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Raikkonen turns back on rallying - so what's next?

PLUS

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P42

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“There’ll only be one Finn here if Sebastien Ogier comes to Ford”

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EDITOR-IN-CHIEF

Andrew van de Burt
andrew.vandeburg@
haymarket.com ext.5974

EDITOR

Charles Bradley
charles.bradley@
haymarket.com ext.5889

AUTOSPORT.COM EDITOR

Simon Strang ext.5093
simon.strang@haymarket.com

GROUP F1 EDITOR

Jonathan Noble ext.5810
jonathan.noble@haymarket.com

F1 EDITOR

Edd Straw ext.5887
edd.straw@haymarket.com

DEPUTY F1 EDITOR

Mark Glendenning ext.5801
mark.glendenning@
haymarket.com

NEWS EDITOR

Glenn Freeman ext.5309
glenn.freeman@haymarket.com

MANAGING EDITOR

Peter Hodges ext.8617
peter.hodges@haymarket.com

WEB MANAGING EDITOR

Pablo Elizalde

GRAND PRIX EDITOR

Mark Hughes
autosport.editorial@haynet.com

F1 COLUMNIST

David Coulthard

RALLIES.COM EDITOR

David Evans
david.evans@haymarket.com

INTERNATIONAL EDITOR-AT-LARGE

Gary Watkins

SECRETARY

Julie Bower
julie.bower@
haymarket.com
ext.5804

PHOTOGRAPHS

LAT Photographic

CORRESPONDENTS

ARGENTINA

Tony Watson

AUSTRALIA

Phil Branagan

AUSTRIA

Gerhard Kuntzsch

BELGIUM

Gordon McKay

BRAZIL

Lito Cavalcanti

FINLAND

Esa Iiloinen

GERMANY

Rene de Boer

GREECE

Dimitris Papadopoulos

SPECIAL CORRESPONDENT

Adam Cooper

TECHNICAL CONSULTANT

Gary Anderson

ITALY

Roberto Chinchero

JAPAN

Jiro Takahashi, Len Clarke

NEW ZEALAND

Bernard Garpinter

RUSSIA

Gregory Golshev

SOUTH AFRICA

Richard Asher

SPAIN

Raimon Duran

SWEDEN

Tege Formvall

USA

Jonathan Ingram, Bruce

TECHNICAL EDITOR

Giorgio Piola

NEWS GRAPHICS

Alan Eldridge

CARTOONIST

Jim Bamber

Martin, David Phillips,

Diego Ojeda, Robin Miller,

Jeff Olson, Jeremy Shaw,

UK & EIRE

David Addison, Ben

Boatock, Dudi Candile,

Jonathan Crawford,

Kerry Dunlop, Leanne

Fahy, Paul Jurd, Linda

Keen, Paul Lawrence,

Mar: Orme, Graham

Read, Peter Scherer, Ian

Sowman, Oliver Timson,

Ian Titchmarsh, Matt

Upton, Eddie Walder, Tim

Whittington, Richard Young

ADVERTISING

Tel: +44 (0) 20 8267 5858

Fax: +44 (0) 20 8267 5850

E-mail: autosport.ads@haymarket.com

SALES MANAGER

Rachel Brock,

ext: 5820

rachel.brock@
haymarket.com

DISPLAY ADVERTISING

Andrew Barclay,

ext: 5027

andrew.barclay@
haymarket.com

Peter De Vries,

ext: 5961

peter.devries@
haymarket.com

Karen Reilly,

ext: 5576

karen.reilly@
haymarket.com

CLASSIFIED ADVERTISING

LeAnne Foley,

ext: 5836

leanne.foley@
haymarket.com

Victoria Townsend,

ext: 5367

victoria.townsend@
haymarket.com

Ben Alderson,

ext: 5865

ben.alderson@
haymarket.com

ONLINE SALES MANAGER

Luciano Candilio,

ext: 5179

luciano.candilio@
haymarket.com

ONLINE ADVERTISING

Adam Fennell,

ext: 5846

adam.fennell@
haymarket.com

ADVERTISING DIRECTOR

Matthew Witham

AD PRODUCTION

Tel: +44 (0) 20 8267

5740 Fax: +44 (0) 20

8267 5320

SPECIAL PROJECTS DIRECTOR

Derek Redfern

LICENSING DIRECTOR

Tim Bulley

PRODUCTION MANAGER

Carrie McNally,

ext: 5814

carrie.mcnally@
haymarket.com

SENIOR DISPLAY PRODUCTION CONTROLLER

Saba Bonser,

ext: 5740

saba.bonser@
haymarket.com

PRODUCTION CONTROLLER

Lee Brister,

ext: 5823

lee.brister@
haymarket.com

SUBSCRIPTIONS

UK 08456 777 817

OVERSEAS +44 (0)1795 592 974

EMAIL autosport@servicehelpline.com

US & CANADA 1-866-918-1446

US & CANADA EMAIL haymarket@imsnews.com

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BACK ISSUES

Tel: 08456 777817

DIRECT MARKETING EXECUTIVE

Karen McCarthy, ext: 5658

karen.mccarthy@haymarket.com

MANAGEMENT

PUBLISHING DIRECTOR

Peter Higham

PUBLISHER

Rob Allame

PUBLICATIONS MANAGER

Samantha Jemson

DIGITAL PRODUCT MANAGER

Jim Foster

SPECIAL EVENTS MANAGER

Laura Coppin

SYNDICATION SALES MANAGER

Roshini Sethi, +44 208 267 5396

roshini.sethi@haymarket.com

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EDITORIAL DIRECTOR

Mark Payton

DESIGN DIRECTOR

Paul Hargis

STRATEGY AND PLANNING DIRECTOR

Bob McDowell

MANAGING DIRECTOR

David Prosher

CHIEF EXECUTIVE

Kevin Costello

POLE POSITION

We'd all relish a return to racing by Raikkonen



A LONELY HEARTS ADVERT YOU won't find in this week's AUTOSPORT – but you kind of will in not so many words:

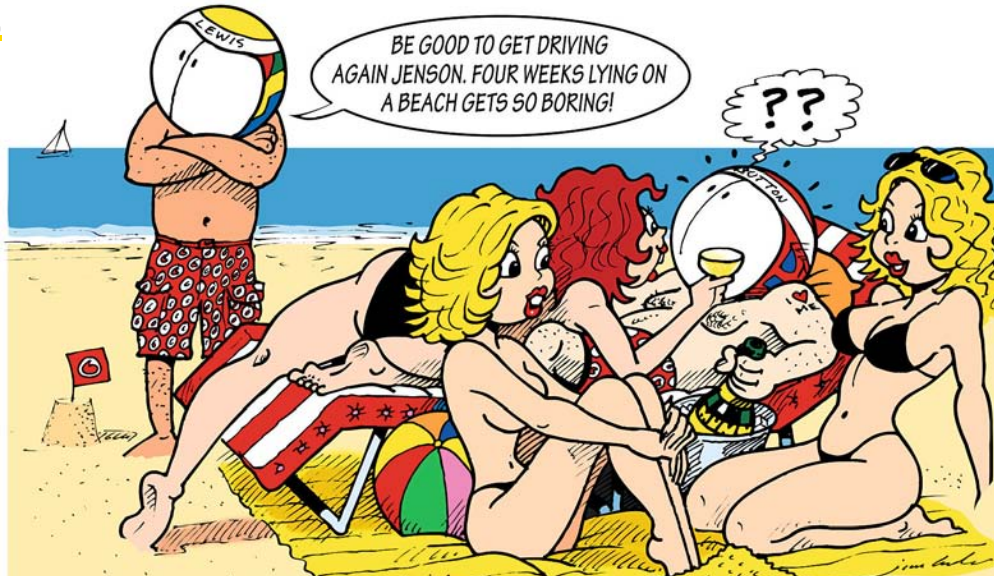
“Floppy-haired blond Finnish male, 31, with a GSOH [according to his mates] WLTM his ideal racing car for hot dates and perhaps a meaningful relationship. Long distances may be an issue; definitely won't pay. Interests include badminton, yachts, vodka and inflatable dolphins.”

Seriously, while Kimi Raikkonen's been on the stages of the WRC we've all missed the 'Iceman' and his quite-often awesome feats of track-based speed. Let's face it: the rally experiment didn't work out, just like his final years at Ferrari in F1 – as Mark Hughes expertly analyses on page 42.

We've had entertaining reminders in those NASCAR cameos, where he attempted to drive around badly-handling machinery by hurling them sideways and bouncing off walls at 150mph. Kimi, it's time to come back to the racetrack full-time and prove that the man formerly known as the world's fastest racing driver has still got it.

Charles Bradley, editor

BAMBER'S WEEK





F1

Coulthard is the Austin maestro

Former Red Bull F1 racer-turned BBC TV pundit and AUTOSPORT columnist David Coulthard threads one of his old 'steeds' (well, they are in Texas!) around what will become Turn 8 of the new Austin circuit that'll host next year's United States Grand Prix. Belgian GP preview p14; David Coulthard column p19

Pic: Pennington/Getty



Raikkonen eyes racing comeback

Former world champion looks at his options away from the WRC. By EDD STRAW

Kimi Raikkonen wants to return to racing next season after deciding to turn his back on rallying, AUTOSPORT can reveal.

The Finn is understood to be keen on a return to Formula 1, which represents a u-turn on his feelings earlier this year (AUTOSPORT, February 17). But with few seats remaining with major teams he may have to look outside of grand prix racing. He was due to test a Peugeot 908 Le Mans car at Motorland Aragon yesterday (Wednesday), and this run could lead to race appearances in the car next year.

While it was his outings in NASCAR this season, particularly in the Truck Series at Charlotte in May, that re-ignited his passion for wheel-to-wheel racing, he is believed to favour a campaign in a European-based category.

"Racing is something that I want to do," Raikkonen told Finland's *Turun Sanomat*. "The best part of doing NASCAR was the pure racing itself. Going around the oval alone is boring, but when you race there, it is really something. Whatever the position, there is always a bunch of cars around you racing against you. I really enjoyed it."

DOES F1 WANT KIMI?

Although Raikkonen's first choice is F1, and he has tasked management duo David and Steve Robertson with exploring potential deals, it's difficult to see who would take him.

Renault admitted interest in the Finn last year, but team principal Eric Boullier told AUTOSPORT on Monday: "I will not speak about Kimi - I have no interest in him."

With the top four teams set to field unchanged line-ups in 2012, there are few options for Raikkonen, who would be unwilling to go to a team near the back of the field.

Question marks over his motivation will also make teams wary of his commitment. This was emphasised by Raikkonen admitting that dropping Rally Australia from

"I'm sure he can be quick, but when will that happen?"

"I don't think he knows"

Olivier Quesnel

his World Rally Championship campaign was motivated by his unwillingness to fly there.

"I was supposed to go there, but I won't," he said. "It's that far away and I don't like to travel so much now."

While Raikkonen might be able to convince prospective employers that he has the dedication to return to F1, his unwillingness to carry out commercial duties will also be a concern. Promotional days were among the reasons that contract talks with McLaren for the 2010 season stalled, opening up a window of opportunity for Jenson Button.

Money also played a part in the collapse of negotiations, and it is unlikely any team would be willing to match his likely pay demands.

But despite these obstacles, Raikkonen remains keen on an F1 comeback. He admitted that "F1 is such a great sport and gives such a good feeling to race there".

OUT OF RALLYING

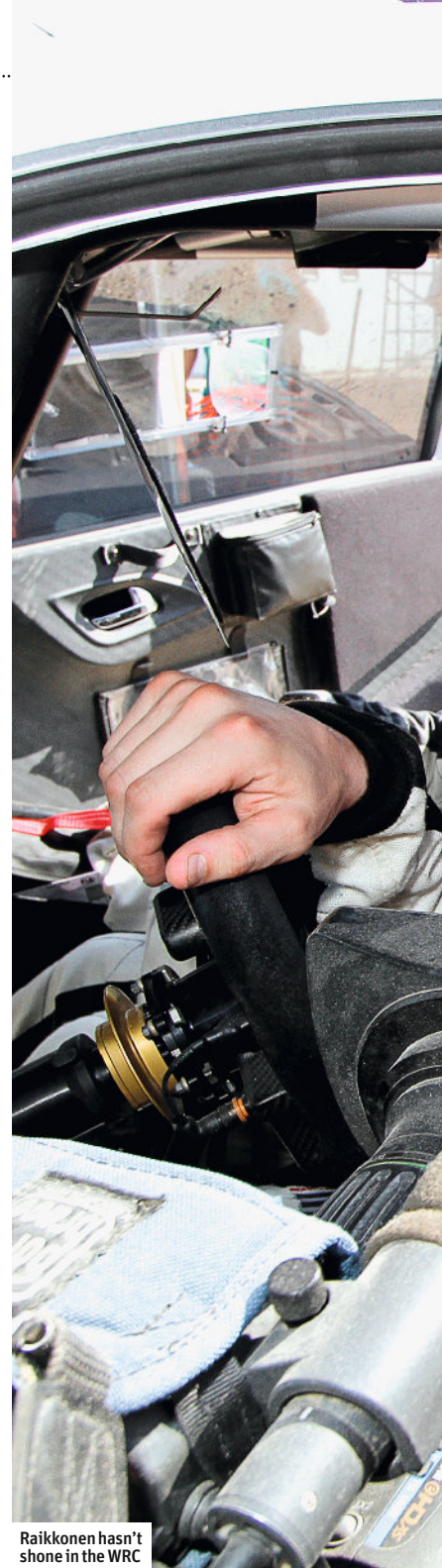
Raikkonen has decided he will only continue in rallying next year if he is given a fully-paid professional drive.

This scenario is unlikely, since no factory teams have shown any interest in the services of a driver who has done a solid, but unspectacular, job in the WRC this season. He is currently eighth in the standings driving for the Ice 1 Racing outfit, a programme that is believed to be funded partly out of his own pocket.

Citroen Racing boss Olivier Quesnel has admitted that he is unimpressed with Raikkonen's rallying exploits.

"If I was him, I would be a little disappointed with rallying," Quesnel told AUTOSPORT. "It's a tough sport to come to today, but it hasn't clicked yet for him. He does not feel it coming. When it does, I'm sure he can be quick, but when will that happen? I don't know and I don't think he knows."

Raikkonen is set to contest three more WRC events in his Citroen DS3 this year.



Raikkonen hasn't shone in the WRC

RAIKKONEN'S 2012 OPTIONS



FORMULA 1

Raikkonen is keen on Formula 1, but how keen is F1 on him? A berth at a proven top team is a long shot, but the likes of Renault could be tempted to see if the mid-noughties Kimi is still inside him. His abhorrence of promotional work counts against such a move.



SPORTSCARS

Peugeot is the only serious possibility, and a Le Mans outing for the former world champion would certainly gain the French marque huge publicity. Peugeot's modus operandi suggests that, if Kimi impresses in his test, Le Mans plus appearances in a couple of World Endurance Championship races is possible.



NASCAR

Raikkonen enjoyed his NASCAR outings this year, but his lack of interest in committing to a full-time schedule shot down some potential big-money deals. Hard to see where he will get the part-time itinerary that he is looking for, but the odd appearance isn't completely out of the question.



AUTOSPORT SAYS...

EDD STRAW
F1 EDITOR

edd.straw
@haymarket.com



The pool of elite drivers in Formula 1 is tiny. There are plenty of very good drivers, but few who you would stake your life on winning a world championship. Fernando Alonso, Lewis Hamilton and Sebastian Vettel are the three in that category. Kimi Raikkonen was once one of those drivers.

But *that* Kimi hasn't been seen for a while. F1 teams would fight to the death to sign Raikkonen in his pomp, and while the ingredients are there for him to recapture old glories, what about the motivation?

After all, this is a guy who would like to race in NASCAR, but is unwilling to do it full-time. A guy who doesn't want to travel all the way to Australia for a World Rally Championship event. A guy who isn't willing to invest the time into nailing esoteric skills like pace noting to unleash his full potential in rallying.

On raw ability, Raikkonen is as good as anyone. Maybe better. But that's not enough in 21st century competition. You need an intense work ethic to thrive and the Finn has already turned his back on the F1 environment once. Driving comes easily to Kimi and it seems that he wants everything else to come easily too.

Every F1 fan would love to see the old Kimi back. But as a seven-times world champion has proved over the past 18 months, the dream of recapturing old glories more often turns out to be a nightmare.



Formula 1's best of the best

P42 KIMI: WHAT WENT WRONG?



RALLYING

While Raikkonen is ready to give up on rallying in the absence of a paid offer to drive, he could end up with no choice but to persevere just to keep himself in competition. But he is not regarded as a potential top-liner any more thanks to what most putative employers see as his take-it-or-leave-it mentality.



WALK AWAY

The Finn has come close to taking a motorsport sabbatical on occasions over the past two years and could end up with no decent offers on the table. If that happens, a year on the sidelines may be the only option, although it will further dent his diminishing market value.

ROLL OF HONOUR

Graham Hill was the last Formula 1 world champion to win the Le Mans 24 Hours, driving a Matra Simca MS670 with Henri Pescarolo in 1972. He is one of only four world champions with a victory at La Sarthe on his CV...

Graham Hill (1972) • Jochen Rindt (1965) • Phil Hill (1958/61/62) • Mike Hawthorn (1955)



Hill shared the Matra with Henri Pescarolo

Lola gearing up for F1

British outfit on standby to relaunch its Formula 1 project for 2014. By MARK GLENDENNING

Work on previous car ended in 2009

 P46 LOLA'S F1 DREAM

Lola is ready to give the green light to its Formula 1 project with a view to joining the grid for the new V6 turbo era in 2014, if an entry can be secured.

The British company was among those who applied for a grid slot when places for three new teams were opened up ahead of the 2010 season. Its preparations had advanced to the point where all of its key technical staff had been recruited and windtunnel model testing had begun when the team was notified by the FIA that its bid had been unsuccessful.

However, much of the infrastructure that Lola created in anticipation of competing in F1 remains intact. AUTOSPORT understands that staff remain on standby to restart work on the Formula 1 programme should either

an existing team close down or the 13th slot (which was earmarked for the defunct US F1 team and remains unfilled) be made available by the FIA for 2014.

Lola owner Martin Birrane confirmed to AUTOSPORT that the team's F1 programme has not been permanently shelved.

"We've been talking about trying to enter F1 again," Birrane said.

"The timing was not right for us to try this year, as we'd have needed another redesign for next year. But by 2014, the regulations should have settled down and there will be a new engine, so that would be a good starting place."

Birrane said that the original 2010 project was to have been self-funded, but any new programme would be backed by outside investment. Talks



Birrane: aiming high on the grid

are already underway with potential partners.

"I was prepared to do it last time under my own steam, because if it was going to be capped under £40million, there was no need for anyone else," Birrane said. "This time around, I'm looking for a major investor, and we are already talking to two parties. We can still do it for the £40million, but if you want to get way up the

grid – and we believe we can – then there's an additional expenditure that I wouldn't want to personally underwrite."

The previous attempt to enter F1 was backed up with a substantial upgrade of Lola's Huntingdon base, with the result that the team now has an almost completely self-contained facility for building cars and carrying out windtunnel and seven-post-rig testing. Its windtunnel had already been used by six other F1 teams, including Sauber, during the past decade.

Lola's last appearance at a grand prix weekend was with the disastrous T97/30 that failed to qualify in Australia in 1997 and was never seen again. However, the company was under different ownership and management during that period.

LOLA IN FORMULA 1

The Lola name has made sporadic appearances in Formula 1 since its chassis first appeared



1962-63

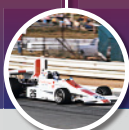
Reg Parnell runs Climax-engined Lolas, with John Surtees finishing fourth in the world championship in 1962.

1967-68

Lola builds the RA300 for Honda, dubbed the "Hondola". Surtees wins the 1967 Italian Grand Prix but the Japanese manufacturer then returns to building its own chassis.

1974-75

Graham Hill commissions Lola to build the T370 for his Embassy-backed F1 team, but the car scores only one point.



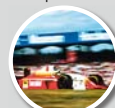
1987-91

Haas cars in 1985-86 are Lolas only in name. Larrousse runs Lolas for five seasons, taking one podium finish.



1993

Scuderia Italia switches from Dallara to Lola for its final season. The Ferrari-engined car scores no points.



1997

Lola's first works team collapses after one appearance, with the rushed T97 failing to qualify in Australia by over five seconds.





Force India aims to finish in the top six

Force India closes on top teams

FORCE INDIA IS ON TARGET TO establish itself as the closest challenger to F1's grandee teams – Red Bull, McLaren and Ferrari – in the second half of the season.

The Silverstone-based outfit has outscored its midfield rivals during the last two races. If it maintains the rate of improvement it has shown since running its all-new aerodynamic package for the first time in free practice in Spain in May, it could regularly outpace Mercedes.

The team is upbeat about its Spa

and Monza packages, having performed strongly at those circuits in recent years. Another raft of developments scheduled for Singapore will build on the progress made with its 'new' car since Spain.

Chief race engineer Dominic Harlow told AUTOSPORT: "At Spa, you can draw on what you run in Canada, which helps. And for Monza there will be a package with the new rear wing that you need for that race. There's more stuff coming through all of the time. We started the work on this

thread around Barcelona time and we really started to bring the performance upgrades in at Nurburgring."

Despite Adrian Sutil's sixth place in Germany and Paul di Resta's seventh in Hungary, Force India is only seventh in the constructors' championship. This was because it had a slow start to the season, running a car that was little more than an updated version of its 2010 machine.

"We'd certainly like to get sixth place to improve on last year's position," added Harlow.

STR wants more from its DRS



Toro Rosso chases DRS boost for Spa

SCUDERIA TORO ROSSO is set to run an improved DRS rear wing in the Belgian Grand Prix which it hopes will boost its qualifying performance.

The Italian team has consistently scored points this season, but neither Sebastien Buemi nor Jaime Alguersuari have made Q3 since April's Chinese Grand Prix. The Swiss driver is confident that the use of the DRS in qualifying partly explains the disparity between STR's single lap and race pace.

"Our DRS is not strong enough," Buemi said. "It

means that in qualifying, when you can use it everywhere, we suffer. We need to work hard on it and we will have updates after the break. It should be a big step."

Team-mate Alguersuari believes that the team needs to start higher up the grid to be able to exploit its speed in the race, but that the DRS improvement is only part of the equation.

"The DRS could be a help, but I don't think that all of the performance comes from this," he told AUTOSPORT.

Renault lines up Senna for Heidfeld seat

NICK HEIDFELD'S

Renault seat was in doubt as AUTOSPORT closed for press, with reserve driver Bruno Senna poised to make his debut for the team at Spa.

Renault has not been entirely happy with the veteran German's level of performance this season despite him outscoring team-mate Vitaly Petrov by two points. Heidfeld's chances of remaining with the team in 2012 were already slim, and the team is now keen to evaluate Senna.

AUTOSPORT understands that Heidfeld's immediate future depends on legal action. If Senna does replace him, it may not be until the end of the season. Romain Grosjean, who could clinch the GP2 title at Spa this weekend, is widely expected to have at least a Friday drive for some of the end-of-season flyaways. It's also possible that he could get some race outings with Renault.



Heidfeld: threatened

P22 GROSJEAN'S HOPE

THIS WEEK IN F1



McLAREN Jenson Button will drive in a street demo in Manchester on Monday. His run will take place at 11am, starting from Albert Square, which will also host an F1 Fan Zone.



MERCEDES Michael Schumacher celebrates the 20th anniversary of his Formula 1 debut in the 1991 Belgian Grand Prix this weekend. He is the first driver ever to reach this landmark while still racing in F1.



RENAULT Maria de Villota, daughter of two-times grand prix starter Emilio de Villota, tested a two-year old Renault R29 at Paul Ricard earlier this month. Despite reports linking her to an F1 drive with HRT, the 30-year-old does not qualify for a superlicence.



WILLIAMS Rubens Barrichello is hopeful that he will be able to score his first points since the Canadian Grand Prix at Spa this weekend. As well as a low-drag package, Williams will also have a new diffuser for Spa.



SAUBER Sergio Perez believes that the mid-season break has allowed him to put the effects of his Monaco qualifying crash in May behind him. "Personally, the break was good for me to fully recover from the accident," he said.



TORO ROSSO Jaime Alguersuari has backed plans for in-season testing to return to F1 on a limited basis in order to ensure that young drivers gain more experience. "You can be fast, but if you don't have the experience, you don't go anywhere in F1," he told AUTOSPORT.



LOTUS Tony Fernandes has acquired a majority shareholding in Premier League football team Queens Park Rangers. He bought out Bernie Ecclestone's 66 per cent stake in the club.



HRT Team principal Colin Kolles insists that his team has no plans to re-join FOTA despite being taken over by Spanish bank Thesan Capital. Kolles claims that FOTA only serves the agendas of the big teams.



VIRGIN Team principal John Booth believes that reliability must be the main target for the rest of the year. "From Canada onwards we have been able to finish every single race with both our cars, so we've got to make sure we hang on to our good form."



FIA Drivers will not be allowed to open their DRS rear wing through Eau Rouge at Spa this weekend. The FIA has enforced the ban following concerns from drivers about the dangers of Spa's most famous corner. It is the second time DRS use has been restricted, after it was banned in the tunnel at Monaco.



PIRELLI The difference between the two tyre compounds used in the Belgian Grand Prix this weekend is expected to be the biggest it has been all season, according to Pirelli. The gap between the soft and medium tyres should be more than one second per lap.



Hunt v Lauda gets movie treatment

AUTOSPORT reveals the plans behind a new big-name film covering the dramatic 1976 world championship fight, which is set to hit the silver screen as early as 2013. By ADAM COOPER

Two of the biggest names in the film-making industry are working on a movie about the 1976 Formula 1 season.

Writer Peter Morgan has teamed up with Oscar-winning director Ron Howard to work on the film, provisionally titled *Rush*. The movie will tell the story of 1976 and the battle between Niki Lauda and James Hunt. While the Austrian is involved as a consultant, the story will be seen from both sides.

The driving force behind the film is scriptwriter Morgan. The 48-year-old made his name with the BBC drama *The Deal*, about Tony Blair and Gordon Brown, and since then he has cornered the market in fact-based, character-driven dramas. His CV now includes *The Queen*, *Frost/Nixon*, *The Last King of Scotland* and *The Damned United*.

"My wife was a friend of Niki Lauda's, and we started spending some time together," he said. "I remembered what happened in 1976, and thought maybe people will be interested to see a version of that. Niki has, as you can imagine, been approached by a



Film will portray differing Lauda/Hunt characters

number of people over the years. He threw his hat in with me, because he probably felt that doing it in the English language would hopefully attract the sort of filmmaker like Ron Howard, with whom I've worked before.

"I'm not an F1 fan, but a personality fan in that sense, and those two were larger than the sport at that point. I was only 13, but that was the perfect age for something like that."

Morgan has written about monarchs, prime ministers and dictators, but he considers

friendship and rivalry and as racers. It's both of them, equal billing. I won't say any more because that spoils the fun."

Howard, still best remembered by many as Richie Cunningham in *Happy Days*, has made a string of hugely successful movies over the past 34 years. He won the best director Oscar for *A Beautiful Mind*, and was also nominated for *Frost/Nixon*, which was based on Morgan's play. Although he has no interest in motorsport, Howard appreciates the quality of the story.

"I had a good experience with *Cinderella Man*, a boxing picture," he said. "That was another sport that I'd been aware of, but hadn't really followed. I was fascinated by it, the drama of that particular contest."

"I think there is something particularly interesting about sports, they can yield so much drama. And I'm always interested in characters. I did *Frost/Nixon* with Peter, so we'd worked together before, and I'd known that this was a project that he was working on for a while."

"I thought it was a really fascinating idea because it centres

"It's a fascinating idea because it centres on two extraordinary characters"

Film director Ron Howard

characters such as Hunt and Lauda to be larger than life.

"You couldn't make these people up," he added. "The heart of it is the story of two very different men, not just the racing, but also what happens when you bring a cocktail of those two very different personalities together, both as

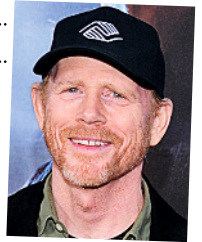


Interlagos 1976: Hunt and Lauda start their battle

60 SECONDS WITH

RON HOWARD

Film Director.....



What attracted you to the 1976 story?

I think this is a terrific story and with Peter Morgan writing it, it's very character-driven. It's strong, I think it has some surprises, it's a fun script. Those were fun times in a lot of ways, and there was a lot of drama too.

What's your first impression of Niki Lauda?

He's a fascinating, dynamic guy. He reminds me a little bit of Jim Lovell in *Apollo 13*. Here's an extremely intelligent person of real integrity and real presence of self and all the confidence that goes with that. But he has a willingness to share the details and have the patience to sit round and explain things to someone like me.

What sort of research have you done?

Fortunately the sport was comprehensively covered then. With Jim Braddock in *Cinderella Man* [set in 1935], it was pretty tough to dig up much detail. Here you've got so many interviews you can look at. You can go on YouTube and learn a lot in half an hour. That's not where it's going to stop, that's where it begins.

***Apollo 13* was a period movie with a huge technical element. Does *Rush* have something in common with that?**

It's kind of a blend between *Apollo 13*, *Cinderella Man*, and *Frost/Nixon*, in that it has the complexity of the characters of *Frost/Nixon*, the personal risk and danger and the emotional stakes of *Cinderella Man*, and the fascinating technology and awesome nature of the achievement that *Apollo 13* had.

The original cars are still around, but how hard will it be to recreate '70s race circuits?

I'm just delving into that, it's exploratory at this point. But I know that F1 fans are going to care about the details. I'm planning to be sensitive to that. I think digital technology will be our friend in that regard. The feeling of authenticity is the point we're going for, even in the casting.



Ron Howard was talking to AUTOSPORT special correspondent **Adam Cooper**



Pure human drama: Lauda at Nurburging '76

on two extraordinary characters and a remarkable season, and I think it allows you to learn a lot about the sport, and also relive that era and all that was happening then. It's the important psychological and emotional differences of high-achieving people who are willing to do things that the rest of us wouldn't dream of."

Fictional motor racing movies have enjoyed a mixed history, and have rarely satisfied fans. Basing one on fact is a real challenge.

"I'm not really interested in how it was done in the past," says Morgan. "You can't look back, particularly with an ever-evolving art form like film. You've got to look forward. We want to be able to deliver as much visceral thrill with the money that we have, which is of course very limited.

"My job as the writer is to come up with a character story which will hopefully mean that we're really pulled into this as a piece of suspense and drama, and it's not just down to the technicalities and it's not just down to how accurate we were."

Lauda: filmmakers will do justice to 1976 story



Lauda is excited by the film

NIKI LAUDA HAS GIVEN HIS

backing to the film being made about the 1976 season, and the Austrian says he's delighted that two such high-powered film makers are involved.

"I have no idea about the production of movies," he said. "But what I've learned is you've never seen so many Oscar-winning parts. Peter, who wrote the script, Ron who is famous for doing the movies, the

combination that is taking care of it is unbelievable. You cannot get a better team together.

"All I have to do is tell Peter what happened, and then they change it to make a movie out of it. And they want me to be part of details later, whenever it starts."

Does he see it very much as the Niki-and-James story?

"It's the '76 season and the main story is the fight between us for the championship. For me it's good and fun. Now they're going to adapt it, I have to sit together with Peter for three or four sessions, and then it will be finished."

Lauda says he hasn't given much thought to the challenge of recreating the 1976 grands prix: "I have no idea. But I tell you, if they can do the *Apollo 13* film, it's not so difficult to do an F1 thing."



BELGIAN GP PREVIEW

FACTS, STATS, BETTING ODDS AND MORE



Eau Rouge: no longer the big challenge

Spa's iconic corner is still a favourite with drivers, but bravery is required elsewhere on the track these days

Ask any driver on the Formula 1 grid to name their favourite grand prix tracks and two names almost invariably come up: Suzuka and Spa-Francorchamps. Why? Because they are fast, challenging circuits where the driver can make a difference.

No wonder that the likes of Michael Schumacher, Ayrton Senna, Jim Clark and Kimi Raikkonen loom large at the top of the list of Belgian Grand Prix winners.

"Corners like Eau Rouge, Pouhon and Blanchimont are fantastic, just because they're so fast," says Lewis Hamilton. "Pouhon, in particular, is

incredible, because you're really at the limit of the grip level, and you're gently playing with the throttle and trying not to scrub off too much speed with the steering. Getting it right is an amazing feeling."

While Hamilton namechecks Eau Rouge, the calling card of Spa, it's significant that Pouhon is the corner that he enthuses about. With Eau Rouge now pretty much a flat-out blast, it's the double-apex left hander later in the lap that really challenges drivers. It will also be at Pouhon where we will see which drivers are the most bold

with their DRS in qualifying trim.

At Eau Rouge, the FIA has decided to ban the activation of the DRS rear wing. This means that Pouhon will now be the ultimate test of who knows exactly when they have enough rear downforce to hold steady even once the wing is open.

Sebastian Vettel is one of the masters of this. Since pre-season testing, he has been pushing the envelope on activating the DRS while the car is earlier and earlier in the cornering phase. Fernando Alonso, too, has been very aggressive with it at times.

DRS usage is going to be an important factor at Spa. While by definition, because the overall downforce (and therefore drag) levels are low at Spa – hence less drag to reduce – the DRS will be used for almost two-thirds of the lap in qualifying. Only Monza offers greater opportunities.

It could also create huge overtaking possibilities. On the run from La Source to Les Combes, through Eau Rouge, drivers are on the throttle for 23.5 seconds and, once they are onto the Kemmel Straight in race conditions, the DRS will be available.



Eau Rouge is still Spa's iconic shot

TRACK GUIDE

NUMBER OF LAPS **44**

CIRCUIT LENGTH **4.352m**

LAP RECORD **1m45.108s**

KIMI RAIKKONEN
(2004)



La Source

1st GEAR

CORNER SPEED

48_{mph}

APPROACH SPEED

181_{mph}

BRAKING DISTANCE

119_m

BRAKING TIME

2.7_s

BRAKING FORCE

4.7_g

Eau Rouge

7th GEAR

CORNER SPEED

184_{mph}

APPROACH SPEED

190_{mph}

BRAKING DISTANCE

n/a

BRAKING TIME

n/a

BRAKING FORCE

n/a

Les Combes

3rd GEAR

CORNER SPEED

103_{mph}

APPROACH SPEED

209_{mph}

BRAKING DISTANCE

92_m

BRAKING TIME

1.3_s

BRAKING FORCE

5.8_g

Rivage

2nd GEAR

CORNER SPEED

81_{mph}

APPROACH SPEED

173_{mph}

BRAKING DISTANCE

85_m

BRAKING TIME

1.6_s

BRAKING FORCE

4.5_g

Turn 9

3rd GEAR

CORNER SPEED

114_{mph}

APPROACH SPEED

132_{mph}

BRAKING DISTANCE

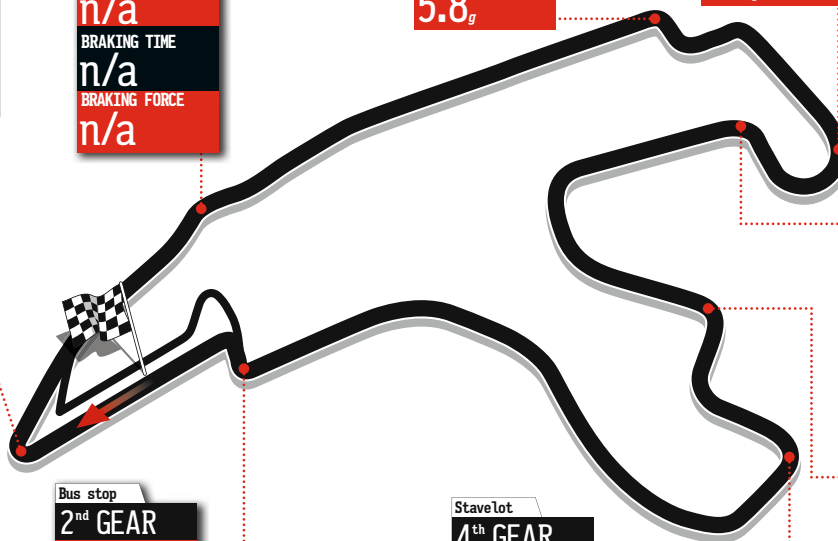
18_m

BRAKING TIME

0.3_s

BRAKING FORCE

3.0_g



Bus stop

2nd GEAR

CORNER SPEED

66_{mph}

APPROACH SPEED

209_{mph}

BRAKING DISTANCE

125_m

BRAKING TIME

2.3_s

BRAKING FORCE

5.8_g

Stavelet

4th GEAR

CORNER SPEED

102_{mph}

APPROACH SPEED

158_{mph}

BRAKING DISTANCE

51_m

BRAKING TIME

0.9_s

BRAKING FORCE

3.9_g

Fagnes

3rd GEAR

CORNER SPEED

120_{mph}

APPROACH SPEED

198_{mph}

BRAKING DISTANCE

68_m

BRAKING TIME

0.9_s

BRAKING FORCE

5.3_g

DATA PROVIDED BY



TRACK TALK



HEIKKI KOVALAINEN

Eau Rouge is actually not that hard for us now, but it's still a big thrill. Any corner you take at 180mph is pretty quick so you hang on to the wheel hard so that you don't get any snap, build up a good speed, then you feel all that compression as the car bottoms out.



SAM MICHAEL (WILLIAMS)

Large variations in terrain provide a challenge to the engineers to cover all of the different corner types, from slow speed kerb riding to the flat out Eau Rouge. Race day can be interesting when the weather changes as it can rain on one side of the circuit and be dry elsewhere.



JAMES KEY (SAUBER)

Spa requires a medium-to-low downforce level. To date it will be the lowest downforce level the teams have run, but a lot will depend on the weather conditions, because they are very unpredictable.

BALLSY CORNER

POUHON

Everybody talks about Eau Rouge, but the real challenge at Spa is now the long left hander Pouhon. Fast, with most drivers only shaving off a little speed before turning in, there is little margin for error. And despite there being plenty of run-off, it's still possible to get things wrong, as Vitaly Petrov discovered in qualifying last year. Very fast and on the edge, it's the perfect recipe for an F1 corner.



CLASSIC MOMENT

Swede Gunnar Nilsson won only one grand prix, and it came on Belgian soil at Zolder in 1977. In a wet/dry/wet/dry race, the Lotus 78 driver finished almost 15 seconds clear of eventual champion Niki Lauda's Ferrari.



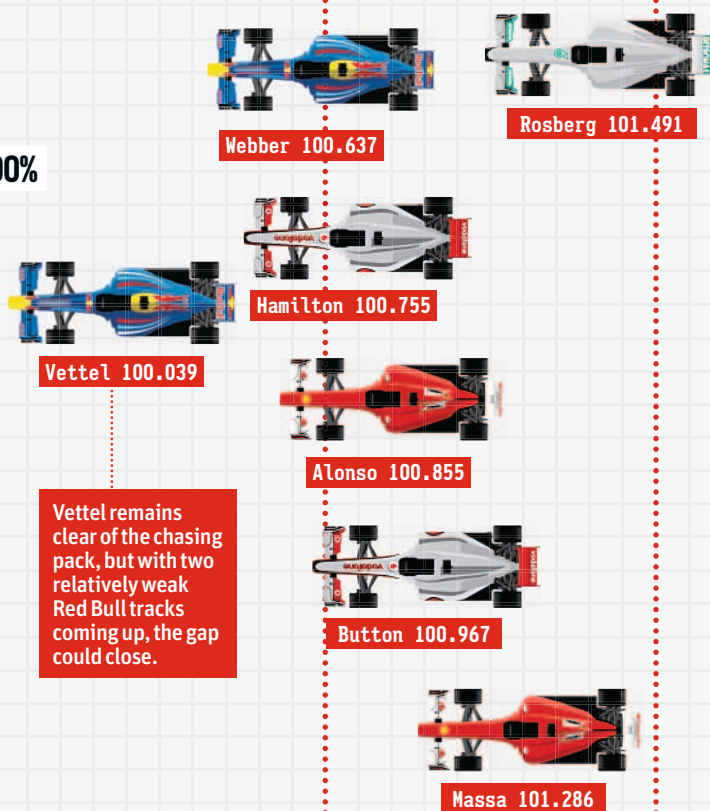
P16

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

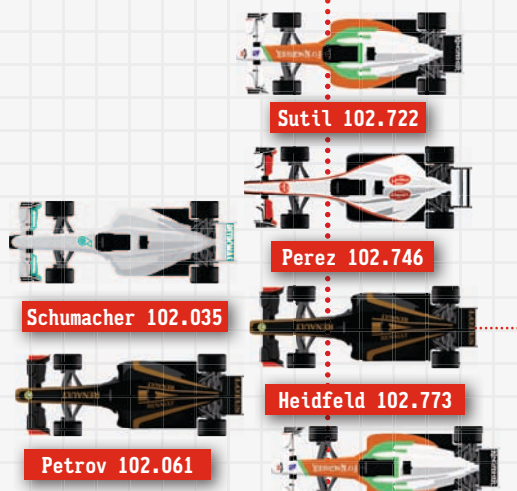
GARY ANDERSON'S SUPERGRID

AUTOSPORT technical correspondent Gary Anderson has been compiling an index, created by taking each driver's percentage deficit to the outright pace over the season, using their best laps from each grand prix weekend. This is how they stand after the first 11 races of the year. The theoretical absolute pace is expressed as 100 per cent.

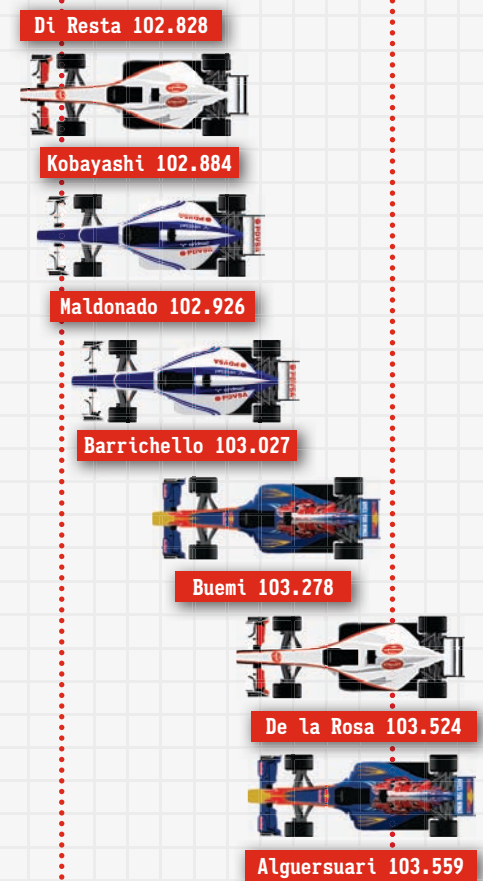
100%



Vettel remains clear of the chasing pack, but with two relatively weak Red Bull tracks coming up, the gap could close.



Under-pressure Heidfeld has outscored team-mate Petrov, but lags behind him on raw speed after a difficult campaign for Renault.



LAST YEAR

HAMILTON'S CLOSE SHAVE

Lewis Hamilton broke his Spa Formula 1 duck with a lights-to-flag victory. But after taking the lead at the start when polesitter Mark Webber's Red Bull bogged down, Hamilton had to work for victory. Heading to the pits during a rain shower late in the race he ran through the gravel at Rivage, very gently brushing the barrier. He survived and made it to the pits to close out a win that gave him the points lead. Webber recovered to second after Robert Kubica overshot his pit box, but it was a bad day for the other title challengers. Fernando Alonso spun out of eighth late on, while Sebastian Vettel took out Jensen Button at the chicane, putting the McLaren out of the race – and, after a late race puncture ruined Vettel's attempts to recover, the Red Bull driver left without points. **RESULTS:** 1 Lewis Hamilton; 2 Mark Webber; 3 Robert Kubica; 4 Felipe Massa; 5 Adrian Sutil; 6 Nico Rosberg; 7 Michael Schumacher; 8 Kamui Kobayashi; 9 Vitaly Petrov; 10 Tonio Liuzzi.



TYRE ALLOCATION

TYRES USED THIS WEEKEND



2010 WINNER

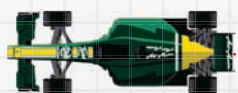
LEWIS HAMILTON



2010 POLE POSITION

MARK WEBBER





Kovalainen 105.124



Trulli 105.611

Lotus continues to hover in the no-man's land between the pack and the tail-enders. The gap equates to 1.4s around a 90-second lap.



Chandhok 107.042



Glock 106.834



Liuzzi 107.874



D'Ambrosio 107.409



Ricciardo 108.182



Karthikeyan 108.590

109%

THE DRIVER



LUCAS DI GRASSI

thedriver@autosport.com

PEOPLE GENERALLY DON'T REALISE HOW MUCH effort has to go into a Formula 1 team to make it work. It is difficult to find any other sport which is so competitive and requires so much time.

So, after all this work, nothing's more fair than a good summer break. But from a driver's point of view, does this extra free time change our approach for the rest of the championship? My opinion is yes, but only slightly.

The driver normally works in a constant flow during the season. One race follows the other and the approach is very similar. Every driver has his own way of getting the most out of each weekend and he applies it every time.

We have to consider that every driver is in a different position at this stage of the season. Some are fighting to keep their seat and others are trying to win the championship, so it is natural that the break affects them differently.

Normally the break has a positive effect on the whole team. The engineers and mechanics work so hard and can be so stressed in some situations that it is more than necessary to chill out and not think about racing for two weeks. This break can also have a negative impact if the driver is in a difficult situation because there is time to brood about it, as I described in the last column here.

In conclusion, the break is positive. Recharge everyone's batteries and now it will be a flat-out, non-stop thrill until the end of the season.



| RACE ODDS (Ladbrokes) | |
|-----------------------|--------|
| Vettel | 7/4 |
| Alonso | 3/1 |
| Hamilton | 3/1 |
| Button | 11/2 |
| Webber | 6/1 |
| Massa | 40/1 |
| Rosberg | 100/1 |
| Schumacher | 150/1 |
| Petrov | 250/1 |
| Heidfeld | 250/1 |
| Sutil | 500/1 |
| di Resta | 500/1 |
| Perez | 500/1 |
| Kobayashi | 500/1 |
| Barrichello | 750/1 |
| Buemi | 750/1 |
| Alguersuari | 750/1 |
| Maldonado | 750/1 |
| Kovalainen | 3000/1 |
| Trulli | 4000/1 |
| Glock | 4000/1 |
| Ricciardo | 5000/1 |
| Liuzzi | 5000/1 |
| Glock | 5000/1 |

AMONG THOSE likely to fight for victory, once again it's Button and Webber who offer the best value. Webber was on pole last year, so don't count out him repeating the trick, even if the top speed disadvantage might make him easy to pass. If that happens, maybe the smart money would be on Jenson Button, especially with rain likely to intervene.

SET-UP GUIDE



GARY ANDERSON
Technical consultant

MECHANICAL

Spa has always been a drivers' favourite and requires a fairly precise mechanical set-up; if the car is lazy a lot of time can be lost through the middle section of the track. However, if it is too stiffly sprung the car will not ride the kerbs effectively.

AERODYNAMIC

The first and last sections of the lap require a low drag set-up, the middle section requires downforce and the

last section is again about low drag. In the past, getting a good balance between these has not been easy, but with the DRS rear wing used to its maximum in qualifying I expect the lap times to tumble. In the race it will be a different matter since running too much downforce will leave a driver vulnerable on the long straights.

TYRES

Over the last few races the tyres haven't been as critical as we saw at the beginning of the season. But I'm sure tyres will play a major role at Spa because there is enough of a time difference between the two compounds, or more likely the good old Spa weather will do its normal thing and the sky will open up.



Top speed is vital at Spa in the race

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Straight talk

David Coulthard

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

The month-long summer break has given teams and drivers a chance to refocus on the second half of what's become a classic F1 season. Bring on Spa, says our columnist, who won there for McLaren back in 1999

With the summer break out of the way, we've got an exciting end to the Formula 1 season to look forward to. And what better place is there to get back to the serious business than Spa-Francorchamps a track that's on every driver's list of favourites. A great setting, a fantastic layout – I can't wait.

The high-speed first and last sectors at Spa should fall into the zone of McLaren and Ferrari, but the aero-dependant middle section should be Red Bull's domain. That should make it very interesting to see just how that trade-off in top speed and downforce will play out, and will also give us a clue for the following grand prix – the quickest of them all – at Monza.

Local weather patterns can always throw a huge spanner into the

PICTURE: TEE/LAT



works at Spa, and also we've seen some teams leap to the front given the low-downforce nature of the circuit. I'd be delighted for Paul di

Resta if Force India could repeat its form of a couple of years ago, because he's enjoying a great start to his F1 career.

VETTEL THE HUNTED

Even though we've got a lot of points still to play for this year, you've got to presume, all things being equal, that Sebastian Vettel has done enough to defend his title. It's unlikely that he's going to have some sort of meltdown and not finish in the top half dozen in the remaining races.

Being as young and motivated as he is, I expect him to be going for race wins as much as ever, but I think he's going to find it tougher than ever with McLaren and Ferrari right back in the hunt. It's been three races since he stood on the top step of the podium, and the way Red Bull reverted to an older-spec aero package at Hungary goes to show he's not been quite as comfortable as previously. It also demonstrates the vast development race that F1 has become. Things can change very quickly.

BUTTON ON A HIGH

Following his pulsating victory in Hungary, Jenson Button will have gone away on his summer holiday on the crest of a wave. It means you can switch off from the pressures knowing you've done a great job, and it should help you switch back into the zone more easily, too. Jenson has that inner peace knowing he's already a world champion as well, but I'm sure he'll have enjoyed his summer break

perhaps more than anyone else.

After its back-to-back race wins McLaren will also be highly motivated to keep its run going, and I'm a strong believer in its ethos of letting its drivers race each other, because if you don't do that you risk restricting yourself to 50 per cent of your potential to win races.

THE WAR BETWEEN THE BIG THREE

There's little doubt that Ferrari has also made huge progress recently, and that's added to what's making this such an exciting season. You've got these top three constructors with such different driver dynamics: you've got the easy-going harmony (Canada aside) of Lewis and Jenson, the less-obvious harmony between Mark Webber and Sebastian, and then you've got the situation of Fernando Alonso's de facto number-one status over Felipe Massa at Ferrari.

Those divergent strategies (in Ferrari's case) and relationships add a whole extra dimension to the traditional warfare of three manufacturers developing their racing cars to be better than the opposition. The three-week break will obviously mean that whatever developments were in the pipeline before everyone 'broke up' will be key for Spa.

In terms of the drivers, it's good to grab a bit of mid-season rest and relaxation, a bit of normality in an otherwise hectic season. That said, I don't have any sympathy for them, because in my day I had in-season testing to contend with as well and we had no break at all! ❧

“Spa: what better place to get back to serious F1 business?”

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MPH Mark Hughes

AUTOSPORT grand prix editor

Pirelli tester Lucas di Grassi has some fascinating insights into this year's new tyres, and reveals why they play to runaway world championship leader Sebastian Vettel's strengths

Lucas di Grassi has disappeared below the radar since his rookie Formula 1 season last year, but he's been a busy boy nonetheless. He has been the principal tester of Pirelli's F1 tyres, using a modified version of Toyota's unraced 2010 car. He has a big reputation as a driver with a highly astute technical brain, one of those guys who immerses himself in the engineering as well as the driving of a car – and he's had F1 experience on both Michelin and Bridgestone too (he was a Renault test driver in the Michelin days and raced last year on Bridgestones).

So it was interesting to catch up with him recently and get his take on these tyres which have put such a different complexion on the racing this year. "I think the first thing to say is that Pirelli has done an amazing job in just reaching a comparable level to Michelin and Bridgestone straight away because

to do a good F1 tyre is a very complicated, extremely difficult thing to do," he says.

"They have matched the performance we've had in the past on the other tyres in a very short space of time and I think that's amazing, and secondly they've made the racing so much more interesting, by matching the compounds to create more overtaking. Yes, the DRS wing has had an effect in this, but I would say that it's mainly the tyres that have created it."

The lap-time comparison from last year to this is complicated by the fact that we have single diffusers, DRS and KERS this year. But there have been several tracks where qualifying times have actually been faster than with the double-diffuser cars and it seems clear that for one-lap instant grip these tyres are probably faster than the control Bridgestones. Over a stint they generally wear more – and the variation in that is what's been creating the passing. It's also got the cars sliding around more, especially in the low-speed corners.

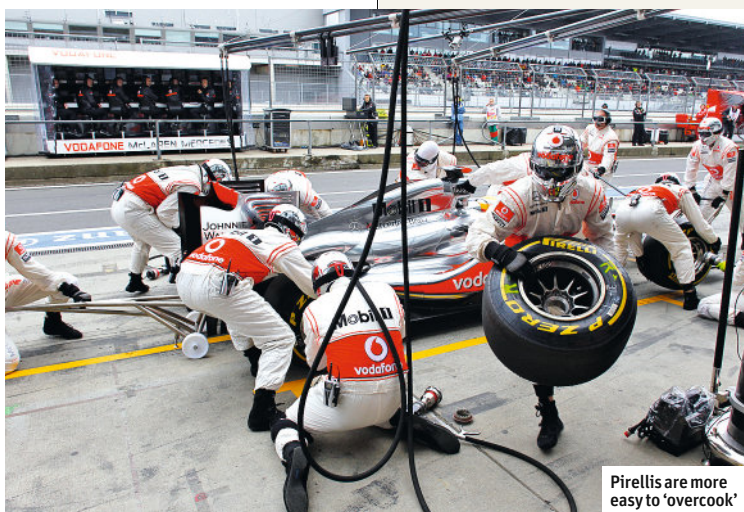
They require a different driving technique, something that has enhanced the competitiveness of some drivers and hurt others. "Yes, but it's quite subtle, the change," says di Grassi. "When I first tried them, it didn't feel like something totally different from what I was used to with the Bridgestones and Michelins. But you do feel you can't carry as much of a combination of lateral and longitudinal grip. They are good in either longitudinal or lateral, but if you try overlapping your braking or accelerating with

the cornering, there is not so much grip. So the natural way is to separate those phases out more than you would with, say, the Bridgestone. If you do both together, the car moves around quite a lot and in braking it tends to lock the front a little more."

The idea that the 'car moves around more' if you overlap braking with cornering on corner entry seems to be an area where Sebastian Vettel has found an advantage this year. Because while it might be the 'natural way' on these tyres to separate those phases, if you can live with that initial instability, it does help get the car turned more quickly. Which in turn takes a lot of load off the front tyres as they no longer have to build up the cornering load for so long before it transfers to the rear, which keeps them from overheating and losing grip – something these tyres are extra sensitive to. In other words, the fact that the Pirellis have made the cars more unstable on corner entry has probably played a part in enhancing the benefit of Vettel's acrobatic ability, enabling him to be both faster and easier on the tyres.

"Yes, you cannot just push 100 per cent without thinking very much about the tyres, like you could before," di Grassi explains. "The moment you start doing something wrong, either in driving or set-up, you quickly reach the point where the tyre drops off and you lose a lot. They don't come back either. So your race can be defined by just one or two careless wheelspins, for example, especially if the track is hot or abrasive. There is a lot more thinking involved this year, that's for sure." ❧

PIG: TEE/LAT



“Your race can be defined by one or two careless wheelspins”



F1/GP2

Grosjean ready for F1 return

GP2 series leader insists he is ready to move up to F1 if the Renault team needs him to. By GLENN FREEMAN

GP2 championship leader Romain Grosjean claims he is ready to fill in for the injured Robert Kubica at the Renault Formula 1 team if he is asked to step up either this year or next.

The 25-year-old is close to sealing the GP2 title, in which he carries a 25-point lead into the penultimate round at Spa this weekend. His future has been the subject of much speculation over the summer, with some suggestions that Renault could give him a trial either in a free-practice session or a full GP outing once the GP2 season has finished (at Monza on September 11).

Beyond that, the continued doubts over Kubica's recovery mean that Grosjean is in the running to race for Renault next year. His career is managed by team principal Eric Boullier's Gravity Sport scheme, and the Renault boss has openly admitted his admiration of Grosjean's talents.

Grosjean told AUTOSPORT:

"I cross my fingers for Robert, I hope he can get back. But if I am asked to jump in the car, I will be ready. To get back to F1 is still my dream – it's what I want to do."

GROWING UP

Grosjean has had to rebuild his career after a damaging seven-race

F1 stint with Renault at the end of 2009, where his best finish was 13th. However, he believes that the lessons learned during that time have helped him develop into a better driver as he has worked his way back to the fringe of the F1 grid in two years.

"Last time – I would say it was a

great experience," he added. "I learned a lot, but I wasn't ready; I wasn't in a good place. But in the end it has helped me to become what I am today. I think I have changed quite a lot compared with two years ago. And clearly the goal is to get back into Formula 1, in a good team, and show that maybe

Grosjean is on the brink of the GP2 title



"Last time, I learned a lot, but I wasn't ready; I wasn't in a good place"

Romain Grosjean

I can do what I have done in GP2 at the top level. I'm much more ready than I was in 2009, and I think I know myself more. I know what I need to be able to do my job in the best possible way."

NO HARD FEELINGS

In his seven races alongside double world champion Fernando Alonso in 2009, Grosjean's average deficit



Grosjean and Renault could become a regular sight in F1

AUTOSPORT SAYS...

GLENN FREEMAN
NEWS EDITOR

glenn.freeman
@haymarket.com



Romain Grosjean's claim that he is ready for Formula 1 this time is not just some cheap talk. The GP2 championship leader has taken a serious look at himself since the sport chewed him up and spat him out two years ago, and there are plenty of signs that he really is a changed man.

There has even been a noticeable improvement in him over the course of this year, and as the season draws to a close he is continuing to look ever more polished.

Opinion is divided over what would be best for Renault team boss Eric Boullier's protege. Some believe that, having been burned before by jumping in towards the end of a season, Grosjean should stay away from a race seat for the rest of this year.

But the difference between 2009 and today is that the team is more likely to have his long-term interests at heart (even if that means racing for someone else next year), and the driver is far more mature both on the track and off it.

When Grosjean says he is ready this time, he means it. He's earned his second chance.



2009 Renault gig was tough for Grosjean

in qualifying was half a second. He is happy with the job he did in a difficult situation and he believes that being thrown in at the deep end alongside one of the sport's greatest drivers will have long-term advantages.

"It was so good racing alongside Fernando," he said. "And if you look at the performance compared with him it wasn't that bad. The circumstances were quite tough, but I know that if I get back there I will give it 100 per cent and prove that I am able to do some good things in Formula 1."

But for the moment, Boullier insists that his driver should remain focused on seeing out the formidable position he has established for himself in the GP2 title race. Grosjean agrees, and he pointed to the improvement of DAMS over the past year from a midfield runner to regular race winner as a sign of his efforts in the feeder category.

"At the moment there are still two GP2 rounds to go," he said. "Winning the title would be a fantastic thing for myself and DAMS. The achievement will be great compared with where we were with the car when we started together in the middle of last year."

Q&A

ERIC BOULLIER

RENAULT F1 TEAM BOSS



Do you expect Romain Grosjean to go all out to seal the GP2 title this weekend?

It would be a great reward for his hard work. He has established himself as the boss of the series.

Is Romain ready for F1?

Yes. In F1, you don't just need a fast driver, you need charisma and the ability to lead the team technically. That is what I needed to see. This is why Romain was not in a champion team in GP2 – he

was placed at a good team with the mission of making it better.

Has he achieved all of the targets you set him? He has proved he's fast. He thinks and knows how to look after his tyres when he needs to. This proves he's mature and driving with his head.



Grosjean's a team player, says boss

BIG NUMBER



Romain Grosjean's average deficit to then team-mate Fernando Alonso in qualifying during his seven starts with Renault in 2009. Not bad for a rookie against a double world champion...



Coulthard races a 2008-spec C-class

DTM

Coulthard wants works Merc

Ex-grand prix star wants to stay in the DTM in 2012, but says he needs a quicker car to unlock potential

David Coulthard wants to remain in the DTM for a third successive season next year to take care of “unfinished business”.

The 13-time grand prix winner made his debut for Mercedes in 2010, but has only secured two points finishes in his 2008-spec Mücke Motorsport-run C-class since then.

Despite this, however, the 40-year-old Briton’s pace has generally been strong – especially in race trim. He set the fastest lap at the most recent event at the Nurburgring and has been within

0.2s of the outright lap pace in three of the last four races.

He now believes that he can transfer that pace into solid results, given the chance.

“I’m very keen to do it,” Coulthard told AUTOSPORT. “I’ve been in the DTM for two years now and have very little to show for it results-wise, even though my pace has been good – a bit better than my results have shown, in fact. I don’t think two points finishes really shows how quick I’ve been. Call it a bit of unfinished business, if you like.”

Coulthard is adamant that if he is

to raise his game and challenge for podiums and wins next year, he will need a move from Mücke Motorsport into Mercedes’ in-house HWA team, which has taken all of the manufacturer’s nine drivers’ titles.

He believes this is especially important with the new generation of DTM cars being introduced in 2012. Testing is at a premium for drivers not associated with each manufacturer’s ‘top’ team.

“In order to challenge for any championship, you have to have the very best team and equipment at

your disposal,” he added. “And it’s no secret that at Mercedes that team is HWA – they do develop the cars, after all, and it’s hard to get testing otherwise.

“That’s nothing against the Mücke boys; I’m happy driving there and I appreciate everything Mercedes has done for me in selecting me for the DTM programme. Whether there’s a HWA seat for me... That’s for [Mercedes motorsport vice-president] Norbert [Haug] and others to decide. Only time will tell what they choose.”

INDYCAR

New car to cut down on spinal injuries

INDYCAR OFFICIALS BELIEVE THAT

Justin Wilson would not have been injured in his off at Mid-Ohio earlier this month had he been in the 2012 IndyCar.

The Brit suffered a compression fracture of the T5 vertebra when his car landed hard after hitting an uneven section of run-off. But IndyCar director of engineering Jeff Horton told the series website that the safety features built into the new-spec chassis will go a long way to

addressing vertical load injuries such as that sustained by Wilson.

“Because of [Wilson’s] height and the design of that car, he actually has nothing underneath him,” Horton said. “He basically sits right on the floor, so all the load that the chassis saw was transmitted straight up his spine.”

The cockpit of the 2012 car is both longer and wider than that of the current Dallara, which will allow extra room for padding. Three inches of expanded polypropylene foam will be placed behind the drivers’ seat, with 1.5 inches underneath the seat. A ‘floating headrest’ will be installed to work in conjunction with the HANS device.

“Before the driver even pours his custom seat, he’s got three inches of protection,” said Horton. “Our data shows

this will prevent most injuries.”

The series is also confident that taller drivers such as 6’3” Wilson will be more easily accommodated in the 2012 chassis.

“The car has been made a little bit longer so that a tall driver can be incorporated and not give up safety systems,” said Horton.



Wilson suffered a compression fracture



CASTROL EDGE HAS CONFIRMED ITS title sponsorship of the 2011 AUTOSPORT Awards – the world’s most spectacular annual motorsport awards evening – and is offering two readers the chance to join the glittering ceremony at the Grosvenor House Hotel in London on Sunday December 4.

To win two tickets, answer this question: **Who was last year’s McLaren AUTOSPORT BRDC Award winner?**

Email your answer to autosport.competitions@haymarket.com by midnight October 1, 2011. For full terms and conditions see autosport.com. Nominations for the Awards open soon.

GT3

JAS joins the McLaren ranks in GT3

THE ITALIAN JAS TEAM WILL UNDERTAKE

its first race programme without Honda since 1997 when it fields one of McLaren's new MP4-12C GT3 racers next year.

JAS Motorsport, whose relationship with Honda continues with the production of Super 2000-spec Accords and Civics for national touring car series, is planning to run the McLaren in rounds of the Blancpain Endurance Series and the GT3 Asia Challenge. It will be the first time it has raced anything other than a Honda since

running Alfa Romeos in the 1997 German STW tin-top championship.

JAS boss Alessandro Mariani said: "GT3 is one of the strongest categories in world motorsport at the moment, so we have decided to start a new campaign even if our main commitment will be to Honda."

Mariani revealed that JAS had made a bid for the deal to develop the MP4-12C for racing which ultimately went to the British CRS Racing organisation.

The JAS McLaren will start out in the

Blancpain series before switching to Asia after the Spa 24 Hours.

JAS is one of 11 teams so far announced to run the McLaren next year. Others include the ASM Team from Portugal, Boutsen Energy Racing and Zakspeed, which will mastermind a project for Porsche tuner Gemballa. The McLaren will continue its development in this weekend's three-hour Blancpain race at Magny-Cours. Former Audi factory driver Pierre Kaffer is an addition to the two-car CRS line-up.



NEW ASTON GT3 REVEALED
Aston Martin Racing has released the first images of next year's V12 Vantage GT3 racer, the successor to the DBRS9

IN BRIEF

Toyota: electric record



TOYOTA GOES ELECTRIC

This is the car that Toyota will use for an attempt on the electric lap record at the Nurburgring next Monday. The current record stands at 9m01.338s.

PATRICK DEAL IMMINENT

Danica Patrick's move to NASCAR is expected to be confirmed this week. Patrick is tipped to contest a full Nationwide campaign with JR Motorsports along with selected Cup starts with Stewart-Haas Racing.

RUSSIAN FOR WTCC DEBUT

David Sigaev will make his WTCC debut at the upcoming Valencia round in a third Engstler BMW entry. The Russian is currently racing in the ADAC GT Master series in Germany.

DEBUT FOR NEW NISSAN GT3

The new Nissan GT-R GT3 will make its race debut at this weekend's Magny-Cours round of the Blancpain Endurance Series. Richard Westbrook and David Brabham will lead the line-up.

KENNARD JOINS ALL-INKL

Jonathan Kennard, who raced in LMP2 last year, is set to complete the FIA GT1 World Championship season with the All-Inkl.com Lamborghini squad.

LOW-COST LMP2 LOLA

British racing car constructor Lola is building the first coupe for the cost-capped LMP2 rulebook. A new aero package will distinguish the new B12/80 from the B11/80 on which it is based.

CATSBURG STAYS WITH SUMO

Nicky Catsburg will continue with the Sumo Power Nissan squad for the next two FIA GT1 rounds in China.

GILHAM LOSES TRIPLE 8 DRIVE

Tony Gilham has lost his BTCC drive with Triple 8 due to a lack of budget. The team is looking for a replacement driver to fill the seat alongside James Nash.



Triple 8 seeks new pilot

WORLD GT1

Germans to make call on GT1 entries

AUDI, BMW AND MERCEDES WILL

decide whether to produce cars for next year's FIA GT1 World Championship after a meeting next week.

The three German manufacturers are evaluating offering kits to allow their respective GT3 contenders to race in the 2012 world championship in the hands of customers. Their decisions hinge on the outcome of the last round of rules discussions scheduled for August 29.

FIA GT1 boss Stephane Ratel said: "The manufacturers need to know exactly what they need to do to their cars before they can decide."

Ratel is looking for 10 teams each representing a different manufacturer for 2012. He has seven provisional entries and is aiming to confirm his entry list by the end of next month.

ALMS

WEC set to include Petit and Sebring

THE SEBRING AND ROAD ATLANTA

ALMS enduros are likely to be on the calendar for the FIA World Endurance Championship next year, according to series boss Scott Atherton.

The Sebring 12 Hours and Petit Le Mans at Road Atlanta are both part of this year's Intercontinental Le Mans Cup, which has been given world status by the FIA for 2012. But one of those races had looked likely to make way for an event in South America.

Atherton has now revealed that talks between the ALMS and the WEC organiser, the ACO, should culminate in two visits to the US.

"I would certainly say that we are expecting Sebring to be part of the WEC," said Atherton, "and I would expect Petit Le Mans to be part of it too."

"South America ultimately would



Sebring should be part of WEC

make sense, but for 2012 the clock is ticking. I believe the ACO enjoys our two established and prestigious events being part of the championship."

The ACO is expected to announce its WEC calendar in September. It will be made up of seven events: the Le Mans 24 Hours, two more races in Europe, two in America and two in Asia.



Loyal teams more likely to keep slots

FORMULA RENAULT 3.5

No plan to increase car count

The Formula Renault 3.5 grid will stay at 26 cars next year, despite entries being oversubscribed

Formula Renault 3.5 series organisers have ruled out increasing grid numbers from 26 cars for the 2012 season, despite demand for entries exceeding the available places.

“I would not say there was huge demand, but definitely there are far more teams looking to come in than there are places available,” said Renault Sport’s Emmanuel Esnault.

“We want to build something

with our teams, so we prefer to take a mid to long-term view rather than going with a team that only has a one or two-year plan.”

Esnault said that preference would be given to teams that had shown loyalty either to the series or to other Renault-affiliated championships.

“We have three teams who have been with us since 2005: Carlin, Draco and Pons Racing. The target

is not to pull teams out, but to consider many parameters, including deposits and a view of the project. If a team is more involved in the Renault world [it would be counted in its favour]. A team from Formula Renault 2.0 has got a good chance, as have teams that have been with us for a long time. But there are many parameters to look at, it is a new dimension of the championship.”

On October 10th the entry list of all teams applying for the championship will be released. Seven days later the roster of 13 pre-selected teams will be communicated, with a waiting list of two teams. The teams will take delivery of the first of their new cars in January.

P56 SILVERSTONE REPORT

Brazil and Russia could host FRenault



FORMULA RENAULT 3.5

New horizons for FRenault 3.5

THE FORMULA RENAULT 3.5 SERIES could become the first major international single-seater championship to visit Russia if plans to include the country on the 2012 calendar come to fruition.

The series is looking at adding both Russia and Brazil to next year’s schedule. The latter was one of the stops for the series when it visited Curitiba and Interlagos in its former guise as World Series by Nissan in 2002.

In addition to the support race at the Monaco Grand Prix, other countries announced on a shortlist to form part of next year’s nine-round Formula Renault 3.5 calendar include France, the United Kingdom, Italy, Spain, Germany, Hungary and Belgium.

Six rounds will be headline World Series by Renault weekends and three will operate as support races. Full details will be revealed in October.

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FRENAULT 3.5

Thumbs up for 2012 chassis

FORMULA RENAULT 3.5 TEAMS HAVE

reacted favourably after their first view of the category's 2012 car at Silverstone's World Series by Renault meeting on Saturday.

Performance gains have been achieved through the introduction of a bespoke 530bhp Zytek-developed V8, weight reduction, cutting-edge carbon brakes and new tyres specially developed by Michelin.

"There are three obvious ways of making a racing car go quicker," said Fortec team manager Jamie Dye. "Put in a bigger engine, reduce the weight, and put on sticky tyres, and they've done all of them, so I'm impressed."

The Dallara-built car, which is 70 per cent new, went through three months of on-track development at Abacete, Jerez and Motorland in Spain between June and August. GP2 points leader Romain Grosjean conducted the test work



New FRenault 3.5 car will be much quicker

alongside ex-Formula Renault 3.5 race winner Ben Hanley and inaugural Formula 2 champion Andy Soucek.

At the wheel of the new car, Grosjean recently recorded a lap 2.6s quicker than Carlin driver Robert Wickens' 1m42.901s pole position time from this April's meeting at Motorland.

"It was great, we did some good long runs and the car was really improved and developed between the tests I was

involved in," said Grosjean.

Key features are its Drag Reduction System (DRS), following the example of Formula 1, and the absence of a battery and starter.

Renault Sport's Emmanuel Esnault said: "We are still working on the sporting side concerning the DRS. It will be free to use in practice and qualifying, but we're trying to find the best solution for race conditions."

IN BRIEF



Schu: DTM test soon

SCHU TO TEST NEW DTM CAR

Michael Schumacher will "definitely test" Mercedes' 2012 DTM car at some point, the marque's motorsport boss Norbert Haug told a German news agency. Haug didn't rule out offering the 91-time grand prix winner a drive in the series in the future.

POWER TOPS TEST

Will Power was the quickest of the 20 drivers to test at Sears Point last Friday ahead of this weekend's IndyCar race. The Penske driver and 2010 Sonoma winner managed a best lap of 1m19.04s.

SERVIA PROTEST DECISION

Oriol Servia was due to find out whether his protest against the result of last week's IndyCar race at New Hampshire was successful as this issue of AUTOSPORT went to press. Servia passed Ryan Hunter-Reay on the final restart, but lost the win due to a countback.

2012 TESTING CONTINUES

Testing of the 2012 IndyCar continued at Barber last Friday. Official test driver Dan Wheldon was again at the wheel for the one-day outing.

MANN INJURY DIAGNOSED

Pippa Mann has been diagnosed with a back fracture following the accident that sidelined her from the New Hampshire IndyCar race. She is expected to recover in time for the Kentucky event in October.

BUTTON FOR ROC

Jenson Button has joined the bill for this year's Race of Champions. The event takes place in Dusseldorf on December 3-4.

STANAWAY JOINS GP3

Richie Stanaway will replace Pedro Nunes at ART for this weekend's GP3 round at Spa. The 19-year-old is currently leading the German F3 championship.

FILIPPI AND ALESHIN RACE ON

Luca Filippi and Mikhail Aleshin will remain with Coloni and Carlin respectively for this weekend's GP2 round at Spa.

Filippi stays at Coloni



FORMULA 3

FIA considers F3 delay



F308 chassis has been in use for four seasons

THE FIA COULD DELAY INTRODUCING A

new chassis into Formula 3 until 2013 after some teams expressed concerns over the economics of having a new car next year as planned.

Italian manufacturer Dallara publicly revealed details of its new F312 during the Masters of Formula 3 at Zandvoort earlier this month (see AUTOSPORT, August 18).

The major F3 championships were set to adopt the new car for next year, after four seasons running with the current F308 model, but FIA single-seater commissioner Barry Bland said that this decision could be reversed at next month's world council meeting.

A chassis freeze for one more year would bring the category into line with a proposed engine and electronics freeze, which is expected to be rubber-stamped by September's world council.

"It's a bit of an open subject at the moment," Bland said. "But it's on the agenda of the FIA. The new car looks great, but new engines and electronics are coming in for 2013 so it [a chassis delay] makes sense."

Prema Powerteam manager Rene Rosin, whose squad runs three cars in the Euro Series, said: "If I am looking at the economy I'd say old cars, if I look at the future prospects I'd say new cars. That's why I'd say the FIA needs to make a decision."

Chris Lawrence 1933-2011



CHRIS LAWRENCE, WHO HAS DIED

at the age of 78, was a bit-part Formula 1 driver and a class winner at the Le Mans 24 Hours. Yet his real achievements in a 50-year motorsport career came as an engineer.

The Morgan special with which Lawrence won his class at Le Mans in 1962 became the basis of the Plus 4 Supersports and he then founded the Deep Sanderson marque. He was also the engineering brains behind the return of both Marcos and Morgan to the 24 Hours.

His short F1 career encompassed two grand prix starts and fifth place in the 1966 Oulton Park Gold Cup in a Cooper-Ferrari.



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PIT BITS

Facts and stats plus a readers' poll



Flashback

November 23, 2005

LAST FEMALE TO TEST AN F1 CAR

Last week, Maria de Villota completed 200 miles at Paul Ricard in a Renault R29. The last female to test an F1 car was Brit Katherine Legge, who spent a day in a Minardi at Vallelunga in 2005.

TOP FIVE

ALMS closest finishes



Graf pips Smith in Wisconsin

1 Road America 2011

Klaus Graf (Lola-Aston) edges Guy Smith's Dyson Lola by 0.112s.

2 Mosport 2000

Jorg Muller (BMW) fails to catch Audi driver Rinaldo Capello by 0.148s on a drying track.

3 Utah 2006

Emanuele Pirro's Audi crosses line 0.318s ahead of Lucas Luhr's Porsche.

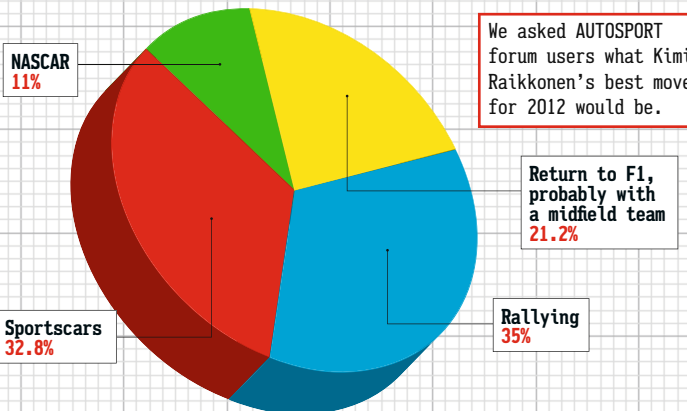
4 Laguna Seca 2000

Allan McNish withstands pressure from Audi team-mate Pirro to win by 0.352s.

5 Long Beach 2010

Simon Pagenaud (Acura) jumps Adrian Fernandez (Aston) on last lap to win by 0.353s.

Kimi's next career move



We asked AUTOSPORT forum users what Kimi Raikkonen's best move for 2012 would be.

Return to F1, probably with a midfield team
21.2%

Rallying
35%

top tweets



@tomasscheckter

It took me about 45 min to explain to pantano that speedos are not cool in america.



@TheVijayMallya

Rains most of d time in England except when India is battling 2 save d test. My rain dance is useless coz I haven't lost even one pound.



@luizrazia

Well I did the impossible, I got lost running in Norwich, had to ask where I was to a petrol station! Back home now after 10km run!



@karunchandhok

In transit -Super fight at departure gate - airline woman & lady travelling both shouting "I don't like your attitude" at same time !!



@LewisHamilton

Congrats 2 the England cricket team. Gr8 result and so kool 2 become no.1 in the world...well deserved!!!.



@AntonioPizzonia

#NowPlaying - Every Teardrop Is A Waterfall - ColdPlay

NEXT WEEK



BELGIAN GRAND PRIX REPORT

The summer F1 drought is at an end! Catch up on all the Spa action and reaction with our 14-page review

JAGUAR RETRO

Remember the mega-buck XJR-15 series of '91? We relive its boom and bust



PLUS

GP2 and GP3 action from Spa; F2 heads to Spielberg; Indycar from Sears Point; DTM's lost generation

ON SALE SEPTEMBER 1



Ogier made feelings clear in Germany

➔ P52 WRC REPORT

WRC

Ogier Citroen future in jeopardy

Sebastien Ogier was angry about team orders in Germany and he's now considering his future with the French squad

Rallye Deutschland winner Sebastien Ogier's future at Citroen is in doubt after the Frenchman reacted furiously to team orders favouring Sebastien Loeb in Germany last week.

Just days after Citroen announced seven-time world champion Loeb would be staying for two more years, Ogier questioned his own prospects of remaining at the French squad in 2012.

When Loeb led the all-asphalt event at the end of day one, Citroen imposed team orders and instructed Ogier to remain in second place. Prior to that evening's team meeting, Ogier had predicted the decision, saying: "It is very clear [what will happen], Seb is going to cry and to ask to fix the positions. In the past, some people [Loeb] made me dream, but now it's not the case any more."

Ogier then admitted to French newspaper *L'Equipe* that his future was not clear.

"I think it's a good thing Loeb extends his contract," he said. "But what I cannot accept is that, in making his contract, he receives some guarantees. That, I cannot accept. If there is a new policy of team orders, I want to know so I am able to make a decision."

RUFFLING FEATHERS

Ogier remains under contract to Citroen next season, but on the subject of his agreement with his employer, he added: "Contract? What does it mean?"

The Citroen management is said to be furious at Ogier's outbursts. Jean-Marc Gales, a member of the managing board of PSA Peugeot Citroen (Citroen's parent company), was present in Trier last weekend. Gales took over negotiations with Loeb from team principal Olivier Quesnel and, while he was unwilling to talk about the Ogier situation, he was full of praise for the championship leader.

"If there is a new policy of team orders, I want to know so I can decide..."

Sebastien Ogier

"Sebastien Loeb and Citroen is like Paris and the Eiffel Tower – they belong together," said Gales. "I took care of him personally. We have seen each other a couple of times in the last weeks, more than that I will not tell you."

NO TITLE FIGHT

Gales hinted that Citroen would be looking to protect Loeb's championship lead until the end of the year, which represents a significant U-turn in the Quesnel-announced policy of allowing the drivers to fight until one or the other was unable to win.

Gales said: "Most important is that the team wins and Citroen gets the title of world champion for

manufacturers. We need to secure that and not run any risk of losing two cars in the race and then maybe losing the championship."

Asked about Ogier's future, Gales was guarded, saying: "Sebastien Ogier has a contract with us for this year [2011], but I do not want to comment about 2012 and 2013."

The most likely alternative for Ogier would be a seat at Ford next season – and team principal Malcolm Wilson said he would talk to the Frenchman.

"My priority is to get the Ford agreement sorted," said Wilson, "but, yes, I would talk to him. [Citroen's] is not an easy position to be in, but I would be able to manage Ogier. I've seen this before and they don't come much harder to manage than Carlos [Sainz] and Colin [McRae]."

Asked how Ogier could fit with his two Finnish drivers, Wilson replied: "There would only be one Finn if he came."

WRC

VW narrows search for new drivers

VOLKSWAGEN MOTORSPORT director Kris Nissen has trimmed his list of potential drivers from 25 to just six as the German marque prepares to enter the WRC.

Several current topline drivers have been linked to a drive in a Polo WRC, and Nissen added that Sebastien Loeb's decision to stay with Citroen simplified the driver market, where VW could have as many as four seats available.

Nissen said: "We are very happy that Loeb signed for Citroen – it makes life much easier for us. Now he stays, the drivers who wanted to take his place at Citroen can concentrate on Mini, Ford and Volkswagen.

Nissen said a rally-winning team

VW has trimmed its list of wannabes



leader is vital, strengthening rumours of a deal with 2003 world champion Petter Solberg.

He said: "We would not sign a top driver tomorrow or the day after. I am very confident we will have, in 2013, one experienced driver who will have won races somewhere else before. We need somebody who knows the cars from the start."

With the Polo expected to be running by the end of the year Nissen said Dakar drivers Carlos

Sainz, Dieter Depping or Skoda's Juho Hanninen could complete the early testing.

Kiwi Emma Gilmour has been linked to a VW-run Skoda drive on Rally GB. Nissen said: "We would like to see Emma in one of our cars for a test. Then we will decide if we put her on an event."

Nissen said VW would not automatically reserve a space for a British driver to be evaluated on Rally GB this year.

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

david.evans
@haymarket.com



Standing with Sebastien Loeb last Wednesday night, it was clear he was a changed man. For the first time ever, he was sipping a glass of champagne before the rally had started. The overtones were clear: he'd won his battle.

And when Jean-Marc Gales – a member of the managing board of PSA Peugeot Citroen – rocked up a couple of days later and talked of the personal deal the two had ironed out, the connotation was even clearer. Unwilling to see Loeb in anything other than a Citroen, Gales had acquiesced to his demands.

Proof perfect of that came a couple of days later when Sebastien Ogier was told to sit tight in second place on Rallye Deutschland.

Keen as I am to see a pure sporting contest between the two fastest drivers in the world, Citroen's treatment of Loeb earlier this year was shocking. Granted, he's been well paid for his 66 wins and seven titles, but brand Citroen has been the real winner.

Gales reminded a few folk of that last week.

The question now is two-fold. Firstly, who's in charge of the Citroen World Rally Team? Secondly, under the new regime of acceptable team orders (which will inevitably favour Loeb, courtesy of his 25-point championship lead), what future is there for Ogier?

Ogier's outbursts were at best naive. Briefly, he had the moral high ground, but saying the puncture that robbed Loeb of victory being "just" was not clever. Talking about Loeb "crying" about the situation, simply silly.



Loeb: new backing from Citroen team

IN BRIEF



Al-Attiyah wants a Citroen DS3

AL-ATTIYAH EYES CITROEN

Nasser Al-Attiyah is hoping to land a third factory Citroen DS3 WRC with backing from Qatari firm Barwa for next year. The deal would include the establishment of the Qatar World Rally Team, which would help develop young talent from the Emirate. Al-Attiyah was also due to meet with X-Raid in Germany earlier this week, to discuss his return to the team for next year's Dakar.

MONTE TO BIN SUPERALLY

January's Monte Carlo Rally is not expected to run to Superally rules. The employment of the re-entry regulation is now optional for rallies and the 2012 season-opener has been widely tipped to become the first event to drop it. Mini's David Richards is against the idea: "This is illogical. We have around 1000 guests who want to be in Monte Carlo, but I can't recommend it because if we go out of the event, I don't want the embarrassment of no Minis being there."

LONGER FINLAND FOR 2012

Despite talk of further innovations to the route for next year, it appears

Rally Finland will return to a three-day format. This follows complaints from Jyvaskyla traders about the downturn in income after this year's two-day route, which spent one of those days in Lahti.

WRC ORDER SHAKE-UP

A fax vote by the World Motor Sport Council is set to confirm the format of shakedown for WRC rounds from 2012 onwards. It is expected the drivers will be permitted two free practice runs before a single, timed effort. In finishing order, they will then pick their place on the road for day one – with the quickest driver choosing first. Days two and three will be run with the top 15 finishers from the preceding day reversed.

PIRELLI COMMITS TO BRC

Pirelli will continue its backing of the British Rally Championship, by providing a Skoda Fabia R2 for its Star Driver next season. Pirelli's participation in next year's World Rally Championship – via the PSD and WRC Academy – remains unclear, however.

NO CRONIN FOR BARUM IRC

Double British Rally Champion Keith Cronin will not drive for Proton on this week's Intercontinental Rally Challenge-qualifying Barum Rally. Team principal Chris Mellors has confirmed he will be talking to the Irishman about a possible seat for next season.

WRC

Loeb urges Michelin to beef-up tyres



There was too much of this in Germany

SEBASTIEN LOEB HAS CALLED ON Michelin to look into the strength of its asphalt tyre after a puncture ended his eight-year domination of Rallye Deutschland last week.

The French firm came under fire after punctures dominated the event, with Petter Solberg suffering more than most – with four on Saturday. Loeb said: "The puncture shouldn't be the issue of the rally. As long as the tyres are all the same for everybody, the performance of the tyre is not so important, I would prefer a stronger tyre."

One team manager added: "There have been more than 20 punctures among the front-running cars on this rally. That's about what we had in three years of running Pirelli on asphalt. This is not good enough."

Michelin cited much rougher roads in Germany than on other asphalt rallies. It can't make any changes to its asphalt tyre, having used its one joker to beef up the gravel cover earlier in the year.

IRC PREVIEW

| | |
|--------------------|------------------------|
| Event | Barum Czech Rally Zlin |
| Based | Zlin, Czech Republic |
| Round | 8/12 |
| Date | August 26-28 |
| Stages | 15 |
| Mileage | 154.40 miles |
| Surface | Asphalt |
| Last year's winner | Freddy Loix |
| Points leader | Juho Hanninen |





Red Bull RB7: six out of 11...



... with Vettel taking all six



Hamilton was overjoyed...



... with his 'Ring victory



A rejuvenated Ferrari...



... gave Alonso Brit GP win



Jenson Button was inspiring...



... in Canada (above) and Hungary

VETTEL: THE CONSTANT IN 2011'S RANDOM RACING

Wins: Vettel 6 (Australia, Malaysia, Turkey, Spain, Monaco & Valencia) • Button 2 (Canada & Hungary) • Hamilton 2 (China & Germany) • Alonso 1 (Silverstone)

With six wins from the first 11 races, the world champion built a huge points buffer. *MARK HUGHES* explains how the Red Bull ace's rivals have set about catching up

Amid the blur of the Pirelli-tyred, DRS craziness, of more overtakes than you can keep track of and the multiple pitstops, there has been a constant in the randomness, the baseline around which the whole thing has been structured: the performance of Sebastian Vettel and his Red Bull. Set pole, pull out of DRS range before it's enabled on lap three, pull out of the pitstop undercut zone before the first stops, maintain those gaps up to stops two and three as required, switch KERS on and off at the instructed times, take chequered flag, shout "that's what I'm talking about!" over the radio, wave index finger about upon alighting car.

Save for a couple of wet races, that's generally how it was pre-Silverstone. The spell was broken there, and since then first Ferrari and now McLaren have mounted a very effective counter-attack. But the lead built up by Vettel in the season's first half has surely already defined the title destiny.

After years attempting unsuccessfully to regulate around downforce's stubborn dictates, F1 2011 devised a way of making widespread overtaking feasible. The drag-stalling DRS rear wing has played its part in facilitating the moves, in allowing the cars to get into a position to pass, but the real differentiator has been the varying rates of degradation of the new Pirelli control tyres. In some races – Malaysia, Turkey – there's been so much action, so many stops, it's been difficult to connect it up into an

unfolding story rather than just a random series of high-octane dramas.

Here's the half-season in Vettel style:

SET POLE POSITION

Easier said than done, of course. But the combination of the Red Bull RB7 and the traits of the Pirellis have played perfectly to Vettel's skill sets. "He's upped his game even since last year," says Christian Horner. "I would say he's actually flattered the car, made it look like we were more dominant than we really were." Certainly, of his six victories in the first 10 races, he was pushed very hard by what looked like a faster raceday McLaren in Barcelona and Monaco – and in Malaysia and Turkey he was protected from attack by other fast cars by a slower interloper in second. His pole positions were buying him much of his raceday advantage, in other words.

The anomalous differences between the relative pace of Red Bull and McLaren Saturday to Sunday was evident for the first seven races. Partly it was to do with the very conservative DRS configuration of McLaren's rear wing, in that if you forego the greater stall a bigger flap buys, you can create a wing that's more efficient when not in DRS mode. Given that DRS can be used freely in qualifying but only at one (or sometimes two) places on raceday, that went a long way to explaining the difference. Then there's the Red Bull's KERS, neither as powerful nor reliable as the Mercedes unit in the McLaren, such has been Adrian Newey's obsession with tight packaging.



Webber: hard on tyres



Renault: the heat is on



Mercedes: needs a lift

Usually, the Red Bull KERS was only used in the Q3 part of qualifying and only sparingly in the race, whereas the McLaren's can be used with impunity.

The greater downforce of the Red Bull helped get the sometimes reluctant Pirellis working for qualifying but it did tend to be a little harder on the rears than the McLaren over a sequence of laps in the race. This was evident from the very first race, and it's also been apparent in Mark Webber's struggle to present the same challenge to Vettel that he has in previous seasons, Mark is just that crucial bit harder on the tyres.

There was also the matter of off-throttle diffuser blowing, the most controversial technical issue of the half-season. Renault, Mercedes and Ferrari all devised hot-blowing during the off-season whereby the off-throttle exhaust flow to the diffuser was enhanced by using fuel to ignite the mixture in the exhaust, increasing its velocity and the off-throttle grip. McLaren and Ferrari were quick to use it, but Red Bull was more reluctant, finding that it overheated its already marginal rear tyres. Most simply didn't believe Red Bull wasn't using the hot-blowing facility and attributed its qualifying advantage to a more extreme hot-blowing map – and that belief was the impetus behind a concerted political drive, lobbying the governing body to have off-throttle blowing banned. But that belief was false, as was evidenced just by standing trackside and listening to the cars. Hot-blowing makes a noise that one ▶



Di Resta makes a DRS pass stick on Perez

Poles: Vettel 8 • Webber 3 • **Fastest laps:** Webber 4 • Massa 2 • Hamilton 2 • Button 1 • Alonso 1 • Vettel 1 • **Laps led:** Vettel 440 • Hamilton 96 • Button 57 • Alonso 52 •

PIRELLI ADDS EXTRA SPICE

THE MAIN TALKING POINT of this season has been about tyres, which have arguably had the biggest influence on the shape of the championship to date.

Take the case of Red Bull. Last year, Sebastian Vettel just shaded Mark Webber over the season, but often the Australian was ahead and rarely far behind. But the change to the high-degradation Pirelli rubber has changed all that. While Vettel hit the ground running, Webber's excessive loading of the tyres took a while to dial out, meaning that the German has left him far behind in the championship points.

Webber is now thereabouts on pace, but is still reckoned to be at a slight disadvantage in race conditions. It's a similar story at McLaren, where Lewis Hamilton is a little harder on the rubber than Jenson Button, despite visibly adopting a more conservative style. In Hungary, for example, Button's ability to look after the tyres meant that he was in the mix to beat his faster team-mate even before Hamilton's race unravelled amid penalties and misjudged pitstops.

Tyres are the talking point



Some have complained about the way that the Pirelli tyres have forced drivers to take it easy during races rather than adopting a maximum-attack mantra. Significantly, the most vocal have been those, including Webber and Hamilton, who have struggled on this score. But it would be a mistake to characterise either as overly-aggressive tyre chewers. At this level, tiny differences can translate into huge differences in results – as the points gap between Vettel and Webber proves.

Inevitably, those drivers who have struggled are catching up, as are those teams whose machinery has taken too much out of the rubber. Pirelli has long emphasised the need for variety in terms of number of pitstops, and it will be fascinating to see to what extent the strategies converge as the season goes on and knowledge builds.

◀ engineer has likened to 'a skeleton having a ***k in a biscuit tin' – and the Red Bull doesn't make that noise. The whole Silverstone off-throttle rule fiasco put paid to that bit of paranoia, as the Red Bulls swept the front row – and the McLaren was suddenly a shadow of the car it had been.

GET OUT OF DRS AND PITSTOP UNDERCUT RANGE

Vettel's opening-lap charges, full-on qualifying-style driving, would put him as much as 2.5s ahead. In combination with the big qualifying advantage, it gave the early-season illusion that the car was more dominant than it was. Vettel would parlay those poles into victories with beautifully judged panache, a perfect mix of pace and tyre preservation. Behind him however, the action came thick and fast – sometimes arguably even too much so.

The FIA's Charlie Whiting has been meticulous in his placing of the DRS zones, arguing that it's only intended to make passing possible, not easy. In that, he's been successful. But is such a device not too artificial for F1? Some have countered that it's only using technology to offset the artificiality created by downforce of not being able to overtake a slower car. Whatever, it's definitely played its part in the dramatically enhanced on-track action. But less so than the Pirellis. High degradation rates that vary from car to car, new tyres up to 4s faster than those at the end of a stint and big gaps between the prime and option compounds, have created both on-track passing and strategic dilemmas.

Round three in China gave us a great, heady Lewis Hamilton victory, using a different strategy to catch and pass

Vettel in the late stages. But even that didn't blow apart the flattering perception of the RB7's superiority; it was much smaller than circumstances – and Vettel – were making it look.

Jenson Button took a yet more heady and impressive victory for McLaren in Montreal, pressuring Vettel into a last-lap error, but that was as much about JB's wet-weather virtuosity as a genuine McLaren breakthrough.

It wasn't just the McLaren that could challenge either. At tracks with plenty of braking and low-speed acceleration, the Ferrari was a formidable tool, especially in the hands of Fernando Alonso. Trouble was, a downforce deficit meant it was reluctant to get the Pirellis straight up to temperature for a qualifying lap. It was easier than either Red Bull or McLaren on the rubber and, because of this, often the fastest of all late in the stints – but its qualifying deficit invariably meant that Fernando was playing catch-up.

It's as if the strength of the Pirelli is now defining the optimum level of downforce. Get too much and you begin overworking the tyre in the races (Red Bull). Have not quite enough and you can still be quite competitive in the races by giving the tyre an easier time (early-season Ferrari).

At tracks with long, fast corners though, the Ferrari was nowhere – something surely deliberately accentuated by Alonso in Barcelona. After leading the first two stints – thanks to a miraculous qualifying lap and perfect start – he finished a lapped fifth, losing an average of almost 3s per lap once onto the harder tyre. Technical director Aldo Costa was fired a few days later, but his car might easily have won on the traction tracks of both

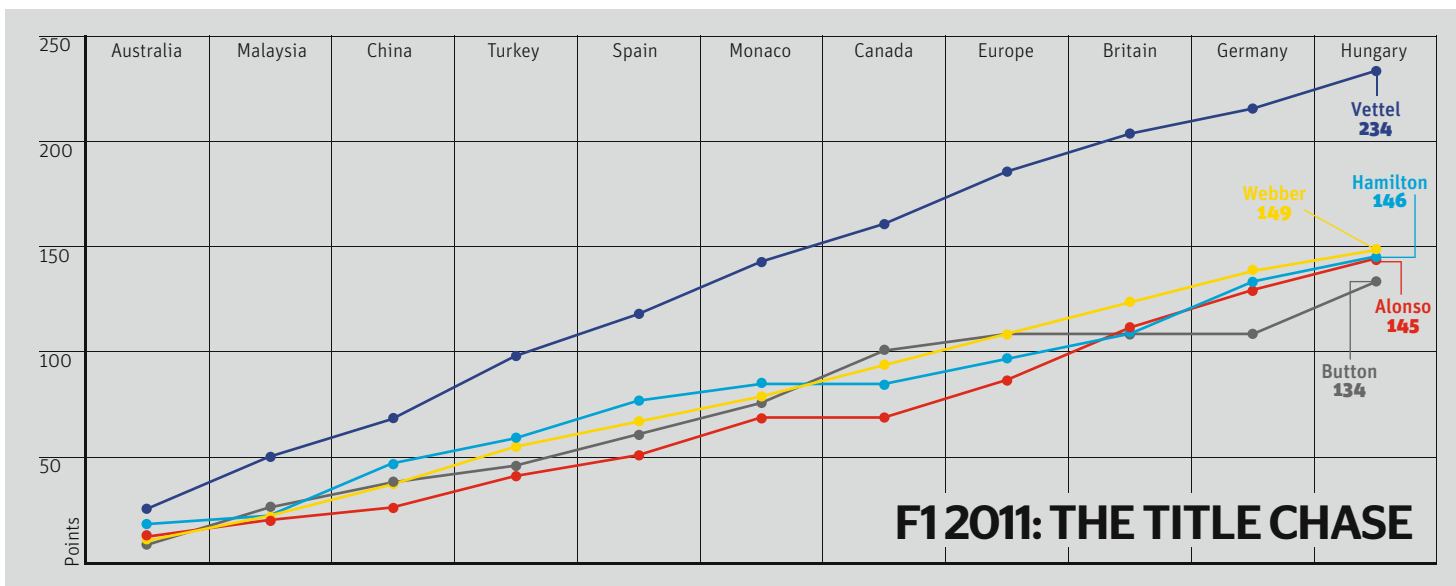


Hamilton has led 96 laps to Vettel's 440



Pitstop activity has been frenetic in '11

Webber 17 • Rosberg 14 • Massa 5 • **Constructors'**: Red Bull 383 • McLaren 280 • Ferrari 215 • Mercedes 80 • Renault 66 • Sauber 35 • Force India 26 • Toro Rosso 22 • Williams 4



Alonso/Fry now Ferrari allies

Monaco and Canada with just a small modicum of luck, and at the similar venue of Valencia Alonso was Vettel's strongest challenger.

TAKE CHEQUER/WAVE FINGER

Alonso, in alliance with Pat Fry – the pair having enjoyed a good working relationship at McLaren in 2007 – is giving the whole Ferrari effort great impetus. The meetings are now shorter

and sharper, and a degree of autonomy below Stefano Domenicali is becoming apparent. More than ever, this is Alonso's team – especially now he's signed until 2016.

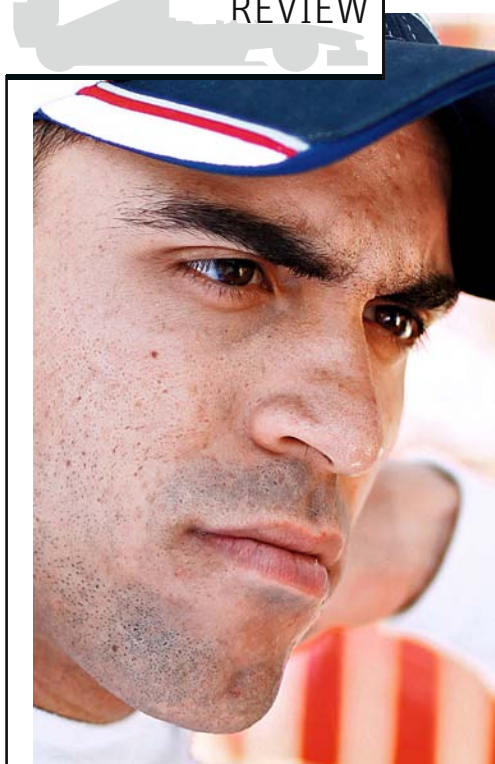
It was within that backdrop Ferrari gave what was effectively a B-spec car its debut at Silverstone. The extensive upgrades had been initiated in the closing days of Costa's tenure and had the team not been misled by its windtunnel pre-season the car might have begun the year looking more like this. One very visible part of the upgrade was a more extreme angle of rake, almost to Red Bull levels. It was becoming apparent that the exhaust-blown diffuser, especially off-throttle blowing, was leading to this development direction. The exhaust gases kept the diffuser sealed at higher ride heights, allowing the front

wing and leading-edge of the floor to work in highly efficient, low-drag ground effect. Alonso won the race.

The McLaren looked like this two weeks later, enhanced by more powerful off-throttle blowing now that the technology was permitted again. Suddenly its traits were different. It was able to get tyre temperature faster than the Red Bull – crucial at a very cool Nurburgring for the German GP. The genius of Hamilton was able to do the rest. The exquisite feel and other-worldly calm of Button was applied to the same car at the Hungaroring – and by now Red Bull had won only once in the past four races.

But with a lead poised at 85 points, Vettel's probably still going to be doing a whole lot of finger-waving come the season finale in Brazil on November 27. 🍷

PICS: HONE, TEE, ETHERINGTON & DUNBAR/LAT



PASTOR MALDONADO

STARTS 11
BEST QUALIFYING 7th
BEST FINISH 14th **POINTS** 0
QUALIFYING COMPARISON
 Maldonado 5-6 Barrichello

RECORD

| | | | | | | | | | | | |
|-------------|----|----|----|----|----|---|----|----|----|----|----|
| QUAL | 15 | 18 | 17 | 14 | 9 | 8 | 12 | 15 | 7 | 13 | 17 |
| RACE | R | R | 18 | 17 | 15 | R | R | 18 | 14 | 14 | 16 |

On paper, Maldonado's season has been nothing special. He's at Williams because of his budget, but as reigning GP2 champion it shouldn't have come as a surprise to anyone that he is very quick.

He has shown well compared with Barrichello in qualifying, although it's fair to say that the Brazilian has done a much better job in terms of managing the tyres in race conditions. That said, he was racing in F1 when Maldonado was only eight, so his experience clearly shows.

The well-financed Venezuelan has cut out the off-track moments that peppered the early-season flyaways - crashing in the pitlane entry in Malaysia was particularly embarrassing - and found consistency.

VERDICT: Forget the points score and the pay-driver tag. Maldonado has made a good impression this year and if he can smooth out the rough edges, he has plenty still to offer.



PICS: HONE, DUNBAR/LAT

RATING THE ROOKIES

This year's crop of Formula 1 rookies is arguably the best in a decade.

EDD STRAW runs the rule over their seasons so far

PAUL DI RESTA

STARTS 11
BEST QUALIFYING 6th
BEST FINISH 7th **POINTS** 8
QUALIFYING COMPARISON
 Di Resta 7-4 Sutil

RECORD

| | | | | | | | | | | | |
|-------------|----|----|----|----|----|----|----|----|----|----|----|
| QUAL | 14 | 14 | 8 | 13 | 16 | 13 | 11 | 12 | 6 | 12 | 11 |
| RACE | 10 | 10 | 11 | R | 12 | 12 | R | 14 | 15 | 13 | 7 |

There were plenty of doubters suspicious of his DTM provenance to prove wrong and the 25-year-old Scot did so very quickly.

He immediately asserted himself over more experienced team-mate Adrian Sutil in qualifying and points-finishes in the first two races showed he could score, too.

Running as high as fourth in Canada was an exceptional performance, as was qualifying sixth at Silverstone. But there have been a few clashes. In Monaco, he was rightly penalised for tipping Jaime Alguersuari into a spin and in Canada he lost his front wing on Nick Heidfeld's Renault. After hitting Sebastian Buemi at Silverstone (after his brilliant race was ruined by a pitstop problem), there were some raised eyebrows.

But a superb P7 in Hungary helped, proving beyond doubt that he's in F1 for the long haul.

VERDICT: The most polished newcomer, he looks capable of delivering for a top team but needs to kick the front-wing damage habit.





SERGIO PEREZ

STARTS 9
BEST QUALIFYING 10th
BEST FINISH 7th POINTS 8
QUALIFYING COMPARISON
Perez 6-4 Kobayashi

RECORD

| | | | | | | | | | | | |
|-------------|-----|----|----|----|----|---------|-----|----|----|----|----|
| QUAL | 13 | 16 | 12 | 15 | 12 | ACC(10) | - | 16 | 12 | 15 | 10 |
| RACE | DSQ | R | 17 | 14 | 9 | DNS | DNS | 11 | 7 | 11 | 15 |

The 21-year-old Mexican's F1 initiation has certainly been dramatic. Sixth on his debut in Australia prior to Sauber's disqualification for a technical infringement and a massive crash at the Monaco chicane that, in Perez's own words, could have ended his career in your first six races is a hell of a lot to deal with.

But Perez has managed. While some well-established drivers have struggled with tyre management, he has excelled. Yes, the Sauber is gentle on its rubber, but he keeps lateral load to a minimum through a smooth driving style that comes naturally to him. His qualifying record proves that he's quick, too.

The main weakness has been in battle. In China, he bulldozed Adrian Sutil off the road and in Hungary there were several off-track moments that left some unimpressed. But such incidents have come infrequently.

VERDICT: Ferrari is watching, and it will be impressed thus far. He's fast and consistent, and the errors will diminish with experience.



DANIEL RICCIARDO

STARTS 3
BEST QUALIFYING 22nd
BEST FINISH 18th POINTS 0
QUALIFYING RECORD Ricciardo 0-3 Liuzzi

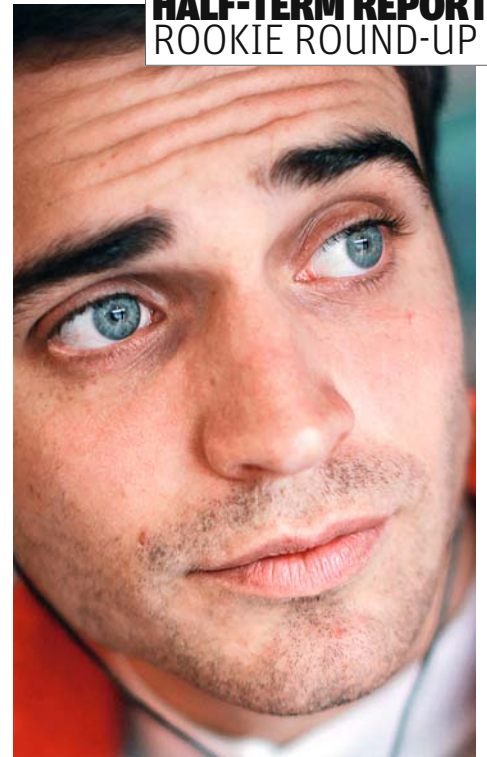
RECORD

| | | | | | | | | | | | |
|-------------|---|---|---|---|---|---|---|---|----|----|----|
| QUAL | - | - | - | - | - | - | - | - | 24 | 22 | 22 |
| RACE | - | - | - | - | - | - | - | - | 19 | 19 | 18 |

As a Red Bull-anointed one, Ricciardo has been fast-tracked into F1 to accelerate his progress along the learning curve.

With only three races under his belt, he is developing quickly. At Silverstone, there were flashes of pace but he struggled to get the best out of fresh rubber and lost chunks time while being lapped in the race. But, crucially, he did make the finish. In Germany two weeks later, he produced a far more polished performance. In Hungary, his third outing after being placed at HRT following eight Friday outings for Scuderia Toro Rosso, he beat team-mate Tonio Liuzzi and a Virgin for the first time in the race.

VERDICT: Difficult circumstances led to lowered expectations and there are tougher challenges to come. But Ricciardo has shown that he might well be equal to them after passing his early tests with flying colours. With an STR seat a near-certainty for next season, he now needs to start beating Liuzzi regularly.



JEROME D'AMBROSIO

STARTS 11
BEST QUALIFYING 21st
BEST FINISH 21st POINTS 0
QUALIFYING RECORD D'Ambrosio 2-9 Glock

RECORD

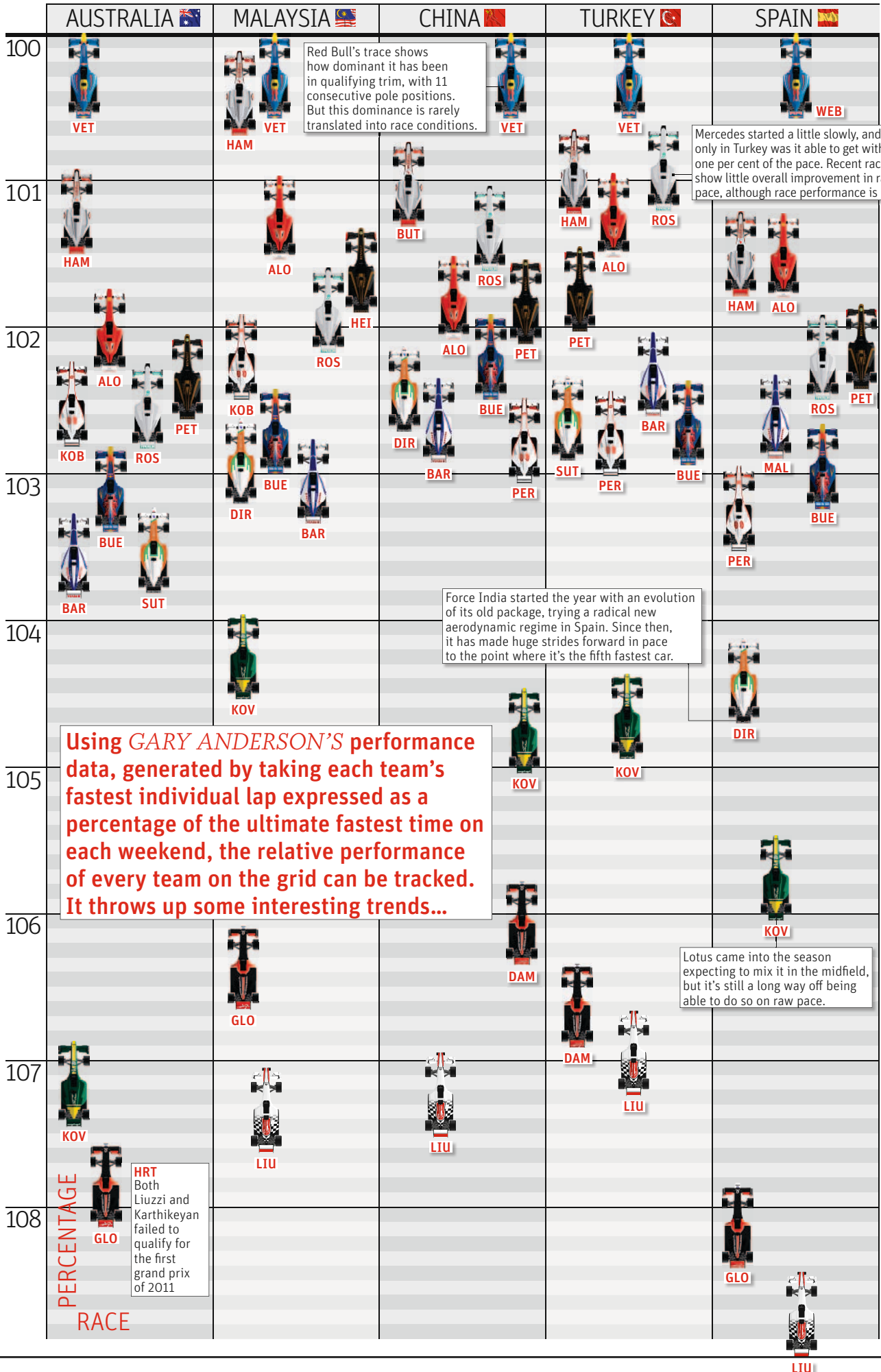
| | | | | | | | | | | | |
|-------------|----|----|----|----|----|----|----|----|----|----|----|
| QUAL | 22 | 22 | 21 | 23 | 23 | 21 | 24 | 23 | 22 | 21 | 24 |
| RACE | 14 | R | 20 | 20 | 20 | 15 | 14 | 22 | 17 | 18 | 19 |

Virgin's car problems have been very well publicised, so it has been difficult for d'Ambrosio to make much of an impact in F1 so far. Expectations were raised when the Belgian outqualified well-regarded team-mate Timo Glock in both China and Turkey, but it's fair to say that the races that followed were patchy. Car problems didn't help, but damaging his chassis in a free-practice shunt in Montreal didn't either – a setback that left him outside of the 107 per cent qualifying cut-off. Of late, things have improved – not only because of d'Ambrosio's own performance but also because the car problems that plagued him have faded. With clean weekends, he now appears to be only a couple of tenths off Glock on raw speed.

VERDICT: Pace is decent, if not stellar, and the team has been impressed with his approach. His finishing record is excellent and there have been few signs of rookie excitability. A very solid start, but there is more to come.



PERFORMANCE ANALYSIS



Red Bull's trace shows how dominant it has been in qualifying trim, with 11 consecutive pole positions. But this dominance is rarely translated into race conditions.

Mercedes started a little slowly, and only in Turkey was it able to get within one per cent of the pace. Recent races show little overall improvement in raw pace, although race performance is up.






















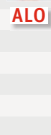
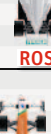


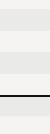




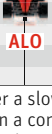















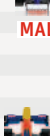


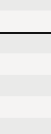












Force India started the year with an evolution of its old package, trying a radical new aerodynamic regime in Spain. Since then, it has made huge strides forward in pace to the point where it's the fifth fastest car.

Using GARY ANDERSON'S performance data, generated by taking each team's fastest individual lap expressed as a percentage of the ultimate fastest time on each weekend, the relative performance of every team on the grid can be tracked. It throws up some interesting trends...

Lotus came into the season expecting to mix it in the midfield, but it's still a long way off being able to do so on raw pace.

HRT Both Liuzzi and Karthikeyan failed to qualify for the first grand prix of 2011

KEY: VET: Vettel, WEB: Webber, HAM: Hamilton, BUT: Button, ALO: Alonso, MSC: Schumacher, ROS: Rosberg, HEI: Heidfeld, PET: Petrov, BAR: Barrichello, MAL: Maldonado, SUT: Sutil, DIR: Di Resta, KOB: Kobayashi, PER: Perez, BUE: Buemi, ALG: Alguersuari, KOV: Kovalev, TRU: Trulli, LIU: Liuzzi, GLO: Glock, DAM: D'Ambrosio

| MONACO  | CANADA  | EUROPE  | BRITAIN  | GERMANY  | HUNGARY  |
|--|---|---|--|--|--|
|  VET  BUT  ALO  MSC |  VET  ALO  HAM  ROS  HEI  DIR  KOB  BUE  TRU |  VET  HAM  ALO  ROS  HEI  SUT  BUE  KOV  GLO  LIU |  ALO  WEB  BUT  ROS  MAL  DIR  KOB  PET  ALG  KOV  GLO  LIU |  HAM  WEB  ALO  ROS  SUT  PET  MAL  BUE  KOV  GLO  LIU |  VET  ALO  ROS  SUT  PER  PET  ALG  KOV  GLO  LIU |

After a slow start, Ferrari has been a consistent threat from Canada onwards. Its peak was at Silverstone, where the ban on off-throttle exhaust-blown diffusers was in force.

Over the past two races, McLaren has got as close as it has ever been to Red Bull, translating that pace into victories for Jenson Button and Lewis Hamilton.

Renault's season has been tailing off in recent races, perhaps showing the limitations of the innovative forward-facing exhaust package. Nick Heidfeld reckons the loss of direction will be corrected by imminent upgrade packages.

As one of the smaller teams, it's no surprise to see Toro Rosso struggling to maintain its development rate. However, race pace remains good and a new DRS wing should allow it to close back up.

Sauber's qualifying pace has been its weakness. Rarely anything special on raw speed, the team has nonetheless climbed to sixth in the constructors' championship thanks to good tyre use.

Williams's performance trace tells a story of a team meandering in the midfield. The car has improved in terms of drivability and speed, although tyre conservation in qualifying in Hungary has shrouded that recent improvement.

HRT was nowhere at the start of the season, but has made good, solid progress. Unfortunately, in recent races it has struggled to maintain that rate of improvement.

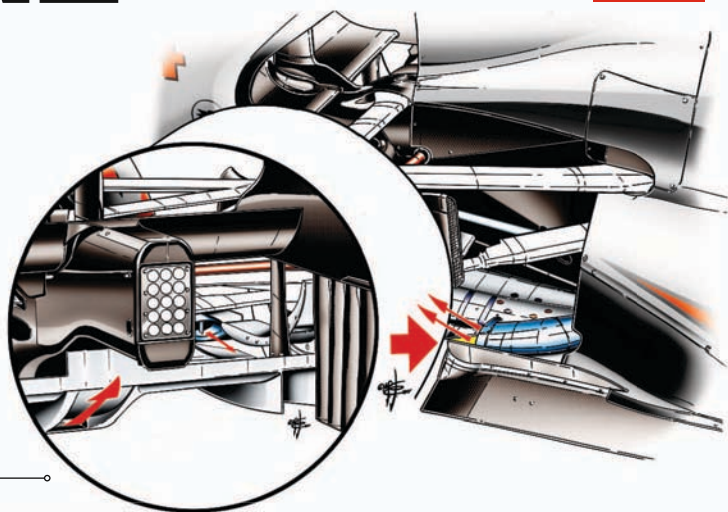
Virgin's attention is turning increasingly to 2012 and its new technical department, which perhaps shows in its recent drop-off. However, track configuration plays a part in this and qualifying should be less of a problem for the rest of the year.



TECHNICAL UPDATE

Despite ever more restrictive regulations, Formula 1 still has extraordinary capacity for innovation. *GARY ANDERSON* looks at the main technical themes of the season so far

McLAREN

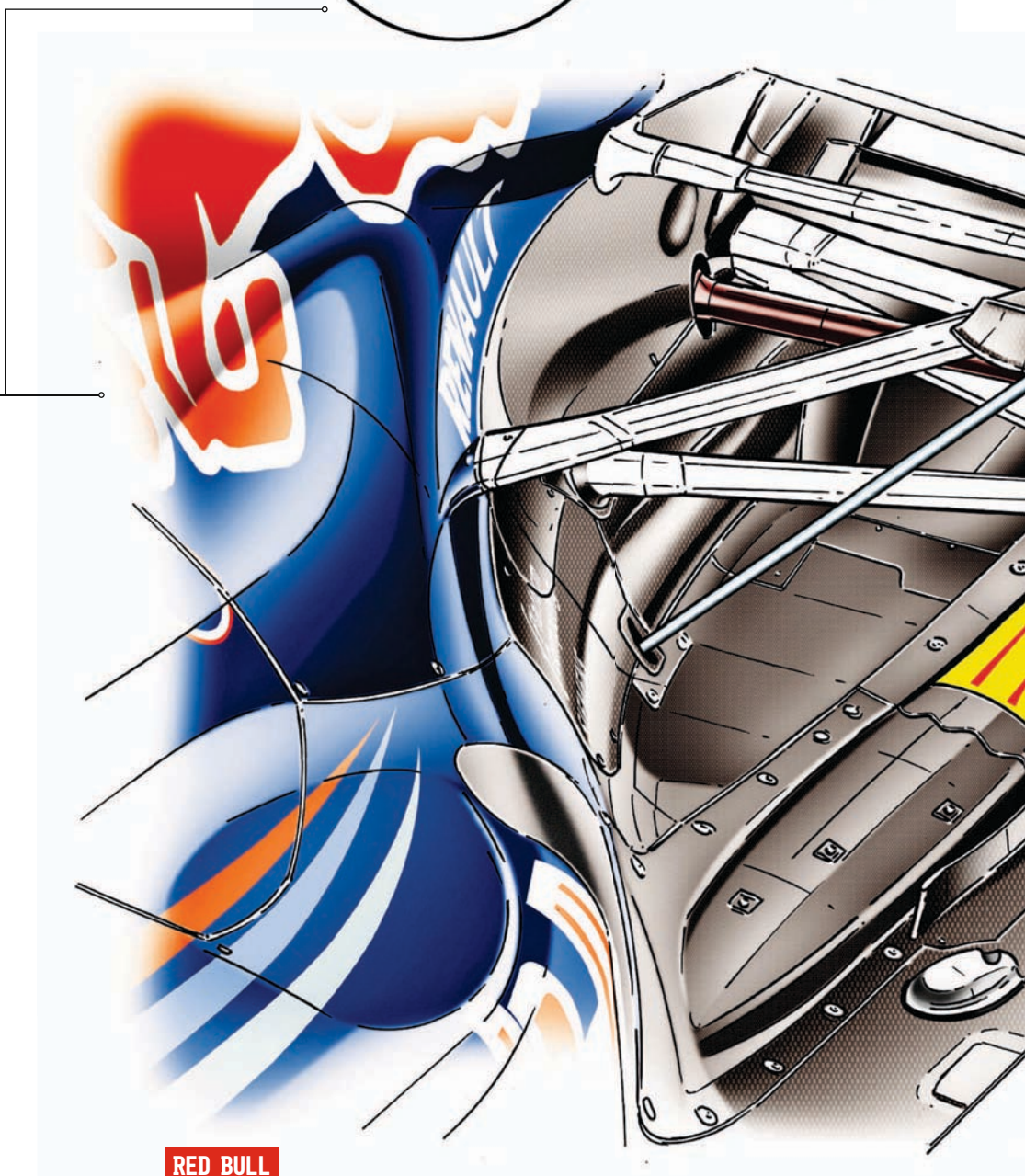


EXHAUST-BLOWN DIFFUSER

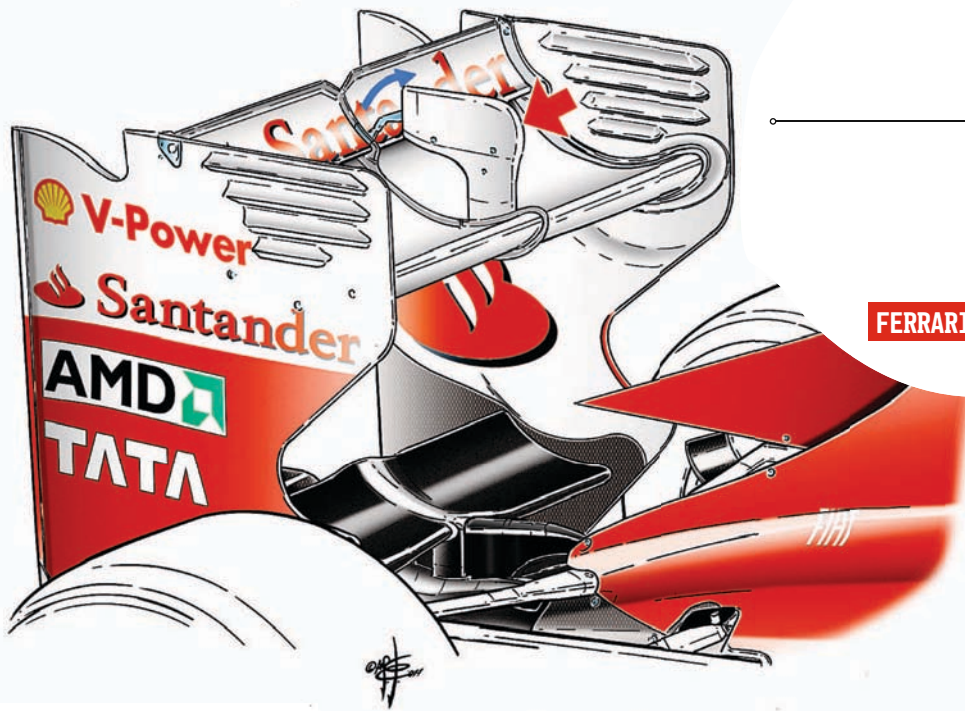
→ This has been *the* technical talking point of the season, and it would have been even without the ultimately-abandoned rule change that was brought in at Silverstone. It isn't simply a case of putting an exhaust-blown diffuser on the car – the key is to get it working with the whole package, which is why it's taken a while for some teams to get the best out of it.

McLaren, for example, got its version working very well after adopting the Red Bull-style concept – which blows exhaust gases from the side – for the Australian Grand Prix. Others had to devote a lot of engineering resources into it – resources that might have been better used making other areas of the car strong. But, as always, if the winning car has something, everyone wants it.

The Red Bull design has become the template for this system, blowing from the side and, as Adrian Newey has always tried to do with his cars, running with rake to give more downforce. But the key to making it work is using the exhaust gases as a skirt to seal the diffuser off from the airflow produced off the rotating rear tyres. With the Coke bottle creating low pressure, the tendency is for the air to go inside, but you don't want that. If you can use the exhaust gases and the vortices created to seal off the diffuser, you will get more downforce.



RED BULL



DRS DEVELOPMENT

➔ When the DRS rear wing was introduced for this season, I expected teams to opt for a large cord section upper flap and a shorter cord section main plane. That would give you the maximum drag reduction, but most teams have done the opposite because of the advantage that you can gain from stalling. When the upper flap is raised and rotated with the DRS engaged, the airflow can't hang on. Once the airflow stalls, you get a drag reduction across the whole wing. Some teams went a bit too far and struggled to get it to reattach at times.

McLaren was one of the latecomers to the stalling-the-rear-wing club and they still haven't got it working 100 per cent as they keep changing it. Red Bull gets as big an advantage as it can within a window that means it works all around the lap in qualifying. It gives them a few tenths and if they can get one second clear in the race, it works for them.

Sauber has perhaps the most extreme short rear wing cord flap and large main plane, which gives the biggest top speed advantage in the race. But it perhaps contributes to them not being so strong in qualifying as the drag reduction isn't so great at lower speed.

FRONT WING

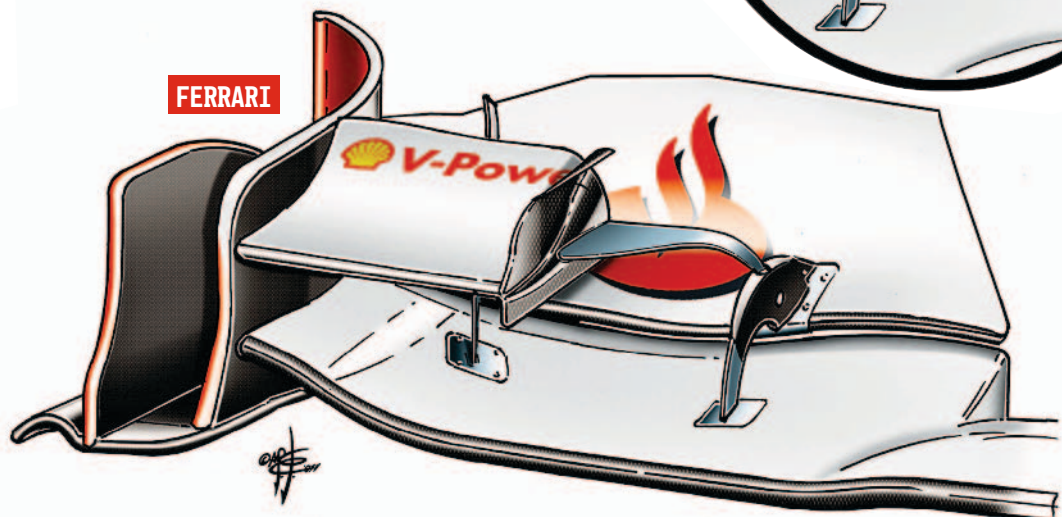
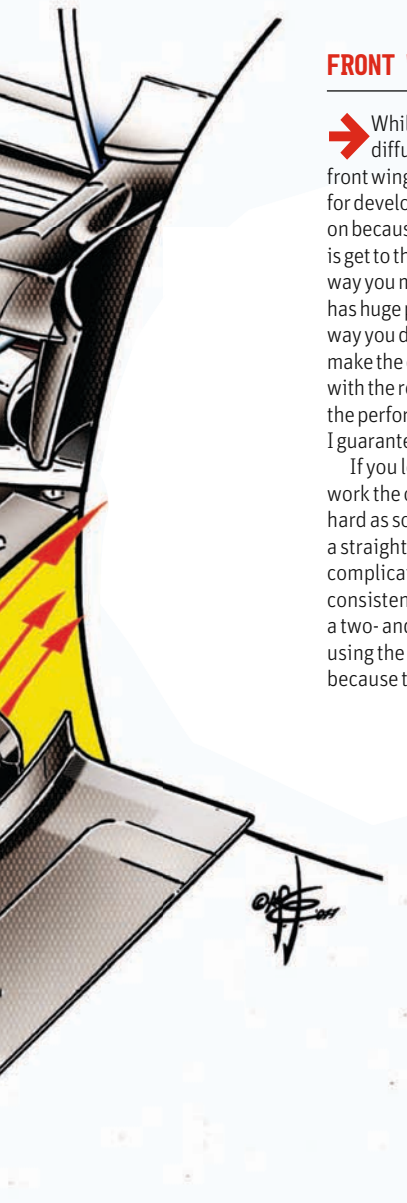
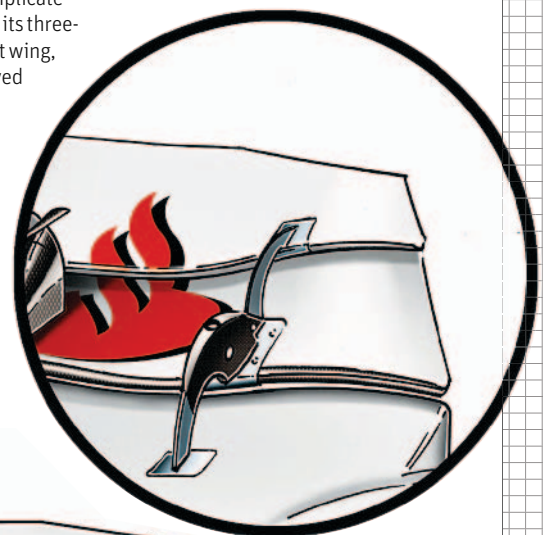
➔ While areas like the DRS and the exhaust-blown diffuser have attracted all the attention, the front wing package remains the leading candidate for development. That's what I would be focusing on because with the other concepts, all you can do is get to the level of the teams doing it best; but the way you make the endplates and the main flap work has huge potential to give you an advantage. The way you deal with airflow separation, how you make the endplates work, how the wing interacts with the rotating front wheels is a major factor in the performance of your car and it's an area where I guarantee that teams can always improve.

If you look at the Ferrari in recent races, it doesn't work the outside part of the wing main plane as hard as some do. It also has a simpler endplate. It's a straightforward three-piece wing that is not as complicated as some, but because of that it is more consistent. Ferrari chopped and changed between a two- and three-piece front wing earlier in the year, using the two-piece in Montreal and Monaco, but because these are slower tracks they can work

there. Go to a high-speed track with fast corners and the extra downforce from the increased surface area is cancelled out, and more, by the lack of consistency. This is something that Mercedes continues to ignore.

It's always tempting to over-complicate things. Renault did a great job with its three-dimensional package with the front wing, endplates and wheels, but has moved away from that and now has a very complicated airflow regime. If you get it working perfectly, you have more downforce, but it's very hard to do consistently.

Red Bull has a very different style of wing – a very large plan area with four pieces and a very large flap. It's quite complicated and even though the team is winning races, are they getting the best out of it? That is an area I'd be looking at very closely.



Kimi:

The wasted world champion

Just one drivers' title seems a scant return for such an exceptional talent. So what went wrong for Raikkonen? *By MARK HUGHES*

Michael Schumacher was testing at Mugello in September 2000. Ferrari was sharing its track with its engine customer Sauber, and Michael couldn't help but notice how hard the Swiss car was being driven. He'd no idea who was in it, but was intrigued. He wasn't accustomed to seeing a Sauber having its neck wrung in such a way. He took a wander down to the adjacent garages and was astonished on being informed it was a rookie having his first ever test of a Formula 1 car. Michael would have been yet more amazed had he known that Kimi Raikkonen had completed a grand total of just 23 car races of any sort prior to this test, none of them in anything faster than a Formula Renault.

Raikkonen clinched the Sauber drive for 2001. In scoring points on his debut he made a mockery of the FIA officially monitoring his performance in the first three races to see if he warranted the super-licence he'd been granted that he technically didn't qualify for. Before the season was even halfway through he'd been identified by Ron Dennis as Mika Hakkinen's replacement at McLaren for '02, Ron beating off Ferrari to get his signature. For five seasons Raikkonen would blaze a spectacular path in the silver cars. But they were only sometimes fast enough and never reliable enough to deliver him the title. Couple this with Dennis's control freakery and by '06 Kimi wanted out.

So six years after that Mugello test Michael found himself being eased out of Ferrari by its president, and replaced by Raikkonen. Luca di Montezemolo told Schumacher he was welcome to stay, but no longer as number one by right; it was time for the succession plan and Luca reckoned that Raikkonen – 10 years younger, blisteringly fast, non-political, a driver that but for McLaren unreliability would already have been a double world champion – was it. Schumacher felt ▶



◀ understandably betrayed, declined to share equal billing team – and retired.

None of this meant much to Kimi, who took indifference to an entirely new plane. He'd been one of the few drivers not present as Schumacher was presented with a trophy on the eve of his last race before retirement, Brazil 2006. Live on British TV Martin Brundle asked Kimi about his absence. "I was taking a shit," he explained...

That might almost have been termed 'aggressive indifference' and was probably a reaction to what he saw as a sickening media circus around both Schumacher and Ferrari. More usually, he had just a shrug of the shoulders and some meaningless platitudes in response to questions, this man who in '09 was the second highest paid athlete in the world, behind only Tiger Woods.

"There are two things you need to know to understand that blankness in Kimi," says Peter Collins, a man who was instrumental in his graduation from karting to cars in the late 1990s. "First, he absolutely detested the bullshit of F1 and the type of people that were around him. Second, just like Mika [Hakkinen] before him, he realised that the less you said, the less energy-consuming reaction in the media there could be to it."

"He was always monosyllabic at the track," says one ex-F1 driver, "but get him out for a drink and you couldn't shut him up!" Frequently, he'd need to be carried out of the clubs a few hours later. This is the guy who took part in a powerboat race dressed in a gorilla suit. There was plenty of colour to him. He just point-blank refused to publicly give anything of himself to the F1 paddock, a community whose values he simply did not to buy into, even though he had no compunction about taking the money it offered. So long as it was prepared to offer that only for the job he did in the car, then Kimi and F1 could have an uneasy alliance.

"He wanted only to be in the car," recalls Peter Sauber. "He would look through you. He was so impressive. I'd never heard of him but this 'carpet salesman' Dave Robertson [Raikkonen's manager from 2000] somehow talked me into giving him the test at Mugello. He was just unbelievable. His telemetry showed an amazing ability, but he wasn't at that stage fit enough to put all the sectors together. He was just concentrating on one at a time. So I then said, 'OK, in the next run, I want



Glimpses of genius, but Ferrari didn't see the best of Raikkonen

"He's very genuine and that's possibly what destroyed him in F1. All he wanted to do was drive"

Early mentor Peter Collins

you to put it all together,' and he just said, 'No. I'm not ready to do that yet.' That impressed me, that he had the confidence and belief in himself to just say no."

There are those who believe the purity was lost after he was head-hunted by McLaren, that the multi-millions changed him, that he was never quite as intense as the kid who'd made it from the wrong side of the tracks on phenomenal talent alone. Maybe it was partly the money, the reality-numbing quality that such multiple millions can bring. Married to Miss Finland since 2004, living in tax exile isolation, earning a reported \$50 million at Ferrari by '09, fawned over, indulged; how could such a simple soul of such modest background be expected to adapt? How could he be expected to grow? Add in the resentment of the demands so alien to him – those of

the sponsors and media – and his fondness for a drink, it's surprising he stayed around as long as he did.

But on his day he was very special, super-fast and apparently fearless, the lack of emotion that made him such a dull public speaker making for some of the most exciting moments imaginable on track. Who can forget that foot-down indifference to the smoke screen at Spa, 190mph into zero visibility as an engine blew somewhere ahead of him up the hill from Eau Rouge?

Ironically, his real superlative days were probably behind him when he won the championship at his first attempt with Ferrari in '07. But even then, there were glimpses. Chris Dyer went straight from race-engineering Schumacher to doing the same job for Raikkonen. "We were quite taken aback with how aggressive he was with the car and how much oversteer he would live with," he says. "He would want very fast steering ratios and a lot of responsiveness. He would work the car much more in the braking/corner-entry phase. He was much busier with the brakes and steering compared to Michael who tended to be smooth and sneak up to the limit and sit there. Kimi would go over it and bring it back. You'd look at the telemetry at some of the things he could do and be amazed."

The Ferrari, with its reluctance to



KIMI IN FORMULA 1

Starts 155
Wins 18 **Poles** 16
Fastest laps 35
World championships
1 (2007)

2001
(SAUBER-PETRONAS)
World championship
10th, 9 points
Best finish 4th
Best qualifying 7th

2002
(McLAREN-MERCEDES)
World championship
6th, 24 points
Best finish 2nd
Best qualifying 2nd

2003
(McLAREN-MERCEDES)
World championship
2nd, 91 points
Wins 1
Poles 2

2004
(McLAREN-MERCEDES)
World championship
7th, 45 points
Wins 1
Poles 1



Star quality immediately apparent at Sauber in '01



Five years at McLaren failed to deliver the title

generate instant front-tyre temperature in qualifying, was never the ideal car for this sort of approach. Not in all his three years there. "When he thought he was in with a chance," says Dyer, "like in the second half of '07, he was fantastic. But if the car was less competitive, he delivered less." The sense that Ferrari didn't see the best of him is underlined when Dyer says: "It's a shame he left F1 when he did because he was still one of the top three or four drivers."

In his McLaren pomp – keeping the obsolete '03 car in title contention until the final round, pounding the '05 car into the ground so hard that he'd already bought himself a free pitstop over Fernando Alonso's Renault by the first stops at Barcelona, the magnificent last-lap victory at Suzuka that year, or finishing off the career of as formidable a team-mate as Juan Pablo Montoya in 2006 – he was more than that.

Was it the money that dulled his performances thereafter, the fatigue of the insincerity of the life around F1 – or the drink? He always trained conscientiously, and according to those around him he wasn't drinking any more than he ever had. But maybe as he approached 30 it began to have more effect. "I think the drinking was an escape from the environment and the people around him he

couldn't stand," says Collins.

Ferrari didn't get what it thought it was getting when it signed Raikkonen. Not only had he not proved decisively faster than Felipe Massa, he was passive in a way that Schumacher had never been, that Alonso wouldn't be in the future. It realised, belatedly, that what it needed was a leader. Which requires a more complex set of skills than those Kimi possesses. So certain was it of this, that it paid Raikkonen off a year short of his contract in order not to miss the boat with Alonso.

"I actually think he was done a disservice by all those close to him," says Collins. "Kimi was someone who needed warmth, discipline and guidance. What he got was fawning and being spoiled. Like all these young guys, if you don't get in and kick 'em in the arse early, they start to think they can make their own decisions about everything and then you've lost them. I don't think Kimi was ever brought under control for his own benefit because those around him were just interested in getting the contracts, the money and not falling out with him.

"He's very genuine and I think that's possibly what destroyed him in F1. Because the bigger he got, the more important he became, the more insincere people there were around him and hanging off him. He couldn't stand it. All he wanted to do was drive.

"Which is a real shame because not only was he phenomenally gifted, someone who could/should have won many more than his one world title, but also because at his core he is a genuine, sincere guy who is as honest as the day is long."

All he ever wanted was to race cars and go for a drink with his friends. Why the hell could the world not understand that and leave him to it? So as he fulfilled one final sponsorship commitment at Abu Dhabi in 2009, he was in no mood for any more bullshit. The brand new track rose like a mirage from the desert, the dazzling vanity project of Ferrari partner Mubadala. They were sitting there in eager anticipation as Kimi was called to the stage: "Kimi, we're here at this fantastic new venue. You've been out there today in the Ferrari. Tell us, what was it like out there?"

"Well the first few corners are quite good," came the familiar mumble. "But the rest of it is shit."

And with that, he'd checked out. ❄

Hard lessons, easier life

Last February, Kimi Raikkonen stepped into the cold. And it really was cold. It was Sweden, snow, minus plenty and dark. Raikkonen's brave new World Rally Championship wasn't the most welcoming.

A day later and his world-beating Citroen C4 WRC was in a ditch, with the multi-millionaire digging it out. This was a very long way from Formula 1. One rally later and the Finn was flying, upside down and well off the road in Mexico. Hours after he'd extricated himself from the battered C4, Raikkonen was back in the hotel, playing pool. This was the flip-side of the deal. Yes, he was the rookie again, but the relaxed environment in which he was doing his learning was right up his street.

He's learned plenty, but the initial, fever-pitch expectation of Raikkonen potentially winning rallies and maybe even becoming the first person to clinch an F1 and WRC title has been tempered by harsh reality. That reality is that F1 is to rallying what polo is to water polo.

Last week's Rallye Deutschland was Raikkonen's 18th round of the WRC. In a sport where experience is pretty much everything, the one they call Iceman is barely out of short trousers.

In 2010 he crashed regularly and often as he sought to acquaint himself with a world shorn of downforce and traction. This year, he's been a different driver. He's approached the events in a far more methodical way, picking up speed as the rally progresses.

"I'm learning more this year," says Raikkonen. "But there's still a lot more to learn."

There lies the problem. Raikkonen's a world champion; a number one. Yet here, in the WRC, he's nowhere. For a driver so competitive and so full of edge, it's hard to sit behind the wheel and know you're shipping so many seconds to those around you.

He's improving, but a win remains in another world. Much as he's enjoying himself, the need to return to P1 could be enough to get him back on the race track.

David Evans



Raikkonen in full flight en route to another ditch

2005
(McLAREN-MERCEDES)
World championship
2nd, 112 points
Wins 7
Poles 5



2006
(McLAREN-MERCEDES)
World championship
5th, 65 points
Wins 0
Poles 3

2007
(FERRARI)
World championship
1st, 110 points
Wins 6 Poles 3



2008
(FERRARI)
World championship
3rd, 75 points
Wins 2
Poles 2

2009
(FERRARI)
World championship
6th, 48 points
Wins 1
Poles 0



LOLA

BEST F1 TEAM YOU NEVER SAW

It had the facilities, the staff, even a model in the windtunnel – but Lola's Formula 1 team never made it to the grid. *By MARK GLENDENNING*



Lola invested in a new sub-assembly workshop

Like the hands on a stopped clock, the windtunnel model for the Lola MBO1 sits frozen in time; its configuration represents the work that was being carried out at the moment that the company learned that its efforts to join the 2010 Formula 1 grid had failed.

“We’d finalised the chassis,” says Peter McCool, who was chief designer for Lola’s F1 project, and now heads the company’s Special Projects division.

“The next thing we had to do was to pick radiator positions and optimise the back of the chassis and radiator installations. We’ve got a relatively under-developed front and rear wing – the focus was on the middle of the car, as that was the next of the long lead-time items. That was what we were planning to test in December 2009, and then we’d bring a proper aero package in February. And that was where things stopped.”

The story begins six months before Lola’s F1 plans came unstuck. Prompted by the sudden withdrawal of Honda at the end of 2008, the FIA had announced a raft of cost-cutting measures to be introduced for the 2010 season. Chief among them was a budget cap – originally set at £30m, but later increased to £40m – as well

as places for four new teams to join the grid. When you consider that aspiring teams had previously been required to pay a £24.2m deposit that was forfeit if the entry collapsed, the change marked a dramatic opening of doors to a formerly closed shop.

Not surprisingly, there were plenty who wanted in; some more realistic than others (see opposite page). But when the dust settled, it was HRT (originally Campos GP), Virgin and US F1 who were granted garages in pitlane, although the latter never even completed its car. Lotus later got in with a fourth entry. And Lola, arguably the most qualified of all the applicants, and certainly the only one already to have a self-contained F1 facility and a scale model running in the windtunnel, was left out in the cold.

Lola owner Martin Birrane says that the decision still stings.

“I’d been in touch with Bernie Ecclestone and Max Mosley,” he recalls. “We were encouraged by them. They wanted our name, they wanted our brand, they wanted us in there. They believed, rightly, that we could do the job. Of course they then had about 35 other inquiries, they whittled them down to half-a-dozen or so, and in the end got themselves thoroughly

confused... or, so politically involved that they chose the wrong parties.”

Having made the decision to attempt an F1 entry, Birrane says that starting work straight away despite having no guarantees of being on the grid was the only way to have a shot at looking respectable on the track.

“We took the step to get started, because you see what happened to the other [new] guys,” he says. “Even though they didn’t have what we had to begin with – and they still don’t – I didn’t want to be entering with a car that wasn’t competitive. And you need a minimum lead time of nine months.”

Former Super Aguri designer McCool was recruited to head up the



LOLA TIMELINE

Over six busy months in early 2009, the Lola F1 project came together

December 2008

FIA announces cost-capping plans for F1

January 2009

Internal sign-off for Lola Formula One Team Ltd to be established

January 2009

Lola Formula One Team Ltd structure agreed

February-March 2009

Key F1 personnel recruited

Feb-April 2009

Performance targets set, supply chain organised, technical partners agreed

“I didn’t want to be entering with a car that wasn’t competitive. And you need a lead time of nine months”

Martin Birrane

technical side of things, and the new team launched into an aggressive recruitment drive. Adam Carroll was sounded out to be the team’s first driver, the major technical roles were filled, and within a few weeks the core structure was in place.

“We redirected three quarters of the current office, and then we recruited a certain number of designers with F1 experience,” says McCool. “The first thing we did was a project plan; working out when we had to be ready. It’s about giving yourself as much intellectual space as you can. Performance is everything, and the sooner you start, the better the car you will have.

“There was no legacy data whatsoever, and within five weeks we were running in the windtunnel. And that was a week, or a week-and-a-half before we didn’t get the entry. We were in the tunnel before the presentations were made to the FIA.”

Lola has not given up on its F1 ambitions, and Birrane maintains that the project underlines the company’s F1 capabilities.

“I don’t want to make it sound like that didn’t hurt,” he says. “Of course it did. But what we did do is that we proved what we could do, in the space of time that we were doing it. We’ve already done a dummy run on getting a Formula 1 project off the ground.”

And how would the world have been different had Lola’s application been accepted? McCool believes that Lotus, Virgin and HRT’s lives would have been harder, for starters.

“All the key parts were in place,” he says. “A windtunnel on-site, CFD, manufacturing capability, a team owner and a company focused on doing it. Super Aguri never got to this stage. Lola would have delivered a very, very competent car. When the 2010 cars came out we did a bit of visual benchmarking in terms of wheelbase, predicted aero loads, distribution, and we were going to do well. We’d have been the best of the new teams. I’m convinced of it.”

WHERE ARE THE OTHER APPLICANTS NOW?

CAMPOS META 1

Was granted an entry as Campos Grand Prix. Team struggled to secure funding, prompting a late buy-out by shareholder Jose Ramon Carabante, who renamed it Hispania Racing. Now on the F1 grid as HRT.

LITESPEED

Former British F3 team lodged entry and secured Team Lotus name and Mike Gascoyne’s technical prowess but fell short of funding, prompting an investment from Air Asia’s Tony Fernandes. Now on the F1 grid as Team Lotus.

US F1

All-American team led by Peter Windsor and Ken Anderson was granted an entry, set up a workshop in Charlotte, signed Jose Maria Lopez to drive, and started building a car. Funding and logistical problems brought the shutters down just before the season began.

PRODRIVE

David Richards’ company has made several attempts to get into F1, and considered badging its 2010 effort as Aston Martin. Submitted an entry, but was denied by the FIA. Now running Aston sportscars and Minis in the WRC.



Prodrive runs Aston sportscars

MYF1DREAM.COM

Lodged an entry based on the premise of a team owned and run entirely by fans. Progress was stalled by the FIA’s requirement to pay a deposit along with the entry. Now trying to do the same thing with the EV Cup.

WIRTH RESEARCH

CFD specialist Wirth approached Manor to work in collaboration. Submitted an application and was granted an entry as Virgin Racing with a car designed entirely without a windtunnel. The team is still in F1, although Nick Wirth himself is no longer involved.

RAY MALLOCK LIMITED

Experienced British team expressed an early interest, but pulled out due to the instability surrounding the battle between the FIA and the FOTA teams during mid-2009. Still active in the WTCC, BTCC and sportscars.



F1’s politics put RML off

EPSILON EUSKADI

Joan Villadelprat-led team wanted to showcase Spanish technical know-how. Failed to get an entry, but still runs teams in sportscars and Formula Renault 3.5 from its two state-of-the art facilities.

TEAM SUPERFUND

Austrian team led by former F1 racer Alex Wurz with backing from investment company Superfund. Submitted an entry, but was unsuccessful. Wurz has said that the project will not be revived.

FORMTECH

Owns intellectual property of Super Aguri and Arrows, and intended to enter under the Brabham banner with a team based at the former Super Aguri factory. Hit a minefield over permission to use the Brabham name, but the application was unsuccessful anyway. Still a leading composites firm.

N. TECHNOLOGY

Successful Italian touring car team lodged an entry but was unsuccessful. Went on to sue the FIA over what it claimed was a lack of transparency in the selection process.

STEFAN GRAND PRIX

Serbian team named after owner Zoran Stefanovich. Entry was unsuccessful, resulting in an abortive lawsuit. Later acquired the rights to Toyota’s 2010 F1 car after the Japanese manufacturer withdrew, but was overlooked for an entry in favour of Sauber. Still sent two crates of equipment to the Bahrain season-opener in the hope of landing US F1’s spot for 2010, and then made another attempt to enter for 2011. Current status unknown.

MARCH

Andrew Fitton bought the March F1 team from Akira Akagi in 1992, closed the squad down and sold the assets on, but retained the rights to the name. Lodged an entry but was turned down.

DURANGO

Former GP2 team planned an entry in partnership with Jacques Villeneuve, who would also be lead driver. The team would have been called Villeneuve Racing, but failed to land an entry. Durango now races in Auto GP; Villeneuve cameos in NASCAR Nationwide events.

iSPORT

Race-winning GP2 team considered stepping up, but pulled out when the cost cap was increased. Still in GP2.



iSport kept on with GP2

April 22, 2009

Lola publicly announces it is working on an F1 programme

April 25, 2009

50 per cent scale windtunnel model of MBO1 completed

May 2009

R&D programme begins; MBO1 model tests (over 100 test runs completed)

May 14, 2009

Lola officially confirms F1 application

June 12, 2009

FIA announce three new teams selected – Lola is not one

June 19, 2009

Lola formally withdraws F1 application

The man who would be king

Carl Edwards has enjoyed a strong season in NASCAR Cup. Can this really be his year, asks *ANDREW VAN DE BURGT*

Between 1977 and 1987 Ed Moses won 122 400m hurdle races. With his languid style, receding hairline and 'Buggles' glasses he became one of the most famous and recognisable athletes of his generation. And then Danny Harris beat him. Moses subsequently went on to win another 10 races, but his air of invincibility was gone – on June 4 in Madrid he became a mere mortal.

Jimmie Johnson is NASCAR's Ed Moses. Unbeaten in the Chase for the Championship – NASCAR's 10-round play-off for its most cherished prize – since 2006, his rewriting of the record books has been out of this world. The question for his 42 rivals is: are they Harald Schmid – the moustachioed German who played a silver-plated second fiddle to Moses – or are they Harris?

There are a number of potential usurpers (see panel), not least 'Cousin' Carl Edwards. Generally the fastest of the four Roush Fenway Racing Fords, Edwards has previous, having won more races than Johnson during the 2008 season, only to miss out on the title after an inconsistent run in the Chase.

Having been brought crashing down to earth by a winless 2009 campaign, Edwards and his Roush team have regrouped, refocused and set about wresting the title from Johnson's grasp with renewed vigour this year. Edwards has been a constant presence at the head of the points – he's led the standings after 15 of the 22 race weekends and has only once slipped out of the top three – and is convinced the team has what it takes to win that elusive title.

"We have to run like we're running right now for the last 10 races," says Edwards of his title plan. "I believe we can accumulate more points than the

rest of these guys and win. That's what we have to do. The engines have been great every week, the pitstops have been getting better every week and Bob [Osborne, his crew chief] and I work together really well. That's the thing about NASCAR – no-one has a trick or real advantage; you have to do everything very well and not make mistakes."

Ford introduced its new FR9 engine midway through the 2010 season. It soon proved to be a substantial improvement over the production-based Windsor that had been campaigned for over two decades, with Edwards winning the final two races of the season. That form carried through to the start of 2011, with Fords claiming two of the opening three races.

"We're much stronger. I feel every week at the racetrack we've had cars that can win the race," says Edwards. "If we do our jobs right on race day then we can win. And that comes from the shop, the cars are better, the engines are better, the way Jack [Roush] has put the management together is better and overall we are competitive every single week, and that's great."

Edwards has only ever raced for Roush in the Cup or feeder Nationwide and Truck series. He recently extended his contract, ending rumours of a big-money move to Joe Gibbs Racing, and he admits that he'd love to win the championship to repay Roush for the faith he showed in him at the start of his career.

"My first meeting with Jack was at Daytona [in 2001]," Edwards recalls. "Max Jones left the team and they had an open seat and they offered me a small sum of money – well, it was large to me – to kind of lock-in with Roush and be waiting as a development driver. But I had all these other people saying

that they wanted me to race for them.

"So I told Roush respectfully that I'd rather pursue these other options, but none of them panned out and Daytona was coming up. So I called John Miller at Roush and said, 'I think I've made a huge mistake, I'd gladly sign on with you guys.' I thought I'd blown my opportunity. Three days later the phone rings and they said, 'Hey, how do you feel about driving the truck for Jack for the year?' I said, 'Are you kidding me? This is a dream come true.'

"So then the contract came and it was about 80 pages long and I called up the only race car driver whose telephone number I had, Kenny Schrader – he and my dad are cousins – and I said, 'Hey I wondered if you could go over this contract.' He said, 'I'll give you a suggestion, why don't you take that contract and set it out on the table with the rest of them and pick the one which is the best!'

"The first race was Daytona. We were leading the race and I got loose and wrecked the truck spectacularly. I thought, 'Well, that lasted 50 laps, Jack's going to fire me'. Jack came right over to me and he just laughed and patted me on the back and said, 'That's great you were leading, you'll learn your lessons and just keep racing'. So that shows the confidence Jack had in me for that year. We had no guarantee of a sponsor and we won four races that year, got sponsorship and we were off. It was huge."

Now all Edwards has to do is clear the final 10 hurdles of the Chase with his advantage intact and 'do a Harris'. ☺

Who's on pace for the Chase

Twelve drivers head into the Chase hoping to end Jimmie Johnson's winning streak, but these are the key players.

Kyle Busch - Joe Gibbs Racing Toyota

Already qualified for the Chase, he is devastatingly fast but has a tendency to get involved in trouble.

Kevin Harvick - Richard Childress Racing Chevrolet

Excels where drafting is key. Rarely features at the front in the early stages, but is usually there at the end.

Kurt Busch - Penske Racing Dodge

Probably NASCAR's best qualifier, he's also a hard-charging racer. Big question is whether Penske can give him a consistently fast car.



Jeff Gordon - Hendrick Motorsport Chevrolet (above)

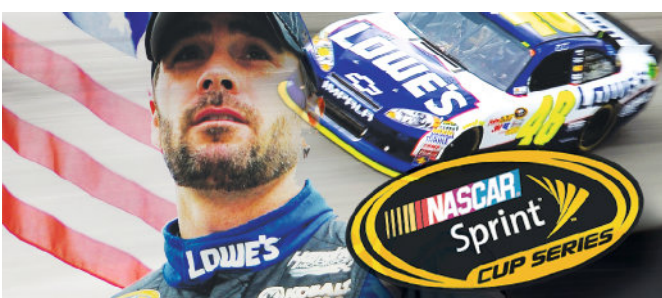
Four-time champ is enjoying a career Indian summer, but does his crew have what it takes to beat team-mate Johnson over final 10 races?

Tony Stewart - Stewart Haas Chevrolet

Last man to win title before Johnson has the pedigree, but is yet to win this year. Could be a dark horse if he gets a run together.



Edwards wants bring flag down on Johnson's winning streak



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RALLY DEUTSCHLAND

Trier, August 19-21

ROUND 9/13

WINNER

Sebastien Ogier
3h32m15.9s

RALLY RATING

★★★★★

Loeb is finally beaten in Germany on this rally of punctures

DRIVERS' STANDINGS

| | |
|----------|--------|
| Loeb | 192pts |
| Ogier | 167pts |
| Hirvonen | 156pts |

POWERSTAGE WINNER

Sebastien Loeb

MILESTONES

- Ogier breaks Loeb's eight-year Rallye Deutschland dominance
- Citroen becomes most successful WRC manufacturer ever with 78 wins

DAVID EVANS
reports



Needle at Citroen as Ogier changes the record

A Citroen-driving Sebastien won in Germany, but not the one you'd expect - and it caused a bit of intra-team angst

AROUND 1800 YEARS AGO, shortly before Sebastien Loeb started winning Rallye Deutschland, the Romans built a gate in Trier. Porta Nigra – the Black Gate – was one of four that defended the city through times of strife. Rarely, since the sandstone structure was finished, has there been such a week of political intrigue and high-drama in on the banks of the Mosel. Citroen arrived, complete with the heaviest of heavy hitters from parent company PSA, to revel in a new deal for Loeb and – hopefully – a ninth straight event win. Then it all fell apart in the most public fashion possible.

Loeb lost the event with a puncture and, while Sebastien Ogier ensured a DS3 still won, his haughty

comments about his employer were the event's lasting talking point.

LEG ONE (82.73 miles)

OVERCAST, RAIN, SUN - AMBIENT
TEMPERATURE RANGE ON STAGES 18-26C

The rain was coming. No it wasn't. An 80 per cent near-certainty became a 10 per cent chance. Citroen gambled. Nobody else did. And guess what? It rained.

Leaving the service park on Friday morning, both factory DS3 WRCs were wearing Michelin's soft compound boots, with some harder rubber in the back. With the rain most likely in stage two, the drivers pulled over and whipped the wheels off the left-hand side of the cars and bolted on the spares before the start of the dry opener.

When Jari-Matti Latvala posted fastest time in his Fiesta, the world looked to have gone slightly mad. The Citroens were running a one-sided tyre strategy that would have been more suited to a clockwise oval and a Ford-driving Finn was leading in Germany. What on earth next? A German taxi *not* playing *The Final Countdown*?

Loeb was slightly subdued after the stage. "I thought we would be more behind them [the Fords]," said the Frenchman. Asked to explain the thinking behind the tyre plan, he said: "We did this in testing and it worked. When we have the soft tyre in these warm and dry conditions, we know we will lose grip. If we have two



Sordo took superb P3 in Mini's third rally

softs at the front, we lose it all from the front and if we run them at the rear, we lose it all at the rear. This way keeps more grip in the car."

But driving with that set-up must have been... "Strange!" smiled Loeb.

What was equally strange was Loeb's absence from the

lead of Rallye Deutschland. The last time such a phenomenon had been known was when Francois Duval was permitted P1 for a single stage in 2007.

And Loeb wasn't even second – he was third behind Ogier. And Ogier's DS3 had been off on the



... but the world champion is still deified on his local rally

Ogier broke Loeb's eight-rally German win streak...

final corner of the stage.

Near normality returned on SS2, when Citroen called the weather perfectly. And complete normality returned when Loeb went back to the front on the third test.

Loeb and Ogier had soft rubber all round for SS2 but, sitting on the startline, Loeb admitted he still wasn't sure.

"We didn't know," he said. "Would it rain? It wasn't at the start and the first couple of kilometres were dry, but then it was damp – it had been raining. And then we found the rain."

Monsoon-like conditions hit the roads to the north of Trier, leaving them resembling the River Mosel, which ran through the valley beneath. While the heat disappeared from everybody

else's hard tyres, the works Citroens kept on gripping and took half a minute out of everybody. It was a stroke of genius, although Ford's technical director Christian Loriaux suspected an inside job.

"They've been talking to God," said the Belgian, rolling his eyes skyward.

Ogier was delighted with the fastest time that moved him into the lead. Everybody else talked about the last four – downhill – miles of the stage being one long moment as their cars aquaplaned from corner to corner.

Quick as it had come, the rain went and stage three was dry. And Loeb became the third leader in as many stages. He was pragmatic at the end of Moselland. Despite having the wrong

rubber for the last 12 miles, he knew he'd got it right when it mattered most.

"Hard would work in here, but they could have cost me the rally in the stage before," said Loeb, who returned to Trier 4.4s up on Ogier.

If the rain had partly washed away Ford's challenge in SS2, a right-rear puncture dropped Latvala more time on SS3, when he slipped to seventh. The afternoon would bring even less cheer for the former leader when an electronic glitch in the engine left only three quarters of his Ford's cylinders fully functioning. The loss of four minutes dropped him out of the points and ensured he would spend day two fighting with the cream of

the SWRC leaderboard.

Half a minute down at lunch, Mikko Hirvonen could still see a bright side.

"The car is definitely quicker than the Focus," he said. "We've definitely made progress. I didn't feel so confident in the car first thing this morning – it was understeering a bit; I softened it to find a bit more grip at the front and it was better. We have to push on and see what we can do."

When he pushed on into a wall near the start of SS4, the rear suspension bent and left the car toeing-out and crabbing badly. In an instant, the gap to the Citroens doubled and the widely-expected two-horse race at the front of the field was confirmed.

But was it a race?

It certainly looked like it after the afternoon's opener, when Ogier slashed Loeb's lead to less than a second. The whole field – and a historic event – running through Ruwertal had left the road dusty and dirty in places and the world champion struggled for grip.

Loeb then turned on his German magic and put the ball firmly back in Ogier's court with two exceptional times in five and six. The gap between him and the number-two DS3 was 7.4s.

"Second is not good enough," said the disgruntled Ogier, "but I am pushing very, very hard to keep up with Seb."

The big question now was whether the battle would continue into day two.

"It's been a good day for Citroen," said the leader with a wry smile.

Hirvonen made repairs to his Fiesta to cement his overnight third.

Just off the podium were the Minis of Dani Sordo and Kris Meeke, separated by 17.3s. Both cars had run without any major issues – the Briton's John Cooper Works WRC was cutting out on the final stage, causing him an eight-second spin, but there was nothing to trouble Prodrive.

Sordo wished he'd been braver on the tyre choice.

"When I saw Loeb putting soft tyres on at the side of the road, I knew it would rain. Citroen knows what the weather will do! It's been a good day, though," he admitted.

And an excellent day for Meeke; in years past Sordo has been beaten by one man here in Germany: Loeb. On Friday, Meeke was getting the better of him. The former IRC champion actually posted the Mini's best time of the day, third quickest on SS4.

"I thought this was possible," said Meeke, "this is a fantastic chassis, but that spin was bloody frustrating. Having said that, I haven't stopped smiling all day!"

Petter Solberg was sixth behind Meeke, having been off the road on the second stage and generally struggled to find his feet after precious little testing ahead of the event.

POSITIONS AFTER DAY ONE

| | |
|---------------------|------------|
| 1 LOEB/ELENA | 1h18m21.4s |
| 2 OGIER/INGRASSIA | +7.4s |
| 3 HIRVONEN/LEHTINEN | +1m11.0s |
| 4 SORDO/DEL BARRIO | +1m40.3s |
| 5 MEEKE/NAGLE | +1m57.6s |
| 6 SOLBERG/PATTERSON | +1m59.8s ▶ |



Latvala led after SS1 but faded to 14th



Raikkonen pivoted to sixth in his Citroën

STAGE TIMES

SS1 RUWERTAL / FELL 1 (15.02 MILES)

Fastest: Latvala 13m57.4s
Leader: Latvala

SS2 GRAFSCHAFT VELDENZ 1 (13.96 MILES)

Fastest: Ogier 13m18.9s
Leader: Ogier

SS3 MOSELLAND 1 (12.37 MILES)

Fastest: Loeb 12m15.1s
Leader: Loeb

SS4 RUWERTAL / FELL 2 (15.02 MILES)

Fastest: Ogier 13m50.3s
Leader: Loeb

SS5 GRAFSCHAFT VELDENZ 2 (13.96 MILES)

Fastest: Loeb 12m51.5s
Leader: Loeb

SS6 MOSELLAND 2 (12.37 MILES)

Fastest: Loeb 12m01.9s
Leader: Loeb

SS7 HERMESKEIL / GUSENBURG 1 (7.06 MILES)

Fastest: Latvala 6m12.9s
Leader: Loeb

SS8 BOSENBERG 1 (8.87 MILES)

Fastest: Ogier 8m25.5s
Leader: Loeb

SS9 BIRKENFELDER LAND 1 (9.46 MILES)

Fastest: Loeb 8m35.5s
Leader: Loeb

SS10 ARENA PANZERPLATTE 1 (21.23 MILES)

Fastest: Ogier 19m55.3s
Leader: Loeb

SS11 HERMESKEIL / GUSENBURG 2 (7.06 MILES)

Fastest: Ogier 6m09.1s
Leader: Loeb

SS12 BOSENBERG 2 (8.87 MILES)

Fastest: Loeb 8m23.8s
Leader: Loeb

SS13 BIRKENFELDER LAND 2 (9.46 MILES)

Fastest: Loeb 8m36.5s
Leader: Loeb

SS14 ARENA PANZERPLATTE 2 (21.23 MILES)

Fastest: Ogier 19m49.2s
Leader: Ogier

SS15 DHRONTAL 1 (12.95 MILES)

Fastest: Hirvonen 12m17.2s
Leader: Ogier

SS16 MOSELWEIN 1 (9.39 MILES)

Fastest: Latvala 9m16.5s
Leader: Ogier

SS17 DHRONTAL 2 (12.95 MILES)

Fastest: Loeb 12m32.1s
Leader: Ogier

SS18 MOSELWEIN 2 (9.39 MILES)

Fastest: Loeb 9m31.4s
Leader: Ogier

SS19 CIRCUS MAXIMUS TRIER (2.71 MILES)

Fastest: Loeb 3m17.4s
Leader: Ogier



A deflated Hirvonen lost a podium finish

LEG TWO (93.29 miles)

SUNNY - AMBIENT TEMP RANGE ON

STAGES 19-32C

A closed door said it all. When Ogier completed Saturday morning's seven-mile opener just three tenths of a second behind Loeb and then sat grim-faced, door shut at the stop line, the question of team tactics was superfluous.

The biggest of big cheeses at Citroën, Jean-Marc Gales, confirmed the discussion between the teams. Sort of.

"In every race," said Gales, "there is a time to say clearly what you want."

Loeb finished the job for him. Asked if the result had been fixed, Loeb thought for sometime before replying. "Not fixed," he said, choosing his words. "Managed."

So, Ogier drove to the split times and made sure he spent the morning right on Loeb's tail. Arriving at the regroup after the morning's four stages, there was no escaping the media. But he demonstrated the art of talking while saying nothing at all. Moments later, even that was beyond him. "My interview time is finished," he said.

"I'm sorry," he added. Except he wasn't.

His decision not to talk was understandable. He'd probably said enough the previous evening. Asked for a prediction on the outcome of a Citroën team meeting, Ogier said: "It is very clear, Seb is going to cry and ask to fix the positions."

Fired up by the questions,

Ogier nibbled more out of Loeb's lead first thing in the afternoon. The difference was just 1.3s after SS11. One stage later the team had seen enough - the phone in Ogier's DS3 rang and he was reminded of the plan.

Waiting to go into the penultimate stage of the day, Ogier's frustration boiled over and, fellow drivers reported, he confronted the rally leader and told him to put his foot down as there was a danger of falling asleep at the speed they were driving at.

Theatricality, Ogier ended that stage four tenths slower than Loeb.

Throughout all of this, Loeb kept his nose clean and out front. Taking zero risks, Deutschland win number nine was looking better and better. Until Panzerplatte stepped in and ripped up the script.

With eight miles left to run, Loeb became the latest in a long line of drivers to suffer a puncture, when his front-left Michelin succumbed to the treacherously rocky roads of the military training ground.

"It went down straight away," said Loeb. "So I slowed immediately to try to make sure I could keep the tyre on the rim, but it wasn't possible."

He dropped more than a minute to Ogier, who found his tongue again at the end of the stage. He said: "I don't like to see this happen to my team-mate, but I'm glad there's justice in the sport."

Loeb had little interest in a war of words, saying: "Maybe he talks too much."

The potential for losing his 100 per cent record on a rally so close to his home town hurt far more than anything his team-mate had to offer.

Behind the Citroëns, Hirvonen was another Panzerplatte victim as a puncture on his Fiesta cost him a minute and third place to Sordo. Half a minute down on the Spaniard, the Ford driver was unable to make any impression across the spread of the afternoon.

"That Mini's fast," he said, nodding towards the number 37 car. "I was very happy with the first three stages, but then I think, maybe I was too cautious in the last one."

Sordo beamed at the end of the day. "Good, no?" he grinned. "Maximum attack today. The car has been very good, perfect. I've really enjoyed this driving."

Hirvonen was the meat in the Mini sandwich, with Meeke behind him in fifth. Meeke's day was spoiled by a puncture on the penultimate test and a split rim on SS14. Having spent the day there or thereabouts with his team-mate the frustration was writ large across his face. The team, however, was delighted: third and fifth was not a bad result on rally number three for the returning legend.

Solberg remained sixth



Flying Meeke was robbed near the end

at the end of the second leg, having suffered an agonising four deflations that day.

POSITIONS AFTER DAY TWO

| | | |
|---|-------------------|------------|
| 1 | OGIER/INGRASSIA | 2h44m43.2s |
| 2 | LOEB/ELENA | +1m11.3s |
| 3 | SORDO/DEL BARRIO | +2m10.2s |
| 4 | HIRVONEN/LEHTINEN | +2m43.3s |
| 5 | MEEKE/NAGLE | +3m33.2s |
| 6 | SOLBERG/PATTERSON | +3m42.3s |

LEG THREE (47.41 miles)

RAIN THEN SUN - AMBIENT TEMPERATURE
RANGE ON STAGES 14-27C

With faces as grim as the gathering gloom, Ogier and Loeb guided their Citroens into the final day. The rain came in the first stage, but it mattered little. Ogier was more than capable of managing a 71-second advantage. Loeb was consistently the faster

of the two DS3s through the final day, but it was all in vain. He was beaten in Trier for the first time.

Hirvonen raised hopes of a late dash to grab third when he lopped six seconds off Sordo's advantage in the opener. He took another eighth tenths in Moselwein, but that was it.

Departing service for the final loop, Sordo grinned: "It's the podium or nothing!"

If it was ever in doubt, a puncture for Hirvonen on the final stage sealed it.

"I am so pleased for the team," said Sordo at the finish. "This is a big result, more than we expected. It's incredible."

Ordinarily, Hirvonen would have been pretty relaxed about losing to

Sordo in Germany, but Ford losing to Mini really wasn't part of the plan.

Solberg had passed Meeke for fifth on the second stage of the day, finally giving the private Citroen driver a reason to be cheerful. Meeke's magnificent effort came to an end with an electrical fault on the penultimate test, leaving Kimi Raikkonen to take sixth.

Organisers had labelled the final stage 'Circus Maximus' in deference to the city's Roman history. A more literal interpretation was a near-perfect portrayal of this year's event. In years gone by, the cheers for a Loeb win reverberated through the city. This time they were not a little muted. ❧

SWRC

Ott to trot for Tanak; it's all academic for Breen

 Estonian Ott Tanak scored what was arguably the most impressive win of his short career in Germany on Sunday, when he brought his Fiesta home five minutes ahead of Nasser Al-Attiyah's similar car.

The Estonian won despite never having competed in a Fiesta on asphalt before – and only having run a 35-mile test before the event.

The action started early when Martin Prokop clipped a kerb in SS1 and rocketed off the road and shed a wheel.

Quickest out of the blocks was current IRC and SWRC form man Juho Hanninen. In the first loop of stages, the Finn built a 30-sec cushion in his Skoda Fabia S2000.

Tanak chose the wrong tyre on Friday morning. His soft Michelins kept him on his toes as they started to move about in the warm conditions. After a couple of tweaks and the right covers, Tanak started taking time out of Hanninen.

Going into the final stage of day one, Hanninen's lead was down to 12s. A mile from the end of that stage, the Fabia slid wide and clobbered a rock. With the right-rear wheel gone, Hanninen limped out of the stage, victory hopes gone.

Tanak's lead was huge – and it got even bigger when Al-Attiyah's Ford lost second gear on Saturday morning.

Tanak maintained his

advantage to the end.

"I was quite confident I would have caught [Juho] Hanninen without his problem," said Tanak, after collecting his second SWRC win of the year. "Once we stiffened the car, it felt better and I got the confidence."

Hanninen recovered to finish fourth, ensuring he maintained his advantage at the top of the SWRC table.

WRC ACADEMY

Irishman Craig Breen scored the win he'd promised on all three previous rounds.

The entire field was forced to play second fiddle to Spaniard Yeray Lemes on the opening day. Unfortunately for Lemes, his 24th birthday didn't go to plan as he slipped off the road at a junction in Bosenberg. Breen pounced, hit the front and stayed there.

The delighted winner said: "It's hard to put this in words. I wanted this win really badly."

Breen's victory cut Egon Kaur's lead to 26 points with two rounds remaining.

Lemes was magnanimous in second, admitting he couldn't match or catch Breen in the afternoon.

Andrea Crugnola was third after a trouble-free rally.

Irishman Alastair Fisher's miserable luck continues. He was in the lead fight when he punctured late on Friday.



Tanak took his second SWRC win in his Fiesta

RESULTS

Rallye Deutschland, August 19-21, round 9 of 13

19 SPECIAL STAGES, 223.449 MILES

| POS | NO | DRIVER/NAVIGATOR | CAR | TIME |
|---------------|----|--------------------------------------|----------------------|------------|
| 1 | 2 | Sebastien Ogier/Julien Ingrassia | Citroen DS3 WRC | 3h32m15.9s |
| 2 | 1 | Sebastien Loeb/Daniel Elena | Citroen DS3 WRC | +39.8s |
| 3 | 37 | Dani Sordo/Carlos del Barrio | Mini John Cooper WRC | +1m55.6s |
| 4 | 3 | Mikko Hirvonen/Jarmo Lehtinen | Ford Fiesta RS WRC | +2m43.7s |
| 5 | 11 | Petter Solberg/Chris Patterson | Citroen DS3 WRC | +3m48.0s |
| 6 | 8 | Kimi Raikkonen/Kaj Lindstrom | Citroen DS3 WRC | +7m24.6s |
| 7 | 15 | Henning Solberg/Ilka Minor | Ford Fiesta RS WRC | +7m45.9s |
| 8 | 17 | Armando Araujo/Miguel Ramalho | Mini John Cooper WRC | +9m29.8s |
| 9 | 14 | Peter van Merksteijn/Erwin Mombaerts | Citroen DS3 WRC | +10m01.6s |
| 10 | 9 | Denis Kuipers/Frederic Miclotte | Ford Fiesta RS WRC | +10m09.0s |
| OTHERS | | | | |
| 14 | 4 | Jari-Matti Latvala/Mikka Anttila | Ford Fiesta RS WRC | 3h49m36.3s |
| R | 52 | Kris Meeke/Paul Nagle | Mini John Cooper WRC | S18-elecs |

CLASS WINNERS WRC: Ogier/Ingrassia; SWRC: Ott Tanak/Kuldar Sikk (Ford Fiesta S2000), 3h46m04.8s; Starters/finishers: 79/48; Leaders: SS1 Latvala; SS2 Ogier; SS3-13 Loeb; SS14-19 Ogier

CHAMPIONSHIP TABLE

| POS | DRIVER | PTS |
|------------------------------|--------------------|-----|
| 1 | Sebastien Loeb | 192 |
| 2 | Sebastien Ogier | 167 |
| 3 | Mikko Hirvonen | 156 |
| 4 | Jari-Matti Latvala | 96 |
| 5 | Petter Solberg | 94 |
| 6 | Mads Ostberg | 56 |
| 7 | Matthew Wilson | 40 |
| 8 | Kimi Raikkonen | 34 |
| 9 | Henning Solberg | 32 |
| 10 | Dani Sordo | 23 |
| MANUFACTURERS' POINTS | | |
| 1 | Citroen Total WRT | 333 |
| 2 | Ford Abu Dhabi WRT | 242 |
| 3 | Stobart Ford | 105 |

SWRC - Round 6 of 8

| POS | DRIVER/NAVIGATOR | CAR | TIME |
|-----|---------------------------------|-------------------|------------|
| 1 | Ott Tanak/Kuldar Sikk | Ford Fiesta S2000 | 3h46m04.8s |
| 2 | Nasser Al-Attiyah/G Bernacchini | Ford Fiesta S2000 | +5m38.6s |
| 3 | Frityes Turan/Gabor Zsiros | Ford Fiesta S2000 | +6m04.3s |


RALLY SUMMARY There were precious few changes to a tried and tested route on the Trier-based event. The event was divided into three, with the Saarland countryside roads joined by mileage in the Baumholder military area and through the vineyards that cling to the valley sides rising steeply from the River Mosel.



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SILVERSTONE

 GREAT BRITAIN

August 20-21

Formula Renault 3.5

Round 7/9



AT A GLANCE

- Race 1 Robert Wickens
- Race 2 Wickens
- Pole position Wickens x2
- FLs Ricciardo, Charouz



Wickens and Ricciardo compare notes

Double win brings Wickens to the top

The only thing getting in Robert Wickens' way at Silverstone was the traffic outside the circuit

THE BRITISH ROUND OF the Formula Renault 3.5 series maintained its popularity at the weekend, drawing a huge following that ranged from the curious to the hardcore. The championship moved from bulging spectator banks at previous venue Donington to a similarly heaving Silverstone in 2008, when promising rookie Robert Wickens took his maiden victory in the category for Carlin.

Now an experienced hand, series returnee Wickens enjoyed a pole to flag victory at Silverstone's opening race on Saturday. Carlin team-mate Jean-Eric Vergne's four-point championship lead was overhauled in the process,

but Wickens' hard earned momentum in the title race appeared in danger of being squandered come qualifying for race two.

The huge success of the meeting, reflected by a 120,000 weekend attendance, contributed to the Canadian's difficulties in arriving at the circuit promptly. To his increasing frustration, Wickens was still stuck in traffic outside the track as his rivals commenced qualifying. Arriving 10 minutes into the half hour session, Wickens contained his red mist to deliver a stunning second pole position of the weekend, which he converted into a perfect double victory on Sunday afternoon.

"The team did a great job in calming me down," said Wickens of the ordeal. "I did one qualifying lap on old rubber, came in for new tyres and went for it. Somehow I managed to put it on pole."

Vergne encountered a hydraulic-related problem on the dummy grid for race one. As his competitors set off on their formation lap, the British Formula 3

champion's stricken machine was pushed from its seventh place grid slot into the pitlane from where it would start.

Wickens led untroubled into Copse ahead of Fortec's Alexander Rossi and ISR men Daniel Ricciardo, who had jolted his neck bouncing over a kerb during Friday practice, and Nathanael Berthon.

The surprise of the

weekend was GP3 graduate Nick Yelloly, who stole the plaudits with a superb debut outing in the category for Pons Racing. Over the early laps, he appeared more comfortable running in sixth place behind Albert Costa than Wickens did holding the lead.

A slide at Vale on the opening lap was a prelude to Wickens briefly running off the road at Turn 11 on lap two. Suitably encouraged, Rossi applied pressure as the pair eased steadily away from third man Ricciardo.

But as Rossi's rear tyres began to overheat, Ricciardo re-entered the equation. On lap 20, the Red Bull protege made an opportunistic move into Village and emerged in second. The



Rossi was thrown out in scrutineering

RACE RATING Close but processional
★★★★☆ racing, with pit action
setting up most changes
of position

**“How can I get thrown
out for worn threads
on the wheelnuts?”**

Alexander Rossi ponders his disqualification

REPORT
WSR SILVERSTONE

PETER MILLS
reports



FORMULA RENAULT EURO CUP SILVERSTONE (GB), AUGUST 21, RD 7/9

Frijns closes in on Eurocup championship crown

REIGNING FORMULA BMW Europe champion Robin Frijns recorded a double victory at Silverstone to extend a healthy gap over title rival Carlos Sainz Jr at the head of the Formula Renault 2.0 Eurocup driver standings.

Frijns was served up determined challenges from British drivers in both races; the Josef Kaufmann driver forcefully fended off attacks from Fortec's Will Stevens in a thrilling wet race one, and a sustained onslaught from dominant Formula Renault 2.0 UK racer Alex Lynn on Sunday.

Koiranen Motorsport's Sainz secured his third pole position of the season for the opening race, but required a push from his mechanics to start the formation lap.

Perhaps unsettled, Sainz made a below par getaway and immediately dropped behind Frijns. Third man Stevens was locked in a tussle with Alex Riberas and Javier Tarancon, but the latter was involved in a collision before the completion of the opening tour.

Sainz received a drive-through penalty for outside assistance, dropping to 22nd place. With nothing to lose, the Red Bull Junior driver later pitted for wets at the first sign of light rainfall.

Following a safety car period to remove three damaged cars, Stevens

Frijns fought off
all challengers



closed in on Frijns. The Fortec driver achieved an overlap on the leader on lap 12, but was squeezed onto the grass on the Wellington straight for his troubles. On the last lap a patient Riberas dived down the inside at Brooklands to steal Stevens' second place.

Lynn surprised the Eurocup contenders by securing pole for race two, ahead of Tech 1's Miki Weckstrom. From third on the grid, Frijns made a flier to grab the lead, aided in his endeavours by Weckstrom jumping the start and

subsequently suffering a poor getaway. Frijns held off Lynn and Paul-Loup Chatin to the chequered flag to raise the possibility of clinching the title at the next round.

● Peter Mills

RESULTS

Race 1 1 Robin Frijns, 13 laps 28m20.631s; 2 Alex Riberas, +0.0772s; 3 Will Stevens; 4 Stoffel Vandoorne; 5 Paul-Loup Chatin; 6 Timmy Hansen.

Race 2 1 Frijns, 14 laps in 28m30.882s; 2 Alex Lynn, +0.526s; 3 Chatin; 4 Vandoorne; 5 Kvyat; 6 Sainz. **Points** 1 Frijns, 186; 2 Sainz, 131; 3 Kvyat, 107; 4 Stevens, 94; 5 Hansen, 74; 6 Riberas, 57.

scrap allowed Wickens to extend his previous half-second advantage on Rossi to three seconds over Ricciardo, which he astutely managed to the chequered flag.

Cruelly for Yelloly, a suspected fuel machine problem left him short of the regulation three kilos of fuel in post-race checks, and he was subsequently disqualified.

Vergne's prospects on Sunday were improved thanks to an outside front row starting position. The Carlin duo led the early laps from Ricciardo, Costa, slow starting third-qualifier Berthon and Rossi.

Rossi opted to enter the pits from sixth at the beginning of pit window on

lap five. The stop was superlative, with the rears changed in about four seconds. Costa pitted from fourth for his mandatory change on the next tour, but lost six seconds with a problematic right-rear.

In clean air, Rossi set a string of fastest laps that would leapfrog him into second at the conclusion of the pitstop phase. Sadly for the packed grandstands, the early charge had taken the life out of Rossi's Michelins, and Wickens again fought off the fading assault to record his fourth victory of the season.

Ricciardo benefited from Vergne suffering a lengthy tyre change to complete the final place on the podium. However, in a final twist,

Rossi and team-mate Cesar Ramos were disqualified for non-complying wheel nuts (see Pit and Paddock).

Wickens travels to the penultimate round with a 36-point lead at the head of the drivers' standings, and a prize Formula 1 test tantalisingly close. Now that has to be worth getting out of bed early for.

RESULTS

Race 1 1 Robert Wickens, 26 laps in 47m12.720s; 2 Daniel Ricciardo, +1.335s; 3 Alexander Rossi; 4 Nathanael Berthon; 5 Albert Costa; 6 Nick Yelloly. **Race 2** 1 Wickens, 25 laps in 45m55.935s; 2 Ricciardo, +14.576s; 3 Berthon; 4 Jean-Eric Vergne; 5 Costa; 6 Jake Rosenzweig. **Points** 1 Wickens, 198; 2 Vergne, 164; 3 Ricciardo, 125; 4 Costa, 120; 5 Kevin Korjus, 118; 6 Rossi, 116.

Rossi and Ricciardo give chase on Sunday

Hartley was sent to back of grid



Costa heads Berthon and Rossi into Stowe



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SILVERSTONE

Great Britain

August 20-21

WSR supports

Round 7/10



FORMULA RENAULT UK AT A GLANCE

- Race 1 Alex Lynn
- Race 2 Lynn
- Poles Lynn x2
- Fastest Laps Lynn x2

REPORTS WSR SUPPORTS

» For more reports see p81
SportsExtra Page 75

FORMULA RENAULT UK, CLIO CUP AND MEGANE TROPHY

Lynn shows the way in GP contest

FORMULA RENAULT UK championship leader Alex Lynn delivered an absolute masterclass on the biggest stage of the season at Silverstone's Grand Prix Circuit last weekend. The Fortec Motorsports driver dominated both races in the seventh round.

Peerless throughout the event – one which also included a maiden podium finish in the visiting Eurocup – Lynn annexed pole for each UK series race and posted the fastest lap in both on his way to a pair of dominant wins.

Non-scoring entry Felix Serralles, driving for the sister Fortec Competition outfit, did give Lynn something to think about in the opener but the points leader wasn't flustered and pulled out a 2.5-second winning margin. Dan Cammish made an excellent start to climb from fifth to third in his Mark Burdett machine, securing him the points for second and also his first category podium.

In race two, Lynn eased to

a remarkable 10s victory, but his cause was helped massively on lap one when team-mate Oliver Rowland and chief title rival Tio Ellinas held each other up battling over second. By the start of the second tour, Lynn's lead stood at 3.4s and he converted that into his 10th victory of 2011 – not including the race 10 exclusion that is currently under appeal.

British Clio Cup frontrunner Luke Wright – one of just three racers from the UK championship taking part in the weekend – cruised to a pair of well-deserved wins in the Cross Channel Challenge.

Although not counting towards the UK title fight, the races proved a good opportunity to gain extra mileage and to compete against almost 20 visiting drivers from Clio Cup Netherlands, for whom the action was very much championship relevant.

Wright aced qualifying with a double pole and was never realistically



Lynn dominated FR UK pack at Silverstone

challenged in either race. In the first, he lost the lead initially to Niels Langeveld but reassumed first place mid-lap and eventually eased to a 4s win over top Dutch runner Sebastiaan Bleekemolen.

For Bleekemolen, outright victory wasn't as important as ensuring he took maximum points for the Dutch Clio Cup battle. Things weren't so good for third-placed Langeveld, who was demoted to sixth overall post-race, owing to a time penalty for exceeding the track limits.

In race two, Wright fended off an early challenge from Marcel Dekker to take another impressive win

from the Dutchman, with British Touring Car driver Jeff Smith – seizing the chance to return to Clio racing for a one-off outing – third to round-out the weekend on the overall podium. Former Legends racer Simon Belcher made his Clio debut with a best of 15th overall in race one.

Swiss star Stefano Comini secured the 2011 Eurocup Megane Trophy title with four races to spare after sealing his eighth and ninth victories of the season. Pretty much unstoppable this year, the Oregon Team driver has only been off the podium top spot once and at Silverstone he wasn't to be denied his title triumph – despite less-than-brilliant starts in each race.

Of the two encounters, the opener was by far the best, with Comini and team-mate Niccolo Nalio locked in a titanic battle for victory. Nalio produced an outstanding defensive drive, soaking up endless pressure lap after lap, but Comini got ahead at Stowe on lap 17 of 19 after selling the Italian a perfect dummy and then throwing his Megane up the inside with an impossibly late cut-back.

● Marc Orme

RESULTS

Formula Renault UK (13 laps)

1 Alex Lynn; 2 Felix Serralles +2.543s; 3 Daniel Cammish; 4 Tio Ellinas; 5 Oliver Rowland; 6 Alice Powell; 7 Oscar King; 8 Jordan King; 9 Mitchell Gilbert; 10 Dan Wells. **Fastest lap** Lynn 2m00.503s (109.37mph) **record**.

Race 2 (13 laps) 1 Lynn; 2 Rowland +10.095s; 3 Serralles; 4 Gilbert; 5 Ellinas; 6 Cammish; 7 Jack Hawksworth; 8 Powell; 9 J King; 10 O King. **FL** Lynn 2m00.961s (108.93mph).

Points 1 Lynn, 409; 2 Ellinas, 368; 3 Rowland, 283; 4 Hawksworth, 243; 5 Josh Hill, 205; 6 Gilbert, 195.

Clio Cup Cross Channel Challenge inc. Clio Cup Netherlands (11 laps)

1 Luke Wright; 2 Sebastiaan Bleekemolen +4.202s; 3 Marcel Dekker; 4 Jeff Smith; 5 Ronald Morien; 6 Niels Langeveld. **FL** Wright 2m27.093s (89.61mph) **record**. **Race 2 (11 laps)**

1 Wright; 2 Dekker +2.174s; 3 Smith; 4 Bleekemolen; 5 Robert van den Berg; 6 Morien. **FL** Wright 2m27.651s (89.23mph).

Eurocup Megane Trophy (19 laps)

1 Stefano Comini; 2 Niccolo Nalio +3.440s; 3 Bas Scothorst; 4 Gregory Guilvert; 5 Fabien Thuner; 6 Michele Faccin. **Class winner** David Dermont. **FL** Comini 2m08.868s (102.28mph).

Race 2 (19 laps) 1 Comini; 2 Scothorst +3.056s; 3 Nalio; 4 Thuner; 5 Faccin; 6 Wim Beelen. **CW** Beelen. **FL** Comini 2m08.720s (102.41mph) **record**.



Comini chases Nalio on way to Megane title

NASCAR SPRINT CUP MICHIGAN (USA), AUGUST 21, RD 23/36

Kyle Busch is the Michigan maestro

SOMETIMES WINNING CAN be made to look easy – and few wins will appear as comfortable as the one Kyle Busch took at Michigan last weekend.

His fourth victory of the season has taken him clear at the top of the points standings – and locked him into the Chase – and was achieved by a perfect combination of man, machine and team.

His brother Kurt threatened to derail his hopes when he hit the wall for a third and final time to set up a green-and-white chequer finish, but despite the best effort of Jimmie Johnson to displace him at the restart, Kyle eased his Joe Gibbs Racing Toyota Camry into the lead and brought it home for a comfortable win.

“Certainly we have built ourselves into championship contenders this year,” said Busch. “From now on it’s just a matter of being consistent.”

Johnson’s second place came courtesy of a large slice of luck. He’d just pitted his Hendrick Chevrolet for the final time when the caution flags flew. This put him in the lead of the race at the restart, but he was powerless to resist Busch’s charge.

A puncture might have ended Kurt Busch’s hopes, but team-mate Brad Keselowski kept up Penske’s strong recent form by bringing his Dodge home third. Johnson’s team-mate Mark Martin used a smart two-tyre call mid-race to move to the front, and he drove his Chevy to fourth.



Busch (18) passes Johnson for the win

Ryan Newman (Stewart-Haas Chevy) was the highest running driver to pit ahead of the final restart, and he used his fresh rubber to good effect to take fifth. Less fortunate was Watkins Glen and Montreal Nationwide winner Marcos Ambrose (RPM Ford) who was tapped into a spin in the pitlane, dropping him to 27th. It was also a miserable

race for previous points leader Carl Edwards (Roush Ford), who finished 36th following engine issues early on, while the Chase hopes of Denny Hamlin (Gibbs Toyota) took another blow as damaged bodywork limited him to 35th.

● Connell Sanders Jr
203 laps in 2h41m26s; 2 Jimmie Johnson (Chevrolet Impala), +0.568s; 3 Brad Keselowski (Dodge Charger); 4 Mark Martin (Chevy); 5 Ryan Newman (Chevy); 6 Jeff Gordon (Chevy); 7 Kasey Kahne (Toyota); 8 Clint Bowyer (Chevy); 9 Tony Stewart (Chevy); 10 Matt Kenseth (Ford Fusion). **Points** 1 Kyle Busch, 799; 2 Johnson, 789; 3 Kevin Harvick, 760; 4 Carl Edwards, 760; 5 Kenseth, 759; 6 Gordon, 739; 7 Newman, 725; 8 Kurt Busch, 722; 9 Dale Earnhardt Jr, 700; 10 Stewart, 694.

RESULTS
1 Kyle Busch (Toyota Camry).

NASCAR NATIONWIDE MONTREAL (CDN), AUGUST 20, RD 24/34

Ambrose goes back to front – twice!

MARCOS AMBROSE SCORED his second NASCAR road course victory in two weeks in style in the Nationwide Series at Montreal.

Ambrose started from the back, after missing practice and qualifying while in Michigan, but stormed through the 43-car field to run second by half distance behind early race dominator Jacques Villeneuve. But the former F1 world champion went off under pressure

from Ambrose at Turn 1 following a restart, and then T-boned the Australian.

“It was a bit of a bonehead move, don’t know what he was thinking,” said Ambrose, who retaliated by punting Villeneuve into a spin later in the lap.

From over a minute in arrears due to being forced to pit, Ambrose charged to the front once again, taking the lead from IndyCar star Alex Tagliani with 11 laps to

go and surviving a late flurry of yellows to win brilliantly.

RESULTS
1 Marcos Ambrose (Ford Mustang), 74 laps in 2h51m46s; 2 Alex Tagliani (Dodge Charger), +1.112s; 3 Michael McDowell (Toyota Camry); 4 Steven Wallace (Toyota); 5 JR Fitzpatrick (Toyota); 6 Scott Speed (Chevrolet Impala). **Points** 1 Ricky Stenhouse Jr, 834; 2 Elliott Sadler, 826; 3 Reed Sorenson, 825; 4 Justin Allgaier, 772; 5 Aric Almirola, 770; 6 Jason Leffler, 739.

Ambrose was on top form in Canada



- | | | | |
|---|------------------|---|--------|
| 1 | Sebastian Vettel | ◇ | 28,921 |
| 2 | Mark Webber | ◇ | 21,835 |
| 3 | Fernando Alonso | ◇ | 20,600 |
| 4 | Sebastien Loeb | ◇ | 20,031 |
| 5 | Lewis Hamilton | ◇ | 18,926 |

Ranking the world’s best drivers

WHAT HAPPENED THIS WEEK

Michigan provided a double success for Kyle Busch, since not only did he secure his Chase spot, but he also moved up four places to eighth, making him the highest-ranked NASCAR driver. Jimmie Johnson (11) dropped one, staying behind Carl Edwards (10).

To see the full list, visit castroldriverrankings.com

INTERNATIONAL RACES & RESULTS

ALMS
Road America (USA),
Rd 6/9

QUICK RESULTS

→ **Winners** Luhr/Graf
→ **Pole** Graf
→ **GT winners** Melo/Vilander
→ **GT points leader** Muller/Hand

RACE RATING

★★★★☆

A classic LMP1 duel at one of America's classic road courses

REPORTS

WORLD OF SPORT



AMERICAN LE MANS SERIES ROAD AMERICA (USA), AUGUST 20, RD 6/9

Graf edges out Smith by a fraction in Road America classic

KLAUS GRAF BEAT

Guy Smith by 0.112 seconds after a 30-minute duel to claim victory at Road America in the Lola-Aston Martin of Team Cytosport.

Graf, who last year lost the race in Wisconsin when his Porsche Spyder ran out of fuel two corners from the finish, said: "They kept telling me to save fuel and to push hard."

Despite Smith hounding him in the Dyson Racing Lola-Mazda, while setting the fastest race lap, pole winner Graf held on.

"I could catch him," said Smith, who at one point drove through the grass at Hurry Downs to pass a brace of GTC class cars. "But he drove a great race and didn't make any mistakes."

Lucas Luhr lost the lead at the start in the Muscle Milk Lola to the second Dyson entry of Steven Kane at Turn 3, but regained it with a quicker stop during the second round of

pitstops. The finish, the closest overall in ALMS history, was set up by the race's fourth safety car period which ended with 38 minutes remaining.

In GT, Risi Competizione's Jaime Melo was perfect in his final stint despite a clutch problem to bring the Ferrari 458 Italia its first victory in the ALMS. A set of fresh tyres helped him pass BMW of Dirk Werner, which was on a fuel strategy, with 30 minutes remaining. After a poor final pitstop, the No 56 BMW of Joey Hand fought back from fifth place to finish third.

The final safety car period occurred when Tom Milner crashed on fresh tyres at Turn 13 shortly after Corvette Racing tried to establish a fuel-saving strategy with his No 3 entry. The Risi Ferrari had dominated on pace up until then despite the usual argy-bargy in GT on the track and in the pits. "It



Smith (16) hounded Graf to the chequered flag

won't be the last victory [for the 458]," said Melo of the young car's long development span.

The LMP2 class's only entry, Level 5 Motorsports, won its category with Scott Tucker, Luis Diaz and Christophe Bouchut sharing the team's Lola-Honda.

Butch Leitzinger and Rudy Junco won in LMPC,

and Jeroen Bleekemolen made the winning pass in GTC on the last lap for Black Swan Racing.

● Jonathan Ingram

RESULTS

1 Lucas Luhr/Klaus Graf (Lola-Aston Martin), 107 laps in 4h01m47.255s; 2 Chris Dyson/Guy Smith (Lola-Mazda), +0.112s; 3 Rudy Junco/Butch Leitzinger

(ORECA FLM); 4 Eric Lux/Elton Julian/Christian Zugel (ORECA FLM); 5 Scott Tucker/Christophe Bouchut/Luis Diaz Julian (Lola-Honda); 6 Jonathan Bennett/Frankie Montecalvo (ORECA FLM). **GT 1** Jamie Melo/Toni Vilander (Ferrari 458 Italia); 2 Bill Auberlen/Dirk Werner (BMW M3); 3 Dirk Muller/Joey Hand (BMW M3). **Points** 1 Dirk Muller/Joey Hand, 103; 2 Gavin/Magnussen, 81; 3 Auberlen/Werner, 75.

GRAND-AM MONTREAL (CDN), AUGUST 20, RD 11/12

Fogarty finally brings it home in Montreal

JON FOGARTY CLAIMED his fourth Grand-Am pole in five years at the Circuit Gilles Villeneuve and finally has a race victory to his name at Montreal.

The two-time Atlantic series champion was beaten away from the start by

Ricky Taylor's SunTrust Dallara-Chevy, but he never allowed the 22-year-old to pull out an advantage.

"He just had a great start but I was comfortable to run behind him and just kind of conserve," related Fogarty. When Taylor pitted

to hand over to Max Angelelli after 24 laps, Fogarty put his head down and turned some extremely fast laps before making a pitstop of his own to allow co-driver Alex Gurney to take over at the wheel of the Gainsco/Bob Stallings Racing Riley-Chevy. That proved to be difference.

When Gurney returned to the fray, the balance of power had shifted, and even though the second-generation driver was

troubled by a non-functioning cooling system in boiling temperatures, Gurney held off a strong challenge from Angelelli in the closing stages to secure the team's second win of the season. "We want to win, so second place is kind of upsetting a little bit," said the Italian, "but I can tell you, I was really pushing."

Action Express Riley-Porsche duo David Donohue and Darren Law claimed the final podium position despite a late charge by the unique Coyote-Chevy driven by Paul Edwards and Antonio Garcia. Series leaders Memo Rojas and Scott Pruett had to be content with fifth in their Ganassi Riley-BMW after struggling with a handling imbalance, which was hardly helped by Rojas surviving a couple of scrapes with other cars during his stint.

As usual, the GT class

provided much excitement. Robin Liddell took over the Stevenson Chevy Camaro from Denmark's Ronnie Bremer and just managed to hold off a pair of Mazda RX-8s, driven by Jonathan Bomarito (who shared with Sylvain Tremblay) and Dane Cameron (with James Gue).

This trio was separated by less than half a second at the finish.

● Jeremy Shaw

RESULTS

1 Jon Fogarty/Alex Gurney (Riley-Chevrolet MkXX), 73 laps in 2h00m10.551s; 2 Ricky Taylor/Max Angelelli (Dallara-Chevy DP-01), +1.932s; 3 David Donohue/Darren Law (Riley-Porsche); 4 Paul Edwards/Antonio Garcia (Coyote-Chevy); 5 Memo Rojas/Scott Pruett (Riley-BMW); 6 JC France/Joao Barbosa (Riley-Porsche). **Points** 1 Rojas/Pruett, 353; 2 Taylor/Angelelli, 333; 3 Donohue/Law, 292; 4 France/Barbosa, 286; 5 Fogarty/Gurney, 285; 6 John Pew/Oswaldo Negri, 276.

Taylor (10) rubs against Fogarty in the early stages



V8 SUPERCARS QUEENSLAND (AUS), AUGUST 20-21, RD 8/14

Clean sweep for classy Lowndes



Lowndes had it all under control

CRAIG LOWNDES WAS nearly perfect in the three V8 Supercars races at Queensland Raceway.

The veteran took pole position and won all three races, his first wins of 2011, at 'The Paperclip' and in doing so, pulled himself to second on the list of all-time winners. Only Mark Skaife – who will share Lowndes's Holden Commodore in the next two endurance races – is ahead of him, 89-80.

But that apart, the story of the weekend was the

emergence of several young drivers. After knocking on the door all season, Tim Slade delivered on home turf, gliding Stone Brothers Racing's Ford to 2-3-2 results in the races. Better still, he looked to be the only many fast enough to get near Lowndes all weekend.

Well, there was one other. Jamie Whincup had a car identical to Lowndes but a bad start in Race 1 left him third, and after second in Race 2, Sunday's Race 3 was a disaster. An injection

cover was left in his airbox and the car barely made it around the formation lap. Then, when he pitted for attention, he scored a pitlane speed drive-through penalty, leaving him only a few seconds from being lapped by leader Lowndes. He got his head down, but 10th was all he could manage after a rearguard drive.

Shane van Gisbergen backed up Slade on Sunday, while the other drive of note came from rookie James Moffat, who took

a career-best fourth on Sunday.

Crashes and drama accounted for the Holden Racing team pair of James Courtney and Garth Tander. Both had terrible weekends, Courtney ending Sunday's race in a panel bashing fight with former team-mate (and good friend) Russell Ingall – who got the last laugh when he admitted that he thought he was battling Tander, not Courtney, for the position.

● Phil Branagan

RESULTS

Race 1 Craig Lowndes (Holden Commodore), 22 laps in 26m21.576s; 2 Tim Slade (Ford Falcon), +0.975s; 3 Jamie Whincup (Holden); 4 Rick Kelly (Holden); 5 Steve Owen (Holden); 6 Greg Murphy (Holden). **Race 2** Lowndes, 22 laps in 28m44.574s; 2 Whincup, +1.447s; 3 Slade; 4 Kelly; 5 Owen; 6 Steven Johnson (Ford). **Race 3** Lowndes, 65 laps in 1h19m06.166s; 2 Slade, +1.074s; 3 Shane van Gisbergen (Ford); 4 James Moffat (Ford); 5 David Reynolds (Holden); 6 Garth Tander (Holden). **Points** 1 Whincup, 1895; 2 Lowndes, 1797; 3 van Gisbergen, 1502; 4 Kelly, 1418; 5 Johnson, 1345; 6 Tander, 1321.

TC2000 BUENOS AIRES (ARG), AUGUST 21, RD 9/12

Guesting Guerrieri wins with Werner

TOYOTA TEAM ARGENTINA DUO Mariano Werner and guest driving Indy Lights star Esteban Guerrieri claimed victory in the eighth edition

of the Buenos Aires 200Km TC2000 enduro to claim Toyota's third consecutive win in the blue-riband event. Werner claimed pole on

Saturday, ahead of team-mate and points leader Matias Rossi.

Prior to the start, WTCC leader Rob Huff, sharing one of the two works Chevrolet Cruzes with Agustin Canapino, suffered a left-rear suspension failure on the way to the grid. Huff had to start from the pitlane, and put in one of the drives of the day, overtaking more than half of the field before handing over to Canapino (who later retired with engine trouble).

Werner won the sprint to the first corner, followed by

Rossi, Nestor Girolami and Omar Martinez (both works Hondas), Ignacio Char (Toyota) and Diego Aventin (Fiat). The two leading Toyotas eked out a gap but just before the driver-change window, Rossi lost contact with Werner – his Toyota's hydraulic system having gone on the blink. Rossi was the first to pit, to hand over to Martin Basso, but they retired soon after.

Girolami led briefly, but when Guerrieri replaced Werner, he led comfortably from Jose Maria Lopez's Fiat (after the briefest of stops, to take over from Aventin) and reeled off the laps to score victory.

The Girolami/Russo

Honda retired due to contact with another car, allowing Leonel Pernia (who was in for Martinez), into third, ahead of Camilo Echevarria (in for Char).

● Tony Watson

RESULTS

1 Mariano Werner/Esteban Guerrieri (Toyota Corolla), 47 laps in 1h12m10.357s; 2 Jose Maria Lopez/Diego Aventin (Fiat Linea), +7.413s; 3 Leonel Pernia/Omar Martinez (Honda Civic); 4 Ignacio Char/Camilo Echevarria (Toyota Corolla); 5 Guillermo Ortelli/Jose Luis di Palma (Renault Fluence); 6 Mauro Giallombardo/Carlos Okulovich (Renault). **Points** 1 Mathias Rossi, 144.5; 2 Pernia, 129.5; 3 Werner, 123.5; 4 Ortelli, 98; 5 Emiliano Spataro, 95; 6 Lopez, 89.



PICS: AIF-MARCELO RANEA, EBREY/LAT

BRITISH RALLY CHAMPIONSHIP RALLY NORTHERN IRELAND (GB), AUGUST 19-20, RD 5/7

Mighty McCormack dominates at home in BRC

CITROEN'S MARTY McCORMACK became the first driver to win a BRC round in a two-wheel drive car in 11 years last Saturday. And he didn't just win Rally Northern Ireland, he dominated it.

Granted, McCormack was born and brought up just across Lough Neagh from the rally's Antrim base, but his DS3 R3 had one differential and two driveshafts fewer than many of his rivals. And, in typically changeable Ulster conditions, the 25-year-old's form was as stunning as it was sure-footed.

McCormack's cause was undoubtedly helped by an opening-stage puncture for the unfortunate Elfin Evans, but that mattered little when the local hero arrived at the Antrim finish with a 1m18s lead.

Evans was forced to stop and change the rear puncture on his Subaru after he clipped a rock. The Welshman battled back to fifth with a string of fastest stage times, overcoming a turbo failure along the way.

McCormack led from start to finish and even extended his lead when the

rain arrived on SS4. A late electrical scare proved nothing to worry about, allowing McCormack and co-driver David Moynihan to enjoy their finest hour and five fastest times.

"It's a dream result," said the emotional driver at the end. "Incredible."

Garry Jennings' Mitsubishi was 17s ahead of McCormack at the finish, but he was not registered for the BRC. Almost as impressive as McCormack was Tommy Doyle, who placed his Renault Clio R3 in second, picking up the Pirelli Star Driver

nomination for his efforts.

Championship leader David Bogie was third in his Mitsubishi Lancer. The Scotsman had struggled to find the pace which has carried him to three BRC wins so far this year, but his presence on the bottom step of the podium – despite two Saturday morning spins – was enough to ensure he furthered his advantage at the top of the table.

Jonny Greer's Skoda Fabia S2000 ran as high as second before rear differential failure slowed the car on Saturday, and he

finished fourth. Finland's Jussi Kumpumaki won the R2 category with a top-10 finish in his Fiesta.

● Oliver Williams

RESULTS

1 Garry Jennings/Rory Kennedy (Mitsubishi Lancer Evo IX).

1h51m26.6s; 2 Marty McCormack/David Moynihan (Citroen DS3 R3), +17.7s; 3 Tommy Doyle/Liam Moynihan (Renault Clio R3); 4 David Bogie/Kevin Rae (Mitsubishi Lancer Evo IX); 5 Jonny Greer/Dai Roberts (Skoda Fabia S2000); 6 Elfin Evans/Andrew Edwards (Subaru).

Points 1 Bogie, 94; 2 Evans, 80; 3 Greer, 77; 4 McCormack, 59; 5 Adam Gould, 47; 6 Tom Clark 40.



McCormack was on flying form

IN BRIEF

NASCAR TRUCKS

Kevin Harvick won Friday's Truck Series race at Michigan, beating Timothy Peters in a green-white-checker finish. Nelson Piquet Jr crashed out of fourth on the last lap.

FUJITSU V8

Andrew Thompson took his third round victory of the season with a steady weekend in Queensland. A win in the third race pushed veteran Paul Morris back to second for the weekend.

US FF2000

Spencer Pigot and Petri Suvanto each took a race win at Road America in very different conditions. Pigot won Saturday's dry race, while Suvanto prevailed in Sunday's rain-interrupted event.

BRAZILIAN TOURING CARS

Daniel Serra took the points lead from Valdeno Brito by three points after the double header at Velopark. Serra won the first race and came home third in the second, which was won by GT3 racer Claudio Ricci's Ford Focus.

BRAZILIAN PORSCHE CUP

Constantino Junior profited from Ricardo Rosset's absence, the ex-F1 racer recuperating from a fractured collarbone, to become the new points leader with a pair of second places at Velopark.

SUPER GT SUZUKA (J), AUGUST 21, RD 5/8

Kogure/Duval triumph in tyre choice lottery

HONDA WORKS PAIRING

Takashi Kogure and Loic Duval won round five of the Super GT championship at Suzuka on Sunday, the longest of the season at 500km.

They started from third on the grid in damp conditions. With their opposition on full wets, the Nismo-run Satoshi Motoyama/Benoit Treluyer Nissan GT-R led using intermediate rubber.

When Kogure took over from Duval, he grabbed the lead on intermediate tyres, chased by Kazuki Nakajima (TOM'S Lexus SC430), but his team-mate Andre Lotterer was pushed off by Joao Paulo de Oliveira and lost the chance to finish on the podium. In the closing stages of the race, Ronnie Quintarelli (Nissan GT-R) switched to slicks and closed in on the leader, but the rain hit again and Duval

got the chequered flag 6s ahead of the chasing Italian.
● Jiro Takahashi

RESULTS

1 Takashi Kogure/Loic Duval (Honda HSV), 86 laps in 3h16m09.255s; 2 Masataka Yanagida/Ronnie Quintarelli (Nissan GT-R), +6.341s; 3 Tsugio Matsuda/Joao Paulo de Oliveira (Nissan); 4 Satoshi Motoyama/Benoit Treluyer (Nissan); 5 Hiroaki Ishiura/Takato Iguchi (Lexus SC430); 6 Andre Lotterer/Kazuki Nakajima (Lexus). **Points 1 Quintarelli/Yanagida, 56;** 2 Kogure/Duval, 44; 3 Motoyama/Treluyer, 34; 4 Matsuda/de Oliveira, 31; 5 Toshihiro Kaneishi/Kodai Tsukakoshi, 30; 6 Lotterer/Nakajima, 28.

FIA GT3 CHAMPIONSHIP SLOVAKIA RING (SK), AUGUST 20-21, RD 5/6

Landmark day for Mercs

MERCEDES TOOK ITS FIRST GT3 European series victory at the recently built Slovakia Ring.

Dominik Baumann/Brice Bosi overcame the Ferrari of Federico Leo/Francesco Castellacci in race one when it overheated its front tyres, after the Lamborghini of Albert von Thurn und Taxis led but suffered a puncture.

In race two it was a Merc 1-2 for Graff's Mike Parisy/Philippe Giauque ahead of the Gravity-Charouz SLS of Jarek Janis/Leo Machitski, which held sway at the front until getting held up in the pits.
● Karel Brazda

RESULTS

Race 1 1 Dominik Baumann/Brice Bosi (Mercedes SLS), 29 laps in 1h01m50.295s; 2 Federico Leo/Francesco Castellacci (Ferrari 458), +9.694s; 3 Csaba Walter/Claudia Hurlgen (BMW Z4); 4 Gael Lesoudier/Maxime Martin (Aston Martin); 5 Filip Sladecak/Patrick Hirsch (Merc); 6 Anton Kiaba/Stefan Rosina (Lamborghini). **Race 2 1 Mike Parisy/Philippe Giauque (Merc),** 29 laps in 1h01m46.356s; 2 Jarek Janis/Leo Machitski (Merc), +2.725s; 3 Hurlgen/Walter; 4 Hoevert Vos/Jeroen den Boer (BMW); 5 Paul van Splunteren/Maxime Soulet (Porsche 911); 6 Gregoire Demoustier/Joakim Lambrotte (Merc). **Points 1 Castellacci/Leo, 97;** 2 Parisy/Giauque, 83; 3 Lesoudier/Martin, 81.

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| RENAULT CLIO 172 | £184.59 | £80.24 | £155.24 |
| ROVER V8 | £167.97 | £107.33 | £174.85 |
| ROVER 220 2.0 LTR TURBO | £147.40 | £80.24 | £151.12 |
| SEAT ALL MODELS | CALL FOR DETAILS | | |
| TOYOTA COROLLA GTI AE92 87-89 | £175.44 | £108.35 | £137.39 |
| TOYOTA COROLLA GTI AE92 89-91 | £186.41 | £80.24 | £151.12 |
| TOYOTA GT4 TURBO 88-96 | £235.74 | £135.17 | £186.74 |
| TOYOTA SUPRA 3.0 LTR | £440.92 | £164.44 | £188.96 |
| VAUXHALL CORSA/NOVA 1.3,1.4 8V | £153.35 | £84.14 | £144.97 |
| VAUXHALL CORSA/NOVA 1.4,1.6 16V | £169.64 | £102.22 | £129.61 |
| VAUXHALL ASTRA 1.8,2.0 8V | £171.17 | £80.24 | £151.12 |
| VAUXHALL ASTRA 1.8,2.0 16V 82-92 | £179.91 | £133.90 | £163.01 |
| VAUXHALL ASTRA 2.0 16V 92-98 | £180.75 | £133.90 | £163.01 |
| VAUXHALL 2.0 CALIBRA TURBO 92-96 | £206.97 | £133.90 | £174.43 |
| VW POLO G40,1.4,16V | £174.94 | £108.35 | £137.40 |
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| LOTUS ELISE 1.8 | £214.55 | £320.92 |
| MGF 1.8, 1.8 | £214.55 | |
| MITSUBISHI EVO 4,5,6 | £428.00 | £50.35 |
| MITSUBISHI EVO 7,8,9 | £438.04 | £502.48 |
| MITSUBISHI 215mm TWIN PLATE | £1,119.36 | £1,276.77 |
| NISSAN SUNNY GTR TURBO | £379.69 | £432.97 |
| NISSAN SUNNY GTI 2.0 16V | £249.42 | |
| NISSAN SKYLINE GTR R32 90-94 | £440.85 | £483.15 |
| NISSAN SKYLINE GTR R33 94-99 | £440.85 | £483.15 |
| NISSAN 200SX 2.0 TURBO 94- | £359.85 | £413.14 |
| PEUGEOT 205 1.6, 1.9 84-89 | £288.48 | |
| PEUGEOT 205 1.6, 1.9 89-94 | £297.20 | |
| RENAULT R5 1.4 GT TURBO | £267.58 | £313.55 |
| ROVER V8/TRIUMPH TR8 | £250.14 | |
| SUBARU IMPREZA TURBO 230MM 93- | £386.02 | £470.70 |
| SUBARU IMPREZA TURBO WRX STI 02- | £478.18 | £495.07 |
| SUBARU TWIN 215mm PLATE | £1,119.36 | £1,276.77 |
| CELICA GT4 TURBO | £388.24 | £436.47 |
| ALTEZZA RS200, LEXUS IS200 | £340.00 | £367.64 |
| COROLLA 1.6 GTI (AE92, AE101) | £248.04 | £346.62 |

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APPOINTMENTS

AUTOSPORT

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| Performance Friction Brakes | TECHNICAL SALES ENGINEERS | 25 August 2011 |
| Red Bull Technology | HRB17 - HEAD OF STRUCTURES AND FINITE ELEMENT ANALYSIS | 25 August 2011 |

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We have a rare and exciting position at Walkinshaw Racing for an experienced Engine Engineer based in Melbourne, Australia.

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- Represent the Engine Department in dealing with other members of our organisation
- Ensuring a safe workplace, adhering to Australian Occupational Health and Safety standards
- Travel throughout Australia and internationally during the race season.

The successful candidate will be a highly capable engineer that is degree qualified in an appropriate field, with significant experience in engine design and functionality.

A background in Formula 1 or other top end motorsports would be a distinct advantage, additionally they will be able to demonstrate the ability to lead, organise and motivate others.

A high level of flexibility in approach and hours including week-ends, along with a "can do", "team playing" attitude is a must, as is the ability to work under minimal supervision in a high pressurised environment, whilst adhering to strict guidelines. Excellent time management skills are also essential.

The successful applicant is preferred to have an existing Visa to work in Australia, but the company would consider sponsoring a 457 application.

To apply please forward your application and resume with reference details to HR@walkinshawracing.com.au



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MoTeC is a world leader in the field of Motorsport Engine Management and Data Acquisition systems with a strong presence in Le Mans Series, FIA GT, British Superbike, World Superbike, V8 Supercars, Ginetta G50 Cup, WTCC, Porsche Supercup, Porsche Carrera Cup plus many other championships.

Currently there is an opening for a Technical Support Engineer to join the team at our European base near Banbury.

This position is customer orientated and focused on providing technical support to our clients. Duties will include product application testing together with phone, field and track support. The role will require an amount of travel and weekend work.

The successful applicant will be able to demonstrate good analytical and problem solving skills together with in-field experience.

A sound working knowledge and experience of engine management systems and/or data acquisition systems within a motorsport, OEM or automotive engineering environment is essential. An understanding of sensors and actuators together with computer programming and CAN skills will be advantageous.

The position requires a team player with excellent communication, reporting and customer relationship skills. A professional attitude and presentation is essential.

MoTeC Europe has a renowned engineering and customer support team, if you have the right experience, skills and qualifications, and would like to join us, please forward your CV and covering letter (including two references and current salary) to:

General Manager
MoTeC Europe Limited
Unit 14 Twyford Mill Industrial Estate,
Oxford Road,
Adderbury,
Oxfordshire,
OX17 3SX

Or email: jobs@moteceurope.co.uk

Closing date for applications - 30th September 2011

APPOINTMENTS

MERCEDES GP PETRONAS
FORMULA ONE™ TEAM



MERCEDES GP PETRONAS Formula One Team has a true passion for motor racing excellence. As one of the leading F1 teams, we are looking for the following individuals to actively contribute to achieving the Team's goals:

| | |
|--|-----------|
| SENIOR CFD AERODYNAMICIST | Ref: 1021 |
| CFD AERODYNAMICIST | Ref: 1120 |
| WIND TUNNEL DESIGN ENGINEER | Ref: 1005 |
| SENIOR MECHANICAL DESIGNER | Ref: 1094 |
| MECHANICAL DESIGNERS | Ref: 1057 |
| CONTRACT MECHANICAL DESIGNERS (6 mths) | Ref: 1090 |
| SENIOR COMPOSITE DESIGNER | Ref: 1023 |
| COMPOSITE DESIGN ENGINEERS | Ref: 1026 |
| TRACKSIDE IT TEAM LEADER | Ref: 1123 |
| TRACKSIDE IT AV ENGINEER | Ref: 1068 |
| TRACKSIDE PERFORMANCE ENGINEER | Ref: 1127 |

Flexibility in hours and approach is required, along with a 'can do', 'team playing' attitude. The ability to work under minimal supervision in an extremely high pressure environment and to strict deadlines is also essential.

In return for your hard work and commitment, we offer a competitive package including bonus, life assurance, private medical cover, 25 days holiday (plus bank holidays) and on-site subsidised gym and restaurant.

Please visit the recruitment page on our website www.mercedes-gp.com for further details of these vacancies.

To apply for one of the above vacancies please forward your CV and a covering email advising of the specific job you wish to apply for, the relevant job reference and your current remuneration details to recruitment@mercedes-gp.com

NO AGENCIES PLEASE

Closing dates: Please see website.

www.mercedes-gp.com

TECHNICAL BUYER

As part of the ongoing expansion and development within Team Lotus, we are looking to recruit an experienced Technical Buyer.

The successful candidate will demonstrate sound Industry knowledge and expertise within motorsport and aerospace arena's to drive, develop and maintain the supply process and strategic purchase planning of materials.

A prerequisite to creative thinking and problem solving, good attention to detail and the ability to work alone or as part of a team with a flexible approach to working hours is a must.

Whilst identifying new suppliers, maintain and develop core relationships with existing suppliers to negotiate optimum quality, price and delivery to placing purchase orders.

Excellent communication skills are a must as you will be liaising with all internal and external departments and suppliers to achieve time delivery requirements and the ability to work to tight timescales is a considerable advantage.

If you wish to be considered for this post, please email hr@teamlotus.co.uk, quoting TL/HR/TB/039/0811 and attaching an up to date covering letter and CV.



COMPOSITE LAMINATORS & ASSEMBLY TECHNICIANS

As part of the ongoing expansion and development within Team Lotus, we are looking to recruit Composites Laminators and Assembly Technicians.

The successful candidates will be able to demonstrate the ability to produce high quality components to tight deadlines working from supplied drawings and work instructions whilst working well within a team with minimal supervision. A flexible approach to working hours is essential.

Previous F1 experience is preferred.

If you wish to be considered for this post, please email hr@teamlotus.co.uk, quoting TL/HR/CLAT/040/0811 and attaching an up to date covering letter and CV.

Closing date for applications: 5th September 2011.

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Mechanical / Composite Designers - Oxfordshire £DOE

Join our F1 client as part of a newly formed design team within a varied role offering the chance to gain valuable F1 experience.

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Composite Laminators & Fitters - £15p/h - £20p/h

If you are an experienced Composite Laminator or Composite Fitter, we can offer a range of positions from mould production through to class A structures, rate dependent on experience. Call for details.

Motorsport Graduates Motorsport Valley

If you have recently graduated in a Motorsport related degree and looking to break into the industry we are keen to hear from you.

Senior F1 Designers (Contract or Perm) Oxfordshire - £DOE + Benefits

We are currently looking for Mechanical and Composite Designers with recent F1 car design experience as part of a significant design office expansion.

Experience of Unigraphics is essential and you must hold a related Engineering degree qualification.

Stress Engineers South Midlands £DOE

Our F1 client is recruiting for experienced Stress Engineers in both composite and metallic structures.

Exp in NASTRAN & PATRAN is essential.

F1 Model Maker (6 Month Contract) North Bucks £p/h

Experience required includes specific Wind Tunnel Model parts production, preferably for F1 with an excellent attention to detail and the ability to work to tight deadlines.

For more information on these and all of our current Motorsport vacancies, please contact Andrew Jarman today: andrew.jarman@txmrecruit.co.uk or 01908 228667

We currently have the following exciting opportunities within our team

Principal Aerodynamicist

Reporting to the Head of Aerodynamics, in this key role, you will be responsible for the leadership of a number of our aerodynamic development teams, ensuring technical objectives are met by delivering innovative and creative aerodynamic solutions.

You will have a degree in Aeronautical Engineering (or equivalent) together with a proven track record in Formula 1 aerodynamics. Excellent organisational and team building skills are essential, together with the drive and ambition to succeed.

Aerodynamicist/Senior Aerodynamicist

Working within one of our aerodynamic development teams, you will be responsible for formulating and guiding conceptual design directions through the use of our state-of-the-art CFD and wind tunnel test facilities. This will involve taking responsibility for the preparation and running of wind tunnel test programmes, together with detailed analysis of CFD and experimental results.

You will have the ability to demonstrate novel and creative thinking combined with a degree in Aeronautical Engineering (or equivalent) and experience of working in Formula 1 aerodynamics.

Position for Senior Aerodynamicist according to experience and skill level.

CFD Engineer

This position will involve all aspects of CFD aerodynamic development, from the generation of complex models and analysis of results, to development of CFD methods and CFD integration within the department.

You will have a strong in-depth knowledge of CFD methods, with a proven track record of applying CFD technology within the motorsports industry. You will have good personal organisational skills together with a team player attitude. Knowledge of the commercial software packages ANSA and Star-CCM+ are a distinct advantage.

Designers & Senior Designers – Aerodynamics Group

We are seeking experienced and highly capable solid model & surface designers to support our aerodynamic development programme.

You will have excellent personal organisational and communication skills, with a proven ability to work under pressure and to the highest levels of accuracy and quality. You will have completed appropriate engineering training, such as an apprenticeship, HNC, HND or degree, and be able to demonstrate extensive experience of free form surface/solid modelling using CAD software (preferably NX7). Formula 1 and/or motorsport design experience is preferred but is not essential.

Positions for Senior Designers according to experience and skill level.

KERS Design Engineer

This challenging role will see you provide conceptual and detail design for the car installation of Kinetic Energy Recovery Systems and associated test facilities.

You will have experience of modelling, surfacing and drafting on a CAD system, preferably Unigraphics NX, together with a relevant engineering qualification and design experience in aerospace, motorsport or a related field. You will also have experience of both metallic and composite design and be an enthusiastic and adaptable team worker, with plenty of initiative and the ability to perform well under pressure to meet tight deadlines.

Composites Technician

We require an experienced and highly motivated Composites Technician to join our team. You will preferably have an engineering apprenticeship, or the ability to demonstrate a strong engineering background, and extensive knowledge of composite manufacturing, including laminating and/or trimming/fitting of components, as well as mould-making.

Having gained experience in a demanding motorsport or similar production environment, you will be conscientious and have the ability to work well within this dynamic and self managing team. We operate day, night and weekend shifts. This position is for nightshift, but dayshift would be considered for an exemplary candidate.

Miller/Turner Rolling Night Shift

Working in the Prototype Machine Shop, you will manufacture high-specification components of the race car to exacting standards and tight deadlines. Possessing a recognised mechanical engineering apprenticeship, you will have extensive post-qualification experience in a high precision manufacturing environment, with significant knowledge of programming and running on Hurco Mills/Hitachi Seiki (Seicos multi) machines. Experience of using CAM, specifically NX, is desirable. Excellent initiative, flexibility, communication and problem solving skills are essential to succeed in this challenging role.

Machinists – Pattern Shop

These roles involve the manufacture of master patterns, composite core components and high specification components for the race car using 5 axis, 3 axis and robot machine tools to a high level of accuracy and working to tight deadlines. You will possess a recognised apprenticeship or relevant experience in a similar environment, and be used to working under minimum supervision, with attention to detail and a 'can do' attitude.

You will have good organisational skills, with set up reduction at the forefront of your thoughts, to ensure maximum machine utilisation and minimised waste while maintaining effective communication with various departments. You will ideally possess IT literacy in Microsoft Office applications and Siemens NX, and an understanding of work in a Composites production facility would be highly beneficial, particularly pattern making techniques.

We have openings on both our Night Shift (a 2 week rotating shift, 7.00 p.m. to 7.00 a.m.) and Weekend Shift (Friday to Monday 7.00 a.m. to 6.00 p.m.) Specific shift details are on our website. There will be a requirement to work overtime on 'rest days' when workloads are high. A high degree of flexibility, motivation, team ethic and initiative are essential for success in this role.

To apply, please visit our website at Williamsf1.com and select the Recruitment option under the Team heading.

Closing date: Friday 9th September 2011.



APPOINTMENTS



JOIN THE TEAM

Based here at our Technical Centre in Banbury, we have a number of new vacancies to support our rapid expansion programme.

• **Trackside Engineers (1_MVR.JOBS.08)**

Travelling to all races and pre/post season test sessions, you will support the Race Engineering Group by taking responsibility for the operation, safety, reliability and overall vehicle performance of the car.

Successful candidates will have previously worked in a similar role and be qualified to degree level in Mechanical/Aeronautical or Automotive Engineering. A strong background in either vehicle dynamics or aero dynamics is essential, along with knowledge of MES Atlas data analysis package. A proven track record of building great working relationships and working under pressure to strict deadlines is also essential.

• **Project Engineer (2_MVR.JOBS.08)**

This instrumental role requires someone who will deliver a strong Technical Administration Project Management Service to the F1 project.

On a day to day basis the successful candidate will be responsible for issuing technical bulletins, maintaining and reporting on project plans and developing our engineering system. Accurate report writing will also be a key element of this role. Applications are invited from graduates qualified to degree level in Engineering/Motorsport. As well as being a strong team player, successful candidates will be tenacious, flexible and demonstrate excellent communication skills.

Positions offer a competitive salary and 25 days annual holiday.

To apply for these positions, please e-mail your CV and covering letter to jobs@marussjavirginracing.com detailing your salary expectations. Please use the code in brackets to reference your job application in the subject of the e-mail. Closing date for applications, 2nd September 2011.



WE ARE CURRENTLY RECRUITING FOR THE FOLLOWING ROLES WITHIN OUR ELECTRONICS DEPARTMENT:

HR860 - ELECTRONICS PRODUCTION TEAM LEADER (EARLY AND LATE SHIFT)

We currently have an opportunity for two Electronics Production Team Leaders to join our Electronics Department.

You will be responsible for a team of Technicians on a day-to-day basis, ensuring they produce high quality Electrical and Electronic components, looms and assemblies to the required specification, within the time scales set. To achieve this you will need a high level of understanding in Electrical & Electronic Installations, Harness manufacture, Mil Spec wiring, Autosport and Aerospace Connectors, Heatshrink Moulded parts and PCB assembly.

The successful candidate will be a key person within the Electronics Department, providing leadership & technical support for the manufacturing, test and inspection areas, ensuring tasks move efficiently through our manufacturing processes.

As a prerequisite for this position, candidates must be qualified to a minimum BTEC NC level in an Electrical/Electronics discipline, and be able to demonstrate experience in managing and mentoring a team. Candidates should demonstrate a high level of self-motivation, commitment and

good communication skills to be able to work within this high-pressure, time critical environment.

Applicants applying for this position will have a background in Motorsports, ideally in Formula 1, combined with the ability to problem solve and manufacture to our detailed technical documentation.

To apply please send or email a covering letter and your CV, quoting the above relevant reference number and your current remuneration details to:

Email: recruitment@redbullracing.com

Address: Human Resources, Red Bull Technology Ltd, Building 1, Bradbourne Drive, Tilbrook, Milton Keynes, MK7 8BJ

Closing Date for Applications – 8th September 2011

PLEASE NOTE: Red Bull Technology does not accept any unsolicited resumes from headhunters, executive recruiters, or other staffing or personnel agencies. Please do not submit or forward any such resumes to our website, email account, Red Bull Technology employees or any other company location. Red Bull Technology is not responsible for any fees related to unsolicited resumes.



At McLaren we believe that anything is possible. We know what it takes to win and we achieve this by working together & encouraging innovation in an extraordinary high performance environment.

We currently have four exciting opportunities within our engineering function based at the McLaren Technology Centre in Woking, Surrey.

AERODYNAMIC PERFORMANCE ENGINEER

CFD ENGINEER

MODEL MAKER

SYSTEMS/ELECTRICAL TECHNICIAN

For these roles we offer a competitive package including private healthcare, access to an executive car scheme, company pension scheme and the chance to work in a truly unique environment.

For further information on the above roles and details of how to apply, please visit <http://www.mclaren-jobs.com/>

Closing date for these roles is Monday 12th September 2011



MATERIALS ENGINEER

Ref: LRGP-COM6

An exciting opportunity has arisen for a Materials Engineer / Scientist to join our Materials Laboratory.

Reporting directly to the Head of Manufacturing, you will be highly knowledgeable in advanced composite materials and related products, ensuring the continued development of conventional and novel material systems as well as associated manufacturing techniques to maintain competitive advantage in this area. You will also be required to provide strong technical support to both the composite design and manufacturing departments within the organisation.

The ideal candidate will be qualified to degree level in materials science or engineering and possess several years of experience in a composites manufacturing environment. A depth of understanding in both mechanical and analytical characterisation techniques (FTIR, DSC, DMA, etc) will be highly desirable. Knowledge of metallurgy / ceramics, and experience of aerospace type material qualification activities would also be a distinct advantage. An ability to independently lead projects and communicate results effectively will be expected.

Please apply in writing with current CV, salary expectations and quoting job reference number to:

**Human Resources
Lotus Renault GP Ltd
Enstone
Oxfordshire OX7 4EE**

Email hr@lotusrenaultgp.com

Closing date **8th September 2011**

Sports Extra

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Unusual McCandless will reappear at Goodwood

New entries for Revival

Goodwood extravaganza attracts unusual cars and top drivers

» **EXTRAORDINARY RACING** cars pooled from all over the world will take part in next month's 14th Goodwood Revival Meeting, including the four-wheel-drive McCandless R2, which will star in the event's first 500cc F3 race since 2008.

Ulster inventor Rex McCandless built two of the Norton-powered machines, racing the first with handlebar steering to eighth at Goodwood in April 1953.

Arnie Black, head of the Belfast-based Crossle Car Company, which has manufactured racers since '57, has been invited to race the sole survivor, the ex-Ernie McGladery machine owned by the Ulster Transport Museum, at the Revival on September 16-18.

"This one has a steering wheel, I'm pleased to say, but didn't have a Norton engine when we started restoring it. The museum subsequently found one, but we are barely touching the original aluminium body, which is nicely patinated," said Black.

"We've gone down the petrol route [rather than methanol] for practicality, thus will settle for less power, but the shakedown test at Kirkistown went well and we are due to go back for another run this week."

Also lurking among cars from 18 marques in the Earl of March Trophy 500cc race entry are the US-built

Whitfill-Triumph Special of German Rudolf Ernst, Duncan Rabagliati's ex-Spike Rhiando Trimax (both unique) plus Richard Bishop-Miller's ex-Reg Bicknell Revis, which – like the Erskine Starides – were made in Southampton, 30 miles from Goodwood.

A collection of Maseratis includes three 8CMs (with former DTM racer Frank Stippler in Willi Balz's ex-Earl Howe '34 car) and two V8RIs in the Goodwood Trophy race, plus trios of 250Fs (Richmond Trophy) and Tipo 61 'Birdcages' (Sussex Trophy) and a pair of Tipo 151 V8 coupes in Sunday's RAC Tourist Trophy Celebration.

Jaguar E-types have adopted the Fordwater Trophy slot this year, the

double-header forming the final round of the HSCC-run 50th Anniversary Challenge series. Ten-time F1 grand prix winner Gerhard Berger is down to share Red Bull F1 design guru Adrian Newey's car in an entry that includes Marino Franchitti, plus Le Mans victors Jackie Oliver, Jochen Mass, Andy Wallace and Emanuele Pirro.

Sunday's TT retrospective for pre-'66 closed-cockpit GT cars is an E-type free zone this time round, which brings Ferrari GTOs, AC Cobras and Aston Martin DB4s (plus Project 212 and 214) into the spotlight. Indy 500 winner Kenny Brack is listed to drive one of the six original Shelby American Cobra Daytona Coupes, and is likely to share with owner and historic ace Christian Glasel.



Maserati 151s are part of RAC TT entry

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner@haymarket.com



GIVEN THE FACT THAT THE

Duratec engine has been in British Formula Ford since 2006, it seems remarkable that we still don't have a club-level series for the unit.

A large part of that is down to the popularity of the venerable Kent, for which Van Diemen, Mygale, Ray and Spectrum still build new chassis. Some elements of the Kent scene are still strong – Castle Combe's championship and the Walter Hayes Trophy for example – but elsewhere there is scope for improvement.

As is to be expected, the Duratec is more reliable and there is far less discrepancy between engines than there is in Kents. That makes it fairer and more cost effective.

If one of the new initiatives (see page 76) gets a foothold, constructors will start building bespoke Duratec cars, and some competitors may be willing to convert younger Kent machines too.

Ultimately, it would be great to see a cut-off point, perhaps governed by the youngest chassis for which a Kent-Duratec mutation is too difficult. Before the date, cars could run Kents in a number of historic or classic series. After the mark, newer chassis would run the Duratec unit, thus continuing the affordable modern single-seater ethos the Kent helped start in the first place.

Extra contact details

Ben Anderson, editorial assistant
ben.anderson@haymarket.com

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Formula Ford

BRSCC to run club Duratec FFord

FF1600 organising club plans to provide new home for outgoing British championship machines

THE BRSCC INTENDS TO run a standalone club series for Duratec-engined Formula Ford cars in 2012.

British Formula Ford is planning to introduce new chassis powered by Ford's Ecoboost turbo engine next season, potentially freeing up old cars and engines for a club-level series.

BRSCC competitions director Drew Furlong said: "There will be Duratec cars coming on to the market and it's our

intention to put a flag up and see who may be interested."

Furlong emphasised that the BRSCC, which already administers championships for Kent-engined FF1600s, would not seek to replace the older cars with a down-spec version of the Duratec-engined machine.

"It would have to be a standalone series, we couldn't run it on the back of something else," he added. "When Zetecs came over [after the 2005 British Formula

Ford season], it didn't go down well with Kent FF1600."

Castle Combe FF1600 stalwart Roger Orgee Sr has developed an alternative version of an FF1600, using a Van Diemen RF06 chassis, a detuned Duratec engine, and Avon ACB10 (Kent) tyres. The car has raced in Combe's new Formula Free category and Orgee held a sampler day for drivers at the Wiltshire circuit last week.

Furlong said the BRSCC's Duratec series could run to a similar specification.

"I think he's trying to make it into a replacement for Kents; ours is a different way of looking at it," said Furlong.

"The problem I've got is that it's really dependent on how many cars come on to the market and that depends on how many [British championship] teams go out and buy new chassis and engines."

Duratec cars are expected to remain eligible for the scholarship class of British FFord next season, which could limit the potential for a new club series.

Historics

Kelleners to Spa in Ford GT40

EXPERIENCED GERMAN GT AND sports-prototype racer Ralf Kelleners is set to contest the Roadbook organisation's annual Spa Six Hours for the first time on September 24.

Kelleners, 42 - son of 1968 and 1970 Spa 24 Hours winner Helmut - is to share the Ford GT40 of compatriot Christian Glaesel, who with Aaron Hsu won the 2003 running of the event in it.

An unprecedented 10 GT40s head the entry for the 19th running of the enduro for Pre-1966 GT and touring cars. Among their drivers are previous winners Simon Hadfield ('97, '98 and

2005) and Shaun Lynn ('06).

Triple winners Jon Minshaw, brother Jason and Martin Stretton (Jaguar E-type) and '04 victors Jon Shipman and Mark Hales (with Nigel Reuben sharing the former's TVR Griffith) head the opposition, which includes Belgian touring car ace Jean-Michel Martin in fellow Belgian Marc Devis's AC Cobra.



Kelleners (left) will share 2003 race winner

Rallycross

Binks gets new Fiesta for Lydden

BRITISH RALLYCROSS TITLE contender David Binks will race an ERC-spec Ford Fiesta MkVII for the rest of the season.

Binks' planned move from an older MkVI for 2012 has been brought forward for this weekend's round at Lydden following a successful test in Sweden.

Binks, who currently lies second in the championship, said: "I've been competitive in the BRC, but we've not been running the latest engine spec and with everyone now evenly matched you can't give anything away."



Binks in MkVII Ford Fiesta

"I need to get an edge. Moving to a newer car should bring that."

Double World Rally champion Marcus Gronholm will partner Binks in OMSE's Fiesta line-up at Lydden, while Gronholm's recent X Games conqueror Liam Doran will also race in Kent, driving an older specification Citroen C4 Supercar.

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British GT

Ferrari racers plot McLaren move for 2012 British GT Championship

BRITISH GT CHAMPIONSHIP

regulars Glynn Geddie and Andrew Tate look set to race the new McLaren MP4-12C in next year's series.

The British pair, who are both driving CRS Racing Ferrari 458s in British GT this season, are likely to join forces to run in the UK in 2012 after both secured one of the first batch of 20 McLaren GT3 racers. A final decision on which championship they will contest with the

MP4-12C, which has been developed in conjunction with CRS, will be made by the end of the year.

Geddie, who raced the McLaren at the Spa 24 Hours last month, said: "British GT is definitely on the cards, but there are a lot of series out there and we are looking at all options.

"If we do British, it will be with Andrew, but what team will be running our cars isn't clear. There's no real rush to make a decision. We'll probably see this season out before we decide."

Geddie, whose family has bought a car under the Apex Motorsport banner, and Tate were among the first 11 owners announced by McLaren last week. GT Trophy driver Leon Price has also purchased a car and plans to run in FIA GT3 with Von Ryan Racing.



Geddie is among first McLaren customers

VW Racing Cup

Student team to tackle VW Cup

STUDENT-FOCUSED TEAM LUNAR Racing will make its VW Racing Cup debut at Rockingham next month.

Lunar will contest the next round of the series with a MkIV Golf GTI prepared by schoolchildren.

The local Corby squad uses motorsport to help 14-18-year-olds from schools in Northamptonshire, Rutland and Cambridgeshire achieve GCSE-level vocational qualifications in motor vehicle repairs and engineering.

Cars built by Lunar's juniors have previously appeared in single-seaters, MG Car Club saloon events, and last season's Trofeo Abarth.

"Since the demise of the Fiat category we've been looking for a suitable series," said team boss Paul Kneeshaw, who has yet to confirm a driver for the Rockingham event. "The VW Racing Cup ticks all the right boxes in terms of the level of professionalism of the teams and the engineering of the cars."

Radical UK Cup

Stanley targets Radical switch

REIGNING BRITISH GT

class champion Jamie Stanley is looking to join driving partner Chris Headlam in a switch to Radical racing.

Headlam has grown frustrated with a recalcitrant Lotus Elise he shares with last year's British GT G4 title winner Stanley in Britcar. Headlam and Stanley were due to test an SR3 at Mallory Park yesterday (Wednesday).

Stanley's troubled 2011 season continued at

Brands Hatch last weekend. The multiple Lotus Elise Trophy race winner was forced to miss the GT Trophy finale after driving partner Paul McNeilly shunted their

FF Corse-run Ferrari 458 in testing on Friday.

McNeilly hit the barrier at Surtees and inspection revealed damage to the crumple zone, rendering the car *hors de combat*.



Lotus Elise has proved troublesome in 2011

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Eclectic VSCC mix thrilled at Mallory

Sunday's well-attended Vintage Sports-Car Club Bob Gerard Memorial meeting at Mallory Park was a poignant reminder - as if any was needed - that old car racing is the absolute antithesis of events for contemporary machinery. The sheer variety of hardware in action at the Leicester speedbowl, from spartan Morgan Super Aero 'trikes' and sleek Delahaye, to throbbing aero-engined behemoths, trumps anything from the modern arena in my book. For a start the cars all look so different.

It will be a similar story at Oulton Park this coming weekend, where the HSCC's nostalgia-fuelled Gold Cup showpiece has attracted a 450-strong entry to delight disciples of cars spanning the 1950s to the '70s. And at Mallory, where the Classic Sports Car Club's Thundersaloon and Modsports homage brings together a large collection of club racers guaranteed to take many fans of my age back to their youth.

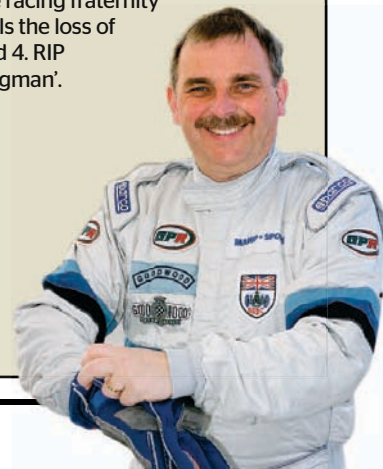
I went to an end-of-season BARC clubbie event there in the mid-'70s, although I can't remember whether I was more excited by the Thundersaloons - seeing the unlikely F1 Iso Marlboro-based Ford Cortina Mk3 V8 of Dave Taylor, current owner of the ex-Mick Hill VW Beetle-Chevrolet, and Alistair Thompson was a highlight - or the admittedly thin 2-litre sportscar field. Both still trip my trigger.

My problem over the last Bank Holiday weekend of the year is that I could happily be at Oulton, Mallory or Silverstone where, apart from showcasing top amateur racing, the 750 Motor Club's traditional Summer Festival pays tribute to two of its founding fathers, inspirational journalists Bill Boddy and Denis Jenkinson. Would that I could combine stints at all three.

Next month, thankfully, the 14th Goodwood Revival Meeting and 19th Spa Six Hours are a week apart. As you can read in these pages, both are shaping up brilliantly. With a little good will and forward planning, perhaps the 2012 Festival of Speed and HSCC Superprix at Brands Hatch won't clash for the first time in several years. For the benefit of fans and the vital marshalling forces.

● Motorsport fans will want to join me in saluting Red Arrows pilot Flight Lieutenant Jon Egging, who died when his BAE Hawk T1 crashed near Bournemouth's Hurn Airport last Saturday. For more than 40 years the RAF's incomparable aerobatic team has enhanced the British GP and other major events - I remember seeing its Folland Gnats over Farnborough Air Show in the '60s, and witnessed Friday and Saturday's glorious routines over Bournemouth seafront - so the racing fraternity feels the loss of Red 4. RIP 'Eggman'.

“The sheer variety of hardware in action at Mallory trumps anything from the modern era”



Renault Clio Cup/Britcar 24 Hours

SV loses Allison but plans GT attack

RENAULT CLIO CUP
frontrunner Matt Allison will not contest the final two rounds of the season due to a budget shortfall.

The Scuderia Vittoria racer currently lies seventh in the standings after taking a double win at Croft, but the team is now looking for another driver to fill his seat.

"It's obviously disappointing," said Allison. "Our results were strong and I didn't have any issues with the team, but a [sponsorship] deal that should have come off didn't."

Allison is unsure of his 2012 plans, while SV's Piers Masarati is hopeful Luke Wright's dominance of the non-championship rounds at Silverstone last weekend will help attract another driver for the rest of the year.

"It was quite tight for Matt and there was a bit of damage from the Snetterton round," he said. "It's a pity because he'd won a race and had good momentum."

"Luke did so well at Silverstone we're hopeful of getting someone out."

Masarati also confirmed the team will contest this year's Britcar 24 Hours. The squad's British GT driver Dan Denis will share SV's Ginetta G50 with Dubai 24 Hours class winner Dan Jones, former Rover Tomcat ace James Thorpe, and tin-top racer Gavin Spencer.

"Dan Denis wanted to do a 24-hour race and Silverstone is the most relaxed and cheapest one, and it is logistically easy for us to do," added Masarati.



SV is looking for a new driver to partner Wright



Parker gave new Seward race debut at Brands

Monoposto

New racer makes debut

Seward Racecars unveils radical suspension design at Brands Hatch

NEW MARQUE SEWARD RACECARS MADE its racing debut in the Monoposto event at Brands Hatch last Saturday.

The Yamaha-powered F1010 finished ninth in the first Mono 1000/1400/1600/1800 race on the GP circuit, driven by novice Christian Parker. He recorded a best lap of 1m34.909s.

Professor of engineering at Lancaster University Derek Seward decided to build the racer after his students took part in Formula Student. The Seward has a conventional spaceframe chassis, but features an unusual interpretation of suspension geometry.

The inboard suspension is operated via pushrods, front and rear, with the top wishbone plunging steeply downwards to a pick-up point close to that of the lower wishbone, effectively producing a swing axle-style layout. The aim is to optimise camber during roll and provide

a stable roll-centre position. This ensures that the tyre is in optimum contact with the road during cornering. Front suspension is linked to an on-board computer, which measures squat, lift and roll.

Virtually every part on the car has been made in-house. Seward is keen to market the car and individual items, such as the uprights (capable of running with different sized wheel bearings), and his own pedal box, which he claims is 1kg lighter than any currently available.

Seward is encouraged by the car's early showings. It took a second in class at a recent Barbon Manor hillclimb, and also appeared at an Aintree sprint prior to its circuit race debut at Brands.

Seward said: "Formula Student cars are not MSA compliant, but being involved in the project encouraged me to move up a gear and design and manufacture a serious racecar."

FF1600 BARC FF1600 series grows

THE BARC'S PRE-1990 FORMULA
Ford 1600 series is set to continue next season after an increase in interest at the second pilot race at Oulton Park last weekend.

The initiative only attracted five cars for the opening event at Croft in May, but 13 entries appeared at Oulton.

Peter Hackett, the man behind the series, confirmed another 11 potential drivers had been present, which should "give a healthy grid next year".

Clackett said he had no intention of working against the BRSCC, which runs races for the same cars. "My plan is to work with them and see when there are Oulton races for BRSCC FF1600 and make sure we don't clash," he added. Six races are expected for next year

More pre-'90 races for 2012



and AUTOSPORT understands Castle Combe is also considering running a standalone race for pre-'90 FF1600s.

Pole position was left clear on the Oulton grid as a mark of respect for Combe FF1600 competitor Peter O'Shea, who died at the Wiltshire track the week before.

John Loebell's Van Diemen RF89 beat Stuart Kestenbaum's RF79 and the Reynard 84FF of Ian Parkington by less than a second to win the race.

CSCC

Famous Fraud to race again

AN EX-DON MERFIELD 'FRAUD' Cortina and Piers Grange's Ford Sierra XR8 are among the latest entries for Mallory Park's Modsports/Super Saloon revival event this weekend.

Jon Doubleday has entered the five-litre V8-engined Mk2 Cortina, which Merfield put together after campaigning his successful Mk1 version. Bill Lodge of YSL coachworks and John Reeve of American Vehicle Services helped restore the car, which

has already appeared in sprint events.

Joining Doubleday and Grange's later silhouette Sierra in the 36-car entry are the Rover Metro of Bill Richards and the heavily modified Talbot Lotus Sunbeam of Joss Ronchetti. Jeff Wilson will race the ex-Mick Hill VW Beetle, but the DAF V8 has been withdrawn.

Cars will be placed into one of three classes based on engine capacity, split at 1500cc and two litres.

Fraud Cortina will join Mallory Park grid



IN BRIEF

F40 had troubled return



A RARE FERRARI F40 THAT HADN'T raced for two years appeared in the GT Trophy at Brands Hatch last weekend, although the Anthony Mott/Jacopo Sebastiani car had a catalogue of engine problems that hampered its running.

ROOKIE MAX MARSHALL TESTED A JTR-run Mygale British Formula Ford at Donington Park last week as he considers a campaign for 2012. "My Mum entered me for the Ginetta Scholarship and I got to the final, now I am hoping to debut at Donington in September in FFord to prepare for 2012," said the 17-year-old.

LOCOST RACER JAMES MILLMAN will make his Formula Vee debut at Silverstone this weekend. "I want to see if I am any better in a single-seater, but that's a bit doubtful," said the 23-year-old jockey, who will race a Scarab Mk2 as well as continuing his Locost campaign.

KUMHO BMW RACER DAVID Kempton recorded an embarrassing retirement when his M3 hit a concrete post in the assembly area at Oulton Park, as he readied for his second race of the day. He was unable to make the grid after finishing second in the first encounter.

FF2000 ACE OF THE 1980s TIM Davies will join the HSCC Historic Touring Car series at Oulton Park this weekend in a Ford Lotus Cortina. The Welshman, who later graduated to F3, is third reserve in a bumper, 40-car field.

HILLCLIMBER EYNON PRICE MISSED out on the chance to compete in the final run-off at Shelsley Walsh last weekend. The 1600-class driver departed straight after his final class run, believing his time would be surpassed and was surprised to get a phone call from another competitor enquiring after his whereabouts.

TWO BOND FORMULA JUNIOR chassis raced together for the first time at Mallory Park last weekend, 51 years after the first car initially raced. A year on from giving the first car its maiden win, Andrew Tart drove the sister version to second in the Bob Gerard Memorial race on Sunday. MG Midget stalwart Gil Duffy took 10th in the original car.



Tart raced Bond

New track

Historic racer launches new German track

THE FIRST NEW CIRCUIT IN Germany's Rheinland-Westphalia region since Hockenheim in 1932 was given the green light earlier this month after six years of planning logistics, and will have the facilities to host club events when it opens next summer.

Brainchild of historic racer Marcus Graf von Oeynhausen and associates,

the Bilster Berg venue near Bad Driburg – and 35km (22 miles) from Paderborn airport – was a NATO munitions depot from 1973-'93, when it was acquired by the son of the landowner who sold it to the military in '69.

Designed principally as a resort destination for manufacturer development and vehicle presentation

work, it will also be used by motorsport investors, who have helped raise €34 million in equity, to test their racing cars housed on site.

Conceived by track designer Hermann Tilke with input from rally legend Walter Rohrl, the 4.2-kilometre (2.6-mile) main circuit is to FIA Grade 2 standards and can be sub-divided into 2.4km Ostschleife and 1.8km West Loop versions that can be used concurrently.

The secluded forested venue boasts an elevation change of 70m with gradients of up to 20 per cent.

The circuit's marketing and PR officer Matthias Steiger said: "Not a single metre is flat and corners of differing cambers are designed to provide an extraordinary challenge.

"Bilster Berg is not primarily a racing venue [and is subject to noise restrictions] but it should be possible to stage small club events – not open to the public – within the number of 'noisy' days [that planning permission grants] per year."



Historic ace von Oeynhausen is behind new German track

Formula Jedi

Engine woes strike Jedi ace Mitcham

FORMULA JEDI POINTS leader Richard Mitcham saw his title advantage evaporate at Rockingham last Sunday when he had to sit out the second part of a double-header due to engine problems.

Mitcham took his eighth victory of the year in race one, to maintain a record of winning every race he has finished so far this season. But rookie James Fletcher, 17, is now level on points with the Boston 22-year-old with two rounds remaining, after winning the second race at Rockingham.

"The engine we have been running blew up in practice on Friday, so we replaced it with the one from last year," said Mitcham. "But after the first race we heard a bad knocking noise.

We checked everything, but found nothing, so made the decision not to destroy another engine, which would have ended the season.

"Sitting in the grandstand watching your lead evaporate is the worst feeling in the sport, but we will be back to put it right at Anglesey."

British Historic Rally Championship

First win for Escort duo

WELSHMEN TOMAS DAVIES and Eurig Davies claimed their first British Historic Rally victory on the Ulster Historic last weekend.

The Ford Escort Mk2 duo went ahead on Friday afternoon and stayed at the front despite problems with a cracked exhaust manifold.

Connor Corkill and Mark Perryman led the chase of

Davies in their Escort Mk2, but finished half a minute down. Rob Smith and Shaun O'Gorman were also poised to attack on Saturday when their Vauxhall Chevette shed its fan belt and had to settle for third.

Other category wins went to Dessie Nutt/Geraldine McBride (Porsche 911) and David Stokes/Guy Weaver (Escort Mk1).



Davies duo scored first BHRC victory

FF1600

Hadfield and Mitchell star in later FF1600s



Hadfield was rapid in '91 Van Diemen

HISTORIC RACING ACES SIMON Hadfield and Ben Mitchell made their post-'89 Formula Ford 1600 debuts in the Champion of Brands last weekend.

Hadfield drove a restored Van Diemen RF91 overseen by Mike Gardner's GT Motorsport outfit to fourth in the race, while teenaged Historic FF1600 ace Mitchell took fifth in Hadfield's RF89.

"This is all new to me and I can

learn a lot from Mick who has loads of experience with these cars," said Hadfield, who handed Mitchell a drive as a thank you for helping with a recent restoration.

Hadfield is planning further outings in the car, which was run by Manor Motorsport in period with Andre Becker racing it at the 1991 Brands Festival. Latterly, it has been in the Dunne family's ownership in Ireland.

British F3 & GT

The Cooper Tires British F3 International Series and the Avon Tyres British GT Championship are back in action after a summer break. The last race for both was at Spa in July. British F3 driver William Buller had a great weekend taking 2 race wins and pole position. In British GT Cameron/Griffin took a 1st and 2nd propelling Matt Griffin into 2nd place in the Sunoco Daytona Challenge.

www.formula3.co www.britishgt.com



The next round is at Rockingham 3-4 September
For tickets see www.rockingham.co.uk



Sunoco Drivers of the Weekend
< British GT – Ron Johnson
British F3 – William Buller >



Part of the



The last British Formula 3 race saw William Buller score points for 2 wins and a pole position. Felipe Nasr lowered his average point score after a sixth in class but manages to retain his lead after a second and a fastest lap. British GT drivers Marcus Clutton and Matt Griffin are hot on Felipe's heels – what will Rockingham bring?

Driver standings – average per race

| | | | |
|---|------------|-----------------------|-------|
| 1 | F Nasr | Carlin/F3 | 90.00 |
| 2 | M Griffin | MTECH/GT3 | 58.33 |
| 3 | M Clutton | A.B.G Motorsport/GT4 | 56.33 |
| 4 | J Morcillo | Azteca/Britcar | 53.07 |
| 5 | C Wilkins | GT3 Racing/Britcar | 51.25 |
| 6 | A Scott | GT3 Racing/Britcar | 51.25 |
| 7 | M Bell | United Autosports/GT3 | 49.17 |
| 8 | M Guasch | United Autosports/GT3 | 49.17 |

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→ **Bob Gerard Memorial** **Nuthall**
 → **John Taylor Memorial** **Wilson**

"Sam beat me on my home track and has now beaten me at his"

Jon Milicevic pays tribute to rival Sam Wilson



Nuthall took his first car racing victory

VSCC MALLORY PARK, AUGUST 21

Where there's a Will...

ON THE EVE OF THE anniversary of Graham Burrows' monumental accident in it at the VSCC's 2010 Bob Gerard Memorial race meeting, Will Nuthall scored a splendid maiden car victory in the Cooper-Bristol with which local garagiste 'Mr Bob' opened Mallory Park in April 1956.

Nuthall was reeling in leader Brian Mitcham's fragile U2 when it broke, and completed a confident success in his third event.

A Formula Junior battle behind resulted in Andrew Tart's Bond taking second when John Chisholm's Gemini's clutch wilted on the final lap, the duo having shaken Justin Fleming's Elva into the hungry mouth of Fred Harper's Kurtis Indy Roadster.

The Gerard Trophy for pre-'54 cars fell to Pete Candy in the Riley 'Super Rat' in sixth overall. He counted himself fortunate as sparring partner Robert Cobden's Riley had holed a piston in practice and he, too, had slowed with a dire misfire first time out.

Robert Carr's day started portentously when, having pressured Justin Maers (GN Parker) into a massive spin at the Esses, he landed the opening pre-war race in the family AC/GN Special. Carr hounded down Maers' rumbustious hybrid again later and pounced for Vintage Racing Cars glory, and his first club trophy.

Sue Darbyshire bagged a thrilling third in the Parker's wheeltracks in her quicker Morgan

Super Aero, with Dougal Cawley's GN/Ford 'Piglet' snorting over her shoulder.

Wacky GP cars and aero-engined confections waged war in the annual Edwardian handicap, but the mathematics favoured Michael New in John Brydon's 1909 Leon Peugeot Voiturette, a 2.3-litre single-cylinder bolide with extraordinary overhead exhaust.

Having traded the lead repeatedly, Sam Wilson hared round Jon Milicevic into Gerards to regain the John Taylor Memorial Formula Junior title he won in 2008, thus precluding a Milicevic hat-trick. Simon Armer finished third in the Cooper T59 whitewash.

Beaten away by fellow Cooper-Norton racer Mike

Fowler when the Union Jack fell for a rolling start, Nigel Ashman was soon ahead in the 500cc F3 finale. A tremendous scrap for third went to Darrell Woods (Staride) at the last gasp, with Gordon Russell (Mackson) splitting the Cooper-JAPs of Brian Jolliffe and John Turner.

Cawley laid rubber exuberantly en route to

Mallory Park Trophy honours in 'Piglet', while Charles Jones (MG L Magna) kept Neil Twyman (Alfa Romeo 8C) behind for second. Venue debutant Jones later saw off Scot Durward Lawson's Riley in a scratch event, during which Robert Towell escaped unscathed having flipped his Morgan.

Mark Groves nursed his overheating Austin/MG LA Special to keep his Pre-War Handicap advantage. Frank Hernandez's limbo-low Austin Brooklands Streamliner closed in from the tail of the field, but it too was getting sweaty.

Six marques in the top six places was again a feature of John Guyatt's Owner-Driver-Mechanic series bout, but nothing could prevent Sam Stretton (Alta) from grasping the Mallory Mug.

Alex Ames blasted John Ruston's Talbot AV105 from last for a Pre-War Handicap win over Jo Blakeney-Edwards (Frazer Nash Shelsley). The Nash won race two, Jo's husband Simon overpowering Hans van Wortel's monoposto Riley with a triumphant belch of flame at the end of the Stebbe Straight.

● Marcus Pye



New's bizarre Leon Peugeot was a winner

BOB GERARD MEMORIAL RACE

(12 LAPS) 1 Will Nuthall (Cooper-Bristol); 2 Andrew Tart (Bond) +11.60s; 3 John Chisholm (Gemini Mk2); 4 Fred Harper (Kurtis-Offenhauser); 5 Justin Fleming (Elva 100); 6 Pete Candy (Riley Super Rat Special). **Fastest lap** Brian Mitcham (U2 Mk2) 54.94s (88.46mph).

PRE-WAR SCRATCH (6 LAPS) 1 Robert Carr (AC/GN Spl); 2 Stephen Shoosmith (Bugatti T51) +1.83s; 3 Terry Crabb (ERA R12C); 4 Paul Jaye (Alta Norris Spl); 5 Justin Maers (GN Parker); 6 Pete Candy (Riley Super Rat). **FL** Maers 58.12s (83.62mph).

VINTAGE RACING CARS (10 LAPS)

1 Robert Carr (AC/GN Spl); 2 Justin Maers (GN Parker) +6.94s; 3 Sue Darbyshire (Morgan Super Aero); 4 Dougal Cawley (GN/Ford 'Piglet'); 5 Charles Gillett (Frazer Nash Super Sports); 6 Nick Leston (Lovell

Elkhart). **FL** Maers 58.01s (83.78mph).

DICK BADDILEY TROPHY & EDWARDIAN HANDICAP (6 LAPS)

1 Michael New (Leon Peugeot Voiturette); 2 Richard Black (Panhard-Levassor S4M) +32.68s; 3 David Biggins (Daimler Mercedes Rennwagen); 4 Ken Pritchard Jones (Wolsley Wolsit Coppa Florio); 5 John Polson (Sunbeam Coupe de l'Auto); 6 Gillian Carr (Delage R-type). **FL** James Collins (Hudson Super Six) 1m09.42s (70.01mph).

JOHN TAYLOR MEMORIAL

FORMULA JUNIOR (12 LAPS)
 1 Sam Wilson (Cooper T59); 2 Jon Milicevic (Cooper T59) +6.07s; 3 Simon Armer (Cooper T59); 4 Paul Smeeth (Lotus 22); 5 Steve Smith (Cooper T59); 6 Tony Simmons (Brabham BT6). **Class winner** Jack Woodhouse (Elva 100).

FL Wilson 50.46s (96.31mph).

500cc F3 (6 LAPS) 1 Nigel Ashman (Cooper-Norton Mk1); 2 Mike Fowler (Cooper-Norton Mk12) +4.12s; 3 Darrell Woods (Staride-Norton Mk3); 4 Brian Jolliffe (Cooper-JAP Mk9); 5 Gordon Russell (Mackson-Norton); 6 John Turner (Cooper-JAP Mk9). **CW** Woods; Shirley Monro (Cooper-JAP Mk4); Richard Ashford (Cooper-JAP Mk9). **FL** Ashman 1m00.40s (80.46mph).

MALLORY PARK TROPHY SPECIAL

PRE-WAR SPORTS CARS (8 LAPS)
 1 Dougal Cawley (GN/Ford 'Piglet'); 2 Charles Jones (MG L Magna) +56.2s; 3 Neil Twyman (Alfa Romeo 8C); 4 Alex Ames (Talbot AV105 Alpine); 5 Tim Kneller (Riley 12/4 Special); 6 Jerome Fack (Brough Superior Alpine GS). **FL** Cawley 1m01.91s (78.50mph).

PRE-WAR SCRATCH (6 LAPS)

1 Charles Jones (MG L Magna); 2 Durward Lawson (Riley Spl); 3 Richard Iliffe (Riley Kestrel 12/4 Spl); 4 Simon Blakeney-Edwards (Frazer Nash Shelsley); 5 Alastair Pugh (Frazer Nash BMW 328); 6 Julian Grimwade (Lagonda Rapier). **FL** Lawson 1m02.79s (77.40mph).

PRE-WAR HANDICAP & BURGHLEY TROPHY AUSTIN 7 (6 LAPS)

1 Mark Groves (Austin/MG LA Spl); 2 Frank Hernandez (Austin Brooklands Streamliner) +3.70s; 3 Robert Wardale (Riley Spl); 4 John Reeve (Riley 12/4 Spl); 5 Nick Hayward-Cook (Austin 7 Mono); 6 John Skeavington (Austin Ulster Replica). **FL** Hernandez 1m01.55s (78.96mph). **MALLORY MUG PRE-WAR CARS (8 LAPS)** 1 Sam Stretton (Alta Sports); 2 Andrew Mitchell (HRG 1½ litre) +9.75s;

3 Adam Painter (Maserati 4CS); 4 Charles Gillett (Frazer Nash Super Sports); 5 Tim Kneller (Riley Brooklands); 6 Nicholas Pellett (Talbot 105 Team Car). **FL** Gillett 1m01.06s (79.59mph).

PRE-WAR HANDICAP (6 LAPS)

1 Alex Ames (Talbot AV105 Alpine); 2 Jo Blakeney-Edwards (Frazer Nash Shelsley) +10.64s; 3 Richard Iliffe (Riley Kestrel 12/4 Spl); 4 Geoff Toms (Fiat 508S); 5 Dennis Johnson (Frazer Nash Colmore); 6 Malcolm Underwood (Delahaye I35). **FL** Ames 1m03.16s (76.95mph).

RACE 2 (6 LAPS) 1 Simon Blakeney-Edwards (Frazer Nash Shelsley); 2 Hans van Wortel (Riley Spl) +2.13s; 3 Michael Hudson (Bugatti T35B); 4 Dougal Cawley (GN/Ford 'Piglet'); 5 Andrew Mitchell (HRG 1½ litre); 6 Tony Lees (AC/GN Cognal Spl). **FL** Cawley 1m00.75s (80.00mph).



BRANDS IN BRIEF



George won

ALFA ROMEO

A slow run behind the safety car undid prolific winner Neil Smith, whose ex-WTCC 156 reacted negatively to being treated that way. His misfortune was Anthony George's joy as he stormed his potent 156 Turbo from 25th on the grid to win.

VAG TROPHY

Polesitter Chris Adams blew up on the run to Druids, which created havoc at the hairpin among the chasing pack. Cris Hayes emerged ahead and stayed there, chased by Andy Thompson, who recorded his third runner-up finish of the day.

F3 CUP/MONO 2000

There were two runaway wins for Aaron Steele, who survived the attentions of a recalcitrant backmarker on the run to the flag in race one. Matt Draper led the chase, but he was only fourth in the sequel after stalling at the start. Tristan Cliffe was quickest of the Monoposto cars.

HERITAGE GT

Joss Ronchetti/Julian Westwood won both races but the battling John Wilson was unlucky in the first when an oil line blew off. Wilson fixed his MG BGT V8 for the later race but having run second once more, he lost time with a drive-through penalty for speeding in the pitlane.

GOLF GTI

Jamie Martin bagged the spoils in a race that was red flagged early for a car off at Paddock, thus denying spectators the chance of seeing whether Lewis Hopkins could regain the lead he'd held until falling to fifth with a lengthy trip through the Clark Curve gravel trap.



Martin claimed VW Golf GTI victory

GT TROPHY BRANDS HATCH GP, AUGUST 20-21

Ferrari overcomes mishaps to complete a clean sweep

ROB BARFF AND LEON PRICE maintained their unbeaten run in the 2011 GT Trophy series. The Ferrari 458-mounted duo won the sixth and final instalment at Brands Hatch.

Comfortably quickest in qualifying, they were going well in the race too – Barff having lapped the entire field – until the car's first pitstop on lap 43. A refuelling problem surfaced and the FF Corse crew were unable to get the fuel in properly.

The car rejoined in Price's hands (now second), but officials soon called it back in as fuel could be seen spilling from the car through the corners. The problem was

traced to a faulty valve. Worse was to follow later, when the car picked up a puncture and was forced to limp back to the pits from Hawthorn. Two planned pitstops would become four when a further one was needed to refuel again.

By the time Barff got back in the car it was two laps adrift of the Mike Donovan and Nick Dudfield Porsche 997, but that car had made only one pitstop so far.

Barff couldn't afford to gamble that it would stop again and threw in a string of fastest laps as he closed in once more.

He unlapped himself once and, when Dudfield



Barff charged 458 back into contention

pitted on lap 93 (of 112), the pendulum swung back in favour of the Ferrari.

The Porsche rejoined to take second place, two laps clear of the Ginetta G50 pairing of Lee Mowle and George Murrells, which put on a fine show given the duo's inexperience in endurance racing.

● Dud Candler

RESULT (112 LAPS) 1 Leon Price/Rob Barff (Ferrari 458); 2 Mike Donovan/Nick Dudfield (Porsche 997 GT3) -1 lap; 3 Lee Mowle/George Murrells (Ginetta G50); 4 Mike Youles/Will Goff (Porsche 997 GT3); 5 Alex & Rupert Martin (Ferrari 430 GT); 6 Dave & Jason Cox (BMW M3 CSL). **Class winners** Donovan/Dudfield; Mowle/Murrells; Cox/Cox. **Fastest lap** Barff 1m28.176s (99.34mph).



Hoad's RF90 leads Barnett's BRO01

CHAMPION OF BRANDS BRANDS HATCH GP, AUGUST 20-21

Hoad outwits Barnett to become champ of Brands

HAVING PREVIOUSLY threatened to win a Champion of Brands race, Jonathan Hoad finally did it last Sunday.

The Wiltshire man needed all his guile and racecraft to keep former champ Josh Barnett at bay.

They were one-two throughout and on a couple of occasions they came perilously close to interlocking wheels at the top of Paddock.

Despite losing ground with a grassy excursion at Graham Hill Bend, Barnett came back to lose out by a

paltry 0.070 seconds.

“It's been a while but worth the wait,” said a jubilant Hoad.

Mick Gardner's engine “stopped” while fighting Gaius Ghinn for third, so historic ace Simon Hadfield took fourth.

● Dud Candler

RESULT (9 LAPS) 1 Jonathan Hoad (Van Diemen RF90); 2 Josh Barnett (Van Diemen BR001) +0.070s; 3 Gaius Ghinn (Van Diemen RF00); 4 Simon Hadfield (Van Diemen RF91); 5 Ben Mitchell (Van Diemen RF89); 6 James Hammond (Mygale SJ00). **FL** Barnett 1m36.765s (90.52mph).

MONO 1000/1400/1600/1800 BRANDS HATCH GP, AUGUST 20-21

Timms denied late-on

A LACK OF FUEL COST Jason Timms dearly in last Sunday's smaller-engined Monoposto race, which he led narrowly on the dash to the line only for his engine to falter and allow Adrian Wright to snatch a double victory away.

Organisers wisely halted Saturday's race when a combination of a short, sharp shower and slick-shod cars threatened to produce mayhem. Timms led from Dax Ward and Adrian Wright, these three having drawn well clear. Polesitter Dave Connor led early on, but a misfire pre-empted a tumble down the order before retirement.

Connor looked set to make amends on Sunday, a hugely brave pass on both Marc Fortune and Timms at Paddock carrying him from third to first in one move. He went clear until slowing as they went onto the final lap.

This left Timms and

Wright to tussle for top spot. They were split by a cigarette paper as they rounded Clearways for the final time. Timms asked for maximum power, but his engine briefly faltered, allowing Wright to draw alongside and snatch the verdict.

“That's racing – I thought that I had enough fuel,” rued Timms, who took the setback with admirable grace.

● Dud Candler

RESULTS

RACE 1 (7 LAPS) 1 Jason Timms (Speads RM07); 2 Dax Ward (Jedi Mk6) +2.130s; 3 Adrian Wright (GEM AW3); 4 Marc Fortune (Jedi Mk6); 5 Oliver Walker (JKS); 6 Olly Thorpe (Royale RP27). **CW** Thorpe; Nigel Davers (Van Diemen RF89). **FL** Timms 1m30.456s (96.84mph).

RACE 2 (10 LAPS) 1 Wright; 2 Timms +0.019s; 3 Dan Levy (Jedi Mk4); 4 Ward; 5 Mike Scott (Speads RMO2); 6 Walker. **CW** Thorpe; Davers. **FL** Timms 1m29.823s (97.52mph).

DUNLOP MN SALOONS BRANDS HATCH GP, AUGUST 20-21

More woe for Birley as Bly sails serenely on

LAST SATURDAY WAS the day that reigning champion Rod Birley effectively conceded that Darren Bly will go on to take the title this year.

Indeed, Birley was fortunate to leave his local circuit with just a damaged engine and not a wrecked car following an incident during the first race.

Bly was quickest in qualifying but, as they lined up in the assembly area, a damaged tyre was noticed on his brutishly quick Nissan Skyline. By the time it was changed, pole was swapped for a pitlane start.

Meanwhile, Birley blasted into the distance but, as he rounded Clark Curve on lap two, he found gravel dragged

onto the circuit by a backmarker's excursion. In an instant, the Escort Cosworth snapped into a wicked sideways tail-slide.

Fortunately, he was clear of being collected as he charged towards the pitwall, before wrestling it away only to then shoot back across into the gravel trap. As Birley tried to escape the sand trap, his engine ingested gravel.

“I ran out of talent,” confessed a crestfallen Birley. In his defence, there were no flags warning of a possible slippery surface.

Meanwhile, Bly charged through to lead on lap four. Andy Thompson and Woods-Dean filled the other podium spots.



Later, Bly again easily led home Thompson, the highlight of this one being first race absentee Gavin Thomson's burn-from-the-stern to annex third. It proved fine reward for his crew, who'd dashed back home to Essex after qualifying to fetch and then fit a fresh gearbox. ● Dud Candler

RESULTS

RACE 1 (9 LAPS) 1 Darren Bly (Nissan Skyline); 2 Andy Thompson (SEAT Cupra) +43.578s; 3 Andy Woods-Dean (Renault Megane Coupe); 4 Danny Cassar (Proton Satria); 5 Graham Bahr (BMW E30); 6 Ian Butler (Ford Focus RS). CW Thompson; Woods-Dean; Bahr; Butler; Antony Harrison (Rover Tomcat); Nigel Ralphson (Fiat Punto); Nick

Proudlock (Ford Escort); Curtis Mitchell (Peugeot 205); David Charlton (VW Beetle). **FL** Bly 1m34.929s (92.27mph). **RACE 2 (9 LAPS) 1 Bly; 2 Thompson +46.024s; 3 Gavin Thomson (Peugeot 205); 4 Woods-Dean; 5 Butler; 6 Bahr. CW Thompson; Thomson; Woods-Dean; C Mitchell; Harrison; Ralphson; Proudlock; Cassar; Charlton. FL** Bly 1m34.621s (92.57mph).

BRITISH HILLCLIMB SHELSLEY WALSH, AUGUST 20-21

Moran's title march continues

SCOTT MORAN TOOK victory in both run-offs at Shelsley Walsh, bringing him closer to recapturing the British Hillclimb title he last won in 2009.

A massive nine class records fell over the course of the weekend, with 1600cc single-seater star Lee Adams taking the four-year-old 1600 record and qualifying for both run-offs. His GWR-Suzuki Raptor Extreme was the only 1600cc car to make it through to the opener.

There was an enormous entry list of 238, with 40 turned away. This confirmed the popularity of the world's oldest surviving motor racing venue and oldest event, which was first staged in August of 1905.

There were significant delays with two serious and many more minor incidents and fluid spills. The last run of the day did not happen until 6:30pm.

Double victor Scott Moran said: “It was a good

day at the office for me and the track was fine apart from the oil spills, although that didn't seem to affect the record breakers too much.

“The marshalling and rescue teams deserve praise for the way in which they dealt with so many difficulties.”

Tom New continued his fine second half of the season by tying with Trevor Willis for second in the opening run-off, before finishing as the lone

runner-up to Moran later on. He thus jumped ahead of co-driver Chris Merrick and Lee Adams to fifth in the points.

Now clearly marked out as a Shelsley Walsh expert, Scottish driver Wallace Menzies took a fourth and a third. He holds a healthy lead of 36 over New, although he scored three less points on the day.

Adams is now only four points ahead of Merrick but the last four events have two venues that suit his light and nimble car and ultra-smooth but aggressive style. His Raptor Extreme could have

been designed with Prescott in mind and Doune is the home hill that he dominated in June.

Neither are his performances shabby at Gurston Down, which the championship visits next weekend, nor Loton Park, where the final rounds will take place. Even if he slips up he is bound to gain a low number for the car to wear in 2012.

Trevor Willis has been trailing Roger Moran for most of the year but is now just 11 points behind the former champ, and ahead on dropped scores.

● Eddie Walder

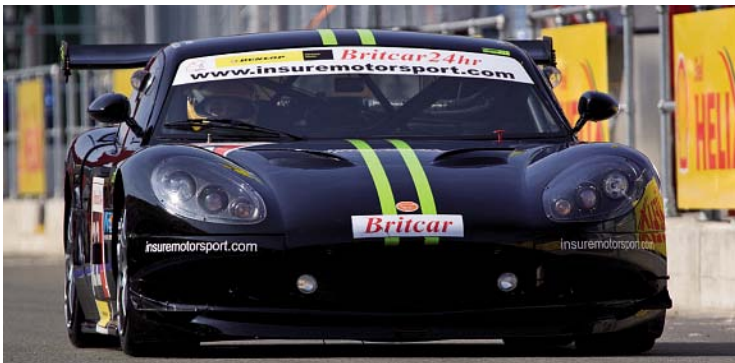


Moran won twice but didn't take hill record

SHELSLEY WALSH

ROUND 25 1 Scott Moran (3.5 Gould-NME GR61X) 23.40s; 2 Tom New (3.5 Gould-Judd GR55) & Trevor Willis (3.2 OMS-Powertec) 23.77s; 4 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 23.83s; 5 Roger Moran (3.5 Gould-NME GR61X) 23.97s; 6 Chris Merrick (3.5 Gould-Judd GR55) 24.17s; 7 John Bradburn (3.5 Gould-Cosworth HB GR55) 24.78s; 8 Rob Turnbull (3.5 Gould-Cosworth HB GR55) 24.80s; 9 Lee Adams (1.6 GWR-Suzuki Raptor Extreme) 25.04s; 10 Alistair Crawford (2.8 Gould-NME GR55) 25.07s; 11 Oliver Tomlin (4.0 Pilbeam-Judd MP97) 25.21s; 12 John Chalmers (2.0 Ralt-Cosworth BDG F302) 25.80s.
ROUND 26 1 S Moran 23.33s; 2 New 23.91s; 3 Menzies 23.96s; 4 Willis 24.09s; 5 R Moran 24.35s; 6 Merrick 24.59s; 7 Adams 24.96s; 8 Bradburn 24.96s; 9 Crawford 25.05s; 10 Will Hall (1.6 Force-Suzuki PC) 25.19s;

11 Chalmers 25.63s; Eynon Price (1.6 Force-Suzuki PC) DNS.
Class winners Phil Oram (2.0t Nissan Pulsar GT1R) 33.93s; David Warburton (1.8 Caterham-Vauxhall) 30.02s; Simon Jenks (2.3 Caterham CSR) 31.94s **record**; Martin Depper (1.4 Austin Mini) 33.27s **record**; Roger Banks (4.2t Audi S4) 28.71s **record**; Les Mutch (2.5 Dax Rush) 28.95s **record**; Rob Stevens (1.3s Force SR4) 25.74s **record**; Terry Clifford (2.5 Pilbeam-Millington MP43) 28.27s; Brodie Branch (0.6 Marengo 3) 28.33s **record**; David Uren (1.1 Force-Suzuki HC) 26.86s; Andrew Henson (1.6 Van Diemen RF91) 33.46s **record**; Adams 24.90s **record**; Chalmers 35.18s **record**; S Moran 23.31s **FTD**.
POINTS 1 S Moran, 232; 2 R Moran, 184; 3 Willis, 173; 4 Menzies, 149; 5 New, 113; 6 Adams, 109; 7 Merrick, 105; 8 Hall, 81; 9 Price, 54; 10 Bradburn, 49.



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ROCKINGHAM IN BRIEF



Stafford (left) and Ford took wins

SUPER MIGHTY MINIS

Title contenders Elliot Stafford and Pat Ford took a win each, with Stafford striking first. He dropped as low as fourth in race one before passing reigning champion Scott Kendall at Turn 1 with two laps to go.

MIGHTY MINIS

Adrian Slade was a double victor. He overturned the quick-starting Chris Slade's advantage in the first race, and was one of three cars abreast at the start of the final lap of the second. The two others, Michael Dryden and Louise Inch, made contact at Yentwood to leave him clear.

EURO SALOONS/SPORTS

Richard Fearn (Ginetta G50) did the double after capitalising when Peter Challis (Nissan Primera) left the door open at Deene on lap 10 of race one. Fearn led throughout from pole in race two, with Challis' challenge blunted by a spin exiting Yentwood on lap one. David Krayem (G50) held off Derek Hale for second.

TOYOTA MR2 Mk1s

Ian Davies emerged in the lead of the first race after Steve Hennessy and Garry Lawrence made contact at the chicane on lap seven. Hennessy led the second until Yentwood on the final lap, when Davies got through to make it a double.

NIPPON CHALLENGE

A grid of 30 cars doesn't guarantee excitement, as these races proved. Jann Mardenborough and Bryan Heitkotter dominated in their Nissan 370Zs, after quickly dealing with the threat of the Subaru Impreza contingent away from the line.



Nissans dominated

TVR CHALLENGE ROCKINGHAM, AUGUST 20-21

Marshall and Race set up showdown

HUGH MARSHALL scored a victory and a second place finish in the penultimate double-header of the TVR Challenge season, but Andy Race took two Class B victories to set up a thrilling showdown at Oulton Park in October.

The vastly experienced Marshall dropped to fourth at the beginning of the first race, with Perry Waddams maintaining his pole position edge and Jamie Golby vaulting to second from row three.

Martin Crass then made up two places on the third lap to lead out of the chicane, before Waddams

locked up into Deene hairpin to promote Marshall and Golby to second and third.

Marshall stole the lead amid traffic at Tarzan on lap five of the 14-lapper. He edged away from Crass, but the gap came down again near the end. Golby was third despite a spin, with the Rover-engined Tuscan of Race as high as third, ahead of a smoky Waddams.

Marshall led race two from the start, but a mistake on lap six allowed Tuscan returnee Crass to pounce. Marshall knows that his best chance of taking the title is to win

Marshall scored a first and a second



every race so he pushed hard to get the lead back, but even fastest lap on the final tour was not enough.

● Ian Sowman

RESULTS – RACE 1 (14 LAPS)

1 Hugh Marshall (Tuscan); 2 Martin Crass (Tuscan) +1.696s; 3 Jamie Golby (Tuscan); 4 Andy Race

(Tuscan); 5 Perry Waddams (Tuscan); 6 Jason Clegg (Cerbera).

Class winners Race; Dave Chant (Tasmin). **Fastest lap** Marshall 1m28.386s (79.01mph).

RACE 2 (14 LAPS) 1 Crass;

2 Marshall +0.357s; 3 Golby; 4 Race; 5 Waddams; 6 Cliff Jobson (T350R). **CW** Race; Chant. **FL** Marshall 1m28.564s (78.85mph).

Mitcham won, then suffered engine woes



FORMULA JEDI ROCKINGHAM, AUGUST 20-21

Mitcham's mixed fortunes

RICHARD MITCHAM extended his record to 16 wins from 16 finishes, but concerns over the health of his engine (already a spare after the first choice unit blew in testing) ruled him out of the second race.

Daniel Cook, from third on the grid, made the best start to Saturday's race, blasting into the lead while poleman James Fletcher's engine cover flew off at Turn One. "I asked a marshal to tighten it on the grid, he went off to get a screwdriver but then the lights went out," he said.

Mitcham ran at a conservative pace in third place until getting past Fletcher at the first turn of the fourth lap (of 16) and

Cook at Deene two laps later.

Fletcher was bothered more by a swarm of wasps in the paddock than he was by his rivals in Sunday's contest, in which he scored his second win to go level on points with Mitcham. Paul Butcher was second after Nigel Reuben's engine fell sick.

● Ian Sowman

RESULTS – RACE 1 (16 LAPS)

1 Richard Mitcham; 2 James Fletcher +5.688s; 3 Daniel Cook; 4 Paul Butcher; 5 Dan Clowes; 6 Barry Armstrong. **CW** Nathan Wright. **FL** Mitcham 1m17.761s (89.81mph). **RACE 2 (15 LAPS)** 1 Fletcher; 2 Butcher +2.771s; 3 Cook; 4 Andrew Ward; 5 Hugh Smith; 6 Mark Gellatly. **CW** Wright. **FL** Fletcher 1m19.001s (88.40mph).

INTERMARQUE LEAGUE ROCKINGHAM, AUGUST 20-21

Field makes pitstop but still takes a win

IT ISN'T OFTEN THAT you see a mid-race wheel change in a 15-minute clubbie thrash, but that is exactly what happened after Tommy Field picked up a right-front puncture while leading the opening race in his spaceframe Vauxhall Tigra.

He lost a lap while his pit crew toiled, but climbed to 13th, as Chris Brockhurst (Tigra) took the win from Jonathan Hoggarth's Pontiac.

The change bore fruit in the second race, as Field climbed 10 places on the opening lap, before driving around the outside of Brockhurst at Gracelands on lap two to

take the lead. Hoggarth was second again.

● Ian Sowman

RESULTS – RACE 1 (11 LAPS)

1 Chris Brockhurst (Vauxhall Tigra); 2 Jonathan Hoggarth (Pontiac GP) +6.212s; 3 Keith White (BMW Z4); 4 Daniel Smith (Peugeot 205); 5 Mark Fuller (Mercedes SLK); 6 Malcolm Harding (SLK). **CW** Hoggarth; Smith; Baz Johnson (Pontiac GP); Stewart Fenton (Tiger); Clive Pratt (Fiat Punto). **FL** Tommy Field (Tigra) 1m25.766s (81.43mph).

RACE 2 (9 LAPS) 1 Field;

2 Hoggarth +4.702s; 3 Brockhurst; 4 White; 5 Smith; 6 Harding. **CW** Hoggarth; Smith; Fenton; Wayne Rothwell (Tiger); Keith Hardy (Tiger); Alastair Kellet (Punto). **FL** Field 1m27.062s (80.21mph).



Field bounced back to win second event



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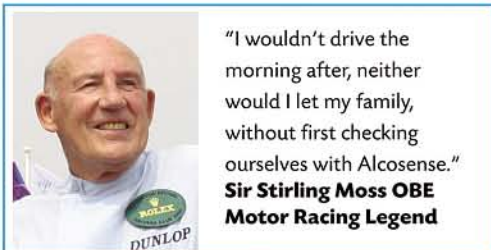


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Loebell won again in FF1600

NORTH WEST SPORTS/SALOONS OULTON PARK FOSTERS, AUGUST 20

Keenan pips Spencer to rack up points



Keenan leads Spencer early on

DANNY KEENAN KEPT his title campaign on track with another victory at Oulton, but had to work hard to keep his MK Indy ahead of former champion Robert Spencer's Locosaki. Although Keenan grabbed an immediate advantage from pole, Spencer came through from the third row

to put him under pressure from the first corner. He had a nose alongside on a couple of occasions, but it was lap 13 of 20 before he had the lead.

"He got me a couple of times, but he seemed to struggle on the straights," said Keenan.

Spencer agreed: "If I was

in his draught I was OK, but then he just drove past me after I had the lead, and I could do nothing about it."

While Keenan claimed the victory, it was just as frantic behind. Simon Allaway's Lotus Esprit V8 fell from third to sixth on lap three, which allowed Cam Forbes' Westfield to consolidate the place. But behind him Ric Wood's Audi V8 Star had been pressing Paul Dobson's Mazda RX7, which allowed Allaway to close again. "We had a few touches before I managed to find a gap," said Wood.

Wood was into fourth at Lodge on lap 12 and immediately ousted Forbes to secure third into Fosters. Allaway had also got past

Dobson and snatched a late fourth from Forbes into Lodge with a lap to go. "I didn't even see him coming," admitted Forbes.

Reigning champion Dobson completed the top six, well clear of Daniel Wainwright's solitary MK Indy and Dennis Crompton's BMW M3 in eighth.

● Peter Scherer

RESULTS (20 LAPS)

1 Danny Keenan (MK Indy RR); 2 Robert Spencer (Stuart Taylor Locosaki) +0.407s; 3 Ric Wood (Audi V8 Star); 4 Simon Allaway (Lotus Daytona Esprit V8); 5 Cam Forbes (Westfield SeiW); 6 Paul Dobson (Mazda RX7). **CW** Wood; Forbes; Dobson; Steven Hibbert (Lotus Elise); Jamie Cryer (Ford Fiesta). **FL** Wood 1m03.092s (94.37mph).

OULTON IN BRIEF



Kestenbaum took first and a second

CLASSIC FF1600

It was wheel-to-wheel through the first corner at Oulton Park, before Stuart Kestenbaum's Van Diemen RF79 went on to dominate the Classic FF1600s. Ian Parkington's Reynard FF84 managed to build a substantial lead in the early laps of the Pre-1990 race, but John Loebell and Kestenbaum reeled him. On lap 10 Loebell had the lead, but Kestenbaum followed a lap later, and they remained nose-to-tail for the rest of the race, with Loebell taking victory by 0.615s.



Another BMW win fell to Whittaker

KUMHO BMW

Garrie Whittaker was again in a class of his own in a well-supported field. David Kempton and Thomas Knight settled in second and third in the first race, which became very processional almost immediately. It was much the same in a red flag-interrupted race two, with Knight a solitary second and Stephen Pearson third, after taking Colin Whitmore into Old Hall on the second lap.



Pearson dominated Classic FF2000

CLASSIC FF2000

It was a lights-to-flag win for defending champion Ian Pearson's Van Diemen RF83 in Classic FF2000. Nigel Corry's RF82 led the chase until he spun off cresting Deer Leap on lap five of 15. Tom Pope inherited second and successfully held Scott Temple at bay for the remaining laps. Jon Finch came home fourth, while both Andrew Storer and Robert Pearson made ground on the last lap, when Richard Wallington tripped up.

LEGENDS OULTON PARK FOSTERS, AUGUST 20

Brace takes a double, Treherne keeps lead

STEPHEN TREHERNE might have left Oulton Park with his points lead intact, but it was Dean Brace who proved to be the quickest driver of the day, taking wins in both heats before Treherne's success in the finale.

Lawrence Davey made an early escape in the first heat, but a brief safety car period for an oil spillage proved decisive.

"Lawrence was first to find it and was all over the grass," said Brace.

John Mickel went ahead past the pits with a lap to go, only for Brace to reclaim the place, "I was loose on oil behind John, Lawrence hit me and I came out with the lead," Brace added.

The second heat soon developed into a five-car battle for the lead. Treherne, Mickel and Dean Brace all had a spell in front in the opening laps, but after Mickel pitted it became even closer. Brace

had held a slight advantage from lap three, but lost out to Peter Morton and Treherne at Old Hall on consecutive laps.

Then his two rivals clashed. "Peter and I touched bumpers and got tangled," Treherne explained. Brace seized the chance to take win number two, with Richard Pocklington and the recovering Morton completing the podium.

Any hopes Brace had of a victory in the final were

dashed on the opening lap. "I clashed with Ben Power when we were challenging a slower car, which moved over on us. I tried to carry on but went straight on at Lodge with damaged steering," he explained.

After a brief safety car interlude Treherne relieved Nathan Anthony of his early lead and started to escape as a six-car battle built up behind. "As I hadn't been the quickest today, I was looking in my mirrors a lot more than usual," said Treherne after taking victory by 2.5s.

With Davey slowing and eventually pulling off with engine failure, Morton consolidated second in the closing laps, from Elliot

Bunn, while both Chris Bell and Richard Pocklington gained places on the run to the line, after Nick Brace retired. "As I came out of Deer Leap it just died on me," he said.

● Peter Scherer

RESULTS - HEAT 1 (10 LAPS)

1 Dean Brace; 2 Lawrence Davey +0.678s; 3 Peter Morton; 4 John Mickel; 5 Ben Power; 6 Chris Bell. **FL** D Brace 1m11.525s (83.25mph).

HEAT 2 (8 LAPS) 1 D Brace;

2 Richard Pocklington +0.243s; 3 Morton; 4 Nick Brace; 5 James Holman; 6 Stephen Treherne. **FL** Morton 1m11.888s (82.83mph).

FINAL (12 LAPS) 1 Treherne;

2 Morton +2.531s; 3 Elliot Bunn; 4 C Bell; 5 Pocklington; 6 N Brace. **FL** Pocklington 1m11.779s (82.95mph).



Davey helps Brace on his way

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SPORTS EXTRA RESULTS ROUND-UP



Brands Hatch GP



Rockingham



Oulton Park Fosters

Christian Dick's view from his Chevy Corvette at Brands



ROCKINGHAM BRSCC, AUGUST 20-21

SUPER MIGHTY MINIS (12 LAPS)

1 Elliott Stafford; 2 Pat Ford +0.352s; 3 Scott Kendall; 4 David Young; 5 James Young; 6 Anthony Ford. **FL** A Ford 1m45.052s (66.48mph).

RACE 2 (12 LAPS)

1 P Ford; 2 Dave Rees +1.007s; 3 Kendall; 4 Stafford; 5 Jamie White; 6 A Ford.

FL Rees 1m44.939s (66.55mph).

MIGHTY MINIS (11 LAPS)

1 Adrian Tuckley; 2 Chris Slade +0.287s; 3 Michael Dryden; 4 Mark Burnett; 5 Louise Inch; 6 David Rumbellow.

FL Tuckley 1m51.624s (62.56mph).

RACE 2 (10 LAPS)

1 Tuckley; 2 Slade +0.532s; 3 Burnett; 4 Kit Stevens; 5 Rumbellow; 6 Peter Tervet.

FL Tervet 1m52.678s (61.98mph).

EURO SALOONS AND SPORTS

(14 LAPS) 1 Richard Fearn (Ginetta G50);

2 Peter Challis (Nissan Primera ST);

+1.537s; 3 David Krayem (Ginetta G50);

4 John Wilson (TVR Cerbera); 5 Andy

Robinson (Ford Falcon); 6 Richard

Hawken (Nissan Primera ST).

CW Challis; Ian Craig (BMW M3); Alan

Taylor (Renault Clio); Nick Boon (Peugeot

106). **FL** Fearn 1m28.316s (79.07mph).

RACE 2 (14 LAPS)

1 Fearn; 2 Krayem

+12.664s; 3 Derek Hale (Honda Accord);

4 Hawken; 5 Challis; 6 Doug Ellwood

(Marcos Mantis). **CW** Hale; Jim

Pocklington (BMW M3); Taylor; Boon.

FL Hale 1m27.640s (79.68mph).

MR2 Mk2s (9 LAPS)

1 Ian Davies; 2 Steve

Hennessy +0.125s; 3 Jon Winter; 4 Nathan

Harrison; 5 Chris Shackle; 6 Chris Gray.

FL Hennessy 1m43.123s (67.72mph).

RACE 2 (9 LAPS)

1 Davies; 2 Hennessy

+0.272s; 3 Paul Corbridge; 4 Shackle;

5 Garry Lawrence; 6 Richard Avery.

FL Lawrence 1m43.552s (67.44mph).

NIPPON CHALLENGE (10 LAPS)

1 Jann Mardenborough (Nissan 370Z);

2 Bryan Heitkotter (Nissan 370Z) +6.207s;

3 Paul Hughes (Honda Integra); 4 Jason

Sharpe (Subaru Impreza); 5 Adrian

Howells (Subaru Impreza); 6 Nick Holden

(Toyota MR2). **CW** Hughes; Sharpe;

Dominic Pettit (Honda Civic); Dave

Hemingway (Toyota MR2); Jason Jesse



Nic Grindrod celebrates his Pickup success

(Toyota Celica). **FL** Mardenborough 1m32.449s (75.54mph).

RACE 2 (10 LAPS)

1 Mardenborough;

2 Heitkotter +3.027s; 3 Hughes; 4 Andy

McLennan (Suzuki Swift); 5 Howells;

6 Alec Livesley (Mazda MX150R).

CW Hughes; Howells; Pettit; Lee

Bennett-Neal (Honda Integra);

Hemingway. **FL** Mardenborough

1m32.830s (75.23mph).

PICKUPS (35 LAPS on oval circuit)

1 Nic Grindrod; 2 Steve Dance +0.196s;

3 Dave Longhurst; 4 Antony Hawkins;

5 Paul Tompkins; 6 Carl Boardley.

FL Longhurst 40.752s (130.64mph).

RACE 2 (35 LAPS on oval)

1 Grindrod;

2 Dance +0.986s; 3 Michael Smith;

4 Boardley; 5 Neil Tressler; 6 Charlie

Weaver. **FL** Dance 41.038s (129.73mph).

OULTON PARK FOSTERS BARC, AUGUST 20

CLASSIC FF1600 (18 LAPS)

1 Stuart

Kestenbaum (Van Diemen RF79); 2 Colin

Williams (PRS RH01) +24.306s; 3 James

Buckton (Elden Mk8); 4 Steve Pearce

(Van Diemen RF78); 5 Liam McShane

(Crossle 45F); 6 Andrew Smith

(Van Diemen FA73). **CW** Buckton.

FL Kestenbaum 1m07.518s (88.19mph).

PRE-1990 FF1600 (17 LAPS)

1 John Loebell (Van Diemen RF89); 2

Kestenbaum +0.615s; 3 Ian Parkinson

(Reynard FF84); 4 Williams; 5 Buckton;

6 John Murphy (Merlyn Mk20).

FL Parkinson 1m09.280s (85.94mph).

KUMHO BMW (8 LAPS)

1 Garrie

Whittaker (E36 M3); 2 David Kempton

(E36 M3) +11.322s; 3 Thomas Knight (E36

M3); 4 Stephen Pearson (E36 M3); 5 Colin

Whitmore (E36 M3); 6 Rodger Card (E30

M3). **CW** R Card; Simon Hudson (E30 M3);

Matthew Fielding (318 Coupe).

FL Whittaker 1m05.056s (90.27mph).

RACE 2 (9 LAPS)

1 Whittaker; 2 Knight

+3.279s; 3 Pearson; 4 Whitmore; 5 Graham

Heard (3 Series); 6 James Card (E46 M3).

CW Mark Smith (E90 M3); Hudson; Karl

Skitt (318 Compact). **FL** Knight 1m05.798s

(90.49mph).

CLASSIC FF2000 (15 LAPS)

1 Ian Pearson (Van Diemen RF83); 2 Tom

Pope (RF82) +8.136s; 3 Scott Temple

(RF82); 4 Jon Finch (RF82); 5 Andrew

Storer (RF82); 6 Robert Pearson (RF82).

FL I Pearson 1m03.133s (94.31mph).

Aaron Steele won twice in Brands F3



Darren Fielding tries to attack our Oulton snapper Steve Jones after clash with BMW rival Paul Bellamy





Return of a Maranello masterpiece

Kinch took victory on rare Ferrari's comeback

A special Ferrari returned at the Silverstone Classic. KEVIN TURNER was there to see it

Thanks to his father Larry, historic racing ace Nathan Kinch has driven some pretty exotic machines over the last decade, but at Silverstone last month he got to compete in something even he admits is a little bit special.

After a two-year rebuild, Ferrari 512M chassis 1030 returned to racing for its first outing in almost 40 years. It wasn't the only 512 at Silverstone, but Kinch – a former FIA GT racer and British GT champion – put the five-litre V12 sports-racer on pole for the Italian Historic and Sports Car Cup event. And then took victory.

"It was a fantastic result on our first time out, which we didn't expect," says the 29-year-old. "I've driven so many cars, but it's just so different. The engine is beautiful and it has so much character. We're delighted with it."

Given that sportscar legend Pedro Rodriguez was killed in one, the 512's reputation is not of an easy car to drive. That should be even more true given the Dunlop M-section tyres it runs now.

"There's not a huge amount of grip, so it's pretty hairy," confirms Kinch, who estimates he was pulling over

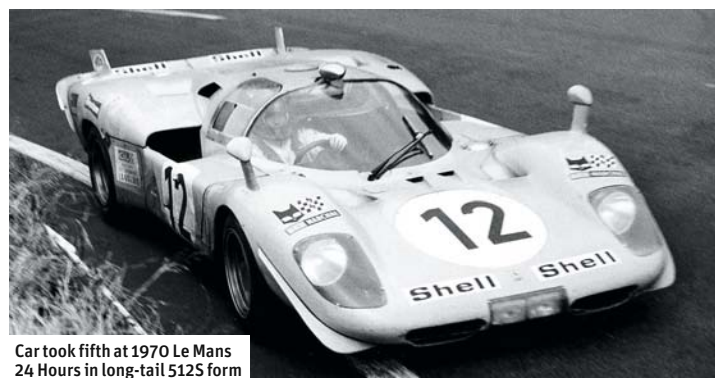
160mph down Hangar Straight. "It's got 600bhp, weighs about 950kg, and the front tyres are so much smaller than the rears that it pushes a lot on corner entry. Then you get the power down and it spins up the rears, even in a straight line, but it's great.

"If you ran it on slicks I think it'd be fantastic."

The car, added to Larry Kinch's impressive collection (see sidebar) in 2009, also has a fine history.

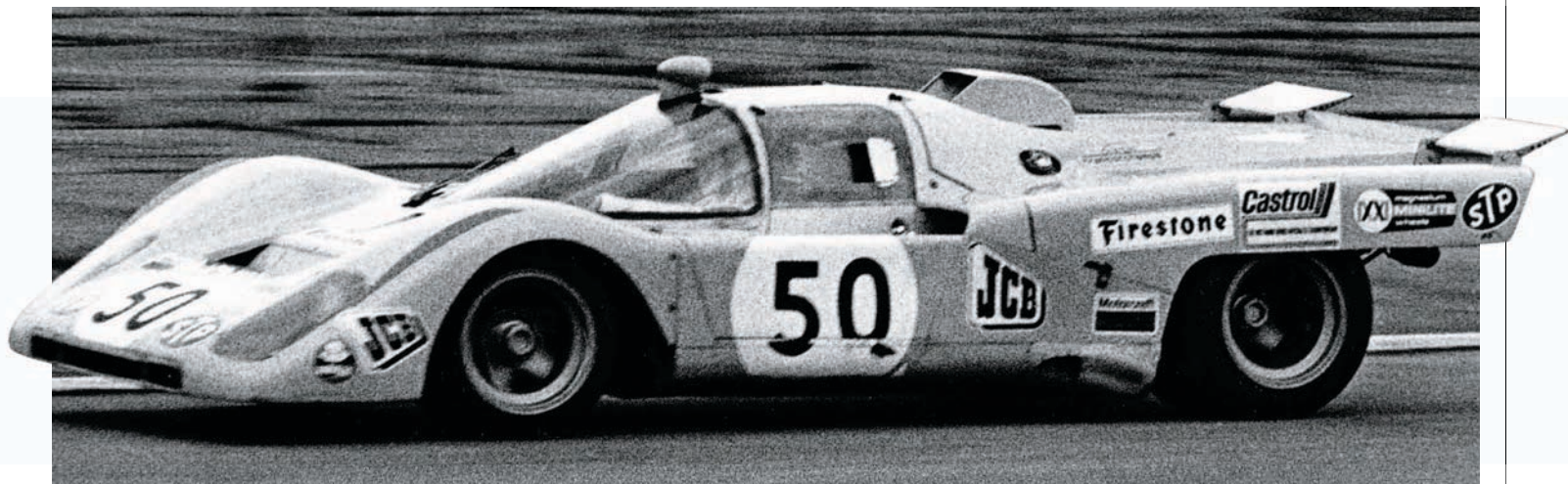
Built originally as a 512S, 1030 played its part in the 200mph-plus battles between Porsche and Ferrari in the World Sportscar Championship in 1970-71. Run by Belgian squad Ecurie Francorchamps in 1970, its finest result in 512S form came at the Le Mans 24 Hours, where Hugues de Fierlandt and Alistair Walker took fifth.

At the end of the year, however, it was apparent the slightly heavy 512S had been outclassed by Porsche's 917, so Ferrari introduced the 512M version. Chassis 1030, now in the ownership of Alain de Cadenet, was duly converted during 1971, after which it finished fourth in the World Sportscar Championship finale at Watkins Glen.



Car took fifth at 1970 Le Mans 24 Hours in long-tail 512S form





FERRARI 512 CHASSIS 1030 RACE HISTORY

| | | | |
|------|------------------------|------|----------------------------------|
| 1970 | Spa 1000km | 8th | Derek Bell/Hugues de Fierlandt |
| 1970 | Le Mans 24 Hours | 5th | de Fierlandt/Alistair Walker |
| 1970 | Kyalami 9 Hours | 6th | Bell/ de Fierlandt |
| 1971 | Buenos Aires 1000km | 6th | de Fierlandt/Gustave Gosselin |
| 1971 | Daytona 24 Hours | DNF | de Fierlandt/Gosselin |
| 1971 | Le Mans 24 Hours | DNF | de Fierlandt/Alain de Cadenet |
| 1971 | Benelux Cup, Zandvoort | 1st | de Fierlandt |
| 1971 | Watkins Glen 6 Hours | 4th | de Cadenet/Lothar Motschenbacher |
| 1971 | Watkins Glen Can-Am | 18th | de Cadenet |
| 1972 | Silverstone Interserie | 2nd | Willie Green |
| 2011 | Silverstone Classic | 1st | Nathan Kinch |



Rare retirement came at Le Mans in 1971

Green starred with 1030 at Silverstone in 1972

Its final period highlight came on UK soil. In the Silverstone Interserie race of 1972, Willie Green took on the bigger-engined Porsche, BRM and McLaren opposition. A rain shower at the end of the first 35-lapper of the two-race event allowed him to turn a 41-second deficit to Leo Kinnunen's Porsche 917/10 into a 35s victory in the last four laps. Fourth in the dry second race gave 1030 a remarkable second overall.

The car then went through the hands of various owners, in the USA, Japan, and France, before Kinch Sr bought it in 2009. He handed it over to 512 specialists Roelofs Engineering to be rebuilt to race readiness.

"The more we stripped it down the more we realised it needed a rebuild," says Kinch Jr. "Quite a lot of the

"We could have made it quicker but we wanted to keep it as original as possible"

Kinch wants to keep car's heritage

chassis had worn away."

A new engine was fitted, but much of the car is still original. "We could have made it lighter and quicker, but we wanted to keep it as original as possible," he adds.

That could help to explain why Kinch's best Silverstone lap – 2m12s – was three seconds slower than the fastest Lola T70, a car the Ferrari would have comprehensively blown into the weeds in period, in the World Sportscar Masters race.

"The Lolas are quicker than they were," confirms Kinch. "People have pushed the boat out on the T70 and it's easier to get parts.

"But I've no doubt the Ferrari could get into the 2m08s or 2m09s if we got it sorted on set-up – it was only finished a week before Silverstone and we ran the car pretty soft. There's a lot more to come and I'm confident it would be on the pace."

Nevertheless, the Kinches are in no hurry to put 1030 up against the less valuable machinery in WSM, so its next appearances are likely to be at the Silverstone and Le Mans classics in 2012.

So it will remain something rare and special to look out for whenever and wherever it appears. ❧

GEM COLLECTION: KINCH'S CARS

THE FERRARI 512M IS JUST one of around 40 racing cars that Scotsman Larry Kinch, who made his money in the oil and gas business, has in his collection.

Sons Nathan and Rowland get to drive anything from single-seater Formula Juniors of the 1960s to Group C monsters of the '90s, via F1 racers. There's also an ex-Rubens Barrichello Ferrari 2003-GA and outrageous Ferrari FXX Evo, and then there's ex-Lister boss Laurence Pearce to oversee the exotica.

"Dad loves cars and loves using them," says Nathan, who has perhaps a slightly surprising favourite.

"I would have to say it's the Ferrari F40 LM. It's the poster I had in my bedroom and with 750bhp it's crazy!"

There's also John Watson's 1982 Detroit Grand Prix-winning McLaren, which Nathan raced for the first time at the Silverstone Classic. He even managed to try the Nigel Mansell Stowe dummy on Tyrrell racer Bill Coombs before its DFV engine dropped a valve.

"Bill was never going to let me go round the outside, so I had to try it," says Kinch.

Happily, the plan is to get the car back out again before the end of the season, as the family sticks to its task of exercising its incredible machinery.



McLaren leads Tyrrell after 'Mansell move'



Surrounded by 412P, Osella-Abarth and 512Ss

YOUR SAY

What you think of the motorsport news of the past week



Mansell wins at Brands. Awesome

Memories are made of this

Wow! I've been an AUTOSPORT reader for more than 30 years – I still rub my hands together every Thursday morning in anticipation. In 1986 I was an aspiring Formula Ford driver who wanted those cool Adidas race boots and Stand 21 suit like Keke!

So to see the August 18 issue was as fantastic as it was surprising. Brilliantly written, it made me smile and sad in equal measure. I was sitting in the old Shell grandstand at Brands when Jacques had his shunt – I can still remember the sickening thud – and can still recall the collective joy at 'Red 5' winning at home.

Simon Hill Goudhurst, Kent

EDITORIAL CONTACT mail@autosport.com

There's a simple solution for watching Formula 1 that doesn't involve paying for Sky. Get down to your local pub!

Yes, I hear you say, they'll be showing the football. Well, if you don't ask, you don't get.

Make an afternoon of it and avoid having to cook the Sunday roast or do the washing up.

You can watch F1 live, avoid shelling out to Murdoch and support your local pub. That's where you'll find me on Sunday afternoons in 2012.

Scott Guthrie
Matlock

There is still a lot of correspondence regarding Formula 1 coverage on TV.

If you have a satellite dish and receiver (I do, only for Eurosport which is free), tune in to RTL. It's a German channel that broadcasts every grand prix live. Niki Lauda is their equivalent of Martin Brundle.

If you don't understand German, turn the sound off and put on BBC Radio 5 Live for its commentary.

Bryan Hills
Pulborough, West Sussex

I can't believe there is a discussion going on regarding the use of DRS at Eau Rouge.

Surely it's a decision for each driver to make – they are supposed to be the best in the world, aren't they?

I agree Monaco could have been dangerous in the tunnel, but this is racing where the best go quickest. Where will this end, with decisions taken on behalf of the drivers leaving them as passengers without a chance to show their skills?

Alan Lee
Maresfield, East Sussex

I find it amazing at this time of year that all the F1 tail-enders are jockeying for position: Toro Rosso saying that sixth place ahead of Sauber and Force India is possible; Team Lotus predicting they'll be midfield runners; even Liuzzi of HRT saying that beating Lotus is possible in this year's championship.

There's even talk that the current Williams share price of €14 may be higher than its total points haul of the season. Don't you just love the mid-season hype!

Brendan Budgen
Berkshire

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. **KUBICA'S RECOVERY SET TO ACCELERATE**
2. **SCHUMACHER INSISTS HE WILL RACE ON**
3. **HAUG CONCEDES MERCEDES NEEDS TIME**
4. **REINTEGRATED MCLAREN EYES FINAL PUSH**
5. **TOST: VETTEL SHOULD STAY PUT**

AUTOSPORT.COM PLUS

TOP STORY ONLINE

LOEB'S BIGGEST DECISION LOOMS

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts



AMALGAM 1:4 F1 STEERING WHEELS
£59.99 each
autosport.com/shop

Formula 1 cars' steering wheels have come a long way in recent years – the suede-rimmed, three-spoke Momo with 'new pads' scrawled on a strip of tank tape doesn't cut it any more.

Amalgam's miniature creations of the real things from the 2011-spec Ferrari 150° Italia, McLaren MP4-26 and Mercedes MGP W02 are staggeringly detailed, with more buttons, nobs and dials a driver (or collector) could ever need.

Measuring 7cm, the 1:4-scale wheels come on a plinth and in officially branded boxes.



SCHUMACHER MERCEDES F1 SCALEXTRIC RACER
£47.99
scalextric.co.uk

Scalextric's 2010 Michael Schumacher Mercedes MGP W01 is limited to just 3000 pieces and comes with a high-performance 20,000rpm motor, the usual Magnatraction crash-reduction 'software' and can be converted to digital.

Presented in a branded box, it's for serious slotter...



BRITISH SPORTING LEGENDS BOOK
£16.99 (978 0 85720 093 8)
simonandschuster.co.uk

Compiled by award-winning sports radio station talkSPORT, this is a collection of names that's bound to cause plenty of debate and disagreement.

There are seven motorsport personalities in the final 100 – with two non-F1 names. Don't guess, go out and buy it.



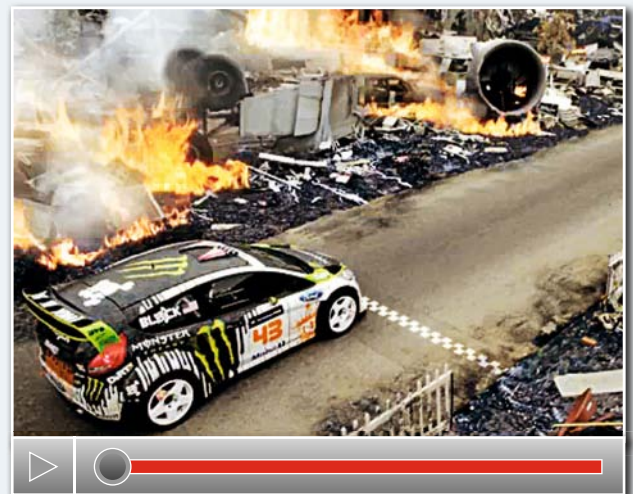
DARIO FRANCHITTI INDY 500 2010 1:18 MODEL
£74.99
autosport.com/shop

Greenlight Collectibles have recreated the Chip Ganassi Racing Dallara-Honda steered to victory in last year's Indianapolis 500 by Dario Franchitti.

The 1:18-scale diecast model features 'race-aged' paintwork and the sort of detail that you'd expect at this price.

HOT ON THE WEB THIS WEEK

YOUTUBE: KEN BLOCK MAKES HIS HOLLYWOOD DEBUT



SEARCH FOR: DC SHOES: KEN BLOCK'S GYMKHANA FOUR (9:16)
Monster WRC driver and internet stunt-driving God Ken Block brings his Gymkhana 4 show to Universal Studios in Hollywood. And, like his first three efforts, it'll make you feel like you couldn't even drive sheep!

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



HSCC Gold Cup is a historic highlight

OULTON PARK

HSCC
August 28-29
Admission £21 on the gate each day, £27 weekend
Tel: 01829 760301

The annual Gold Cup meeting is Oulton Park's biggest historic racing event of the

season. This year's retro extravaganza includes 18 races for '70s Road Sports, Formula Junior, Historic Road Sports, Classic Racing Cars, E-type Challenge, Guards Trophy (split into two groups for GTs and Sports Racers), Martini Trophy, Formula Ford, Touring Cars, Derek Bell Trophy, Classic F3, Woodcote Trophy, Stirling Moss Trophy and FF2000.

SILVERSTONE

750MC
August 26-27
Admission £10 each day; £15 weekend
Tel: 0844 3728 200

BRANDS HATCH

AMOC
August 27
Admission £13
Tel: 01474 872331

BRANDS HATCH

BARC
August 28-29
Admission £13 each day; £16 weekend
Tel: 01474 872331

SNETTERTON

BARC - 2CV 24 Hours
August 27-28
Admission £13 each day; £16 weekend
Tel: 01953 887303

DONINGTON PARK

MGCC
August 28
Admission £14
Tel: 01332 810048

MALLORY PARK

CSCC
August 28-29
Admission £15 each day; £22 weekend
Tel: 01455 842931

CASTLE COMBE

CCRC
August 29
Admission £15
Tel: 01249 782417

KIRKISTOWN

500MRCI
August 27
www.kirkistown.com

LYDDEN

British Rallycross Championship
August 29
Admission £15
Tel: 01304 830557

GURSTON DOWN

BHCC
August 28
Admission £10
Tel: 01489 571359

FORMULA 1 WORLD CHAMPIONSHIP

Rd 12/19
Belgian Grand Prix,
Spa-Francorchamps, Belgium
August 28
formula1.com



F1 returns after summer break to a mega venue

GP2 SERIES

Rd 8/9
Spa-Francorchamps, Belgium
August 27-28
gp2series.com

GP3 SERIES

Rd 7/8
Spa-Francorchamps, Belgium
August 27-28
gp3series.com

PORSCHE SUPERCUP

Rd 8/10
Spa-Francorchamps, Belgium
August 28
porsche.com

INDYCAR SERIES

Rd 14/18
Sears Point, USA
August 28
indyracing.com

FORMULA 2

Rd 6/8
Spielberg, Austria
August 27-28
formulatwo.com

SCANDINAVIAN TOURING CARS

Rd 7/9
Jyllandsring, Denmark
August 28
stcc.se

INTERCONTINENTAL RALLY CHAL'GE

Rd 7/11
Rally Zlin, Czech Republic
August 26-28
ircseries.com

BLANCPAIN ENDURANCE SERIES

Rd 4/5
Magny-Cours, France
August 27
blancpain-endurance-series.com

NASCAR SPRINT CUP

Rd 24/36
Bristol, USA
August 27
nascar.com

NASCAR NATIONWIDE SERIES

Rd 25/34
Bristol, USA
August 26
nationwide.nascar.com

Television

THURSDAY AUGUST 25

1240-1445, 2100-2305 [Motors TV](#)

ALMS: Road America

1445-1650 [Motors TV](#)

FIA GT3: Slovakia Ring highlights

FRIDAY AUGUST 26

0855-1035 [BBC1 LIVE](#)

F1: Belgian GP first practice

0900-0935 [Motors TV](#)

British Formula Ford: Zandvoort

1255-1435 [BBC1 LIVE](#)

F1: Belgian GP second practice

SATURDAY AUGUST 27

0700-0730 [Channel 4](#)

VW Racing Cup

0730-0800 [Channel 4](#)

The Grid

0905-1005 [ITV4](#)

Motorsport UK

0955-1105 [BBC1 LIVE](#)

F1: Belgian GP third practice

1210-1415 [BBC1 LIVE](#)

F1: Belgian GP qualifying

1235-1345 [Motors TV LIVE](#)

F2: Spielberg race 1

1345-1530 [Motors TV LIVE](#)

International GT Open: Spielberg race 1

1440-1545 [Eurosport 2 LIVE](#)

GP2: Spa race 1

1700-2030 [Motors TV LIVE](#)

Blancpain Endurance: Magny-Cours

0000-0030 [Eurosport](#)

IRC: Rally Zlin day 1

0030-0400 [Premier Sports LIVE](#)

NASCAR: Bristol

SUNDAY AUGUST 28

0800-0900 [Eurosport 2 LIVE](#)

GP3: Spa

Race 1 replay followed by race 2 live.

0900-0935 [Eurosport 2](#)

GP2: Spa race 1

0935-1025 [Eurosport 2 LIVE](#)

GP2: Spa race 2

1100-1130 [Eurosport 2 LIVE](#)

Porsche Supercup: Spa

1210-1515 [BBC1 LIVE](#)

F1: Belgian GP

1210-1335 [Motors TV LIVE](#)

International GT Open: Spielberg race 2

1335-1445 [Motors TV LIVE](#)

F2: Spielberg race 2

1445-1650, 2340-0145 [Motors TV](#)

V8 Supercars: Queensland

1515-1615 [BBC1 LIVE](#)

F1: Belgian GP post-race forum

1730-1830 [BBC2](#)

F1: Belgian GP highlights

2130-2340 [Motors TV](#)

F2: Spielberg

2130-2200 [Eurosport](#)

Porsche Supercup: Spa

2130-0000 [Sky Sports 4 LIVE](#)

IndyCar: Sears Point

2200-2230 [Eurosport](#)

IRC: Rally Zlin day 2

MONDAY AUGUST 29

0000-0100 [BBC3](#)

F1: Belgian GP highlights

1130-1330 [Sky Sports 4](#)

IndyCar: Sears Point highlights

1830-1930 [Sky Sports 4](#)

NASCAR: Bristol highlights

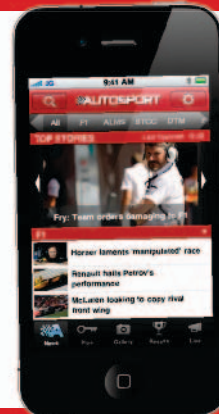
Online

AUTOSPORT.COM

Coming up on the web this week

FORMULA 1 IS BACK!

Formula 1 returns after its summer break with a classic event: the Belgian GP at Spa-Francorchamps. So stay logged on to AUTOSPORT.com all weekend for up-to-the-minute session reports, exclusive news from Jonathan Noble plus opinion and analysis from Mark Hughes, Edd Straw and David Coulthard. There's full coverage of GP2, GP3, MotoGP, F2, NASCAR and the IRC too.



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REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

Sato leads Davidson. Classic stuff indeed



AS LAST week's AUTOSPORT proved beyond doubt, it was better in the old days. But how far back do you have to go to find the point when things were at their best?

While some may yearn for the days of ration books, when you could leave your backdoor open and egg was only available in powdered form, others prefer a time when women didn't have the vote, only the privileged were allowed to drive – tooting like Mr Toad – and racing cars sounded like fighter planes.

There's some residual fondness for the power-dressing times of

boom-and-bust monetarism, mobile phones the size of house bricks and pit closures, but never – even in one of Channel 4's ubiquitous talking head '100 greatest' shows – has anyone ever so much as hinted that 2001 was the pinnacle of humanity's social and sporting endeavours. Until now.

Amazingly, Motors TV has unearthed the 2001 British F3 season for its *Motorsport Memory* show, which is running at unpredictable times across its schedule at the moment. Yes, the era of Sato, Davidson, Courtney, Lotterer, Bruni and Prialux has been edited

down to a mere hour.

Marvel at the sight of 38 cars taking the grid for the Silverstone opener. Gasp as Sato punts off Jamie Spence. Rub your eyes in amazement as the Jaguar team actually wins a race, and sigh as the Prost Junior Team drifts into obscurity.

Down the order, it's not so much a 'where are they now?' as a 'who were they then?', with talents such as Jeffery Jones, Justin Sherwood and Ernani Judice.

True, Carlin was still winning all the races, but in the coms box it was no longer obligatory to pair a seasoned pro with an ex-driver – Martin Haven and Ben Edwards get suitably excited about what was a pretty entertaining season, with some races that actually featured overtaking, and a host of crashes (though Bruce Jouanny's trip into the Thruxton scenery doesn't feature). Classic. *Revved Up*

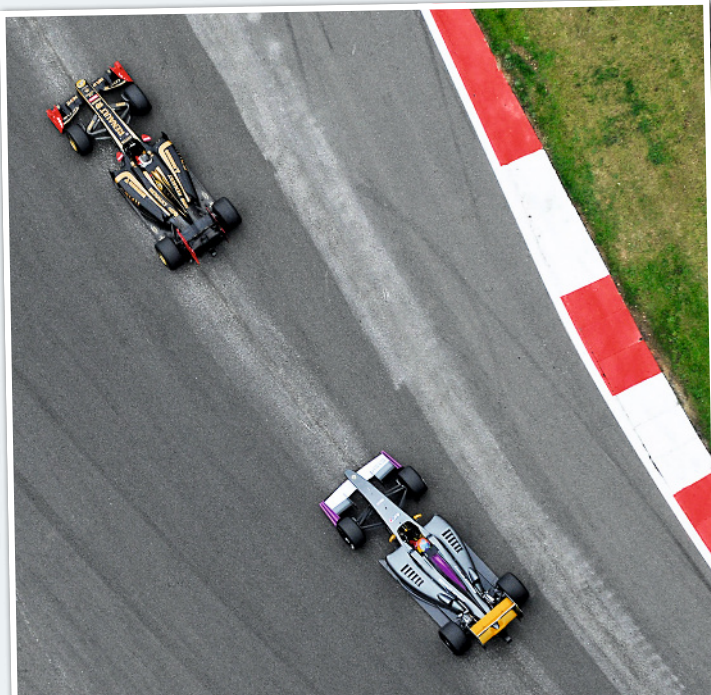
"Down the order in British F3 in 2001 on Motors TV it's not so much a 'where are they now?' as 'who were they then?'"

THE WEEK IN PICTURES

Our lensmen pounding the beat from Texas to Trier



NOW THAT'S WHAT WE CALL A SERIOUS AMOUNT OF HORSEPOWER
David Coulthard and a man on a horse go toe-to-toe (er, wheel-to-hoof?) in Red Bull's publicity stunt in Texas last week. Naaaaay bother, eh DC?



FOLLOWING IN THE WHEELTRACKS OF BIG BROTHER
The new Formula Renault 3.5 chases its Formula 1 sibling around Silverstone during last weekend's World Series bonanza



BEARDED SUPERSTITION PODIUM HILARITY
New Renault Megane Trophy champion Stefano Comini loses his beard after refusing to shave since mid-season



WHY USE ALL FOUR WHEELS WHEN ONE WILL SUFFICE?
Portuguese rally star Bernardo Sousa attacks Rally Deutschland

PICS: PENNINGTON, JAKOBREY, WWW.MCKLEIN.DE, RENAULT-SPORT

FROM THE ARCHIVE

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

"I was disappointed when the clutch failed, but I was even more disappointed seeing where I would've finished"



Clutch failure put Schuey out

TWENTY YEARS AGO TO THE DAY, MICHAEL Schumacher made his stellar Formula 1 debut for Jordan at the 1991 Belgian Grand Prix. His race didn't last long, as the clutch failed on the first lap, but the point had been made. Two weeks later he was a Benetton driver. But that debut remains one of the great 'what ifs?' of Schumacher's career.

"I was disappointed at the moment the clutch failed, but I was even more disappointed seeing the race and knowing where I would have finished," recalls Schumacher. "I was about a second a lap faster than my team-mate [Andrea de Cesaris] and he was running in second position."

The reason for the failure was a mixture of circumstances, Jordan's lack of money, and inexperience, as then-technical director Gary Anderson explains. "We could only run a two-plate clutch on the Ford HB engine because of a crankshaft problem," says Anderson. "So we had a smaller clutch than the other manufacturers and there was more heat. The clutch was an expensive item, so we were running a bit of second-hand stuff. AP Racing had given us some new aluminium hubs. Some teams had a problem with that getting too hot and were using titanium ones, but we couldn't afford that and never had the problem."

Schumacher likely asked a little more of the clutch than was normal at the start too as he leaped to fifth. At La Source, he had to drop the clutch again after having to slow.

"He made a very good start, but had to almost do another start at the hairpin," says Anderson. "That overheated the hub and we lost the drive between the shaft and the clutch plate. If we'd had a titanium plate or a three-plate clutch, it wouldn't have melted. And if we had told him about the clutch, he might have protected it."

De Cesaris climbed to second in the race. With three laps to go, the Italian ground to a halt. But although Schumacher could well have made it into the lead, Anderson suspects that he might have suffered the same fate.

"You can't help but think about what might have happened," says Anderson. "Michael was very consistent, so during the race he would have been half-a-second to a second quicker than Andrea every single lap, but the engine problem might also have happened to him. Cosworth fitted different pistons to the engine, so oil consumption was much higher. They didn't tell us, so we put in our normal quota of oil. The oil level got low so the engine blew up. If we had known, we would have put more in." ❧

THIS WEEK IN...



AUGUST 31, 2006

FELIPE MASSA CLAIMED HIS maiden Formula 1 win in the Turkish Grand Prix at Istanbul Park, but the headlines were dominated by Ferrari's impending signing of McLaren's Kimi Raikkonen to its driver line-up for the 2007 season.

With seven-time world champion Michael Schumacher still uncertain about his own F1 future, there was no word yet on whether the German or his Brazilian team-mate would partner the 'Iceman' at the Scuderia.

Future world champion Sebastian Vettel became the youngest man ever to participate in a GP weekend after driving for BMW during Friday's free practice sessions in Turkey, aged 19 years and 53 days.

Another 19-year-old, Marco Andretti, became the youngest driver to win a major American open-wheel race when he took victory in the IRL IndyCar Series race at Sears Point (below).



PICS: RONDEAU/GETTY

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KARL KLING

■ German Grand Prix ■ August 1, 1954 ■ Mercedes-Benz W196 ■ Faster than Fangio – in identical cars



Kling en route to fourth for Merc at the Nordschleife

I NEVER WON A GRAND PRIX in my career, but the German Grand Prix in 1954 at the Nurburgring was a wonderful day. OK, I didn't win, but I left there with a lot of pride.

The Nordschleife was my home track, and I did many kilometres of testing there. On this particular day though, I was faster than my Mercedes team-mate Fangio.

I had to start from the back of the grid, because my car lost a wheel in practice before I'd been able to set a qualifying time. I passed a lot of cars early on and eventually caught up to Fangio who was leading.

The main thing for us, and I knew this, was that Mercedes should win, and it was quite correct that the team orders should be in Fangio's favour, because he had the best chance to win the world championship. He had already scored a lot of points with Maserati before Mercedes returned to grand prix racing that year.

From quite early in the race, I had a fuel leak, and I knew I would have to stop for extra fuel, which was unusual then as we used to do the whole race on one tank and with only one set of tyres.

"I drove like a madman, quite honestly. Our normal rev limit for the W196 was 8500, but that day I used 9000 most of the way - and I didn't care!"

In my time we had no radio contact with the pits, so the team manager Alfred Neubauer and the others on the team didn't know of my problems in the car.

Of course in the final analysis I would not have attacked him, but I had to go flat-out because I knew

I had to make up the time I would need for refuelling. I drove like a madman, quite honestly. Our normal rev limit for the W196 was 8500, but that day I used 9000 most of the way – and I didn't care!

When I passed Fangio, Neubauer was hanging out pit signals and

shaking them at me reminding me of the orders, but I was not really racing Fangio by then, because as well as the fuel leak I also began to worry about the rear axle. The mounting had broken on one side.

I came into the pits, and they repaired the mounting and refuelled me, and I went back into the race. By then, though, the car wasn't perfect anymore. I finally finished fourth, and Fangio won.

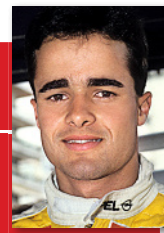
I didn't win the race, no, but I left with a lot of pride that day and great memories; to drive the whole race flat-out at the Nordschleife was not easy. At that place, I would look at my hotel room as I left each morning, and wonder if I would see it again that evening..."
Karl Kling was talking to Andy Hallbery in 1996

IN PROFILE



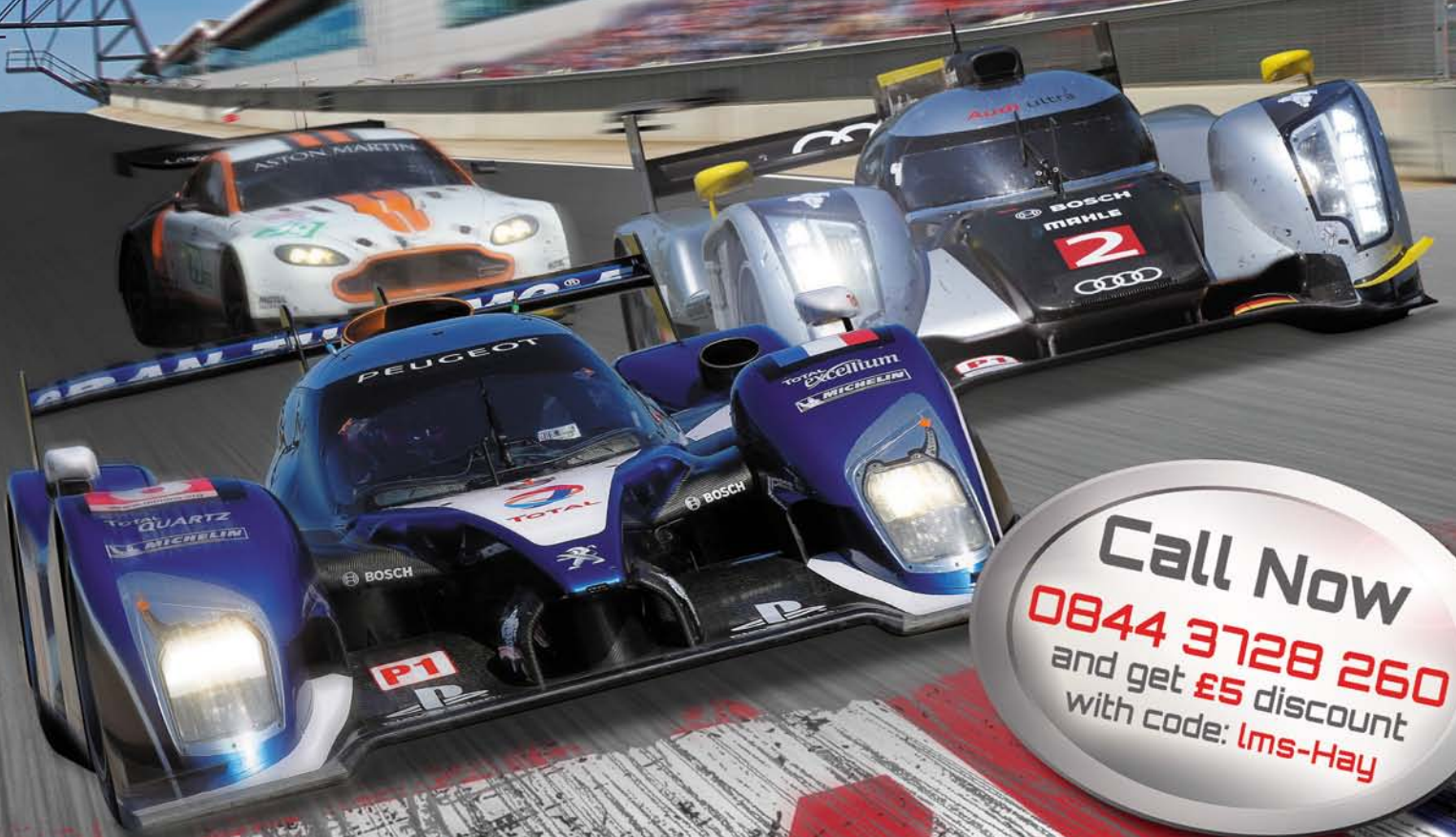
KARL KLING spent almost his entire career with Mercedes-Benz. His biggest win came in the 1952 Carrera Panamericana in a 300SL. He competed in 14 grands prix as team-mate to Juan Manuel Fangio and Stirling Moss. After Mercedes competition boss Alfred Neubauer retired, Kling took over. He remained with the firm for many years, attending most of the European Grands Prix up until the early 1990s, when he was in his 80s. He died in March 2003, aged 92.

NEXT WEEK
Pedro LAMY





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*Rental stated is for Renault Lease. Renault Selections PCP finance product also available. If you choose Renault Lease then you will not own the car. When you have paid the final rental at the end of the contract you can keep using the car and pay an annual rental equivalent to one monthly rental. Advance rental £159 followed by 43 monthly rentals of £159, final rental £3,640. A finance facility fee of £149 will be payable with the advance rental. Guarantees and indemnities may be required. You must be at least 18 and a UK resident (excluding Isle of Man and Channel Islands) to apply. Finance provided by RCI Financial Services Limited, PO Box 149, Watford WD17 1FJ. Authorised and regulated by the Financial Services Authority for the conduct of general insurance business. Available at participating dealers only. Not available in conjunction with any schemes or other offers, please see your local dealer for details. All offers available on new cars when ordered by 30th September 2011. Car shown with optional metallic paint available at an additional £445. All figures correct at time of going to print. We reserve the right to withdraw offers without prior notice. This promotion is open to UK, Channel Islands and Isle of Man residents, 18 years old or over only, with the exception of employees (and their families) of Renault UK Ltd, their suppliers, agents, third parties, employees of authorised Renault Dealerships or anyone professionally connected with this promotion. Entrants must possess a full, clean driver's licence. Test drives available 1/8/11-19/9/11. Closing date for receipt of applications is noon on 20/9/11. Instant rewards will be given to the first 2,000 people to test drive and redeem their code online. Check with your dealership before booking. Concert dates are subject to availability and the date awarded cannot be changed. For full terms and conditions on ticket promotion and a list of dates visit vavavoom.co.uk Internet access required. One entry per person only. Promoter: Renault UK Ltd., The Rivers Office Park, Denham Way, Maple Cross, Rickmansworth, Hertfordshire, WD3 9YS. For full Terms & Conditions visit vavavoom.co.uk