar."

The FIA has several means of testing the rigidity of rear wings and has shown no hesitation in advising teams if they need to stiffen up their designs.



measuring the width on a cambered tyre. His case was rejected.

Gascoyne said: "We presented a case attributing the cause to a stack-up of manufacturing tolerances, stating that even with this, the brake ducts were still within a generally accepted tolerance level."

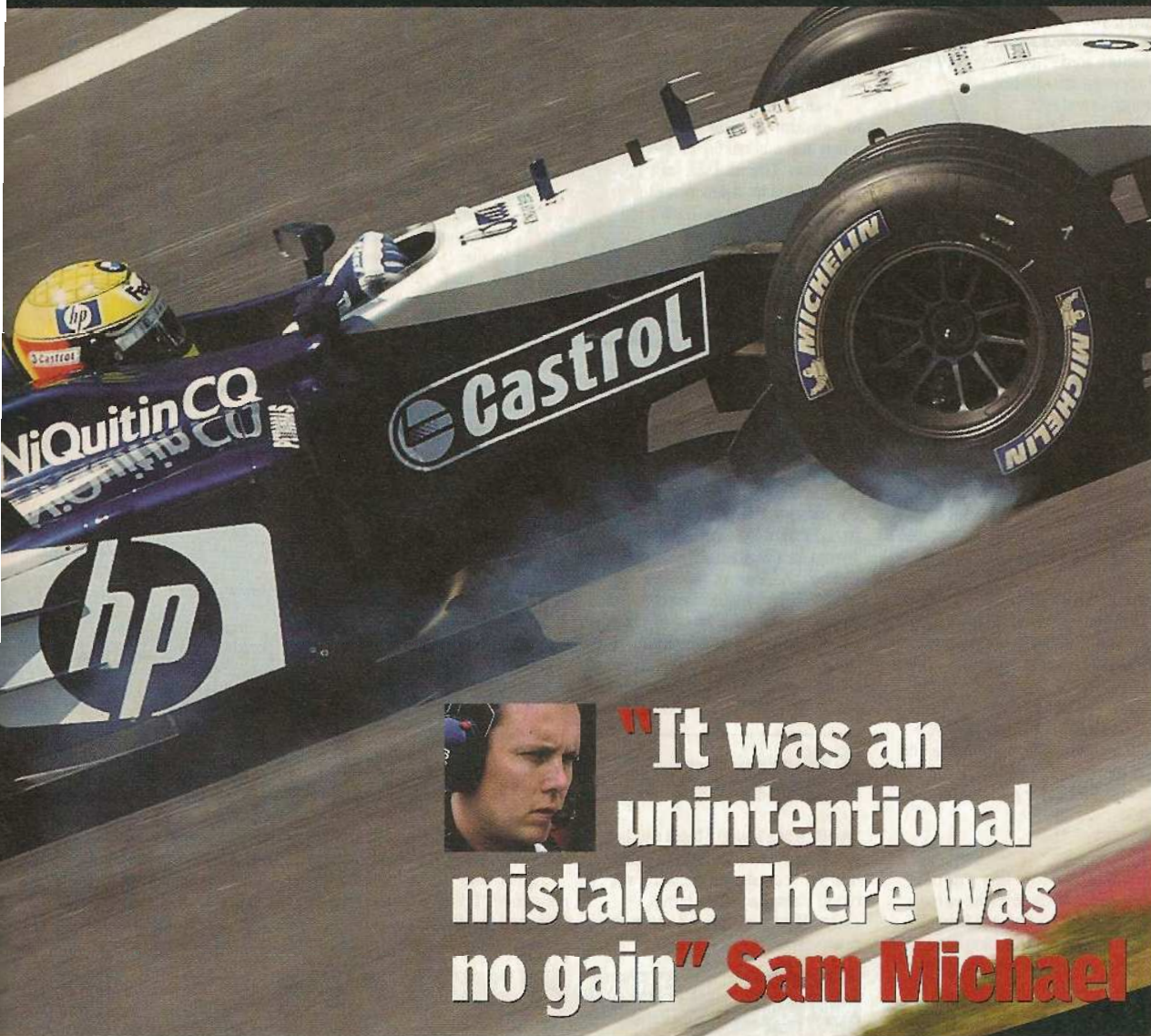
After consulting the rules on Sunday evening, the team did eventually try and appeal the decision because of the valuable world championship points that it would have earned in the race, but it missed the FIA deadline.

The revised results dealt a huge blow to Williams and Toyota, which both lost ground in the constructors' championship fight.

It also badly affected the Jaguar team, which slipped to ninth overall after Jordan's Timo Glock and Nick Heidfeld were elevated from 11th and 12th at the chequered flag to seventh and eighth. This catapulted Jordan up from ninth to seventh place in the standings. ☒

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Brake gamble fails



Brawn slams 'cheat' claims



Brawn has denied allegations over 'illegal' tyre performance

FERRARI technical director Ross Brawn believes continued speculation that the Italian squad is cheating is damaging the reputation of Formula 1.

Just a fortnight after the world championship-leading team refuted claims that Michael Schumacher had illegally used two different types of tyre compound in a practice session at the Nürburgring, Brawn was left furious by speculation in Montreal that the outfit was employing an illegal spray to improve the performance of its Bridgestone tyres.

"It used to be traction control that was the great unproveable – if a car was faster than expected then it had traction control," he said. "That myth was exploded and now the new myth is special tyres. Maybe if we had a bit more exciting racing these stories would go away."

Brawn ruled out taking any legal action over the claims but did admit that if the team found out who was making the allegations then it would confront them.

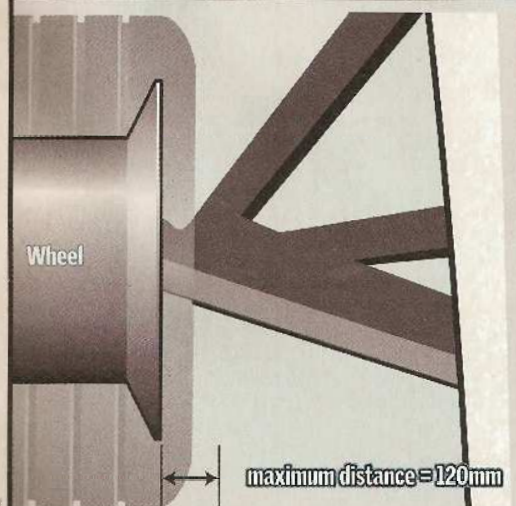
"I don't know if there's enough substance to take legal action," he said. "Michelin's Pierre Dupasquier made a statement that he didn't believe Ferrari would do a thing like that. So it's obviously not come from there."



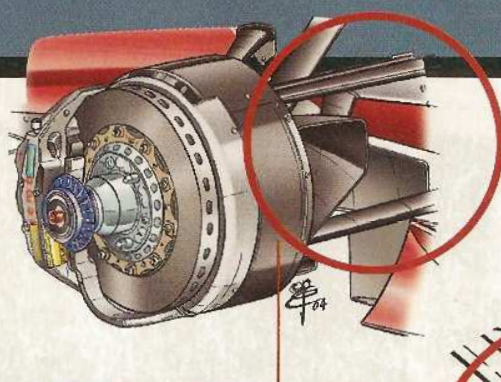
"It was an unintentional mistake. There was no gain" Sam Michael

PHOTO-4

BREAKING THE RULES

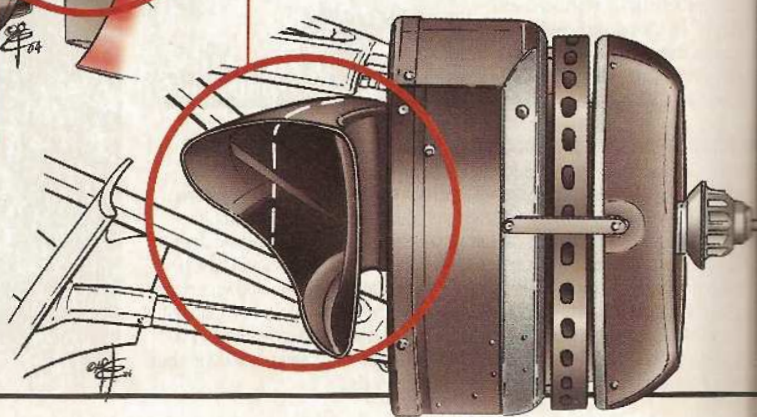


There has to be a gap of 120mm between the edge of the tyre and the brake duct under F1's tech rules



TOYOTA ran an extra external duct on its TF104 in Montreal to cool the brake callipers, and increased the size of its normal duct.

WILLIAMS' FW26 ran much bigger brake ducts (white dotted line shows extra intake area compared to a conventional duct). The team had nearly run out of brake discs in Canada last year, when Ralf Schumacher only finished the race because he was stuck behind his brake-conserving brother.



Pit & Paddock

International news round-up

NEW QUALIFYING FORMAT IS GO

Formula 1 teams have unanimously approved the new qualifying format to be introduced at the British Grand Prix. It will feature two aggregated 25-minute sessions, separated by a 10-minute break. Drivers will be able to run with low fuel, but must start the race on the same set of tyres they set their fastest time on. To ensure the smaller teams continue to receive coverage, television companies must guarantee that they will feature Jordan and Minardi during the 10-minute break. The matter is set for approval at a meeting of the FIA World Council prior to next month's French Grand Prix.

JORDAN REFUELLER RUN OVER

Jordan refueller Mick Gomme was said to be shocked and bruised after Nick Heidfeld left the pits prematurely during the Canadian Grand Prix and dragged him along for several metres. Heidfeld said: "The lollipop came up too early and went over the guy on the fuel nozzle. He's okay, which is the most important thing, but I lost nearly a minute and my race was ruined after that."



BRAWN: I'M NOT NEW TODT
Ferrari technical director Ross Brawn has ruled himself out of becoming the team's future boss when sporting director Jean Todt eventually retires. Although Brawn is taking on a greater role in the management of the outfit, he made it clear in Montreal that he wants to retain his high level of technical involvement. "Certainly from my point of view I want to stay involved in the engineering, because it's what I enjoy the most," he said.

TOYOTA WANTS TO SAVE RYAN FROM STAYING PRIVATE

Toyota is pushing for its test driver, Euro F3 champ Ryan Briscoe, to race in F1 next season. The Japanese car manufacturer is evaluating its options and is considering funding a season for him with either Minardi or Jordan.

HONDA RUSHES IN NEW ENGINE

Jenson Button will be handed a major boost for the British Grand Prix with Honda set to fast-track the introduction of its latest specification engine. The Japanese manufacturer had intended to get the update ready in time for the following race in Germany but, in a bid to land its first victory since returning to F1 in 2000, it wants it in time for Silverstone.

WILLIAMS TWIN-KEELING OVER

Williams is looking increasingly likely to ditch its radical twin-keel nose next season, even though it insists no modification will be made to it when a major upgrade comes on tap at the French Grand Prix. Technical director Sam Michael said: "The twin-keel versus single-keel debate is an ongoing one and we regularly do comparisons to make sure we are going in the right direction. At the moment there is no plan to change it, but anything can happen."

MONTOYA'S NASCAR DREAM

Pablo Montoya has said he would be interested in making the switch to NASCAR when his Formula 1 career comes to an end. Speaking at this weekend's Canadian Grand Prix he said: "At the moment I am pretty happy where I am, but I met Jeff Gordon in Barcelona and they seemed a bunch of nice guys there. It would be fun, but I don't know if I would enjoy doing 38 races a year or however many they do..."

HEIDFELD IN THE CLOWNS

Nick Heidfeld's Giancarlo Fisichella and Felipe Massa visited the HQ of Cirque du Soleil ahead of the Canadian GP. After taking part in activities with the performers, 'Fisichella' said: "The Cirque du Soleil is my absolute favourite." Frankly, we can't say he'd better stick with Renault Gilles Villeneuve.



What can we say? Oh dear me...

HUNTER-REAY, 'F1'S SAVIOUR'?

IndyCar race winner and Formula 1 hopeful Ryan Hunter-Reay believes that grand prix racing is in desperate need of a competitive American driver. He said: "It would make the sport truly global. An American driver would give F1 to the American people better than any medium. This would then open up new avenues of sponsorship for the sport. Formula 1 should have a fan base in America, but it doesn't. I think that a front-running American could change that pretty quickly. Having a countryman in the race would not only give the American fan a reason to cheer, but it would deliver enormous branding and marketing value to not only American companies worldwide but also to companies doing business in the United States."

Trulli deal unlocked

Jarno Trulli's sensational form this year is set to be rewarded by an extension of his current Renault contact, with official confirmation expected at the manufacturer's home race at Magny-Cours on July 4.

Team boss Flavio Briatore refused to confirm a deal was in place when he was asked at the Canadian Grand Prix, but told Autosport there would be some news about Trulli's future with the team within the next month. "We are talking about July. Probably the French Grand Prix," he said.

Confirmation of the deal will mark a significant development in the driver market as Trulli's future had been crucial to the fortunes of Jaguar's Mark Webber. It is understood that if Renault had dropped Trulli then Webber would have taken his place. Now there is no vacancy there appears to be a straight fight between Williams and Toyota for the Australian's services.

The chances of Webber being retained by Jaguar next season suffered a massive blow in Canada when the team lost vital ground to its closest rivals in the constructors' championship thanks to the exclusion of the Williams and Toyota teams. It

now lies nine points adrift of the sixth place it needs to be in by the middle of the year if it is to keep Webber, making it highly likely that get-out clauses in his contract will be enacted by the time of the British Grand Prix.

Toyota has talked to Webber's manager Briatore about signing him for 2005, while Williams is thought to be focused on clinching a deal with Webber before finalising a second driver.

Team boss Frank Williams confirmed last weekend that Jacques Villeneuve is likely to test for the team later this summer, although sources claim that the Canadian is not one of Williams's favoured choices unless he proves to be sensationally fast.

"We will have to look at the drivers on our list, decide which we want to test and after that we will make our decision," said Williams.

"It's a possibility that Jacques will test... if we proceed with Jacques it will happen in August or September, something like that."

● Toyota is looking increasingly likely to confirm its signing of Ralf Schumacher around the time of the German Grand Prix in July, although a final decision about its second driver may not come until the closing stages of the season.



Briatore

Same line-up



COOPER/JAT

Massa unhurt in huge shunt

SAUBER ace Felipe Massa was lucky to escape serious injury after a horrifying crash in the closing stages of the Canadian Grand Prix.

The Brazilian suffered a suspected rear-suspension failure at the

200mph approach to the hairpin and smashed head-first into the tyre wall.

Massa said: "I have no idea what happened, I was a passenger. I'm okay and luckily the car is strong."

After being taken to the circuit's

medical centre Massa was airlifted to hospital for precautionary checks on his elbow, but was found to have escaped with minor bruising.

Sauber is still investigating the cause of the accident.

Massa miraculously climbed out of this crash with bruising



REUTERS

driver market



Trulli's new Renault deal is set to be confirmed next month

Davidson eyes Sauber deal

ANTHONY Davidson is in the frame for a race seat at Sauber next season following the increasing competitiveness of the team's current lead driver, Giancarlo Fisichella.

The Swiss-based outfit has both its drivers under contract for 2005, but Fisichella's form has increased the chances of him being lured away by Williams for next season, which would force Sauber into finding a replacement.

Autosport understands that Davidson has already held brief

talks with Sauber and, although it has been made clear that there is no chance for him to join the team if Fisichella stays put, that would

Davidson



Swiss watch

change if the Italian went elsewhere. Davidson also has a chance at Williams, as Autosport exclusively revealed (May 27), and will talk to the team next month.

Davidson, who has impressed with his speed and maturity this season during his Friday outings for

BAR, said: "It is time to start trying to push things forward - how lucky we will be we don't know.

"I feel comfortable now with the BAR that I would do a really respectable job given the chance.

"The only realistic chance we have is with a team that doesn't need money. And you can count on one hand how many of those there are."

● Davidson has admitted he is still baffled as to why he crashed out of Friday practice at Canada - his first big incident of the season. "I would be the first man to stick my hand up and say, 'Yeah, this was me', but it has been really niggling me - I don't know why the car did that," he said.

Onboard telemetry registered the crash at 18.5g.

Mark Hughes



FL'S INSIDE LINE

"Taku edged out to look at who had cut him up, to find Rubens laughing like a drain"

EARLIER this year Ross Brawn was somewhat bemused when Bridgestone technical chief Hirohide Hamashima came to him and explained there would be a new Bridgestone engineer starting at Ferrari in the coming week and that he would like Ross to "masturbate him".

Now, Ross has known Hamashima-san for a long time and suspected there might be an element of language barrier in the request. So he kept calm. He thought back to the time when his colleague had first arrived at Bridgestone's German base to work and had repeatedly answered his phone with the standard Japanese greeting of 'mushi-mushi', not knowing that mushi meant something very rude indeed in German.

So Ross, a faint smile on his lips, a gleam in his eyes, said he accepted that there were certain cultural differences between them but that at Ferrari they didn't usually do that sort of thing. What exactly did Hirohide mean? The tyre guru thought for a moment, then came up the word he actually meant: "Hah, no: I mean motivate."

On the surface, the Ferrari/Japanese interface in the European Grand Prix a couple of weeks ago between Takuma Sato and Rubens Barrichello didn't seem quite so jovial, Rubens afterwards insisting that Taku had been "amateur" in his passing attempt, Taku that Rubens had closed the door on a move that had already happened.

In Montreal Taku was driving back to his hotel from the track in his Honda Acura. Sitting in a traffic jam, he was surprised when a red Ford Explorer simply cut across his bows millimetres away from contact and forced its way in. Taku edged out to look at the driver - only to find one R Barrichello laughing like a drain. Sato's passenger, his commercial manager Matthew Winter, hollered across that Rubens should "stop being such an amateur". Rubens thought this was even funnier.

Next morning Sato is driving back into the circuit. Yet again a red Explorer comes dashing down the outside lane, then cuts him up. Yet again, a laughing Barrichello is at the wheel. These two seem to be getting on fine now. But Rubens' friend Cristiano da Matta might still wonder about the Japanese language barrier.

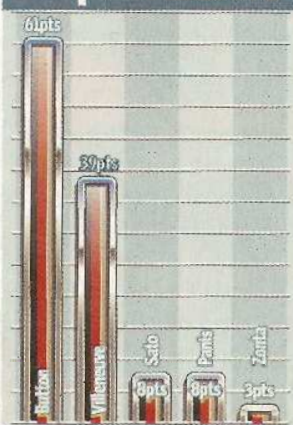
After climbing out of the car, Sato notices the Brazilian Toyota driver walking towards him wearing trousers that are slightly too short, revealing bright orange socks. As they pass, Sato holds out his hand in greeting and says in his fast Japanese accent "nicesocks". Da Matta walks off looking puzzled, wondering if the Japanese for 'good morning' might be 'nicesocks', wondering maybe if he should try it out on some of the Toyota bosses.

THE BIG NUMBER

44

JENSON BUTTON has now scored more points this season - 44 - than Jacques Villeneuve managed during his five years with the BAR team.

BAR point scorers



Button leads the way in points



Sato knows to keep an eye out for a flying Barrichello these days



Silverstone Grand Prix Ball 2004

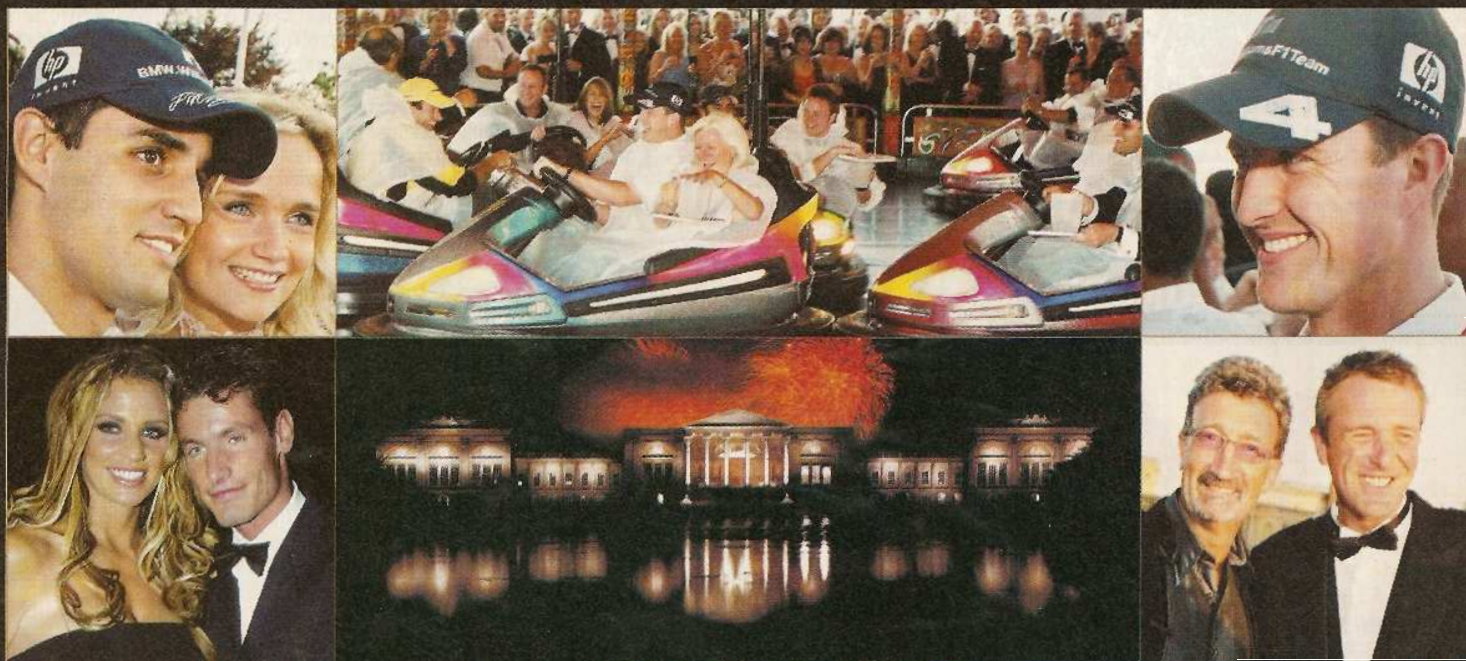
- 19.00** Champagne Reception
- 19.30** F1 Driver & Celebrity
Dodgem Car Challenge
- 20.00** 3 Course Gourmet Dinner
& Unlimited Bar
- 20.30** Circus Acrobats
- 21.30** Charity Auction in aid of GOSHCC
- 22.30** Firework Spectacular & Royal
Philharmonic Concert Orchestra
- 23.00** The Stranglers
- 23.30** Paris Lounge
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- 01.00** International DJ
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Tickets are still available at the lowest ever price, but are going fast. For more information call Louisa Willett at the evening's official charity, Great Ormond Street Hospital Children's Charity now, on **020 7916 5678** or email willett@gosh.nhs.uk

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Jordan in Middle East piece deal

Eddie Jordan is closing in on a deal with investors from Dubai to sell a share in his Formula 1 team – but has strongly denied reports that a contract has already been signed.

Jordan is understood to have held talks with various investors, including A1 Grand Prix driving force Sheikh Maktoum, about a partnership. He has already dropped hints earlier in the season that his Middle Eastern backers were keen for a team to move to the region.

Speculation in the Montreal paddock last weekend suggested Jordan had done a deal, but the team boss insisted that nothing had been agreed. "The ideal scenario for Jordan would be either private funding or a group of individuals who are committed to seeing Jordan back at the front

again becoming involved," he told Autosport. "I have never waned in my objective to find somebody like that, but they have to be compatible with us to grow us there."

"If you are asking me, 'Have you sold a percentage [of the team]?', I am saying absolutely not. Nothing has been sold."

Sources claim that the deal, which could be worth \$35 million (around £19 million), would require Jordan to stay in charge of the outfit for a fixed period – believed to be two years.

It is not thought that the team would actually relocate to Dubai, but it is possible it could set up a technical office there.

"I see a huge window of opportunity," said Jordan. "Williams has not been as strong as it has been in the past, McLaren has not been as strong, and there seems to be an

emergence of new teams.

"And it should be Jordan up there fighting," he added. "I have a few things to put in place to create a structure where Jordan can be competitive again."

The team scored three vital points in the controversial Canadian Grand Prix, but driver Nick Heidfeld has more modest goals for the rest of the year. "I just hope we can get to the midfield teams," he said.



Geographically Jordan's a long way from Dubai, but *this* Jordan is close

Jag's first call on new V10

Jordan has been told it must wait until the British Grand Prix to be handed a vital engine upgrade from Ford, even though Jaguar could get the powerplant as quickly as this weekend's United States GP.

The Silverstone-based team evaluated the upgraded engine during testing before the Canadian GP, and team boss Eddie Jordan had hoped that it would be ready in time for the Montreal event last weekend. But concerns over reliability mean it will not be ready for Jordan until Silverstone.

Jordan said: "Having tested the new engine, I was hoping that they could bring it forward a bit.

"Both Jaguar and ourselves need a lift and every bit of gain that we can get, and it would have been brilliant. However, we are getting it at Silverstone and from the drivers we understand that the improvement is a notable one."

Jordan and Jaguar are using the same engine this season, but sources claim that Jordan's customer units have to be detuned by up to 90bhp because of concerns from Cosworth about reliability.

When asked whether or not this situation was true, Jordan said: "I don't know about horsepower; on all occasions Cosworth people have told me that they are the same."

Pantano to return for US race

GIORGIO Pantano is set to return to the Jordan team for this weekend's United States Grand Prix, despite a management dispute that forced him to miss the last round in Canada.

The Silverstone-based team said Pantano did not take part because of 'personal reasons', although sources claim it was because he was stuck in the middle of a dispute between his father and his management team led by Lars-Christian Brask. The sponsorship funds that pay for his drive were being withheld from the

team in a bid to add some extra leverage to the situation.

Pantano was forced to miss the opening practice sessions and was replaced by the team's Friday tester, Timo Glock, for qualifying and the race. Despite Glock scoring two points on his race debut, it is understood that Jordan expects Pantano to make a return at Indianapolis.

Team boss Eddie Jordan said: "The situation is for Giorgio to explain, but we are doing everything we can to help resolve it."

Jordan's season was boosted

massively by the three points it scored in the wake of the disqualification of the Williams and Toyota teams after the race (see *Top Story*). The disqualifications pushed Glock up from 11th to seventh spot, securing him two points on his debut. "What an unbelievable development," he said. "I can't explain how it feels to find out I have scored two points in my first ever F1 race. Perfect."

Jordan added: "It's good news for the team to have had their hard work rewarded with points."

Mark Webber was the last F1 driver to score in his debut race.



Pantano

Squabble

WINNERS

& LOSERS

Who's up and who's down

TIMO GLOCK

Scored points on debut

FISICHELLA

More points in Canada

TOYOTA

Illegal and slow

BMW could quit over V8 engine rules

BMW could quit Formula 1 if plans to introduce 2.4-litre V8 engines are pushed through by the FIA.

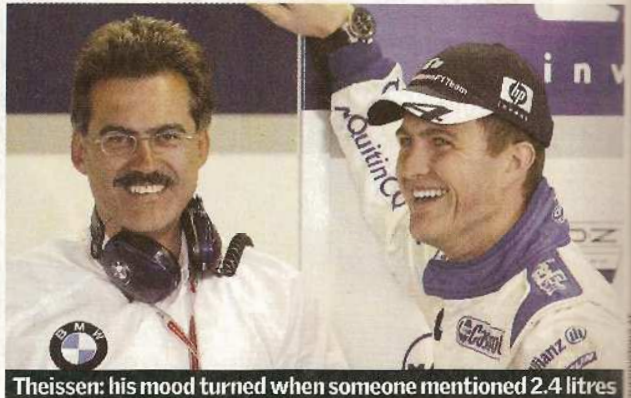
Motorsport director Mario Theissen has always stated that BMW is strongly opposed to the plans and that the German manufacturer favours retaining the existing three-litre V10s.

"Our board thinks that V8s are everywhere in motorsport, and in every category where there are bigger V8s than 2.4 litres [for example the DTM] they would not understand how this can be the future of F1," said Theissen.

When asked whether the issue was

strong enough for BMW to question its future in F1, Theissen said: "It would be a serious issue for BMW, yes... in this business you cannot guarantee anything. I would not use that [threat] now to push, but I cannot guarantee what would happen if it does go towards that direction."

BMW's resistance could leave Max Mosley's hopes of obtaining agreement for a low-cost Formula 1 by 2006 on the brink of collapse. Mosley needs unanimous agreement from the engine manufacturers to get changes brought in before the end of 2008, when the current Concorde Agreement ends.



Theissen: his mood turned when someone mentioned 2.4 litres

Webber's the bloke for us, says Williams tech chief

WILLIAMS technical director Sam Michael is confident his team can win the fight for Mark Webber's signature next season.

Toyota and Jaguar are both keen to secure the Australian's services for 2005, but Michael believes that his

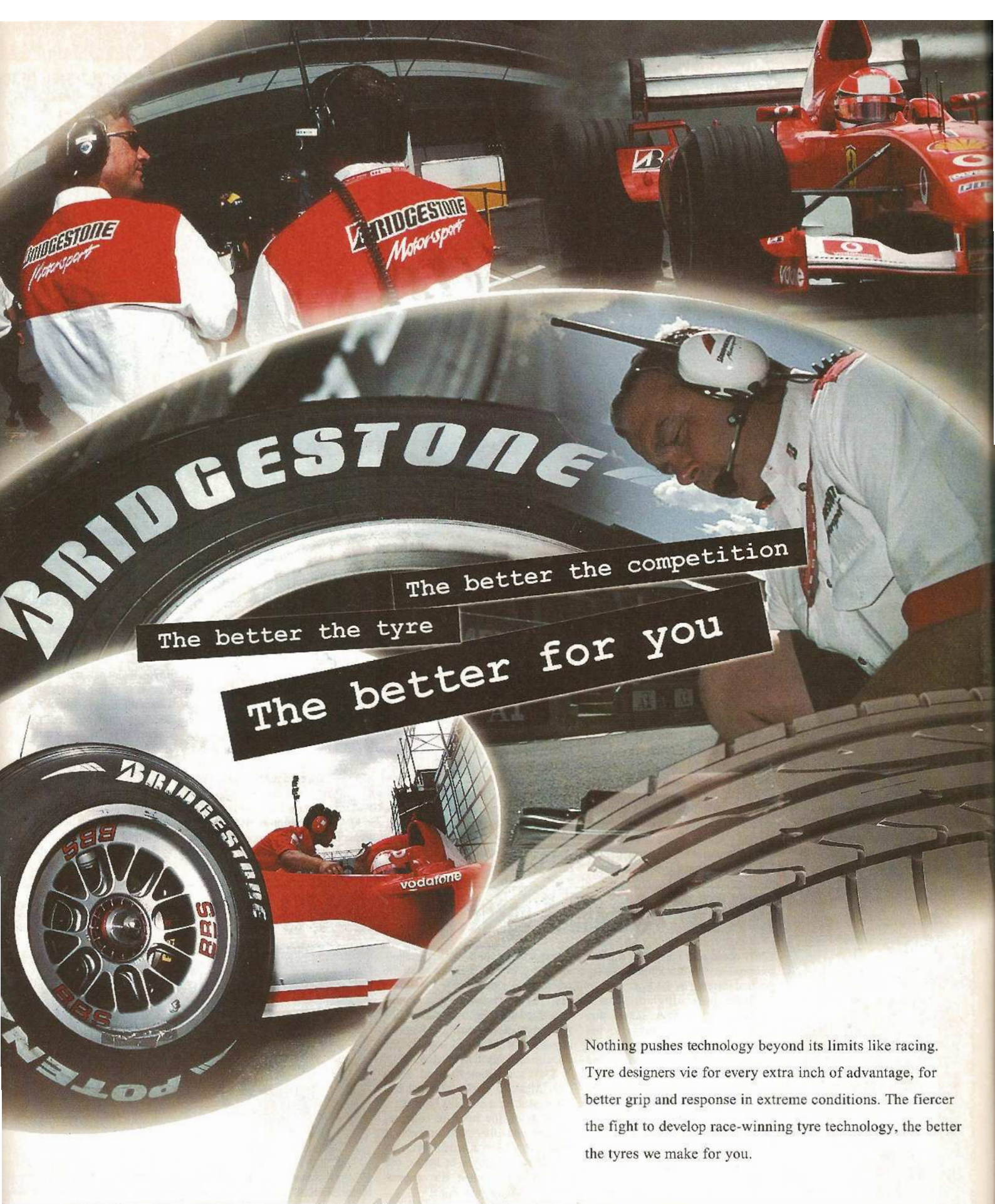
fellow Australian will realise he will only truly flourish in the atmosphere found at the Williams team.

"Mark's a very good, strong character," said Michael. "He's very aggressive and he has a very good mentality. I don't know how well he

would fit in with other top teams, but I know he would definitely fit in well with Williams."

Webber has long been linked with the team, but last weekend was the first time the Jaguar star had been acknowledged as favourite for the

drive. "We have a long list of drivers and Mark is one of the guys on that list," said Michael. "He has the right mentality, an aggressive attitude in a positive sense, he seems like a good team player, and he's been successful in every car he's ever driven."



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Schumacher: I'm good for F1



Canadian win #1 Beats Damon Hill and rain in 1994



Canadian win #2 '97 is first Montreal win with Ferrari



Canadian win #3 Even a stop-go can't stop Schuey in '98

World championship leader Michael Schumacher has hit back at claims that he is making Formula 1 boring by being so dominant.

Speaking ahead of his record-breaking seventh Canadian Grand Prix victory, Schumacher rejected suggestions that interest in the sport was waning because of the phenomenal level of success he and Ferrari have enjoyed in recent years.

"Something very unique and special is happening with Ferrari," he said. "People want to see this. I think people want to see who is going to be the next to beat us too."

"F1 has never had the excitement of many overtaking moves like in motorcycling. That's never been the case. Yet people still love the sport and

we have increased the numbers of TV viewers every year worldwide; that is much more important.

"Look at soccer and basketball. You might like one or the other more, but you don't do that simply because there are more goals in basketball and less in soccer.

"We should always have the sport as the main priority in Formula 1, and not try to create artificial rules in order to make the show 'better' and to keep the TV companies happy."

Unsurprisingly, Schuey's views are not shared by his rivals, who feel F1 would be better served by a greater variety of race winners.

His brother, Ralf Schumacher, said: "It starts to become boring for all of us if we are unable to beat Ferrari. We have tried for many years now, but

they are doing something which all of us have not yet figured out."

Michael Schumacher's record-breaking victory last weekend in Canada was his seventh in the eight races held this season. He now holds a 14-point championship lead over his nearest rival, team-mate Rubens Barrichello. But Schumacher claims his level of success is far greater than he expected pre-season. "I am very surprised because in the beginning of the season, around January/February time, we were very pessimistic," he said.

"We saw some strong opponents, but for whatever reason we have gone up since that time and they have stopped. If you don't keep developing you go backwards, and everyone else goes forward."



Canadian win #7 Only sixth on grid, but keeps cool in '04



Canadian win #4 Coulthard penalty aids '00 win in rain



Canadian win #5 An easy victory from Coulthard in '02



Canadian win #6 Holds on in '03 despite brake trouble

BEHIND THE HELMET



OLIVIER PANIS I found the design I liked in a French comic, and no, it was not a Michel Vaillant adventure! I changed the design slightly and voila, I had what I wanted. That was in 1988; it has been like that until the end of 2003, when I changed my helmet supplier. The latest design retains my basic colours, but is also modern and aggressive.

Honda looks into BAR buy-in

BAR owner British American Tobacco is considering selling part of the team to Honda in a bid to forge a stronger partnership between the outfit and the powerful Japanese car manufacturer.

Negotiations between the team and its engine partner over a new contract for next year are in progress and Autosport understands there is a good chance that Honda could purchase up to 40 per cent of the outfit in a move similar to the one Mercedes has achieved at McLaren.

The deal would give the Brackley-based team increased financial resources and would add long-term

security at a time when the future of tobacco sponsorship is unknown.

Honda Racing vice-president Otmar Szafnauer told Autosport that no firm decision had been made on whether or not his company would be buying into the team, but that it was one possibility. "We have options open, but our focus is not necessarily on buying part of a team," he said. "Our focus is to create a good relationship with the team so we can win the world championship."

"First of all we have to make sure that our goals are all in line, which they are because we want to win and they want to win; it is other types of

details that we are now looking at.

"If somebody were to say, 'Honda the only way you are going to win the world championship is to buy the team', then we will do it. But unless it is a necessary part of winning, there is not a great deal of interest."

Sources close to Honda claim there is a feeling within the company that one of the reasons Williams and McLaren have not been able to win the world championship is because of the limitations caused by separate chassis and engine operations.

Honda's last F1 title came when Ayrton Senna took the crown in 1994.

DR in quest to tame Sato

BAR boss David Richards has vowed to harness Takuma Sato's aggressive driving following a disappointing Canadian Grand Prix weekend.

After the Japanese racer spun in qualifying, Richards sat down for talks with Sato in order to try to calm his driving down and help him deliver on his promise. But Sato then had another spin in the race before retiring with engine failure.

Richards made it clear that he was fully supportive of Sato's approach but would try to get to the bottom of why he is not fulfilling his potential.

"We need to work at it and try to temper his enthusiasm," Richards said. "We need to quietly

cajole him and lower the expectations - you don't win races in the first corner and you don't win championships in the first race.

"Takuma has got to become more comfortable at setting realistic goals for himself."

● Honda is to step up its evaluation process to try to get to the bottom of why Takuma Sato is still suffering appalling engine reliability. Sato endured his fifth engine problem of the 2004 campaign in Montreal, while Jenson Button has still not encountered any trouble. The statistic has left some team members convinced there must be more than just coincidence to this situation.



Sato with Richards: maybe he remembers a young Colin McRae

Da Matta vows to fight for F1 future

CRISTIANO da Matta has insisted he is not ready to turn his back on Formula 1, even though he has been linked with a return to Champ Car with Newman-Haas Racing.

The Brazilian is under pressure to lift his game and convince Toyota brass that he should partner Michael Schumacher in the team next year.

"I just want to have one season in a competitive car, to be able to fight for race wins, because I feel like I can do the job," said da Matta. "I think I have a good chance to stay and, if I have a proper chance to get some good results like I had in mind when I came here, I don't want to leave."

This week in pictures

Snapshots that widened our bleary eyes



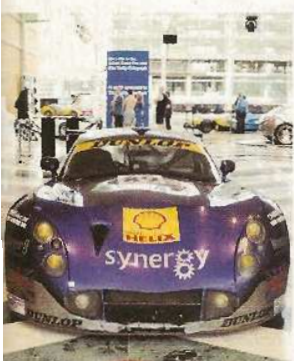
GETTING UP CLOSE TO THE ACTION There was more than one 24 hour race last weekend. Fans spill onto the track to celebrate the success of the Nürburgring 24 Hour-winning BMW of **Hans Stuck, Dirk Muller and Jorg Muller**



REUTERS



FRENCH CONNECTION Fernando Alonso has clearly been spending too much time with the French members of the Renault team



FROM LE MANS TO LONDON VR's Le Mans challenger completed the big race – and was whisked straight to Canary Wharf for a star role at the Motorexpo show in London

THE SHORT STRAW

After running as high as fourth at Le Mans in his Rollcentre Racing Dallara Judd, **Martin Short** was gutted to be first punted off by Sebastien Bourdais, and then suffer terminal suspension failure two laps later



'When I wrecked cars, I thought

WARMING HECK
 L. IndyCar racer
 Carpenter was unhurt
 during last weekend's shunt
 at Texas Motor Speedway

DON'T BE LONG, DEAR
 And, true to his word, Michael
 Schumacher made sure he
 returned from his Sunday
 drive in Canada to see wife
 Corinna as quickly as possible



BOOSTING A FLAGGING CAREER Competitors who made it to the finish of the Nürburgring 24 Hours where given a warm reception



DRIVING IT ON THE DOOR HANDLES BTCC hard man Anthony Reid was in the wars again at Mondello Park, this time losing the door from his MG ZS



SAME CLASS, DIFFERENT GOALS While TVR (left) defied its critics to get both its cars to the finish at Le Mans, the White Lightning team won the GT class

they'd hate my guts'

ale Earnhardt Jr used to live in fear of his Busch Series crew

10.06.2004

Access all areas

Behind the barriers at the Canadian Grand Prix

Formula 1 should thank its lucky stars that there are no early mornings to force the drivers out of bed – because Kimi Raikkonen might well never have been attracted to the sport. Speaking ahead of the Canadian Grand Prix, Raikkonen revealed that he only got involved in motor racing after losing interest in ice hockey because there were too many early mornings. "I stopped because I no longer wanted to wake up so early," he said.

Jacques Villeneuve might be out of Formula 1 for the time being but it hasn't stopped him making the most of his continued popularity at home. Devoted fans can now get hold of their own 'Jacques Villeneuve' credit card – although no one knows whether the funds come direct out of the French-Canadian's own bank account.

Nick Heidfeld always likes to be on time, but he revealed last weekend that for once in his life he was glad to be late. Speaking about how well he has got on with Eddie Jordan this season, he said: "He's very different to Peter Sauber, for sure. They are the most opposite characters in F1. I saw him playing the drums last week at the Nurburgring. That was good fun – and luckily I just arrived two minutes before he stopped."

BMW Motorsport boss Mario Theissen seemed incredibly distracted by his PDA through the Canadian Grand Prix weekend – constantly reading the screen. On closer examination he revealed it was uploading live telemetry data from his winning cars in the Nürburgring 24 Hours, with speed and oil pressures, plus full tracking GPS of the position of the leading car on the Nordschleife track.

The portable toilets installed in the paddock might have drawn harsh criticism from several drivers – but they provided a source of massive amusement for Juan Pablo Montoya. The Colombian spotted Jensen Button popping into one for a spot of light relief and seized his moment to start rocking the toilet violently backwards and forwards. Monty then did a runner before a bemused Button emerged to wonder who the prankster had been.



Office obsessions No16

What we're talking about

Falling asleep on the job

"HELLO, is that the IT department? Edd Straw from Autosport here. There appears to be a large, head-shaped imprint on my laptop keyboard..."

OK, so that's an exaggeration, but it so nearly happened. Deep into the second half of the Le Mans 24 Hours, Straw's head dropped.

As he lay there, amused onlookers began to ponder. Was this an innovative way of race reporting? As his head lolled across the keyboard, was he in fact typing, ingeniously using his David Brent-style goatee to deftly hit the space key?

First-time Le Mans visitor David Evans took an altogether different approach. As avowed endurance race hater Jim Holder gushed forth on his latest theories in the small hours, Evans lowered his sunglasses, tilted his head in the vague direction of the conversation and caught 40 winks.

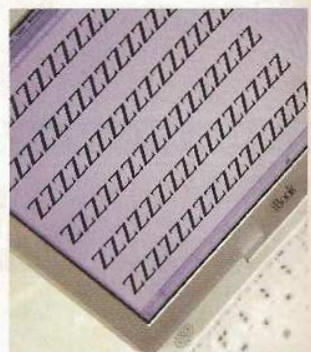
"How is Colin McRae getting on?" asked Holder. "France," came Evans' telltale reply.

James Attwood, meanwhile, ran from Saturday morning to 9am

Sunday and then climbed straight into John McLroy's car to return home for Monday's press day.

Just as well, then, that as one man dropped, others stepped in. Suitably refreshed, Straw battled through to the end. There, he was joined by a weary bunch including Gary Watkins and Richard Asher, plus autosport.com's Simon Strang.

Yes, Tom Kristensen's sixth win was impressive – but he didn't have a 12-hour journey home afterwards.



Straw's text needed subbing after his press room shut-eye

Kristensen equals record with

Tom Kristensen equalled Jacky Ickx's record number of victories in the Le Mans 24 Hours last weekend when he notched up his sixth win in the endurance classic with the Team Goh Audi squad.

The triumph, secured withinaldo Capello and Seiji Ara in Goh's privately-run R8 prototype, was the 36-year-old Dane's fifth in a row, following on from his successes with the factory Joest Audi squad in 2000-02 and Bentley last year.

"I've been lucky to have been able to race at Le Mans with some fantastic teams," he said. "My fellow drivers, and Jacky too, think that I'm a lucky bastard. That's probably true!"

"As a young kid I looked at what Jacky achieved and thought it was something I could only dream of. It hasn't really sunk in yet, but I am very proud of what I have done."

Kristensen has achieved his six

wins in a much shorter time than Ickx. The Belgian contested the 24 Hours 15 times over an 18-year period, while the Dane has needed just eight consecutive attempts.

Kristensen's fairytale Le Mans career began when he won on his debut in Joest Racing's privateer Porsche after landing a drive just days before race week. He then posted two retirements with BMW before joining Audi to claim a hat-trick of victories with Frank Biela and Emanuele Pirro.

For the two most recent Le Mans races, Kristensen has been loaned out to other teams, first to Bentley and now to Kazumichi Goh's customer Audi squad.

Kristensen dovetailed his Le Mans campaign with his full-time drive with the Abt Audi team in the DTM touring car series.

Le Mans report 68 →



Audi will be back in 2005

AUDI will be in a position to give Tom Kristensen the chance to go for a record-breaking seventh Le Mans victory next year.

The marque's motorsports boss, Wolfgang Ullrich, said immediately after last weekend's 24 Hours that Audi will be present at the race next year. That almost certainly means that Kristensen, who has raced full-time for the car maker since 2001, will be on the grid.

Ullrich said: "There will be Audis at Le Mans next year; this is for sure."

Ullrich explained that whether this

was with the existing R8 or the new R9 chassis, which Audi Sport is committed to building (Autosport, May 6), would depend on how the rules develop. He would not be drawn on whether Audi is willing to fit the R8 with a Formula 1-style underbody plank, which seems likely to be mandatory for 2005.



Ullrich
Committed

"The longer we can use the existing car the better the return on our investment," said Ullrich, "but I can guarantee we will be developing a new car. There shouldn't be a break in our sportscar activity."

Big shunt forces McNish out of 24 Hrs



McNish was taken to hospital after collapsing in Audi's garage

AUDI driver Allan McNish was briefly hospitalised after an accident that put him out of the Le Mans 24 Hours last weekend.

The 34-year-old was diagnosed with mild concussion after a 170mph shunt early in the race. Even though he was able to bring his Veloqx-run R8 back to the pits for repairs, he was forbidden from taking any further part in the race.

The accident happened shortly before the two-hour mark of the race. McNish and Champion Audi driver JJ Lehto, who were running second and third, hit a patch of oil at the Porsche Curves and skated off.

After returning to the pits, McNish climbed out of the car and then collapsed in the back of the garage. The Scot was put in a neck brace and taken to the circuit medical centre and from there on to hospital in the city of Le Mans for tests, including a brain scan.

The injured driver was briefly held for observation, but was well enough to return to the Veloqx team's pit to watch the final hours of the event on the Sunday.

McNish is expected to be fit in time to contest the next round of the Le Mans Endurance Series at the Nurburgring on July 3.

McRae plans LM return in 2005

CARE Racing Ferrari driver Colin McRae will return to the Le Mans 24 Hour race next season following a class podium finish on his debut at the Circuit de la Sarthe last weekend.

McRae, who shared his 550 Maranello with Darren Turner and Rickard Rydell, finished third in the GTS class and ninth overall.

"It was very hard work - the hardest competition I have done in a car," he said. "The bug kind of gets you. It's so rewarding for the team and everybody to get to the finish. Would I have another go at it? Yes."

McRae feature 82 →



BEAT JENSON TO THE NEWS...

... sixth win



Kristensen (centre) celebrates his latest win with Ara and Capello

Q&A

TOM KRISTENSEN Le Mans superstar

When did you start to think that you would win this year?

Half an hour before the end, Derek Bell [a five-time winner at Le Mans] came up to me and smiled at me. I think I smiled back, but I'm not sure because even at that stage the race could have gone either way. The finish, with a charging Johnny [Herbert] and Seiji [Ara] with nerves of steel, was incredible.

Have you spoken to Jacky Ickx about the record?

I saw him at the Monaco Grand Prix [in May]. He wished me good luck and said that he was sure I would equal him.

This year was a classic Le Mans 24 Hours, but how does it compare to your previous wins?

I have to say that it was a fantastic race. We never knew where we really were, and there were always things being thrown against us. The very wet race in 2001 was also very tough. Le Mans has always been something fantastic, so I haven't really started looking back yet.



BLOOMHAYL

Pit & Paddock

International news round-up

NEW LOOK FOR AUTOSPORT WEBSITE

Autosport's website has been given a great new look. Readers can still access the latest motorsport news, with exclusive analysis and interviews with drivers and team management from the events themselves. But in addition, there's now an archive of milestone reports taken from our back issues, plus all of Nigel Roebuck's 'Ask Nigel' answers and technical drawings from Giorgio Piola. The site remains free to all magazine subscribers. Visit www.autosport.com for more details.



Besson: late Le Mans package

WORLDWIDEIMAGES

BESSON IN REYNARD

Former Dallara Nissan driver Bruno Besson did a late deal for Le Mans. The Frenchman, who is racing in his domestic GT series this year, made his debut in the 24 Hours with the Noel del Bello Reynard-Lehmann 2KQ alongside Sylvain Boulay and Jean-Luc Maury-Laribiere.

HEZEMANS QUILTS GPC FERRARI

Sportscar regular Mike Hezemans has announced that he will not continue with the new GPC Squadra Corse Ferrari outfit in the FIA GT Championship. The Dutchman blamed a lack of results for his decision to quit. His place alongside Emanuele Naspetti for the next round of the series at Donington Park on June 27 is likely to be taken by Gianni Morbidelli, Vincent Vosse or Frederic Bouvy, who all tested a GPC Ferrari 575GTC at the Vallelunga circuit last week. All three drivers are expected to contest the Spa 24 Hours with the team.

LIEB BACK WITH FREISINGER FOR SPA

German Marc Lieb, co-winner of the N-GT class of the FIA GT Championship last season, will return to the series in next month's Spa 24 Hours. He will share one of the Freisinger team's Porsche 911 GT3-RSrs with regulars Sascha Maassen and Lucas Luhr. Lieb's team-mate in the Alex Job Racing American Le Mans Series squad, Romain Dumas, will team up with Stephane Ortelli and Emmanuel Collard.

ZWART AIMS FOR SPA COMEBACK

Dutch tin-top driver Paulien Zwart has targeted a return to the European Touring Car Championship at Spa on July 31. The 26-year-old, who is recovering from injuries sustained in testing at Magny-Cours in May, has been advised against returning to the Carly Motors squad at Donington Park this month. Her father, Klaas, will drive the team's BMW 320i there instead.

WATT SET FOR ETCC DEBUT

Former Formula 3000 frontrunner Jason Watt could race in Britain at Donington Park later this month for the first time since being paralysed in 1999. The 34-year-old Dane is set to make his European Touring Car Championship debut with the Peugeot Sport Engineering team.

RIBEIRO OUT OF F3000 FIELD

Brazilian Rodrigo Ribeiro has left the Durango F3000 International team for 'personal reasons'. No replacement is listed for the next round at Magny-Cours.

BATHURST 24 HOURS RESCUED

The Bathurst 24 Hours is on again, after an agreement between event founder PROCAR and the Bathurst Regional Council. The third running of the race goes ahead on November 19-21 and will be one of the first to make use of the new pits complex that is under construction at the track.

SUGDEN EARNS LATE REPRIEVE

Briton Tim Sugden received a late recall to the Perspective/Vic Lee Porsche squad at Le Mans last weekend. Sugden was replaced in the 911 GT3-RS by Nigel Smith for financial reasons, but came back into the team when Michel Neugarten's sponsorship package for the French classic failed to materialise.



Sugden got 24 Hours recall

PERFORMANCE

Rule break boosts ALMS teams

OP US sportscar teams Champion Racing and Dyson Racing look set to continue in the American Le Mans Series with their existing machinery into 2005.

The teams, which run Audi and Lola-MG prototypes respectively, have revealed their intention to stay in the series. Their commitment comes in the wake of news that the ALMS is aiming to continue with unchanged rules for its top category.

ALMS bosses have stated that they do not want to adopt new aerodynamic regulations designed to further slow the existing cars in comparison with those built to the

new 2004 rulebook. They believe that major changes to the old-generation cars, such as the introduction of a Formula 1-style underfloor plank, could force teams out of the series.

The Le Mans organisers, who write the rules, seem likely to acquiesce to the request. They have already given dispensation to prototypes running in the ALMS not to fit the smaller fuel tank and rear wing that must be used in the Le Mans 24 Hours.

Doug Robinson, executive director of ALMS sanctioning body IMSA, said: "None of our teams

nor any of the those talking to us about next year is considering running cars built to the '04 rules. Therefore it is our opinion that we should extend the life of the existing rules to the end of '05.

"We would like some more cars running before we ask our teams to spend money to buy new machinery or modify their existing cars."

Chris Dyson, who runs his father Rob's team on a day-to-day basis, said: "The ALMS is our primary commitment, and given the status quo approach it is fair to say that we will be back for '05."

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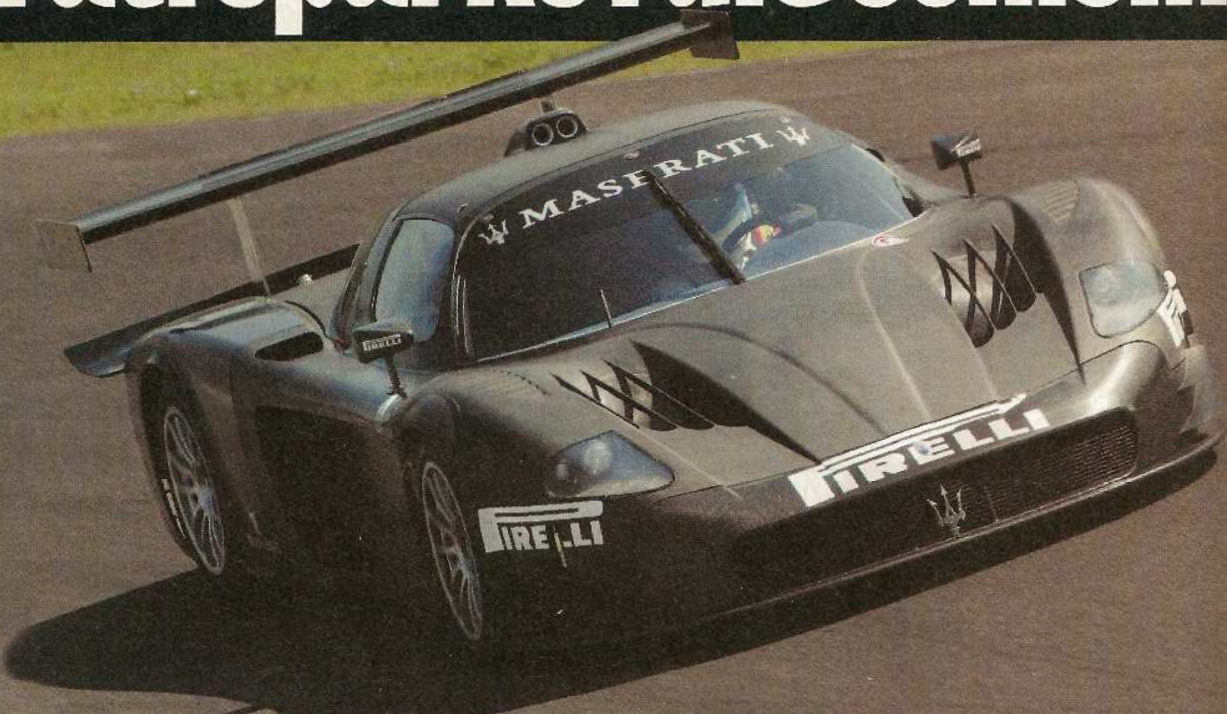
Maserati sparks rule schism

Maserati's controversial MC12 could prove to be a stumbling block in the drive for a common set of GT rules between the organisers of the Le Mans 24 Hours and the FIA GT Championship.

Le Mans sporting director Daniel Poissenot has stated that he believes the new Ferrari Enzo-based car is outside the spirit of the Le Mans regulations. He made the comments ahead of a special meeting this week designed to try to bring the Le Mans GTS and FIA GT classes together.

Poissenot said: "A GTS car should be a road car first and a race car second. I cannot imagine anyone driving a Maserati MC12 to the supermarket."

The V12-engined car has been built to the specifications of the FIA GT Championship, in which it is scheduled to make its debut in September. Dimensions of the race version have yet to be released, but it is almost certain that they will put it outside the Le Mans regulations in one key respect: the overhang of its bodywork beyond the front and rear axles appears to be above the maximum permitted. A dispensation would allow the car to



race – if it runs without a downforce-generating front splitter.

At Le Mans, the MC12 would be further penalised aerodynamically by a new-for-2004 regulation that limits the rear wing to the same width as the cockpit area.

The FIA rules allow longer overhangs and a rear wing to the full width of the car, but Poissenot hinted that he would be unwilling to compromise for a car that he views to be contrary to the spirit of GTS.

He said: "We need to have the

Maserati on the grid, but we will not change the rules just for one car."

A rule change is also required for Maserati to join the FIA GT Championship with a full factory team. Series boss Stephane Ratel has confirmed that he has failed to

win the unanimous approval from the teams to make an amendment to the regulation outlawing direct manufacturer involvement, which means that the issue will now go before the FIA legislature, the World Council.

Dor opens new world GT plan

A NEW world sportscar series for GT cars has been proposed by the businessman behind Prodrive's successful Ferrari 550 Maranello.

Shipping magnate Frederic Dor, who instigated the 550 programme, has come up with a radical blueprint for a series he claims would be cost-effective and attractive to carmakers. He believes that existing series, such as the FIA GT Championship, are on a downward slide from which they will never recover.

The idea centres on one organisation building up to five different types of car for the championship. This would cut costs

and ensure equal performance between each design.

Dor, who raced at Le Mans last year, said: "I've been a team owner, a car collector and a driver, so I understand the system. There is no sponsorship for this kind of racing, just privateer money. That is why we must make it cheaper."

"Now it costs 1.5 million euros [£1m] to do FIA GTs. What I propose would cost one-third of that."

Dor refused to elaborate on his idea, but it is known he is seeking manufacturers to sign up for a series. It appears they would not have to contribute to the costs of developing

and racing the cars, but would be required to promote the events.

The plan is for a world series rather than a European-based championship, to encourage as many manufacturers as possible. Dor wants to base it around high-end GT machinery, such as the Ferrari 575M and Aston Martin DB9.

Dor maintained that the series could go ahead as early as 2005, if the car manufacturers prove receptive.

It is unclear if Prodrive would be involved in Dor's plans. The company is developing the DB9 for use at Le Mans, in the Le Mans Endurance Series and FIA GTs.

Leslie gets Saleen drive for UK race

EX-TOURING car star David Leslie will make his FIA GT Championship debut at Donington Park on June 27.

The 50-year-old, who was runner-up in the British Touring Car Championship in 1999, will drive Graham Nash Motorsport's Saleen S7R in the FIA event. Leslie and Paul Whight, whose historic Aston Martin AMR1 the Scot also pilots, join team regular Paolo Ruberti in the car.

Leslie said: "It will be good to get back into a sportscar. Paul wants to have a go in a contemporary car and I'm sure that we could end up doing some more races in it later in the year."

Labour aids green teams

THE two British teams running alternative fuels in the Le Mans 24 Hours last weekend received backing from the government.

Taurus Sport's diesel project and the bio-ethanol-fuelled Nasamax squad were given funds from the Motorsport Development Board, a body which was set up last year to allocate a £16 million government grant to motorsport projects over the next five years.

The MDB has given £145,000 to the Energy Efficient Motor Sport project, an undisclosed part of which has gone to Taurus and Nasamax.

The Mardi Gras team, which is running an LPG-powered car in the British Touring Car Championship, will receive similar support.

MDB project leader Steve Bunkhall said: "We haven't given them a vast amount of money, but it is recognition for what these teams have done so far."



The Taurus Lola: our taxes are paying for that, you know!

DAMS Lambo debut put back

THE DAMS squad looks certain to postpone its FIA GT Championship entry with Lamborghini.

The team has yet to confirm its deal to run one of the new Murcielago R-GTs ahead of the Donington Park round on June 27. Even if that happens in the next week, it is unlikely Reiter Engineering, which has developed the R-GT for racing, could deliver the car DAMS plans to race.

Team boss Jean-Paul Driot explained that he was hoping the test chassis that Reiter raced in the Valencia round of the series in April could be loaned to the team.



The Lamborghini is unlikely to make the trip to Donington Park

Kelleners lands late Porsche deal

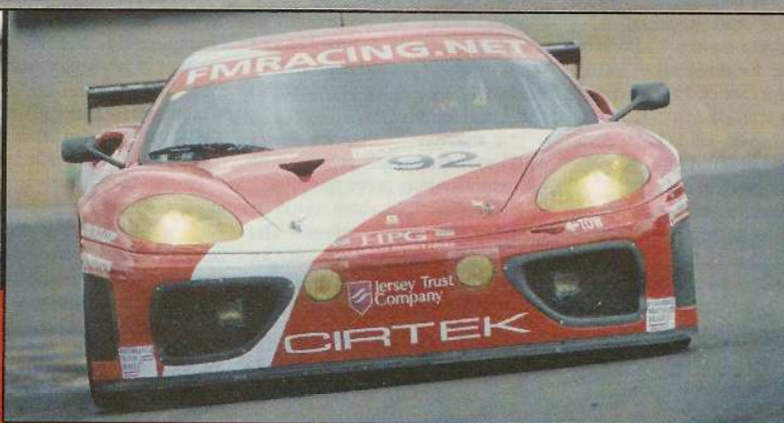
RALF Kelleners raced a Porsche at Le Mans last weekend for the first time since coming within two hours of victory in 1997.

The 36-year-old German, who was a works Porsche driver in '96 and '97, received a late call-up to drive a factory-backed Freisinger team 911 GT3-RSR. He took the seat originally earmarked for Timo Bernhard alongside Stephane Ortelli and Romain Dumas.

Kelleners landed the drive after Porsche did a last-minute reshuffle of its works driving force and sent Bernhard to race in the Nurburgring 24 Hours with the Manthey team.

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Honda is looking to step up its involvement in the BTCC again – but probably in 2006



Honda set for big '06 BTCC push

Honda is gearing up for a full-blown attack on the British Touring Car Championship, but it may decide to take a sabbatical from the series before returning with all guns blazing.

The Japanese manufacturer significantly reduced its support for the works Arena Motorsport team this season, and is contemplating a

complete withdrawal in 2005 before returning for a multi-year push for the championship with a new-shape Civic in '06.

Honda UK promotions boss Paul Ormond said: "It's all still to be discussed – nothing's been finalised yet. We have a new car which we are thinking about running in 2006, so if anything we will be taking a

year out in '05 to develop it. We would be looking at a two or three-year package, starting with the development year. We might put the car out at the end of '05, but it's too early to say."

Ormond said Honda would look at the option of building the car to Super 2000 rules – the current BTCTouring regulations expire at the end of 2006

– but ruled out the possibility of the car being entered in the European Touring Car Championship. He also left the door open for it to be powered by a diesel engine. "We would take whatever option our partners considered to make the best package," he said. "At the moment a diesel is a bit of a novelty."

No deal has been struck with an

outfit to run the programme, but Arena is thought to be in a strong position to continue its association, which has run since '02.

Honda Civics are likely to still feature in next year's BTCC through independent outfits. Team Dynamics has two cars and has expressed an interest in running a third example during the second half of this season.

Thompson may get 156

FORMER British Touring Car Championship title winner James Thompson is in line to race for Alfa Romeo in the British round of the European Touring Car Championship at Donington Park on June 27.

The 2002 BTCC champ could not confirm he would be taking part in the races. Autodelta team boss Monica Sipsz admitted that the team has held talks with Thompson, but gave a cagey response when asked about the plan: "We would like it to happen and if it does it will be James. We will decide this week. Maybe it will happen, but I don't think so."

Thompson's participation has been made possible following a meeting between BTCC team owners and series boss Alan Gow at Mondello Park last weekend.

It was agreed that teams and drivers in the British championship could take part in the ETCC round without it counting as a test day, which is prohibited under the rules.

The decision also opens up the opportunity for another former champion – SEAT team leader Jason Plato – to enter the event.

All the latest news on www.autosport.com

Thompson



Alfa chance

Ex-champs called into battle

BRITISH Touring Car Championship stars past and present will go head-to-head in a one-off charity race at Donington Park in September.

BTCC boss Alan Gow has struck a deal with SEAT for its Cupra Cup cars to be leant to such luminaries as John Cleland, Jo Winkelhock and possibly even Nigel Mansell.

Former champions since the start of the two-litre era in 1991 have been invited to take part. There will be 18 cars in total, with the remaining slots filled by other stars from the past.

Drivers will race for a nominated charity, with the winner's chosen cause receiving the prize fund.

"This is a chance for motor racing to put something back," said Gow. "I always thought that given how popular the golf and tennis masters are, why not do it with motor racing?"

Gow claims the idea has been met positively, but at least two former champions other than the late Will Hoy will not be there. The event runs on the same bill as the BTCC finale, and Vauxhall has ruled out 2002 champ James Thompson and current title holder Yvan Muller.

Thompson said: "Hopefully I'll be celebrating winning another title for Vauxhall. It wouldn't be right to end the day driving for someone else."

BTCC champions

1991	Will Hoy	BMW M3
1992	Tim Harvey	BMW 318i
1993	Jo Winkelhock	BMW 318i
1994	Gabriele Tarquini	Alfa Romeo 155
1995	John Cleland	Vauxhall Cavalier
1996	Frank Biela	Audi A4
1997	Alain Menu	Renault Laguna
1998	Rickard Rydell	Volvo S40
1999	Laurent Aiello	Nissan Primera
2000	Alain Menu	Ford Mondeo
2001	Jason Plato	Vauxhall Astra
2002	James Thompson	Vauxhall Astra
2003	Yvan Muller	Vauxhall Astra



James Thompson drove in the final two rounds of last year's ETCC for Alfa Romeo and won one of the races at Monza

Super 2000 cars for Macau

THIS year's prestigious Macau Guia tin-top race has been opened up to Super 2000-spec cars.

A decline in Super Production and the increased proliferation of Super 2000 has brought about the move, but an equivalency formula, which would have allowed British Touring Car Championship-spec cars into the race, has been abandoned.

Race organiser Barry Bland said: "We looked at allowing in the BTCC cars, but after the British GP support race was cancelled [because of a lack of team budgets] we decided it was not worth it for just a couple of them."

There will be 20 slots for Super

2000 cars, with a further 20 set aside for locally-run Super Production cars. Bland hinted that this would be

the final year for the lower-spec machines. He also said some Super 2000 cars would come from Asia.



S2000 cars will be fastest at Macau since Super Touring in '99

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Friesacher set for Coloni move

Highly-rated Austrian Patrick Friesacher has left the Super Nova Formula 3000 International team and is tipped to switch to the rival Coloni Motorsport squad for the remainder of the 2004 season.

Former race winner Friesacher, who lies sixth equal in this year's championship with nine points, has exercised an option in his contract with Super Nova to leave the squad after the first four rounds of the 10-race championship. He is tipped to replace Belgian Jeffrey van Hoooydonk, who in turn could take his place at Super Nova.

"I have taken the option not to race with Super Nova any longer," said Friesacher. "The team was doing a good job but I wasn't happy with the results we were getting."

The 23-year-old declined to discuss his future, which is complicated by a dispute over a

clause in his Super Nova contract.

Team boss David Sears said: "Patrick's contract allows him to leave after four races if he's not in a championship-winning position. If Coloni Motorsport has made him an offer enticing him to break his contract with us then we need to come to an amicable agreement. We have to find a driver to partner Alan van der Merwe at short notice for the round at Magny-Cours. The race is on July 3 and it's going to be tight."

Coloni Motorsport boss Paolo Coloni denied he had approached Friesacher, saying: "We have a contract with our current drivers and there has been no contact with anyone else."

"But Friesacher has been a Coloni driver before and has won for us. If he was on the market then maybe we would be interested."

Coloni had a contract with

Friesacher at the start of the year which the Austrian was unable to take up. He then joined Super Nova before the first race.



Piquet tests for Hitech

HITECH Racing has played down speculation that British Formula 3 series leader Nelson Angelo Piquet will join the squad before the end of the season, despite the Brazilian testing with the team last week.

Piquet jumped into the Dallara-Renault normally raced by Scotsman Andrew Thompson and lowered the fastest time of the day in the Pembrey test. He then put the same tyres on his regular Piquet Sports Dallara-Mugen and, according to onlookers, lapped half a second slower.

Although Piquet could rejoin Hitech for another attack on the end-of-season F3 internationals in the Far East, team boss David Hayle did

his best to scotch talk that the 18-year-old may contest some UK races with the squad. "He's got an excellent team of his own and I don't see why he'd want to change," he said.

Hayle added that, since Piquet joined his team for the Macau and Korea races last year, there has been some interaction between the two outfits. "We've tried to keep a relationship going," he said. "They're a one-car team and might get lost; we've got mainly rookie drivers so we might get lost. He just brought his seat and tyres over for a go."

Hitech regular Lucas di Grassi subsequently bettered Piquet's time on a new set of tyres.

Jouanny out of KTR Dallara Nissan

FRENCHMAN Bruce Jouanny will miss the Valencia round of the Dallara Nissan World Series due to a shortage of cash.

The KTR driver said: "It's very disappointing to start as a championship favourite and have to

quit after three races, but I will keep trying to race in Dallara Nissan."

KTR will only run Didier Andre at Valencia. Vergani Formula will not compete in the race either, although it plans to return for the Lausitz round with Giovanni Tedeschi.

With the Saulnier team still unable to fill its second seat and Belmondo almost certain to quit the series, the grid could be reduced to just 15 cars.

KTR boss Kurt Mollekens said: "Teams have been looking for months and not found anyone."

P1 boss denies team will quit F3

P1 MOTORSPORT has pledged to race on in the British Formula 3 Championship at Castle Combe this weekend, despite reported money problems for driver Adam Carroll.

F3 insiders claim that P1 boss Roly Vincini was set to mothball the squad last week and place Carroll's team-mate, Ernesto Viso, in the fourth seat at Carlin Motorsport.

Vincini said on Tuesday: "You can never say never and things could change tomorrow. Both cars are going to Combe and we are preparing to go racing. Adam has always put things together race by race - that's the story of his career."

Larini on the pace in Honda test run

TIN-TOP star Nicola Larini was called up to test the JAS team's European Touring Car Championship Honda Accord at Vallelunga last week.

The Italian, who hadn't driven a touring car since losing his long-term berth with Alfa Romeo at the end of last year, was asked to hasten development of the car raced by Alessandro Balzan. He ended up 0.02sec off the fastest time on the second of two days of testing.

Larini, who was outpaced by BMW driver Antonio Garcia, said: "They wanted to use my experience. We made progress with the car."

QUOTE OF THE WEEK

"Excuse me. Who eez not singing anymore?"

Yvan Muller

Reigning British Touring Car champion Yvan Muller had the last laugh in the Mondello Park paddock after France's late winner in the Euro 2004 game against England last weekend.



Colin Turkington claimed his and MG's first BTCC win of 2004 with a battling drive in race three at Mondello Park on Sunday

Hodgetts to fight for GA Astra drive

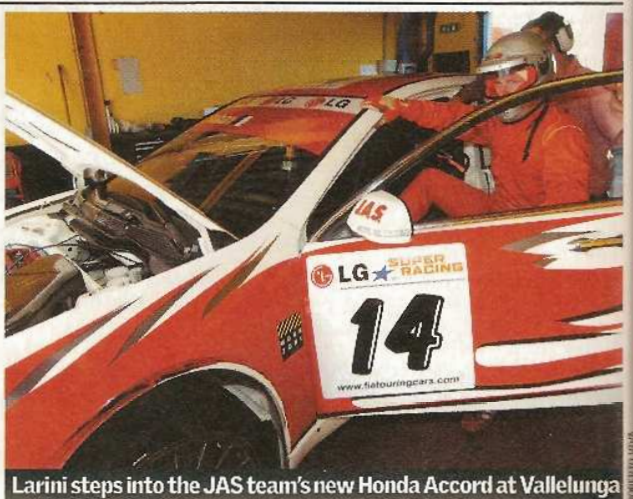
FORMER SEAT Cupra Cup frontrunner Stefan Hodgetts is eyeing a full-time place in the British Touring Car Championship.

Hodgetts, the son of double BTCC champ Chris, made his series debut for GA Motorsport at Mondello Park last weekend and is "reasonably

confident" of keeping the drive for the next round at Croft on July 25.

Hodgetts faces competition from the man he replaced in the Vauxhall, Charlie Butler-Henderson.

"It's taken me 15 years to get to the BTCC and I'm not turning my back on it now," said Hodgetts.



Larini steps into the JAS team's new Honda Accord at Vallelunga

Pit & Paddock

International news round-up

ARGENTINIANS TAKE TO OVAL

In preparation for the TC2000 round scheduled to take place on the Rafaela oval in Argentina next month, 18 cars took part in a day's test session there last weekend. Works Chevrolet driver Christian Ledesma ended up fastest, having averaged 150.12mph for his best lap. The oval was last used in 1982.



Harrison tests his Civic Type-R

HARRISON'S HOMECOMING

European Touring Car Championship racer Simon Harrison tested his GR Motorsport Honda Civic Type-R at Brands Hatch last week. He has had a tough season so far, but was encouraged by his performance, lapping in the 50sec bracket on the Indy circuit.

MARTINSVILLE REBUILDS

The Martinsville Speedway in the USA is undergoing a comprehensive rebuild. The entire surface of the half-mile oval has been torn up and relaid. The work is expected to finish by mid-July. The most recent race at the track became a farce when pieces of the asphalt began to break up during the event. NASCAR has held races at the circuit since 1956.

HELTON OUTRAGED BY BLUNDERS

NASCAR president Mike Helton has apologised after more procedural glitches and an abundance of yellow flags during the Pocono event on Sunday. For the third time in six races a Nextel Cup event finished under caution, while fan disillusionment deepened with almost a third of the race run under yellows. There was another bungle at Pocono when an official mistakenly opened the pitlane a lap too early, surprising leader Jimmie Johnson. Helton called the situation "unacceptable" and promised that procedures would be improved.

NUNN IN THE PRO SERIES

Mo Nunn Racing will boost the Infiniti Pro Series by running American driver PJ Chesson for the rest of the season. Chesson comes from the World of Outlaws Series, in which he has competed since 1998. The Nunn team already runs Tora Takagi in the IRL IndyCar Series.

TEXAS GETS SAFER

Texas has become the latest American oval to have the SAFER crash barriers installed. The decision to fit the energy-absorbing system at the high-speed 1.5-mile facility was a popular one. Andretti Green Racing driver Dario Franchitti said: "It's definitely comforting to have it."

ATLANTIC COST CUTS

In an effort to reverse the dwindling fortunes of the Toyota Atlantic series, championship promoter Pro-Motion has introduced a number of cost-saving measures. These include a 9600rpm rev limit and sealed differentials. Teams will be restricted to only six crew members and the number of tyres is now limited to two sets per driver each weekend.

NASCAR ACE HITS 228MPH

NASCAR star Rusty Wallace hit a top speed of 228mph during testing at Talladega last week. Wallace drove his Dodge without a restrictor plate following a request from sponsor Racing Radios, which wanted to try out its equipment while running at high speed. In races at the track, cars have to run with the unpopular restrictor plates.

RALPH MOODY DIES

Legendary NASCAR engine builder Ralph Moody has died. Moody was a partner in the Holman-Moody racing team which dominated the Cup in the late 1960s with its David Pearson-driven Fords. "Whenever I was in one of his cars, I felt like I had a chance to win," said Pearson.

KHAN TAKES A BREAK

Alan Docking Racing has canned its British Formula 3 Championship Scholarship class programme with Adam Khan due to the Anglo-Indian driver's sponsorship difficulties. The ADR outfit is now looking for another driver for its Dallara-Mugen Honda to team up with A-class racer Will Power. Khan is said to be considering stepping up to the British series' A-class before the end of the year. Indian Ajit Kumar has also vacated his Mango Racing.



Wallace: unrestricted record

Engine support bo

Honda and Toyota will supply engines to the IRL IndyCar Series until the end of 2006, cementing the championship's dominant position in US open-wheel racing.

The announcement follows speculation that Toyota might withdraw from the series as a result of its growing involvement in the NASCAR Craftsman Truck Series and its impending Nextel Cup assault. Insiders feared this would prompt Honda to quit because it would no longer be going head-to-head with its bitter Japanese rival.

Toyota Racing Development general manager Lee White said: "We told the IRL a year ago we'd go through to 2006. Our continued involvement beyond that has far more to do with how many people are in the seats in the grandstands or watching on television than it does any of our NASCAR activities. The two projects are totally separate."

Toyota currently fields IRL factory efforts from Team Penske and Chip Ganassi Racing, and leases engines to Kelley Racing, AJ Foyt Racing and Mo Nunn Racing. But White only confirmed that engines would be available to buy or lease, prompting speculation that Toyota might yet reduce its involvement with its factory squads.

Honda, victorious in three of the four IRL races so far in '04, supplies support to the Andretti Green, Rahal-Letterman and Fernandez/Super Aguri outfits. It is understood Greg Ray is its only paying customer.

Robert Clarke, vice-president and general manager of Honda Performance Development, said: "We extended our deal last month and we hope to go beyond that. We see signs of strengthening in the teams attending the races, but the television figures are still an issue."

"We see the move to road courses next year as a positive thing. They are part of Honda's heritage and culture and they will take us closer to what CART racing used to be about. The mix of road, street and oval courses was ideal."

Honda played a key role in enticing Adrian Fernandez and Bobby Rahal to switch from Champ Cars to the IRL this season and is reportedly wooing Newman-Haas co-owner Carl Haas to run a team in the series next year.

The confirmation of the engine deals is also an indirect blow to the Champ Car World Series. It had stood to gain if either of the engine suppliers, which pump money into the IRL, had pulled out.

Chevrolet is also expected to continue its support of the IRL.



KIMBUKAT

Texas set to ditch its season finale

THE IRL IndyCar Series' traditional season closer at the Texas Motor Speedway is in jeopardy after the track won a long-awaited second NASCAR Nextel Cup date next year.

Texas has hosted IRL races since 1997, with a night event in June and the season finale in October. But now

that it has secured a Nextel Cup race on November 6 next season, there is likely to be a date clash.

A circuit spokesman said: "We'd love to do both races, but we need the IRL to move its season finale back to mid-September. We don't want two major races in three weeks."

Dyson makes move into single-seaters

NORTH America's top sportscar team is expanding into single-seater racing for the first time.

Dyson Racing, which was a race winner in the American Le Mans Series last year, will join the Toyota Atlantic series for selected rounds this year. Chris Dyson, the

son of team founder Rob, will drive its Swift 014 chassis.

Dyson Jr said: "This move serves multiple purposes. It will allow me more mileage, but it will also expand the horizons of the team, which is making a transition towards a more commercial organisation."

IRL sticks with Indy aero mods

AERODYNAMIC changes aimed at stopping IRL IndyCar Series cars from taking off when they spin will be used for the rest of this season.

The modifications, first tried at the Indianapolis 500 last month, include a vertical spine running the length of the bodywork. Other improvements will be used at selected events. The curved skid plate under the car will be fitted at all tracks of over one mile, while the reverse wicker on the rear wing will be attached only at Texas, Fontana and Michigan.

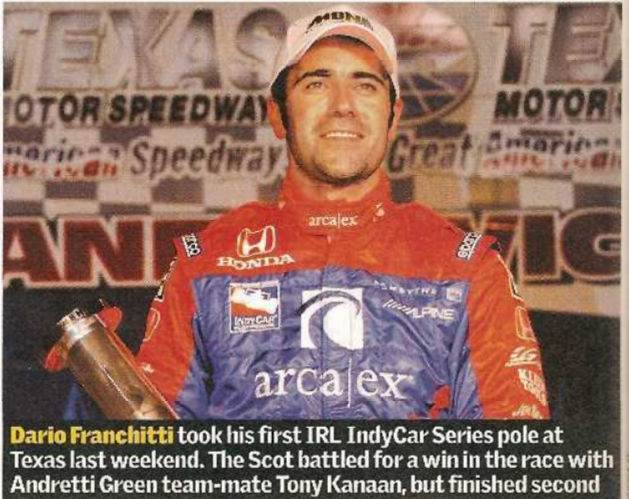
IRL points leader Tony Kanaan said: "I commend the IRL for making safety a priority."

Brack: I'm not ready to return

KENNY Brack will not return to competition for the foreseeable future, despite setting a competitive pace on his return to driving during a recent test at Richmond.

The 1999 Indianapolis 500 winner and '98 IRL IndyCar Series champion, who suffered multiple injuries in an accident last October, said: "I ran very well and was pretty much back to normal in the car, but I got tired after 160 laps. I don't think my back and ankles are ready yet."

"However, I got the answers I was looking for from the test and I'll just keep working out and evaluate my situation in a few weeks."



Dario Franchitti took his first IRL IndyCar Series pole at Texas last weekend. The Scot battled for a win in the race with Andretti Green team-mate Tony Kanaan, but finished second

sters IRL's future

YOTA



Penske will be able to continue with Toyota power

Unite or die, says Andretti

FORMER Champ Car star and current IRL IndyCar team owner Michael Andretti has added his voice to calls for a unified top-line US single-seater series.

Andretti believes the rise in popularity of NASCAR was aided by the split between the two single-seater factions, and that if either is to rival the interest created by the Nextel Cup they need to join forces.

"When the split happened it was music to NASCAR's ears and they took advantage of it," he said. "Without the split open-wheel racing was ready to shoot up just like

Andretti



Split decision

NASCAR. We would have had two series that were both bigger, but more equal. Both would have grown, but NASCAR wouldn't have been this thing it has become.

"The first thing we have to do is get open-wheel racing together, so people don't turn on the TV and see a race at Milwaukee and wonder where everybody was. The casual fan doesn't understand. We need to bring it back to where all of the best teams and the best drivers are in one place."

Andretti quit Champ Car at the end of the 2002 season.

Waltrip blasts 'stupid' Wallace

NASCAR VETERAN Michael Waltrip blasted fellow stock car star Rusty Wallace after the pair clashed in last weekend's race at Pocono.

Wallace's Dodge rammed the back of Waltrip's Dale Earnhardt Inc Chevrolet in the closing stages.

Waltrip fumed: "I am just amazed that somebody could do something that stupid. If I put other people in jeopardy, I wouldn't be able to live with myself."

Wallace apologised and said he understood Waltrip's frustration. "When I hit the brakes the pedal went to the floor. The last thing I wanted was take my own car out," he said.

DTM's Chinese street circuit is unveiled



This is the circuit map for next month's DTM non-championship event in Shanghai. The 1.77-mile track runs through the streets of the city's Pudong district. There will be two 30-minute races

On sale Thursday June 2

Next Week



US GRAND PRIX

Schuey's seven up – but the pack is still chasing. Will Indy see a breakthrough for JPM, Ralf or Button? Read the ultimate report

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FIA to rule on Provera out

Max Mosley, president of the governing body of world motorsport the FIA, is studying further video evidence of Peugeot's Acropolis Rally press conference before he decides what action will be taken against its team principal, Corrado Provera.

Provera and the Velizy-based team are expected to discover their fate in the coming days. Sources within the FIA have made it clear that statements such as the one Provera made following Peugeot's exclusion from first and fifth place on the Cyprus Rally will not be tolerated.

Mosley has requested video footage of Provera's statement to the press. After watching it, he will decide whether or not to request an explanation from Provera to the World Motorsport Council.

Provera told the world's media that he felt the FIA's decision had "brought shame" on his team.

A source within the FIA said: "This is not something the FIA is going to let go. In the past, there has been the odd instance of a team producing a press release making a statement which is clearly untrue,

but this is not something we are going to overlook."

Autosport.com revealed last week that the FIA had evidence that the impeller, an internal part of the 307's water pumps, had been specifically modified in order to fit the component. This contravenes the FIA rules which state that the water pump on a World Rally Car must remain standard.

The FIA source said: "The pump in question was from a different engine; the component had been deliberately machined down from 69 millimetres to 60 millimetres in order to fit the pump. If it had not been specifically modified then it would not have been able to fit the pump."

Provera was unwilling to comment on the situation. He said he had made it quite clear at the end of the press conference in Greece that he did not wish to talk about it again.

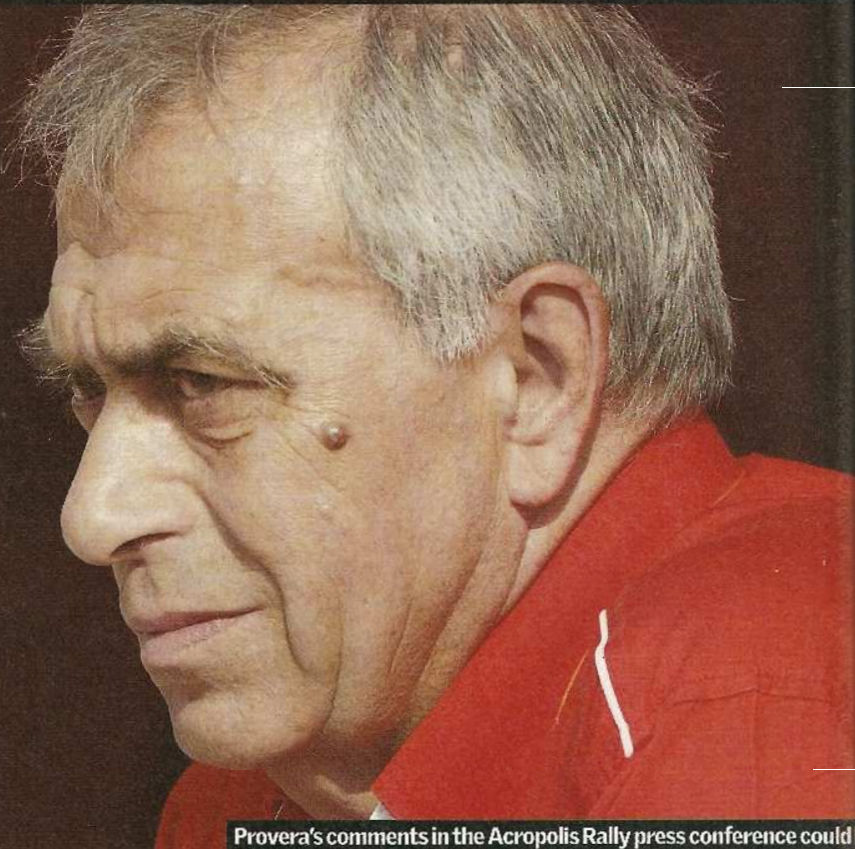
Provera said: "Listen, listen: this is the version the FIA may give. They know the truth. I said at the end of my statement that I wouldn't go back on my position. I stand by that. I gave them all the documents showing that the pump conformed."

All the latest news on www.autosport.com

Mosley



Deliberating



Provera's comments in the Acropolis Rally press conference could

Rally GB deal falls through

COLIN McRae will not be competing in this September's Wales Rally Great Britain after all.

The 1995 world rally champion had been working on a deal to drive a factory-specification Subaru Impreza WRC on his home round of the championship.

However, the deal collapsed last week when the financial backer McRae was in discussions with

McRae was in discussions with

get something together for Rally Great Britain, but it was not to be. It would have been good to have been out in front of the British fans."

McRae had been expected to drive a car run by RED Motorsport. Boss of the Widnes-based firm Neil Gatt was equally disappointed not to be running in the event.

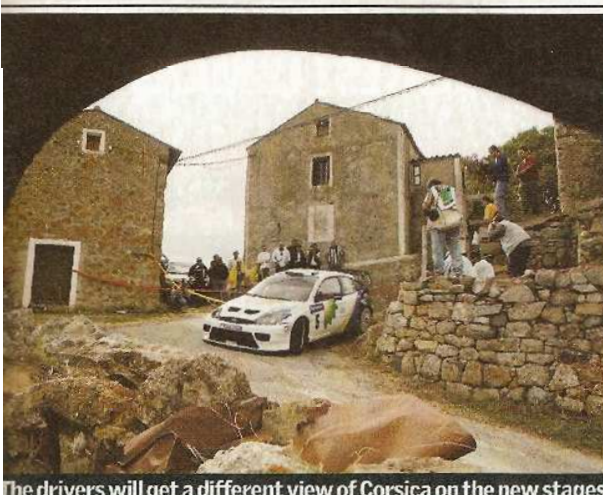
"It was a great opportunity for everyone involved," said Gatt.

McRae is now looking to finalise a deal to contest next year's Telefonica Dakar and the FIA Rally Raid series.

McRae



No deal



The drivers will get a different view of Corsica on the new stages

McRae Sr heads London-to-Sydney

FIVE-TIME British Rally Champion Jimmy McRae was leading the London-to-Sydney Marathon as Autosport closed for press.

The 30-day event started 10 days ago, and competitors will cover 15,000 kilometres. McRae, who is co-driven by Bruce Lyle in a Toyota RunX, heads the field after stages in France, Italy and Greece, but his lead has been reduced to 36 seconds after he suffered a broken brake calliper in the rocky Greek stages. "It didn't want to stop, which was a problem in these flat-out fifth-gear stages," said McRae, who clamped the brake pipe shut with a pair of pliers.

THE BIG NUMBER

9321

THE NUMBER OF miles competitors will have to get through in the London-to-Sydney Marathon. Another not-so-big number is 30 - that's the number of days it will take to reach Australia.

Corsica format changed

THIS season's Tour of Corsica will feature fewer stages than ever before, as crews will only tackle four stages per day and a total of just 12 throughout the whole event in October.

The changes are being made to the first two legs of the event, while Sunday remains identical to last season's format. Friday and Saturday will both feature new mileage, some of which has never been used on the event before. In reality, however, there are only six different stages, as each day includes a loop of two in the morning, followed by a repeat of that action during the afternoon.

Twelve stages will be the smallest

number ever included in a round of the World Rally Championship, although last season's Monte Carlo Rally came close with 14.

In addition to the alteration of the stages for the event, the headquarters of the Corsica Rally will also be making a move.

The focus of the rally, including the only service park, will move from beside the airport in Ajaccio to the centre of town. The Palais de Congress will house the rally offices, while the service park will be spread out around the port.

France's round of the world championship is scheduled to take place from October 15-17.

C2 to make debut on Turkey stages

CITROËN'S C2 Super 1600 will make its world championship debut on the Rally of Turkey later this month.

The date for the launch of the Saxo's replacement was postponed until later in the season, after Citroën Sport proved unwilling to unveil the car on the rough Acropolis stages.

No Junior World Rally Championship competitors will drive the new car until Finland, but Turkish rally ace and former BRC competitor Erkan Kazaz will use a C2 on his home WRC round, along with Norwegian driver Markus Foss.

JWRC driver Guerlain Chicherit is expected to drive a C2 in Finland.

ourst



The offending part that has caused all the trouble

more repercussions for the team

Loix in for asphalt

PEUGEOT has ended speculation about Freddy Loix's immediate future by confirming that the Belgian will, after all, drive a 307 WRC on the remaining asphalt rounds of this year's world championship.

Loix had always been tipped to partner Marcus Gronholm in the factory 307 on sealed surfaces. But team principal Corrado Provera had cast doubt on that idea when he said Loix might never drive an official car again.

However, Peugeot Sport confirmed late on Tuesday afternoon that Loix would get the seat after all.

A prepared statement said: "Freddy Loix will take part in all three asphalt rounds of the 2004 WRC, namely Rally Deutschland, the Tour of Corsica and the Rally of Spain [Catalunya]. He will drive a 307 WRC and his mission will be to assist Marcus Gronholm in his bid to win the world title. To prepare for these events Freddy will continue to participate in testing and before the championship's first round, he will also enter a non-championship event driving a 206 WRC."



Loix will see more 307 action

Ford boss to keep Duval

FORD world rally team boss Malcolm Wilson has scotched recent rumours that Francois Duval could leave the team at the end of the season and head to Citroën.

There has been speculation about the Belgian's future with Ford, with some sources suggesting that he could join Sebastien Loeb.

However, Wilson insists that Duval will stay at Ford for next season. He said: "Francois is under lock and key. He's not going anywhere next season. I had his contract out today, because we were looking at things for the future and he's with us until the end of 2006."

Wilson suggested that the speculation could have stemmed from the fact that Loeb and Duval are friends, and are on holiday this week.

Neither Duval nor Citroën boss Guy Frequelien were available to make any comment.

Ford has yet to confirm its intention to continue its WRC programme into next season. If the car giant was to pull out of the series, then it is thought Duval's contract would be null and void.

Even if Ford decides to stay in the series, it will have to fight to retain its lead driver Markko Martin, who has been targeted by Peugeot.

Wilson said: "If we want to keep Markko, we've got to make him a better offer than anybody else."

Special Stage

International news round-up



Bourdais and Loeb at Le Mans

SEB BACKS SEB

Citroën Sport's World Rally Championship star Sebastien Loeb was present at last weekend's Le Mans 24 Hour race in France. The current championship leader met up with Champ Car frontrunner Sebastien Bourdais, who was racing a Pescarolo-Judd C60. He retired with engine problems.

'I WANNA BE ELECTED'

Juha Kankkunen might have secured four world rally championships, but a European title still eludes him. He finished second in the race to represent his local Finnish town in the European Elections earlier this week. Kankkunen, who received 17,000 votes, said: "I'm surprised that I got as many votes as I did. This is not something I'm going to forget about; I want to carry on with this project."

SCHWARZ RETURNS TO ASPHALT COMPETITION

Armin Schwarz will contest this weekend's Saarland Rally in a Skoda Fabia WRC. Schwarz, who failed to finish his return rally with the Czech manufacturer in Cyprus earlier this month, has not competed on asphalt since Rallye Deutschland last season. The Saarland Rally runs on Friday and Saturday evenings, with 16 stages shared between each leg. Further details and results will be available from www.saarland-rallye.de

IMPREZA POWER ON A BUDGET (OF SORTS)

Prodrive has built a national-level Group N Subaru Impreza. The new car features a more standard specification engine and gearbox and will cost £25,000 less – at £60,000 – than the international version, which won last season's Production Car WRC title in the hands of Martin Rowe.

LINDHOLM TOPS FINNISH RALLY POINTS

Sebastian Lindholm (Peugeot 206WRC) secured an untroubled victory on Itäralli, which helped him to the top of the leaderboard in the Finnish Rally Championship. He was quickest on all but one stage. Jouni Ampuja (Ford Focus WRC02) took time to find the right set-up, but still finished second. Juuso Pykalisto (Toyota Corolla WRC) dropped out of the fight for the lead after suffering a puncture.

PYKALISTO HOOKS UP WITH KRONOS RACING

Finnish driver Juuso Pykalisto will drive a Citroën Xsara WRC, run by Belgian team Kronos Racing, on Rally Finland in August. Pykalisto guided a Peugeot 206 WRC to ninth overall on the Jyväskylä event last season.

NEW ROAD FOR RALLY GB?

The organisers of Rally GB will decide in the next couple of weeks whether or not to use a recently-constructed gravel road near Dixies Corner on Epynt. Should they go ahead with the new route, this would alleviate the requirement to run on the asphalt section that caught Marcus Gronholm out in spectacular fashion in 2002.



Gronholm caught out in 2002

LET THE GOOD TIMES ROLL

Guy Wilks said he felt "on top of the world" after following up his maiden JWRC win on the Acropolis Rally with a S1600 victory on last weekend's BRC round in Scotland. Wilks and co-driver Phil Pugh finished fourth overall to move up to second in the class standings, behind new leader Jonnie Wigmore. "The last 10 days have been very tiring," said Wilks, "but they have also given me such big rewards. I can't wait for the next rally."

JONES JR OPTS FOR PARENT POWER

Stuart Jones got his first taste of four-wheel drive when he used his father Mick's Mitsubishi Evo III on last weekend's Scottish Rally. Jones ran as high as 14th overall on the event before dropping to 19th at the finish. "I came here for experience," said Jones after seven of the 10 stages. "I had a puncture in SS7 and then another one over the finish line which cost me three minutes. I'm knackered."

JONES 1 BIRD 0

Super 1600 runner Gareth Jones experienced a run-in with the local wildlife on the BRC Scottish Rally. The Renault Clio driver was at full chat in SS1 when a pheasant strayed into his path. "I played a game of chicken with a pheasant, and the pheasant lost," said Jones, who retired from the rally with driveshaft failure. "I was coming down a straight and it was looking at me, I beeping my horn but it didn't move..."

BRC LATEST...BRC LATEST...BRC LATEST...

Milner: Title fight is on

REIGNING British Rally Champion Jonny Milner says the fight is now on for the title, despite chief rival David Higgins extending his series lead.

Milner and co-driver Nicky Beech became the first crew to win three Scottish rallies in a row last weekend. However, Milner's Subaru Impreza WRC was chased hard by Higgins, who came off worse when the pair got punctures at the start of leg two.

Higgins now has 54 points, 12 more than Barry Johnson. Matt Wilson is a point behind Johnson, with Milner on 40.

"It's great to be the first crew to

win the Scottish rally three times in a row – we hope that's an omen as we attempt to make it three BRC titles in a row," said Milner.

Scottish Rally report 91 →



Milner is going for title No3

McHale excluded on Scottish rally

AARON McHale, son of multiple Irish champion Ausin, was excluded from the Scottish International Rally last weekend.

The engine in McHale's Mitsubishi Lancer was found to contravene the MSA's rules, and the Dubliner lost his 16th position.

British Rally Championship manager Mark Taylor said: "The camshafts on his car were found to be illegal. This is alleged, because I haven't seen the scrutineers' report."

McHale did not lodge a protest against the decision.

Higgins' BRC run at risk

BRITISH Rally Championship leader David Higgins fears he may still have to pull out of the series due to continuing budgetary problems.

Hyundai Accent WRC driver Higgins, who finished in a fighting second place to defending champion Jonny Milner on last weekend's Scottish International Rally, currently leads the series by 12 points after a series of top results, including a win on the season-opening Pirelli Rally.

"It would be a great shame to have to pull the plug now in such a good position, but without some

financial support that will be the only option," said Higgins. "The team has been fantastic. It has done a really great job for the first three rallies, so I hope [co-driver] Craig Thorley and I can carry on as much for them as for us."

"We have been able to give the defending champion some fierce competition, which has made the championship even more interesting this season. I hope that we can continue on, but that will be entirely dependant on securing sufficient funding."

Higgins



Lack of cash

Last-minute entry pays off for Rees

DORIAN Rees maintained his Production Cup lead in the British Rally Championship after gaining a last-minute entry into last weekend's Scottish International Rally.

Rees had not expected to run in Dumfries after crashing his Subaru Impreza on the Mutiny Rally, but his supporters clubbed together to hire him a similar car for the event.

The Welshman and his co-driver Patrick Walsh finished third in class, and now have a 14-point lead over Group N winner Sebastian Ling.

Rees vowed to have the Impreza fixed for July's Jim Clark Rally, but will have to raise extra cash after that.

Star letter

Le Mans atmosphere' isn't just unwashed fans...

All-day drama

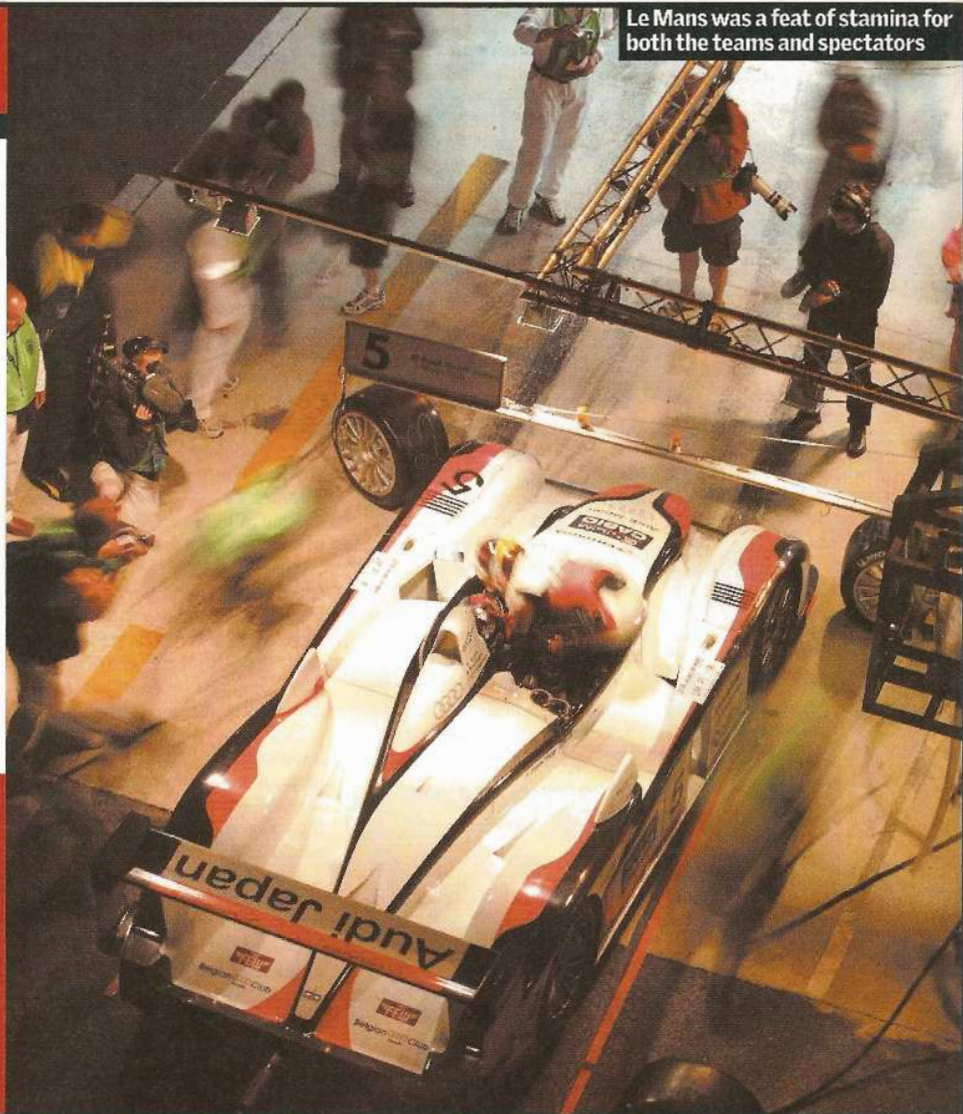
I'VE been travelling to Le Mans for most of the last decade, but I can't ever recall a trip to the June enduro classic quite as special as the one I've just returned from.

Why? A mixture of things, really. There was a special crowd – and a large one, too. I've never seen such large throngs of fans gathered around the Dunlop Bridge on Saturday afternoon. And the track invasion at the podium celebrations was like some massed political rally. I had Danes, Japanese, British and French surrounding me as we applauded Tom Kristensen. There was even an Irish flag fluttering nearby!

But what really made the difference for me was the competition on the track. No offence, Bentley, but last year's win was so obvious from the word go that it came across as little more than a contrived PR stunt. This time, we had four Audis all desperate to win, and all completely unaffected by the prospect of beating each other. You'd have thought Johnny Herbert might have thought twice about slicing past the Goh car if he'd caught it with a lap to go? I don't.

It all added up to a great weekend. Le Mans might still have dreadful facilities and the spectator areas resemble a war zone by Sunday morning, but it's still something special. There is no other race on the planet that can compare to this experience.

Gary Marshall
Croydon



Le Mans was a feat of stamina for both the teams and spectators

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Boring, boring F1

he Canadian Grand Prix was two hours of unremitting tedium in which the winner carried on not overtaking anyone. It's time those who run this sport wake up and smell the coffee.

Everyone I know is switching off. Motor racing that doesn't contain any racing is bad for sponsors and bad for spectators. Is it any wonder

there are fewer and fewer sponsors willing to devote huge chunks of their budgets to this drivel?

Now I read the man responsible for Ferrari's Austrian fiasco is being hyped by Max Mosley as the next head of the FIA. Does anyone else think this idea is completely absurd, or have you all fallen asleep?

Richard Williams
By e-mail

Blinded by science

F1 is a team effort and essentially, a scientific one. Having said that, to whose advantage does this extreme technology really appeal to. The car manufacturers? Corporations? The spectators? Or just the engineers? It's a pity that F1 doesn't ban all onboard computer software components. It has reached a stage where a driver is

almost insignificant. So why, with this idea in mind, do drivers command such enormous salaries?

Clive Branson
Ottawa, Canada

load of rubbish! I can't believe how blinkered, self-indulgent, and out of touch he is with fans of Formula 1.

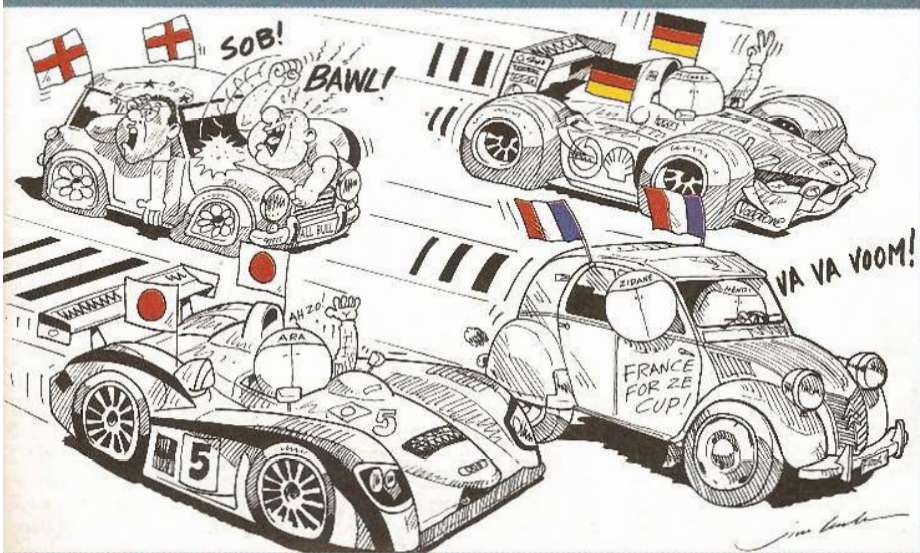
He's enjoying his success, and quite rightly so. But he's attempting to convince people there isn't a problem, and he's wildly inaccurate.

For instance, "People want to see this". Er, no! Or, "F1 has never had the excitement of many overtaking moves, like in motorcycling". True

Listen to yourself

I've just read Michael Schumacher's comments about his (and Ferrari's) dominance not being boring. What a

Bamber's view



SOUND BITES

After reading Jonathan Noble's interview with Anthony Davidson about breaking the six-minute barrier at the Nordschleife on the motor racing game on the PC, I thought I'd have a go at it. I managed a time of 5m49.174s, but Davidson really is a class act even in the virtual world.

James Andrew
Farnham, Surrey

Great article about Davidson driving around the 'Ring! I posted a 5m46s several months ago with no driver aids on. I'm sure traction control could be worth several more seconds.

John Prather
By e-mail

Anthony Davidson stated how hard it was to learn the Nordschleife (June 3). What about getting some of the old Ring-masters' together to give the computer game a go - former winners such as Jackie Stewart, Niki Lauda, Carlos Reutemann or Jacky Ickx?

Simon Hird
London

ough, by it's very nature, but we've never had as little as we have now. and, "People still love the sport. We have increased the number of TV viewers every year worldwide". That's only because F1 is going to countries that have never seen it before. Places such as China, that boast enormous populations. Of course there's going to be interest, but for how long?

Norman Johnston,
Aberdeen

F1's out of touch

Further to the letter last week from Brian and Ben Slater, I also attended the F1 test at Silverstone last week. Like most I awaited the lunchtime in-lane walkabout. The gates were opened and we all rushed to see the cars, only to be met in front of the Ferrari pit by five-foot high screens! It was the same at McLaren, although there was a static car in the next pit.

Chuey thinks this isn't boring;
some readers aren't so sure

It was only when we arrived at Jaguar that we found a screen low enough to see everything, while Jordan didn't have any screens at all.

The F1 guys should take a trip to a grass roots event to see how the competitors there interface with fans.

Jonathan Moorhouse
Stutton, North Yorkshire

A right balls-up

I was irritated to see the celebrations of the Canadian Grand Prix cut short because of the rush to see England's Euro 2004 football match.

The whole GP experience was rushed through with less attention paid to the strategy of the race or the possibility of midfield involvement, and more on how England was shaping up for its game with France.

As a female F1 fan, I don't find this interesting. Give us a programme that concentrates on F1 and not the apparent unimportance of our sport.

Hayley James
Haverfordwest

AUTOSPORT SAYS We share your frustration - an F1 show should be an F1 show. But if you thought Sunday evening was bad, just wait until the Olympics...

Secret pleasure

I have just returned from the most challenging and underestimated endurance race in the world - the Nordschleife 24 Hours.

With one lap covering 23km and taking in 187 corners, this is an incredible challenge. The blind cr sts and variation in speeds and abilities provide many tests to the drivers

The rain was relentless, and while 230 cars started, only 159 finished. This makes the achievement of the highest placed British team, Willie Moores', in 15th more outstanding.

Rupert Douglas-Pennant
Barcelona

Real racing

Having adopted one-make formula rules (if you're not in an Audi, you're not in the race), Le Mans was the most exciting for some time, with real racing going on throughout the top five for the entire 24 hours.

David Schofield
By e-mail

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Gary Watkins



INTERNATIONAL EDITOR-AT-LARGE

"Few ever get to sample all of Le Mans, arguably the world's greatest racetrack"

How many times have I been to the Le Mans 24 Hours? Fourteen by my reckoning. So how come I forgot the number of kinks between Mulsanne corner and Indianapolis? It's the kind of question I should be able to answer in my sleep. But there was good reason for my failure to get it right - I was strapped into a Porsche Supercup car and travelling at around 150mph.

The Circuit de la Sarthe may be two thirds public highway, but few ever get to sample all eight and a half miles of arguably the world's greatest race track. You might be able to blag your way into a course car if you are persuasive, or those with time on their hands could walk, run or bike it. But don't think you'd be able to take your hire car around there, during Le Mans week or at any other time.

Alternatively, you could get lucky (like me) and get a once-in-a-lifetime chance to drive around it in a real racing car. Michelin, winner of the past seven Le Mans races, came up with the idea of giving a few journo's the chance to sample with those we write about by putting a fleet of 380bhp Supercup cars at our disposal. Not quite an Audi R8, but not a million miles away from Porsche's 911 GT3 series.

That ensured I was travelling fast enough to get disorientated on my favourite stretch of Le Mans asphalt. It's a run that I've driven scores of times in the past, because it's a sequence

made up entirely of public roads. You'd think it wouldn't be a problem, but it seems I wasn't alone in becoming a little confused. One driver with a couple of 24-hour races at La Sarthe under his belt said the same happened to him.

I wasn't nudging 200mph, but the scale of the place can still catch you out. Even at two thirds racing speed, everything everyone tells you about Le Mans is spot on: the Esses remain something special; each of the three sections of the Mulsanne Straight seem to go on for ever; there's that run from Mulsanne to Indianapolis; and the Porsche Curves are incredible.

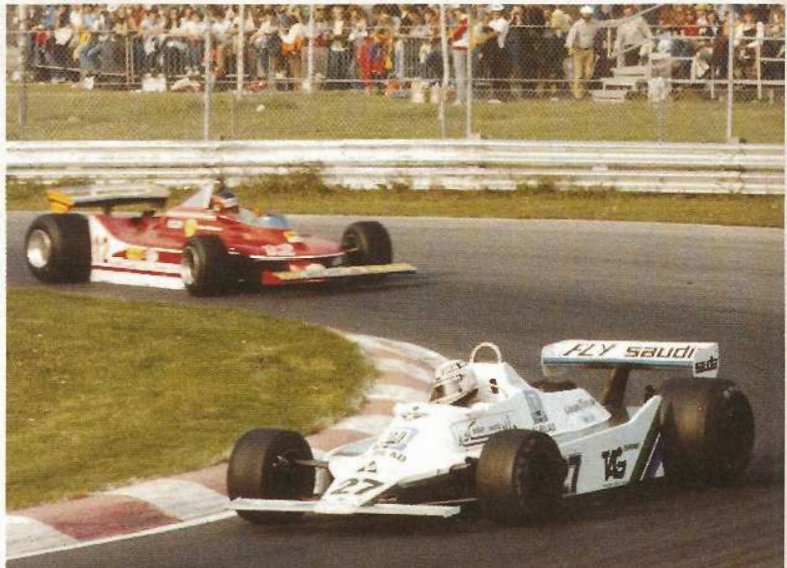
We all know the Mulsanne is narrow, but when you are blasting down the legendary straight it seems even narrower. I think I saw something approaching 6000rpm in sixth gear at one point, which equates to a shade over 160mph. You'll regularly see cars putting two wheels over the white lines onto the dirty hard shoulder to overtake, and now I can see why.

It was the Porsche Curves, though, that really grabbed my attention. You can spectate on the near-flat first right-hander but there's no access further round. Just how narrow that ribbon of asphalt becomes is incredible, and there's little or no run-off in places. It's understandable why half the grid would point to this classic sequence as their favourite bit.

And mine? Doing 162mph past the famous cafes on the Mulsanne. Unforgettable. ☑



Watkins used to race a Fiat Uno; why'd they let him out in a Porsche Supercup car?



Villeneuve (12) won in '78, but was forced to chase Jones to the flag one year on

David Malsher



FEATURES EDITOR

"A race in Montreal is as enthralling as final qualifying in Monaco"

After another enjoyable Canadian Grand Prix, it seems odd that last winter there was a distinct possibility the event might not happen.

It was a tobacco advertising issue, as usual, that called it into question, and in the long term it would be wise for teams and circuits to look for sponsorship from less controversial sources. No, I don't believe that cigarette advertising persuades people to take up smoking, but in an increasingly politically correct environment, there are people more powerful than I who are against anything to do with tobacco.

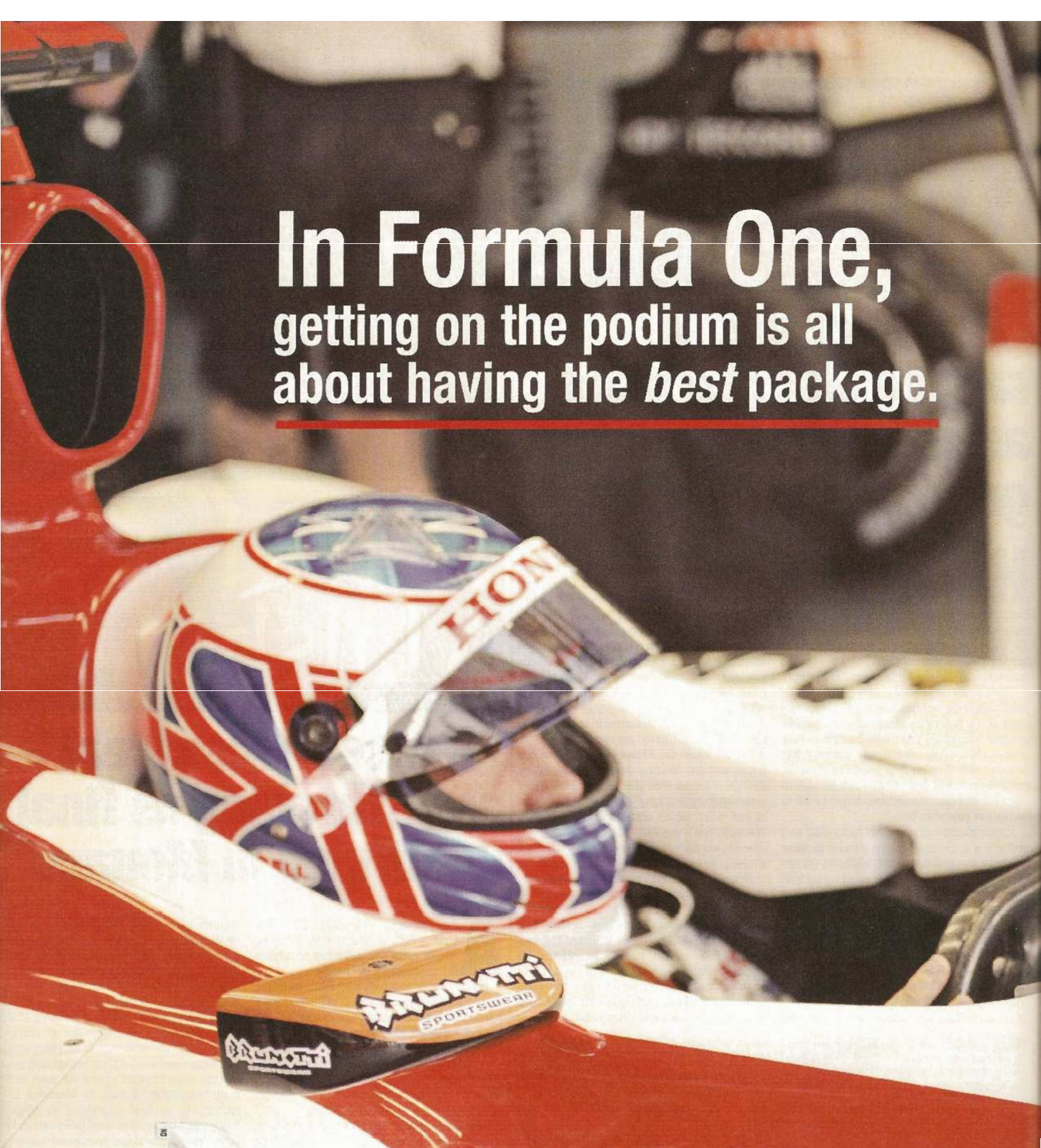
Besides, there comes a point when you have to take a reality check: getting extensions to deadlines before tobacco advertising bans come into play is simply a case of delaying the inevitable. The alternative is to pig-headedly go on taking tobacco money and accept that Formula 1 will be forced therefore to ditch its traditional venues and shift to countries that will accept cigarette advertising. And, frankly, that's unbearable. Should the F1 calendar get trimmed, will it be Bahrain or China that lose out? I don't think so. Bernie Ecclestone doesn't play hardball: he means it. Which is why Spa-Francorchamps temporarily fell off the roster last year. Or it's back temporarily, depending on how Bernie looks at it.

For me, the Circuit Gilles Villeneuve is just as important as Spa. For one thing, it's in a continent in which F1 must appear in order to be considered a world championship. For

another, it's in a beautiful setting on an island on the St Lawrence river in Montreal. And it's a great circuit: it has a wide variety of corners but also offers overtaking opportunities and, thanks to well-angled TV cameras, viewers can really appreciate speed gained and shed. With three 190mph straights but also three 45mph corners, downforce settings are an unhappy compromise for most cars, so that they squirm and twitch and use up their brakes and tyres.

Thus even in years where one man or one team dominates, a race in Montreal is as enthralling as final qualifying in Monaco. Since the track was first used by F1 cars in 1978 there have been some wonderful races and significant events there: the duel in '79 between the previous year's winner, Gilles Villeneuve, and Alan Jones was a thriller; Nelson Piquet scored the Brabham-BMW combo's first win there in 1982, as did Thierry Boutsen for Williams-Renault seven years later; Michele Alboreto gave the No27 Ferrari a hugely popular win in 1985, as did Jean Alesi a decade on; Nigel Mansell cocked up royally in 1991 and '92; and then in 1999 three former world champions crashed. It is one of those events where 'things happen'.

I believe there's a place for new circuits, but only good ones. And the last worthwhile addition to the grand prix calendar was the new Interlagos, 13 years ago. That's why F1 should never again question its presence at a track as great as Circuit Gilles Villeneuve. ☑



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Poles apart

W've got this horrible feeling," said Martin Brundle on Sunday morning, "that we're going to look back on this period and think, 'We've wasted Michael Schumacher' - from a media perspective, I mean. I'll be quite happy to see him win the race today - so long as somebody frightens him all the way to the finish line. Because he's brilliant. He's raised his game again. At 35, with God knows how many years, how many wins, how many world championships he has behind him, he's raised his game again...

"Isn't it interesting," Brundle went on, "that the only three teams in the paddock which have some sort of accord, with good human relationships within the team, are getting all the winning done? The rest... there's some sort of civil war going on, isn't there? Either with their engine manufacturers, or their drivers coming and going, or whatever. That fascinates me - the human aspect, you know. I haven't noticed that to this extent in Formula 1 before - how important it is to have accord within a team."

As far as I'm concerned, there is no observer of grand prix racing more astute than Brundle. My friend and colleague Maurice Hamilton is currently working on a book with him, and greatly enjoying the experience. No surprise, this, not least because Martin is a natural with words, and has a way - like Mario

Andretti - of coming up with an original, unorthodox phrase that perfectly conveys what he's trying to get across.

I remember Andretti talking about the staggering grip levels of the revolutionary Lotus 79. How did it feel? "Oh, man," said Mario, "like it's painted to the road..." In a literal sense, that meant nothing, yet you knew *exactly* what he was saying about his miraculous car. And in the same way, I recall a remark of Brundle's, as he sought to do justice to the distaste he felt at the overwhelming avarice of certain folk in F1. "There are some people in this paddock," he said, "who are *!!!* with their money..." Was it ever better said?

Martin is a man of firm opinions, and in a wishy-washy, politically correct world, it's always a pleasure to chat with someone like that. At present, for example, there is much discussion as to how many races there should ideally be in the world championship, and widely differing opinions exist. Brundle certainly has his.

There was a time when the F1 team owners were adamant that there should never be more than 16 grands prix on the schedule - and Bernie Ecclestone agreed with them. "They're right," he said. "We can't have more than that. No way. I would never, ever, ever put more than 16 races on the calendar."

Ah, but that was then. In 2004 we have 18,

including the current spell of six in eight weekends, abhorred by all save those who travel by private jet or, as Ron Dennis puts it, "Automatically turn left when they get on an aeroplane". In 2005, the word goes, there are to be 19, and the year after 20.

RD had something to say about this in Montreal. "The Concorde Agreement," he said, "allows for 17 races, and the teams have learned the hard way there's a limit. Any more than that and it's very disruptive of people's private lives."

Brundle is in complete agreement with his one-time boss. "One thing they absolutely must *not* do is go to 19 or 20 races. All right, it's fine for the people who make those decisions - they don't turn up for a lot of the races, and when they do they're gone by lunchtime or whatever. Compare them with, say, the engineers or mechanics, who are at the races, then back working in the factory on Monday, then going to a test, then setting off to the next race... you're not going to keep personal relationships going like that, are you? That really is getting priorities screwed up. It's got to be 16 or 17, maximum, I reckon.

"On the way to Heathrow the other day I was going through the diary with my PA, and we got to the middle of September, and I said, 'OK, that'll do for now, there's not much after that, anyway, is there?' She said, 'No, only China, Japan and Brazil...' It's a long grind - and I'm not back in a factory on the Monday..."

Seven years have gone by now since Brundle, his F1 career done, began working for ITV, and over time he has become, to my mind, a gem of a commentator, never afraid to express a trenchant opinion, no matter how controversial it may be - no matter how potentially unpalatable to the powers-that-be. Since Martin began working the other side of the barriers, he has thought increasingly of what the public - whether in the grandstand or watching TV - wants from grand prix racing. And if he thinks something unacceptable, even idiotic, in our sport, he spells it out. A Stepford broadcaster he is not.

"Some things seem ridiculous to me, I must admit. Like the ban on T-cars. Under the system we have at the moment, if a driver has a problem with his car, we don't get to see him. I remember Melbourne last year, when Kimi [Raikkonen] had a problem in the morning and couldn't use the T-car - I sat watching the session on TV with him, watching the others go round. The fans are in the stands, wanting to see their heroes - and Kimi's watching TV!

"Now, how stupid is that? They should ban a lot of the testing, I agree, but once you're at a race it should be wall-to-wall action. What's the point of bringing these cars - and what are the freight costs involved in bringing them? There's this exquisite F1 car sitting in the pits - and the driver's watching TV..."

"All right, I'm just a stupid ex-racing driver, and now a TV commentator - I'm nowhere near as clever as the people who make the rules. But as soon as I saw the 2004 qualifying format, for example, within about four seconds I said, 'I'm not looking forward to commentating on that...' I mean, the same



Probably the most familiar F1 shot in the world. Michael celebrates win 77

thing twice - in two hours? How was that ever going to be interesting?

"It was fine last year when it was split between Friday and Saturday, because you had different things involved, the weather and so on. I used to enjoy the Friday show we did: we used to make it more of a magazine sort of thing, and we had a solid million and a half people come out of the pub and watch that on a Friday night. It was a great way of bringing them up to speed, of leading them into the race weekend. I've got this very simple philosophy that our show should be to let people feel they've been at the meeting all weekend up to race time. My job then is to make them feel they're on the grid, then in the car or in the pitlane, and then afterwards that they're in the paddock - with all the bitchiness and the handbags and all that sort of thing!

"Well, the qualifying format changed and the Friday show went - so that's one and a half hours of TV gone. And the only fix for Saturday, for the world's television companies, was to excuse them from showing the first hour. So we had to give away an hour and a half of TV. Now, how smart is that? It was never going to work, and that's what I don't understand - I mean, there's a lot of very clever people out there, who've made hundreds of millions, and yet..."

Over the Canadian weekend unanimous agreement among the teams was finally reached for yet another qualifying format, to be introduced at Silverstone in three weeks' time. And while I think the current one only marginally more stimulating than a Gordon Brown speech, still I must confess to reservations about the forthcoming one.

The rules of F1 - and I refer not to the technical regulations - seem to me ever more convoluted, and that is surely undesirable. 'Keep it simple' must be a healthy maxim for any sport, our own included; I don't believe an



Canadians love motorsport - and girls



"Schumacher is a special force who wins more naturally than any driver since Clark"

F1 fan should need a guidebook on hand simply to be able to follow what is happening.

It's probably unfair, and maybe unwise, to criticise anything new in the format of F1 until we have seen whether or not it works in practice, but I'm not enamoured of the idea of aggregate times to decide a grid. Quite apart from anything else, under the new system it is entirely possible that the driver who sets the out-and-out quickest time will not start from pole position.

"Entirely possible?" said Brundle. "You will finish up with that, surely. We're going to be getting all excited about Montoya on a stunner - 'And he's... third, actually, because although that lap was brilliant, half an hour ago he wasn't going that quick. And meanwhile someone hooks up solid attempts, and ends up on pole - and we've not watched him at all! I like the idea of two frantic 25-minute sessions; I think what's wrong with the system is the aggregate thing.

"I'm a car dealer, right? Always have been, and always will be, because it's in my blood, and I make no apologies. Golden rule number one in selling anything: don't confuse your customer, because confused customers don't



Brundle: admit it, you probably would buy a used car from this man

buy - they push off and buy something else. And golden rule number two: if they've chosen to come in your showroom, they're ready to buy. A good salesman can see everyone coming in with the white flag up: 'OK, I surrender, I'm going to pay you some money...'

"So it is in F1. They've come to see us, and they want to be entertained, and they're ready to part with their cash - but a grandstand ticket at a grand prix is a week's salary to some people! If you're going to ask them for that, they'd better be entertained - if they're not, they're not going to come back, are they?"

If spectator figures have generally been falling of late, such was emphatically not the case at the Circuit Gilles Villeneuve. As much as any people on earth, Canadians are crazy about motor racing in general, and single-seaters in particular. Montreal was a complete sell-out.

As the race unfolded, I thought back to what Brundle had said about Schumacher a couple of hours earlier. Even though he was starting sixth, Michael was the pre-race favourite of many because... well, because he's Michael, and he drives a Ferrari, and he usually wins, and that's it. "No matter what the circumstances," Patrick Head said last year, "so long as Schumacher's in a race, you never, ever count him out."

Twelve months ago Michael won, and on that occasion it was something of a *tour de force*, for he ran half the race with virtually no rear brakes, and was under fierce pressure from the Williams-BMWs in the closing laps. No circuit hurts brakes like Montreal, but this time he had no stopping problems whatever - as we might have expected from this Ferrari team, which eliminates the things which can go wrong like no other. Thus, while the other major teams played it safer, opting for a three-stop strategy in the interests of conserving brakes, Ross

Brawn had the confidence to go for two, the optimum for a race at this track.

In Canada, for the first time since Malaysia in March, Williams constituted the main threat to Ferrari, for BAR-Honda faded in the race and the Renaults disappeared. Ralf Schumacher, who always wakes up at this circuit, took the pole and led 26 of the 70 laps, but once the race had settled down - once his brother, stuck in the pack, had avoided getting caught up in silly first-corner accidents, and so on - there was an inevitability that Michael would win.

Once again, no one could match Ferrari's race pace, and Ralf admitted as much, but although both his car and Juan Montoya's were later disqualified, at least, after a miserable season to date, Ralf had been able to remind everyone how quick he can be. To the people at Toyota - who have unfathomably opened the bank vaults to get him - that will presumably have come as a considerable relief.

Although I rarely go on to the grid, I love to be around *parc ferme* at the end of a race, for a driver's body language is never more eloquent than in the moments after he has stepped from his car and because, to my mind, a racing car never looks more starkly exciting than when streaked with the detritus of a 200-mile race.

No detritus - of any kind - on the winner though. It is one thing for his rivals to accept however reluctantly, that Michael Schumacher is a special force in this sport, a man who wins perhaps more naturally than any driver since Jim Clark; quite another, though, that it appears to take so little out of him. Off came the helmet and balaclava, and on went the cap. No sign of a bead of sweat. Almost otherworldly. I was happy enough to see him win for the 77th time, for only he deserved it, but Brundle put it, I wish someone could have frightened him all the way to the line. ☒

Schuey's seventh

Another Formula 1 record fell Michael Schumacher's way when he won Canadian Grand Prix number seven, proving unbeatable even from the third row of the grid. By MARK HUGHES



heaven

RACE GUIDE

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Try as he might, Barrichello couldn't
halt the Schumacher steamroller

Trulli's chances of affecting the GP's outcome ended early



Ralf Schumacher, in pole position, was asked on the grid whether he was worried about his brother Michael coming through to threaten him. "Well, I'd be surprised if he could from where he is," he replied. But he did seem worried; worried about a red spectre two whole rows behind. Sixty-five laps later – before Michael began his five-lap cruise to the flag – Ralf was seven seconds behind the winning Ferrari, having driven a flawless race in the Williams.

Ralf had been banking on the two-stopping Michael being held up by the Renaults and Jenson Button's BAR, while he made his three-stopping escape. And, for a time, it looked like it was happening that way.

Williams technical director Sam Michael had done his sums and liked what he was seeing.

"Up to mid-distance, comparing three stops to two and where each should have been, Ralf was about two seconds in front of Michael," he said.

But Michael had performance in hand – and those cars that Ralf had figured would be baulking the Ferrari actually had pretty good pace and hadn't held him up enough.

In fact, Ralf wasn't the only one who had looked capable of beating Michael; he wasn't even the most likely. Fernando Alonso in his two-stopping Renault was shaping up into a real threat when a driveshaft let go, just as it had on team-mate Jarno Trulli's car three seconds into the race. Given the positional advantage Trulli would have enjoyed, his chances of beating Michael would probably have been even greater than Alonso's.

And finally there was Rubens Barrichello, pressing Michael like crazy in the middle stages, on the same strategy and better tyres. But Michael held the positional advantage and the reason for that went back to Saturday when his team-mate had made a mistake that, with hindsight, may well have cost him the race.

So, two driveshaft failures and a qualifying error; you cannot hand Michael Schumacher advantages like that and get away unpunished. Like last year, this was a race he shouldn't have won, but did. This time, he used his own faultless performance, his car's inherent speed and the failures of others to overcome the handicap the qualifying characteristics of his tyres had forced upon him. In so doing, he became the first man in Formula 1 to win the same event seven times.

"A good package and a bit of luck, I guess," he summarised.

Yes, Michael's luck. Arguably his most dangerous opponent here – Trulli – was out within seconds of the

lights changing. As Ralf accelerated cleanly into the lead ahead of Button, Trulli suddenly felt the Renault sit down on one corner. He steered it out of the way of the following pack and parked it. A failure in the driveshaft retention system had damaged the rear suspension, but the cause of the initial failure won't be known until the part was stripped down back in the factory at Enstone.

Two places ahead of Schuey on the grid, Trulli was nonetheless fuelled just as heavily and would probably have made his first pit visit on lap 19, the same as the German. The reluctant early lap pace of the Ferrari's Bridgestones would have made it unlikely it would then have troubled the Renault. The Ferrari's potential pace during the rest of the stint would probably have been better than the Renault's, but positional advantage is almost all. Ferrari's only hope against Trulli would have been for Michael to do an extra lap on the eve of the second stops. But between Trulli and Michael would almost certainly have been Alonso – and that could well have prevented the Ferrari getting close enough to Trulli in time to make the extra lap count. It's all what ifs, but there's every reason to believe Trulli and Renault could have done it.

Trulli's loss was Alonso's gain as he took up third, right behind the lighter BAR of Button and ahead of Juan Pablo Montoya. Just behind, Kimi Raikkonen almost got past Michael in Turn 2, but just failed to make it work. The Finn was followed by Barrichello.

At the same corner Christian Klien tried for an impossible move down a rapidly narrowing gap inside David Coulthard, touched the McLaren and huddled them both onto the grass. Mark Webber took evasive action, but was then clobbered by Klien, making a heavy landing after getting airborne over the McLaren's wheel. Timo Glock knocked his wing askew in the kerfuffle, too. Felipe Massa took to the grass and Takuma Sato, starting from the pitlane on an altered strategy, had to join him to avoid the whole mess. Webber pitted with a puncture before retiring with suspension damage. Everyone else got going again.

Ralf was devastating in the first few laps, the gap to Button up to 2.4sec after just three laps.

"That was very impressive," said Sam Michael. "That's where Ralf did his work. We knew the gap we needed to beat a two-stopper and that's where he made a lot of ground over Michael. Also, we didn't know what strategy Jenson was on, but if he was on a short two-stop, Ralf had made enough after three laps to beat him."

Actually, Button, like Ralf, was



"Ralf had made enough on Jenson after three laps to beat him" Sam Michael



Kimi Raikkonen persevered for points, despite a dire race

Ralf Schumacher hangs on to his top spot at the start, with Button and the fast-starting Renault of Alonso in pursuit

Klien (airborne) clashes with DC and team-mate Webber

Round 8/18 11-13.6.04



Montreal
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GP
ANALYSIS

Jonathan Noble



Grand prix editor

"There is a growing fan base for Takuma Sato's commitment and his bravery"

THE line between hero and zero in Formula 1 is so small there are times when it is hard to see. When does a brave and heroic overtaking move become nothing more than foolhardiness, and when does a brilliant do-or-die effort in attacking a corner during qualifying become simply a recipe for disaster?

For Takuma Sato the distinction between ultra-aggressive hero and hot-headedness is hard to plot these days. Some view his current form, including the move on Rubens Barrichello at the Nürburgring and his spin in the final corner during qualifying in Montreal, as evidence of a brilliant talent being honed – like a rough diamond being polished into a precious gem.

Others argue that he is trying to do too much at once, rushing into situations without careful consideration of the consequences, and paying the price for his actions. The points tallies of the Japanese star and his BAR team-mate, Jenson Button, bear witness to this fact.

The reality is, perhaps, that Sato lies on both sides of the divide. The move at the Nürburgring was completely legitimate – so much so that FIA race director Charlie Whiting went to see him over the Montreal weekend to explain that, after viewing overhead footage of the incident, he had come to the conclusion that it was Barrichello at fault because he turned into the BAR. The end result was, apparently, a slap on the wrist for the Ferrari driver.

Sato's spin in Canadian qualifying, however, as he tried in one corner to recover the four-tenths of a second he had lost earlier in the lap, was not as brilliant. Flashback 12 months and it was Jacques Villeneuve who did exactly the same in front of his adoring home fans, and we know only too well what happened to him.

There is undoubtedly a growing fan base for Sato's commitment and bravery – and it is going to be fascinating over the second half of the season to see how team boss David Richards now takes on the challenge of ensuring that the characteristics we are all coming to love produce only positives on the track. An hour-long chat between boss and driver on Saturday evening in Montreal appeared to have made little difference, with Sato having yet another spin in the race.

Perhaps the most difficult thing in making a judgement on Sato is the fact that at times he can be calm, controlled and deliver the kind of performance that Button is putting in regularly.

Technical director Geoff Willis says: "It's consistency that Taku needs. He qualified absolutely perfectly at the Nürburgring, and here it was almost a bit surprising to see that sort of mistake. We weren't expecting it."

"Takuma's just got to do it right a bit more often. All drivers need to learn. If you make a couple of mistakes on a lap, you can't recover it, and if you push hard, you risk everything. It's just not worth it."

The difficulty is in getting Sato to limit the number of mistakes he makes without getting him to slow down. There is also little point in not pushing the Japanese to extract the maximum out of the car and team – why settle for guaranteed second all the time when, with a bit of a push, a win can be had?

Richards explains: "We are working at it. We are talking to him and trying to temper his enthusiasm, and quietly cajole him. We are also trying to lower the expectations."

"You don't win races in the first corner and you don't win championships the first race. He has got to quietly understand and feel confident about his position in the team and the role he is playing. He has got to be more comfortable at setting realistic goals for himself."

The ability of Richards to harness Sato's full potential will be key to the team keeping up its fight for second place in the constructors' championship this year. But if there was any proof about just how many rough edges can be smoothed away, then the team boss needed only to look to Le Mans, where Colin McRae, who as a wild youngster wrecked no end of rally cars for the Prodrive team, took a podium finish in his first attempt at the 24 Hours.



Schumacher came in for some close attention from Montoya mid-race, but the German soon shrugged off the challenge

COURTESY BAR

three-stopping and was to come in a lap earlier than the Williams. The BAR's lack of pace was a surprise.

"Both drivers reported the car was very steery and generally difficult to drive," said technical director Geoff Willis. "With hindsight, we didn't realise we were as quick as we were in Saturday practice. We thought we needed a low fuel load to be quick, and we maybe had the car compromised too much towards qualifying in terms of set-up. We could have been better making use of our speed and going for a longer stint."

Last year, this was almost universally a two-stop race but, since then, the pitlane speed limit has been raised by 30mph and increased tyre grip has brought higher brake wear. So, this year, the trade-off between two and three was close in theory.

At Montreal, brake wear – rather than the more usual tyre degradation is the deciding factor. Conventional wisdom has it that running the car on three-stop light gives the brakes an easier time and that two-stopping is better only in terms of likely positional advantage.

But Renault's Pat Symonds isn't convinced. "One of the reasons why braking is more marginal than it used to be is that we have a lot more tyre grip and we're therefore using the brakes harder," he said. "That leads me to think that maybe a three-stop race isn't a very clever idea because the average tyre grip is higher."

Button's BAR was pulling out nothing over the much heavier car of Alonso, who in turn had Montoya and Schuey just behind. On the seventh lap, Barrichello finally breezed by Raikkonen for sixth on the straight, the McLaren man having put up a very robust defence to this point. Quickly, Barrichello pulled himself up to Michael's gearbox and his pace as he was doing so suggested the Ferraris were being held up by 0.5sec per lap or much of this first stint.

Raikkonen pitted on lap 12, but just touched the white exit line as he rejoined, which guaranteed him a

drive-through penalty that would drop him out of the running at the front.

As the other three-stoppers pitted, so Alonso led for a few laps from the two Ferraris. Next, another stroke of luck for Michael. Alonso got ever so slightly sideways as he entered his pit apron. It meant that the refueller didn't get to aim his equipment square-on to the nozzle and it failed to attach. Thinking it was rig failure, the spare was installed instead, but it all cost the Spaniard around eight seconds.

Now Michael was leading, but Barrichello, on his softer tyres, was right on his gearbox and looking for all the world as if he was being held up.

"As he was pushing me, I thought, 'He made the right decision [about tyres] and I made the wrong one!'" said Schumacher.

Critically, however, Michael was fuelled for a lap longer, and so, on Barrichello's in-lap, he was able to hold him back to a comfortable pace before really letting rip on his own in-lap, suddenly 0.6sec quicker. This was a critical stage of the race for Michael. If Barrichello got ahead, he would probably stay there and maybe even pull away. Besides, Barrichello was slightly short-fuelled in an effort to get him out ahead of Montoya. Although Schuey's stop was 1.4sec longer, an out-lap a second faster, plus his in-lap speed just kept him ahead. In the process, it got him by Montoya, putting the Williams between him and Barrichello for a few laps.

Positional advantage is all. In pushing on a heavy load to keep ahead of his team-mate, Michael had hurt his tyres somewhat, and during this middle stint, he wasn't setting the sort of pace that might have been expected. That's how come Sam Michael looked at the gap at the halfway stage, lap 35, and saw that Ralf was still on course to beat his brother. It was a false picture, however. There was more Ferrari pace to come, and Ralf's Williams ultimately had no answer to it.

But that's getting ahead of ourselves. Once the two-stoppers had

"We told Michael to let Montoya past if he had to"

Ross Brawn

come in, the three-stoppers, Ralf and Jenson – separated by around four seconds – returned to the front, with Schuey third from Montoya. Barrichello and Alonso. Montoya closed up on Schuey and began to apply a bit of pressure.

"We told Michael to let him past if he had to," said tech boss Ross Brawn. "There was a fear he might then have held him up to help Ralf, but we didn't think he would do that. I told Michael, 'Don't get involved, you don't need it.'"

As it was, Montoya was never quite close enough to force the issue.

When the three-stoppers made their second pit visits – Montoya on lap 30, Button on 31, Ralf on 33 – Barrichello was suddenly free to renew his attack on Michael.

"I had a better set-up and when everybody says I sit behind and am happy, they can see [today] that I was fighting as hard as anyone to win."

On lap 37, Barrichello jinked around the back of his team-mate as they braked down from 195mph into the 35mph hairpin, and made for the inside. But Michael braked as late as he dared, obliging Barrichello to tuck back behind.

"I had a fight like this a couple of years ago with Coulthard," recalled Barrichello, "and I got past there when David braked so late he couldn't make the inside and the corner was mine. I was thinking this time that Michael might do that and I was saying, 'Oh, go straight, go straight', but he managed to get through."

Repeatedly braking so late while running in Michael's slipstream was taking Barrichello's brake discs into heavy oxidation territory – and this would have implications later. It was arguable that Ferrari lost the chance of an on-track one-two by not instructing Michael to let Barrichello by at this stage, because Ralf was still very much in the picture. Michael could then have used his extra three laps (caused by Barrichello's earlier short-fuelling) to redress the balance. Except he might not have been able to and so the one-two may then have been RB-MS.

"They were racing," said Brawn. A cynic from another team said: "It's nice to see Ferrari abandon their policy of team orders. Oh, but Michael was ahead, wasn't he?"

At around this time, Alonso came back onto the radar. His pace since his pit-stop glitch hadn't been spectacular because his front Michelins had grained, just as they had in the first stint. Every other Michelin-shod car was rear-limited, but not the Renault. Once the graining was completed, the car suddenly came alive and from lap 38 it was the fastest on the track and closing down the gap to Ralf's third

place, Button having rejoined behind after a slight delay leaving his pit.

"Yes, at that stage we were keeping a very careful eye on [Alonso]," said Brawn. On lap 45 he breathed a little easier as the blue car pulled off with a repeat of the driveshaft failure that had taken out Trulli.

A lap earlier, Barrichello trailed off from Schuey's gearbox into the pitlane for his final stop. As before, Schuey let rip, upping his pace by 0.5sec. Barrichello was still fighting.

"I pushed like hell on my out-lap because I wanted to get in front of him," he said, "but it cooked my brakes and I went straight on at Turn 8."

This lost Barrichello five seconds, which as well as allowing Michael off the hook cost him second place to Ralf (on the road at least, for there was a silly post-race disqualification of the two Williamses and Toyotas for brake duct infringements). Michael pitted on lap 47, just one before the three-stoppers began their final visits. Sato's engine blew up yet again at this point.

With all the stops over, Michael led by six seconds from his brother, with Barrichello a further five seconds back, but a long way clear of Button who was now under big pressure from Montoya. Well behind this group ran a troubled Raikkonen. As well as his drive-through, he'd had a slow second stop while the steering wheel was replaced because of a short-circuit. He looked set for a distant sixth, but had to make his fifth pit visit on lap 60 for his third steering wheel of the race. This dropped him behind an inspired Giancarlo Fisichella, doing a great job in the two-stopping Sauber. Fisi's team-mate, however, was not having such a happy time, Massa crashing out of 12th heavily at the hairpin on lap 63 with left-rear suspension failure.

Cristiano da Matta – whose strategy looked better than Toyota team-mate Olivier Panis's – took eighth before his disqualification, having lost valuable ground to Raikkonen and Fisichella due to inopportunistically-timed blue flags. Coulthard was next, his race ruined at the first corner. Panis crossed the line ninth. Rookie Glock finished a metre or so ahead of Jordan team-mate Nick Heidfeld, only after the latter was delayed by a minute after knocking over his rig man when the lollipop was lifted prematurely at his first stop. Klien, 13th pre-disqualifications, ninth after, had a large number of incidents and pitted five times. He was ahead only of Zolt Baumgartner's Minardi at the end.

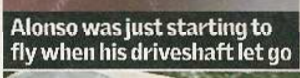
Five laps from home, Michael began to cruise. He allowed Ralf to close, while Barrichello set fastest lap chasing the Williams and later pondered – along with Trulli and Alonso – what might have been. ☒

RELAND/OLAT



Massa was fortunate to walk away after this massive off

COOPER/OLAT



Alonso was just starting to fly when his driveshaft let go



Button and Montoya were on synchronised pit strategies



THE/AT



Michael Schumacher's two-stop race strategy paid dividends, putting him out in front of his three-stopping brother, Ralf

Fisichella usually goes well in Montreal, and finished fourth

Round 8/18 11-13.6.04

Montreal Canada

CANADIAN GP ANALYSIS

Juan Pablo Montoya



Williams driver

"It is a real shame we were disqualified, but there is no point in blaming each other"

I DON'T think that it will be hard to guess that I was pretty disappointed when I was disqualified from my fifth-place finish in the Canadian Grand Prix. All I can say is that I am glad there is not much time to dwell on what happened because we are back in action at Indianapolis in the US GP again this weekend.

The whole BMW/Williams F1 Team had been looking forward to racing in Montreal because it was a track where we had gone well in the past, and it was somewhere where we felt we would again be competitive.

We didn't have a very successful Friday, but things really started turning good for us on Saturday. We hit the front of the field in first qualifying and, in the second session, my team-mate, Ralf Schumacher, was able to grab pole position. I was fourth after unfortunately making two small mistakes that cost me some time.

A lot of the performance gain we showed over the Canada weekend was down to some things we had found out at a test at Silverstone before the race. We had been struggling a lot in the past few races with stability, but we have now found a new direction in terms of what we want to do with the car and things like that. It's good that we are not afraid to make changes to the car like this, and that if things don't work, we are happy to look at something else. It's great to see that spirit in a team.

The race for me was a bit frustrating really. I was expecting more to be honest because the car had been so competitive in qualifying. My start was pretty good, and in the early stages I was able to keep in the lead group, but because it is so hard to overtake, I couldn't try to move up the pack.

Then I had some problems in the first and second stints with the rear of my car sliding around a lot and making it quite difficult to drive. Somehow, though, I could still be quick.

Getting stuck in traffic was really the story of my afternoon unfortunately because it seemed I never had a completely clear track to make some good lap times. I had that fun battle with Michael Schumacher before one of my stops - it's always nice to put him under some pressure - and then I was chasing Jenson Button for much of the rest of the race.

I wasn't too unhappy to come home in fifth place, even though it was some way off the podium. There may not have been many prizes for me so far this year, but the way I am feeling about my own performances in the car makes me quite happy. I'm driving better than last year and that makes me pretty pleased, which is the most important thing.

It was a real shame that we were disqualified because of our brakes, but we just have to learn from the mistake and move on. There is no point blaming each other in this situation. When I make mistakes on the track, I just try and put it behind me and I am sure that the team will do the same thing with this situation.

The signs from Canada are that we should be competitive on the low-downforce tracks. We got a good set-up in Montreal, where mechanical grip is crucial, and our topline speed certainly gave us nothing to complain about. I'm pretty pleased that Indy is another low-downforce track.

I am under no illusions that it is going to be really difficult for anyone to beat Ferrari this year, but we're not giving up, and I am sure we will bounce back from the disappointment of this weekend.

www.jpmontoya.com



A ragged Sato spun at the hairpin before his engine failed



Toyota's top brass were hit by a post-race exclusion...



... Ditto Williams, which cost Ralf a fine second-place finish



POLE POSITION



Button had looked odds-on for pole until Ralf's last-gasp stunner relegated him to second place



Ralf has his day in the sun

At Montreal the Williams found a track it liked, and Schu Jr took full advantage to get one over on Michael. By MARK HUGHES

Ralf Schumacher! On pole in a Williams FW26! That was very much against the run of play this season – and right up until he came out as the final runner neither he nor his car were considered a threat for the front. But there he was, with a peach of a lap. How did it happen?

There are two parts to the explanation: why it wasn't Ferrari; and thereafter why, of the Michelin runners, it was Williams rather than the habitually faster Renault or BAR.

On the first point, Williams technical director Sam Michael was keeping his feet on the ground. "If you look at difference in lap time between Michael [Schumacher] and Ralf it's massive. That difference is much bigger than fuel load would account for, otherwise you'd need more fuel on board than what I think the capacity of their tank is. I think there is a deficit in [Ferrari's] qualifying performance. I don't think we'll see that in the race."

Indeed, the difference between Ralf and his brother in sixth place was 1.08sec, a difference that would take an extra 40kg of fuel to account for – around 15kg more than the difference between two and three-stop loads. No, the deficit seemed to be the old chestnut of first-lap tyre performance – and of how the Michelin's got loads of it and the Bridgestone struggles. Amplifying the characteristic were the scorching track temperatures of Saturday afternoon; in the mid-40Cs, it was way hotter than at any time



Button scored a podium after the race had finished



Alonso: on good form but a bad case of helmet hair

Ferrari

TEAM BOSS JEAN TODT Engine Ferrari V10 Tyres Bridgestone



Schuey has to work for it

MICHAEL Schumacher set fastest time in Friday free practice despite brushing the wall in his efforts, but then had a frustrating qualifying session, ending up sixth after struggling to get a quick single lap out of his Bridgestones. He was confident he would be a contender come the race, though. Rubens Barrichello damaged his F2004 over a kerb during Saturday

free practice so his engine was switched to the spare car and he qualified seventh. Michael ran fifth from the start, then third from lap 13 and took the lead on lap 33, holding it through his second refuelling stop on lap 47. Rubens raced Michael hard, then lost five seconds in an off-track moment due to fading brakes, ending his chance of second on the road.

- MICHAEL SCHUMACHER (D)** Qualified/finished 6th/1st Chassis F2004/239 **Brilliant improvisation again**
- RUBENS BARRICHELLO (BR)** Qualified/finished 7th/3rd (2nd) Chassis F2004/235 **Racing Michael was a boost**

9/10 7/10

Williams

TEAM BOSS FRANK WILLIAMS Engine BMW V10 Tyres Michelin



Exclusions ruin good day

RALF Schumacher complained about braking problems on Friday, so rather surprised himself that he was able to bag pole after he and the team worked out what he judged to be an excellent set-up. Juan Pablo Montoya reckoned he should have qualified better but locked up the rear wheels under braking for the hairpin, which meant he was fourth. Ralf led

until lap 32, but his three-stop strategy couldn't keep him ahead of brother Michael and he had to settle for second. Montoya was disappointed that the car was sliding about too much during his first two stints. He chased Schuey's Ferrari briefly and was closing on Button for fourth at the end. Both cars were then excluded for a brake-duct infringement.

- JUAN PABLO MONTOYA (CO)** Qualified/finished 4th/5th (EXC) Chassis FW26/06 **Close but no cigar**
- RALF SCHUMACHER (D)** Qualified/finished 1st/2nd (EXC) Chassis FW26/07 **Quick, but not quick enough**

6/10 7/10



The FW26 was on song at a hot Montreal – and Ralf was flawless

pushed along by an engine that devours long straights. If all had gone to plan, you'd have fancied him for pole. But an oil-system problem kept him out of the first Saturday practice at a critical time when track conditions were changing. Then Button did that lap. All of which left Sato under pressure. He responded in the only way he knows – by attacking. It might've worked, but didn't.

The Renaults were on a two-stop strategy and carrying around 25kg more fuel than Ralf. Hence the 0.7sec gap between pole and Jarno Trulli, though that was still good enough for third. Calculating the effect of the extra weight, Jarno would have been in the fight for pole. Fernando Alonso, fifth, wasn't in quite such good shape, his time compromised by collecting some of Sato's debris as he began his lap, this inflicting damage on the Renault's undertray: "I had a bit too much understeer to be really quick." The R24s were running upgraded engines here, with a significant boost in power, though they were still 6mph slower at the end of the back straight than the Ferraris and Williamses.

But it wasn't solely because the BARs didn't do perfect laps and the Renaults ran heavy. For that to have any significance, the Williamses needed to be good – and it was, the best it's been all year, as Sam Michael explained: "At a track like this you move into a different efficiency range. The drag ratio increases and where you run in terms of ride height and set-up is quite different. Slow-speed grip and power become more important. Montreal moved the car into a better part of its efficiency range."

That just leaves Ralf's team-mate Juan Pablo Montoya. "I felt good grip and pushed but then ran wide a couple of times, and just to finish it off I then locked a rear into the hairpin," he said in disgust. Even that was good enough for fourth. That's how good the FW26 was on Saturday. ☒

McLaren in better form

THE McLaren's grid positions – eighth and ninth – for Kimi Raikkonen and David Coulthard, were only partly flattered by lightish fuel loads. Good braking stability – very important here – pleased both drivers.

Christian Klien's was a good effort, 10th with a decent fuel load in the Ja Mark Webber in the sister car messed up trying to make up the 0.3sec deficit a down-on-power engine was giving him, leaving him 14th. Sauber was ecstatic about the quality of Giancarlo Fisichella's lap. With a big 65kg fuel load, their computer told them a 1m15.0s was possible. He did a 1m14.6s. Team-mate Felipe Massa suffered a puncture on his out-lap and didn't record a time.

Cristiano da Matta and Olivier Panis set near identical times in 12th and 13th, but in fact Ollie had an extra 10kg of fuel. Nick Heidfeld in 15th was only 0.4sec slower than Panis with a similar fuel load, illustrating both his quality and Jordan's progress. Timo Glock over-drove on his unexpected debut to be a second slower. Zsolt Baumgartner's was the only Minardi to set a time as Gianmaria Bruni couldn't get comfy in the T-car after his race car stopped in pre-qualifying.



Raikkonen's McLaren reached the giddy heights of eighth

during Friday, when the Ferrari had looked generally the quickest.

For Ferrari the picture had been clouded in pre-qualifying, with Schuey eighth and Rubens Barrichello 11th. On account of their Nurburgring one-two, they'd been the track cleaners in this running-order-deciding session and both had felt a lack of grip as a result. But it had to be more than just that. Ahead of them were a host of Michelin-shod cars, the best of them almost a second quicker. Yes, Williams habitually runs this session light on fuel – and its cars were indeed one-two, Ralf ahead – but the Renaults, BARs and even a McLaren were faster too. It had to be down to one-lap tyre performance in the hot conditions. In which case Ferrari was clearly going

to get beaten for pole – even the front row looked unlikely. That being the case, a heavier fuel load and a race-day strategy advantage suggested itself.

So with 50kg of fuel on board and tyres that couldn't produce the instant grip needed, Michael knew he wasn't fighting for pole. Barrichello, on a softer-compound tyre than Schuey, ran with a similar fuel load but messed up his lap with a brake-locking moment into Turn 6 that cost around 0.5sec and left him seventh, behind Michael.

So why was it Williams and not BAR (Takuma Sato had been quickest in the second Friday practice) or Renault (one-two in the second Saturday practice)? Actually, it could easily have been BAR. Jenson Button nailed a lap good for second, only hundredths

adrift of Ralf's last-gasp stunner, but which included a brake-locking moment into the hairpin that he said cost him a couple of tenths.

The quality of Button's lap probably contributed to the sister car of Sato starting only 17th, as it was Button's provisional pole that Taku was trying to beat when he got all ragged and oversteery through Turns 6 and 7 and then dropped the lot at the final chicane trying to claw it back. He only just missed the notorious wall as he spun and was lucky to make a dash for the line more or less in one piece.

On Friday Sato – a driver who relishes the late braking this circuit demands – had been very much The Man in the BAR 006, a car that loves the kerbs which are so critical here,

McLaren

TEAM BOSS RON DENNIS Engine Mercedes V10 Tyres Michelin



Showing signs of recovery

KIMI Raikkonen kerbed his MP4-19 and damaged its floor during Friday free practice which lost him some time, then managed to qualify eighth, despite losing a fraction at the final chicane which he judged possibly cost him a place. David Coulthard was ninth after grappling with too much oversteer but reported the car's handling balance as being good.

Both drivers ran a three-stop strategy, Kimi incurring a drive-through penalty for straying over the white line at the pit exit and later making another unscheduled stop to change his steering wheel for a second time to cure an electrical glitch. DC was pitched into a spin by Klien at the first corner, thereafter spending the rest of the race climbing back to ninth.

DAVID COULTHARD (GB)
Qualified/finished
9th/9th (6th)
Chassis MP4-19/05
First-lap spin proves costly

KIMI RAIKKONEN (FIN)
Qualified/finished
8th/7th (5th)
Chassis MP4-19/04
Good reward for busy drive



Renault

TEAM BOSS FLAVIO BRIATORE Engine Renault V10 Tyres Michelin



Duo in driveshaft disaster

JARNO Trulli bounced back from electrical problems on Friday to line up third on the grid, starting the race feeling extremely confident. Unfortunately his R24's rear suspension failed, possibly because of a driveshaft failure, as he accelerated away towards the first turn, but he managed successfully to duck out of line and bring the car to

rest without triggering a collision. Fernando Alonso qualified fifth after hitting some debris from Sato's BAR and also making a mistake at Turn 8. He ran third from the start, led on laps 15 and 16 prior to his first stop and was holding fourth place when a driveshaft failed for him as well at the start of lap 45.

JARNO TRULLI (I)
Qualified/finished 3rd/Rtd
Chassis R24/03
Race over before it started

FERNANDO ALONSO (E)
Qualified/finished 5th/Rtd
Chassis R24/02
Strong drive unrewarded



BAR

TEAM BOSS DAVID RICHARDS Engine Honda V10 Tyres Michelin



High hopes partly dashed

TEST driver Anthony Davidson shunted untypically in Friday practice and Jenson Button reported that his car felt loose and had poor balance. He was satisfied with his second fastest qualifying time, despite locking up at the hairpin and losing a few tenths. Takuma Sato looked on course for a good grid position, but spun on the final corner and wound up 17th.

Button was second from the start with too much oversteer then made an adjustment at his first stop to improve the balance after which it was better but still had poor grip. The anti-stall kicked in as he dropped the clutch at his second stop, losing crucial fractions, but he fend off Montoya to keep fourth. Sato started from the pitlane, spun and later blew the engine.

JENSON BUTTON (GB)
Qualified/finished 2nd/4th (3rd)
Chassis 006/05
Qualifying flattered to deceive

TAKUMA SATO (J)
Qualified/finished 17th/Rtd
Chassis 006/03
Mistakes in qualifying, the another Honda blow-up



Mark Hughes



Trackside view



"Trulli is carrying enormous speed into the corner, visibly more than Alonso"



Jarno Trulli made another good job of his qualifying session

At the end of the pitlane, a Jordan stops and prepares for a dummy start. The sun is bright in the sky, already warming the crisp morning. Even the EJ12's normally harsh flow looks washed out in the light's density. The traffic light to the car's right is green, the track is open and waiting; an infinity of possibilities for the next 60 minutes. From behind, you see the curls of blue smoking off the car tyres before you detect the car's movement. A brief gurgle of traction control before an explosion of noise. In the space of a second, the car goes from full-frame to small speck, leaving behind the normal-speed world. Meanwhile, all at the Ile Notre-Dame goes on as normal. The freight trains still clank over the Jacques Cartier Bridge, the St Lawrence still

flows beneath and the docks still receive their cargo. The grand prix is just a small punctuation mark in Montreal's ever-unfolding narrative.

Turn 3 is a tight, slightly downhill right that interrupts a straight just as the cars are getting into their top-gear stride. It's followed almost instantly by the tight left of Turn 4. The inside kerb of 3 is key; if you can take a lot of that without getting thrown too far across the track on your exit – without it spoiling your approach into 4 – you're quick. Through that section at least. The BARs sail over it as if it weren't there, beautifully compliant. The Minardis react horribly violently to it, like they've never encountered a kerb before in their lives and are outraged. The other cars are all somewhere between these two extremes.

Ralf Schumacher is having trouble

with his brakes. On his first attack through here, he doesn't slow enough to grab much inner kerb. As a consequence, he's out wide on the exit, past the point at which the road's camber helps you, and into territory where it hurts. He has to stay off the gas for an age as he gathers it all up.

Juan Pablo Montoya in the other Williams is having no such trouble and just monsters the inside kerb – clean drives over it. But that's throwing the car into a belligerent slide on exit. As the session progresses, each comes back to a point close to convergence.

Renault's Jarno Trulli is carrying enormous speed into the corner, visibly more than his team-mate Fernando Alonso. BAR test driver Anthony Davidson is getting a lovely pivoting direction change before he arrives at the kerb, enabling him to

keep his mid-corner speed high. You hear a Honda approaching, hear it distinct from any other engine through its higher pitch.

Later, looking down the long final straight from the chicane, there are two specks, one green, one red, each with a heat mirage mirror-reflected on a hazy track surface beneath them. In no time comes the combined popping and banging of Cosworth and Ferrari engines on the overrun as they explode through the turn. Next, the Renaults, each rapid-fire downchange distinctly audible. On the exit, very little traction control is called for – in stark contrast to the Williams.

At the top of the pitlane, the cars come trailing in, coasting down. A horn blows a warning for each. They turn on their pit aprons and are pushed into their garages. Silence. ❧

The distinctively high note of the Honda is easily picked out

Sauber

TEAM BOSS PETER SAUBER Engine Petronas V10 Tyres Bridgestone



Fisichella shows top form

It was a fantastic qualifying effort for Giancarlo Fisichella to start from 11th place on the grid, the Italian reporting that grip, handling and balance in C23 chassis were near perfect. Meanwhile, Felipe Massa, struck the wall on Saturday, then picked up a picture on his qualifying out-on Saturday. This forced him to start from the back of the grid, in 19th place with no time.

Slow off the line at the start, Fisichella ran 11th in the opening stages of the race, but made the best of a two-stop strategy to take sixth place on the road. Massa had trouble at his first refuelling stop with a sticking left front wheel. He then shed his left rear wheel at around 160mph on lap 65, possibly thanks to a brake disc failure. He hit the tyre barrier very hard, but was unhurt.

FELIPE MASSA (BR)
Qualified/finished 19th/12th
Chassis C23/06
Another heavy landing

11/10

5/10

Jaguar

TEAM BOSS DAVID PITCHFORTH Engine Cosworth V10 Tyres Michelin



Webber loses in Cat fight

ON Friday, Mark Webber and tester Bjorn Wirdheim had their running curtailed because of hydraulic problems, and Wirdheim also had a fuel leak. In qualifying, Webber ran wide at the hairpin and so qualified in a slightly disappointed 14th, four places behind Christian Klien, who, generally speaking, had a good day. It all went wrong at the start, however, when Klien hit David Coulthard

– possibly because he in turn had been nudged from behind – rode over the McLaren and landed on Webber's front wing and suspension, forcing his retirement. Klien was bugged by overheating, which was sorted at his first stop, but he also had to come in for a new nose and rear wing safety check. He finished in 13th spot, slightly embarrassed at having eliminated his team-mate.

MARK WEBBER (AUS)
Qualified/finished 14th/Rtd
Chassis R5/04
On receiving end of team-mate's slip

6/10

Toyota

TEAM BOSS TSUTOMU TOMITA Engine Toyota V10 Tyres Michelin



Bad brakes beat Toyota

INITIALLY short of grip on Friday, both drivers felt their cars had improved for the second session, but Cristiano da Matta was disappointed to only qualify 12th, grappling with a touch too much understeer. Olivier Panis was one place further back, but was confident that his Michelin tyres would be durable and consistent over a race distance. Da Matta ran a moderately

satisfying race, although he described his final stint as "ridiculous", as he was forced off line so many times to allow faster cars to lap him. Panis had to back off for a second corner shunt at the start, and later lost more time when Takuma Sato spun in front of him. At first both cars were classified as having finished in eighth and 10th, but were later excluded for brake duct infringements.

CRISTIANO DA MATTA (BR)
Qualified/finished 12th/8th (EXC)
Chassis TF104/04
Hard work for nothing

7/10

OLIVIER PANIS (F)
Qualified/finished 13th/10th (EXC)
Chassis TF104/03
Race disrupted early on

6/10



Jordan

TEAM BOSS EDDIE JORDAN Engine Cosworth V10 Tyres Bridgestone



Glock steps in for Pantano

A DISPUTE between Giorgio Pantano and his manager resulted in the Italian driver standing down after failing to run on Friday. His place was taken by test driver Timo Glock. The young German qualified respectably in 15th place, after spending most of his track time learning the ropes, one place behind Nick Heidfeld. Glock touched the back of a Toyota at the first corner in the race,

NICK HEIDFELD (D)
Qualified/finished 15th/12th (8th)
Chassis EJ-14/03
Knocked over pit refueller

6/10

bending his front wing, which was changed at his first stop. Later, he touched Christian Klien's Jaguar, but finished in 11th, which became seventh after the disqualifications. Heidfeld knocked over his fuel hose operator, Mick Gomme, at his first fuel stop, on the way to 12th, which became eighth. Thankfully, Gomme was only shaken and bruised, but otherwise uninjured.

TIMO GLOCK (D)
Qualified/finished 16th/11th (7th)
Chassis EJ-14/01
Points bonanza on F1 debut

6/10

Minardi

TEAM BOSS PAUL STODDART Engine Cosworth V10 Tyres Bridgestone



No joy in Minardi's camp

A LOSS of fuel pressure in his race car forced Gianmaria Bruni to switch to Minardi's spare PS04B chassis for the qualifying session, but the Italian did not have enough time to tailor the cockpit to his preferences. As a result, he decided to forfeit his run and started from 20th on the grid. Zsolt Baumgartner needed an engine change prior to qualifying, lining up an eventual

GIANMARIA BRUNI (I)
Qualified/finished 18th/14th (10th)
Chassis PS04B/01
Another modest showing

3/10

18th. In the race, Bruni lost time at his first refuelling stop and eventually retired with a gearbox problem, while Christian Klien's Jaguar clipped Baumgartner into a spin midway through the grand prix. However, the Hungarian managed to recover from his vulnerable position on the chicane kerb to take the chequered flag in 10th place after the disqualifications.

ZSOLT BAUMGARTNER (H)
Qualified/finished 20th/Rtd
Chassis PS04B/02
Failed to finish again

4/10

Friday extras

ANTHONY DAVIDSON (GB) BAR Chassis 006/04

Freak shunt blots copybook 6/10

B.JORN WIRDHEIM (S) Jaguar Chassis R5/05

Tech troubles cost track time 5/10

RICARDO ZONTA (BR) Toyota Chassis TF104/07

Wrestling with flu 7/10

TIMO GLOCK (D) Jordan Chassis EJ14/01

Promoted to race team 6/10

BAS LEINDERS (B) Minardi Chassis PS04B/04

Steady learning curve 4/10

Tech focus

OTHER TECH

WILLIAMS had a new rear wing for the FW26 chassis, still with a slight spoon profile, but slightly higher sides. The B version of the car is set for Magny-Cours. It is understood to feature Renault R24-style drop-away sidepods and a whole host of other updates, both aerodynamic and mechanical.

RENAULT and Honda had engine upgrades for Montreal, with more power. The Renault had changes to its cam profiles that enhanced power and the power curve. Mercedes-Benz, by contrast, was forced to revert to pre-Nurburgring-specification engines, with slightly less power, following its reliability problems in the German race.

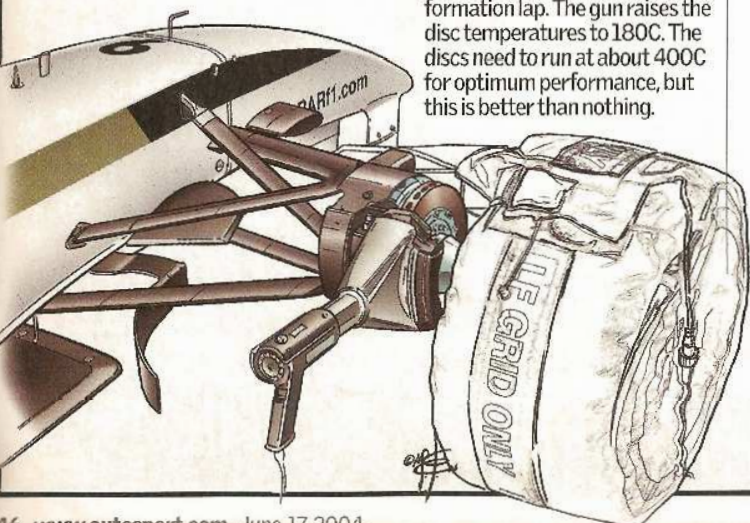
FERRARI was running Carbone Industrie brakes rather than its usual Brembos. Rubens Barrichello ran a softer material than Michael Schumacher, preferring the feel. Jaguar ran Brembo CCR discs with pads made from a new experimental material.

Plenty of wings – and a lot of prayers riding on them. By **GIORGIO PIOLA**



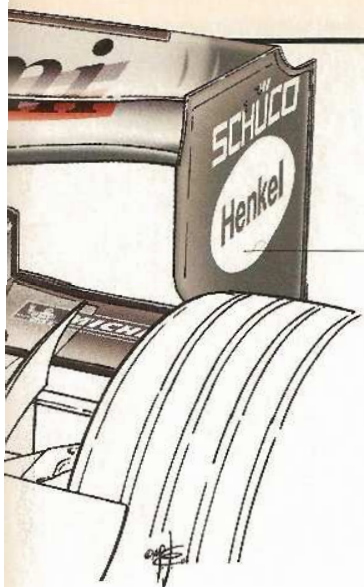
Heat gun

THE BAR heat gun is used to help in the conflict between warming the brakes sufficiently but not overheating the tyres on the formation lap. The gun raises the disc temperatures to 180C. The discs need to run at about 400C for optimum performance, but this is better than nothing.



Ferrari

FOR THE first time this season Ferrari ran without its double flap on the front wing (1, inset) and used a single flap (2) with interesting mounting points, fixed far away from the end, creating the possibility of flex and thereby lowering drag on the straights. The concept of 'flexi-wings' isn't new, but isn't used extensively at all tracks. It's best suited to circuits such as Montreal with long straights but low-speed corners. Flexi-wings and high-speed corners are often not a particularly good combination in terms of stability and confidence for the driver.

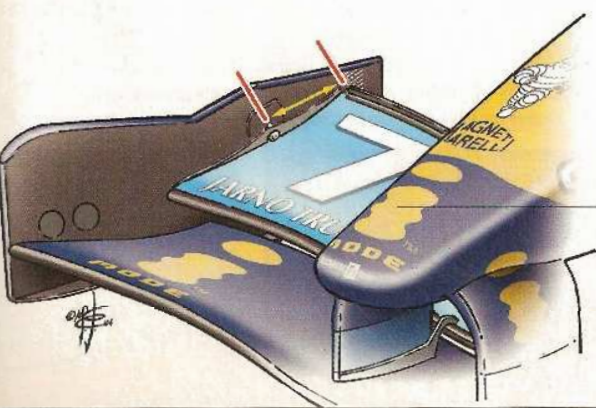
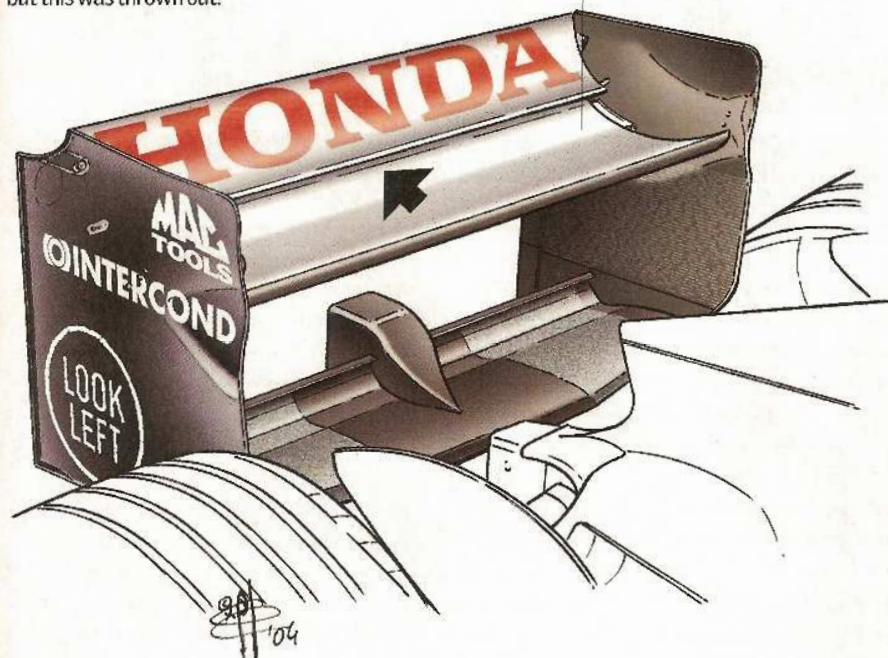


McLaren

THE TEAM ran a new rear wing with a lightly spoon-shaped element and a gentle curve in its profile. A small aerodynamic detail was the endplates being angled out slightly in order to interfere with the drag.

BAR

THE MUCH-discussed new rear wing was in evidence. It uses the flexi concept, but in a different way from that of other teams. Usually the fixing points ensure that the flex widens the gap between the two elements, increasing the flow and therefore the downforce. The BAR wing, in contrast, closes that gap in the interests of lower drag – particularly important at Montreal – even though it means less downforce and efficiency. Ferrari protested its use, but this was thrown out.



Renault

A LARGE section of the Renault's front-wing chord (the area represented between the arrows) is completely free to flex thanks to the way the mounting points have been devised.

Willi Rampf

Sauber technical director



"In qualifying Giancarlo can squeeze out the maximum, and he's very consistent in a race"

The Toyota disqualifications helped Giancarlo Fisichella up to a fourth-place finish, but even before that he ran a great race to come sixth. He managed to qualify 11th and pitted later than anyone else. Were you satisfied with his performance over the weekend?

The qualifying result from Giancarlo was very positive. We were really surprised about the lap time, and he was too. To run heavy was part of our strategy. First-lap performance is not Bridgestone tyres' strong suit, but they are very consistent and very competitive during a race. It's far better to have more fuel on board and do longer runs.

Did the race go pretty much to plan for Fisichella?

No. The start was a disaster! He suffered a delay because of a problem with the clutch, and he got stuck and lost a few positions. We compensated for that by running quite long. We beat the Toyotas by having a longer stint.

Fisichella was in the points at the Nurburgring and again here in Montreal. Have you been impressed by his recent run of form?

He's driving exactly as we expected he would. He's a good racer and he's very consistent in a race. In qualifying he can squeeze the maximum out of the car. He's very predictable. If we plan a certain strategy he follows that plan. That's one of his strong points – he brings the car home with consistent lap times.

What about your other driver, Felipe Massa? He was a long way back.

His start was okay, but he had to go over the grass at the first corner and lost some positions. His race strategy was quite good and he even overtook Takuma Sato, which is not so easy.

Do you know what caused Massa's accident?

It looked like a suspension failure at the left rear. We have the parts and we're going back to our base at Hinwil to analyse them and look for a solution.

Massa's car experienced a very heavy, head-on impact. Were you happy with the way it stood up to that?

Yes, it is definitely a relief to see that the driver is not injured, because it's the worst thing that can happen.

Are you surprised by the progress that you have made this year?

The car is quite competitive since we've started running our windtunnel and we've had the benefit of parts from that programme. This is a great positive for us, because it gives us confidence that what we develop in the windtunnel seems to work quite well on the track. The repeatability and the quality of the data are good, so we are quite impressed, but we are still in a learning phase in terms of how to handle the tunnel and how to get the best out of it.



Fisichella drove a superb race on Sauber's two-stop strategy

Results

THE RACE Finishing positions, points scored and laps completed/times

Pts	Driver	Team	Laps	Total time	Fastest	Ave mph	Pitted
10	Michael SCHUMACHER GERMANY	Ferrari	70	1h28m24.803s	1:13.630	128.732	2
8	Rubens BARRICHELLO BRAZIL	Ferrari	70	1h28m29.911s	1:13.622	128.609	2
6	Jenson BUTTON GREAT BRITAIN	BAR-Honda	70	1h28m45.212s	1:14.246	128.239	3
5	Giancarlo FISICHELLA ITALY	Sauber-Petronas	69	1h28m44.952s	1:15.078	126.413	2
4	Kimi RAIKKONEN FINLAND	McLaren-Mercedes	69	1h29m05.165s	1:14.752	125.935	5
3	David COULTHARD GREAT BRITAIN	McLaren-Mercedes	69	1h29m11.637s	1:15.478	125.783	3
2	Timo GLOCK GERMANY	Jordan-Cosworth	68	1h29m10.219s	1:16.300	123.993	2
1	Nick HEIDFELD GERMANY	Jordan-Cosworth	68	1h29m10.556s	1:15.890	123.985	2
-	Christian KLIEN AUSTRIA	Jaguar-Cosworth	67	1h29m03.252s	1:15.731	122.329	4
-	Zsolt BAUMGARTNER HUNGARY	Minardi-Cosworth	66	1h29m25.857s	1:17.516	119.995	2
-	Felipe MASSA BRAZIL	Sauber-Petronas	62	suspension/accident	1:15.560	123.881	3
-	Takuma SATO JAPAN	BAR-Honda	48	engine	1:15.076	125.096	2
-	Fernando ALONSO SPAIN	Renault	44	driveshaft	1:14.179	128.522	1
-	Gianmaria BRUNI ITALY	Minardi-Cosworth	30	gearbox	1:18.025	119.889	1
-	Mark WEBBER AUSTRALIA	Jaguar-Cosworth	6	suspension	1:17.739	103.312	1
-	Jarno TRULLI ITALY	Renault	0	suspension	-	-	0
-	Ralf SCHUMACHER GERMANY	Williams-BMW	70	1h28m25.865s	1:14.040	-	-
-	Juan Pablo MONTOYA COLOMBIA	Williams-BMW	70	1h28m46.003s	1:14.295	-	-
-	Cristiano DA MATTA BRAZIL	Toyota	69	1h29m09.640s	1:15.652	-	-
-	Olivier PANIS FRANCE	Toyota	69	1h29m31.939s	1:16.045	-	-

Fastest lap Rubens BARRICHELLO 1m13.622s (132.511mph) Weather Dry

QUALIFYING Saturday (grid), total & sector times...

Pos	Driver	Sector 1	Sector 2	Sector 3	Time
1	Ralf SCHUMACHER	20.386 (3)	23.022 (1)	28.867 (1)	1:12.175
2	Jenson BUTTON	20.245 (2)	23.033 (2)	29.063 (3)	1:12.341
3	Jarno TRULLI	20.507 (6)	23.517 (6)	28.999 (2)	1:13.023
4	Juan Pablo MONTOYA	20.500 (5)	23.316 (3)	29.256 (7)	1:13.072
5	Fernando ALONSO	20.530 (7)	23.663 (8)	29.115 (4)	1:13.308
6	Michael SCHUMACHER	20.592 (8)	23.421 (4)	29.342 (8)	1:13.355
7	Rubens BARRICHELLO	20.447 (4)	23.882 (13)	29.233 (6)	1:13.562
8	Kimi RAIKKONEN	20.666 (9)	23.445 (5)	29.484 (9)	1:13.595
9	David COULTHARD	20.736 (10)	23.724 (10)	29.221 (5)	1:13.681
10	Christian KLIEN	20.876 (11)	23.673 (9)	29.983 (12)	1:14.532
11	Giancarlo FISICHELLA	21.032 (14)	23.953 (15)	29.689 (10)	1:14.674
12	Cristiano DA MATTA	21.087 (15)	23.852 (12)	29.912 (11)	1:14.851
13	Olivier PANIS	21.029 (13)	23.850 (11)	30.012 (14)	1:14.891
14	Mark WEBBER	20.916 (12)	23.927 (14)	30.305 (16)	1:15.148
15	Nick HEIDFELD	21.222 (16)	24.098 (16)	30.001 (13)	1:15.321
16	Timo GLOCK	21.627 (17)	24.467 (17)	30.229 (15)	1:16.323
17	Takuma SATO	20.136 (1)	23.618 (7)	31.055 (18)	1:17.004
18	Zsolt BAUMGARTNER	21.824 (18)	24.571 (18)	30.669 (17)	1:17.064
19	Felipe MASSA	24.171 (19)	25.606 (19)	-	-
20	Gianmaria BRUNI	26.922 (20)	32.188 (20)	-	-

Ultimate lap 1m12.025s. Ultimate lap is sum of fastest times in each sector

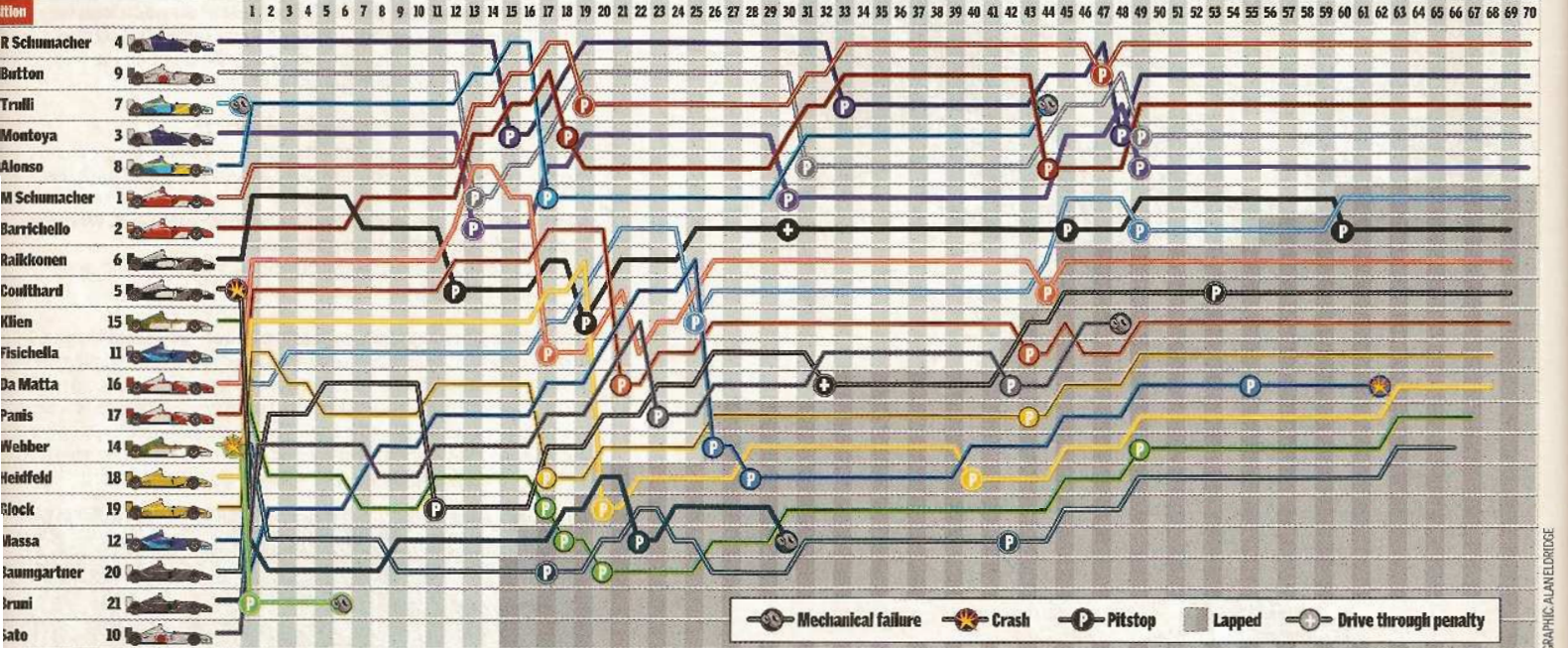
FRIDAY TESTER GRID

1	Anthony DAVIDSON (BAR)	1:14.519
2	Ricardo ZONTA (Toyota)	1:14.871
3	Timo GLOCK (Jordan)	1:16.524
4	Bas LEINDERS (Minardi)	1:17.697
5	Bjorn WIRDHEIM (Jaguar)	1:19.260

QUALIFYING MATCH-UP

M SCHUMACHER	8-0	R BARRICHELLO
J P MONTOYA	7-1	R SCHUMACHER
D COULTHARD	3-5	K RAIKKONEN
J TRULLI	6-2	F ALONSO
J BUTTON	5-3	T SATO
G FISICHELLA	4-4	F MASSA
O PANIS	4-4	C DA MATTA
M WEBBER	5-3	C KLIEN
N HEIDFELD	7-1	P NANTANO/GLOCK
G BRUNI	6-2	Z B'GARTNER

RACE BY LAP Positions, pit-stops and retirements



Coilhard soaks up the sun



"What's da Matta?" enquires Emerson Fittipaldi



Engine problems once again torpedoed Sato's race



Alonso was let down by his



PRACTICE 1 Friday

Pos	Driver	Time
1	Michael SCHUMACHER	1:14.013
2	Rubens BARRICHELLO	1:14.291
3	Anthony DAVIDSON	1:14.519
4	Ricardo ZONTA	1:14.952
5	Jarno TRULLI	1:15.428
6	Fernando ALONSO	1:15.606
7	Jenson BUTTON	1:15.905
8	Juan Pablo MONTOYA	1:15.928
9	Ralf SCHUMACHER	1:15.948
10	Olivier PANIS	1:15.997
11	Giancarlo FISICHELLA	1:16.240
12	Cristiano DA MATTA	1:16.475
13	Kimi RAIKKONEN	1:16.570
14	Takuma SATO	1:16.655
15	Mark WEBBER	1:16.820
16	David COULTHARD	1:16.947
17	Nick HEIDFELD	1:17.135
18	Felipe MASSA	1:17.447
19	Timo GLOCK	1:17.890
20	Christian KLIEN	1:18.463
21	Gianmaria BRUNI	1:18.828
22	Zsolt BAUMGARTNER	1:18.959
23	Bas LEINDERS	-
24	Bjorn WIRTHEIM	-
25	Giorgio PANTANO	-

PRACTICE 2 Friday

Pos	Driver	Time
1	Takuma SATO	1:14.086
2	Fernando ALONSO	1:14.426
3	Michael SCHUMACHER	1:14.535
4	Kimi RAIKKONEN	1:14.581
5	Rubens BARRICHELLO	1:14.705
6	Ricardo ZONTA	1:14.871
7	Cristiano DA MATTA	1:15.146
8	Jenson BUTTON	1:15.152
9	David COULTHARD	1:15.164
10	Giancarlo FISICHELLA	1:15.293
11	Jarno TRULLI	1:15.492
12	Anthony DAVIDSON	1:15.513
13	Olivier PANIS	1:15.538
14	Ralf SCHUMACHER	1:15.803
15	Mark WEBBER	1:15.926
16	Felipe MASSA	1:16.119
17	Gianmaria BRUNI	1:16.235
18	Nick HEIDFELD	1:16.508
19	Timo GLOCK	1:16.524
20	Juan Pablo MONTOYA	1:16.564
21	Christian KLIEN	1:16.815
22	Zsolt BAUMGARTNER	1:16.981
23	Bas LEINDERS	1:17.697
24	Bjorn WIRTHEIM	1:19.260
25	Giorgio PANTANO	-

PRACTICE 3 Saturday

Pos	Driver	Time
1	Michael SCHUMACHER	1:13.865
2	Fernando ALONSO	1:13.946
3	Jenson BUTTON	1:14.047
4	Rubens BARRICHELLO	1:14.284
5	Jarno TRULLI	1:14.421
6	Kimi RAIKKONEN	1:14.584
7	David COULTHARD	1:14.747
8	Juan Pablo MONTOYA	1:15.067
9	Ralf SCHUMACHER	1:15.191
10	Giancarlo FISICHELLA	1:15.290
11	Cristiano DA MATTA	1:15.573
12	Felipe MASSA	1:15.764
13	Olivier PANIS	1:15.843
14	Mark WEBBER	1:15.854
15	Christian KLIEN	1:16.124
16	Nick HEIDFELD	1:16.305
17	Timo GLOCK	1:16.928
18	Gianmaria BRUNI	1:18.409
19	Zsolt BAUMGARTNER	1:18.711
20	Takuma SATO	-

Weather Dry

PRACTICE 4 Saturday

Pos	Driver	Time
1	Jarno TRULLI	1:12.629
2	Fernando ALONSO	1:12.901
3	Jenson BUTTON	1:13.026
4	Takuma SATO	1:13.235
5	Juan Pablo MONTOYA	1:13.320
6	Michael SCHUMACHER	1:13.420
7	Kimi RAIKKONEN	1:13.566
8	David COULTHARD	1:13.686
9	Rubens BARRICHELLO	1:13.904
10	Christian KLIEN	1:14.340
11	Cristiano DA MATTA	1:14.521
12	Ralf SCHUMACHER	1:14.697
13	Mark WEBBER	1:14.835
14	Giancarlo FISICHELLA	1:14.902
15	Olivier PANIS	1:14.916
16	Felipe MASSA	1:15.332
17	Nick HEIDFELD	1:15.987
18	Timo GLOCK	1:16.417
19	Zsolt BAUMGARTNER	1:16.579
20	Gianmaria BRUNI	1:16.825

Weather Dry

Stats

Brandish your bobble hat...

■ Michael Schumacher became the first driver to win the same championship grand prix for a seventh time. This bettered the six wins he has in the Belgian, French, San Marino and Spanish GPs. Only Alain Prost (Brazilian and French GPs) and Ayrton Senna (Monaco GP) have also managed six wins in the same race.

■ It was the second of Michael's 77 wins that came from sixth on the grid (matching the 1993 Portuguese GP), and only the fourth time he has won after qualifying outside the top three.

■ The Schumacher brothers finished first and second on the road for the fifth time, and it was the third such finish in the last four Canadian GPs. However, after Ralf's disqualification Michael Schumacher and Rubens Barrichello were classified first and second for the 21st race to date. These have all been for Ferrari, except in the 1997 Monaco GP when Barrichello raced for Stewart.

■ McLaren had both cars finish in the points for the first time this season, despite Kimi Raikkonen stopping in the pits five times. In contrast, it was the first race since last year's French GP without a Renault in the points.

■ Ralf Schumacher qualified on pole for the fifth time in his career. He has always translated this into the lead at the end of the first lap. However, Ralf has only once gone on to win from pole - the 2003 French Grand Prix.

■ Timo Glock became the 50th driver to finish in the points on his grand prix debut. Mark Webber (2002 Australia) and Kimi Raikkonen (2002 Australia) are the only other of the current field to have achieved this. In addition, both Bruce McLaren and Jacky Ickx scored points in their first GP in F1 cars, but had previously been classified in the concurrent F2 class.

■ Christian Klien qualified a career-best 10th on the grid. Ninth at the flag was also his best finish so far.

■ Jenson Button has scored more points this year (44) than Jacques Villeneuve did in his career with BAR (39). With Jarno Trulli retiring, only Button and Barrichello have finished every race this year in the points.

■ The 2004 Canadian GP now holds the record of the greatest number of cars disqualified from a GP, with both cars from Williams and Toyota excluded from this year's results.
Peter Higham

SEASON SO FAR Points and positions

POS	DRIVERS	PTS	AUS 07/03	MAL 21/03	BAH 04/04	SM 25/04	ESP 09/05	MON 23/05	EUR 30/05	CAN 13/06	USA 20/06	FRA 04/07	GB 11/07	GER 25/07	HUN 15/08	BEL 29/08	ITA 12/09	CHI 26/09	JAP 10/10	BRA 24/10
1	Michael SCHUMACHER	70	1st	1st	1st	1st	1st	Ret	1st	1st										
2	Rubens BARRICHELLO	54	2nd	4th	2nd	6th	2nd	3rd	2nd	2nd										
3	Jenson BUTTON	44	6th	3rd	3rd	2nd	8th	2nd	3rd	3rd										
4	Jarno TRULLI	36	7th	5th	4th	5th	3rd	1st	4th	Ret										
5	Fernando ALONSO	25	3rd	7th	6th	4th	4th	Ret	5th	Ret										
6	Juan Pablo MONTOYA	24	5th	2nd	13th	3rd	Ret	4th	8th	EX										
7	Ralf SCHUMACHER	12	4th	Ret	7th	7th	6th	10th	Ret	EX										
8	Giancarlo FISICHELLA	10	10th	11th	11th	9th	7th	Ret	6th	4th										
9	Takuma SATO	8	9th	15th	5th	16th	5th	Ret	Ret	Ret										
10	David COULTHARD	7	8th	6th	Ret	12th	10th	Ret	Ret	6th										
11	Felipe MASSA	5	Ret	8th	12th	10th	9th	5th	9th	Ret										
12	Kimi RAIKKONEN	5	Ret	Ret	Ret	8th	11th	Ret	Ret	5th										
13	Cristiano DA MATTA	3	12th	9th	10th	Ret	13th	6th	Ret	EX										
14	Nick HEIDFELD	3	Ret	Ret	15th	Ret	Ret	7th	10th	8th										
15	Mark WEBBER	3	Ret	Ret	8th	13th	12th	Ret	7th	Ret										
16	Timo GLOCK	2	-	-	-	-	-	-	-	7th										
17	Olivier PANIS	1	13th	12th	9th	11th	Ret	8th	11th	EX										
18	Christian KLIEN	0	11th	10th	14th	14th	Ret	Ret	12th	9th										
19	Zsolt BAUMGARTNER	0	Ret	16th	Ret	15th	Ret	9th	15th	10th										
20	Giorgio PANTANO	0	14th	13th	16th	Ret	Ret	Ret	13th	-										
21	Gianmaria BRUNI	0	NC	14th	17th	Ret	Ret	Ret	14th	Ret										

1	FERRARI	124	18	15	18	13	18	6	18	18
2	RENAULT	61	8	6	8	9	11	10	9	0
3	BAR-HONDA	52	3	6	10	8	5	8	6	6
4	WILLIAMS-BMW	36	9	8	2	8	3	5	1	0
5	SAUBER-PETRONAS	15	0	1	0	0	2	4	3	5
6	McLAREN-MERCEDES	12	1	3	0	1	0	0	0	7
7	JORDAN-COSWORTH	5	0	0	0	0	0	2	0	3
8	TOYOTA	4	0	0	0	0	0	4	0	0
9	JAGUAR-COSWORTH	3	0	0	1	0	0	0	2	0
10	MINARDI-COSWORTH	0	0	0	0	0	0	0	0	0

Points 1st=10pts; 2nd=8pts; 3rd=6pts; 4th=5pts; 5th=4pts; 6th=3pt; 7th=2pts; 8th=1pt

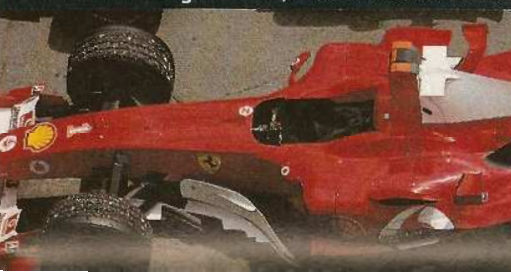
Penalties and fines

Gianmaria Bruni 10-place grid penalty (changing engine before qualifying);
Zsolt Baumgartner 10-place grid penalty (changing engine before qualifying);
Kimi Raikkonen race, drive-through penalty (crossed pitlane exit line);
Gianmaria Bruni race, drive-through penalty (exceeding pitlane speed limit)

One more record says Schu, as he takes Canadian win seven



Tobacco advertising is a no-no, hence the naked Ferrari



The fans took a leaf out of her book and enjoyed the race



Barrichello or Bono? U2 can look like a rock star



Glock and spiel

INTERVIEW First-corner chaos, lost car keys and a dead leg: Timo Glock faced plenty of trials on his GP debut but he came through them all. By ADAM COOPER

Timo Glock went to Canada expecting just to do his usual third-driver job for Jordan on Friday. But not only did he find himself stepping into the EJ14 for his first race, he managed to bag himself two points at the end of it.

Of course a little luck came his way, and only the disqualifications of the two Williams and Jolyon promoted him to seventh. Nevertheless the result is there in the history books, and it has even him extra kudos after a sensible baptism.

The other Friday drivers have Formula 1 or 5000 experience, and their names are well known in the paddock, but Glock has been something of a mystery man this year. In fact the 21-year-old has taken a similar path to Christian Klien, through Formula BMW and Formula 3. Last year he finished fifth in the F3 Euroseries and was regarded as highly as his Austrian rival. If Klien deserved a race seat, then Glock was a perfectly sensible choice of third driver for Jordan, and financial support eased his passage into the team. Since Melbourne he has impressed with his solid performances, the only glitch coming at Imola, where he had a heavy crash in the first session. His modest approach and good manners have also won him a lot of friends, and the team has done everything it can to help him progress.

"I learn every lap when I go out in the car," he says. "Especially in the first races it was a bigger step, because I had no testing beforehand. Two hours are not enough to get experience. At Imola I learned a lot in Imola, and I know how to drive on a new circuit. Before Monaco I did 1000 kilometres at Paul Ricard in two days, after Nick Heidfeld's accident, and that was a big step. It's important to get miles in the car."

At the back of his mind he had considered at a chance to race might come up: "That's the dream, but it's bad when you see other drivers have problems. The plan from my management was just to do the Friday tests and next year to look for a [race] cockpit."

At one stage Glock thought he might race at Monaco after Giorgio Pantano hurt himself playing football, and he prematurely cancelled a planned Porsche Supercup outing to be on standby. It proved to be a false alarm, but the

chance came for real after a stalemate was reached in a bitter ongoing dispute between Pantano's manager, Lars Christian Brask, and the Italian's father, who is putting up the cash.

Although Jordan was in effect a third party, the by-product was that Giorgio wasn't allowed in the car on Friday. He spent the first day of practice on the phone at his downtown hotel, while Glock did his usual Friday running, completing more than 50 laps without any problems. "I did my normal job," he explains, "and then they said, 'Go to sleep a little bit early and sleep well, because maybe it's necessary for you to drive tomorrow'. I didn't want to believe it."

Glock received final confirmation on Saturday morning. With practice starting at 8am there wasn't much time to waste, but matters weren't helped when he tried to retrieve his rental car and a panicked team lost touch with him.

"I went to reception at 6.30am and gave them the car keys. I waited 10 minutes, 15 minutes, and then I said I have to go to the circuit now because I have practice! They said, 'We can't find the car, we have two different garages, and one is a long way away'. The guy was really relaxed about it. He came back at 6.55am, so I was a bit late, because we had a meeting at the circuit at 7am. But I was flat from the hotel through the city!"

Glock's situation highlighted an interesting loophole in the rules, which state that any new driver has to use the engine of the guy he replaces. The engine nominated for Pantano hadn't left the garage, whereas the one Timo gave up had done those 50-plus laps. The youngster was more than happy to start with a fresh unit on Saturday and no 10-place penalty.

He could have put that engine into his own chassis, but the team opted for the Pantano car, so he started Saturday with brand new uprights, brakes and so on. In fact the swap may have caught him out, for the car proved extremely nervous, and thanks to an onboard camera the whole pitlane saw Glock performing some heroic saves on both qualifying laps. He held on and qualified a second down on Heidfeld.

"My target was to be 0.5sec slower than Nick. But the car was not brilliant, and I wasn't brilliant. We changed the set-up to get temperature in the tyres and that was the problem for qualifying.

Nick saw the video and said, 'Oh shit, you had a bad car!' But maybe the problem was with the driver, because I was too aggressive with the car.

"The whole day was a little bit heavy, from the moment the guys said, 'Timo's driving and not Giorgio'. It was difficult to clear my head and do the job, but it's a question of experience, especially with one-lap qualifying. On Friday you have no pressure."

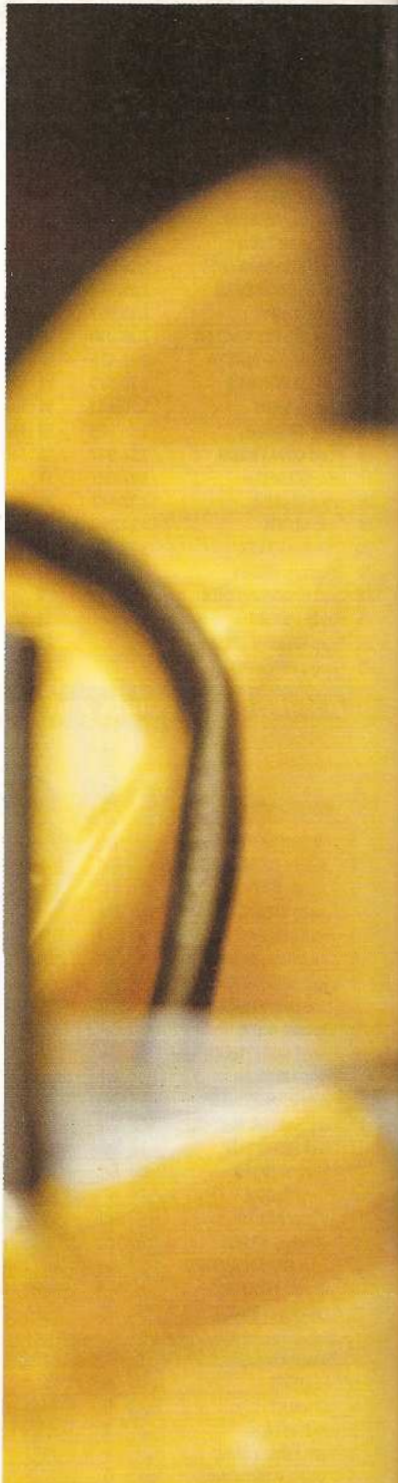
Glock had an eventful race to say the least. He gained from the first-corner accident and achieved his goal of seeing the chequered flag. "The start was pretty good - I was 10th or 11th after the first lap! I was completely on the right side for the first corner, and the inside for the second. But I damaged my front wing a little bit and that was a big problem for the first stint. I had a lot of understeer and I lost time to Nick.

"After the first stop we changed the wing and you lose a bit of time when you do that. Then the car had a lot of oversteer and I had no rhythm. You have to look in the mirrors all the time for the fast guys and look for the right place to let them past. I lost a lot of time there.

"After the second stop I said to the guys, 'We have to change the wing and put less downforce on the front, and then maybe that's better'. It was, but 10 laps before the end I had an engine problem and I lost power. Then I had a crash with Klien. He was a lap behind me, but he was faster because of my engine problem. I decided to let him past on the straight, but he thought I'd opened the door and tried to pass, so we crashed. The good thing was we could continue.

"The other problem was we have a new carbon seat here, and at the end my right side was completely numb, my leg and my arm. On Fridays you don't have a problem because you have a break between laps. Over the race distance I had some problems with my back."

So what's next? The team hopes that Pantano's problems will be resolved before Indianapolis, but there's a chance that Glock will get another run. He's aware of the possibility, but expresses genuine sympathy for his team-mate. "I hope Giorgio finds a way to come back. We are good friends. It's fine if I can drive more races, but that's the wrong way to think about it. He has to come back because he's a good guy." ❧



Glock made a respectable GP debut - two points were an unexpected bonus



Just like Euro F3! Glock passes the first-lap spinners in Montreal



Jordan makes its Deutsch mark

TIMO Glock is the latest in a succession of Germans to drive for Jordan, following Michael and Ralf Schumacher, Heinz-Harald Frentzen and Nick Heidfeld. That list includes every F1 driver to have emerged from the country since Jordan made its debut, with the exception of sometime Lotus non-qualifier Michael Bartels.

After the race Eddie Jordan was happy with his man's performance, but he was ecstatic when he learned later

by phone that both his men had been promoted into the points. So does he see Glock as a man of real potential?

"It's too early to say," says EJ. "He did a super job and it's not an easy race. It's hard on brakes and you've got to work hard mentally. He kept out of everyone's way, but kept up his speed. There was a big fight between him and Klien, who are old protagonists from last year. But full marks to Timo."

Glock was drawn to Jordan's attention by former

team sponsor Deutsche Post, which has backed his career for the past four years.

"They wrote to me in November asking if we could do a test. We made an agreement for 10 test days, and afterwards I said, 'If you really want to take it forward it makes sense to learn the circuits', so we converted that into the Friday drive.

"In terms of the ease of transition, having a driver who helps on Friday is a good thing. This has been relatively

painless and far less of a drama than it would have been in previous years. It's nice that there's a mechanism whereby young drivers can come in, just like Michael did in 1991."

Glock has run Deutsche Post Driver Academy stickers since the Nurburgring, and they were on both race cars from Saturday onwards. So will Jordan now source more German sponsorship and give Timo a full-time ride in 2005? "I don't know. We haven't even discussed that..."



Some other German called Michael Schumacher in

Ferrari v BAR

The compromises demanded by Indy could allow Button to threaten Schuey

I have to say I wasn't at all surprised that Michael Schumacher was able to win in Canada, even from sixth on the grid. It's very difficult with the current system to know how much fuel your rival is carrying. And if it's hard for the rival teams to find out, it's bloody hard for us watching on TV!

So I think we should not be surprised at Ferrari's tactics at Montreal. On Saturday morning it was obvious Michelin had the best tyres, at least for one flying lap, so I think that is maybe why Ferrari chose to do that two-stop strategy and qualify with a heavier car. They had nothing to lose. Then in the race we saw that, as usual, Ferrari had the best package, Michael looked after his tyres and brakes, and came through and won.

What was more of a surprise, despite the Michelin advantage, was to see Michael's brother on pole position. That's strange, isn't he? He sleeps for a while, and now he seems to wake up.

Riccardo Patrese

MULTIPLE FORMULA 1 RACE WINNER



Of course we all know he can go very quickly and he is always quick in Canada. But still, pole was a surprise.

I am not sure this means a full return to form of Williams-BMW though. Even when I was racing, if you had a car that wasn't working well, you always went to Montreal in a positive mood because it is a circuit which is peculiar. All you needed was straightline speed and good brakes: the aerodynamic package was not very important. I don't know if it is true now, but Circuit Gilles Villeneuve just doesn't give a good indication of how competitive you'll be on other circuits.

The Indy track this weekend is another circuit that is very strange, but in a different way. The drivers have to be on full throttle for over 20 seconds round that long turn and down the straight. But the infield is full of low-speed and medium-speed corners, so you have to find a good compromise with your aerodynamics. So although the Williams was very fast on the back straight in Canada, which indicates good power, this does not mean they have a good car for Indy.

I think we must say that Michael will be competitive, because he just always is. But I think the BAR-Honda

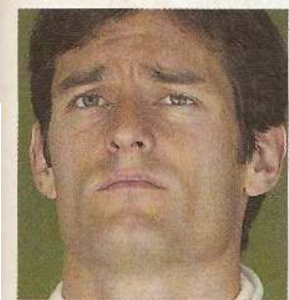
is a good car: it has great compromise between handling and power, and it has Michelin tyres which we know can be perfect for qualifying. We can expect to see it right up there. Maybe Jenson Button and Takuma Sato could put both BARs on the front row.

The Renaults? Well they seem to have a great chassis and they are on Michelins, but I don't think they have the power, even with the improvements in Imola and Montreal. The Williams has the power from BMW, but not so much the handling. But BAR seems to have the power and also seems to be a very agile car.

Of course, if the Ferrari is in a class of its own, Rubens Barrichello will be Michael's closest challenger, but if so it will be because of a different strategy, not by being quicker. After four years with Michael, Rubens is completely dominated in the head, so that he is not even going as fast as he can go. Being teamed with Michael does that to a driver. Believe me: I know! ☒

Plenty of drafting possibilities along the endless pit straight

VIEW FROM THE COCKPIT



Mark Webber
Jaguar driver

INDY has a very, very wide pit straight, but the sensation of speed is actually very low. You're still doing 205-210mph, but it doesn't feel like you're going that quick. It's heavy braking into Turn 1, staying very high on the left-hand side of the circuit for a good turn-in point. There's a kerb on the inside and you tend to use a little bit of that.

Then it's straight away into Turn 2 and the infield part of the course. It's very slippery, with a lot of understeer, and you use a lot of kerb on the exit. You go through a quick kink accelerating hard up into Turn 4, which is always very tricky on the entry. It's hard to get a

balance on the way in; the car can oversteer quite a lot, and then you get big understeer mid-corner.

It's flat through Turn 5 and then heavy braking into Turn 6. It's a very slow corner, a long left-hander where you need to keep the car on the inside to get yourself set up right for Turn 7 onto the back straight. That's a very important corner to get right. The braking point for Turn 8 is very, very late, because you stand to win no time on the exit. You just need to get into the corner as late as you can. You see a lot of incidents there, me included in the race last year!

Then it's into the two least challenging corners on the calendar. It's a first gear right and a left, and all you can do is lose time – the harder you try, the slower you go. You need good traction off the second one to get you up to Turn 11. It's very important, because it governs your speed for the first 500 metres onto the straight, then it levels out into the banking.

The banking is a bit tricky in the wet, but generally it's flat in all conditions. That is very special and it has its own feeling, but the rest of the track is very slow for an F1 car.

You obviously want to have good speed at the end of the straight, but



INDIANAPOLIS
73 LAPS
 CIRCUIT LENGTH
 2.605 MILES
 RACE DISTANCE
 190.139 MILES
2003 WINNER
 M SCHUMACHER
 1h33m35.997s/
 121.896mph
2003 FASTEST LAP
 M SCHUMACHER
 1m11.473s/131.206mph
2003 POLE POSITION
 K RAIKKONEN
 1m11.670s/130.849mph

there are different approaches to set-ups. Generally you need a good engine and you need the car working very well in low-speed corners. Traction is crucial getting off the slow stuff, so good controls

on the car are important as well. Having said that the track is quite smooth so it doesn't tend to demand a lot from the systems. It doesn't need to be particularly good over the kerbs either, because

it's quite a smooth circuit. It's quite narrow in some places and unbelievably wide in others. Jaguar are not going to be worldbeaters there, but I think we can do a sensible job and get in the points.



USA GP STATISTICS AND RACE ODDS

2004 Rank	Name	Team	US GP starts	Best US qualifying*	Best US finish*	Career GP starts	Career GP wins	Career points
70	Michael Schumacher	Ferrari	4	1 (3)	1 (2)	203	77	1108
54	Rubens Barrichello	Ferrari	4	2 (2)	1 (1)	188	7	391
44	Jenson Button	BAR	4	6 (1)	8 (1)	73	0	89
36	Jarno Trulli	Renault	4	5 (1)	4 (1)	120	1	107
25	Fernando Alonso	Renault	2	6 (1)	n/a	40	1	80
24	Juan Pablo Montoya	Williams	3	3 (1)	4 (1)	57	3	187
12	Ralf Schumacher	Williams	4	2 (1)	16 (1)	122	6	247
10	Giancarlo Fisichella	Sauber	4	9 (1)	7 (2)	130	1	104
8	Takuma Sato	BAR	1	15 (1)	11 (1)	25	0	13
7	David Coulthard	McLaren	4	3 (3)	3 (3)	163	13	458
5	Felipe Massa	Sauber	0	n/a	n/a	23	0	104
5	Kimi Raikkonen	McLaren	3	1 (1)	2 (1)	56	1	129
3	Cristiano da Matta	Toyota	1	9 (1)	9 (1)	23	0	13
3	Nick Heidfeld	Jordan	4	6 (1)	5 (1)	74	0	28
3	Mark Webber	Jaguar	2	14 (1)	n/a	38	0	22
2	Timo Glock	Jordan	0	n/a	n/a	1	0	2
1	Olivier Panis	Toyota	3	3 (1)	11 (1)	148	1	71
0	Zsolt Baumgartner	Minardi	0	n/a	n/a	9	0	0
0	Gianmaria Bruni	Minardi	0	n/a	n/a	7	0	0
0	Christian Klien	Jaguar	0	n/a	n/a	7	0	0
0	Giorgio Pantano	Jordan	0	n/a	n/a	6	0	0

*Number of times achieved shown in brackets. †Odds correct at time of going to press. Odds supplied by Paddy Power. For the latest odds, and the chance to win a free £250 bet, visit www.paddypower.com

PREDICTIONS

JOHN McILROY
Autosport editor
POLE Takuma Sato
He has to hold it together some time soon.
WINNER Michael Schumacher
He's still the complete package and, at the moment, there is no-one there who can stop him

ANDREW VAN DE BURGT
News editor
POLE Jenson Button
After coming so close in Canada the Brit will get it together at Indy
WINNER Jarno Trulli
He might lack the top-end speed down the straights, but his Renault will more than make up for that in the twisty infield of the Indianapolis circuit

PAST WINNERS

2003	Michael Schumacher	Ferrari
2002	Rubens Barrichello	Ferrari
2001	Mika Hakkinen	McLaren
2000	Michael Schumacher	Ferrari
1991	Ayrton Senna	McLaren
1990	Ayrton Senna	McLaren



Well, there aren't any American drivers... Fans spread affections



Wet-dry conditions can cause retirement-inducing accidents



Schumacher and Button went wheel to wheel here last year



Plentiful supply of apostrophes



Banked final turn is an easy foot-to-the-floor corner - in the

Formula Renault 2000





Autosport
Track TEST



Guy Smith
FORMULA RENAULT 2000

LOCATION	Silverstone Int
DATE	6/5/04
LAPS	49
CONDITIONS	Cold, dry



Taking notes: Smith dictates his first impressions of the FRenault 2000 Tatuus

TRACK TEST The Le Mans winner took his first run in a Formula Renault since claiming the British title in 1995. The verdict? It's just as much fun as it was then

Of all the young-driver formulas I tried on the way to becoming a professional racing driver – and there were five – the one I enjoyed the most was Formula Renault. Maybe you'd expect me to say that. After all, 1995, my Renault year, was massive. I won the British title with nine wins and 11 poles from 14 starts, and scored another three wins in the Formula Renault European championship (and fourth overall). To cap it all I tested a Williams-Renault Formula 1 car.

It was great to have that success, but nowadays I'm also aware how much I learned from Formula Renault that year, not just about driving quickly, but how to set a car up, and how to beat people who have a car every bit as good as yours. The competition was really close, but I still remember a friendly paddock and the fun we had. Most of all Renault made me sure I could cut it as a professional racing driver. It delivered me, as its creators intended, to the launchpad of Formula 3, which is where a driver's chance of being noticed by big-time teams really begins.

Until a couple of weeks ago it was nine years since I'd stepped into a Formula Renault single-seater. But when Renault Motorsport UK manager Tim Jackson offered me the chance to drive one of the latest all-carbon cars, I couldn't resist, especially since Renault UK is in the middle of celebrating 30 years of continuous involvement with British motorsport.

The plan was for me to link up with John Village's Team JVA, one of the best-known, best set up squads, and drive one of its cars alongside three of its regulars in a two-hour test session on the Silverstone International circuit. There would be 30-odd razor-keen potential young champs along for the ride – many of whom have been practising more or less non-stop at various UK circuits since the start of the season – plus yours

truly, who hadn't been near a Formula Renault for nearly a decade (though in the meantime have raced in F3, Indy Lights, the American and European Le Mans Series and won Le Mans).

Formula Renault cars have changed fundamentally since I raced them. In 1995 we had steel spaceframe chassis, a less powerful engine and an H-pattern gearbox. Although we had wings and slick tyres, our aerodynamic package was a lot less effective than on today's cars. Since 2000, Renaults have used the same all-carbon chassis made by Tatuus, an Italian firm which also makes Ferrari's F1 tubs. They're safer and a lot more rigid.

Today's engine is the twin-cam, two-litre 16-valve four-cylinder unit from the latest Renault Clio 182 hot hatchback, more or less standard but with a few modifications to the exhaust and inlet systems, and good for about 190bhp. All the engines are prepared by the same tuner, Rene Huger in Le Mans, so everyone has the same power and torque. This year they increased the maximum revs from 7200 to 7400 because the engine gets a new plenum chamber which allows it to breathe a bit better up to 7400. There is also an all-new body and rear diffuser which generate more downforce. The tub at the front and rear-wing elements have changed, but John Village's crew reckons the new body is worth about 0.6sec a kilometre around the circuit – which makes the cars 1-1.5sec a lap faster at Snetterton or Silverstone, or about 0.5sec around the Brands Indy circuit.

Today's Formula Renaults all have six-speed sequential gearboxes, and the data-logging system has moved on a long way too, with eight channels of information monitored. The four most important to driver performance (throttle position, brake pressure and two wheel-speed sensors) produce the classic traces which

ALL PHOTOS: JACOB EBREVICAT

Formula Renault 2000

which show you where you're losing and gaining time. As a safety measure, all day's Renault drivers have to wear an armband which emits an audible warning, triggered by race control, if the safety car comes out. It makes a lot of sense.

Everyone gets a fair chance in Formula Renault. The chassis, engine, gearbox and ratios, body, aero package, brakes, tyres, suspension parts, and even the fuel, are all controlled by Renault, but your chassis is fully adjustable so you still get a chance to improve your car through careful setting up. That's what my Silverstone opponents would be doing. You can make a night-and-day difference to your car by choosing the right spring/damper rates and ride height, adjusting the anti-roll bars and refining the aerodynamics. And the only way to get those things right is with laps. Lots of them.

Despite all the changes, I was delighted to see that Formula Renault's essential job of readying drivers for 'serious' forms of racing is still the same. Jackson reckons around 560 Renault chassis have been built over 15 years, and the company's commitment to the formula is as strong as ever. These days you can buy a complete, running car for about £27,000, but most serious entrants link up with a specialist team which runs and prepares the car. To join in, you need a budget close to six figures, which sounds like a lot of money until you assess just how much racing it buys, how level the playing field is and how well Formula Renault leads on to other things. It's still only a few years since Kimi Raikkonen was a Renault driver. This year Team JVA is running three drivers, but has room for a fourth (full details at info@team-jva.com).

Until I arrived at Silverstone on the morning



Out of Renault for ages, but Smith still aimed to match top dog Conway

of the test, I'd forgotten how compact the cars are – very low and quite narrow. The new bodywork makes them look much better than the cars we raced: they're just like little F3 cars now. I soon remembered that this small size is one reason why there's so much cut-and-thrust in the races. I've been used to big Audi and Bentley sports cars, and they seem at least a yard wider!

The JVA boys had brought along various seats and, sure enough, one of them fitted quite well after a few minutes of modifications. I'm a compact bloke, but even I wondered whether there would be enough room. But they say Formula Renaults can fit pretty big people. The procedure for getting in came back to me instantly. You step from the side into the middle of the seat, take your body weight on your arms,

then slide your feet down to the pedals. It's easy.

When you're correctly in place your backside is right on the cockpit floor, with the seat locating you firmly in all directions. It's not there to provide comfort, but if it fits, it does make you feel secure. Ideally your eye level is a centimetre or two above the nose, which is just wide enough to house your legs. The pedals are about six inches higher than your backside. There's a panel in the upper nose above your feet which the mechanics can remove to adjust the pedals. Since you heel-and-toe on downshifts, I was particular about making sure the brake pedal, when depressed, was level with the accelerator. It took a minute or two with a spanner to fix that.

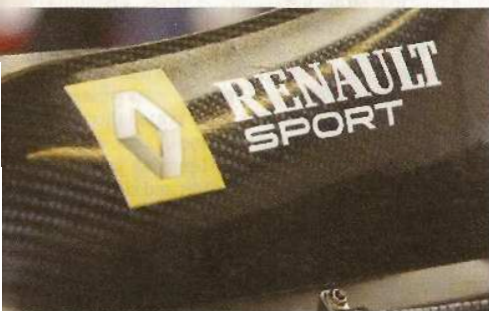
When you're racing, you spend most of the time sighting straight along the nose. There's no

windscreen. Move your gaze slightly left or right and you can see the front tyres, down to the top of the wheel rim, but the front wing is out of sight. The mirrors, left and right, are positioned 'in' the front tyres, so they don't obscure any forward vision. It's not exactly a panoramic view because you're so low and surrounded by bodywork, but it's good enough to place the car accurately on the track and race closely with others.

The controls are simple. Beyond the steering wheel you can see a rectangular LCD display made by XAP, a French company. You can pull up various pages using a couple of buttons on the wheel, but it's best to leave them alone. The most useful page is showing already: it displays your engine speed in large figures on the left, with your last and best lap times on the right. On the far right is a gear position indicator, and along the top a row of LED lights which come on in 150rpm intervals from about 5500 until the change-up point at 7400rpm.

Down on the right is the lever for the sequential gearchange (fully forward for neutral, pull back to change up) and on the left a panel with a toggle switch and a button underneath. You wait for a crewman to signal that he's plugged the battery into its socket near the gearbox, then flick the switch to on and thumb the button. The engine fires instantly and settles to something above road-car idle. It's rigidly mounted, so there's quite a bit of vibration through the structure, but it doesn't seem very loud. Take a few minutes to warm the engine, then it's time to go. Snick one notch back into first gear and feel the clunk. Then ease the clutch, turn out of the pits and you're away...

After 50 yards in my Team JVA car I was already remembering some of the sensations



Formula Renault's rising stars

Formula Renault has emerged as the dominant junior single-seater category in recent years, with its slick-and-wings format well-suited to the skills any aspiring grand prix driver must master.

Since its introduction to Britain in 1989, drivers of the calibre of former Jaguar F1 pilots Pedro de la Rosa and Antonio Gonzalez, Le Mans 24 Hours winner Guy Smith, British Formula 3 champion Marc Gené and current F3 racer Danny Watts have claimed the British title. But the category's most famous son is Kimi

Raikkonen, who leapt straight into a Sauber F1 drive in 2001.

For the past five years Formula Renault has run to one-make FRenault 2000 specifications, with Italian company Tatuus building spec carbon fibre cells in association with Renault Sport. The cars are powered by the same two-litre, four-cylinder F4R engine putting out 192bhp which propels many of its road cars. Add to the mix a six-speed sequential gearbox and Michelin control tyres and you have a package. What's more, the

introduction of upgrades to the nosecone, engine cover, sidepods, diffusers and bargeboards, along with engine improvements introduced at the start of the season, have made the cars more powerful and faster still. Heavy restrictions on testing complement the control components to ensure costs are kept low and the playing field remains relatively level.

But it wasn't always this way. When the championship first appeared it was an open-chassis formula, and over the years the likes of Van Diemen,

Swift, Mygale, Ray, Orion, Alpa, Tatuus and Martini took part with varying levels of success.

Smith's title came in a Van Diemen RF95, while examples of pre-one-make Renaults still ply their trade on British circuits in the BARC's Formula Renault Championship.

With Renault series running around the world – including the pan-European Eurocup, as well as thriving French, Italian, Dutch, Brazilian, American and Asian championships – the category will surely produce many more names in the future. *Edd Straw*



Raikkonen was the star in 2000. Ryan Dalziel (left) has gone on to success in Toyota Atlantic in the US



Formula Renault 2000



It vibrates a lot at slow speed, but the Renault shows its colours on track

of 1995. Even though this wasn't the car I raced, it did feel similar - small, agile and fairly hard-riding, as if you could do anything with it.

With 190bhp and only about 500 kilograms (about half a Clio) to push along, a Formula Renault has lots of performance in road-car terms, which is one reason the racing Clios are about 10 seconds a lap slower around here. On the other hand, your initial impression is that it's well planted and has so much grip that comparison with any road car dies before it begins. Compared with a Bentley or an Audi sports car it jinks and moves about on the road much more, because its wings and open-wheeler body can't hope to double their weight in downforce as they do on a sports car with its all-enveloping body. But it's fun to feel the car dance out. And even in those first exploratory laps I was starting to feel the knife-edge on which you've got to drive to go as fast as possible.

After three laps I had to come in for some gearbox changes. The ratios were stacked wrongly, which took 20 minutes to fix. As I waited, I watched the lap times tumble. Mike Conway was showing them the way with a terrific time of 1m19.6s, about 0.7sec quicker than the best. Someone told me he's in his second season and did a Winter Series as well. It was certainly owing. Then someone else told me that at Silverstone last year, 28 cars qualified inside the

same second. This was getting serious.

Out on the circuit again, I started to put together some better laps. The car is forgiving, and you can recover it from all kinds of funny attitudes, but to drive it really quickly you've got to find the knife-edge and drive on it, not letting the car waste time sliding around. After about 10 laps I remembered you can flat-change on the way up through the 'box, without the clutch. Some drivers make clutchless downshifts too, but I elected to use the clutch and blip the throttle because it wasn't any slower, was easier on the car and there was no chance of momentarily locking the rear wheels, which can upset the car's stability. I found the gearchange very deliberate: it was all mechanical, not at all like the paddle-shifts I've been used to, and you had to make a positive movement to put it in gear. No problem, though. My right leg was fouling the gearchange a bit but I decided not to worry. More car alterations in the pits would mean less driving.

The engine is much better than the ones we had. You need to have it turning at 5500 before it really gets going, but through that last 1500 to 2000rpm it really feels strong. After half a dozen laps I'd recorded a 1m22.6s, which was starting to feel respectable. Then a 22.1 and a 21.8. But as we went faster I started running up against serious understeer, especially in the quicker

corners, so back in the pits we decided to try a wing adjustment. Rather than put more front wing on, we reduced it on the rear. Why generate more drag when maybe you can balance the car by reducing it at the rear?

That got me down to a 1m21.4s, but the understeer was still there, which was frustrating. I kept having to wait for the front wheels to bite in the quick corners before I could really commit to them and it was costing a lot of time. My trap speed, fastest of the lot at 132mph, might have been a clue too. Maybe I just didn't have enough downforce at either end? The wings definitely work well on a Formula Renault, but you never stop being aware of the mechanical grip. There's a point in the big sportscars where you can feel the aero taking over and actually sucking the car to the floor. That never happens in a little open-wheeler. Aero is a useful tool for making you faster, but you always have to tune it carefully.

The steering was very sensitive and the brakes were strong - so strong that I found you could easily outbrake yourself. At Silverstone the cars seemed very equal. There was never a time when someone else seemed to have more car than me. Compared to 1995 the cars were a fair bit quicker, as the lap times showed. They're better cars too. In '95 our cars seemed over-tyred for the power available, but nowadays the engine power matches the tyres better. It'll slide so easily that you have to make a positive effort to drive smoothly. It's the only way to go fast.

Time was already running out. It has a way of doing that in practice sessions. We changed the rear anti-roll bar in another effort to balance out the understeer and it worked. I turned a 1m21.1s, about 1.5sec off the fastest time. Respectable, considering we were on well-worn tyres. Everyone changed to new tyres for the last 20 minutes, and the JVA boys had a set for me. I rushed in to have them fitted, but someone had an off and the circuit was red-flagged.

Minutes leaked away. Twelve minutes to go. Then eight. Then six. I was parked at the end of the pitlane, the first to go. When they finally opened it with five minutes left, my tyres were cold but there was time for two flying laps before the session ended. On the first I was slow, tyres still warming. On the second I turned a 20.8, decent enough. But I reckon there was as much as two seconds still to come from that car, and I'd like to have had more time to chase them. There's only one clue to speed in racing: you have to earn it. But for the main proposition of my test session - that Formula Renault in 2004 is very serious, fast, competitive and a lot of fun - I didn't need any more laps. It was obvious.

Guy Smith was talking to Steve Cropley.



CONTROL BUTTONS

Green button is the master switch; button to the left is a kill switch; the black toggle button below controls the ignition; the black push button is a starter; the button on the opposite side of the dash display is for the rear rain light.

FIRE EXTINGUISHER OUTLET/CUT-OFF T-BAR

Pulling the T-bar sets off the in-car fire extinguisher and isolates every system in the car, cutting off the engine, electrics etc.

Specification

ENGINE	2.0-litre Renault F4R
TYRES	Michelin control
BRAKES	Four-pot calipers with ventilated discs
WHEELS	8x13in (front) 10x13in (rear)
TOP SPEED	163mph
POWER	192bhp at 6500rpm
TORQUE	159lb ft at 5500rpm
0-100mph	4.8sec
AIR COOLING	Oil to air
LUBRICATION	Dry sump
SUSPENSION	Pushrod, controlled single damper with adjustable bump and rebound (F). Pushrod, controlled twin dampers with adjustable bump



	and rebound (R)
BODY	Carbonfibre cell
STEERING	Rack and pinion
WEIGHT	565kg (with driver)
WHEELBASE	2645mm
LENGTH	4078mm
TRACK	1674mm (F) 1620mm (R)
HEIGHT	954mm
GEARBOX	Sadev six-speed, sequential gearbox, mechanical control, three sets of ratios

Features

AERODYNAMICS

Teams can adjust angles of standard-issue front and rear wings. But they can't modify them at all



TYRES

Long-time Renault motorsport partner Michelin supplies one slick and one rain tyre to all Formula Renault 2000 series worldwide

ELECTRONIC DISPLAY SYSTEM

Information available includes: current lap time, best lap time, previous lap times, revs (both as number and in a series of red light across the top of the dash), gear selected, water temperature and oil pressure. Drivers generally only have best and current lap times, revs and gear selected on show, with automatic alarms flashing warnings if systems are about to

BRAKE BIAS ADJUSTMENT

Only used occasionally in races where conditions are constant, but much more when they are variable. The drier a race, the further forward the brake bias is wound to the front. Generally the aim is to keep the front discs 60-70C warmer than the rear

GEAR SHIFT

Six-speed sequential unit.

STEERING WHEEL

Details are restricted to the two push buttons either side of the centre console, which allow the driver to toggle between information on the electronic display system.

Tale of the tape

TOP SPEED



ACCELERATION 0-100MPH



Three cars, three two-litre engines and similar performance. But the Renault, Citroën and Vauxhall take different routes to goal. The Renault is the least powerful of the three but featherlight weight means it can accelerate and stop with the best. The Vauxhall has more grunt but front-wheel drive and more weight too. The Xsara has a turbocharger and puts out 300bhp, but its relatively chubby kerbweight and road gearing mean that, even with four-wheel drive, it's still in the same ballpark.

Kanaan bombards 'em

RACE REPORT Tony Kanaan blitzed most of the crash-happy Bombardier 500 field and had enough to pip his team-mate for the win. By JEFF OLSON

Slower? Certainly. Safer? Possibly. Victorious? Well, only Tony Kanaan knows how that feels. The Brazilian steered clear of the carnage on Saturday night to win the Bombardier 500k, the first application of the IRL IndyCar Series' new engine and aero package at its most thrilling – and dangerous – venue, Texas Motor Speedway. In the final laps, Kanaan kept Andretti Green Racing team-mate Dario Franchitti behind him. More importantly, he kept the rest of the pack behind him too – 11 cars that had somehow made it through six crashes and at least 10 other instances of NASCAR-like rubs and scrapes that miraculously didn't result in broken parts or broken bones.

"There are always going to be guys who don't take care of each other," said Kanaan. "Those guys I don't want to be in the middle of. Unfortunately, you're going to find them around."

The IRL cars were running on Texas's 24-degree, 1.5-mile quad-oval for the first time since Kenny Brack was severely injured here last October in the season finale. In part because of that crash and the subsequent death of Tony Renna at Indianapolis, IRL officials implemented a new formula at reduced engine displacement from 3.5 litres to 3.0, and introduced several aerodynamic tricks designed to lighten downforce and prevent the cars from becoming airborne.

The result was exactly what had been intended: speeds reduced from October's pole-winning 222.864mph to Thursday night's 209.609mph by Franchitti. What hadn't been expected

was the rough driving that, whether or not related to the slower speeds, wasn't part of the intention.

"There were times tonight when I was having a great time – it was a lot of fun," said Franchitti, who had never competed in a race in Texas. "There were other times when it was terrifying. It really depended upon who you were racing with. There are some guys we need to have a word with, some pretty scary drivers."

The craziness began with a buzz between Chip Ganassi Racing's Darren Manning and Alex Barron of Cheever Racing on the 26th of the 200 laps. It continued with crashes by AJ Foyt IV (AJ Foyt Racing), Ed Carpenter (Cheever) and Mark Taylor (Panther). Perhaps most significant, though, was a tussle between Manning and Buddy Rice of Rahal-Letterman Racing that, while it didn't end in disaster, did send the Indy 500 champion from battling among the leaders to a broken driveshaft and a 15th place result.

Earlier on in the race, as he played 'trade the lead' with Franchitti and Rice, Kanaan decided things weren't to his liking. Angered, he blew past both cars into the lead and, for most of the remainder of the race, his Dallara-Honda stayed there.

"In the beginning of the race, I saw Buddy starting to get a little crazy," Kanaan recalled. "I said, 'You know what? I have the car to win this race. I don't want to be in trouble.' At one point, I got really mad and just blew by them on the outside. I said, 'From now on, I'll set the pace.'"

Kanaan's plan paid off brilliantly. In the end, he and Franchitti overtook



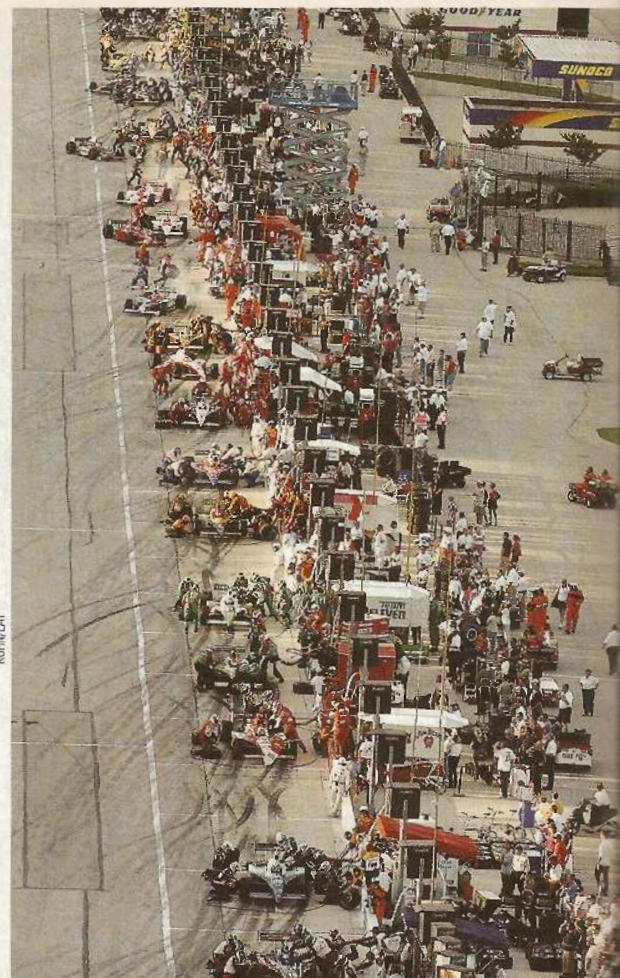
broken driveshaft ended Indy 500 winner Buddy Rice's night



Kanaan's second win of the year saw TK and his Andretti Green colleagues whooping it up Texan style



Friends and team-mates they may be, but pole-sitter Franchitti (27) and Kanaan gave each other no more space than necessary!



As evening falls, the pitcrews perform the first of many stops

Gloomy outlook?

IRL's future at Texas Motor Speedway

THE next time the IRL IndyCar Series appears in Texas could be its last. The track's status as host of the IRL's season finale is under threat, and a meeting last weekend of the powers that be on both sides failed to resolve the situation. The possibility of a 2005 season finale in Las Vegas looms ever larger.

"If it's still the finale, we're interested," Eddie Gossage, the Texas Motor Speedway president, said. "We'll have to discuss all the options with the IRL."

At issue are developments in NASCAR, which, in its recent move away from traditional tracks to more profitable venues, has granted Texas a second Nextel Cup race starting in '05. This race would fall too close to the IRL's traditional October finale at TMS, Gossage revealed.

And therein lies the rub: Gossage is only interested in a second IRL date if it is the season-closer. Therefore, to maintain the Texas finale, the IRL would be forced to end its season in September. Difficult if not impossible, considering the League plans to add a handful of road and/or street races in '05.

"You can't add the events we're looking to and end in September," IRL vice-president of business affairs Ken Ungar told the *Fort Worth Star-Telegram*.

Another Speedway Motorsports Inc track, Las Vegas, has shown interest in the IRL, possibly as the finale. Ungar, Gossage, IRL founder Tony George and SMI chairman Bruton Smith met last weekend, but failed to reach a resolution.

When asked if the October 17 finale would be the last for the IRL in Texas, Ungar stopped just short. "I wouldn't say that," he said. "With something this good, none of us is going to let it go without exhausting every option."



Texas' second seasonal fixture, the finale, is under threat for '05

New engine and aero rules produced a great race for the Texas crowd



Scheckter (4) DNF'd; Hornish got his damaged car home fourth

Dan Wheldon, yet another of the Andretti Green squad, shortly after a restart with just 14 laps left to run. Minutes later, Franchitti attempted to work the outside as he closed to within one-tenth of a second of Kanaan in the final four laps, but eventually tucked up behind him, deciding to settle for second place.

Behind the duelling Andretti-Green stars came Barron, who started last in the 22-car race after his gearbox blew up during qualifying on Thursday night, raced through the field to finish seventh. In the closing stages, he successfully held off advances from Hornish Jr, Fernandez, Meira and Ray to score his season's best and the first podium of 2004 for Chevrolet.

"We were in the right place at the right time," said Barron. "The guys

gave me three extremely good stops. That's what gave us track position."

Hornish Jr, who bent his rear suspension while trying to avoid Rice's slowing car, but soldiered on for fourth remarked: "The car ran almost as well after the accident!"

Behind Hornish came Adrian Fernandez, another driver caught up in an incident, this one while exiting the pits. The contact between his Super Aguri Fernandez G Force-Honda and Scott Dixon's Chip Ganassi Racing G Force-Toyota forced the defending IRL champion into the air, ending his race. Dixon now lies sixth in the points, 88 behind leader Kanaan.

Vitor Meira, Rice's Rahal-Letterman team-mate who made an impressive run to sixth at Indy, matched that result in Texas and again took fastest

"I almost got him [Kanaan] on the outside, but I did not have enough"
Dario Franchitti

lap. Hard-luck local Greg Ray drove his unsponsored car to seventh, while twice-bitten Manning somehow held on for eighth. Felipe Giaffone (Dreyer & Reinbold) and Tora Takagi (Mo Nunn Racing) rounded out the top 10.

But the guy celebrating at the end was Kanaan, who started third and led 145 laps in the number 11 car.

"We both knew what we had," Kanaan revealed of himself and Franchitti. "I was comfortable, but you never know. Anything can happen in the last few laps. You can have a cough in the engine or anything."

Wheldon held the lead on a restart on the 186th lap, but Franchitti and Kanaan – running second and third – quickly took opposite sides of their team-mate and began battling among themselves. As he closed on Kanaan, Franchitti attempted to go around the outside, but eventually became his buddy's wingman and helped the two cars pull away as the rest of the fading pack tried in vain to get around Barron.

"I almost got Tony on the outside, but I didn't have enough," Franchitti



Cheever Racing's contrasting fortunes: Barron soared to third...

said. "I saw this gaggle of cars coming up behind us. When I got back to about where my front wheel was level with his rear, I just pulled back into line behind him. I thought, 'The best way to do this is to go single file and see if I can catch him.' I was sitting there with absolutely nothing for him. Unless he made a mistake and gave up the inside, I wasn't getting by."

Rice, now a permanent fixture in Brack's old Rahal Letterman Racing berth, buzzed wheels with Manning while the two cars were heading into the third turn on the 180th lap, and though Rice saved the car before it hit the wall, the driveshaft had broken, ending his effort.

"I don't even know who it was out there," said Rice. "Maybe I came down a little and he came up or something. I had to save it. I need to see the video to know what happened."

Rice led twice and stalked Kanaan and Franchitti in the lead pack for most of the event. His incident cost



...while Carpenter binned it

Manning, who faded to finish eighth.

The slowed speeds that resulted from the IRL's new regulations, along with the first race with the Texas Motor Speedway's new SAFER barriers, helped everyone depart in good health.

"When you crash at 15 or 20mph slower, that helps a lot," Kanaan said. "We went the whole month of May [at Indy] without anybody getting hurt. Tonight, I saw some nasty crashes, but everybody walked away."

Point well taken. ☒

Dario Franchitti

Texas night school

BELIEVE it or not, this was my first night race. It was also my first race at Texas Motor Speedway.

All in all, it turned out pretty well.

We won pole position in the No27 ArcaEx car, then finished second behind my team-mate and friend Tony Kanaan. Try as I might to get past him in the final laps, I just didn't have the momentum or the inside line to get by.

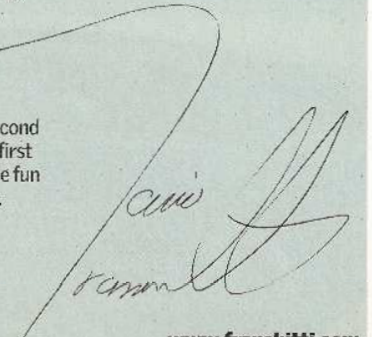
With about 12 laps left, Tony and I came up on another AGR team-mate, Dan Wheldon, who was leading at the time. We were side-by-side on the backstraight when we approached him. It was hilarious. You could see him looking in the mirror, first at Tony on the inside, then at me on the outside. You could tell he was thinking, 'Should I help him, or should I help him?'

We both got past him on the inside, but it was funny.

I almost got Tony in the final laps, but I just didn't have enough. I tried to go outside, and then I saw a gaggle of cars, so I pulled back into line. I figured the best way to do it was to go single file and see if I could catch him at the end.

Looking at the entire weekend,

I'm proud of all my guys for bouncing back after a rough month at Indy, proud of Honda and very proud of the results: the pole position and second place in my first night race and first race at Texas, a track that can be fun and terrifying at the same time. In this case, it was all fun.



www.franchitti.com

RESULTS June 12, IRL IndyCar Series, Texas (USA), round 5 of 16

200 LAPS, 500 MILES							CHAMPIONSHIP TABLE		
Pos	Driver (nationality)	Team	Chassis/engine	Result	Qual	Grid	Pos	Driver	Points
1	Tony Kanaan (BR)	Andretti Green Racing	Dallara-Honda	1h53m24.1239s	25.1210s	3	1	Kanaan	210
2	Dario Franchitti (GB)	Dallara-Honda	Dallara-Honda	1h53m24.3817s	24.9894s	1	2	Wheldon	175
3	Alex Barron (USA)	Cheever Racing	Dallara-Chevy	1h53m25.3782s	-	22	3	Castroneves	146
4	Sam Hornish Jr (USA)	Team Penske	Dallara-Toyota	1h53m25.4367s	24.2654s	11	4	Rice	144
5	Adrian Fernandez (MEX)	Super Aguri Fernandez	G Force-Honda	1h53m25.5127s	25.2344s	9	5	Manning	124
6	Vitor Meira (BR)	Rahal-Letterman	G Force-Honda	1h53m25.6567s	25.2902s	13	6	Dixon	122
7	Greg Ray (USA)	Access Motorsports	G Force-Honda	1h53m25.9190s	25.4020s	15	7	Hornish Jr	119
8	Darren Manning (GB)	Chip Ganassi Racing	G Force-Toyota	1h53m27.7093s	25.3554s	14	8	Barron	117
9	Felipe Giaffone (BR)	Dreyer & Reinbold	Dallara-Chevy	1h53m29.4264s	25.5652s	19	9=	Franchitti	108
10	Tora Takagi (USA)	Mo Nunn Racing	Dallara-Toyota	1h53m29.5610s	25.5651s	18	9=	Takagi	108
11	AJ Unser Jr (USA)	Patrick Racing	Dallara-Chevy	198 laps	25.5753s	21	11	Herta	103
12	Helio Castroneves (BR)	Team Penske	Dallara-Toyota	197 laps - out of fuel	25.1834s	6	12	Matsuura	95
13	Dan Wheldon (GB)	Andretti Green Racing	Dallara-Honda	190 laps - gearbox	25.2803s	12	13	Sharp	90
14	Scott Dixon (NZ)	Chip Ganassi Racing	G Force-Toyota	182 laps - suspension	25.4397s	16	14	Scheckter	85
15	Buddy Rice (USA)	Rahal-Letterman	G Force-Honda	181 laps - driveshaft	25.0916s	2	15	Ray	84
16	Kosuke Matsuura (J)	Super Aguri Fernandez	G Force-Honda	141 laps - electrics	25.1392s	4			
17	Mark Taylor (GB)	Panther Racing	Dallara-Chevy	125 laps - accident	25.2531s	10			
18	Scott Sharp (USA)	Kelley Racing	Dallara-Toyota	125 laps - engine	25.7092s	20			
19	Bryan Herta (USA)	Andretti Green Racing	Dallara-Honda	113 laps - clutch	25.1826s	5			
20	Tomas Scheckter (ZA)	Panther Racing	Dallara-Chevy	48 laps - suspension	25.2160s	8			
21	Ed Carpenter (USA)	Cheever Racing	Dallara-Chevy	46 laps - accident	25.2003s	7			
22	AJ Foyt IV (USA)	AJ Foyt Racing	Dallara-Toyota	38 laps - accident	25.5387s	17			

NEXT ROUND Richmond (USA), June 26



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ONE TO WATCH

KARL WENDLINGER
JMB RACING



Austria's **KARL WENDLINGER** has been a star for a number of years now. Having first hit the headlines alongside Schumacher and Frentzen in sportscars, his promising Formula One career was cut short by a serious crash in 1994. He moved to the FIA GT Championship in 1998 with Chrysler

Viper Team Oreca, winning the Drivers' title in 1999. After four years' away, he is now spearheading JMB Racing's challenge for the Championship, driving the nr 17 Ferrari 575 M Maranello. With two second-place finishes so far, he is currently lying 5th, behind the four BMS Scuderia Italia drivers, and the team's

first 2004 win must soon be on the cards. "I have driven at Donington in the DTM during the past two years, but my last win was with the Chrysler Viper in 1999, in the FIA GT. I like the circuit a lot; the atmosphere is very good, with good crowds and a lot of interest. I am really looking forward to going there again."



The eighth exciting season ● 11 races, including the Proximus 24 Hours of Spa and a season finale in China ● 2 categories, GT and N-GT ● Sportscars designed for the road and adapted for the race track ● Chrysler Viper, Ferrari, Lamborghini, Lister, Porsche, Saleen ● Two or three drivers per car ● Each weekend includes 3 hours of free practice ● Two 45-minute qualifying sessions ● One three-hour or 500 km-long race on Sunday

FIA GT Championship

The season so far



Saleen or Ferrari? That has been the main question at each of the first five rounds of the 2004 season. In terms of pole positions, the Saleen S7 is in the lead, with two poles for Konrad Motorsport's Walter Lechner Jr, and one for Vitaphone Racing's Michael Bartels. 2003 Champions BMS Scuderia Italia, with two poles for the Ferrari 550 Maranello, are leading in the points table, the team having claimed three victories so far. Fabrizio Gollin and Luca Cappellari are leading the points after winning in Monza and Valencia, while their team-mates Matteo Bobbi and Gabriele Gardel took their first win in Hockenheim. The black and green Vitaphone Saleen was victorious in Magny-Cours and most recently in Brno. However, with the Ferrari 575 M Maranello cars entered by GPC Gesse Squadra Corse and JMB Racing fast improving, and the Lamborghini Murcielago entered by DAMS due to make its debut at Donington, the season is far from over! The N-GT category had seen some fascinating battles, with three cars fighting for the lead in every round, and four drivers currently tied for the lead. Champion in 2002 and 2003, Freisinger Yukos Motorsport's Stephane Ortelli started 2004 with a win for his Porsche 996 GT3-RS and team-mate Emmanuel Collard. The Freisinger Motorsport Porsche 996 GT3-RS of Sascha Maassen and Lucas Luhr then proceeded to win the next three races, before GPC Gesse Squadra Corse's Ferrari 360 Modena, driven by Christian Pescatori and Fabrizio De Simone, finally claimed their team's first win in Brno. With a number of extra cars expected for Donington, including the TVR Tuscan T400R cars entered by RSR and Synergy Motorsport, and all three leaders heavily laden with success ballast, it could be a very interesting and important round.

FIA GT entry list

N°	Team	Nat.	Driver 1	Nat.	Driver 2	Nat.	Driver 3	Nat.	Car
1	BMS Scuderia Italia	ITA	Matteo Bobbi	ITA	Gabriele Gardel	SUI			Ferrari 550 Maranello
2	BMS Scuderia Italia	ITA	Luca Cappellari	ITA	Fabrizio Gollin	ITA			Ferrari 550 Maranello
3	Care Racing	GBR	Stefano Livio	ITA	Enzo Calderari	SUI	Lilian Bryner	SUI	Ferrari 550 Maranello
4	Konrad Motorsport	GER	Walter Lechner Jr.	AUT	Toni Seiler	SUI	Franz Konrad	AUT	Saleen S7
5	Vitaphone Racing Team	GER	Michael Bartels	GER	Uwe Alzen	GER			Saleen S7
6	RML	GBR	Thomas Erdos	BRA	Mike Newton	GBR			Saleen S7
8	RML	GBR	Chris Goodwin	GBR	Miguel Ramos	POR			Saleen S7
9	Zwaan's Racing	NED	Robert van der Zwaan	NED	Val Hillebrand	BEL			Chrysler Viper GTS
10	Zwaan's Racing	NED	Arjan van der Zwaan	NED	Stephane Lemeret	BEL	Henrik Roos	SWE	Chrysler Viper GTS
11	G.P.C. Gesse Squadra Corse	ITA	Philipp Peter	AUT	Fabio Babini	ITA			Ferrari 575 M Maranello
13	G.P.C. Gesse Squadra Corse	ITA	Emanuele Naspetti	ITA	tba				Ferrari 575 M Maranello
14	Lister Racing	GBR	tba		tba				Lister Storm
17	JMB Racing	MON	Karl Wendlinger	AUT	Jaime Melo	BRA			Ferrari 575 M Maranello
18	JMB Racing	MON	Bert Longin	BEL	Ian Khan	GBR			Ferrari 575 M Maranello
19	JMB	MON	Antoine Gosse	FRA	Peter Kutemann	NED	Andrea Garbagnati	ITA	Ferrari 575 M Maranello
22	Wieth Racing	GER	Wolfgang Kaufmann	GER	tba				Ferrari 550 M Maranello
24	Dams	FRA	Jean Denis Deletraz	SUI	Andrea Piccini	ITA			Lamborghini Murcielago R-GT
27	Creation Autosportif	GBR	Jamie Campbell-Walter	GBR	Jamie Derbyshire	GBR			Lister Storm
28	Graham Nash Motorsport	GBR	Paolo Ruberti	ITA	Paul Whight	ITA	David Leslie		Saleen S7
29	Peter Cook	GBR	Peter Cook	GBR	Frank Pelle	FRA			Chrysler Viper GTS
50	Freisinger Yukos Motorsport	GER	Stephane Ortelli	MON	Emmanuel Collard	FRA			Porsche 996 GT3 RSR
53	RSR	GBR	Laurence Tomlinson	GBR	Nigel Greensall	GBR			TVR Tuscan T400R
54	Synergy Motorsport	GBR	Bob Berridge	GBR	tba				TVR Tuscan T400R
57	Vonka Racing	CZE	Jan Vonka	CZE	Antonio de Castro	ITA	Bruno Barbaro	ITA	Porsche 996 GT3
62	G.P.C. Gesse Squadra Corse	ITA	Christian Pescatori	ITA	Fabrizio De Simone	ITA			Ferrari 360 Modena
64	Cirtek Motorsport	GBR	Richard Kaye	GBR	Rustem Teregulov	RUS			Porsche 993 GT3 RSR
65	Ecurie Ecosse	GBR	Nathan Kinch	GBR	Andrew Kirkaldy	GBR			Ferrari 360 Modena
69	Proton Competition	GER	Gerold Ried	GER	Christian Ried	GER			Porsche 996 GT3 RS
71	JWR	GBR	Mike Jordan	GBR	David Warnock	GBR			Porsche 996 GT3 RS
77	Freisinger Yukos Motorsport	GER	Alexei Vasiliev	RUS	Nikolai Fomenko	RUS			Porsche 996 GT3 RS
88	Gruppe M	GBR	Tim Mullen	GBR	tba				Porsche 996 GT3 RSR
99	Freisinger Motorsport	GER	Sascha Maassen	GER	Lucas Luhr	GER			Porsche 996 GT3 RSR

Current classification

GT DRIVERS		GT TEAMS		N-GT DRIVERS		N-GT TEAMS		
1	Gollin/Cappellari	40	1 BMS Scuderia Italia	71	1 Ortelli/Collard	38	1 Freisinger Yukos Motorsport	54
3	Bobbi/Gardel	31	2 GPC Gesse Squadra Corse	26	Maassen/Luhr	38	2 Freisinger Motorsport	38
5	Karl Wendlinger	21	JMB Racing	26	5 De Simone/Pescatori	32	3 GPC Gesse Squadra Corse	32
6	Bartels/Alzen	20	4 Vitaphone Racing Team	20	7 Ried/Ried	24	4 Proton Competition	24
8	Babini/Peter	17	5 Creation Autosportif	15	9 Vasiliev/Fomenko	16	5 Vonka Racing	11

Saturday June 26 2004

09.00 - 09.30 FIAETCC (Free Practice 1)	11.25 - 11.55 FIAETCC (Free Practice 2)	14.00 - 14.30 Ferrari Challenge Race 1	16.40 - 17.25 FIAGT (Qualifying Practice 2)
09.40 - 10.25 Ferrari Challenge (Qualifying)	12.05 - 12.50 FIAGT (Qualifying Practice 1)	14.40 - 15.10 FIAETCC (Qualifying)	17.50 - 18.20 Formula Renault 2000 Eurocup Race 2
10.50 - 11.15 Formula Renault 2000 Eurocup Race 1	13.00 - 13.30 British F3 (Qualifying)	15.35 - 16.25 Formula Renault V6 Eurocup Grand Race	18.45 - 19.15 British F3 Race 1

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FIA European Touring Car Championship

FIA
EUROPEAN
TOURING CAR
CHAMPIONSHIP

The season so far

The FIA European Touring Car Championship is booming. In its fourth season since its revival, the third under the new FIA Super 2000 regulations, the ETCC has grown in both quality and quantity - not to mention Alessandro Zanardi's return to racing with BMW Team Italy-Spain.

With an average 25 cars and six major car manufacturers represented, the 2004 season is much more than the expected Alfa Romeo-BMW fight. Nevertheless, these two makes have won all the ten rounds held so far. BMW Team Deutschland's drivers Dirk and Jörg Müller are currently first and second in the Championship classification. Between them is placed BMW Team Great Britain's Andy Priaulx, while AutoDelta Alfa Romeo aces, reigning champion Gabriele Tarquini and Fabrizio Giovanardi, are in fourth and fifth positions, still at a striking distance.

However, SEAT is not willing to remain a spectator. Since last year, the Toledo Cupra cars

have made huge steps forward in terms of speed and results. In the last two meetings, Jordi Gené, former BTCC champion Rickard Rydell and Frank Diefenbacher claimed two pole positions and three podiums. The time is ripe to see SEAT win its first ETCC race.

As for the other forces, Peugeot has joined with high expectations through the Danish importer's team. In Donington, Jan Magnussen will drive the new 5-door 307 GTi for the first time, being joined by Jason Watt and Sandro Sardelli. Ford is also working hard to develop the Focus ST170, run by RS-Line and driven by German legend Roland Asch and young Sebastian Grunert. Honda is also well represented by Accord and Civic cars. Alessandro Balzan's performances improve race after race with the brand new JAS Motorsport Accord, while Cambridgeshireman Simon Harrison and Toni Ruokonen of Finland (two former champions in the British National Saloon Cup) drive two Civics under the flag of Hong Kong-based team GR Asia.



FIA ETCC entry list

No	Class	Team	Driver (Nationality)	
1		AutoDelta Squadra Corse	Gabriele Tarquini (ITA)	Alfa Romeo
2		AutoDelta Squadra Corse	Fabrizio Giovanardi (ITA)	Alfa Romeo
3		AutoDelta Squadra Corse	Augusto Farfus jr. (BRA)	Alfa Romeo
4		BMW Team Italy-Spain	Alessandro Zanardi (ITA)	BMW 3
5		BMW Team Italy-Spain	Antonio Garcia (ESP)	BMW 3
8		SEAT Sport	Rickard Rydell (SWE)	SEAT Toledo Cupra
9		SEAT Sport	Jordi Gené (ESP)	SEAT Toledo Cupra
10		SEAT Sport	Frank Diefenbacher (GER)	SEAT Toledo Cupra
11		BMW Team Great Britain	Andy Priaulx (GBR)	BMW 3
12		BMW Team Belgium-Luxembourg	Kurt Mollekens (BEL)	BMW 3
14	I	JAS Motorsport	Alessandro Balzan (ITA)	Honda Accord Euro
16	I	GR Asia	Simon Harrison (GBR)	Honda Civic Type R
17	I	GR Asia	Toni R. Ruokonen (FIN)	Honda Civic Type R
18	I	RS-Line Rotpunkt Sport	Sebastian Grunert (GER)	Ford Focus ST
19	I	RS-Line Rotpunkt Sport	Roland Asch (GER)	Ford Focus ST
20	I	Carly Motors	Tom Coronel (NED)	BMW 3
22	I	Carly Motors	Klaas Zwart (NED)	BMW 3
23		Peugeot Sport Engineering	Jan Magnussen (DEN)	Peugeot 307
24		Peugeot Sport Engineering	Jason Watt (DEN)	Peugeot 307
25	I	Proteam Motorsport	Stefano D'Aste (ITA)	BMW 3
27	I	Crawford Racing	Carl Rosenblad (SWE)	BMW 3
29	I	Peugeot Sport Engineering	Sandro Sardelli (ITA)	Peugeot 307
42		BMW Team Deutschland	Jörg Müller (GER)	BMW 3
43		BMW Team Deutschland	Dirk Müller (GER)	BMW 3
44	I	Oregon Team	Salvatore Tavano (ITA)	Alfa Romeo 156
45	I	Oregon Team	Michele Bartyan (AUT)	Alfa Romeo 156
46	I	Oregon Team	Luca Rangoni (ITA)	Alfa Romeo 156

I = Michelin Independents Trophy

Current classification

DRIVERS	POINTS	DRIVERS	POINTS	MANUFACTURERS	POINTS
1 Dirk MÜLLER	63	6 Antonio GARCÍA	30	1 BMW	100
2 Andy PRIAULX	59	7 Augusto FARFUS	24	2 Alfa Romeo	60
3 Jörg MÜLLER	57	8 Frank DIEFENBACHER	17	3 SEAT	30
4 Gabriele TARQUINI	43	9 Jordi GENÉ	15		
5 Fabrizio GIOVANARDI	41	10 Tom CORONEL	15		

ONE TO WATCH

ANDY PRIAULX
BMW 320i



In his first season in ETCC last year, 30-year old ANDY PRIAULX impressed everyone. At the wheel of his BMW 320i, backed by BMW Great Britain and run by Bart Mampaey's RBM, Priaulx won three rounds in Brno, Spa and Oschersleben, fighting for the European crown until the last race at Monza. He

finished third overall, seven points behind Tarquini. Only halfway through 2004, the Briton has already equalled that score, with wins at Magny-Cours, Hockenheim and Brno (the only driver with three victories so far); he lies second in the Drivers' Championship, four points behind Dirk Müller. "Brno was a perfect

race weekend for me. It's going to be a lot tougher in Donington, because I'll have the maximum ballast. I hope I will be able to do a good job there. It's just another round and the winner is announced at the end of the year, not at mid-point; I hope that I can shine in the second half of the season and finish on a high."



Sunday June 27 2004

09.00 - 09.15 FIA GT (Warm Up)

09.20 - 09.35 FIA ETCC (Warm Up)

09.57 - 10.42 Ferrari Challenge Race 2

11.15 - 14.15 FIA GT Race

14.45 - 15.10 FIA ETCC Race 1

15.45 - 1.10 FIA ETCC

Race 2

16.40 - 17.10 Formula Renault V6 Eurocup

Race

17.45 - 18.15 British F3 Race 2



LG



SUPER RACING WEEKEND

ONE TO WATCH

RYAN SHARP
JENZER MOTORSPORT



One of a long line of talented drivers from Scotland, **RYAN SHARP**, from Aberdeen, has been leading the 2004 Formula Renault V6 Eurocup since the first round of the season. He might only have won a single race – the Super Sprint in Monza – but he has claimed five podiums, and led both Valencia

rounds. Since then he has found things more difficult. "It's a long season, and although I've had a few worries recently, I am not about to give up," he said. Resourceful and talented, he is supported by his team Jenzer Motorsport, with whom he also won his Formula 2000 title last year, in

Germany. Previously, the 25-year old won the Formula Ford Festival in 2001, and then finished in a fine 5th place in the British Formula Renault 2000 Championship, driving for John Village Team. Hopefully, the support of the knowledgeable Donington crowds will see him back on the podium again.



thrilling single-seater action with two races per weekend • The Grand Race, complete with obligatory pit stop and Grand Prix style start • Sunday's Super Sprint, with a rolling start • 22 young drivers including Britain's Ryan Sharp, Robert Bell and Robbie Kerr • Other stars include Formula One test driver Neel Jani • 12 nationalities, 7 winners from nine races to date • 3.5 litre cars, 170 bhp • Formula One-style steering wheel controls for the sequential gearshift, left foot braking and electronic data screens. The Eurocup winner will be awarded a Formula One test with the Renault F1 Team

Formula Renault V6 Eurocup



The season so far

In five rounds of the Eurocup completed, and further ten races to run, it is not easy to name a title favourite at this stage.

Currently, Sharp (Jenzer Motorsport), Mondini (EuroInternational), Belicchi (AFC Motorsport), Pasini (DAMS) and Bell (David Price Racing) are best placed to aim for the top.

But with seven different winners in the nine races to date, the Eurocup remains extremely open, and plenty of surprises are possible – such as the rather unexpected wins from Pasini and Kerr in Valencia, and that of Barth in Brno.

However, it is clear that those drivers who were strong in winter testing – Jani, Mondini and Sharp – are leading the points. The former, however, made a disastrous start to the season, unable to get the most from his car, despite driving for the 2003-winning team. But on pole in Brno, he finished second, before claiming full points in Brno with two poles and two wins. He is

now lying fourth and pushing hard.

Sharp's position is almost the inverse. Dominating the Eurocup in the early part of the season, with extremely regular performances, he has had more problems recently, but still has a 14-point lead and a home race should reinforce his determination.

Giorgio Mondini also deserves a mention. The EuroInternational driver has four podiums to date, including two wins in Magny-Cours. But for an uncooperative gearbox in Brno, he could have taken the lead of the Eurocup, having had a comfortable lead in the Grand Race. Italian driver Belicchi has also shone, with two podiums at home in Monza. Quiet and experienced, he could create a surprise.

Among the outsiders, Robert Bell, a protégé of David Price, is 5th overall, and will be on the attack in Donington. Robbie Kerr (Victory Eng. SpA) will also be on home ground and keen to add more points to his score.



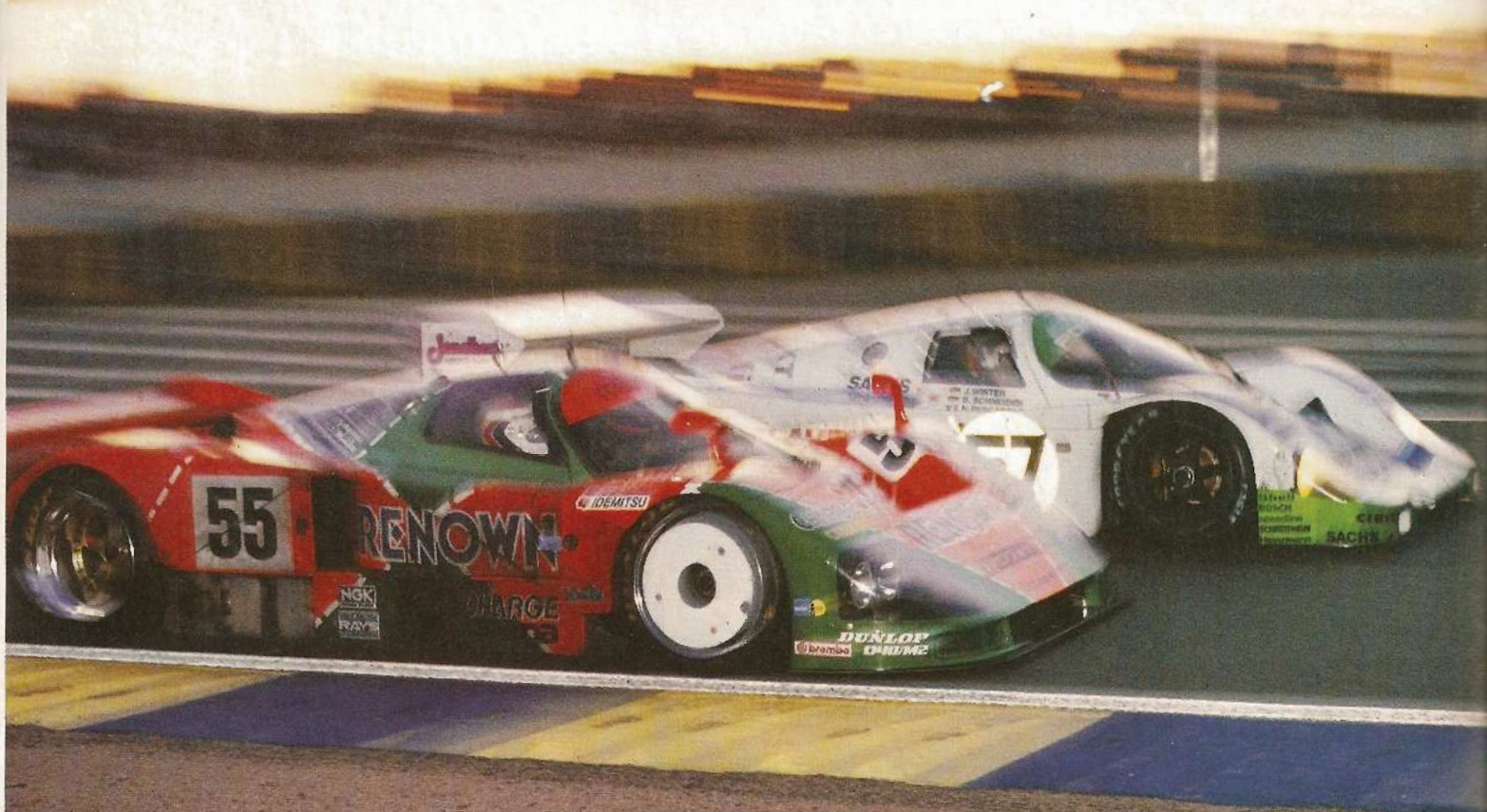
Current classification

DRIVERS	POINTS
1 Ryan SHARP	139
2 Giorgio MONDINI	125
3 Andrea BELICCHI	104
4 Neel JANI	101
5 Robert BELL	94

Formula Renault V6 entry list

No.	Driver (Nationality)	Entrant
1	Neel Jani (CH)	DAMS
2	Bruce Lorgere-Roux (F)	DAMS
3	Dominic Cicero (USA)	Jenzer Motorsport
4	Ryan Sharp (GB)	Jenzer Motorsport
5	Hayanari Shimoda (J)	David Price Racing
6	Robert Bell (GB)	David Price Racing
7	Giorgio Mondini (I)	EuroInternational
50	Stefano Proetto (I)	EuroInternational
9	Ivan Bellarosa (I)	Avelon Formula
10	Damien Pasini (F)	Victory Engineering SpA
11	Robbie Kerr (GB)	Victory Engineering SpA
12	Sven Barth (D)	Interwetten.com
14	Jaap van Lagen (NL)	Interwetten.com
15	Andrea Belicchi (I)	AFC Motorsport
16	Matteo Meneghello (I)	AFC Motorsport
18	David Martinez Leon (MEX)	CRAM COMPETITION
19	Cesar Campanico (P)	CRAM COMPETITION
20	Alx Danielsson (S)	SRTS
21	Edward Sandstrom (S)	SRTS
22	Andrea Scafuoro (I)	AFC Motorsport Drive
27	Memo Rojas (MEX)	TELMEX DAMS



From the **ARCHIVES**

The Mazda 787 (Volker Weidler, Johnny Herbert and Bertrand Gachot), dices with a Joest Porsche (Krages, Schneider and Pescarolo) on its way to '91 Le Mans glory.

On this week in motorsport

10 years ago...

It's a close finish at Le Mans when the Porsche 962 of **Yannick Dalmas**, **Hurley Haywood** and **Mauro Baldi** pips the Toyota of **Eddie Irvine**, **Mauro Martini** and **Jeff Krosnoff**. **Rusty Wallace** wins the Michigan NASCAR race.

20 years ago...

Henri Pescarolo and **Klaus Ludwig** (Joest Porsche 956B) climb from 30th to first to win Le Mans, but tragedy strikes when a marshal is killed in the aftermath of **John Sheldon's** (Aston Martin Nimrod) crash on lap 92.

30 years ago...

Matra claims a hat-trick of Le Mans wins when **Gerard Larrousse** and **Henri Pescarolo** romp to glory; **David Hobbs** triumphs in the F5000 race at Mosport Park in a Lola-Smith.

40 years ago...

Dan Gurney (Brabham) runs out of fuel two laps from the end of the Belgian GP, having dominated it, gifting the win to **Jim Clark** (Lotus); **Bruce McLaren** also runs out of fuel but is classified second.

50 years ago...

Maurice Trintignant and **Jose Froilan Gonzalez** take glory at a wet Le Mans in their mighty Ferrari 375, ahead of **Tony Rolt** and **Duncan Hamilton** in their Jaguar D-type.

1970 Mosport Park CanAm

The extraordinary CanAm Series and its talismanic McLaren team bounced back from the tragedy of Bruce McLaren's death in testing with a thrilling opening round of the 1970 edition at Mosport Park (June 14).

It was Dan Gurney, called up at the last minute to take the place of McLaren in the works squad's M8D, who emerged victorious after a battle with team-mate Denny Hulme and the Autocoast of Jackie Oliver.

Hulme, driving with hands severely burned in a crash at Indianapolis the previous month, led the first half of the race, initially from Gurney but then from Oliver, the Brit having

snuck ahead on the 21st lap of 80. The trio of Chevrolet-powered monsters scorched around the Canadian track, often nose to tail.

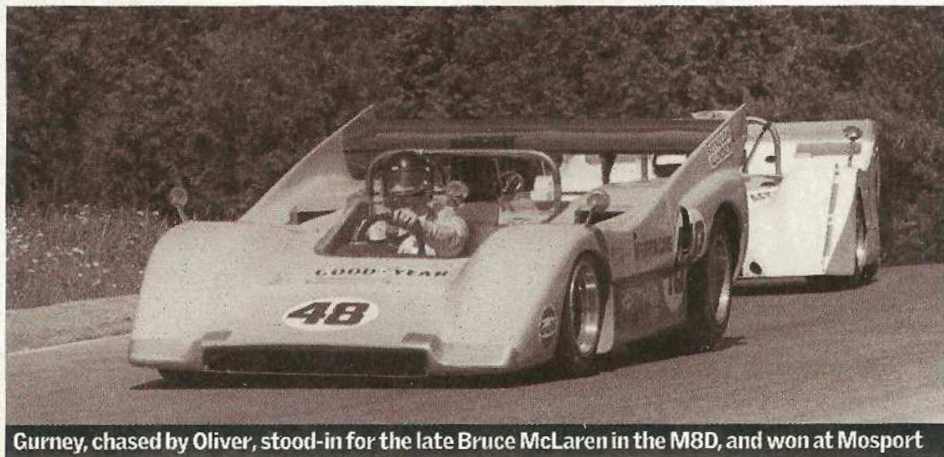
At midway, Hulme lost the lead when he hit a kerb while lapping one of the numerous backmarkers. The vibration was transmitted to his wrist and, with the Kiwi in intense pain anyway, he was forced to back off.

Twenty laps later Gurney was out in front, but still Oliver kept up the chase. Then the pair came up to lap the year-old McLaren of Lothar Motschenbacher for the second time. Oliver was badly balked, and only made it by after a brusque manoeuvre that forced Motschenbacher off the

road and into a heavy shunt, right at the point where privateer driver Dick Brown had been killed in qualifying the previous day.

Gurney took the chequered flag by 16 seconds from Oliver, who along with Motschenbacher was issued with a reprimand by the officials. The heroic Hulme came home in third, two laps behind, and earned an ovation from the crowds for his efforts.

As usual there was a lot of attrition – the new Lola T220 of Peter Revson went out with an oil leak, while George Follmer's radical Shadow retired with overheating. That allowed Yorkshireman Tony Dean's Porsche into fourth, seven laps down! 🏆



Gurney, chased by Oliver, stood-in for the late Bruce McLaren in the M8D, and won at Mosport

Anniversaries

JUNE 17

Rinaldo Capello (b 1964)
Kenny McKinstry (b 1953)
Bob Sweikert (d 1956)

JUNE 18

Denny Hulme (b 1936)

JUNE 19

Chris Bristow (d 1960)
Alan Stacey (d 1960)
Jimmy Bryan (d 1960)
Jean-Michel Martin (b 1953)

JUNE 20

Luigi Fagioli (d 1952)
Shekhar Mehta (b 1945)

JUNE 21

Piers Courage (d 1970)
Rob Dyson (b 1946)
Christian Montanari (b 1981)

JUNE 22

Simo Lampinen (b 1943)
Christian Menzel (b 1971)
Michael Park (b 1966)
Dan Wheldon (b 1978)
'Tim' Birkin (d 1933)
Louis Chiron (d 1979)

JUNE 23

Alan Gow (b 1955)
Michele Mouton (b 1951)
Gerry Birrell (d 1973)



**LE MANS
24 HOURS
REPORT**

Circuit de
la Sarthe
France



12-13.6.04

**72eme
24 Heures
du Mans**



Do not pass Goh

Audi resumed its monopoly of Le Mans with a 1-2-3 finish spearheaded by the Japanese Team Goh R8 – and a record-equalling sixth victory on the classic event by superDane Tom Kristensen. By GARY WATKINS

RACE GUIDE

Qualifying
Two in a row for Herbert
71



GTS class
Chevy wins war with Ferrari
73



GT class
Porsche crew are lightning fast
75



How they finished
81



Win number four for the Audi R8 was also a historic sixth for Kristensen

LE MANS 24 HOURS REPORT

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la Sarthe
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72eme
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du Mans

Hackneyed adage it may be, but it only takes two cars to make a race. That proved to be the case in the 72nd edition of Le Mans 24 Hours, an event that was billed as a straight fight between four more or less equal Audi R8s. A bizarre incident before the race was a couple of hours old removed half the pack of German prototypes, yet the remaining pair fought tooth and nail on the way to the closest competitive finish at the sportscar blue riband since 1969.

In an interesting historical twist that was the year Jacky Ickx took the first of his six victories, a tally squallied last weekend by Tom Kristensen. The Dane and his teammates at the Japanese Goh squad, Rinaldo Capello and Seiji Ara, battled it out with Audi Sport UK Team Veloqx drivers Johnny Herbert, Jamie Davies and Guy Smith. The fortunes of the two near-identical R8s ebbed and flowed right through a race that could have gone either way. The two customer cars were never separated by two complete laps and the gap was more usually a good deal less than one.

Both had their share of technical

problems, though it was the Veloqx entry that lost most time in the pits. A seven-minute stop for the 'British' Audi to effect repairs to the suspension in the 16th hour reversed the fortunes of the two R8s and ultimately decided the outcome of the race.

That result may well have been different had the other two Audis been in the thick of the fight. While Veloqx had suspension problems, the Goh team suffered braking issues early on, was required to cure a misfire in the night and even sustained a spectacular-looking flash fire in the pits during the closing stages. It seems inconceivable that at least one of the ultra-reliable R8s would have run through the race without problem but for that incident at the end of the second hour.

Allan McNish aboard the other Veloqx Audi and Champion driver JJ Lehto were running in close company in second and third positions when they arrived at the near-flat first right-hander that kicks off the Porsche Curves. Neither car came close to making the corner courtesy of a mixture of water and oil laid down by a backmarker.



McNish leaps from the Veloqx car after the 170mph crash that forced him out

Q&A

Allan McNish Team Veloqx driver

What do you remember of the accident?

I remember seeing a puff of smoke from a GT3 Porsche. As I braked I lost grip, turned into the corner in a slide and knew it was oil. I knew I was going off the circuit, so I tried to make sure I went in [to the barrier] at the best possible angle.

Were you briefly unconscious?

I don't know, but I was certainly dazed. When I got into the pit I had a little moment and the doctors laid me down and put a neck brace on me. It was a big impact because that is a fifth-gear section with very little braking, so I went in at quite some speed. I went in sideways and my head and neck were shaken about a lot.

JJ Lehto was angry that there were no oil flags, do you agree?

In fairness I saw a puff of something a second or two before I went off, so I'd have been surprised if they'd had time to react.

How did you feel when you were told you couldn't continue in the race?

I wasn't very happy especially since I heard it on Radio Le Mans before anyone told me. In the morning, I realised it was the right decision. There was no way I should have been out there.

How disappointing was it to miss a classic Le Mans battle?

Very, because we would have been there or thereabouts. I'm sure it would have been a fantastic battle with four cars going for the win.

Could you, Frank Biela and Pierre Kaffer have won?

The car was getting better and I'm sure it would have got better still as the race wore on. But that's motor racing. It's not something you want, but these things happen.



Davies was the star of the show, setting fastest lap while passing backmarkers

Hour by hour

HOUR 1
07:00
Davies leads away the sister Veloqx Audi of McNish. Capello spins into the gravel, while TVR of Nigel Greensall slows with an electrical glitch. Fellows crashes and recovers at Arnage.

HOUR 2
18:00
Nishizawa goes off at Ford, Gommendy gets a puncture in the LMP2 Welter. McNish, Lehto and Enge go off on oil in the Porsche Curves. Lehto and Enge both return to the pits. Safety car out.

HOUR 3
19:00
McNish hauls the damaged Audi back to the pits, while Brabham's Zytek suffers its second puncture and suffers bodywork damage. Daniels brings the PK Sport Porsche in to retire.

HOUR 4
20:00
Firman pits from third for gearbox repairs. Hindery puts the RAM/Orhit Porsche off at Ford. Michigami brings in Kondo Dome for a driveshaft change. Taurus diesel Lola in with clutch woes.

Qualifying Herb and spice

Brit claims second straight pole

JOHNNY Herbert has waited a long time to take up his place centre stage in the Le Mans press room. Thirteen years ago at La Sarthe, he missed both the podium celebrations and the media interviews after collapsing in the wake of a marathon stint in the race-winning Mazda. Last week he made doubly sure of his moment in the spotlight with two laps good enough for pole position.

Allan McNish sat on provisional pole in the number eight Veloqx Audi, but it was clear that the order was going to be shaken up in second qualifying. Thursday was much cooler than the previous day, which is why all the leading prototype runners found at least a second over their Wednesday times.

Herbert put in a banker that was just two-tenths ahead of McNish's new best and, despite suggesting that he wouldn't try to go quicker after the hour-long break between sessions, ended up finding another couple of tenths to make sure of a second pole in two races. The presence of Tom Kristensen's Goh Audi first in line at the head of the pitlane during the break had a lot to do with his decision.

"I saw Tom's car sitting there and I knew he'd be going for a lap," said Herbert. "I knew I could go quicker, so I had a go and it paid off."

McNish, meanwhile, wasn't in a position to respond. An engine problem had raised its head, which forced him to abandon the session and for his mechanics to set to work in changing the twin-turbo powerplant.

Kristensen did improve the Goh car's time after the break, but not its position, which meant he ended up fourth behind David Brabham's Zytek. The LMP675-spec car briefly jumped to the head of the timesheets, but the works-run team

decided to save its V8-engined car for the race rather than battling it out with the Audis.

The French Courage marque needed to bounce back from a disastrous week leading up to the 24 Hours during which it had to change engines in its LMP2 prototype. Jean-Marc Gounon was under strict instructions to give the team a fillip and did just that with a pair of laps which not only sealed the class pole by a whopping 10 seconds, but were also good enough to put the AER-engined C65 12th on the grid.

Tomas Engje's lap to claim a surprise GTS pole for the Prodrive Ferrari squad was nothing short of sensational, all the more so given that he had backed his 550 Maranello into the wall just four hours beforehand. The car was hastily repaired with minutes of the session remaining. The Czech did one out-and-in-lap to check the car was straight and then bolted on a set of Michelin qualifiers to eclipse Oliver Gavin's previous pole mark in the best of the Chevrolet Corvettes by three-tenths.

Pole position in GT went to the White Lightning/Petersen Porsche driven by Sascha Maassen ahead of sports-car rookie Jaime Melo, who impressed in the JMB squad's Ferrari 360GTC without recourse to qualifying tyres.

Gary Watkins

"I saw Tom's car and knew he'd be going for a lap, but I also knew I could go quicker"
Johnny Herbert



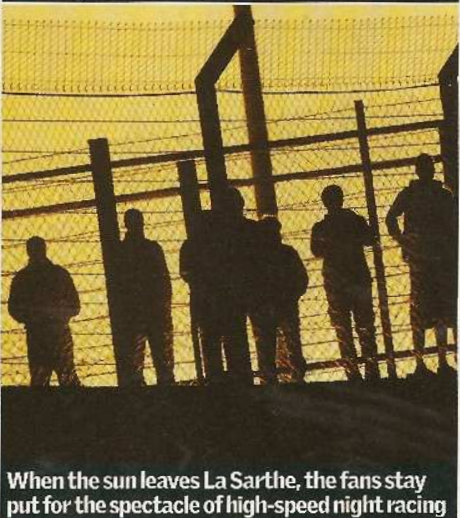
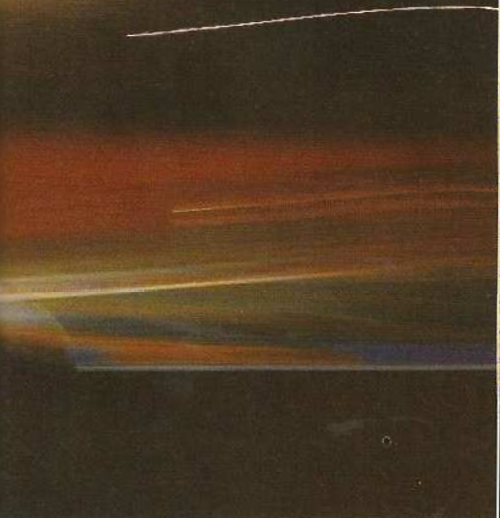
The Zytek impressed in qualifying and the race before engine failure struck at half-distance



The second Pescarolo ran third for much of the race to claim 'best of the rest' in fourth place



The Corvettes chased the Prodrive Ferraris early on but ended up one-two in the GTS class



When the sun leaves La Sarthe, the fans stay put for the spectacle of high-speed night racing



Herbert took centre stage among his team-mates with pole

HOUR 5 Short pits Rollcentre Dallara with a left-rear puncture. LMP2 leader Hancock pits with gearbox dramas, giving Courage of Jeanette the class lead. McRae spins, while Nearn crashes.

HOUR 6 Turner returns 65 Ferrari to the track after a clutch change. Shimoda spins Zytek, while Lammers pits Dome with a fuel pump problem. The Intersport Lola retires with accident damage.

HOUR 7 Lammers suffers a puncture, while Fellows has a left-rear blowout and crashes on the run to Indianapolis. The Belmondo's Courage is terminally damaged in the ensuing confusion.

HOUR 8 Turner spins the 65 Ferrari, while 63 Chevy consolidates its class lead over the 66 car. Dyson spins the Dome in the gravel at Playstation. Lehto has Champion Audi up to seventh.

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“All I remember was arriving at the Porsche Curves, seeing a 911 go bang and going straight on as I turned in,” explained McNish, who was dazed or possibly knocked out in the accident. “I only had time to think that going head-on into the barriers wouldn’t be a good idea.”

Lehto agreed that there wasn’t a lot that they could have done to keep their respective cars out of tyre wall. “There was no oil flags, no nothing,” he said. “Allan and me were first onto it. It was like being on an ice rink.”

The two Audis ended up side by side, wedged in the tyres. Lehto was towed out first and, with major damage limited to the front left, was able to quickly drive back to the pits. The Veloqx entry, meanwhile, took an impact at both the front and the rear and looked likely to end its race there and then.

“I didn’t think I would get it back,” said McNish. “I wasn’t confident at all.” Somehow the second Veloqx R8 was able to crab its way back to the pits, albeit four minutes after Lehto had brought his car in.

The Champion and Veloqx teams set to work on repairing their respective R8s and, such is the serviceability of this benchmark prototype, both were able to return to the action.

The less seriously damaged Champion car lost just 31 minutes or nine laps before Marco Werner drove back out onto the track. Veloqx needed double that time and would get its car back in the fray after losing a total of 19 laps.

The two cars were clearly out of the running for victory. McNish, meanwhile, was out of the race. The former Le Mans winner collapsed at the back of the pits after exiting

“There were no oil flags, nothing. It was like being on an ice rink”
JJ Lehto



Papis gets a good luck kiss before a stint in the Corvette

the car and was taken to hospital for checks. Mild concussion was diagnosed and he was told he would take no further part in proceedings, leaving the recovering Veloqx car to Frank Biela and Pierre Kaffer.

McNish and Lehto weren’t the first Audi drivers to need help to get out of the gravel. Capello had already gone off on lap eight, losing the best part of three minutes while he was towed onto firmer ground at the Dunlop Chicane.

“We’d had a big problem with the brake balance from the beginning,” said the Italian, one of Kristensen’s partners in the winning Bentley this time last year. “When I spun I didn’t want to damage the starter motor, so I waited to be pulled out. I needed three laps to adjust the brake balance after which the car was good. The problem was that I was a lap down.”

So evenly matched were the two Audi crews out at the front that it was almost impossible for the Goh drivers to make inroads into the advantage held by Veloqx. The size of the gap opened up and closed through the night depending on the sequence of pit-stops, yet all things being equal the British crew enjoyed a lead of around about a full lap of the eight-and-a-half mile Circuit de la Sarthe.

That changed just before the nine-hour mark when Davies was penalised for overtaking under a yellow flag. The resulting 30-second stop-go allowed Capello to knock a minute off the leader’s advantage, but the Japanese team’s hopes of finally getting back on terms took a knock when Kristensen began to suffer engine problems over the course of a quadruple stint.

Not only did the Dane lose time out on the track, but further seconds went west in the pits when the ignition coil was changed, albeit under safety car conditions. This restored the Veloqx team’s advantage to more than one lap.

The pendulum swung back in favour of Goh at the start of the 16th hour. A deteriorating understeer

72eme
24 Heures
du Mans

12-13.6.04

Circuit de
la Sarthe
France

LE MANS
24 HOURS
ANALYSIS

GTS Chevy back on top

Ferrari loses fight to keep class title

THE Chevrolet versus Ferrari GTS battle fight ebbed and flowed throughout the 24 hours, with Oliver Gavin, Jan Magnussen and Olivier Beretta reclaiming the class title ahead of the sister car of Ron Fellows, Johnny O’Connell and Max Papis. Ultimately, though, it was reliability that resolved the issue.

But it was a close-run thing. Gavin seemingly had pole position in his socket before Thomas Enge snatched it at the death. Remarkably, Enge set the mark four hours after crashing heavily at the Porsche Curves, giving Prodrive first blood in the most dramatic fashion.

The Czech led a GTS top-five train in the opening laps, tailed by Gavin, Ron Fellows in the second Corvette C5-R and Darren Turner’s Ferrari 550 Maranello. The Larbre Competition Ferrari 550 also ran in this group early on with Christophe Bouchut at the wheel, but brake and throttle problems and a Sunday lunchtime off for the Frenchman relegated the car to fifth at the finish.

Fellows was the first of the front-runners to hit trouble as he buried his nose in the Arnage tyre barrier while lapping the Racers’ Group GT Porsche shortly before the one-hour mark. The ensuing front-end repairs cost the crew four laps to the leaders, but greater misfortune was to blight the 63 Chevy in the seventh hour when Fellows suffered a left-rear blow-out on the run to Indianapolis. The Corvette was pitched into the barrier and collected by Paul Belmondo’s LMP2 Courage, but incredibly made it back to the pits for repairs.

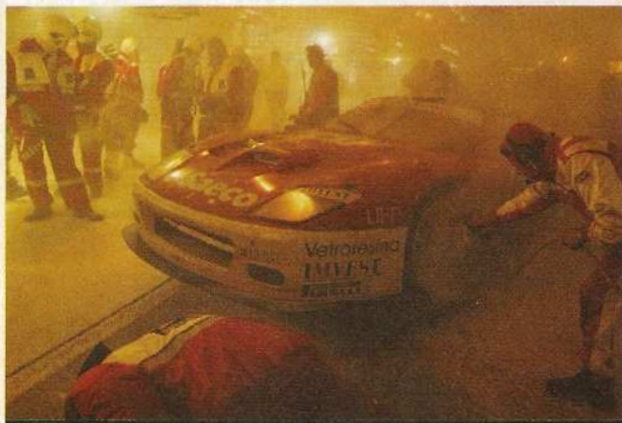
Back in the lead battle, after Fellow’s first accident Enge skated on the same oil that had claimed the Audis of Allan McNish and JJ Lehto. That handed the initiative to Gavin.

As night fell, the 64 Chevy crew consolidated their lead before race leader Jamie Davies barged into Magnussen on the entry to the Ford chicane. This gave the Enge/Alain Menu/Peter Kox car a four-lap lead over the Magnussen car, which required work on the splitter. The 63 Corvette lost further ground when Gavin had an off at Dunlop shortly before 4am while struggling with poor visibility, putting it six laps down.

But all was not lost for Chevy, as the second Prodrive Ferrari of Turner/Colin McRae/Rickard Rydel was in no position to capitalise having suffered problems with the clutch and alternator in the early stages. A lengthy stop to change the gearbox internals left the car 16 laps down at the finish in third.

With the lead Ferrari comfortably ahead as Sunday afternoon approached, all seemed well before a wheel-baring problem struck. The Prodrive crew grappled to change part and repair damaged bodywork and at the stroke of noon Menu followed the Chevy of Magnussen out of the pits on level terms.

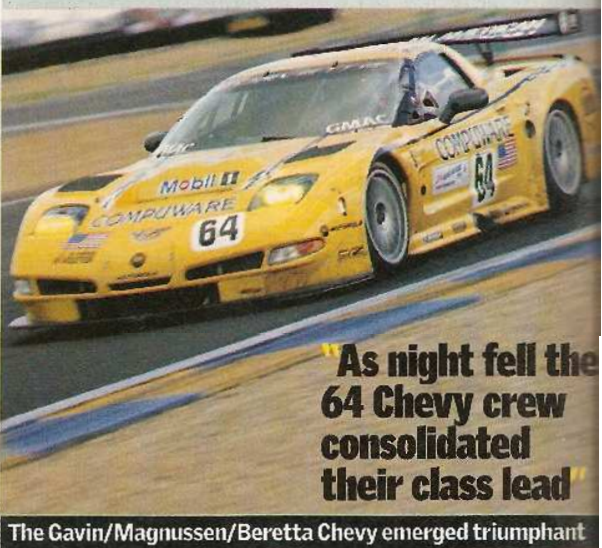
But the grandstand finish never happened, as Menu couldn’t match the pace of the Chevy, and the car was soon back in the pits for further repairs. The delay promoted the Fellows/O’Connell/Papis car to second place, 11 laps in arrears. *Edd Straw*



This brake fire summed up the Barron Conner Ferrari team’s race



The night fantastic – a sight to revive the most bleary-eyed



“As night fell the 64 Chevy crew consolidated their class lead”

The Gavin/Magnussen/Beretta Chevy emerged triumphant

Hour by hour

HOUR 9 Leader Davies serves stop/go for passing under yellow, allowing Capello to bring Goh Audi onto the lead lap. Lehto sets fastest lap, while Beretta has narrow lead over Enge in GTS. **01:00**

HOUR 10 Overall and GTS leaders Davies and Magnussen collide at Ford, giving Enge the GTS lead. Magnussen pits for repairs, losing five laps. Recovering Biela has repaired Audi near top 20. **02:00**

HOUR 11 GT leader Bergmeister gets stuck in gear and pits for replacement gear cable. Kelleners takes GT lead for Freisinger. Davies and Smith hold off Kristensen’s challenge at the front. **03:00**

HOUR 12 Shimoda’s Zytex engine detonates. Porsche safety car is out. Kristensen pits to cure engine misfire. Smith has one-lap lead over Kristensen at halfway mark. Biela up to 16th place. **04:00**

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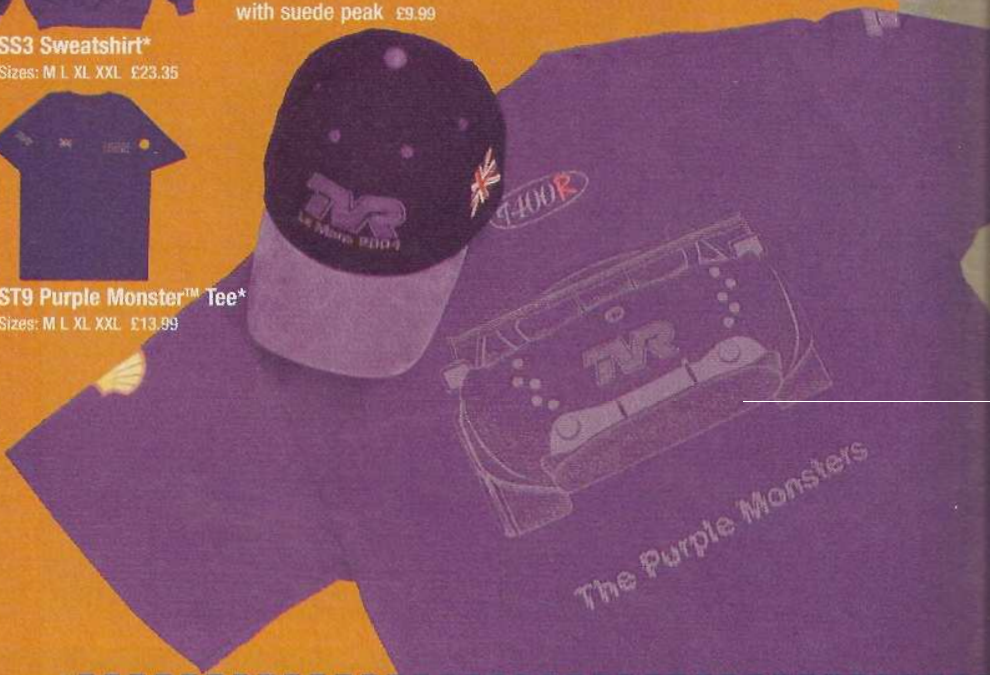
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Capello thought it was game over when a fuel spillage ignited, but the fire was soon extinguished

problem that was costing the Veloqx car time was investigated when Herbert came into to hand over to Davies. A seized rose-joint in the left-rear suspension was diagnosed and the team set about changing the pushrod. Two laps were lost, which meant that a one-lap advantage had turned into a one-lap deficit.

Now it was Veloqx's turn to play catch-up, and Davies didn't waste any time in knocking down to the job in hand. On a new set of Michelins, the 30-year-old pumped in a series of fastest laps and ended up with a time that would have been good enough for a place on the third row of the grid. "I really enjoyed that stint," he said at the end of the race. "And that 3m34.2s came on a traffic lap. I had to pass quite a few cars to do that."

Davies was perhaps the star of the race. He got the better of McNish during a fraught start in which the two Veloqx cars may have made the lightest of contacts, pulled away into a 25-second lead during the first two hours and always held his own against the Goh drivers. Fastest lap was the icing on the cake.

His drive wasn't without mistakes, though. Davies was lucky to get

"I had to pass quite a few cars on the way to that fastest lap"
Jamie Davies

away with a needless tangle with Jan Magnussen's class-leading Chevrolet Corvette during the small hours and would spin later on during the morning, though some electrical equipment dangling loose in the cockpit played a part in that one. Nevertheless, it was an impressive performance from a driver whose talents are often overlooked.

Just over two hours after its suspension problem, a series of unscheduled stops by the Goh car offered a glimmer of hope for Veloqx. First, Capello had to abandon a quadruple stint when his tyres began to give up on him and then Kristensen suffered two slow punctures in the space of 20 minutes. It was enough to let the Veloqx car back onto the lead lap. The race wasn't over yet.

The Veloqx drivers never gave up the chase, but they were unable

to close the gap to anything less than two-and-a-half minutes. That changed late in the 21st hour when Capello pulled away from the pits with flames licking around the cockpit of the Goh Audi. A minor fuel spillage had ignited, which was enough for the Italian to begin to extricate himself from the car. But so quickly were the flames extinguished and the driver strapped back in that only a minute was lost.

Ara was handed the Goh car for the run to the finish and Herbert briefly made giant-sized inroads into the leader's advantage. A combination of the Englishman's pace and a quick fuel stop by the Veloqx squad reduced it to just 45 seconds with an hour left to run. After both cars had pitted for a final splash of fuel the gap stood at 34sec.

Time ran out for Veloqx and, after a trip across the gravel at the second chicane on the Mulsanne Straight, Herbert gave up the fight and trailed home 41sec behind. "The cars were too close today, so the only way back for us would have been if they had had a problem," he said. "We were quick enough to gain time back, but realistically the gap was too big."

Champion drivers Lehto, Werner and Emanuele Pirro had similar opinions after the race. They knew that to overcome their nine-lap deficit would require a giant slice of misfortune for the leaders. That never came, though such was their pace and reliability in comparison with the rest of the prototype field that the US-entered R8 made it back into the top six as early as the ninth hour and then into third, its eventual finishing position, by three-quarter distance.

The Champion drivers had to contend with a braking problem early on, but after that was sorted they pushed hard to the end, their run only punctured by a quick off for

GT Favourite wins

Maassen, Long and Bergmeister triumph

The Petersen/White Lightening Porsche 911 GT3-RSR was always favourite for GT glory, and despite dropping seven laps with gearbox and then throttle linkage problems, Sascha Maassen, Patrick Long and Jorg Bergmeister won by five tours.

The Freisinger RSR of Stephane Orтели, Romain Dumas and late stand-in Raff Kelleners kept the American outfit honest, and when the leaders hit trouble in the small hours, the FIA GT regulars moved ahead.

However, the Freisinger car encountered dramas of its own as engine problems forced two lengthy stops to examine the electrics. The first stop put the Petersen car, now recovered from fifth to second, a lap behind Freisinger. Soon it became apparent the engine maladies required a more lengthy stay in the pits, and the RSR was relegated to third by the finish, six laps down.

The all-Japanese Choroq Racing RSR of Haruki Kurosawa, Kazuyuki Nishizawa and Manabu Orido weathered its own litany of problems. Nishizawa lost time during the opening stint with a minor off, before alternator and battery ailments left the car outside the top 10.

But despite a couple of punctures, including one that put Orido off the road at the chicane, the race came back

to them and they finished second.

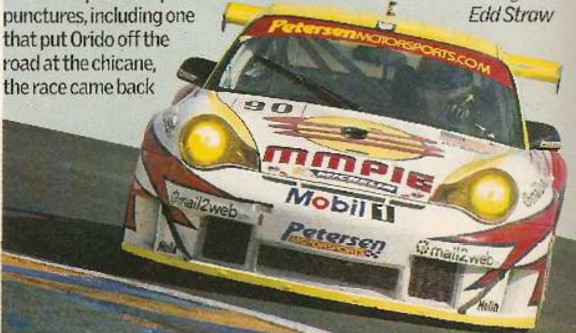
The Ferrari 360 GTC of Jamie Melo, Stephane Daoudi and Jean de Fournoux missed the start after setting a searing pace in qualifying when the JMB team changed the gearbox. The car then charged into the top three during the race but pulled out shortly before half-distance with transmission problems.

Likewise the Seikel RSR of Gabriel Rosa, Peter van Merksjtein and Alex Caffi, which ran in the top three and could have challenged for victory before an engine failure, and the BAM/Orbit car of team owner Leo Hindery and the impressive Marc Lieb and Mike Rockenfeller. The US-based team lost time after Hindery crashed at the Ford chicane, but quickly rose up the order before gearbox failure.

There was some consolation for Seikel, whose older Porsche RS was fourth in the hands of Anthony Burgess, Phillip Collin and Andrew Bagnall after being promoted to the race from the reserves list.

The TVRs put in a brave effort, with the Chamberlain/Synergy Motorsport cars eighth and ninth in place behind the best-placed Ferrari 360 of Frank Mountain, Rob Wilson and Hans Hugenholtz.

Edd Straw



The Petersen/White Lightening Porsche fulfilled its promise

Pirro at Mulsanne Corner. "I'm disappointed," said the Italian. "Not only for the team, who worked so hard, but because I wasn't able to be part of a fantastic race for the lead."

The second Veloqx Audi dropped as low as 44th on the leaderboard courtesy of damage to both the front and rear of the car. Significantly, new rules for this year have outlawed Audi's practice of changing the entire rear end. That meant the British team had to rebuild the back of the car rather than replacing it in one go.

A place on the podium was out of the question. Yet Biela and Kaffer, who would drive more than 10 hours

each in McNish's absence, pushed hard all race long. Kaffer had quick off at Indianapolis and the car needed repairs to its front suspension, but apart from that the German duo had an unhindered run after their early delay.

Biela and Kaffer eventually secured fifth place, some 11 laps behind the "best of the rest" prototype finisher. Le Mans legend Henri Pescarolo's team claimed the unofficial title, though it wasn't his lead entry driven by Sebastien Bourdais, Emmanuel Collard and Nicolas Minassian that led the French team's charge.



Davies and Guy Smith kept track of proceedings from the pits

Hour by hour

HOUR 13 Oliver Gavin goes off in the Corvette and loses ground, as the McRae Ferrari drops to fifth with a long stint in the garage. A quiet hour, as Herbert takes over the leading car.

HOUR 14 Champion Audi gets past Rollcentre Dallara for fourth place, while up at the front Audi UK's Johnny Herbert comfortably holds off Seiji Ara.

HOUR 15 Martin Short's dream run with the Rollcentre Dallara begins to fade. Just as Champion Audi loses time in the pits, a clash with Sebastien Bourdais puts Short in the gravel at the Esses.

HOUR 16 Herbert car loses seven minutes to a suspension change. A lap lead turns to a lap deficit at Team Goh now thanks to the results. Martin Short retires after a huge impact at Porsche Curves.



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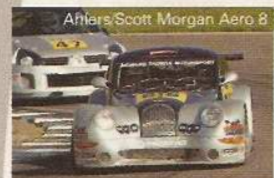
19th & 20th June

The John Guest Speedfit Festival



BRITISH GT
CHAMPIONSHIP

The most competitive British F3 Championship ever? Nelson Piquet is leading the Championship class with James Rossiter (2nd), Adam Carroll (3rd), Will Power (4th), Danilo Dirani (5th) and Ernesto Viso (6th) in tight pursuit. Ryan Lewis in the Scholarship class is ahead of Barton Mawer and Stephen Jelley. Qualifying is normally within hundredths or even thousandths of seconds and the racing is going to be enormously close at Castle Combe with the combination of high speed corners and twisty chicanes. Who is going to take the honours this weekend?



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SATURDAY - PRACTICE, QUALIFYING AND RACE DAY

Starts 08:35 and finishes at 18.10 in the following order:

Melton Concrete Products CCFF 1600, Avon Tyres British F3, British GT, Powertrain Caterham R400, Avon Tyres British F3,

The AVO Ginetta, UK Formula Ford, British GT,

The Carlube TVR, Avon Tyres British F3, Melton Concrete Products CCFF 1600 (RACE), British GT (RACE)

SUNDAY - RACE DAY

08:35 National Mobile Windscreens CC Saloon Cars (qual),

09:00 BRSCC Castle Combe GT (qual), 09:25 Powertrain Caterham R400, 09:50 The AVO Ginetta, 10:25 The Carlube TVR, 10:58 Avon Tyres British F3, 11:33 UK Formula Ford,

12:05 National Mobile Windscreens CC Saloon Cars, 13:30 British GT, 14:40 The Carlube TVR, 15.18 Avon Tyres British F3,

15.53 Powertrain Caterham R400, 16.33 The AVO Ginetta, 17.08 UK Formula Ford, 17:40 BRSCC Castle Combe GT

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Soheil Ayari, Erik Comas and Benoit Treluyer took a cautious approach to the race after qualifying only 11th. When the faster prototypes hit trouble, the number two Pescarolo-Judd C65 moved up the leaderboard. By the fourth hour it was running third and that's where it stayed for more than half the race. Comas picked up the pace during an impressive quadruple stint on Sunday morning when the Champion car started to close in, but it was finally a mechanical problem that dropped the car out of the podium positions.

A failed alternator belt in the 18th hour was the car's first real delay. Further time was lost when Treluyer went off at the first chicane on the Mulsanne Straight after taking over from Comas. Not only was time lost while the car was towed out of the gravel, but the headlights on the replacement nose that was

fitted in the pits weren't working.

More minutes were lost while repairs were effected, though this had no bearing on the result. The Champion Audi was long gone and it explained why Pescarolo was happy to bring the car into its pit garage late in the race to clear out the radiators when temperatures inside the car's five-litre Judd began to rise.

Pescarolo Sport may have equalled its best result at Le Mans, but there was a certain amount of disappointment with fourth. "We probably finished where we would have expected," said Comas. "It is still disappointing when you have run third for half the race."

Even more disappointed were the drivers of the team's 'hare' car. Team leader Bourdais led the chase of the Audis during the opening laps, but by the second hour the number one Pescarolo-Judd was in the pits with a misfire. An electrical problem was

eventually diagnosed and then quickly solved, though not before half a dozen laps had been lost.

The same alternator belt problem that afflicted the second car slowed the progress of Bourdais and his co-drivers up the leaderboard, but they still made it as high as fifth before engine failure late in the 20th hour.

The drivers of the number 16 Racing for Holland entry felt the same way, though they suffered even more problems before their Judd-engined Dome S101 was forced into retirement. Tom Coronel and then Justin Wilson were firmly ensconced in the top six before gearbox problems struck in the third hour.

The gear cluster was changed in approximately 10 minutes, only for the team to be told that the new rules governing the replacement of transmission parts required them to repairing the existing unit. A further 25 minutes were lost.

The pace of Coronel, Wilson and Ralph Firman was enough for the Dunlop-shod car to make it back into the top 10 by the ninth hour and then to rise as high as seventh at two-thirds distance. A sequence of further problems dropped the car back again although it still looked good for a top-10 finish until the final hour.

The ongoing gearbox problems left Firman in neutral approaching the first chicane on the Mulsanne. He hit the barriers hard enough for structural damage to be diagnosed when he finally got back to the pits, forcing the car's retirement.

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LE MANS
24 HOURS
ANALYSIS

The British are coming

Home-grown heroes make their mark

BRITISH interest was sky-high at Le Mans this year with no less than 37 of our boys starting the race – a far higher level of representation than the French drivers who traditionally underpin the entry list.

Among them were no less than four former winners of the McLaren/Autosport BRDC Award, with Oliver Gavin, Jamie Davies, Ralph Firman and Darren Turner all putting in impressive performances.

Works Chevrolet Corvette C5-R driver Gavin was the most successful of their number with victory in the GTS class, while Veloqx Audi driver Jamie Davies linked up with Guy Smith and Johnny Herbert to take a close second overall. Turner, too, had the pace to win in the GTS Prodrive Ferrari 550 Maranello he shared with Colin McRae and Swede Rickard Rydell before a gearbox problem relegated the team to third.

Firman, meanwhile, was making his Le Mans debut in the second Racing For Holland Dome. He ran as high as third with Justin Wilson and

Dutchman Tom Coronel before a gearbox problem dropped them down the order. In the closing stages, a top 10 was on, before a recurring problem with the gearbox jumping into neutral caused him to crash at one of the Mulsanne chicanes.

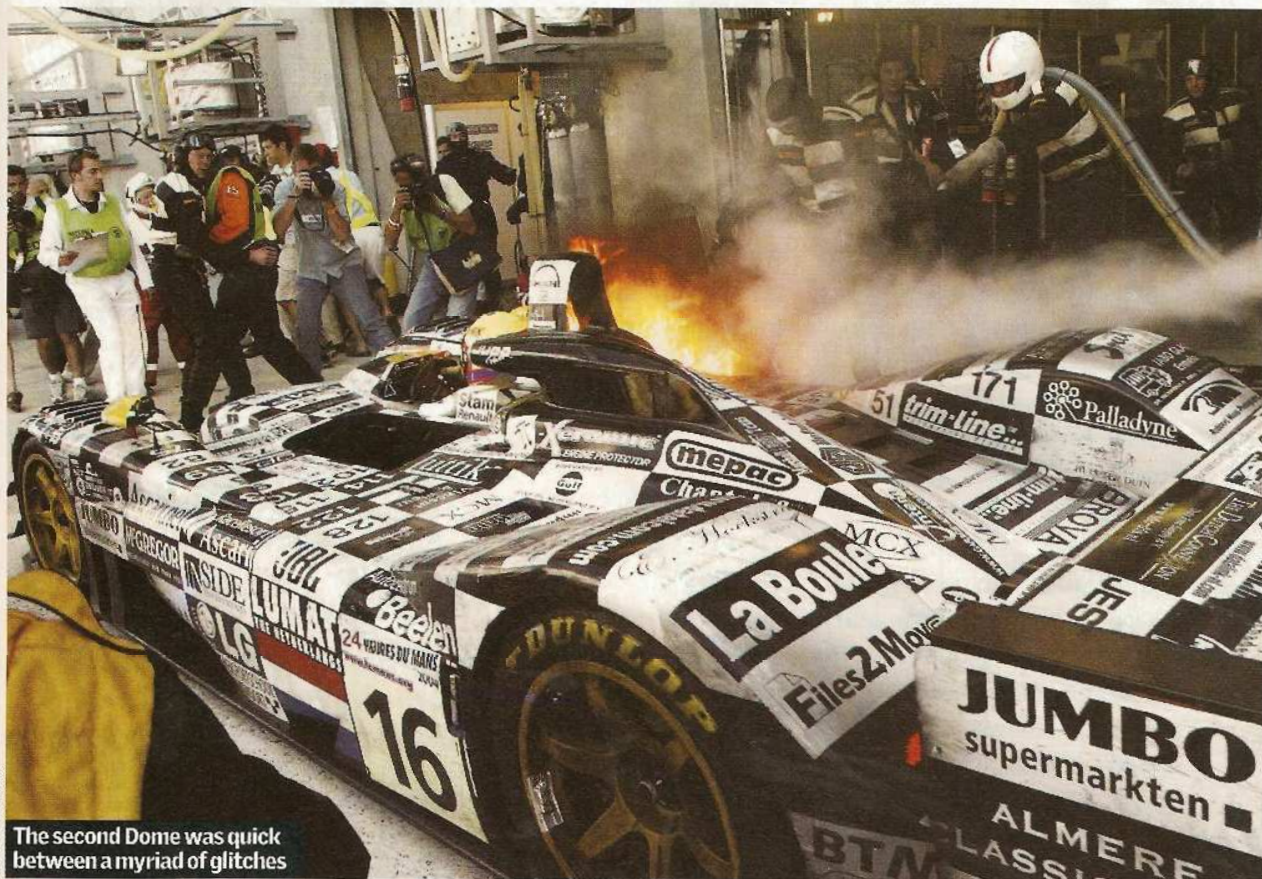
Ed Straw



GT class Porsche driver Tim Sugden chats with Herbert



The Morgan was running at the finish, despite several problems



The second Dome was quick between a myriad of glitches

"You could write a book about what has gone wrong today" RfH's Ian Foley

"On race pace we were more less competitive with the Audis – between a series of little problems," said RfH engineer Ian Foley. "You could write a book about what has gone wrong today."

The team's second Dome, driven by team owner Jan Lammers, Chris Dyson and Katsumoto Kaneishi, showed pace but was troubled by niggling reliability issues. A fuel pump problem caused the car's longest delay on the way, seventh behind the GTS-winner Corvette driven by Magnus Olsson, Oliver Gavin and Olivier Beretta.

Lammers' team, the Pescarolo Sport, didn't live up to its full potential. The British Rover Dallara most certainly did and made the most of the equipment at disposal. Joao Barbosa ended ninth on the grid after using only two sets of Dunlop qualifiers. In the race however, the Portuguese driver, Ralf Barff and team owner Martin Schmitt shot up the leaderboard and were into fourth by quarter-distance.

Hour by hour

HOUR 17 Capello has an off at a Mulsanne chicane, which cuts the Team Goh lead to under a lap. Champion Audi also has an excursion but it is still closing on the Pescarolo-Judd for third.

HOUR 18 Audis go 1-2-3 after Benoit Treluyer hits the barrier in the Pescarolo car and then has a problem exiting the pits after the repairs. The French car continues in fourth.

HOUR 19 Kristensen stretches the Team Goh lead to over two minutes and incredible sixth win on the event now looks more probable than possible. The Enge Ferrari continues to lead GTS.

HOUR 20 Drama in GTS: Tomas Enge has a wheel bearing failure and Olivier Beretta reels off several laps as it is fixed in the garage, taking the lead. The 550 emerges right behind the "Vette"

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Another Audi cakewalk – but this one kept fans enthralled

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Circuit de
la Sarthe
France

LE MANS
24 HOURS
ANALYSIS



"It's sad - we could have had a good result for the team here"

Joao Barbosa

The tiny British team couldn't quite get on terms with the second-string Pescarolo ahead of it, but Short and his crew again looked set for another sensational result. It all went wrong, however, in the 16th hour. Short was clearly holding up the other Pescarolo, now driven by a hard-charging Bourdais, when they arrived at the new section of the Esses. Opinions of the following clash differed, but it is probably best to say that the Frenchman's move was on the ambitious side and that the Briton should probably have seen him coming. The result was one beached Dallara in the gravel. The car was soon towed out and Short continued only for the left-rear suspension to collapse, as a result of the clash, in the Porsche Curves. It was a big accident from which the Rollcentre boss was lucky to walk away with nothing more than a lacerated leg. "It's a shame because we had no problems at all," said Barbosa. "The just car kept going. It's sad because it's the first time for the team here and

we could have had a good result." Another British team that looked to be heading for a good result against the odds was the works Zytek squad. David Brabham may have qualified a sensational third, but the LMP675-spec car's lack of straight-line speed meant that team-mate Andy Wallace lost ground in the dogfight early on. He dropped to seventh and lost a chunk more time with a puncture in the second hour. Another blow-out, this time a rear, when Brabham was driving in hour three, had much more serious consequences. Not only did the flailing tyre damage the rear body mounts, facilitating a 35-minute stop for repairs, but an oil union was damaged. This didn't become apparent until Zytek's own 3.4-litre V8 went bang in spectacular fashion with Hayanari Shimoda at the wheel shortly before half distance. "It was a good race for us," said team manager Trevor Foster. "We proved our pace and the reliability looked good. We were beginning to think that we were going to have a strong run all the way to the end." Few prototypes seem capable of doing that right now, with the exception of the Audi R8. The all-conquering car's fourth Le Mans victory should definitely go down in the history books as the most exciting. If only that unidentified Porsche had kept its oil to itself...

For the record Hits and misses

Kondo car in the mix

KONDO Racing was the only team at Le Mans run by a pop singer, but that wasn't why its Mugen-engined Dome was being tipped to star in the 24 Hours. Masahiko Kondo's entry had already impressed in the official pre-race test day, and some were even suggesting the V8-engined could take the fight to the Audis. Kondo didn't show its full potential in qualifying, though Hiroki Katoh still ended up seventh. In the race, Katoh and team-mates Ryo Michigami and Ryo Fukuda made rapid progress up the leaderboard and were third at the end of hour three. A 24-minute stop to replace a driveshaft in the fourth hour dropped them back down the order, but the all-Japanese line-up hauled the car up into the top six where it camped out for five hours. A strong finish looked on the cards until investigations into a handling problem revealed a damaged bulkhead. The team subsequently listened to the advice of car builder Dome and withdrew the car. The Dome-Mugen was one of 13 prototypes that failed to make the finish. Joining it on the retirement list was the RML Lola-MG, which ran

quickly in the hands of Tommy Erdos in between clutch, exhaust and starter motor problems. Engine failure ended its run in the 20th hour. Engine issues also accounted for the two LMP2 Courages, even though one was powered by the same AER-built turbo in the Lola and the other by a V6 IES or Willman engine. Jean-Marc Gounon flew in the former, a factory-entered car, and briefly ran in fourth before gearbox problems intervened. That left LMP2 honours to the Intersport Lola-Judd B2K/40, the penultimate classified finisher. Taurus Sports's diesel-engined Lola lasted for three hours. A carbon clutch designed to cope with the V10 engine's phenomenal torque broke on Thursday and the standard

replacement wasn't up to the job. The British squad's conventionally engined chassis ran like clockwork for the first 20 hours, which allowed Didier Andre, Christian Vann and Benjamin Leuenberger to occupy the top 10 for much of that time. A clutch problem forced the drivers to leave the pitlane on the starter motor, which then cried enough. A two-hour stop to change the clutch dropped the car to an unrepresentative 20th. That was four places ahead of Lister's Chevrolet-engined Storm prototype, which again failed to show its potential. A myriad of problems, ranging from starter motor issues to a holed radiator, left the all-Danish driver line-up a long way down. The team decided to park the car before returning to the fray to take the finish. The eco-friendly Nasamax-Judd also had a troubled race. The bio-ethanol-fuelled car's performance was stymied by a misfire. Only in the final hours was the problem solved, but by then it was too late for Kevin McGarrity, Werner Lupberger and Robbie Stirling to make progress from the lower reaches of the top 20. Gary Watkins



Intersport won LMP2 with Field, Binnie and Sutherland

Hour by hour

HOUR 21 The Corvette pulls away as the Ferrari has a broken splitter and can't respond. The Team Goh Audi has a fire in the pits, meanwhile, dropping its lead to under 90 seconds. **13:00**

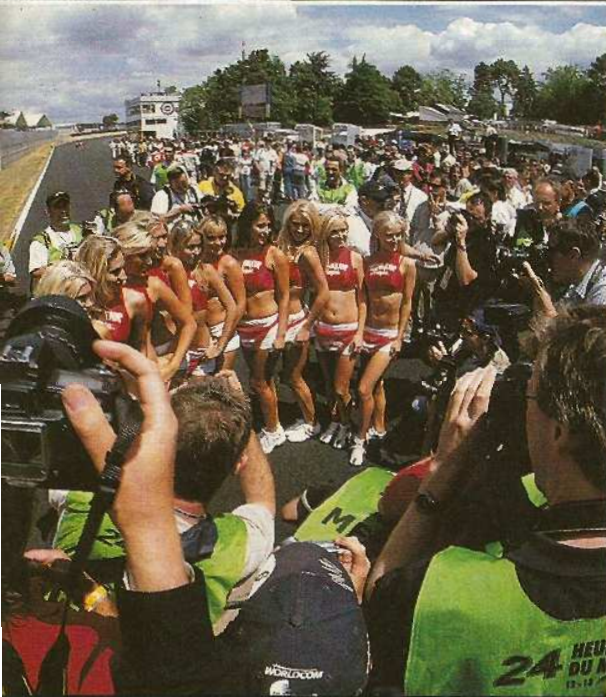
HOUR 22 Menu brings in the GTS second-place Ferrari for further repairs, giving the 64 Chevy a winning lead. Davies hands over to Herbert in the second-placed Veloqx Audi after a strong stint. **14:00**

HOUR 23 Herbert cuts time out of Ara's lead, with the Japanese lapping largely in the 3m39s bracket. Firman goes off in the Dome at the first Mulsanne chicane after contact with another car. **15:00**

HOUR 24 Ara holds Herbert at bay to win by just over 40 seconds after Herbert has brief excursion at the chicane. GTS leading Chevys execute formation burnouts at the flag. **16:00**



The Belmondo car didn't look so great after a shunt at night



Hello! Remember, there are some cars out there to snap as well



Weary mechanics were left to grab 40 winks where they could



At least the French and English fans were united at La Sarthe



Have we seen the back of the Audi R8? This could be its last Le Mans...



... Ditto the Corvette. We reckon it's winking goodbye here



This was just a fraction of what the British contingent drank...



Oo la la! The Hawaiian Tropic girls added glamour to the proceedings



We've heard of sharing a cold beer, but this is just ridiculous

72eme
24 Heures
du Mans

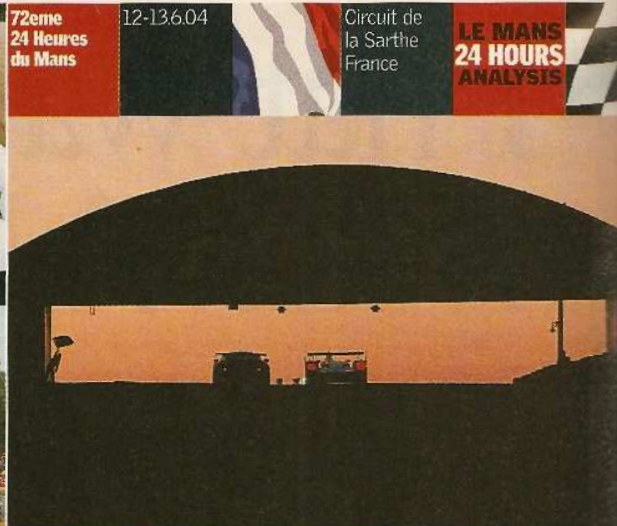
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Circuit de
la Sarthe
FranceLE MANS
24 HOURS
ANALYSIS

Bet they're planning to shave off his eyebrows



Le Mans' funfair - almost as famous as the race!



As dusk falls, so comes the challenge of overtaking in the dark

The Mulsanne Straight at its picturesque best

RESULTS June 12-13, Le Mans 24 Hours, Le Mans (F)

24 HOURS, 379 LAPS, 3215.260 MILES

Pos	No	Drivers (nationality)	Entrant	Car	Class	Class position	Qualify	Grid	Result
1	5	Rinaldo Capello (I)/Seiji Ara (J)/Tom Kristensen (DK)	Audi Sport Japan Team Goh	Audi R8	LMP1	1	3m34.038s	4	379 laps
2	88	Jamie Davies (GB)/Johnny Herbert (GB)/Guy Smith (GB)	Audi Sport UK Team Veloqx	Audi R8	LMP1	2	3m32.823s	1	379 laps
3	2	JJ Lehto (FIN)/Marco Werner (D)/Emanuele Pirro (I)	Champion Racing	Audi R8	LMP1	3	3m34.927s	6	368 laps
4	18	Soheil Ayari (F)/Erik Comas (F)/Benoit Treluyer (F)	Pescarolo Sport	Pescarolo-Judd C60	LMP1	4	3m40.399s	11	361 laps
5	8	Allan McNish (GB)/Frank Biela (D)/Pierre Kaffer (D)	Audi Sport UK Team Veloqx	Audi R8	LMP1	5	3m33.233s	2	350 laps
6	64	Oliver Gavin (GB)/Olivier Beretta (MC)/Jan Magnussen (DK)	Corvette Racing	Chevrolet Corvette C5-R	GTS	1	3m49.750s	18	345 laps
7	15	Jan Lammers (NL)/Chris Dyson (US)/Katsumoto Kaneishi (J)	Racing For Holland	Dome-Judd S101	LMP1	6	3m36.353s	8	341 laps
8	63	Ron Fellows (CDN)/Johnny O'Connell (US)/Max Papis (I)	Corvette Racing	Chevrolet Corvette C5-R	GTS	2	3m51.378s	20	334 laps
9	65	Darren Turner (GB)/Rickard Rydell (S)/Colin McRae (GB)	Prodrive Racing	Ferrari 550 Maranello	GTS	3	3m51.755s	21	329 laps
10	90	Sascha Maassen (D)/Jorg Bergmeister (D)/Patrick Long (US)	Petersen/White Lightening Racing	Porsche 911 GT3-RSR	GT	1	4m07.394s	29	327 laps
11	66	Peter Kox (NL)/Tomas Enge (CZ)/Alain Menu (CH)	Prodrive Racing	Ferrari 550 Maranello	GTS	3	3m49.438s	17	325 laps
12	77	Haruki Kurosawa (J)/Kazuyuki Nishizawa (J)/Manabu Orido (J)	Choroq Racing	Porsche 911 GT3-RSR	GT	2	4m12.949s	37	322 laps
13	85	Stephane Ortelli (MC)/Ralf Kelleners (D)/Romain Dumas (F)	Freisinger Motorsport	Porsche 911 GT3-RSR	GT	3	4m10.011s	32	321 laps
14	69	Christophe Bouchut (F)/Patrice Goueslard (F)/Olivier Dupard (F)	Larbre Competition	Ferrari 550 Maranello	GTS	4	3m55.500s	24	317 laps
15	84	Tony Burgess (CDN)/Phillip Colin (US)/Andrew Bagnall (NZ)	Seikel Motorsport	Porsche 911 GT3-RS	GT	4	4m13.943s	37	317 laps
16	72	Luc Alphand (F)/Christian Lavielle (F)/Philippe Almeras (F)	Luc Alphand Aventures	Porsche 911 GT3-RS	GT	5	4m14.785s	38	316 laps
17	14	Werner Lupberger (ZA)/Robbie Stirling (GB)/Kevin McGarrity (GB)	Team Nasamax	Nasamax-Judd DM139	LMP1	7	3m42.429s	14	316 laps
18	1	Iain Donaldson (GB)/Gregor Fisker (GB)/Lars Nielsen (DK)	The Racers' Group	Porsche 911 GT3-RSR	GT	6	4m20.010s	42	314 laps
19	92	Rob Wilson (NZ)/Frank Mountain (GB)/Hans Hugenholtz (NL)	Cirtek Motorsport	Ferrari 360GTC	GT	7	4m18.768s	39	311 laps
20	4	Didier Andre (F)/Benjamin Leuenberger (CH)/Christian Vann (GB)	Taurus Sports	Lola-Judd B2K/10	LMP1	8	3m50.703s	19	300 laps
21	89	Bob Berridge (GB)/Michael Caine (GB)/Chris Stockton (GB)	Chamberlain/Synergy Motorsport	TVR T400R	GT	8	4m13.368s	89	300 laps
22	96	Nigel Greensall (GB)/Lawrence Tomlinson (GB)/Gareth Evans (GB)	Chamberlain/Synergy Motorsport	TVR T400R	GT	9	4m19.980s	41	291 laps
23	75	Tim Sugden (GB)/Ian Khan (GB)/Nigel Smith (GB)	Theirry Perrier/Perspective Racing	Porsche 911 GT3-RS	GT	10	4m13.009s	34	283 laps
24	20	John Nielsen (DK)/Casper Elgaard (DK)/Jens Moller (DK)	Lister Racing	Lister-Chevrolet Storm LMP	LMP1	9	3m43.760s	15	279 laps
25	32	Clint Field (US)/William Binnie (US)/Rick Sutherland (US)	Intersport Racing	Lola-Judd B2K/40	LMP2	1	3m59.984s	26	278 laps
26	24	Olivier Porta (F)/Yojiro Terada (J)/Patrice Roussel (F)	Welter Racing	WE-Peugeot LMP2001	LMP2	2	4m05.852s	47*	270 laps
NC	80	Neil Cunningham (AUS)/Adam Sharpe (GB)/Steve Hyde (GB)	Morgan Works	Morgan Aero 8 LMGTC	GT	-	4m24.080s	44	222 laps
NC	16	Tom Coronel (NL)/Justin Wilson (GB)/Ralph Firman (GB)	Racing For Holland	Dome-Judd S101	LMP1	-	3m40.261s	10	313 laps
R	17	Sebastien Bourdais (F)/Emmanuel Collard (F)/Nicolas Minassian (F)	Pescarolo Sport	Pescarolo-Judd C60	LMP1	-	3m34.252s	5	282 laps - engine
R	25	Thomas Erdos (BR)/Mike Newton (US)/Nathan Kinch (GB)	RML	Lola-MG B01/60	LMP1	-	3m42.298s	13	256 laps - engine
R	6	Joao Barbosa (P)/Martin Short (GB)/Rob Barff (GB)	Rollcentre Racing	Dallara-Judd LMP	LMP1	-	3m39.260s	9	230 laps - suspension/accident
R	87	Marc Lieb (D)/Leo Hindery (US)/Mike Rockenfeller (D)	BAM/Orbit Racing	Porsche 911 GT3-RSR	GT	-	4m09.079s	31	223 laps - gearbox
R	9	Hiroki Katoh (J)/Ryo Michigami (J)/Ryo Fukuda (J)	Kondo Racing	Dome-Judd S101	LMP1	-	3m36.285s	7	206 laps - engine
R	62	Jean-Denis Deletraz (CH)/Mike Hezemans (NL)/Ange Barde (F)	Barron Connor Racing	Ferrari 575 GTC	GTS	-	4m00.714s	27	200 laps - electricals
R	22	Andy Wallace (GB)/David Brabham (AUS)/Hayanari Shimoda (J)	Zytek Engineering	Zytek 04S	LMP1	-	3m33.923s	3	167 laps - engine
R	61	John Bosch (NL)/Danny Sullivan (US)/Thomas Biagi (I)	Barron Connor Racing	Ferrari 575GTC	GTS	-	4m06.375s	28	163 laps - brakes
R	83	Alex Caffi (I)/Gabrio Rosa (I)/Peter van Merksteijn (NL)	Seikel Motorsport	Porsche 911 GT3RS	GT	-	4m11.490s	33	148 laps - engine
R	36	Tristan Gommendy (F)/Jean-Bernard Bouvet (F)/Bastien Briere (F)	Welter Racing	WR-Peugeot LMP2004	LMP2	-	4m05.163s	46*	137 laps - technical
R	70	Jaime Melo Jr (BR)/Stephane Daoudi (F)/Jean-Rene de Fournoux (F)	JMB Racing	Ferrari 360GTC	GT	-	4m07.394s	30	133 laps - transmission
R	31	Jean-Marc Gounon (F)/Alexander Frei (CH)/Sam Hancock (GB)	Courage Competition	Courage-AER C65	LMP2	-	3m41.126s	12	127 laps - engine
R	35	Gunnar Jeanette (US)/Gavin Pickering (GB)/Renaud Derlot (F)	Epsilon Sport	Courage-IES C65	LMP1	-	3m57.850s	25	124 laps - engine
R	29	Bruno Besson (F)/Jean-Luc Maury-Laribiere (F)/Sylvain Boulay (F)	Noel del Bello Racing	Reynard-Lehmann 2KQ	LMP1	-	3m53.640s	23	122 laps - accident
R	37	Paul Belmondo (F)/Claude-Yves Gosselin (F)/Marco Saviozzi (I)	Paul Belmondo Racing	Courage-AER C65	LMP2	-	3m51.862s	22	80 laps - accident damage
R	86	Alexei Vasiliev (RUS)/Nikolaj Fomenko (RUS)/Robert Nearn (GB)	Freisinger Motorsport	Porsche 911 GT3-RSR	GT	-	4m18.973s	40	65 laps - accident
R	11	Patrick Bourdais (F)/Jean-Luc Blanchemain (F)/Roland Berville (F)	Panoz Motor Sports/Larbre	Panoz-Elan GTP	LMP1	-	3m57.816s	25*	54 laps - clutch
R	10	Phil Andrews (GB)/Calum Lockie (GB)/Anthony Kumpen (NL)	Taurus Sports	Lola-Caterpillar B2K/10	LMP1	-	4m14.380s	48*	35 laps - clutch
R	27	Jon Field (US)/Duncan Dayton (US)/Larry Connor (US)	Intersport Racing	Lola-Judd B01/60	LMP1	-	3m48.670s	16	29 laps - accident damage
R	78	David Warnock (GB)/James Matthews (US)/Paul Daniels (GB)	PK Sport	Porsche 911 GT3-RS	GT	-	4m21.277s	43	27 laps - electricals

Winner's average speed 133.881mph. Fastest lap Davies, 3m34.264s (142.538mph). First named driver started race; driver in italics set qualifying time. NC = not classified as finisher; R = retirement; NS = non-starter; * back of grid

“That was harder than any other in my life. Along Dakar stage

Eleven o'clock on a clear, dry Saturday night deep in the middle of France. Colin McRae is about to go out and drive the equivalent of two legs of a world championship rally. But this time he's on his own. He'll be doing speeds of 200mph-plus surrounded by plenty of other cars. Mr McRae, welcome to the 24 Heures du Mans.

The Scot's journey into the unknown began earlier on in the year, when CARE Racing team boss Frederic Dor asked McRae if he'd be interested in driving one of his Ferrari 550 GTS-class cars. A couple of tests later and the former rally ace was convinced. Competing in the legendary endurance event was something he'd always hankered after. Now it was happening.

For his team-mates, Darren Turner and Rickard Rydell, Le Mans is nothing new. Wheel-to-wheel racing is second nature to them. For McRae everything is alien. He's driven the car twice in the week before the start – during qualifying sessions on Wednesday and Thursday night – and then one lap on Saturday morning. The plan is to run the two racers first, each undertaking a two-hour stint, so the 1995 World Rally Champion won't be behind the wheel much before 7.30pm on Saturday.

Following the excitement of the start, McRae settles down on the pitwall, sitting alongside the engineers and listening intently to the car-to-pits radio. He's listening as much to the racing jargon as to find out how the car is running.

At just after 7.20pm, Colin's given the nod. Rydell's been on the radio: two laps and he's in. This is it. McRae admitted earlier that the long build-up to the race had tried his patience, but now his moment of truth has arrived. He's about to start the fifth race of his life. Yes, that's right, the fifth – but a double-header British Touring Car round in a BMW M3 more than a decade ago, a TVR Tuscan race and a Days of Thunder outing

INTERVIEW Colin McRae's first Le Mans was definitely a test of endurance, but it was also a triumph for the former world rally champ.

By DAVID EVANS

at Rockingham can't prepare you for one of the 'big three' races in the world, along with the Monaco GP and Indy 500.

Perhaps that lack of experience is playing on his mind now. He's pulled his open-face helmet on and he's gazing down the pitlane awaiting the arrival of the 550. Looking anxious? No. More impassive. Doubts about what he's doing here? Forget it. At this level, confidence in your own ability behind the wheel is beyond question.

The car arrives. Even though it's only eight steps between his waiting position and the driver's door on the Ferrari, McRae sprints them. Rydell is out. McRae's in and strapping the six-point harness into place. The car is refuelled, the tyres changed. The normal pit process takes longer than the installation of the driver, which gives McRae the chance to do a radio test while casting an eye over the data before him.

Hiss. Bang. The air's out of the jacks, the car's grounded and McRae fires the motor and pulls away. Pulls away. He doesn't gun the Ferrari. This is no time for lurid slides. If he's going to impress, he's going to have to do it on the track.

McRae impresses. He manages a sub-four-minute lap on his first flyer, while class leader

Thomas Enge (in the sister 550) is running in the 3m55s. McRae is a racer. He might not be talking the talk, but he's definitely walking the walk.

CARE is running 50-minute stints between fuel stops. The first stint passes without incident, with McRae holding position. The other CARE car is out front, with a Corvette in between them. With more fuel on board, McRae is back out. And then disaster strikes.

Still getting used to looking in his mirrors to let the faster LMP cars through, he outbrakes himself going into Mulsanne corner. The car half-spins, so he tries to get it the right way around on the throttle. Unfortunately, the clutch has been damaged. He completes three more laps before getting on the radio. He's coming in; the clutch is finished. The 20 minutes needed to change it could end car 65's chances of a class win.

"It was inexperience," he reveals after exiting the 550. "You can do all the testing, but you can't recreate what it's going to be like when you're waiting for a car to come up the inside."

As the Ferrari goes back out on the track, McRae heads for a massage. Being taller than Turner and Rydell, his legs and back are aching from a slightly cramped seating position.

The team's confidence in the Scot's ability is underlined when it's decided he will go out after Rydell's double stint. But McRae will triple stint. That's more than two and a half hours of flat-out driving. In testing, the most he's done is one hour.

Pushing the car into the small hours of the morning will really test McRae's resolve. He's up for it, however. Two stints down and the times are there; he occasionally posts quickest lap for the class. As 2am approaches, the Scot is counting down the laps – and catching the Corvette ahead. Then he spins at Mulsanne corner. Again.

He's livid. Getting out of the car, he stretches, pulls his helmet and balaclava off, towels down, and there's the face we've seen often before. An

error, no matter how small, will not be tolerated.

"It was all going well, until I f***ed it up," he says. "I was having to brake earlier and earlier because the tyres were going off, but I was catching the car ahead, and I braked a wee bit too late. The back end came around and that was it. That was so hard, though. Harder than any driving I've ever done in my life. Everything is so much more intense in the dark, trying to judge where the cars are around you, everything. A long Safari stage doesn't come close to that. A long Dakar stage is easy compared to that."

"The difference between this and a World Rally Car is that I know what to expect from a WRC, whereas here I don't. Racing drivers do. I've constantly been tense and on edge trying to catch the car if it slides."

The team rallies around him. Considering McRae is making his Le Mans debut, he has done a stunning job. But now for some sleep.

It takes time for the adrenaline to drain away, so 5am comes and goes before he's dozing. Just before seven, somebody is told to go and fetch him. He's got 10 minutes to get himself ready but he's wide awake and there are no mistakes this time. But the legs are getting worse. As he's readying to pit for fuel, he radios to ask for painkillers. Tank filled, pills popped, he's gone.

McRae's into it now. Pain aside, he's enjoying it. He wants another stint. The team is concerned about his legs and back, but he's full up with Le Mans fever. He grabs a final stint to bring the car home and comes out smiling. He's done it – finished Le Mans. He's not big on emotion, but this means something. This means everything.

"It was a great experience," he says after stepping down from the podium. "It was a lot tougher than I expected." Question is, will he come back to take it on again next year? "It's kind of like catching the bug," he says. "Would I have another go? Yes, I probably would." ❑

Despite spinning at Mulsanne, McRae proved he was no slouch at La Sarthe



Linking up with McRae CARE and share alike

COLIN McRae is no stranger to Prodrive. It was with the Banbury firm that he won his 1995 world rally title in a Subaru Impreza 555. But this time he's turned his back on the muddy corner of the workshop.

Prodrive prepares CARE Racing's Ferrari 550 GTS cars under the guidance of team manager George Howard-Chappell. He admits he did wonder just what was coming when the 'McRae for Le Mans' talk started up.

"I wasn't too sure what to expect," he says. "I wondered if he'd be sliding the car more than the others, but he's shown how adaptable he is. He flattened the learning curve quickly, but that's what you get with a world champion."

Team owner Frederic Dor had no qualms about McRae.

"I've known him for a long time," says Dor. "I knew he would be smooth. I've seen him in Corsica and Sanremo. If you're not smooth there, you don't go in the gravel trap, you go 300 metres down a cliff – and stay there. Colin has done a fantastic job."

Rickard Rydell knew what McRae would be in for behind the wheel, but the Swede didn't need to give the Scot too many pointers.

"He didn't ask too much," says Rydell. "You learn a lot from the data in the car. There is no doubting his ability, but he's a great bloke as well. It's been good to share with him."



A job well done (l to r): McRae, Turner and Rydell

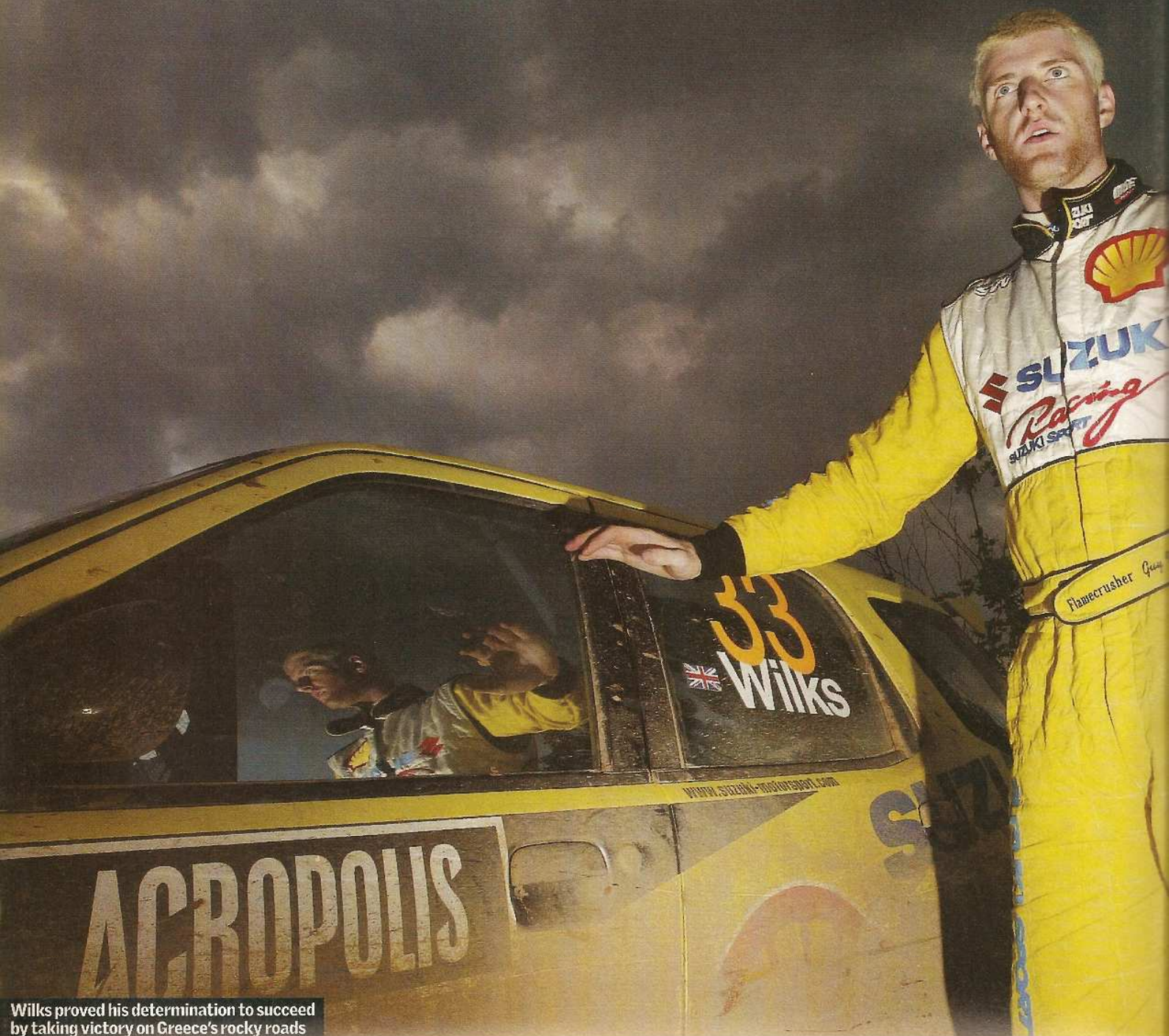
...y driving I've ever done in
...e is easy in comparison"



Tired eyes, but strong resolve; Crain gave his all to finish his first Le Mans

“For me Greece is finished Now we go on to the next

INTERVIEW Guy Wilks might have scored Britain's first JWRC victory on the Acropolis, but now he's moved on and set his sights even higher. By DAVID EVANS



Wilks proved his determination to succeed by taking victory on Greece's rocky roads

d.
t one”



Competition in the Suzuki camp is tough, but something Wilks relishes

Winning the Acropolis Rally is no mean feat. Guy Wilks has done it, but for the talented 24-year-old from Darlington, that's just one box ticked. Greece has gone and his focus is now on the next Junior World Rally Championship round in Turkey – and then the big one: Rally Finland.

Team managers from the World Rally Car factories were quick to commend Wilks' performance in Greece, but tagged on to the end of that praise was one word: Finland. As far as the men who count in the sport are concerned, the high-speed Jyväskylä-based rally is the one they want to see up-and-coming drivers shine on.

Wilks can understand that point of view, and having hauled an ageing Ford Puma to third in class on last year's event, he's got an inkling of what's needed to go two better.

"We turned people's heads in Finland last year," he says. "I set four or five fastest times on the first two legs and that was in the Puma. The Suzuki showed what it was capable of in Finland, because it won with Daniel Carlsson.

"I completely agree with what the team managers are saying. Whoever wins JWRC in Finland, they have to be seriously going some. If you go at 95 percent on just one of those stages, then you're out of it. You've got to be absolutely on it from the word go."

But what about Greece? It was Wilks' first JWRC win and surely his biggest moment so far?

He thinks about it for a moment before replying. "Yes, I suppose the first win is the big one, but third in Finland last year was also so important," he says. "People said you couldn't go there and get a result first time out, but we did. People are asking me now about the Acropolis and they say, 'You don't seem very enthusiastic about it.' But Greece is finished. It's over. Now we go on to the next one."

Subaru team manager Paul Howarth has watched Wilks and his British JWRC counterpart Kris Meeke for the past three years. While Wilks impressed him on the last round, Howarth wants to see more of the same from the Suzuki driver.

"Look at what Sebastien Loeb did when he won the title," says Howarth. "He won all but one of the rounds, he dominated the championship. That's what we've got to be looking for now. We want a young driver to show they have the speed – which is why a win in Finland is so important – and then we want to see that they have the consistency to be in the top three on every round.

"This isn't to take anything away from what Guy did, but I know what it takes to win a rally like the Acropolis in a car like that. It's a little bit like old rallies such as Kenya or the Ivory Coast, a driver like Manfred Stohl's old man Rudi would go there and finish on the podium, then he'd come to Portugal and finish 25th. Guy needs to go on from here and if he does get the

results, then he will show he's got what it takes."

Carlsson is ample proof of what JWRC success in Finland can mean. The Swedish driver took 10 points on that event and is now nesting nicely in Peugeot Sport's B team. Carlsson also had something to celebrate in Greece, as he guided his 206 WRC to a career-best fifth overall.

Wilks might have won on the Acropolis, but he's not a big fan of that type of slower rally.

"It is possible to win in Greece by not going flat out," he says, "but that's not what I enjoy. It'll be the same in Turkey. You have these rough sections where you know you'll break the car if you go quickly through them, so you have to slow down. The problem is that you slow down for a rough, 100-metre section and it then takes a while before you can get back into the flat-out mentality. On rallies like Finland, there is only one mentality and that's flat out from the start."

Winning a JWRC round is not easy. There are a multitude of other young guns out there determined to prove to the likes of Howarth and co that they have what it takes, that they're the fastest and the hungriest for success.

In the Suzuki team, there's a championship within a championship. Four drivers have been trusted with an Ignis this season. Alongside Wilks is Per-Gunnar Andersson, Mirco Baldacci and Kosti Katajamaki. To be the fastest of that

quartet means you're not going to be far away from the fastest JWRC time.

Wilks says: "If you look at the first 12 stages on the Acropolis Rally, the top four JWRC times included three Suzukis. That shows how competitive this team is. It's a great situation to be surrounded by guys like that, though the internal competition is so tough."

Beating your team-mate is the most important thing in any sport, no matter what the discipline. It's this kind of competition which could bring the four Suzuki men on and sharpen them up quicker than any of the other drivers out there.

"Guy demonstrated he has very good motivation on the Acropolis," says Howarth. "I'd always thought he was quite a quiet sort of fella, but when he came to the finish you could see how much it meant. He wanted to win that rally. He wanted it badly. That's good, you need to have the right instinct. At the same time, I'm British and I want to see British drivers coming through. This championship is not the same without a British driver in it."

Wilks is now second in the JWRC standings, eight points behind Nicolas Bernardi and his Renault Clio. Bernardi could well prove to be a thorn in the side of the Suzuki operation this season, but having won in Greece, Wilks isn't scared of anyone. ☘

The Brit pack

BRITAIN has been represented at the highest level of 1600cc world championship rallying since the FIA introduced the category in 2001.

Niall McShea was the only homeboy there at the start. The Northern Irishman used a Ford Puma for the first couple of rounds, before switching to the all-conquering Citroën Saxo. Sadly for McShea, a change in cars didn't bring a change in fortune – until the final round of the season when he finished second to title winner Sebastien Loeb on Rally Great Britain.

For 2002, when Super 1600 became the Junior World Rally Championship, Martin Rowe (Puma) and Gwyndaf Evans (MG ZR) joined McShea, who was now in an Opel Corsa. Britain's chances of glory were improved, but still

there was no winner. Again McShea came close in Britain, with another second.

When the FIA imposed a maximum age for drivers of 28 for 2003, new faces arrived. Guy Wilks and Kris Meeke, fresh from some hot showings in the British series, were ready to take on the world.

Meeke (Corsa) came second in Spain but that was as close

as he got to winning. Wilks put together a cracking series of mid-season results, which netted him 18 points from four rallies, including podiums in Turkey and Finland.

Oilly Marshall and Natalie Barratt have joined the party this season. Both have a Renault Clio, but neither has troubled the pace-setters over the opening two rounds.

Rowe was fifth in JWRC on the Acropolis in '02



Here we go again!

RACE REPORT It's 2001 again: Yvan Muller and Jason Plato both win – and renew their grudge match. By NICK PHILLIPS

Projected into Astras

HOW easy is it to get into a British Touring Car Championship car and go well from the off? Team Sureterm gave Stefan Hodgetts, son of double BTCC champion Chris, and SEAT Cupra ace Gavin Smith the chance to find out as they made their debuts in the team's Vauxhall Astra Coupes.

Both impressed in qualifying, with Smith grabbing 12th, but 21-year-old Hodgetts pitched up never having sat in a BTCC car and never having seen the track. Car problems limited his track time in free practice, but he still qualified in 14th. He was running 12th in race one before having to retire.

That was as good as it got for Hodgetts: he missed race two while his engine and gearbox were being changed. He then pulled out of race three with gear selection problems.

Smith retired from race one with overheating, but bounced back to a fine ninth in race two before retiring after a rash move on Proton's Shaun Watson-Smith went wrong.

Ex-Cupra star Hodgetts explained how big the jump is: "The SEAT is a

250bhp front-wheel-drive car, but these are a different world. You've got so much more grip. It's just having the belief to go to that level."

Both drivers did well, but one at least has some very high standards to live up to. "Hodgetts Jr went well, didn't he?" Hodgetts Sr was asked. "And so he should," came the reply. "The cars aren't hard to drive."

Hodgetts Sr did soften and admit he's pleased, but this is the guy who bawled out a nine-year-old Stefan for being pitched out by an established racing hard man in an indoor karting event at the NEC. When they went to hospital a week later to have the young lad's sore leg checked out, it was broken.

The BTCC's a hard world, but Stefan Hodgetts has been preparing for it for quite some time.

"It's a different world. You've got much more grip" Stefan Hodgetts

Yvan Muller came out on top in a tense, pressurised day at Mondello Park which finally erupted into mayhem in the third and final race to give Colin Turkington, WSR and MG their first win of the year.

Muller broke the tie at the top of the points table between him and Vauxhall team-mate James Thompson, with a victory, a fourth place and a sixth. Jason Plato won the other race for SEAT, but he and team-mate Rob Huff became embroiled in some pretty high-grade controversy. Huff was excluded from race two and the widely-tipped resumption of hostilities between Plato and Muller is now starting to brew up nicely after they clashed hard in the third race.

Thompson completed a damage-limitation exercise he'd instigated once he realised he simply didn't have a quick set-up for the tight, twisty Irish track – he took a second place, a fourth and a fifth. The other podium visitors were Anthony Reid, who was second in race one; Luke Hines, who was third in race two and second in race three; and Dan Eaves, a battle-scarred third in the final panel-bending encounter.

Muller kicked things off with an extraordinary pole lap, despite having to carry maximum success ballast. Reid was left kicking himself, pipped by a few hundredths, which meant he would spend most of the weekend staring at Muller's back bumper.

The first time this happened was in race one. Muller got away best and defended tenaciously as Reid found out that it is seriously hard to pass a cannily-driven car at Mondello. "I was much quicker," reported a frustrated Reid. "I dropped back at one point to get some clean air and then caught eight tenths of a second back in one lap."

Muller did everything right in qualifying and the first two races while he had maximum weight on the car. His defence in race one was superb, clinching him the win, and in race two he opted to play a near-identical game – with Reid even closer – but this time around the tussle was ultimately for fourth place.

In the last race, though, Muller ended up in the wars. Third early on behind Thompson, he worked his title rival over pretty thoroughly, but Thommo's relatively slow pace this

Plato (11) and Thompson sprint away at the start of race three

weekend meant there were always challengers behind. So it was one pace forward and two back most of the time in what was a hectic scrum. It finally went wrong following the despatch of the safety car after Matt Neal went off. Muller passed Plato into second, but when the SEAT attempted a counter-move the pair clashed hard.

This dumped Muller down the order, although at least he managed to keep his now evil-handling Astra running to a sixth-place finish. Was Plato's counter-attack fair? "With Plato nothing is fair," Muller replied.

Plato didn't think too much of the Frenchman's tactics either: "He just kept coming over. He wasn't on the line and he knew what he was doing. It was stupid – we both suffered."

Nevertheless, Muller was up on title

rival Thompson over the weekend but he's only managed to open a four-point gap at the top of the table after an event in which he had significant speed advantage.

Plato was also disappointed with his results. He'd started the weekend badly when he lost an engine in free practice – with this a circuit the SEAT hadn't been to before, he and Huff needed track time. But by race two he'd got the set-up near perfect.

The first race, Plato admitted, was part test session, part strategy planning – he dropped down from fifth to ninth place initially, and then ensured a front-row start in race two. In the second race he led from lights to flag to secure a comfortable win as he looked poised to do something similar in race three. "I had it bagged



Reid's MG ends up as the filling in a Thompson/Muller sandwich



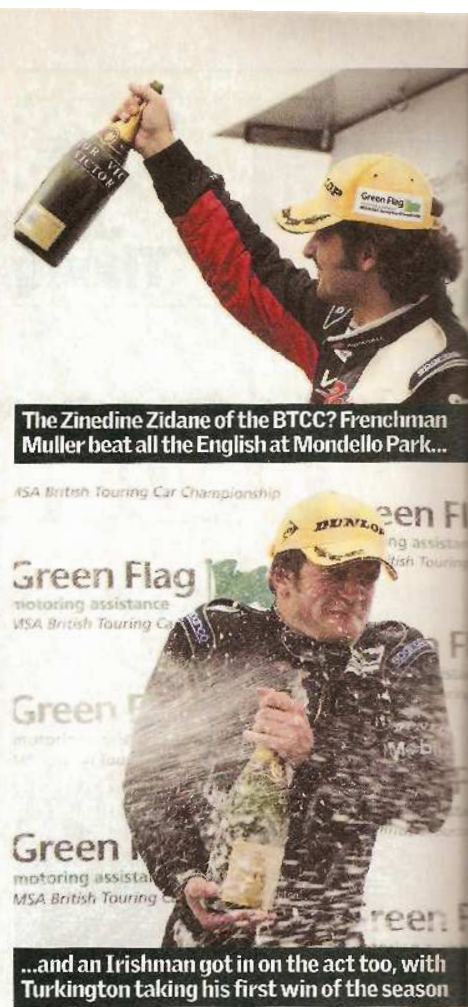
Eaves took third in race three



Smith clouts Watson-Smith...



... and this time the newboy gets involved with Kaye's Honda



The Zinedine Zidane of the BTCC? Frenchman Muller beat all the English at Mondello Park...

MSA British Touring Car Championship

Green Flag
motoring assistance
MSA British Touring Car Championship

...and an Irishman got in on the act too, with Turkington taking his first win of the season

he said. And that's the way it looked until the safety car was deployed.

Plato still looked in pretty good shape after playing the restart well, but Turkington was super-quick behind him – and in an uncompromising mood. The MG-driving youngster's manoeuvre to take the lead didn't look too pretty as he tipped the SEAT sideways and grabbed the lead, but Plato was less upset by that than by his run-in with Muller.

"Turkington overcommitted and got onto the dirty stuff," explained Plato afterwards. "I'm not happy, but it's understandable."

The positive is that Plato believes SEAT has taken another big step forward – and he's got a new goal.

"If I'd had that second win," he said, "I'd be third in the points, and that's

now a target for the year. I don't know how realistic it is, but it's a target."

WSR and its MG also had some serious pace this weekend, and the team made some very good progress in the points race as well. Reid is back ahead of Neal, who is now third, while he and Turkington lie one and two in the Independents' Trophy. Turkington added third in race one and sixth in race two, turning around a Mondello jinx. Before this weekend, he had come to the circuit twice for British Touring Car Championship events and twice started in qualifying. But a dose of food poisoning and then a bout of engine grief meant he hadn't been able to manage a BTCC racing lap before this year.

"It's unbelievable," he admitted. "The car was fantastic and brilliant on

the brakes, which meant I could make those sorts of moves."

After manhandling his reluctant Astra to fifth in race one and then second in race two, Thompson finished up a battered fourth in race three, crossing the line with smoke streaming off his tyres, virtually three-abreast between the Hondas of Dan Eaves and Tom Chilton.

That was job done for Thommo, while Hines was really happy with his two podiums. The second place – ahead of his similarly-weighted teammates – was better than his Brands Hatch win, he reckoned, and it had even helped him to forget the case of flu he'd been suffering from.

Eaves' third in race three was the highlight for Team Dynamics. Neal had driven an excellent race one to

move up from sixth to fourth with a pair of classy, contact-free moves, but got tangled and mangled later on – he was 10th in race two and then ended up in the gravel in the third encounter. The car had been quick, although you might not have guessed from his parting shot: "The good thing is I can go home now."

The Dynamics Civics had been the pick of the Honda bunch again, though both Chilton and James Kaye had their moments. Chilton held third place for much of race two, with a seething pack headed by Thompson in pursuit. Ultimately, though, a lock-up gave Thommo the merest hint of a chance, and after he'd grabbed that, Chilton was hung out to dry, losing four places in a single lap. A suspected broken anti-rollbar didn't help and

Kaye also passed him to take seventh as he showed the Synchro car's pace.

Heading the out-of-luckers was Michael Bentwood. He was looking good after the first race, when the Techspeed Astra driver took 10th and pole for race two, but he was biffed on second going into Turn 2 by Huff and, after rejoining last, finished 12th. Starter motor failure meant he didn't even start race three. "They say you make your own luck, but I don't believe that any more," he said.

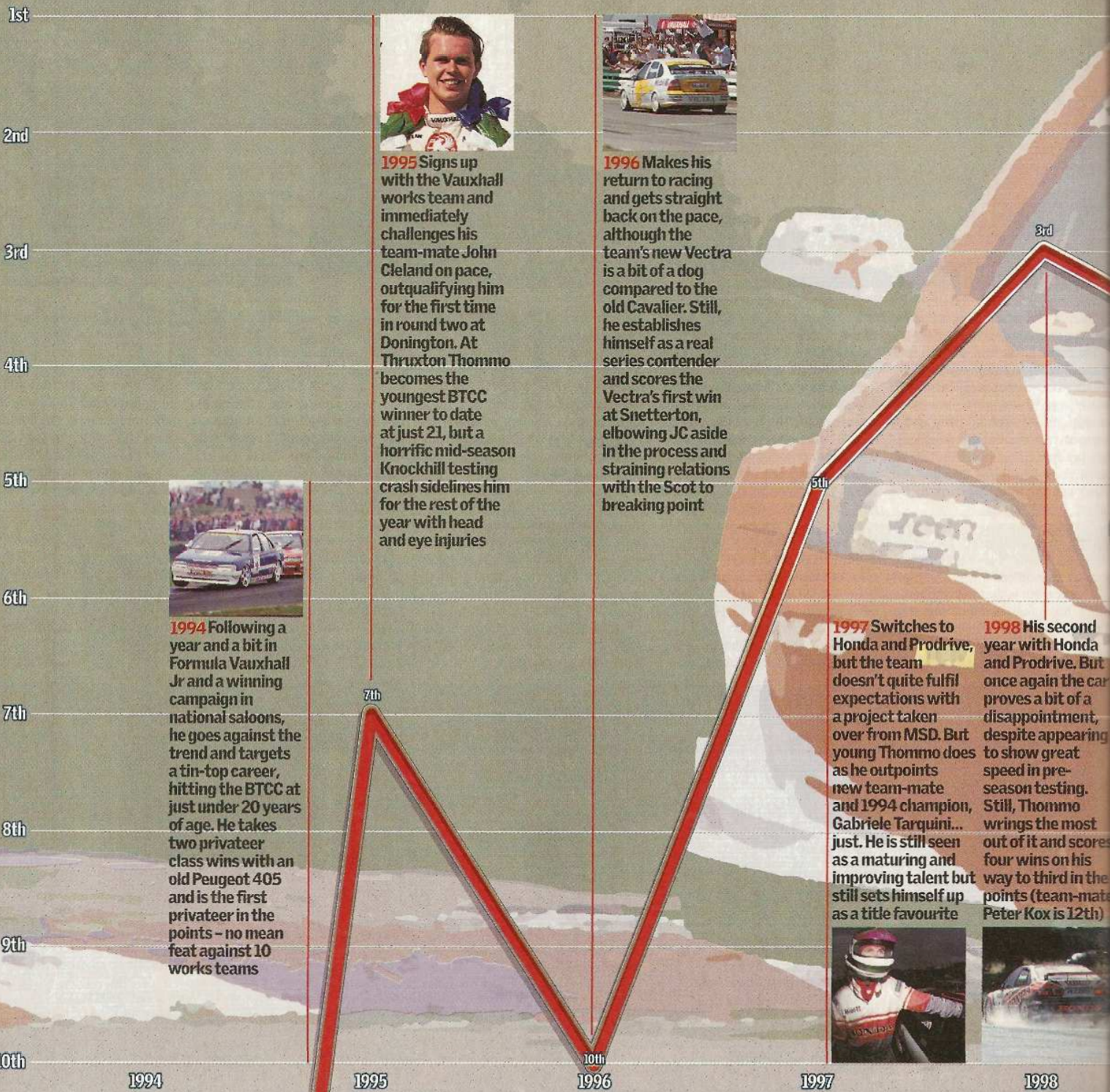
While Bentwood was down in the dumps, Jason Hughes certainly wasn't. The shoe-string MG privateer was in with the big boys after the race-three safety car, running side by side with Muller and finishing right behind him in seventh. "The best race of my life," he admitted with a monster grin.

RESULTS June 13, British Touring Car Championship, Mondello Park (IRL), round 5 of 10						RESULTS June 13, British Touring Car Championship, Mondello Park (IRL), round 5 of 10						RESULTS June 13, British Touring Car Championship, Mondello Park (IRL), round 5 of 10						RESULTS June 13, British Touring Car Championship, Mondello Park (IRL), round 5 of 10					
RACE 1 - 14 LAPS, 30.4724 MILES						RACE 2 - 14 LAPS, 30.4724 MILES						RACE 3 - 16 LAPS, 34.8256 MILES						CHAMPIONSHIP TABLE					
Pos	Driver (nationality)	Team	Car	Result	Qual	Grid	Pos	Driver	Result	Grid	Pos	Driver	Result	Grid	Pos	Driver	Points						
1	Yvan Muller (F)	Triple Eight Engineering	Vauxhall Astra Coupe	25m34.125s	1m46.424s	1	1	Plato	25m50.141s	2	1	Turkington	31m00.567s	7	1	Muller	154						
2	Anthony Reid (GB)	WSR	MG ZS	25m34.352s	1m46.473s	2	2	Thompson	25m57.229s	6	2	Hines	31m04.651s	4	2	Thompson	150						
3	Colin Turkington (GB)	WSR	MG ZS	25m40.525s	1m46.609s	3	3	Hines	25m58.075s	5	3	Eaves	31m10.762s	16	3	Reid	100						
4	Matt Neal (GB)	Team Dynamics	Honda Civic Type-R	25m42.945s	1m46.990s	6	4	Muller	25m59.401s	10	4	Thompson	31m11.011s	3	4	Neal	96						
5	James Thompson (GB)	Triple Eight Engineering	Vauxhall Astra Coupe	25m44.151s	1m46.786s	4	5	Reid	25m59.733s	9	5	Chilton	31m11.091s	9	5	Plato	88						
6	Luke Hines (GB)	Triple Eight Engineering	Vauxhall Astra Coupe	25m44.973s	1m47.330s	8	6	Turkington	26m02.494s	8	6	Muller	31m12.673s	5	6	Turkington	87						
7	Tom Chilton (GB)	Arena International	Honda Civic Type-R	25m45.822s	1m47.656s	9	7	Kaye	26m04.224s	15	7	Hughes	31m12.871s	14	7	Eaves	77						
8	Robert Huff (GB)	SEAT Sport UK (RML)	SEAT Toledo Cupra	25m49.845s	1m47.898s	11	8	Chilton	26m10.290s	4	8	Breeze	31m14.984s	15	8	Chilton	76						
9	Jason Plato (GB)	SEAT Sport UK (RML)	SEAT Toledo Cupra	25m51.425s	1m46.820s	5	9	Smith	26m10.730s	20	9	Reid	31m16.124s	6	8	Hines	75						
10	Michael Bentwood (GB)	Tech-Speed Motorsport	Vauxhall Astra Coupe	25m52.504s	1m48.385s	15	10	Neal	26m13.267s	7	10	Watson-Smith	31m50.812s	18	10	Huff	74						
<p>11 Carl Breeze (GB), GA Motorsport Alfa Romeo 156 GTA, 25m53.947s (Q17-1m48.993s); 12 Shaun Watson-Smith (ZA), Team PSP Proton Impian, 25m55.620s (Q7-1m47.068s); 13 Rob Collard (GB), Collard Racing Vauxhall Astra Coupe, 26m02.446s (Q16-1m48.473s); 14 Jason Hughes (GB), Kartworld Racing MG ZS, 26m20.193s (Q18-1m49.542s); 15 James Kaye (GB), Synchro Motorsport Honda Civic Type-R, 26m26.665s (Q13-1m48.071s); 16 Farique Hairuman (MAL), Team PSP Proton Impian, 26m48.921s (Q19-1m50.293s); 17 Richard Marsh (GB), Quest Team Varta Honda Civic Type-R, 27m20.307s (Q20-1m53.368s); R Dan Eaves (GB), Team Dynamics Honda Civic Type-R, 12 laps – accident (Q10-1m47.804s); R Stefan Hodgetts (GB), GA Motorsport Vauxhall Astra Coupe, 6 laps – engine (Q14-1m48.313s); R Gavin Smith (IRL), GA Motorsport Vauxhall Astra Coupe, 2 laps – overheating (Q12-1m48.054s).</p> <p>Winner's average speed 71.50mph. Fastest lap Turkington, 1m47.869s (72.64mph).</p>																							
<p>11 Collard, 26m17.342s (Q13); 12 Bentwood, 26m17.962s (Q1); 13 Hughes, 26m23.080s (Q14); R Breeze, 11 laps – lost wheel (Q11); R Eaves, 7 laps – engine (Q18); R Hairuman, 2 laps – off (Q16); R Marsh, 0 laps – gearbox (Q17); R Hodgetts, 0 laps – engine/gearbox (Q19); R Watson-Smith, 0 laps – accident (Q12); EX Huff, 26m50.973s (Q3). Winner's average speed 70.76mph. Fastest lap Reid, 1m48.243s (72.39mph).</p>																							
<p>11 Hairuman, 31m51.563s (Q17); R Plato, 11 laps – accident damage (Q1); R Huff, 11 laps – electrics (Q2); R Neal, 8 laps – off (Q11); R Collard, 8 laps – overheating (Q12); R Kaye, 6 laps – off (Q8); R Smith, 4 laps – accident damage (Q10); R Hodgetts, 0 laps – gear selection (Q20); R Bentwood, 0 laps – starter motor (Q13); NS Marsh, gearbox (Q19). Winner's average speed 67.38mph. Fastest lap Reid, 1m47.547s (72.85mph).</p>																							
<p>11 Collard 154 12 Kaye 150 Independents 146 1 Reid 144 2 Turkington 143 3 Neal 142 4 Eaves 138</p> <p>POINTS 15-12-10-8-6-5-4-3-2-1 for first 10 finishers. 1 for pole position, 1 for fastest lap, 1 for leading.</p>																							

No 16
James
Thompson

"I'm feeling exceptionally relaxed now, with the tension through, like accidents and injuries. And the enjoyment of a win. I can drive as hard as anyone out there. I do have

From wild child to



1994 Following a year and a bit in Formula Vauxhall Jr and a winning campaign in national saloons, he goes against the trend and targets a tin-top career, hitting the BTCC at just under 20 years of age. He takes two privateer class wins with an old Peugeot 405 and is the first privateer in the points - no mean feat against 10 works teams



1995 Signs up with the Vauxhall works team and immediately challenges his team-mate John Cleland on pace, outqualifying him for the first time in round two at Donington. At Thruxton Thommo becomes the youngest BTCC winner to date at just 21, but a horrific mid-season Knockhill testing crash sidelines him for the rest of the year with head and eye injuries



1996 Makes his return to racing and gets straight back on the pace, although the team's new Vectra is a bit of a dog compared to the old Cavalier. Still, he establishes himself as a real series contender and scores the Vectra's first win at Snetterton, elbowing JC aside in the process and straining relations with the Scot to breaking point



1997 Switches to Honda and Prodrive, but the team doesn't quite fulfil expectations with a project taken over from MSD. But young Thommo does as he outpoints new team-mate and 1994 champion, Gabriele Tarquini... just. He is still seen as a maturing and improving talent but still sets himself up as a title favourite



1998 His second year with Honda and Prodrive. But once again the car proves a bit of a disappointment, despite appearing to show great speed in pre-season testing. Still, Thommo wrings the most out of it and scores four wins on his way to third in the points (team-mate Peter Kox is 12th)

eight years washed away. It's a fantastic sense of achievement after everything I've been certainly tinged with relief... You've got to know when to consolidate and when to go for a titleless streak, but I keep it well hidden." James Thompson on becoming BTCC champion

tin-top star man

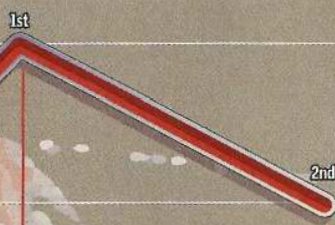


1999 The same manufacturer, but a different team, as WSR takes over a Honda programme that continues to under-perform. The car lacks pace until mid-season; Thommo is fourth in the series (Kox is seventh) and takes four more wins in a year when the Nissan Primera proves it is a class above the rest



2000 Remains with Honda and WSR, and starts as the title favourite. However, an early shunt at Dingle Dell means he misses a couple of races, and then some in-house turmoil bubbles up, meaning relations between JT and WSR go bad. He finishes ninth in the points with just a single win. Dabbles with Abt Audi in the DTM and decides it's time to move on from the BTCC

2001 A DTM deal he thinks is done disappears over the winter so he does a late deal to drive the semi-works Egg Astra in the BTCC's nadir season. He takes four wins and comes third in the championship, but effectively there's no non-Vauxhall opposition. It's all rather subdued by Thommo's standards



2003 More of the same this year, but there's a bit more opposition from MG and Honda. But the Triple Eight/Vauxhall/Muller/Thompson alliance is still a step or two ahead of the game. Again it's mighty close with Muller, but this time around it's the Frenchman who takes a narrow championship win, with Thompson in second and the rest of the field nowhere



2002 He's back in a full-works drive at Vauxhall and embarks on a long-running, ultra-close battle for BTCC superiority with his team-mate Yvan Muller. He demonstrates the killer instinct that some felt he lacked with a decisive move on Muller in the penultimate race at Donington; he secures his long-awaited crown



1999

2000

2001

2002

2003



ANNIVERSARY

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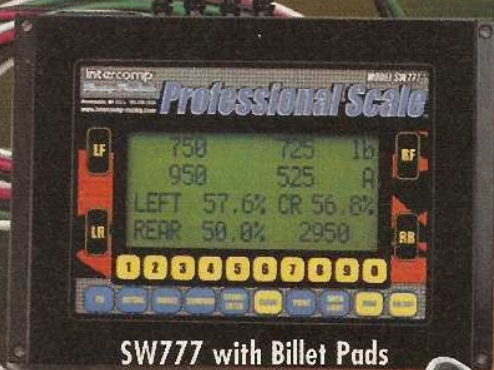
Oval Track

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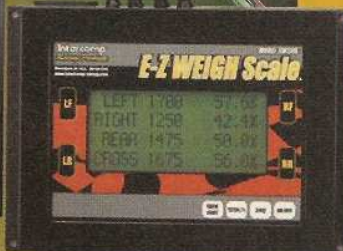
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Bird's rally finished in a ditch



Ling was well ahead in Gp N



Johnson: fortuitous third place

Milner (pictured) and Higgins traded fastest times to the finish



Round 3/8 11-12.6.04 Dumfries & Galloway Scotland **SCOTTISH BRC REPORT**

Good fight, Jon boy

Luck was on Jonny Milner's side when David Higgins' tyre blew, but he still had to battle hard to keep his lead. By GILLIAN BELL

David Higgins must feel like someone up there doesn't like him. For the second British Championship event in a row a puncture cost him the lead, and for the second time in a row chief rival Jonny Milner took full advantage to win.

The Scottish International Rally, round three in this year's British Rally Championship, was all about rocks and punctures. There were a number of casualties, but joining Milner in the celebrations were runaway Group N winner Sebastian Ling and, fresh from his Junior WRC victory in Greece, Guy Wilks, who claimed Super 1600 honours (see sidebar).

Friday evening's action was based around Dumfries, with Higgins and co-driver Craig Thorley the leaders after three stages. Milner and co-driver Nicky Beech were a solid second in their Subaru Impreza, while third-placed Paul Bird came back from

stalling his Ford Focus at the start of SS1 to set the fastest time on the short superspecial.

Fourth-placed Dougi Hall described his Ford Focus as being perfect, and behind him fellow Focus driver Steve Perez was enjoying his first taste of rallying in Scotland. Hall's team-mate Matt Wilson admitted suffering a lack of confidence after encountering oversteer with his car, but he made up places to finish the night in sixth. Austin McHale was an unaccustomed seventh following work on his Focus to raise the suspension when it started bottoming out, while Barry Johnson (Impreza) was eighth.

In Group N Ling got over the indignity of being edged out by Robert Gough (Impreza) in SS1 by taking the lead in the superspecial and then leaving him for dust in SS3, extending his advantage to more than half a minute.

The drama really started on day two when the rally moved west to the Galloway Forest Park. Higgins lost his lead on the day's first stage in Shaw Hill after being caught out by a tight corner. The Hyundai Accent picked up a puncture with most of the 6.5 miles left to run - the end result was a hole in the back of the car where the wheel had ripped through, and a drop to second behind Milner, who had himself collected a puncture halfway through the stage.

To add insult to injury, Milner was then quickest in the next run through Disdow. "I drove sensibly," said Jonny. "It's the type of stage that can suck you in. I had a spin there last year and remembered to give it some respect."

Thereafter Milner and Higgins traded fastest times in a scrap to the finish, but a lurid spin in SS5 left David with too big a gap to make up to the leader. "It was impossible to get Jonny, but it was an incredible battle,"

said Higgins, who ended up just 9.3sec behind at the finish.

Behind the lead pair the action was frantic, with punctures aplenty on the dusty stages. Neither Hall nor Gough made it out of SS4. Gough rolled his car, while Hall's Focus was partially flooded after he suffered a puncture and slid into a ditch. Perez added his name to the growing list of retirements on SS7, the notorious Craignell, when he too suffered a puncture. Time was lost changing a wheel and he opted to save his car for this weekend's Dukeries Rally. Also absent was third-place man Bird, who was pitched off while suffering front transmission problems. McHale summed it up: "That's not a stage, it's a car wreck."

At the start of the day Wilson had been a man on the move, threatening Bird in third. "We had to do something," said Wilson. "That first stage today was one of the best." But punctures would also blight his rally - the first on SS6 resulting in a two-minute stop and then another on SS9. Fourth became seventh, but Wilson battled on to finish sixth.

The major beneficiary in all this chaos was Johnson. On SS7 alone he rose from sixth place to third, where he stayed. "I picked my way around the rocks in Craignell, went past Bird with his arse in a ditch and caught McHale," he said. "Now I have to get my backside into gear for the Scottish National Rally tomorrow."

McHale's times improved for him to finish fifth behind \$1600 leader Wilks. Three more \$1600 cars - Leon Pesticcio, Jonnie Wigmore and Simon Hughes - rounded out the top 10, with Ling the only interruption in eighth.

Ling was suffering with a sore neck, but still won his class by a country mile. Lorna Smith (Impreza) was second, and last-minute entry Dorian Rees was third in an Impreza he had borrowed after his Mutiny Rally crash.

Chris Davies took Fiat Stilo Cup honours ahead of Tom Metcalfe (see *Club News*).

The BRC stays in Scotland for next month's Jim Clark Rally. Higgins still leads the championship, but Milner is catching up fast. ☘

Super 1600 It's a Guy thing

GUY Wilks' triumphant "Come on!" after winning the Super 1600 class in Scotland wasn't too dissimilar to his cry of victory after coming first in Junior WRC on the Acropolis Rally. However, Wilks wasn't just happy about his latest success - most people had expected that; it was more that he'd beaten Austin McHale's Ford Focus WRC to finish fourth overall.

Wilks and co-driver Phil Pugh led their class from the start in the Suzuki Ignis, gaining overall places on day two as a number of the frontrunners



Guy Wilks' Suzuki led Super 1600 from start to finish

succumbed to punctures. "It would have been easy to get carried away with everyone wanting to beat me," said Wilks, who had struggled with the Ignis's handling. "We can't do the Trackrod Rally, so I can't afford not to finish."

Leon Pesticcio's Fiat Punto was never headed for second in class, although he was frustrated at not being able to challenge Wilks on pace. Problems with the Fiat's handling and brakes didn't help. "The car doesn't feel as comfortable as in Wales, but

I'm lost as to why," he said.

The fight for third was intense, with Jonnie Wigmore (Ford Puma) beating Simon Hughes (Renault Clio). Gareth Jones (Clio) had also joined the battle before he suffered a driveshaft failure on SS6.

Aki Teiskonen (Citroën Saxo) overcame a delayed start caused by engine problems and a resultant 40-second penalty to be 11th overall and fourth in class, with Barry Clark, who was driving Conrad Rautenbach's Puma, two further places back.

RESULTS 1 Jonny Milner/Nicky Beech (Subaru Impreza WRC), 1h15m48.7s; 2 David Higgins/Craig Thorley (Hyundai Accent WRC), 1h15m58.0s; 3 Barry Johnson/Stewart Merry (Subaru Impreza WRC), 1h19m56.5s; 4 Guy Wilks/Phil Pugh (Suzuki Ignis), 1h20m19.8s; 5 Austin McHale/Brian Murphy (Ford Focus WRC), 1h20m44.3s; 6 Matthew Wilson/Scott Martin (Ford Focus WRC), 1h20m54.9s; 7 Leon Pesticcio/Tim Sturla (Fiat Punto Abarth), 1h21m37.1s; 8 Sebastian Ling/James Phillips (Mitsubishi Lancer Evo 8), 1h21m40.6s; 9 Jonnie Wigmore/Robbie Durant (Ford Puma), 1h22m08.4s; 10 Simon Hughes/Craig Parry (Renault Clio), 1h22m32.6s. **POINTS** 1 Higgins, 54pts; 2 Johnson, 42; 3 Wilson, 41; 4 Milner, 40; 5 Bird, 33; 6 McHale, 32; 7 Perez, 29; 8 Wilks, 25; 9 Rees, 25; Ling, 24 etc. Next round: Jim Clark Rally, July 2-3.

Nürburgring 24 Hours
Opels crash out of contention
Nürburgring (D), June 12/13

Stuck not in a rut! Veteran teams with Mullers and Lamy for win

The factory BMWs scored a one-two at the Nürburgring 24 hours in a race that featured torrential rain, numerous Opel crashes and the best racing circuit on Planet Earth. By HUBERTUS LINDEMAN

This year's 24-hour race on the Nürburgring Nordschleife will go down in the history books as one of the toughest ever. Changing weather conditions – with torrential rain for many hours – made it very demanding for the competitors, and the huge number of cars on the challenging circuit didn't make it any easier.

The organising ADAC Nordrhine describes the event as "the world's biggest motor race", and this year, once again, 220 cars with a wide mix of professional and amateur drivers, works and privateer teams took part in the race on the 15.14-mile Nürburgring-Nordschleife circuit.

As expected, the bi-turbo Porsche 996, built by Jurgen Alzen and driven by his brother Uwe, blitzed the opposition in qualifying. No other car even came close to the fastest lap time of 8m19s, set in the early stages of the first qualifying session on Friday morning. The second-placed car, one of the works Opel Astras driven by Opel motorsport director Volker Strycek, was 11sec down on the Porsche.

Patrick Huisman was one of the few drivers who managed to improve his grid position in the evening session. The Dutchman promoted the Abt Audi TT-R from 16th to third, one place ahead of the fastest BMW, driven by Jorg Muller. Best-placed British driver in qualifying was Opel's Peter Dumbreck, sharing with Strycek in the second-placed Astra, followed by Marino Franchitti, whose Land Motorsport Porsche was 14th on the grid.

Just as it had in the second qualifying session, a huge rain shower flooded the circuit an hour before the start, making the tyre choice for the drivers a difficult one. And even more so as it became obvious during the grid formation lap that some parts of the track were wet and some were dry.

Initially the Uwe Alzen-driven Porsche led the way, but it came in for rain tyres after just one lap, as did a host of other cars, including the favourite Opels and Audis. This promoted the Manthey Porsche of Lucas Luhr, Timo Bernhard, Arno Klasen and Olaf Manthey into an early lead, followed by the V8STAR of Hermann Tilke, Ulrich Gallade and Dirk Adorf, both teams having opted for rain tyres.

Soon after changing to rain tyres,



Factory BMWs were unbeatable. This is the winning Muller/Muller/Stuck/Lamy car

Jorg Muller put the BMW into the lead and there it remained for most of the race, apart from a brief spell in the fourth hour when the Manthey Porsche led for a while. Then, however, the Porsche was called in for a stop-go penalty for overtaking

under yellow flags.

While the Jorg Muller/Dirk Muller/Hans Stuck BMW enjoyed a more or less comfortable and trouble-free lead, its sister car, driven by Boris Said, Pedro Lamy and Duncan Huisman, had an intense

battle for second place with the Manthey Porsche.

The first of the favourites to hit trouble was the Alzen Porsche – the team dropped back massively after a puncture and a collision.

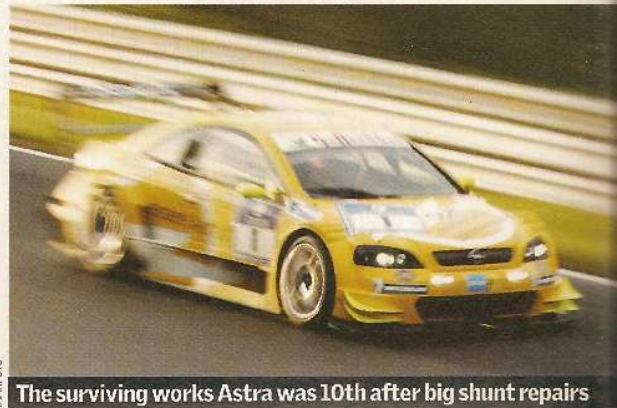
The Opels were also in the wars.

In the early hours of the evening Marcel Fassler briefly lost control of the car he was sharing with Strycek, Dumbreck and Christian Menzel. Schwalbenschwanz and hit the barrier. Later, Dumbreck biffed again, while fourth-placed Manthey

The Alzen bi-turbo Porsche was mega-fast in qualifying



Dropping down to the Adenau bridge at dusk



The surviving works Astra was 10th after big shunt repairs

Reuter crashed the sister car at high speed on the long Dottinger Hohe straight. Long repairs dropped two Opels back to 70th and 71st places respectively. Then Dumbreck crashed again at the exit of Hatzenbach. This time damage was beyond repair. "I had aquaplaning and couldn't avoid spinning into the barrier. Too bad, but things like this happen," said Dumbreck.

The Abt Audi TT-R of Patrick Huisman, Frank Stippler, Karl Wendlinger and Christian Abt ran in fourth place after Reuter's accident, but at midnight the team was already one lap down on the two BMWs and the Manthey Porsche. During the night the two BMWs remained in the top two positions, while the Manthey Porsche had to pit at 1.50 in the morning. The rear of the car had been damaged in an accident and the exhaust had to be replaced. From that point on, the car ran without a rear bumper, but the team still defended its third place.

During the night the Nissan Skyline driven by Roland Asch, Dirk Schoysman and Japanese drivers Takayuki Kinoshita and Tetsuya Tanaka had made it up to fifth position, and there it stayed for the remainder of the race.

In the daylight on Sunday there were no position changes in the top five, so BMW scored a fine double win with Stuck, Muller, Muller and Lamy finishing ahead of Said, Huisman, Lamy and Stuck. Stuck and Lamy (the duo drove in both of the M3s) each scored their third victory at the Nordschleife. Stuck won the inaugural event in 1970 with BMW and was part of the winning team with the BMW Diesel in 1998, while Lamy was in the winning Chrysler Viper in 2001 and 2002. "It's a great feeling, especially at my age," grinned the 53-year-old Stuck.

The Manthey Porsche finished third ahead of the first Abt Audi TT-R and the Nissan Skyline. A great recovery brought the works Opel of Reuter, Timo Scheider, Strycek and Marcel Tiemann up to 10th in spite of a puncture on the penultimate lap.

The best-placed British driver was German-based Jonathan Price in the Recaro Raeder Porsche in sixth, while the BMW M3 of Willie Moore, David Cox and Gareth Lloyd came 15th overall and second in class.

RESULTS 1 Dirk Muller/Jorg Muller/Hans-Joachim Stuck/Pedro Lamy (BMW M3 GTR), 143 laps in 23h59m15.323s; 2 Pedro Lamy/Boris Said/Duncan Huisman/Hans-Joachim Stuck (BMW M3 GTR), -1 lap; 3 Lucas Luhr/Arno Klasen/Timo Bernhard/Olaf Manthey (Porsche 911 GT3 MR); 4 Patrick Huisman/Frank Stippler/Karl Wendlinger/Christian Abt (Audi TT-R); 5 Roland Asch/Dirk Schoysman/Takayuki Kinoshita/Tetsuya Tanaka (Nissan Skyline GT-R); 6 Thomas Jager/Frank Schmickler/Jonathan Price (Porsche 996 GT3); 7 Jorg Otto/Georg Weiss/Artur Erkes/Thomas Zinnow (Porsche 996 GT3 Cup); 8 Christian Abt/Mattias Ekstrom/Frederik Ekblom/Patrick Huisman (Audi TT-R); 9 Alfred Wolfruber/Joachim Kiesch/Michael Tischner/Mattias Tischner (BMW M3); 10 Manuel Reuter/Timo Scheider/Volker Strycek/Marcel Tiemann (Opel Astra V8 Coupe). **Fastest lap** Reuter/Scheider/Strycek/Tiemann, 8m26.742s (107.52mph).



Bright was the class of the V8 Supercar field at Wanneroo, becoming the first repeat winner of '04



Ambrose raced hard to second and took over the points lead

Australian V8 Supercars
Bright shines again
Wanneroo (AUS), June 12/13, Rd 5/13

JASON Bright has become the first repeat winner in the 2004 V8 Supercar Championship Series with an action-packed win at Wanneroo's Barbagallo Raceway.

Bright's PWR Racing Holden Commodore was easily the class of the field at the Perth track, backing up a second place in the opening race with two convincing wins. He was even able to overcome a bizarre incident in race two when, with almost the whole field pitting for compulsory tyre stops under yellow, Bright became literally trapped in the pitlane. When he got back up to speed, he hunted down leader Rick Kelly (who led all three races but won none of them), piling on the pressure and took a convincing win.

Bright aside, the stories of the weekend were fightbacks and controversy. The latter started in race two when points leader Steven Richards, who had taken his first pole position in seven seasons of competition, was challenged for the lead by Bright and Mark Skaife. Skaife nudged Richards' car under braking and it flicked left, firstly into Bright and then into the wall. Skaife went on to win the race from Bright.

From a rear-of-grid start for race two Richards was mesmerizing, storming through to fifth in that race and second in the final to salvage something from what looked to be a bad weekend for the Perkins Holden star. While Richards was 14th overall in the three races, Skaife's hopes of a first round win in nine months ended when the HRT Holden talisman was hit with a drive-through penalty for speeding in the pits in race two. That left him with 15th and ninth finishes in the last two races for sixth overall.

The other great charger was Marcos Ambrose. The defending champion looked all at sea on the resurfaced track and failed to break into the top 20 in practice or qualifying, but pre-race-one changes

transformed his Stone Brothers Racing Ford. Aided by smart pit work, Ambrose was third in the opening race and backed it up on Sunday for second overall.

Behind third-placed Rick Kelly (Kmart Holden) came Garth Tander, who impressed his local fans with solid (if hardly threatening) performances and John Bowe, who ran with the leaders for most of the weekend in his OzEmail Falcon.

The series' run of three successive sprint rounds now ends, with Queensland Raceway hosting a single 175-mile round in two weeks' time.

Phil Branagan

RESULTS Race 11 Mark Skaife (Holden Commodore VY), 42 laps in 44m01.22s; 2 Jason Bright (Holden), +0.49s; 3 Marcos Ambrose (Ford Falcon BA); 4 Rick Kelly (Holden); 5 Garth Tander (Holden); 6 Cameron McConville (Holden); 7 Greg Murphy (Holden); 8 John Bowe (Ford); 9 Russell Ingall (Ford); 10 Paul Weel (Holden). **Fastest lap** Bright, 56.46s. **Race 21** Bright 42 laps in 44m46.12s; 2 R Kelly, +0.93s; 3 Murphy; 4 Ambrose; 5 Tander; 6 Steven Richards (Holden); 7 Bowe; 8 Todd Kelly (Holden); 9 Steve Ellery (Ford); 10 Steven Johnson (Ford). **FL** Bright, 56.28s. **Race 31** Bright, 42 laps in 40m13.26s; 2 Richards, +8.96s; 3 Ambrose; 4 R Kelly; 5 Weel; 6 Tander; 7 Bowe; 8 Ellery; 9 Skaife; 10 T Kelly. **FL** Bright, 55.94s. **Points** 1 Ambrose, 872; 2 R Kelly, 822; 3 S Richards, 820; 4 Murphy, 811; 5 Bright, 783; 6 Bowe, 638; 7 Ingall, 634; 8 Tander, 600; 9 T Kelly, 597; 10 Weel, 569.

NASCAR Nextel Cup
Johnson gets win number three
Pocono (USA), June 13, Rd 14/36

JIMMIE Johnson bounced back from an organisational blunder and won a fuel gamble to take his third victory of the season - and his second in the past three races.

Johnson clearly had the best car on the 2.5-mile Pocono tri-oval, but he looked to have lost his victory chance

when the pace car failed to pick his Hendrick Motorsports Chevrolet up while leading when yellows flew from Ricky Craven's blown engine.

In the confusion Johnson dropped to sixth place, behind Jeff Gordon, Brian Vickers, Kasey Kahne, Jeremy Mayfield and Terry Labonte.

The pendulum swung back Johnson's way when Rusty Wallace and Michael Waltrip crashed out after Wallace's brakes failed.

Johnson and Mayfield chose to stay on track as others pitted and so gained track position.

On the restart Johnson jumped Mayfield to retake the lead, but both still had to worry over whether their fuel loads would take them to the end. Three further caution periods made sure they could.

Mayfield tried to fight back, but Johnson held firm from the Evernham Motorsports Dodge and then a further series of incidents ensured that the race finished under yellow.

Even that didn't stop the action as Matt Kenseth and Kevin Harvick spun each other out - while running under caution.

The win went to Johnson, with Mayfield second and Bobby Labonte third ahead of Jeff Gordon, Kurt Busch and Dale Earnhardt Jr.

Earnhardt was never really in the fight this week, but did a typically professional job to take a decent points haul and maintain his place at the top of the standings, though Johnson is now just 58 points behind. *Bill Costello*

RESULTS 1 Jimmie Johnson (Chevrolet Monte Carlo), 200 laps in 4h27m33s; 2 Jeremy Mayfield (Dodge Intrepid); 3 Bobby Labonte (Chevrolet); 4 Jeff Gordon (Chevrolet); 5 Kurt Busch (Ford Taurus); 6 Dale Earnhardt Jr (Chevrolet); 7 Terry Labonte (Chevrolet); 8 Robby Gordon (Chevrolet); 9 Jamie McMurray (Dodge); 10 Casey Mears (Dodge). **Points** 1 Earnhardt, 2113; 2 Johnson, 2055; 3 Matt

At Pocono Jimmie Johnson made it two wins in three races



Kenseth, 1889; 4 J Gordon, 1874; 5 Tony Stewart, 1854; 6 B Labonte, 1812; 7 Busch, 1803; 8 Elliott Sadler, 1773; 9 Kevin Harvick, 1735; 10 Ryan Newman, 1674.

German Production Cars
Hurtgen bags the big one
Nurburgring (D), June 12, Rd 2/9

BMW driver Claudia Hurlgen won the most important round of the season, supporting the 24 Hours of the Nurburgring Nordschleife.

Young local hero Marc Hennerich had pole, but Hurlgen took the lead at the start. They battled with Franz Engstler and Thomas Winkelhock in an all-BMW affair.

The Dottinger Hohe, the 1.8-mile-long straight, saw many breathtaking slipstreaming moves, but Winkelhock dropped back to fifth on the final lap after he spun on oil. Engstler also lost control and crashed into the barrier. That left the road clear for Hurlgen to claim her first win of the season ahead of Hennerich and Ford Focus driver Thomas Klenke, who inherited third place. Italian F3 graduate Diego Romanini was a surprising fourth. *Rene de Boer*

RESULTS 1 Claudia Hurlgen (BMW 320i), 4 laps in 37m41.706s; 2 Marc Hennerich (BMW), +0.150s; 3 Thomas Klenke (Ford Focus ST); 4 Diego Romanini (BMW); 5 Thomas Winkelhock (BMW); 6 Rainer Bastuck (Opel Astra Coupe). **Fastest lap** Winkelhock, 9m15.554s (98.08mph). **Points** 1 Hennerich, 83; 2 Patrick Bernhardt, 78; 3=Klenke & Hurlgen, 76; 5 Winkelhock, 72; 6 Romanini, 70.

In brief

News from around the world

NASCAR BUSCH SERIES

Jason Leffler took his first ever NASCAR win at Pocono, taking the lead from Kyle Busch as the youngster spun while making a late dive for pit-road after running out of fuel. Busch finished 17th and lost the points lead to second-place finisher Martin Truex Jr.

AMERICAN FORMULA BMW

Jonathan Summerton won the first of two races supporting the Canadian Grand Prix from James Hinchcliffe and Matt Jaskol. In the second race, Jaskol came through from fifth on the grid to win from Hinchcliffe and series leader Andreas Wirth.

AUSTRALIAN CARRERA CUP

Alex Davison and Jim Richards may be V8 Supercar team-mates for the upcoming endurance races, but that did not stop them putting on a three-race war at Wanneroo. Davison won the opening two races narrowly, but veteran Richards fought back magnificently to win the 30-lap final. New Zealander Fabian Coulthard took all three third-place finishes.

AUSTRALIAN FORMULA FORD

Dean Fiore was the class of the field at Wanneroo, winning all three races.

MEXICAN FORMULA RENAULT

Oscar Hidalgo Jr won the first round of the championship from the pole in Torreon under extreme pressure from Hugo Oliveras, who finished second.

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drivers: P. Peter, K. Engelhorn, A. Montermini, D. Quester
Completely rebuilt by Michelotto for Daytona, finished 3rd in class! Car is currently in GrandAm spec with F1 gearbox. Car has not been rebuilt after Daytona. Can be visited in Miami, USA. Price: POA

Ferrari 360 Challenge



Build in 2003, raced only the last races in Italian Ferrari Challenge Shell Trophy finishing runner up in the championship. Won the Shell World Championship in Italy 2003! Price: POA

Ferrari 360 Modena GT #2038 black



Only one race: 1000 km of Le Mans 2003: class winner
Drivers: Andrea Montermini, Phillip Peter, Klaus Engelhorn
ACO/FIA homologated spec 2004, Michelotto built in late 2003
Step 3 Marelli, Hewland sequentiell powershift gearbox. Was built to highest standard regardless of cost. Price: POA

Porsche 962 C #962-156



2.8 ltr. engine/ 1.2 electronics, comes with spare monocoque and spare 3.0 ltr. engine as raced successfully by Walter Lechner in the Interseries (champion 87/89). Including a rolling chassis (Thompson), with complete suspension and 1.7 electronics, never raced and brandnew. The package including further spares will only be sold as one lot and not be split. Great history. Price: POA

Porsche 996 GT3 Cup 2x



Model 2003 as raced in the 2003 Supercup season by S. Ortelli, R. Asch, A. Davison, T. Wolff, K. Graf and W. Lechner jr. with many podium finishes. Including Motec data logging and 2 sets of wheels. Chassis 156 finished 4th at the last Supercup round driven by A. Montermini. Maintained to highest standard. Immaculate, ready to race For sale each at € 90 000,- + VAT, available now

Porsche 996 GT3 Cup 2x



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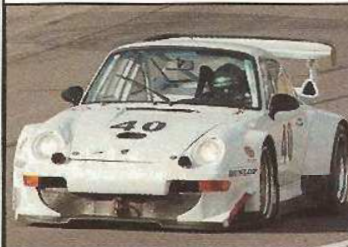
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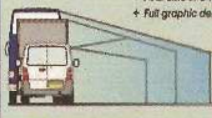
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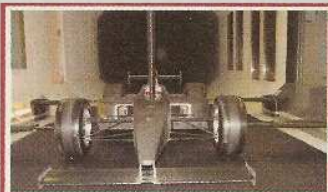


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The screenshot shows the Autosport website's 'Appointments' section. At the top, there's a navigation bar with links for Home, Shop, Subscribe, Betting, Business, Show, and Ticket Shop. Below this is a menu for various motorsport categories: F1, Rally, Champ Car, F3000, BTCC, DTM, NASCAR, ALMS, IRL, Sports Cars, F3, and International. The main content area is titled 'APPOINTMENTS' and features a table of job listings. To the right of the table is a sidebar with a 'Magazine' section and a promotional offer for 'FO' (Formula One) subscriptions.

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Radical News

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Freeman takes Matador Biduro championship lead at Pembrey Radical Festival



New championship leader Tony Freeman heads Chris Stoney and Mick Hyde

There may have been a certain classic sportscar endurance race in France last weekend, but it wasn't the only place you could have witnessed dramatic sportscar racing. Eight action-packed races (four each for the Matador Biduro racers and Dunlop Enduros) over two days formed the annual Radical Festival at the sun-kissed Pembrey circuit and this glut of races was always likely to play a crucial part in the championship.

It's probably fair to say the short Camarthenshire race track lacks some of the glamour of La Sarthe in June, but the combination of technical turns, short straights where neither the driver, the car or the tyres have time to rest, and kerbs that punish the smallest of errors guaranteed close, tight and exciting racing. And just like

Le Mans consistency would pay big dividends.

Going into the festival championship lead over long-time Radical stalwarts, Tony Freeman and Chris Stoney in the SR4 class of Matador Biduro championship. It didn't last long though; race one saw Mortimer retiring from the lead with just three of the eighteen laps to go with a broken exhaust manifold. A delighted Duncan Williams inherited an unlikely lead in his Clubsport car ahead of Greaves, Stoney and Freeman and the order remained the same to the flag.

With the starting order for race two decided by the finishing order of race one, Mortimer was now on the back foot and the back of the grid. Pembrey is not the easiest place to overtake but no one told

Mortimer that, as he scythed through the field taking six places on the opening lap alone. After that he picked his combatants off one-by-one climbing to a superb third by the flag. Unfortunately for Mortimer it was a red flag shown on lap 16 and not the chequer, so his last gasp pass on Mick Hyde was discounted, leaving him 4th. Meanwhile Freeman got his head down taking the win and finishing just ahead of Chris Stoney. Race two in the Clubsport class was won by Tim Jones ahead of Phil Gibb and John Ali.

Another qualifying session before Sunday's races gave Mortimer the chance to take a second pole ahead of Stoney, Freeman and the hard-charging Ben Elliot. The Clubsport driver had found an incredible turn of speed

literally overnight, having only qualified 15th on Saturday. From the front the Team RPM driver was able to assert his authority and establish an untroubled lead, while behind Elliot took advantage of the Freeman/Stoney battle to take a brilliant second, Hyde and David Oldroyd finished 5th and 6th. Mortimer repeated his win in the final Matador Biduro encounter, again going away from the chasing pack. But it wasn't enough to retake the championship lead as the omnipresent pairing of Stoney and Freeman finished second and third respectively. All of which means that Freeman now leads the championship fight on 317 points, just two ahead of Stoney and four ahead of Mortimer. It's just the same in the Clubsports too. Pre Pembrey leader Tim Greaves had a troubled weekend. After finishing second in race one he then suffered mechanical maladies in races 2 and four, handing the championship advantage to Tim Jones. If only Formula One was this close... ■



Four action packed races



Duncan Williams - 8 races in 2 days

If there was an award for most miles covered at the Pembrey festival, it would have been comprehensively won by Duncan Williams, who competed in both the Matador Biduros in a Clubsport and the Dunlop Enduros in a Prosport, covering almost 300 miles in the process. Along the way he collected an outright race win in the Biduros and a second and third in the Prosport he shared with RSR teammate, Martin Pluck. ■

The Radical Festival isn't just about the racing, it's a chance for drivers, teams and guests, to get together and enjoy a paddock party and barbeque on the Saturday evening. As usual everyone enjoyed themselves, particularly chief Radical engineer, Gavin Nightingale who also celebrated his birthday with a little help from a special guest, organised by the rest of the Radical team... ■



Double winner Nick Dove

After a very successful weekend, Nick Dove took third in the Prosport class from Roger Green (behind Ross Kaiser and James Aspinall), racking up a massive 91 points at Pembrey. This followed his perfect performance at Castle Combe two weeks ago, where he not only won the class in both races, he also secured his first outright Dunlop Enduro race win in front of thousands of bank holiday spectators. ■

There was one car missing from the Enduro grid this weekend and that was the number one SR3 of Nigel Greensall and Lawrence Tomlinson, who were successfully racing their TVR to 23rd place overall at Le Mans. Rob Barff, who raced a Prosport at Silverstone and Combe was also performing brilliantly at Le Mans. After 16 hours he was lying 4th overall when the Rollcentre Dallara retired with suspension failure. ■

Series newcomer, Martin Pluck was awarded the driver of the meeting trophy (chosen by the circuit commentators), while the Evo magazine Hard Charger was scooped by Alex Mortimer. From here the championship heads east to Snetterton on the 17th and 18th of July. Full race results and all the latest Radical news can be found on www.radicalmotorsport.com. ■



Simon Moulton fends off Ross Kaiser

taken by SR3s in race one, the Prosports began to battle back in race two.

A safety car period at half distance saw a flurry of pitstops and set up a grandstand finish. Moulton held the lead but had the Prosports of Aspinall and Nick Dove hard on his heels and at the finish just 1.3 seconds covered the three of them. Behind Barazi/Dudfield

SR3 finished fourth, ahead of the Evo Prosport of Roger Green and John Hayman.

Early on Sunday morning Stuart Moseley took pole for the second pair of races with a superb time of 54.7 seconds ahead of Kaiser and the Moulton/Stilp car, both breaking the 55-second barrier. For the second race running the safety car appeared to clear up

debris at Honda Curve ruining the race for the Delta Motorsport Prosport. Kaiser had got away at the start and set a blistering pace, building up a huge lead as the rest of the field battled for position. The safety car not only annulled that advantage, but left them down in fourth behind the Southgate team, Dove and Prosport newcomers, Duncan Williams and Martin Pluck.

Stilp and Moulton completed the rout later in the afternoon and again Aspinall and Kaiser were tucked in behind, with single driver, Dove completing his gruelling weekend with another third overall. But it was the combination of fine tactics, faultless driving and devastating pace from both Moulton and Stilp that ensured their SR3 was the festival king. ■

Moulton and Stilp complete Pembrey clean sweep

The Southgate Motorsport SR3 pairing of Moulton and Stilp proved to be the dominant force in the Dunlop Enduro championship, taking all four class wins and three outright wins, but the races were far from straightforward.

In the first outing Stilp got ahead of the field but lost out to the flying Prosport of Ross Kaiser and James Aspinall during the pitstops. Nigel Redwood and Hunter Abbott managed to fend off Juan Barazi and Nick Dudfield to take third by just half a second at the end.

With high track temperatures and a heavy workload for the tyres keeping the tyres at their optimum was always going to be crucial, especially as drivers have to use the same set for both of the forty-minute races on each day. And after five of the top six places were

For full race results of both Radical championships go to www.RadicalSportscars.com

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Fatality at Vintage meeting



LEN THOMPSON 1940-2004

THE death of Len Thompson, following a racing accident at Cadwell Park on Sunday, has robbed the close-knit Vintage car community of one of its most skilled and respected enthusiasts.

Lagonda Rapiers were Thompson's life and passion. Having courted his wife Brenda in a road-going version in the early '60s, he joined the Rapier Register in late 1964 and raced the Staines-made cars for 40 years.

A toolmaker by profession, Len built his ultimate racer – the low red machine, with its supercharged 1466cc methanol-

fuelled engine which gave out 200bhp and brass radiator – from scratch. Over the past five years, it has enjoyed many successes.

Len was the marque guru to Rapier racers. He encouraged many to compete, built components for their cars and his knowledge was indispensable.

Having recently sold his business in Harlow, Len was looking forward to a busy retirement, tinkering with his beloved cars and competing.

Autosport offers its condolences to Brenda, his son Leon and daughter Simone.



Vintage Sports Car Club racer Len Thompson was killed in a first-lap accident in last Sunday's Scratch race at Cadwell Park.

The accident happened on Park Straight, during the final race of the day. Thompson's Lagonda Rapier struck the back of Pete Candy's Riley Falcon Special and became airborne

before hitting marshals' post number six on the inside of the circuit.

Rescue and medical crews arrived promptly, but despite their efforts Thompson was pronounced dead on the way to the Princess Diana of Wales Hospital in Grimsby.

Candy was taken to Lincoln County Hospital having sustained chest, back and leg injuries, which were not life-threatening. Marshal Bob Yarrow suffered a broken ankle.

Lincolnshire police were called to the circuit and have launched an investigation into the accident under standard procedure.

Jonathan Palmer, managing director of circuit owner MotorSport Vision, said: "I was desperately sorry to learn of this tragic accident. I would like to extend my deepest

sympathies to the family of Len Thompson and his friends at the Vintage Sports Car Club, for whom this was a terrible blow.

"We will, of course, be conducting a detailed investigation into the circumstances of the accident."

Despite the diversity of machinery competing in its events, the VSCC has an excellent safety record. The last fatality caused by an accident occurred in the '60s, although a competitor died after suffering a heart attack competing in a VSCC event at Croix-en-Ternois five years ago.

The most recent fatality at Cadwell Park, which claimed the lives of Cobra drivers Tony Clinkard and Stefan Gilboy, happened in September 2002.

The VSCC declined to comment.

Briefs

NEWS FROM AROUND

CLIO FOR COMBE The Atlanta motorsport team will skip this weekend's round of the British GT championship at Castle Combe to concentrate on testing work on its top class Renault Clio V6. The car has failed to start the past four races after a series of engine problems.

MILLICENTRE RULES BREAK Signing British GT Champion Millicentre Racing's Mosler MT900R has been allowed to run an enlarged rear restrictor. From this weekend's Castle Combe meeting, the size of its restrictor can be raised by one notch.

ALL A CAB Simon Walker-Hansell travelled to Mondello Park for last weekend's Formula BMW race entirely by public transport. The race winner, who turned 16 years of age on Sunday, went from spectating at Silverstone Formula 1 test to the Irish circuit using two taxis, two trains, a plane and two buses.

VIRGIN BRIDGMAN Privateer Tim Bridgman ran with Virgin Mobileivery in last weekend's Formula BMW race at Mondello Park, as part of a deal with Team Barwell. Bridgman carried the team's sponsorship in return for being allowed to use the race in its awning vacated by departed driver Sam Edwards.

TESTING TIME Oliver Turvey missed last weekend's Formula BMW race at Mondello Park to sit out AV level exams. Race winner Simon Walker-Hansell missed a German oral test to attend practice.



LAYFAIR MARQUE Sarah Layfair tested for Marque Cars (above) at Donington Park last week. The Scottish Formula Ford regular, who raced in the Knockhill round of the British championship, would join the team for the remainder of the season.

BASIL BOW Lebanese driver Basil Baaban is set to make his British Formula Ford UK Championship debut at Castle Combe this weekend. The former Formula Renault hopeful will run with Team DR for the rest of the year.

SHORT RETURN Damien Faulkner completed fewer than 200 metres of racing on his return to the Porsche Carrera Cup with Motorbase Performance at Mondello Park last weekend. The Irish driver qualified in the front row, but was hit from behind at the start of race one by Robbie Coleman after suffering clutch problems. The team could not get the clutch in time for race two.

Firman blitzes FWoman



The Formula Woman series features identical Mazda RX-8s

Formula Woman founder Graeme Glew has defended the series' competitiveness after Natasha Firman took pole by more than two seconds and dominated both races at Oulton Park last weekend.

The series, which ran for the first time last weekend, features 16 novices competing in identical Mazda RX-8s. Firman, a masters student, took pole by 2.843sec and scored lights-to-flag wins in both races. However, Glew believes that her competitors will provide more of a challenge in the remaining races.

"It was a satisfactory debut," said Glew. "The first race was a little processional, but there was some good racing in the second."

"Before the first race, I said to them, 'This is your first race, try to

make sure you bring the car back in one piece.' A few of them drove over-cautiously. Before race two, I said, 'Okay, let's go for it a bit more.' The second race was closer, but Natasha got away, while the others were fighting for second. But there were some good battles down the order."

A gap of 16.598sec separated the top of the field from the bottom in qualifying, but Glew said this was exacerbated by technical problems and the nature of Oulton Park's International circuit.

"In qualifying, there was a problem with one of the cars, and then we had a problem with two in the races," he said. "We should have them fixed for the next race at Knockhill. It was the first time we've run all the cars at meeting."

"You've got to bear in mind that the Oulton Park International circuit is quite a long, technical track, which tends to spread out the field a bit. When they race at Brands Hatch, you'll see some serious dicing."

Glew praised Firman, the daughter of Van Diemen founder Ralph, but said he didn't expect her to dominate the championship.

"Natasha got it all together," he said. "She had two brilliant starts and held the gap well. Obviously her dad is pretty good on the advice side!"

"Knockhill will be different. Natasha's never driven there before, and some of the others have. Margo Gardner, Emma Hayles, Juliette Thurston and Lauren Blight are all quick, and can show it when they get to Scotland."



Firman took an FWoman double

Brit GTs set for fireworks

THE British GT Championship could race alongside the Britcar series in a two-hour night race at Donington Park on Guy Fawkes night.

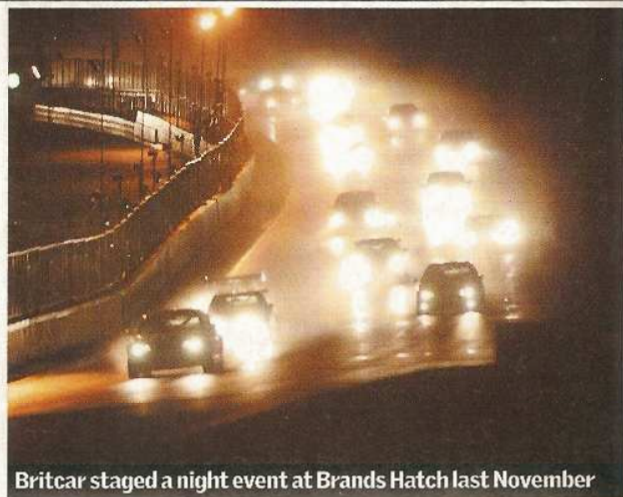
Championship organiser SRO is in discussions with the circuit to run a non-championship event on November 4/5 as part of a bonfire night celebration. The meeting is also likely to involve a race for the burgeoning Britcar endurance series, but Donington chief Robert Fearnall has suggested the two could combine for a two-hour race.

Fearnall said: "We traditionally have an end-of-season meeting around November 5. We normally run races for trucks, but last year we

changed the format and featured Britcar instead.

"We're in talks with SRO and [Britcar organiser] the EERC. We haven't finalised the format, but we're looking at a night race for GTs and touring cars, depending on how much interest we get. If we get sufficient GTs, we could run them on their own, but we want to be sure we have a quality field of about 40 cars."

SRO motorsport director John Ward said: "We're looking to run two races similar to our normal format, but with one in the daylight and one in the darkness. We've contacted the teams about it, so we'll have to wait and see how interested they are."



Britcar staged a night event at Brands Hatch last November

Murphy forced out

LEADING Formula Renault UK outfit Team Firstair is searching for a new driver after James Murphy left the team.

Murphy, who wrote off his car in a barrel roll in the last round of the championship at Thruxton, is unable to continue with the team because he has insufficient funding to secure another car.

Firstair, however, is awaiting delivery of a replacement chassis, and hopes to have a new driver in the seat in time for the next round of the series at Croft on July 24/25.

Team boss Ian Barnwell said: "We'd have like to have continued

with James, but after the shunt it wasn't possible. We are waiting for a new car to be delivered, and the break in the season gives us time to fill the seat and get a test in."

● Formula Renault outfit Hill Speed Racing has canned its race programme after Stefan Soderberg failed to come up with the necessary sponsorship to continue. The team had planned to run Stuart Gough, who pulled out before the season.

Hill Speed will switch to a testing programme for the rest of the season, and team boss Richard Ollerenshaw is targeting a return to race action in the forthcoming Winter Series.

Brit GT handicaps set for reduction

BRITISH GT Championship officials are set to reduce the time handicaps that are awarded to professional or semi-professional drivers.

Pending approval from British governing body the MSA, from this weekend's Castle Combe round the handicap for teams running an A and B driver pairing will be reduced from 25 to 20 seconds, with the penalty for running two B drivers dropped from 10 to eight seconds.

Scuderia Ecosse driver Andrew Kirkaldy (A), who with team-mate Nathan Kinch (B) must serve the maximum time handicap, said: "It's good, but it's still not enough."

Pullan takes third on Le Mans debut

BRITISH GT Cup class frontrunner Simon Pullan has targeted a drive in next year's Le Mans 24 Hours after finishing third on his first run at the French circuit in last weekend's historic Group C-GTP race.

Pullan, who normally drives Rollcentre Racing's Noble M12, drove his uncle's Porsche 962 CK6 in the race.

"It was mind-blowing," said Pullan. "It's easy to see why people fall in love with the place. Getting on the podium was the icing on the cake."

"I need to get here next year to run in the 24 Hours. I've just got to work out how to make it happen."

ONE to WATCH



SIMON Pullan has been knocking on the door of a victory in the ultra-competitive British GT Cup class for much of the year in Rollcentre Racing's impressive Noble M12.

A former Caterham Eurocup champion, Pullan challenged for the overall British GT title in 2002, winning four races in a TVR Tuscan R alongside Rollcentre team boss Martin Short.

Pullan took most of '03 off to begin studying at Birmingham University, but did find time to race Eclipse Motorsport's TVR at Spa.

Simon Pullan

Public join the track action at Oulton

MOTORSPORT Vision has piloted a new scheme designed to allow spectators to get more involved in race meetings by getting on track in their own cars.

One hundred spectators drove their own cars around Oulton Park during the lunch break at last Saturday's BRSCC meeting, with MSV managing director Jonathan Palmer leading them around.

Palmer said: "We want to get people feeling more involved in the circuits, and we are committed to doing that."

The initiative is set to be repeated across all five of the circuits recently acquired by Jonathan Palmer.



Jonathan Palmer led 100 spectators' cars around Oulton Park

Irish given FBMW boost

BMW GROUP Ireland has offered to back a driver in next year's Formula BMW UK Championship in a similar scholarship scheme to the one which currently supports five competitors in this year's UK series.

The scholarship, open to Irish drivers of 15-18 years of age with no prior car racing experience, will assess competitors on their abilities at the Valencia track in Spain. The winner will receive £35,000 towards a drive for the 2005 season.

Mike Nugent, director of sales and marketing for BMW Ireland, said: "Perhaps because we are a smaller country there's less resources available. Irish drivers haven't had

the kind of events in which to show off their talents, and now they have a much better starting point and should progress further and faster."

Two drivers have already signed up for the scholarship, with reigning Irish Karting Champion David Slein targeting a campaign in next year's British championship.

● BMW racer Sam Edwards has canned his campaign with Barwell Motorsport and returned to Formula Palmer Audi.

Edwards said: "I didn't have a very good time with Barwell, so it's good to come back to something I know."

FBMW report 118 →

Sutton stripped of FBMW victory

FORMULABMW racer James Sutton was deprived of his Leinster Trophy victory in last weekend's meeting at Mondello Park.

The Fortec Motorsport driver, who took his first race car victory in last month's Oulton Park round, was judged to have forced the second-placed car of Simon Walker-Hansell onto the grass illegally on the final lap by moving across on him.

The steward's decision promoted Walker-Hansell to first place. Previous recipients of the Leinster Trophy, among the most coveted in Irish motorsport, include Ayrton Senna and Mika Hakkinen.



Humble Pye

"The next three weekends are the start of a summer of entertainment"

IF, like me, you like motorsport's diversity, the next three weekends are the start of a dream summer of flat-out entertainment in Britain: Castle Combe's British Formula 3 & GT Festival; the Goodwood Festival of Speed and Spedworth's National Hot Rod Championship of the World at Ipswich's Foxhall Stadium.

Pilgrimages to Combe have been special for me since the mid-1960s, when John Chatham and Stewart Hands gave virtuoso performances in burly Healey 3000s. Well I recall Howard Heerey hurtling his Chevron Clubmans car round Quarry, visiting Aussie Bryan Thomson's Ford Mustang and standing in torrential rain to watch my godfather's pal plodding round in his Sprite. The water-damaged remnants of the programme are a souvenir.

This weekend will be my fourth Combe visit of the season – and I plan a couple more – but the chance to join the throng on the spectator banking which rings the 1.8 miles is too much to miss. Not only for the features, but also for the TVR, Caterham and Ginetta sportscar series, and traditional local fare. My only advice is get there early.

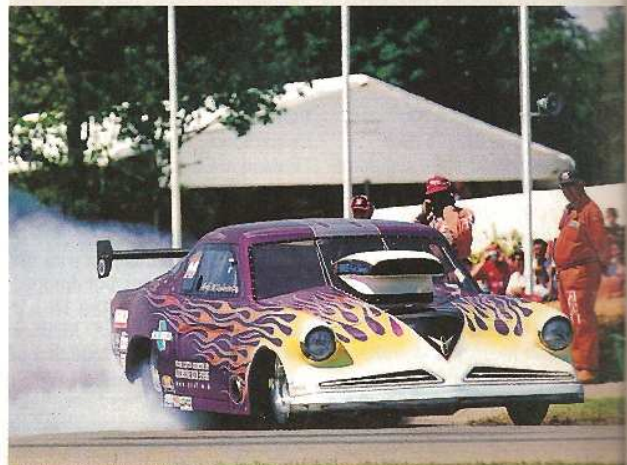
The following Friday, it's set course for Chichester, another of my favourite stamping grounds, for another veritable feast of sport in Lord March's garden. If you have attended all 11 Festivals of Speed to date – I've manned the startline microphone for most of them – some returnee cars will inevitably pale. But turn around and an awesome beast, its rare engine note barking through the trees, will reignite your senses.

Six of the 10 Formula 1 teams will be on parade, with smiling crews enjoying themselves and talking to fans. It's welcome respite from the full-bore grands prix, in which drivers strive to avoid on-track combat when passing rivals in the pits is so much easier. The number of overtaking moves on the 1.1-mile hill won't be less than there were in Barcelona last month.

After the refinement of the 'speedfest', racing on the Suffolk oval might come as a bit of a culture shock. You won't find a Veuve Clicquot champagne lounge hidden among the burger gridders there, but the sport is not that far removed from the roustabout roots of the careers of US legends Mario Andretti (a previous star of Goodwood) or Gary Bettenhausen, who is coming to entertain this year.

American-inspired Fuel Altered drag racing follows on from the quarter-milers' ground-shaking Goodwood debut in 2002, but stock cars are on the bill for the first time. Indeed, the latter celebrate 50 years of the sport in the UK. With interest running high among veterans, Spedworth has taken Julius Thurgood's The Historic Oval Racing Association in-house and is promoting a tour for refurbished original and freshly-built cars at Yarmouth, Swaffham and Ipswich stadiums – the 'East Anglian Triangle'.

See you at one, if not all, of the above.



Goodwood's Festival of Speed attracts some awesome beasts

Briefs

News from around the UK

WINNERS' CHAMPAGNE Grand Cru champagne house Regent et Fils joined forces with the European F2 Club at Dijon last weekend. Boss Emmanuel Gentils is also hosting the prize-giving party at Epemay to be held in November.

MOGS FOR GOODWOOD Britain's quickest Morgan three-wheelers, which had their own event at Cadwell Park on Sunday, have been invited to mix it with period eviathans in the new Brooklands retrospective race at September's seventh Goodwood Revival meeting.

GURSTON GTD40S Seven GTD40s take on record holder David Parker's rare R42 in a marquee class at Gurston Down on Sunday. Saturday's event should see Force Racing Cars principal Bill Chaplin debut a new 500cc machine with Lloyd Klimpke.

STOCKS AND SHARES Spedeworth, Europe's largest promoter of short circuit racing has taken over The Historic Oval Racing Association from founder Julius Thurgood. Demonstration races for the old cars are planned for BriSCA's Golden Jubilee events at Yarmouth (August 22) and Ipswich's Foxhall Stadium (October 16), the Superstox World Final at Swaffham (Sept 26) and its own Ipswich championship event on November 20.

GREENSALL MK2 Graham Greensall, brother of sportscar all-rounder Nigel, made his racing debut at Brands Hatch last weekend. He was a member of the Chad Racing team that finished fourth in the Uniroyal Team Challenge. Graham then drove to France to support Nigel, who was racing for TVR at Le Mans.

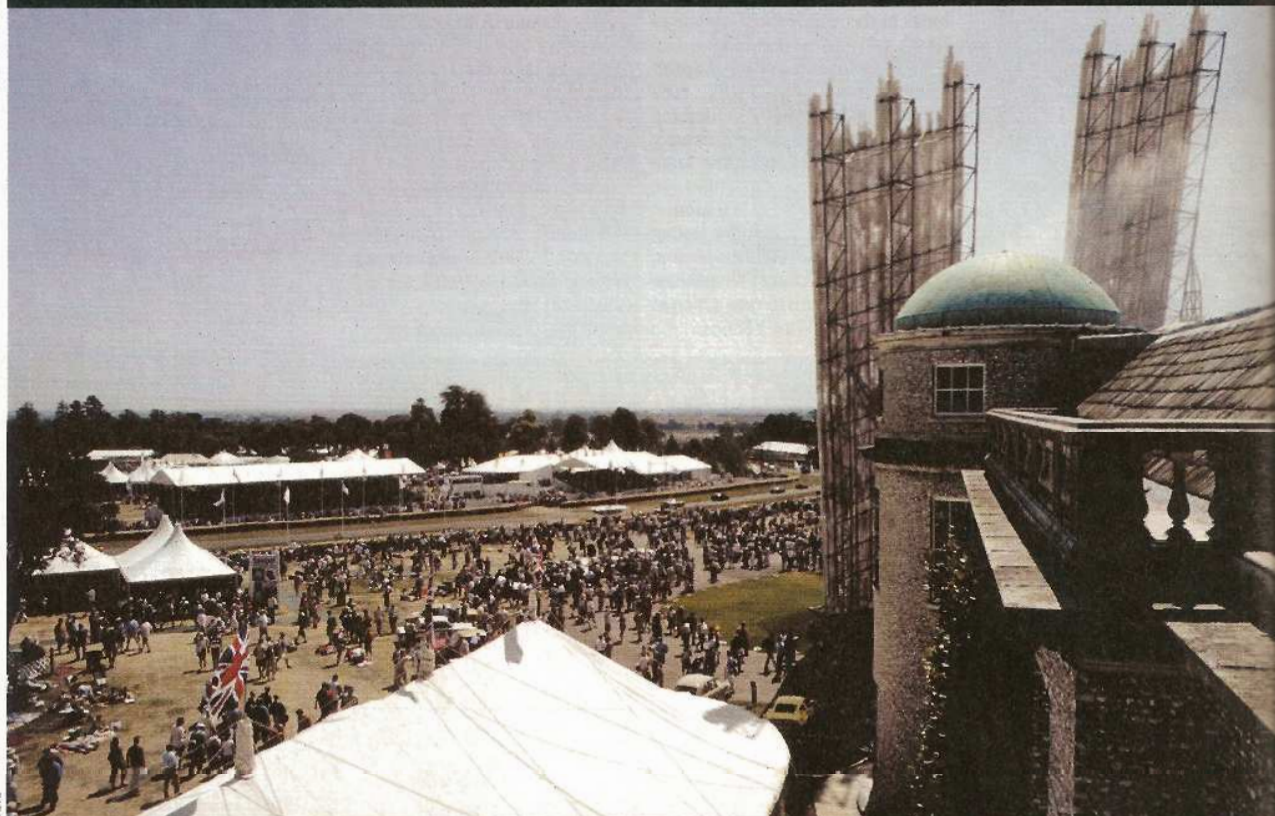
MUNRO KING OF SCOTS Subaru Impreza driver Raymond Munro took a victory on last weekend's Scottish National Rally. Munro's triumph made it four wins out of four in the Scottish Rally Championship so far this season.

HEMMING GOES ON Jody Hemming extended her unbeaten run in the 600cc class of the Formula Jedi series at Brands Hatch last weekend to eight wins.

LESNIEWSKI LOOKS TO BRITSPORTS British GT race Dominic Lesniewski is planning some Britsports outings in a one-litre Yamaha-powered Global Lights GT car later this season.

LOYD SEND OFF Renault Clio Cup racer Kevin Lloyd's funeral was held in Bushbury Crematorium, Bushbury, on Tuesday June 15. His family has requested that any remembrances people wish to make can be in the form of donations to the County Air Ambulance. They can be sent via Lloyd's Kal-Tec business which is based in Wolverhampton.

Goodwood Festival fever



The preparations for this year's Goodwood Festival of Speed continue at pace, with the central theme of 'Young Chargers, Old Masters'

Group C race for Brands

GROUP C/GTP racing has landed one of the two double-header centrepiece slots on the HSCC's Brands Hatch Historic Superprix bill. This means that its thundering World Championship and IMSA sportscars will make their return to the Grand Prix circuit on July 17/18.

"The circuit staged 1000km races through the '80s, and we haven't been there for three years, so we felt we should try to go back," said series co-ordinator Jim Graham, fresh from the cars' triumphant return to Le Mans, on Monday. "Once the matter of overseas driver participation was sorted, it came together quickly."

American Brian de Vries's Intrepid

and Charles Agg's Nissan RC90 are expected to head the entry for the 35-minute races. There will be one race per day. Their battle with Justin Law and Gary Pearson in Jaguars, and the best of the Porsche 962s should make for a great spectacle.

Former International Supersports Cup champion Richard Eyre aims to debut his 962 at the event, for which a 24-car grid is forecast.

The Orwell Supersports Cup is the other two-legged event on the 15-race programme, which features all of the HSCC domestic series on the 15th running of the showpiece.

Le Mans Group C 120 →

Howson for 1600 Overend outing

FORMER Formula Ford UK Championship frontrunner Matt Howson has signed up to contest the Edwina Overend Memorial trophy FF1600 race at Mallory Park with Infinity Motorsport.

Howson began this year with the works Ray Sport team, but dropped out with funding difficulties. He has plenty of experience of Mallory, having contested the FF1600 Star of the Midlands Championship in 2001.

Howson said: "Infinity Motorsport has some great people, and has big plans for the future. I'm going to be engineered by the guy who ran me in Star of the Midlands, so we'll do well."

Problems for Jackson in USA

DOMINIK Jackson claimed a seventh and an eighth place on the first of his two appearances in the US Formula BMW series at Montreal.

Jackson had qualified second for both races, but was relegated to the back for a floor measurement problem. Jackson suffered car damage in both races, the first after being hit at the hairpin, and the second after colliding with the back of a slow-moving rival.

Jackson said: "It's always going to be a risky race starting from the back of the junior field, especially when everyone's out to impress in front of the Formula 1 paddock."

Strong debut for Jade 2 in Dijon

THE new Jade 2 prototype placed fourth against strong opposition on its race debut at Dijon-Prenois last weekend. It even set fastest lap in the second leg before a split oil cooler forced it out, while lying second.

Designer Tony Sinclair contested France's round of the Sports Car Challenge, a pan-European series run by veteran Austrian sportscar constructor Walter Pedrazza.

"Oil coolers are usually 'fit-and-forget' components, so we were disappointed," said Jade's Owen Jones. Engine problems put the older Trackstar models of Mike Roberts and Doug Newman out.

Morris secures Rally of Midlands

TOM Morris and Neil Chambers emerged victorious in the Rally of the Midlands, the sixth round of the National Tarmacadam Championship last weekend.

The MG Metro 6R4 crew led for 17 of the 18 stages, starting the final tied with the Subaru Impreza of Steve Fleck and Nigel Gardner. However, Fleck withdrew from the event after taking four seconds out of his rival on the final stage, leaving Morris to lead home the 6R4 of championship maximum points scorers Tony Davies and Alun Cook by 23 seconds, with the MG ZR of Gwyndaf Evans taking third overall.



It was glory for Morris and Chambers driving their Metro 6R4

ROWS

With just over a week left in the countdown to the 12th Goodwood Festival of Speed, competitors and cars are traversing the globe, their destination Chichester in the UK, to bring the 'Young Chargers, Old Masters' central theme alive.

Stirling Moss, Jack Brabham, John Surtees, Derek Bell, Jacky Ickx, Emerson and Christian Fittipaldi, Alan Jones and Damon Hill are just a few of the legends who won't be pooping Lord March's party.

Fresh from his Le Mans debut, Colin McRae represents the rally world, alongside Markku Alen, Ari Vatanen, Jean Ragnotti and Juha Kankkunen. Giacomo Agostini and Carl Fogarty head the bike boys.

The chance to see current F1 racers in action close-up, and talk to them, makes the Festival for many. Britain's favourite son Jenson Button and teammate Takuma Sato demonstrate last year's BAR, while Olivier Panis saddles a Toyota. Test drivers Luca Badoer (Ferrari), Franck Montagny (Renault) and Antonio Pizzonia (BMWWilliams) are also due on the hillclimb course.

Jaguar star Mark Webber drives a C-type on Sunday. BAR test driver Anthony Davidson will pilot an ex-Ayrton Senna McLaren-Honda as will Champ Car and Indycar legend Gil de Ferran.

Something for all ages at Goodwood

YOUNGSTERS have always been especially welcome at the event, hence the popularity of the Junior Festival of Speed, with plenty to amuse and occupy future customers. The Wacky Racers (of TV fame) are great favourites. This year, the Army Surplus Special of Sgt Blast and Pte Meekly takes the 'grid' to seven.

The Goodwood Gravity Racing Club's amazing soapbox derby guarantees thrills on the daunting 'hilldrop' course. Plus, the 'Design a Car' competition is back: the winning effort will make its debut at September's Revival Meeting.

No ticket, no entry for '04 Festival

FOR the first time, admission to Goodwood is by advance ticket only, "to preserve the Festival's unique relaxed atmosphere after a period of sustained growth and to ensure excellent views of the action and the best possible experience."

Passes cost £15 (Friday); £30 (Saturday) and £40 (Sunday), or £70 for a weekend ticket, saving £15. Accompanied children under 12 go free. If you have not secured your pass yet, call the telephone bookings hotline 01243 755055 now, or buy online via the website. Remember: no ticket, no entry.

Club Radical plan for 750 Motor Club

OWNERS of early Radical 1100 Clubsport and 1300 Prosport cars are being invited to bolster the 750 Motor Club's slow-starting Sports 1000 series, and Allcomers races from Brands Hatch on June 26.

"My understanding is that there are a lot of original specification

Radicals currently lying idle, or on the market, for the want of finding them a home," said the club's competition boss Robin Knight.

"Reponse from Radical, who started with us in 1997, has been positive. If competitor support is there, we'd run a club series in 2005."

Marcus Pye's club legends

14: 'Baby Bertha'

SUPERSALOON nuts of the Vauxhall persuasion (patrons Edmund and Mario Lindsay!) still go moist-eyed at the very mention of the Vauxhall Ventora V8, which Gerry Marshall raced in 1974.

Powered by a five-litre Holden Repco engine, from General Motors' Australian branch, this ill-starred monster - dubbed 'Big Bertha' - was massive but quick.

A shunt at Silverstone, caused by brake failure, wrecked the car, but its remains begat 'Baby

Bertha,' built by Gerry Johnstone.

A much wieldier tool, it was in Marshall's gifted hands without doubt the most successful of the later hybrids. Indeed, the Dealer Team Vauxhall combination was rarely beaten - even when Gerry made pit-stops to spice things up and to give rivals a chance! Martin Dilks and northern stalwart Phil Barak were subsequent owners. Thundersaloon ace Joe Ward restored it in the '90s and lets Marshall demo it at special events.



National Gallery

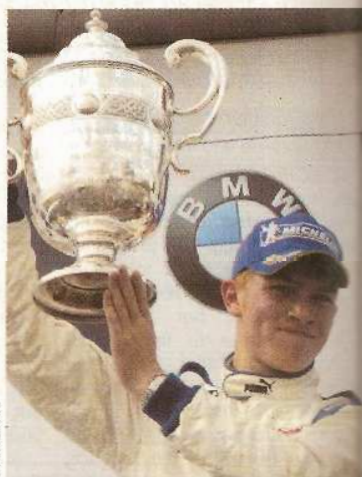
Club motorsport in pictures



COOK THE CUTTER Daniel Cook does a passable impression of a lawnmower after spearing off the track and onto the grass after making contact with Gary Coburn in the Formula Jedi race held at Brands Hatch last weekend



CADWELL CHICANERY The three-wheeled Morgans utilised the chicane normally reserved for motorbikes at Cadwell last weekend



GIVE IT BACK James Sutton held the Leinster Trophy... until he was given a penalty

NORTHERN STAR Kevin Lynch won the Mourne Rally in Northern Ireland



STILO A WIN Chris Davies won the Fiat Stilo Challenge on the Scottish Rally



KART CHAMP DEBUT Reigning World Rotax Karting Champion Cristiano Morgado finished third on his UK car racing debut in a Mygale SJ2001 at Brands Hatch last weekend. The 24-year-old plans to contest the Formula Ford Festival



Walker-Hansell struggled in race one, but took the second

Birthday treat

Simon Walker-Hansell took home the Leinster Trophy after James Sutton was handed a penalty. By PAUL RAYNER

Formula BMW UK Championship
 Josh Fisher chalks up his second win of year
 Mondello Park, June 12/13

Simon Walker-Hansell was given the perfect present for his 16th birthday – the prestigious Leinster Trophy for a victory in the second Formula BMW race at Mondello Park. But the award was only given to the Panther Motorsport racer after James Sutton had been penalised for a move on the final lap of the race.

Josh Fisher had taken his second victory of the year in the first race, leading Tim Bridgman from start to finish. With no competitor enjoying previous experience of the Irish track, the race proved eventful, despite the top five drivers finishing in the positions they had started in.

Porsche Carrera Cup GB
 Westbrook and Harvey split laurels
 Mondello Park, June 12/13

It seems that no matter how hard he tries, Richard Westbrook seems unable to claw back the points gap to Tim Harvey in the Carrera Cup. After a pair of highly competitive races at Mondello Park in which the title protagonists took a win apiece, Westbrook has closed the deficit by just a single point.

Westbrook outlined his intentions for the weekend by setting a stunning qualifying pace for Red Line Racing as series returnee Damien Faulkner took up the other front row slot. "That was textbook," declared a delighted Westbrook after breaking the 1m44s mark in qualifying.

A cracking start fired Westbrook into the lead of race one, but for Faulkner things were nowhere near as good. A clutch problem left him struggling and, as the pack dived each side of the SAS car, Robbie Coleman was powerless to avoid an impact. Andy Britnell tagged new team-mate Faulkner as well, forcing the safety car out.

From the green flag, Westbrook and Jonathan Fildes pulled clear as

Fisher's biggest challenge came thanks to a mistake going into Turn 3 on the second lap, with Bridgman close behind. "I was very close to going off. I just kept it on the brakes, put two wheels on the grass and managed to keep it on," said Fisher. Bridgman closed right in on the Motaworld Quantex driver, the pair making contact as Fisher struggled to stop his car. Philip Glew was then able to challenge both drivers but, ultimately, the top three positions were to remain the same.

Stian Sorlie jumped ahead of Ross Curmow for fourth on lap four. The Norwegian tried to go for the outside at the first corner with no luck, but soon got past before developing a problem and letting Curmow back ahead on the penultimate lap.

Harvey had his hands full with Jason Templeman. But Fildes was to be cruelly denied the podium finish he richly deserved when he picked up a rear puncture. Instead, having shaken off Templeman, Harvey set about chasing Westbrook. Struggling with a broken exhaust, Harvey still closed the gap, but Westbrook was

Curmow took fourth and Rookie Cup honours, which he was to do for a second time with sixth in race two.

Walker-Hansell's up-and-down birthday began in the first race. Starting in sixth, he dropped down to 10th on lap one, passing Matthew Harris into the first turn on lap three. Two laps later he tried to snatch eighth from Ollie Smith but ran off, dropping him to 15th. He charged back to 10th, but a mistake in the final corner took him and James Sutton down to 12th and 13th respectively.

Walker-Hansell and Sutton were to spend the duration of race two glued together, this time battling for the lead. After his master switch had failed in first qualifying, leaving him at the back of the grid for race one, Sutton grabbed pole for the second

encounter, which he converted into the lead away from the line.

The top three slotted into position, but Walker-Hansell was determined to take the win. Into the 'Holiday In Ireland' turn on lap one was where he took Fisher, before spending the rest of the race in a relentless quest to get ahead of Sutton.



Josh Fisher took a lights-to-flag victory in the first encounter

watching his mirrors and did just enough to fend off his rival.

"It wouldn't pull off of the slower corners and it would have been difficult to pass Richard," accepted Harvey. Templeman, struggling with increasing oversteer as the race developed, took third, while Nigel Rice held off Martin Rich for fourth.

It all went wrong for Westbrook at the outset of race two. "The start was a shocker," he said after both Harvey and Rice beat him away. Although he was quickly back up to second, Westbrook now faced the task of trying to unseat Harvey. Closer and closer he went, but Harvey wasn't about to let this race slip away.

Westbrook would mount his biggest challenge on the final lap, twice pulling alongside Harvey. But Tim always had his car in the right place and Westbrook was forced to settle for second, trailing by just a tenth at the end of the contest.

It was a fight that thrilled the drivers as much as the fans. "It made for a great race – Richard was very fair. I made a great start and that was the key," said Harvey. Westbrook added: "It was good, very clean and fair."

Rice ran third for over half the race, but Templeman was a constant threat and matters came to a head with contact that sent Rice spinning. Fildes was right behind and dived ahead of them both, but into Lola Corner Templeman retaliated, taking a long dive on Fildes. Contact sent Fildes into the gravel and, though he took third on the road, Templeman

The first two retirements of the race came when Duarte Felix da Costa attempted to pass Smith on the third lap. Da Costa tried for the inside but Smith closed the door, contact was made and da Costa's car leapt over Smith's, narrowly missing his head. Christian Bakkerud was the final retirement five laps later, losing control through Turn 3.

Back at the front Walker-Hansell stayed within a second of the leader throughout, with his final chance coming on the last lap. Sutton made a mistake as they approached the final corner, allowing the second-placed driver to pull up alongside him. Walker-Hansell was edged onto the grass and had to drop back, almost losing second to Fisher.

Sutton was later given a one-second penalty, dropping him into second behind Walker-Hansell. His Fortec Motorsport team lodged an appeal, but the clerk of the course's decision was upheld.

FORMULA BMW UK CHAMPIONSHIP (10 LAPS) 1 Josh Fisher 17m14.764s (75.87mph); 2 Tim Bridgman 17m14.873s; 3 Philip Glew; 4 Ross Curmow; 5 Stian Sorlie; 6 Joao Urbano; 7 Duarte Felix da Costa; 8 Ollie Smith; 9 Christian Bakkerud; 10 Sam Bird. **Class winner Curmow. Fastest lap** Fisher 1m42.180s (76.68mph). **RACE TWO (10 LAPS)** 1 Simon Walker-Hansell 17m19.505s (75.42mph); 2 James Sutton 17m19.875s; 3 Bridgman; 4 Fisher; 5 Glew; 6 Curmow; 7 Urbano; 8 Sorlie; 9 Jack Goldstraw; 10 Marcos Villhena. **CW** Curmow. **FL** Fisher 1m42.377s. **Championship standings after 10 rounds** 1 Glew 130; 2 Bridgman 122; 3 Fisher 91; 4 Urbano 86; 5 Sutton 59; 6 Walker-Hansell 56.

was later excluded from the results. This put Rice back onto the podium from Coleman and battling brothers Andy and Gary Britnell. Paul Lawrence

PORSCHE CARRERA CUP GB (12 LAPS) 1 Richard Westbrook 23m20.666s (67.13mph); 2 Tim Harvey 23m21.248s; 3 Jason Templeman; 4 Nigel Rice; 5 Martin Rich; 6 Jason Young; 7 Gary Britnell; 8 Michael Corridan; 9 Jonathan Fildes; no other finishers. **Fastest lap** Harvey 1m45.490s (74.28mph) record. **RACE TWO (10 LAPS)** 1 Harvey 17m48.494s (73.33mph); 2 Westbrook 17m48.620s; 3 Rice; 4 Robbie Coleman; 5 Andy Britnell; 6 Gary Britnell; 7 Young; 8 Rich; 9 Marcus Thomas; 10 Corridan. **FL** Westbrook 1m45.921s (73.97mph). **Championship standings after 10 rounds** 1 Harvey 183; 2 Westbrook 166; 3 Templeman 135; 4 Fildes 121; 5 Rice 115; 6 Andy Britnell 90.



Westbrook celebrates his win in the first Porsche encounter



Harvey heads Nigel Rice and Westbrook at the start of race two



Emmet Queenan took a comfortable F Ireland win

BARC/LMC
Holstein continues his winning ways
Mondello Park, June 12/13

ALTHOUGH he was forced to settle for second in qualifying, Eric Holstein didn't take long to move back into his customary place once the Dunlop Fiat Punto Abarth race began.

Poleman Liam Denning led the field away at the start of the race and stayed ahead for two laps before Holstein edged in front and went on to 'do a Schumacher', making it five wins in the opening five rounds of the year despite a rather smoky engine.

Behind him there was plenty of action, with Bob Copeland coming up to challenge Denning for second place, eventually getting through at half-distance. Joey Freeburn then pushed the early leader down to another position with just three laps of the race left to run. Freeburn, however, didn't hold third for long, with Gordon Kellett coming through strongly in the closing laps and ousting him from the position.

Denning's eventful race saw him slide off the road, from where he eventually finished in sixth behind Mark Kershaw. The unluckiest driver of the race was Bill Griffin, whose car slid off the run into the first corner right at the start of the race.

Drama in the Dunlop Supercar race began after qualifying on Saturday, when the two Team KTK Cliff Dempsey Racing cars of Wayne Douglas and Morgan Dempsey were found to be running marginally too slow. The duo were initially relegated to the back of the grid for the race. This was later switched to pitlane starts but, after a protest, they were reinstated to their original grid spots, albeit with 10-second penalties.

Brendan Donegan took pole and from start to finish, with Rod McGovern in second ahead of David Hall. Dempsey was fourth on the road at first, closing in on Hall who passed into third position on lap eight, but the penalty dropped him to fifth behind Noel Dunne. Douglas

was running in sixth on the opening lap but was forced to retire in the pits one lap later, likewise Alan Kelly who pulled out without completing a lap.

Erstwhile championship leader John Farrelly struggled for pace and came home in sixth. This allowed Donegan to take over the points lead.

Title favourite Emmet Queenan took his third win of the year in the JG Kelly Supplies Formula Ireland race, but only after a red flag was needed when ex-karter Lee Farrell was bundled off at the first corner.

At the restart Queenan, from the second row, got around slow-starting front-row men Paul Dagg and Alan Dwyer, who were preoccupied with banging each other's wheels, and he duly headed off into the distance. Dagg's clutch expired on the opening lap, while a spin for Dwyer allowed Paul Sammin into second place.

With the survivors well strung out, Dwyer worked his way back to second, but there was no chance of catching the flying Queenan, who retook the points lead. Barry Waugh had topped the table before the race, but an electrical problem on the warm-up lap produced smoke in the cockpit, turning him into a very reluctant last-minute non-starter. Irish Formula A kart champion Joe McGonigle made a steady car racing debut in fifth, behind Noel Roddy.

Paul Phelan



Denning was forced to yield to Holstein in the Punto race

DUNLOP FIAT PUNTO ABARTH (10 LAPS)

1 Eric Holstein 20m40.50s (63.16mph); 2 Bob Copeland 20m42.88s; 3 Gordon Kellett; 4 Joey Freeburn; 5 Mark Kershaw; 6 Liam Denning. **Fastest lap** Holstein 2m02.621s (63.90mph).

DUNLOP SUPERCARS (10 LAPS) 1

Brendan Donegan 19m00.80s (68.68mph); 2 Rod McGovern 19m06.71s; 3 David Hall; 4 Noel Dunne; 5 Morgan Dempsey; 6 John Farrelly. **FL** Donegan 1m51.933s (70.00mph).

JG KELLY SUPPLIES FORMULA IRELAND (8 LAPS) 1

Emmet Queenan 13m45.00s (75.98 mph); 2 Alan Dwyer 13m53.30s; 3 Paul Sammin; 4 Noel Roddy; 5 Joe McGonigle; 6 Brian Melia (Leystone Formula 5). **FL** Queenan 1m41.679s (77.06mph).



Brendan Donegan scored a lights-to-flag Dunlop Supercar win



Michel Florie held off fellow Dutchman Helmert van der Slik to win in Clubmans FF1800

BRSCC SE
Florie is just too slick for Slik
Brands Hatch, June 12/13

MICHEL Florie and Helmert van der Slik brought a touch of class to what was a protracted BRSCC meeting. The Mygale-mounted Dutch pairing proved virtually inseparable throughout a tense Avon Tyres Clubmans Formula Ford 1800 race.

Polesitter Florie led the first attempt to run the race, which was halted after three laps with a car in a precarious spot in the Paddock Hill gravel trap. His compatriot made the better start in the shortened re-run and then stayed ahead until Druids on lap five, when Florie dived past.

They stayed close thereafter, but Florie always just maintained the upper hand. Some way back, karting ace Cristiano Morgado made an impressive British debut, trading places with and finally mastering points leader Zan Wilkinson for third spot... but only just.

The brace of well-supported Formula Jedi races produced wins for Frazer Corbyn and Luke Kidsley. They'd traded the lead of Saturday's race but clashed going into Druids as both tried to occupy the same piece of road. Exit Kidsley on the spot.

Kidsley gained his revenge on Sunday, with a chasing Corbyn left to rue his bad luck as his throttle cable snapped. His demise elevated David Roper to second, but a penalty for jumping the start dropped him to fourth. His misfortune lifted Jack Anderson to mirror his runner-up spot a day earlier. Jodie Hemming won the 600cc class in both races.

After four hours, six safety-car periods and 225 laps, the outcome of an eventful Uniroyal Team Challenge race was decided by just 15.86sec. Some well-timed pitstops gave the JPR Motorsport 1 squad, comprising Paul Rose, Greg Clough, and Steve Harris, the upper hand over Neil Plimmer and Geoff Fawcett.

BRDC Single Seater series leader Matt Shawyer won't want to be reminded of the wretched time he had to endure at Brands. The top three spots were the same in both races, with Richard Keen treading the top step. But it was Aaron Stroud's charge to second in the first race that really caught the eye.

A first-lap spinner at Druids split the pack in the first Global GT Lights race, handing polesitter David Mountain the perfect chance to win.

Mountain secured a second victory in race two, while Clint Bardwell and Allen Timpany finished in second and third on both occasions.

Will Bratt continued his winning streak in T-Cars, the Banbury youngster taking both races to make it seven from eight possible wins this season. Finally, Gavin Wills secured the Southern FF1600 encounter with almost contemptuous ease. Welsh visitor Jamie Smyth was next best.

Dud Candler



Jodie Hemming took a pair of 600cc Formula Jedi class wins

UNIROYAL TEAM CHALLENGE (223 LAPS)

1 Paul Rose/Greg Clough/Steve Harris 4h00m39.325s (68.17mph); 2 Neil Plimmer/Geoff Fawcett 4h00m55.194s; 3 Graham Butterworth/Craig Butterworth/Tristram Chatten; 4 Iain Dockerill/Mathew Cousins/Graham Greensall; 5 Steve Blunn/Scott Kavanagh/Jason Cohen; 6 Paul Jenkins/David Blyth/Neil Burroughs. **Fastest lap** Butterworth 58.866s (74.98mph).

FORMULA JEDI CHALLENGE (19 LAPS)

1 Frazer Corbyn 15m04.405s (92.81mph); 2 Jack Anderson 15m11.129s; 3 David Roper; 4 David Hodgson. **Class winner** Jodie Hemming. **FL** Corbyn 46.143s (95.66mph) **record. RACE TWO (19 LAPS)** 1 Luke Kidsley 15m03.444s (92.91mph); 2 Anderson

15m07.784s; 3 Alistair Goss; 4 Roper. **CW** Hemming. **FL** Goss 46.274s (95.39mph). **BRSCC T-CARS (16 LAPS)** 1 Will Bratt 15m20.198s (76.82mph); 2 Jon Miller 15m30.554s; 3 Freddy Nordstrom; 4 Daniel Thackeray. **FL** Bratt 56.504s (78.12mph).

RACE TWO (13 LAPS)

1 Bratt 12m21.649s (77.46mph); 2 Miller 12m32.850s; 3 Nordstrom; 4 Thackeray. **FL** Bratt 56.254s (78.47mph).

BRDC SINGLE SEATERS (12 LAPS)

1 Richard Keen (Van Diemen RF97) 10m19.920s (85.55mph); 2 Aaron Stroud (VD RF97) 10m22.992s; 3 Andrew Bentley (VD RF97); 4 Chris Ware (VD RF97). **CW** Mike Moyers (Zeus SC1). **FL** Stroud 50.564s (87.30mph).

RACE TWO (12 LAPS)

1 Keen 10m15.374s (86.19mph); 2 Stroud 10m15.887s; 3 Bentley; 4 Karl Moon (VD RF97). **CW** Moyers. **FL** Stroud 50.222s (87.89mph).

GLOBAL GT LIGHTS (25 LAPS)

1 Dave Mountain 20m47.850s (88.49mph); 2 Clint Bardwell 20m59.150s; 3 Allen Timpany; 4 Edwin Masson. **CW** Masson. **FL** Mountain 49.061s (89.97mph). **RACE TWO (25 LAPS)** 1 Mountain 20m49.986s (88.34mph); 2 Bardwell 20m57.579s; 3 Timpany; 4 Toni Imperi. **CW** Sean Crosswaite.

FL Dominic Lesniewski 49.328s (89.48mph).

SOUTHERN FF1600 (24 LAPS)

1 Gavin Wills (Van Diemen RF00) 20m48.398s (84.91mph); 2 Jamie Smyth (Van Diemen RF90) 21m15.646s; 3 Ed Moore (Van Diemen RF00); 4 Matt Wood (Swift SC93F). **CW** Smyth; Matt Green (Van Diemen RF88); Jonathan Wildash (Van Diemen RF85); David Owen (Van Diemen RF78). **FL** Wills 51.377s (85.92mph).

AVON TYRES CLUBMANS FF1800 (15 LAPS)

1 Michel Florie (Mygale SJ2001) 12m26.291s (88.81mph); 2 Helmert van der Slik (Mygale SJ2003) 12m26.578s; 3 Cristiano Morgado (Mygale SJ2001); 4 Zan Wilkinson (Van Diemen RF03). **CW** Morgado; Matt Hayes (Jamun M97Z). **FL** Florie 48.767s (90.51mph).



JPR Motorsport 1 took the Uniroyal Team Challenge spoils

Agg-stravagant style

Charlie Agg didn't lap his Nissan as quickly as Mark Blundell at Le Mans, but he made it last a bit longer. By EDD STRAW



Gary Pearson led the field away in his Jaguar XJR-11, but Charlie Agg's Nissan (second here) took the chequer first

Le Mans Legends
Pearson's challenge; Agg's glory
Le Mans, June 12

Charlie Agg's Nissan R90CK hasn't seen much action on European soil since Mark Blundell set the fastest ever Le Mans 24 Hours qualifying lap in 1990. But with the Group C/GTP series staging an evocative display on the morning of the 2004 running of the great race, the stunning machine returned to the circuit of la Sarthe to take the win that eluded it in its heyday.

Despite running with a touch less power than the staggering 1200bhp+ at Blundell enjoyed 14 years ago, Agg took a dominant victory.

Agg had to rely on the Silk Cut Jaguar XJR-11 of Gary Pearson leading into retirement in the

closing stages, while another top runner was eliminated even before the start when Ralf Kelleners, also competing in the 24 Hours itself, brought his Leyton House-liveried Porsche 962 CK8 into the pits from third on the grid.

"We had no turbo pressure so we couldn't take the start," explained Kelleners. "We thought we'd do the warm-up lap anyway because there was nothing we could do to fix it, but we were so down on power there was no point in staying out."

With one of his main rivals out of the way even before the start, Pearson left Agg for dead at the rolling start and immediately established a cushion. The duo pulled away at a devastating rate, with Pearson unpressured at the

head of the field until a driveshaft problem put him out.

With Agg left to cruise to a crushing victory, the battle for second place raged to the flag. British GT regular Simon Pullan lost ground in the early stages of the race with a gear-selection problem, but thereafter lapped his Porsche 962 aggressively to be right with Nigel James's second-placed 962 in the closing stages.

On the final lap Pullan launched up the inside of James at Mulsanne Corner before running wide on the exit and handing his rival something of a cushion. But by the end of the lap, just a few miles away, he was right with him again. Coming out of the chicane, Pullan got a run on James, and with race director Daniel

Poissonot on flag duties, the pair passed a couple of inches in front of him, separated by just one and a half tenths. "Those last one and a half laps were just amazing," said Pullan. "It's what racing is all about and I don't think the smile will come off my face for a long time."

LE MANS LEGENDS (30 MINUTES) 1 Charlie Agg (Nissan R90CK) 9 laps in 31m40.430s (128.563mph); 2 Nigel James (Porsche 962C) 33m01.269s; 3 Simon Pullan (Porsche 962 Kremer CK6); 4 Bryan de Vries (Chevrolet GTP); 5 Jim Mullen (Spice-Chevrolet); 6 Mike Jankowski (Spice-Ford SE88C); 7 Henry Pearman (Jaguar XJR-11); 8 Michael Schuster (Argo-Judd JM19); 9 Graham Hathaway (Jaguar XJR12LM); 10 Martyn König (Porsche 956B). **Fastest lap** Gary Pearson (Jaguar XJR-11) 3m52.443s (131.390mph).

Autosport Caterham Eurocup
Lambert graduates to the top
Oscherleben, June 11/12

REIGNING Caterham Super graduate champion Simon Lambert collected twin Autosport Caterham Eurocup victories in Germany to take his maiden wins in the series.

Mark Humphrey started race one from pole after pipping Jon Barnes by a tenth in qualifying, but it was Barnes who made the better getaway to lead into the left-right Hotel corner. By the end of the opening lap Barnes had pulled a second clear of Humphrey and looked about to stage a runaway performance.

Humphrey clung on to second despite intense pressure from the last-starting Ralf Schmid, with Oliver

Bull fourth from Simon Lambert and Clive Richards. Humphrey chipped away at Barnes's lead for the next seven laps, then nosed in front at Turn 4, but the 20-year-old slipstreamed back into the lead down the Dunlop Straight.

Schmid's early challenge faltered within a couple of laps; he fell to fifth behind Bull and Lambert and from then to the end of the race duelled with a down-on-power Richards.

At the front, Humphrey made his breakthrough on the 13th lap when he and Barnes encountered a backmarker; Barnes opted for the wrong route past the slower car and Humphrey seized his chance. From that point the race looked to be in Humphrey's bag as Barnes fell

behind Lambert. But backmarkers again came into play on the final lap. Lambert sized up an overtaking opportunity as he and Humphrey entered Hotel corner, then a slower car chopped across Humphrey and forced him to brake. With his tyres past their best, Humphrey spun and Lambert shot through for the lead.

Humphrey made a masterful recovery, rejoining after Lambert and Barnes had gone through but managing to hold off Bull to salvage third. Schmid held on to fifth despite race-long pressure from Richards. The Roadsport class battle was won by Malcolm Johnstone after early leader Chris Reynolds spun backwards into the barriers on the final lap. Pim Tiddens was second.

Lambert, Barnes and Humphrey broke away from their pursuers early in race two. Lambert led from the pole until Barnes checked into Hotel ahead of him on the fourth lap, and from that point the lead passed between them several more times.

The decisive moment came on the penultimate lap, when Barnes mustered all his courage for a do-or-die attempt, again at Hotel. Lambert responded in kind and held position:

"I went past the final braking point, then past the final, final braking point and just about managed to get the car around the corner..." he said. Eight-tenths covered Lambert, Barnes and third-placed Humphrey at the chequered flag.

Bull was fourth once more after passing both Richards and Schmid by mid-distance. Richards was fifth and Mike Cantillon sixth.

Johnstone, Reynolds and Tiddens once again battled all the way for Roadsport honours; Johnstone finished ahead once more, this time from Reynolds, with Tiddens third. *Nick Carter*

AUTOSPORT CATERHAM EURO CUP (17 LAPS) 1 Simon Lambert 28m15.747s (82.2mph); 2 Jon Barnes 28m16.776s; 3 Mark Humphrey; 4 Oliver Bull; 5 Ralf Schmid; 6 Clive Richards. **Class winners** Malcolm Johnstone, Toralf Grube. **Fastest lap** Lambert 1m38.022s (83.7mph). **RACE TWO (17 LAPS)** 1 Lambert 28m12.879s (82.4mph); 2 Barnes 28m13.596s; 3 Humphrey; 4 Bull; 5 Richards; 6 Mike Cantillon. **CW** Johnstone, Kurt Hoffmann. **FL** Humphrey 1m38.142s (83.6mph). **Points R400** 1 Barnes 110; 2 Richards 105; 3 Lambert 99. **Roadsport** 1 Johnstone 111; 2= Chris Reynolds & Pim Tiddens 99.

BRSCC
Moulton and Stilp raise their cups
Pembrey, June 12/13

SIMON Moulton and Daniel Stilp left Pembrey with more cups than a Welsh tearoom after winning three out of four Radical Enduro races last weekend.

Their only defeat came in the first race, when James Aspinall and Ross Kaiser took a narrow lead into the pitstops and held on to it afterwards.

Aspinall also led after the pit stops in race two, but Moulton closed in and took the lead with one lap to go. Aspinall and Kaiser had a chance to win race three when Stilp had to make an extra stop early in the race to have some damaged rear bodywork attended to. The emergence of the safety car, however, was kind to Moulton and Stilp and they promptly claimed the victory.

In contrast they needed no luck in race four, in which they were never seriously challenged.

Alex Mortimer was running away with the first Biduro race when a rattle from his Radical signalled its demise. Duncan Williams was on hand to inherit victory.

Tony Freeman narrowly beat Chris Stoney in a shortened second



Jason Greatrex battled hard to win a Fiat Racing encounter

JEC
Pat on back for Eggington
Snetterton, June 12/13

CHRIS Eggington continued his recent run of form in the Porsche Club championship to add two more wins at Snetterton to those he enjoyed at the same track three weeks ago.

He worked hard for victory in race one, outbraking second-placed Craig Rapp at Riches before slipping past leader Peter Morris at the Bombhole. Morris pushed him hard, but Eggington's stout defence held firm. Race two was more clear cut, with Eggington leading throughout. Morris danced past John Williams in the dying laps to secure second.

In the Porsche Open encounters, Richard Chamberlain's early retirement from race one opened the door for Craig Rapp to win with ease. Normal service was resumed in race two, as Chamberlain's potent 935 lapped everyone bar Rapp.

Nick Golhar and Darryl Davis shared the Class B&Z MG spoils.

David Mellor and James Perry were victorious in Classes A&F. A dominant Mellor was never headed in race one. Perry survived two

After an encouraging third, James



race. Then Mortimer made amends for his earlier disappointment, dominating the third and fourth races. Ben Elliott was second in race three, with Stoney third. The runners-up then reversed positions in race four, separated by just 0.184sec.

Peter Williams (Radical) won the first Welsh Sports and Saloon race with ease following Terry Brown's first-lap retirement. Brown's Radical bounced back to win race two.

Paul Wallace racked up two Super Coupe wins. Race one runner-up Dave Nixon led race two initially, but was passed by Wallace's Renault Megané and then suffered an oil leak.

The first Fiat race was thrilling – Martin Riman came through to win from Steve Twist and Mark Riman. It was a bad race for the Greatrex brothers, though. Kris went from second to fourth in Hatchets on the last lap, and Jason's carburettor linkage broke when he was leading on lap nine. Linkage fixed, Jason took a narrow victory in race two.

Nick Humphrey took a brace of wins in the Class A – D Alfa races and Andy Millar a pair in the E & F-class races. Gethin Llewellyn showed there's life in an old Sud yet, twice seeing off Jeff Kite and Chris Finch as they fought to be second to Millar.

James Winslow had to wait for a long time behind Richard Marsh before he saw his opportunity to snatch victory in the first ARP F3 race.

Marsh again made the better start to lead race two and held on to become the first person to beat Winslow this season.

Richard Wright

DUNLOP RADICAL ENDURO (39 LAPS) 1 James Aspinall/Ross Kaiser (Prospert) 37m44.764s (90.26mph); 2 Simon Moulton/Daniel Stilp (SR3) 37m48.228s; 3 Nigel Redwood/Hunter Abbott (SR3). **Class winners** Moulton/Stilp. **Fastest lap** Aspinall/Kaiser 55.718s (94.07mph). **RACE TWO (38 LAPS)** 1 Moulton/Stilp 40m40.609s (81.61mph); 2 Aspinall/Kaiser 40m41.748s; 3 Nick Dove (Prospert). **CW** Aspinall/Kaiser. **FL** Moulton/Stilp 55.412s (94.59mph). **RACE THREE (40 LAPS)** 1 Moulton/Stilp 40m04.615s (87.19mph); 2 Dove 40m10.258s; 3 Duncan Williams/Martin Pluck (Prospert). **CW** Dove. **FL** Phil Quaife/Stuart Moseley (SR3) 55.606s (94.26mph). **RACE FOUR (42 LAPS)** 1 Moulton/Stilp 40m27.075s (90.70mph); 2 Aspinall/Kaiser 40m38.617s; 3 Dove. **CW** Aspinall/Kaiser. **FL** Quaife/Moseley 55.631s (94.22mph).

MATADOR TYRES RADICAL BIDURO (18 LAPS) 1 Duncan Williams (SR4) 18m16.534s (86.04mph); 2 Tim Greaves (Clubsport) 18m18.700s; 3 Chris Stoney (SR4). **CW** Stoney. **FL** Alex Mortimer (SR4) 58.817s (89.11mph). **RACE TWO (11 LAPS)** 1 Tony Freeman (SR4) 11m08.271s (86.27mph); 2 Stoney 11m08.706s; 3 Mick Hyde (SR4). **CW** Tim Jones (Clubsport). **FL** Mortimer 59.335s (88.33mph). **RACE THREE (18 LAPS)** 1 Mortimer 17m52.506s (87.97mph); 2 Ben Elliott (Clubsport) 18m04.294s; 3 Stoney. **CW** Elliott. **FL** Mortimer 58.844s (89.07mph).

RACE FOUR (18 LAPS) 1 Mortimer 17m52.779s (87.94mph); 2 Stoney 17m58.996s; 3 Elliott. **CW** Elliott. **FL** Mortimer 58.727s (89.25mph).

WELSH SPORTS & SALOONS (16 LAPS) 1 Peter Williams (Radical Prospert) 16m16.270s (85.90mph); 2 Huw Williams (Radical Prospert) 16m35.304s; 3 Richard Rozhon (Radical Clubsport). **CW** Rozhon; Nigel Bowen (Nissan Primera); Rhodi Jenkins (Honda Civic R). **FL** Peter Williams 59.217s (88.51mph). **RACE TWO (17 LAPS)** 1 Terry Brown (Radical Prospert) 16m45.021s (88.66mph); 2 Peter Williams

The pairing of Simon Moulton and Daniel Stilp (51) were on top form, winning three of the weekend's four Radical Enduro races



16m46.887s; 3 Rozhon. **CW** Rozhon; Jenkins; Christian Evans (VW Golf). **FL** Brown 57.594s (91.00mph).

STAFFORD LAND ROVER SUPER COUPE CUP (18 LAPS) 1 Paul Wallace (Renault Megané Coupe) 20m20.669s (77.29mph);

2 Dave Nixon (Rover 220 Turbo) 20m30.545s; 3 Nigel Ainge (Rover 220 Turbo). **CW** Nixon; Dean Clements (Rover 216 GTI); Stuart Levers (Honda CRX). **RACE TWO (18 LAPS)** 1 Wallace 20m31.727s (76.59mph); 2 Phillip Latchford (VW Vento VR6) 20m45.195s; 3 Larry Phillips (Honda Integra Type R). **CW** Ainge; Clements; Dennis Bunning (Honda CRX). **FL** Latchford 1m07.242s (77.95mph).

FIAT RACING (13 LAPS) 1 Martin Riman (Uno) 16m06.064s (70.53mph); 2 Steve Twist (Uno) 16m10.761s; 3 Mark Riman (Uno). **FL** Jason Greatrex (Uno) 1m12.622s (72.17mph). **RACE TWO (13 LAPS)** 1 Jason Greatrex 16m03.284s (70.73mph); 2 Martin Riman 16m03.631s; 3 Twist.

ALFA ROMEO CLASSES A – D (13 LAPS) 1 Nick Humphrey (75) 15m07.959s (75.04mph); 2 Bryan Shrubbs (33) 15m11.184s; 3 Paul Buckley (75). **CW** Shrubbs; Neil Smith (156); Roger Evans (155). **FL** Humphrey 1m08.175s (76.88mph). **RACE TWO (14 LAPS)** 1 Humphrey 15m53.281s (76.97mph); 2 Andy Page (Giulietta) 15m58.352s; 3 Shrubbs. **CW** Shrubbs; Smith; Evans. **FL** Humphrey 1m06.741s

(78.53mph). **CLASSES E & F (13 LAPS)** 1 Andy Millar (33) 15m57.117s (71.19mph); 2 Gethin Llewellyn (Sud) 16m00.912s; 3 Jeff Kite (75). **CW** Kite. **FL** Chris Finch (156) 1m11.834s (72.96mph).

RACE TWO (13 LAPS) 1 Millar 15m45.710s (72.05mph); 2 Llewellyn 15m52.924s; 3 Finch. **CW** Finch. **FL** Millar 1m11.656s (73.14mph). **ARP F3 (27 LAPS)** 1 James Winslow (Dallara F391) 25m05.221s (94.02mph); 2 Richard Marsh (Dallara F398) 25m07.324s; 3 Mark Dwyer (Dallara F399). **CW** Marsh. **FL** Janine Payne (Dallara F300) 54.737s (95.76mph). **RACE TWO (28 LAPS)** 1 Marsh 25m49.192s (94.73mph); 2 Winslow 25m50.548s; 3 Payne. **CW** Winslow. **FL** Payne 54.477s (96.21mph).

aborted starts to lead every lap of race two despite late ECU dramas.

Kevin Doyle's first Jaguar XJS outing this year netted an easy win; Brian Stevens won an entertaining Jaguar Sports Car encounter.

In AMOC mid-engined sports cars race, Matthew Cummings's powerful Audi-engined Exige survived a stern challenge from Alistair Mackinnon's Elise. The pair ran nose to tail almost throughout until faltering gears blunted Mackinnon's challenge.

Chris Beighton guided his immaculate Sunbeam Tiger to a brace of wins. The first came with a lights-to-flag win in the Sports vs Saloons Challenge. The second came with a straightforward triumph in the V8 Rolling Thunder thrash.

The Swinging 60s race was ably controlled by Joe Henderson in a TR6. John Muirhead's Lotus inherited second from a luckless Thornton Mustard after the latter's engine failed on the last lap.

Despite a hesitant start, Roland Stoaite's Mk2 recovered to grab the lead in the JEC Saloons. In a race-long tussle he repelled advances from XJ6 duo Simon Lewis and Sean Collin.

A late spin by long-time leader John Wilson handed BCV8 victory to a grateful Steve Williams.

Clinton Dorrell won the Sports Racing and GTs race comfortably.

Oliver Timson

PARC FERME RACING JEC SALOONS (10 LAPS) 1 Roland Stoaite (Mk2) 15m31.666s (75.42mph); 2 Simon Lewis (XJ6) 15m32.418s; 3 Sean Collin (XJ6). **Class winners** David Bye (XJ6), Lewis, Collin. **FL** Pete Ball (XJ6) 1m29.480s (78.53mph).

LANCASTER INSURANCE MGOC CLASSES B&Z (10 LAPS) 1 Nick Golhar (ZR) 15m01.304s (77.96mph); 2 Darryl Davis (ZR) 15m02.191s; 3 Richard Hollebon (ZR). **CW** Simon Byrne (Maestro). **FL** Golhar 1m28.624s (79.29mph).

RACE TWO (6 LAPS) 1 Davis 9m03.690s (77.55mph); 2 Golhar 9m04.120s; 3 Hollebon. **CW** Byrne. **FL** Davis 1m28.837s (79.10mph).

MICHELIN PORSCHE OPEN (16 LAPS) 1 Craig Rapp (GT3) 20m02.538s (93.49mph); 2 Brian Robinson (930) 20m55.783s; 3 Tony Brown (964 RSR). **CW** Robinson; Chris Eggington (968 CS); Alex Eacock (944). **FL** Rapp 1m14.283s (94.60mph). **RACE TWO (17 LAPS)** 1 Richard Chamberlain (935) 20m15.395s (98.29mph); 2 Rapp 21m21.780s; 3 Brown. **CW** Rapp; Eggington; Eacock. **FL** Chamberlain 1m09.801s (100.67mph).

JEC CLASSIC JAGUAR WORLD MONTHLY/CLASSIC SPARES XJS (12 LAPS) 1 Kevin Doyle 16m57.036s (82.91mph); 2 Richard Masters 17m20.739s; 3 Derek Pearce. **CW** Sean Collins; Masters; Gordon Bobic. **FL** Doyle 1m22.537s (85.14mph).

MGOC CLASSES A&F (11 LAPS) 1 David Mellor (F) 16m10.579s (79.64mph); 2 Ian Evans (F) 16m13.726s; 3 James Perry (F). **CW** Malcolm Hill (MGB GT). **FL** Perry 1m26.409s (81.32mph). **RACE TWO (7 LAPS)** 1 Perry 10m19.334s (79.42mph); 2 Nick Evans (F) 10m20.557s; 3



Another weekend, another two race victories. Chris Eggington (leading) was in imperious form

Stuart Plotnek (F). **CW** Jim Bayman (B). **FL** Mellor 1m26.752s (81.00mph).

JEC MILLER OILS SPORTS CARS (12 LAPS) 1 Brian Stevens (XJR V12) 16m57.949s (82.84mph); 2 Mick Mercer (D-type) 16m58.601s; 3 David Howard (XJ12). **CW** Peter McGillen (XK 120); Mercer; Lawrence Coppack (XJS); Howard; Nicola Masters (XJS). **FL** Mercer 1m21.956s (85.74mph).

AMOC YOKOHAMA MID-ENGINED SPORTS CAR SERIES (12 LAPS) 1 Matthew Cummings (Lotus Elise Sport) 16m17.667s (86.25mph); 2 Alistair Mackinnon (Lotus Exige) 16m23.341s; 3 Mark Donald (Lotus Exige). **CW** Steven Hibbert (Lotus Elise); David Harvey (Lotus 340R); Graham Horgan (Lotus Elise). **FL** Mackinnon 1m18.338s (89.70mph).

MICHELIN PORSCHE CLUB (15 LAPS) 1 Chris Eggington (968 CS) 20m21.913s (86.26mph); 2 Peter Morris (968 CS) 20m23.326s; 3 Ian White (911 Carrera). **CW** Richard Lambert (911

Carrera); Fraser Robertson (944). **FL** Eggington 1m19.948s (87.89mph). **RACE TWO (15 LAPS)** 1 Eggington 20m15.864s (86.69mph); 2 Morris 20m26.204s; 3 John Williams (911 Carrera). **CW** Lambert; Robertson. **FL** Eggington 1m19.673s (88.20mph).

SPORT VS SALOON CHALLENGE (22 LAPS) 1 Chris Beighton/Jon Fenniimore (Sunbeam Tiger) 30m46.419s (83.72mph); 2 Michelangelo Segatori (Lotus Elise) 31m57.174s; 3 Joe Henderson (Triumph TR6). **CW** Segatori; Henderson. **FL** Beighton 1m18.647s (89.35mph).

CSCC V8 ROLLING THUNDER (14 LAPS) 1 Chris Beighton (Sunbeam Tiger) 18m32.292s (88.44mph); 2 Clive Anderson (BMW E30) 18m41.858s; 3 Pete Hallford (Chevrolet Camaro Z28). **FL** Beighton 1m17.823s (90.29mph).

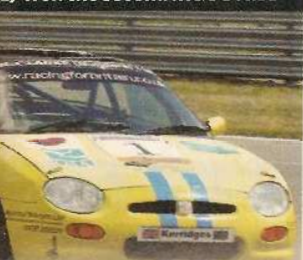
SWINGING 60S (28 LAPS) 1 Joe Henderson (Triumph TR6) 40m06.588s (81.76mph); 2 John Muirhead (Lotus Super Seven S3) 40m29.886s; 3 Michael Wilkinson/John Bussel (Jaguar E

Type). **CW** Ricki Cann (Lotus Elite); Roy Stephenson (TVR Grantura MkIII); Robin Reed (Aston Martin DBS); Wilkinson/Bussel; John Ingram (Lotus Elan); Muirhead; John Leslie (Reliant Sabre Six GT). **FL** Henderson 1m21.822s (85.88mph).

PETER BEST BCV8 (10 LAPS) 1 Steve Williams (Roadster V8) 13m11.607s (88.77mph); 2 John Wilson (GT V8) 13m13.368s; 3 Joe Parrington (GT V8). **CW** James Wheeler (Roadster); Paul White (Roadster); Spencer McCarthy (Roadster); Parrington; Young. **FL** Williams 1m17.528s (90.64mph).

750MC SPORTS RACING & GT5 (12 LAPS) 1 Clinton Dorrell (GD Cobra) 15m53.322s (88.45mph); 2 Cheng Lim (Ram SC Cobra) 16m03.147s; 3 Clive Anderson (BMW F30). **CW** Fos Wilson (MG Midget); Simon Mifsud (Porsche 944); Anderson; Andy Reeves (Dulon LDG GT); Stuart Jefcoate (Porsche 911 Carrera 3). **FL** Dorrell 1m17.400s (90.79mph).

1) won the second MGOC race



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BRSCC NW
 Kennard and Jenkinson share Audi honours
 Oulton Park, June 12/13

Jenkinson leads Edwards and Kennard in the second encounter



Jenks blasts back

After losing a near-certain first race victory with a puncture and jump start, Rob Jenkinson made amends by winning second time out. By PETER SCHERER

Title combatants Jonathan Kennard and Rob Jenkinson scored a hard-fought victory each when the Formula Palmer Audi championship headed north.

Poleman Kennard lost out to Sam Edwards and Jenkinson on the run to Old Hall in the opening race, but within a couple of laps all three had made a break, despite Alexander Turumin's efforts to stay in touch.

Edwards held the lead until a fifth-lap spin at Foulstons left him beached on top of the kerb. Kennard chased Jenkinson over the remaining laps, and was on hand to snatch a last-lap win as Jenkinson slowed up with a puncture. Although Jenkinson crossed the line in second, a jump-start penalty relegated him to third position behind Russian Turumin.

With a point to prove, Jenkinson made a superb start second time out and slipped past his rivals into Old Hall on the first lap. Edwards and Kennard chased hard throughout, but were never able to prise open Jenkinson's defences. "I saved my last two [turbo] boosts for the final lap, just to make sure," said Jenkinson. Edwards and Kennard held station behind him, while Turumin retained a race-long fourth position.

Julian Howell charged through from the back of the grid to head Mike Edgell from Island Bend on the fifth lap of the first Super & Extreme Mighty Mini race. A late spin cost Edgell any chance to fight back. With Mike Kearon retired from third, Gary

Patterson claimed the place and the Super class win after lead duellists James Young and Steven Dawson clashed at Druids.

Howell headed Edgell throughout race two, with Patterson third after a number of exchanges with Young.

A six-car train stayed ahead of the field for most of the first Mighty Mini

race. Defending champion Declan McDonnell set the pace, but was challenged either side by the Neville brothers at Cascades on lap four. Ian briefly nosed ahead, but McDonnell took charge again at Knickerbrook.

As David Neville slipped down the order, Simon Wood joined Ian Neville and McDonnell in a late break.

McDonnell retained his small advantage as his rivals held station.

Race two started as the first had ended, with Ian Neville in pursuit of McDonnell. As they eased clear of an eight-car line, McDonnell proved unstoppable once again. Neven Kirkpatrick followed Neville home, inches clear of Wood and Steve Kirby. Hampshireman Rick Lloyd and his mighty Tranzam Plus 8 built a seven-second lead on lap one of the Morgan Car Company Challenge, and was only seen by less modified class contenders during lappery.

Peter Horsman lost second spot to Chris Williams on lap four, but gained the place back when his rival spun at Foulstons a lap later. Williams did come charging back to reclaim his runner-up spot on lap seven, albeit over 41 seconds adrift of Lloyd.



Declan McDonnell zipped out of a six-car Mini train to win



Rick Lloyd was a dominant Morgan Challenge victor in his Plus 8

PRIVILEGE INSURANCE FORMULA WOMAN

A DOMINANT double victory for 25-year-old Natasha Firman got the inaugural Formula Woman Championship under way.

All 16 whispering Mazda RX-8s came through qualifying, with Firman taking pole by almost three seconds. Starting race one she lead Lauren Blighton, Emma Hayles and Lorraine Pinner down the Avenue, before Margo Gardner dived into fourth spot at Shell.

As they crested Hilltop, Gardner was poised to challenge Hayles, with Firman already pulling out a couple of lengths' advantage. At the same time as Blighton began to consolidate her second position, Hayles and Gardner came

over Hilltop together, before Gardner took third at Knickerbrook.

With Firman long gone, Hayles started to re-challenge Gardner for third, prompting her to close on Blighton. Into Knickerbrook on lap eight Gardner took second, while Hayles had her eye on Blighton.

It became a three-car fight for second over the closing laps, but Gardner held on as Blighton and Hayles took the chequered flag 0.5s apart. Pinner was a solitary fifth and RAF fighter pilot Juliette Thurston kept Bev Tyler at bay for sixth.

Although Firman started to ease away from the start of race two, her lights-to-flag win was much less dominant. Hayles led the chasing

pack as Blighton paired off with Gardner and Thurston with Pinner.

By the end of the fourth lap the battle for third was ready to challenge Hayles. Gardner passed Blighton into Knickerbrook, only to lose out on the exit. But an immediate counter attack put her ahead again as they climbed Clay Hill. As Blighton began to drop back, Gardner piled the pressure on to Hayles and snatched second going into Foulstons on lap seven.

As Gardner closed on Firman, Pinner snatched fourth into Old Hall, but her charge ended on lap nine with a spin at Druids. "I did three 360s, stalled, floored it and did a couple of donuts before rejoining in seventh," she explained.

As Firman took the flag, Hayles was a relieved second. "My car was losing power, I was so pleased to see the flag," she said. Pinner, Blighton and Thurston completed the top five, with Tyler in sixth.

PRIVILEGE INSURANCE FORMULA WOMAN (11 LAPS) 1 Natasha Firman 26m33.316s (72.98mph); 2 Margo Gardner 26m51.953s; 3 Lauren Blighton; 4 Emma Hayles; 5 Lorraine Pinner; 6 Juliette Thurston. **FL** Firman 2m10.138s (74.46mph). **establishes record. RACE TWO (12 LAPS)** 1 Firman 24m33.912s (72.32mph); 2 Hayles 24m38.859s; 3 Pinner; 4 Blighton; 5 Thurston; 6 Bev Tyler. **FL** Firman 2m12.174s (73.32mph).



Margo Gardner led a busy pursuit of Natasha Firman in race one



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Peter Voight set a new classic record in his Techcraft-Buick

British Hillclimb Championship

Fleetwood knack

Loton Park, June 12/13

"I THOUGHT I'd thrown it all away at Museum," confessed Adam Fleetwood. After a tyre-smoking arrival at Loton Park's blind-brow final right-hander, and getting sideways under braking, the reigning champion's Gould-XB headed for the left-hand bank. Miraculously the car flicked right, Fleetwood charged for the line and Loton Park's first ever sub-45-second climb was in the bag. So ended another chapter in his total revision of the 2004 British Hillclimb record books.

In the opening run-off, father Roger had spun off in the Gould V8 at Loggerheads. Despite a loose undertray, Fleetwood Jr charged to his first win of the day. Rival Graeme Wight Jr followed at a distance, battling an ill-handling Gould V6 beset with damper problems, a legacy of the previous weekend's Shelsley crash. "It feels like I'm not driving my own car," he said. Things got worse in the shoot-out, with suspected engine problems now affecting the car's throttle. Wight spun and failed to score, ending the day 37 points adrift of Fleetwood.

Roger Moran wrestled the Pilbeam-KV4 into contention and overhauled Martin Groves for third in the points. Moran ran third in the morning ahead of Paul Haimes, but the Dallara V6 driver hit form in the afternoon, turning the tables on Moran for a career-best second.

Groves' day was one of despair, as like Wight he was fighting handling problems. Two points for ninth was his only score after the Gould-DFR's gearbox let go on the line late on. After twice qualifying the Pilbeam-Judd superbly, Willem Toet, fifth in the championship, failed to capitalise on his lightning starts by spinning in successive run-offs.

Gould driver Simon Durling scored his best result of the year with fourth in the afternoon,

ahead of Rob Turnbull.

The pace was as hot as the weather in Sir Michael Leighton's deer park. Robert Kenrick reset the first class record with his Caterham-Honda. Dave Kimberley repeated his Shelsley form with a record in his Vauxhall-powered version, before a storming run by Phil Cooke took Loton's 1600 racing standard below 50 seconds for the first time. Peter Voigt demolished Tim Barrington's decade-old classic mark with the ageless Techcraft-Buick, and a delighted Lynn Owen reset the Ladies record in her OMS-Vauxhall. *Jerry Sturman*

NICHOLSON McLAREN BRITISH HILLCLIMB CHAMPIONSHIP, ROUNDS 13 & 14 BTD Adam Fleetwood (3.5 Gould-NME XB GR55) 44.90s outright record. ROUND 13

1 Fleetwood 45.77s; 2 Graeme Wight Jr (2.5 Gould-Cosworth/PRE GR55) 46.56s; 3 Roger Moran (4.0 Pilbeam-Judd KV4 MP88) 47.42s; 4 Paul Haimes (2.5 Dallara-Opel/Jones F399) 47.45s; 5 Mike Dean (4.0 Gould-Judd/J&F EV GR37) 47.89s; 6 Trevor Willis (2.0 OMS-Vauxhall CF04) 48.23s; 7 Deryk Young (4.0 Dellara-Judd/Merlin EV 03) 48.53s; 8 Rob Turnbull (2.5 Gould-Opel/PRE GR55) 48.59s; 9 Martin Groves (3.5 Gould-DFR/LP GR37S) 48.83s; 10 Tom New (2.0 Pilbeam-KV6/QED 49.09s; **DNF** Roger Fleetwood (3.5 Gould-NME XB GR55); Willem Toet (4.0 Pilbeam-Judd EV/J&F MP88); **ROUND 14** 1 Adam Fleetwood 44.90s; 2 Haimes 47.32s; 3 Roger Moran 47.59s; 4 Simon Durling (3.5 Gould-NME XB GR37) 47.61s; 5 Turnbull 47.66s; 6 Willis 48.34s; 7 New 48.44s; 8 Scott Moran (4.0 Pilbeam-Judd KV4 MP88) 48.49s; 9 Roger Fleetwood 49.31s; **DNF** Groves; Wight Jr; **Toet. Class winners** Robert Kenrick (1.1 Caterham-Honda) 52.91s record; Steven Day (1.8 Caterham) 58.88s; Martyn Pike (1.8 Ford Escort) 58.40s; Dave Kimberley (2.0 Caterham-Vauxhall) 52.22s record; Roy Standley (2.0 Mitsubishi Lancer Evo5) 58.79s; Keith Edwards (2.2 Audi Quattro) 58.97s; Simon Moyle (1.7 Mallock MK27SG) 51.40s; Ian Fidoe (2.0 Pilbeam-Millington MP43) 51.57s; Mike Edean (2.1t Puma Gould-Cosworth) 53.63s; Paul Meakin (0.6 Jedi-Honda) 55.01s; Todd Fleetwood (1.1 OMS-Kawasaki 2000M) 50.39s; Phil Cooke (1.6 Force-Suzuki) 49.34s record; Trevor Willis (2.0 OMS-Vauxhall CF04) 48.28s; Adam Fleetwood 45.25s record. **Handicap winners** Paul Eamer (1.4 Austin A30) 73.82s; Tony Millard (1.7 Lotus Elan) 62.06s; Grant Cratchley (1.0 Vixen-Imp) 63.43s; Peter Voigt (3.5 Techcraft-Buick) 52.30s record; Steve Hemingway (1.6 Argo JM9B) 60.88s; Oliver Jetson (1.3 Locost) 72.31s; John Cartwright (1.8 Vauxhall Astra LX1) 70.96s. **Points** 1 Adam Fleetwood 139pts; 2 Wight Jr 102; 3 Roger Moran 68; 4 Groves 60; 5 Toet 57; 6 Dean 50 etc.

Tragic finale

A fatal accident in the final race marred a fine meeting. **GRAHAM READ** reports

John Holland & Williams race winner Richard Scaldwell gets his Parker GN Special sideways

VSCC
Ricketts wins Shuttleworth duel
Cadwell Park, June 13

The death of Lagonda Rapier driver Len Thompson following an accident in the last Scratch race of the day (see *Club News*) cast a shadow over what had been an excellent meeting. The accident occurred on lap one, causing the race to be abandoned.

In the opening Shuttleworth & Nuffield event, what the grid lacked in quantity it made up for in quality. For the first eight laps the Cooper Bristol of Neil Davies was hounded by Duncan Ricketts' ERA until they traded places on the penultimate tour. The pair finished a minute clear of Tony Stephens' ERA.

Tom Walker took GN & Frazer Nash honours after a terrific scrap with Richard Scaldwell. The latter's Parker GN Special briefly hit the front on the final lap before losing out.

In the John Holland & Williams race Julian Majzub was hunted down by Scaldwell and usurped on the final lap. Gary Caroline got the better of Stuart Harper for third.

Poleman Pete Candy was harried for the opening four laps of the Melville & Geoghegan race by Charles Gillett. The latter's Frazer Nash did get ahead, but Candy's Riley prevailed on the last lap.

The 500cc Formula 3 grid made for a fascinating sight and sound as the cars sprinted off the line. The race itself was less of a spectacle, as James Culver pedalled his Cooper to an unchallenged victory.

Bill and Maggie Tuer took a dominant win in their 1932 JAP 8/80 in the Cheffins Trophy race for Morgan 3-Wheelers, leaving Greg Bibby and Paula Heaney a distant second. Intriguingly, the cars used the motorcycle chicane.

In the opening Scratch event polesitter Simon Davidmann set the early pace in his Riley Dixon, ahead of Tony Seber's Wolseley Hornet Special. However Seber swept into the lead on the approach to Coppice on lap three and went on to claim a comfortable victory ahead of his rival. In their wake David Winter

held off Mike Painter for third.

In the first Handicap encounter Cyril Hancock took the lead on lap three and claimed the spoils. At the flag just over a second covered the top four, which was completed by Mike Gilbert, Paul Williams and Colin Poynter. Seber also took victory in the second Handicap race by moving ahead on the penultimate lap, with Thompson in second.

David Fletcher-Jones held off William Mahany for the Spero & Voiturette spoils.

SHUTTLEWORTH & NUFFIELD TROPHIES

(10 LAPS) 1 Duncan Ricketts (ERA R3A) 18m28.65s (70.56mph); 2 Neil Davies (Cooper Bristol) 18m29.94s; 3 Tony Stephens (ERA R12B); 4 Ben Fidler (Lagonda Rapier 5STR). **Fastest lap** Ricketts 1m47.95s (72.47mph). **SCRATCH (4 LAPS)** 1 Tony Seber (Wolseley Hornet Special) 7m52.80s (66.18mph); 2 Simon Davidmann (Riley Dixon 2.0-litre) 7m56.45s; 3 David Winter (Riley Special); 4 Mike Painter (MG Kayne Special J2/P). **FL** Seber 1m55.61s (67.67mph).

GN & FRAZER NASH (6 LAPS) 1 Tom Walker (GN Special) 11m53.55s (65.78mph); 2 Richard Scaldwell (Parker GN Special) 11m54.77s; 3 Duncan Pittaway (GN Vitese); 4 Charles Gillett (Frazer Nash Super Special). **FL** Walker 1m56.37s (67.22mph).

MELVILLE & GEOGHEGAN TROPHIES (6 LAPS) 1 Pete Candy (Riley Falcon SPL) 12m16.12s (63.76mph); 2 Gillett 12m17.43s; 3 Mike Preston (Bugatti 35B); 4 George Jepson (Riley 12/4 Sprite Special). **FL** Candy 2m00.33s (65.01mph).

HANDICAP RACE ONE (4 LAPS) 1 Cyril Hancock (Fiat New Balilla) 10m20.86s (53.41mph); 2 Mike Gilbert (Riley 12/4) 10m21.26s; 3 Paul Williams (Bugatti Type 37);

4 Colin Poynter (Lea-Francis Ulster Open). **FL** Poynter 2m15.93s (57.55mph). **RACE TWO (4 LAPS)** 1 Seber 9m30.76s (64.42mph); 2 Len Thompson (Lagonda Rapier) 9m32.04s; 3 Davidmann; 4 Sean Pollock (AC Unicorn Special). **Class winners** Thompson; Terence Rowing (Austin 7 Ulster); Rod King (Delage Special). **FL** Thompson 1m55.91s (67.49mph).



CHEFFINS TROPHY FOR MORGAN 3-WHEELERS (5 LAPS)

1 Bill Tuer/Maggie Tuer (Jap 8/80 Racing) 12m02.70s (61.82mph); 2 Greg Bibby/Paula Heaney (Jap 8/80 Racing) 12m11.93s; 3 Stu Harper/Pru Saunders (EB Ware Replica); 4 Bob Angell/Bob Barlow (Super Aero MkII). **FL** Tuer/Tuer 2m01.01s (64.65mph).

CADWELL 70TH ANNIVERSARY TROPHY (8 LAPS) 1 James Culver (Cooper Mk10) 15m55.72s (65.48mph); 2 John Turner (Cooper Mk9) 16m25.66s; 3 Richard Fry (Cooper Mk11) 4 Geoffrey Gartside (Cooper Mk8). **FL** Culver 1m57.45s (66.61mph).

JOHN HOLLAND & WILLIAMS TROPHIES (10 LAPS) 1 Scaldwell 19m35.51s (66.55mph); 2 Julian Majzub (Bugatti Type 51) 19m37.10s; 3 Caroline; 4 Harper. **FL** Scaldwell 1m55.14s (67.94mph).

SPERO & VOITURETTE TROPHIES (8 LAPS) 1 David Fletcher-Jones (Lagonda Rapier) 16m15.50s (64.15mph); 2 William Mahany (HRG Le Mans Model) 16m16.22s; 3 Rowing; 4 Knill-Jones. **FL** Fletcher-Jones 1m59.27s (65.59mph).



Duncan Ricketts won the Shuttleworth & Nuffield trophy race



Fleetwood gets all crossed up on his way to another hill record

Why I love...



Castle Combe

At this weekend's British Formula 3/GT meeting, I'm going to achieve a small milestone in my life, the sort of thing that seems wholly insignificant to most people, but deep down is just a bit special. This weekend, I'll report on an event at Castle Combe for Autosport for the very first time.

Nothing too odd there. After all, I've spent the rest of my weekends this year traipsing up and down the country (and beyond) for Autosport. Castle Combe is different. Combe is my local circuit, and it's provided a large role in fuelling my love of motorsport that has led to me traipsing up and down the country (and beyond) for Autosport.

I first ventured to Combe after becoming enthralled by Formula 1 on the telly, and quickly realised exactly how diverse the motorsport scene is. Ever since, I've ventured back as often as I can, dragging along none, one, some or all members of my family. It's fair to say that I first went to Combe as an F1 fan, and returned as a motorsport fan.

I don't think I'm alone in this, as Combe's

A visit to Castle Combe for JAMES ATTWOOD is a return to the place that got him hooked on racing

incredibly strong attendance record suggests. Perhaps one of the great mysteries of club racing is why so many people visit Combe for every event it holds, given that many circuits are struggling to attract spectators for their highest profile meetings.

For me, the reasoning is simple. From my family home in Clevedon, a little town on the coast near Bristol, I have to drive near Combe to get to any other circuit. And when I know that the racing at Combe is likely to be better than that going on two hours' drive up the road, what's the incentive to go any further?

But there's more to it than that, of course. For a start, it's a wonderfully well-preserved track,

with the addition of two (suitably challenging) chicanes in 1999 the only alterations to the layout first used in '50. It's also a challenging track for drivers, effectively consisting of four right-hand turns, each with its own distinctive character. Quarry is the slowest, but also the best passing spot. Old Paddock is a flat-out challenge, while Tower is another potential passing place – for the brave. Finally Camp is a tough turn, providing ample opportunity for races to be won (and lost) at the last corner.

The layout also makes it a fan's dream. You can see most of the circuit from almost all of the corners, depending on the season (in summer, the crops in the infield somewhat mask the view, but that's all part of the charm).

In many ways, part of what makes Combe special for spectators is what it isn't. It isn't some overdeveloped venue full of soulless grandstands and suites – come to think of it, there aren't any grandstands or suites. But that doesn't matter, because there's countless spectator banks on which to watch the action. There's no pits either, which probably annoys the F3 teams, but does

ensure that fans armed with (reasonably priced) paddock passes can get access to all.

Another trump card in Combe's hand is its triumvirate of resident championships, which virtually guarantee that spectators will get their money's worth. The Special GT series accommodates some of the most varied machinery ever to grace race tracks (Wacky Races doesn't even come close), while the Saloon Cars features bumper grids racing, well, bumper to bumper. Finally, the Formula Ford 1600s provide some of the most enthralling wheel-to-wheel dicing you'll see anywhere.

The decision by F3/GT organisers to visit the track in 2001 was just reward for owner Howard Strawford's constant improvements, and the meeting has rapidly become one of the best-attended rounds on the calendar (24,000 fans in '03). With that sort of crowd, it seems a great shame that the British Touring Car Championship doesn't also visit. I'm not sure of the exact reason why (probably something to do with the lack of facilities and track run-off), but it doesn't really matter – it's their loss. ☒

The British F3 round at Combe is one of the best attended on the calendar



"Combe is well preserved and challenging"

What's on

June 17-23

FRIDAY JUNE 18

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SATURDAY JUNE 19

FORMULA 1 WORLD CHAMPIONSHIP United States Grand Prix
Qualifying Rd 9/18
Indianapolis, USA
www.fl.com

WHERE WE'D BE

If the sun's shining, it's no contest: Castle Combe for the British Formula 3/GT meeting. And if the sun isn't shining? To Doune, to enjoy one of the British Hillclimb Championship's most demanding courses.

Japanese GT Championship Rd 3/7
Sepang, Malaysia
www.jgtc.net

CLUB AUTOSPORT

F3/GT Meeting
Castle Combe, Wiltshire Ends Sunday
British GT Championship, UK Formula Ford, Caterham R400 Challenge, TVR Challenge, Ginettas, Castle Combe FF1600, Castle Combe Saloons, Castle Combe Special GTs. Practice: Sat/Sun 0830. Racing: Sun 0920. Admission £18. Tel: 01249 782417.

CLUB AUTOSPORT

BRSCC Meeting
Anglesey Ends Sunday
NW Formula Ford, Monopostos, XR Challenge, Road Saloons, Euro Saloons, Le Mans. Practice: 1000. Racing: 1315. Admission £8. Tel: 01407 840253.

CLUB AUTOSPORT

BTRDA Gold Star Rally Championship Dukeries Rally Rd 6/18
Worcestershire
www.btrdarally.com

SUNDAY JUNE 20

FORMULA 1 WORLD CHAMPIONSHIP United States Grand Prix Rd 9/18
Indianapolis, USA

Ferrari has a habit of winning at Indy. Will the new mid-summer date affect the team's Brickyard domination?
www.fl.com

Dallara Nissan World Series

Rd 4/9
Valencia, Spain
www.worldseriesrpm.com

British Formula 3 Championship

Rd 6/12
Castle Combe, Wiltshire
www.britishf3.com

Will Nelson Piquet Jr be able to keep up his winning form at Castle Combe?



Television and radio

CHANNEL KEY:

M - MOTORS TV

E - EUROSPORT GB

MM - MEN & MOTORS

SS1 - SKY SPORTS 1

SS2 - SKY SPORTS 2

SS3 - SKY SPORTS 3

SSX - SKY SPORTS EXTRA

NASN - NORTH AMERICAN

SPORTS NETWORK

	Thursday 17	Friday 18	Saturday 19	Sunday 20	Monday 21	Tuesday 22	Wednesday 23
Terrestrial and radio		0340-0405 Motorsport UK (ITV1) 2130-2200 Five Live Formula One (RADIO FIVE LIVE 909AM/693MW)	0700-0725 GT on 4 (C4) 1340-1410 Formula 3000 Nürburgring (ITV1) 1855-2000 US Grand Prix Qualifying LIVE (RADIO FIVE LIVE SPORTS EXTRA)	0015-0130 US Grand Prix Qualifying (ITV1) 1400-1430 Speed Sunday 1700-1950 US Grand Prix LIVE (ITV1) 1750-1940 US Grand Prix LIVE (RADIO FIVE LIVE 909AM/693MW)	0005-0105 US Grand Prix Highlights (ITV1) 0310-0335 World Rally Championship (ITV1) 0400-0425 Motorsport Mundial (C5)	0105-0155 V8 Supercars (C5) 0200-0250 NASCAR Busch Series (C5)	
Sky Sports	1900-2000 Race World (SS3) 2200-2300 Race World (SS3)	0100-0200 Race World (SS2) 0800-0900 Race World (SS2) 2000-2100 Rally Fever (SS3)	0700-0800 Rally Fever (SS3) 0800-0900 Max Power (SS3) 1000-1100 Rally Fever (SSX) 1230-1330 Max Power (SS3) 1600-1700 Max Power (SS3) 1700-1800 Rally Fever (SS2) 1900-2000 Max Power (SSX)	0400-0500 Max Power (SS2) 0600-0700 Max Power (SS1) 0900-1130 World Motor Sport (SSX) 1530-1800 World Motor Sport (SSX) 2000-2230 World Motor Sport (SSX)	1430-1700 World Motor Sport (SSX) 2000-2100 Max Power (SSX) 2100-2330 World Motor Sport (SS2)	0200-0430 World Motor Sport (SS2) 0800-0900 Max Power (SS2) 1200-1430 World Motor Sport (SS2) 1500-1600 Max Power (SS3)	
Other satellite	1400-1500 BTCC Live Chat (M) 1930-2000 Inside Grand Prix USA (M) 1030-1130 NASCAR Nextel Cup Michigan (NASN) 2300-0000 Champ Car Milwaukee (M)	0000-0200 BTCC Mondello Park (M) 1300-1330 Motorsport UK (M) 1330-1400 Inside Grand Prix USA (M) 1600-1800 BTCC Mondello Park (M) 1800-1900 Days of Thunder (M) 2100-2130 Motorsport UK (M) 2130-2200 British F3 Snetterton (M) 2330-0000 Inside Grand Prix USA (M)	0330-0400 Motorsport UK (M) 0400-0430 British F3 Snetterton (M) 0530-0600 Days of Thunder (M)	1800-2200 NASCAR Nextel Cup Michigan LIVE (NASN)	0100-1015 Motorsports Weekend (E) 0100-0200 Days of Thunder (M) 0545-0615 Rally Raid Morocco (E) 0745-0815 Rally Raid Morocco (E) 0830-1230 NASCAR Nextel Cup Michigan (M) 1200-1230 Rally Raid Morocco (E) 1230-1330 NASCAR Nextel Cup Pocono (E) 1815-1830 Motorsports Weekend (E)	1300-1500 NASCAR Trucks (NASN) 1700-1800 NASCAR Nextel Cup Michigan (E)	1800-1900 NASCAR Nextel Cup Michigan (NASN)

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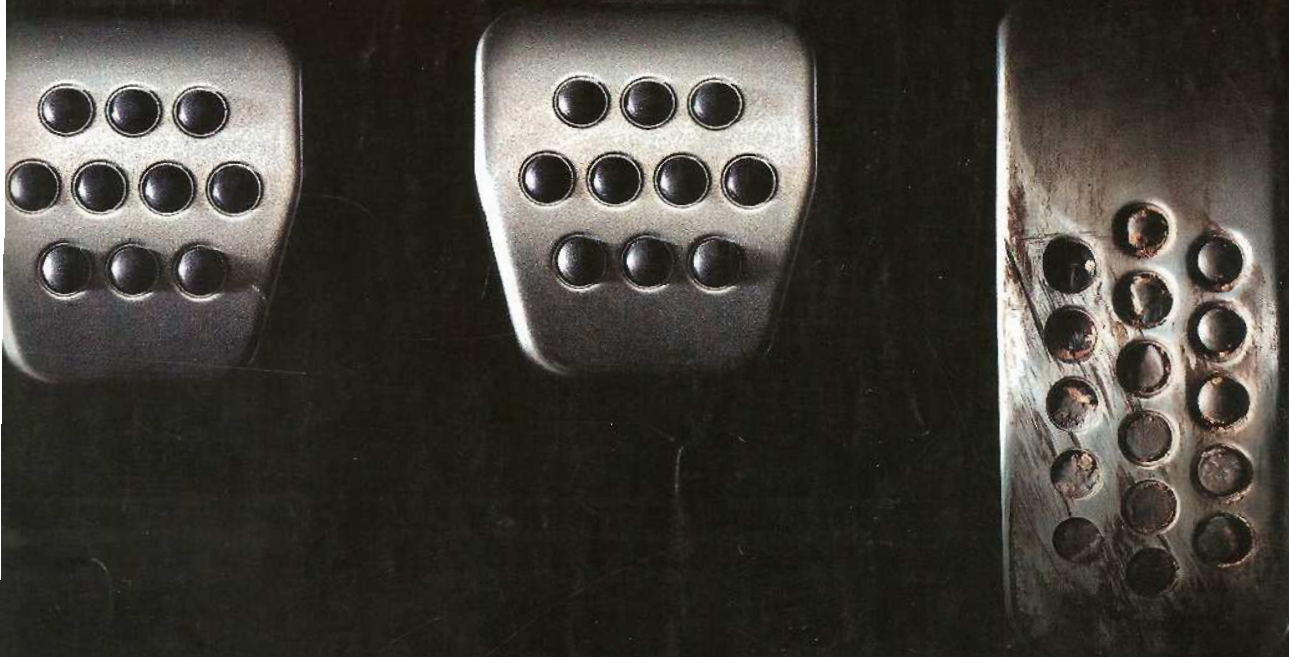
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Listings correct at time of going to press



SEAT Leon 1.8 20V T Cupra R 225PS.
Only for those who believe in driving.



seat.co.uk

0808 156 7119

Fuel consumption and CO₂ emissions for LEON 1.8 20V T Cupra R 225PS, measured in accordance with EU Directive 99/94.
Urban: 22.6mpg / 12.5 ltr per 100km, Extra urban: 42.8mpg / 6.6 ltr per 100km,
Combined: 32.1mpg / 8.8 ltr per 100km, CO₂: 211g/km.