EUROPEAN GP PREVIEW Super-fast Valencia street race set to be the best of season!



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Das Auto.

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FORMULA 1'S WAKE-UP CALL



ON PAPER, at least, F1 2008 is probably the closest season ever, with a locked wheel, or missed apex, the difference between the ignominy of crashing out of Q1 and being in the hunt for the final couple of points.

But while the cars are closer than ever, for the most part the racing has failed to deliver on the excitement of qualifying. As has been the case for the past few years, it's only when the weather tosses up a curve ball that the action is spiced up.

There's no one reason for the dire lack of overtaking, but the design philosophy that has evolved the cars into the most intricate pieces of aerodynamic kit ever seen has contributed enormously to the problem by making them super-sensitive to the aero wake caused by the car ahead.

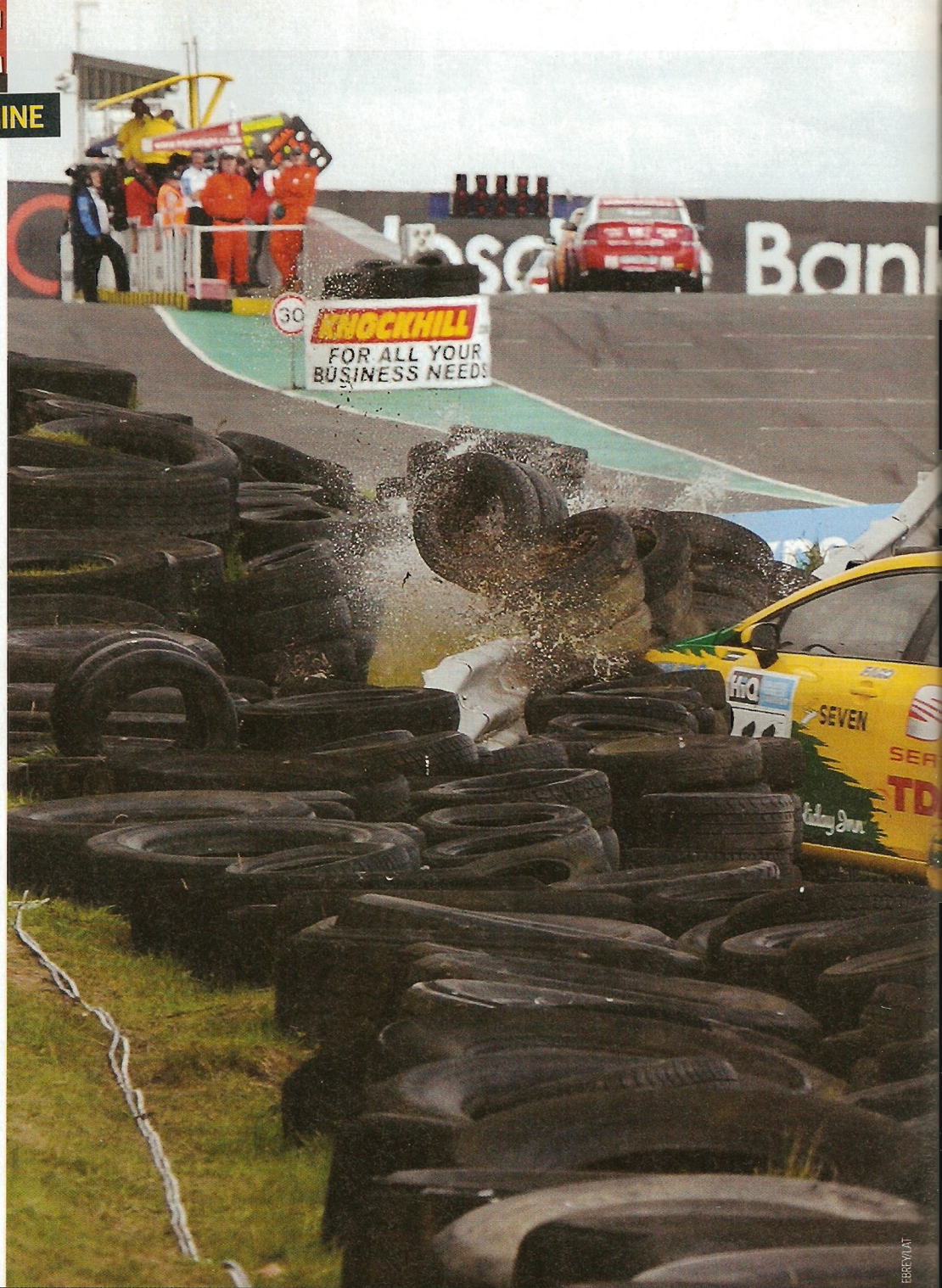
Thankfully the powers that be have woken up to the problem that the average punter has been painfully aware of for the best part of a decade, and the radical overhaul of regulations for 2009 offers us the tantalising prospect of a genuine improvement in the quality of racing.

As a renowned F1 designer, Autosport's Gary Anderson is perfectly qualified to assess the impact of the new regulations (see p34). Last year he outlined his own blueprint for the tech regs that would bring back overtaking, and many of his ideas have been incorporated into the rules for 2009.

Of course, until we see the cars running in a pack on track for the first time there will be no true way of knowing how successful the changes have been. But the fact that the problem has been identified and a fix implemented is a huge step in the right direction.

The wildcard element of Kinetic Energy Recovery Systems (KERS) is a potentially thrilling addition, too. The creation of a 'boost button' should also aid passing, and also opens up the door for one of the less-established teams to steal a march on some of the old guard.

ANDREW VAN DE BURGT
EDITOR



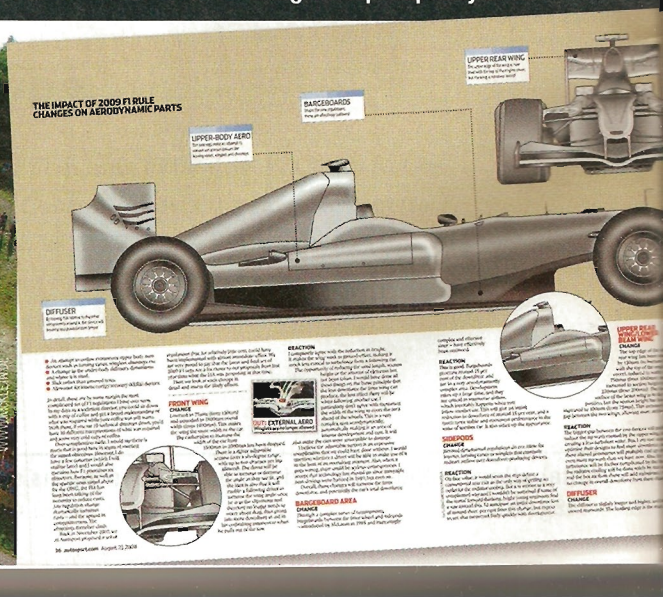
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Autosport tech guru Gary Anderson explains the raft of new Formula 1 regulations designed to spice up next year's show





August 21 2008

COVER IMAGE ROLF SCHEPP/LINEALE DESIGN
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"I'M STILL MYSTIFIED ABOUT HOW IT HAPPENED"

JASON PLATO LEFT CLUELESS OVER HOW HIS DOMINANT KNOCKHILL BTCC WEEKEND ENDED IN THE TYREWALL

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TOP STORY

VALENCIA PREVIEW



STREET RACE COULD BE WORLD TITLE WILD CARD

Safety car periods, crashes – almost anything could happen in the European GP

DRIVERS' CHAMPIONSHIP contenders Lewis Hamilton, Kimi Raikkonen, Felipe Massa and Robert Kubica head into the unknown in this weekend's inaugural grand prix at Valencia, a race which could provide an unexpected twist in the eventual destiny of the title because of a number of potential pitfalls.

As well as being a brand new circuit – the first time the drivers hit the track will be in Friday morning's opening free practice session – it has only held one race meeting to date. What's more, most are expecting the race to be one of the most dramatic of the season, with potential for one or more of the title contenders to not finish on the streets of the Southern Spanish city.

"Anybody who's studied any onboard footage of the circuit will be mindful of the proximity of the concrete barriers in certain areas," said McLaren F1 CEO Martin Whitmarsh. "Clearly we'll be packing plenty of spares, but hoping we won't need to use them!"

WATCH OUT FOR THE WALLS

With little run-off in some areas of the track and the circuit's operators only having had one previous meeting to hone their recovery skills, at least one safety car period is almost inevitable.

As at the German Grand Prix, where Renault's Nelson Piquet leaped from the back of the field to finish second, this could mix up the order and allow several of the unfancied drivers to leapfrog the established frontrunners. With a new track surface, it is also expected to be relatively low grip off-line, meaning that mistakes will potentially be punished hard.

Despite the question marks over how the weekend will go, current championship leader Lewis Hamilton is not approaching the weekend any differently.

"Going to a new circuit doesn't really change my preparations: everybody's in the same situation, so I don't treat things very differently," he said. "Of course, we've done some preparation back at the McLaren Technology Centre ahead of this race, but our main focus will still be the three free practice sessions ahead of qualifying. I'll be working closely with my engineers to make sure we start with a good baseline and work hard to strengthen it as we go through the weekend."

FINDING THE RIGHT SET-UP

With just four hours of track time before Saturday afternoon's qualifying session, getting the setup correct in such a limited time is going to be essential.

But it's not as simple as bolting on a Monaco set-up and away you go. The Valencia track is far higher speed than Monaco, meaning that the teams will opt to run less downforce than they do in the Principality.

"If you compare Valencia with Monaco, you're talking about two street circuits, but with very distinctive characters and very different challenges for the cars," says BMW Sauber technical director Willy Rampf. "In Valencia, we will be racing with a lot of downforce, but not with the maximum that Monaco demands."

With no previous race data this gives a chance for teams like BMW Sauber, which has recently slipped back into the fight for fourth with Renault, Red Bull and Toyota, a chance to spring a surprise by hitting the ground running and stealing a march on the opposition.

NO ORDINARY STREET TRACK

Valencia is also unusually fast for an orthodox street track – particularly in comparison to Monaco and Singapore.

With the average lap speed expected to be in the region of 125mph, compared to less than 100mph for Monaco, and the cars on full throttle for around 68 percent of the lap, compared to 60 percent for Monaco, it will be hard on the car – and the accidents will be bigger.

This also has implications in terms of reliability. Although the teams can change engine and gearboxes for Friday practice, the imperative to maximise the track time at a relatively fast circuit could put more strain on these vital components.

2008 DRIVERS POINTS

1 Lewis Hamilton	62
2 Kimi Raikkonen	57
3 Felipe Massa	54
4 Robert Kubica	49



DPPI

The streets of Valencia are faster than Monaco's

NEW TRACKS: THE LAST SIX FIRST-TIME RACES



Sepang 1999

Winner: Eddie IRVINE (Ferrari)

In his first race back after a broken leg, Michael Schumacher proved a useful number two by orchestrating a win for Eddie Irvine. McLaren had fair speed, but title contender Mika Hakkinen was boxed in by Schumacher for most of the race.



LAT

Indianapolis 2000

Winner: Michael SCHUMACHER (Ferrari)

F1's return to the Brickyard was a disaster for McLaren. David Coulthard endured a penalty for a jumped start and an extra pitstop due to a strategy error, while Mika Hakkinen's engine expired. From there, Ferrari's win was a formality.



BELLANCA/LAT

Sakhir 2004

Winner: Michael SCHUMACHER (Ferrari)

Schumacher started from pole, and over the opening 15 laps pulled away from team-mate Rubens Barrichello at a rate of about a second per lap. Job done. A pair of engine failures ended the race early for both McLarens.



"WE'LL PACK PLENTY OF SPARES, BUT HOPE WE WON'T NEED THEM"
MARTIN WHITMARSH





CIRCUIT GUIDE, p8



Shanghai 2004

Winner: Rubens BARRICHELLO (Ferrari)

A rare off weekend for Schumacher – who started from the pitlane – allowed Barrichello to shine. Raikkonen was third for McLaren after running out of laps to chase down Jenson Button, but Coulthard's race was ruined by a puncture.



Istanbul 2005

Winner: Kimi RAIKKONEN (McLaren)

A comfortable win for Raikkonen, although an error by Montoya three laps from the end cost McLaren a one-two. Ferrari was nowhere – Schumacher failed to finish after hitting Webber, and Barrichello was off the pace all weekend.



Fuji 2007

Winner: Lewis HAMILTON (McLaren)

Fuji conjured up some appalling weather for F1's switch from Suzuka. Lewis Hamilton splashed around faster than anyone to win, but Alonso ended up in the barriers. Raikkonen and Felipe Massa got the Ferraris home in third and sixth.

VALENCIA PREVIEW

CIRCUIT GUIDE



By Giorgio Pantano, GP2 Series points leader

"Valencia is not a typical street circuit because it lacks any really technical sections. It's more like Montreal, with its long straight, hard braking points, and slow chicane. There is nothing too difficult, to be honest. I don't think you can take a lot of risks because of the barriers, although the track is quite wide in most parts. What worries me is the lack of technical areas means there are not many spots where you can really make a difference; not many places where you can try to gain some tenths. But there are some good places for overtaking, so if you qualify badly then you have a chance to recover, and there is potential for good racing."

Overtaking point: TURN 2

"For sure one overtaking point is the first chicane, after the start/finish line. You are on full throttle coming out of the right-hander that leads onto the main straight, so you can get a run on someone going into that corner."

Key point: BRAKES

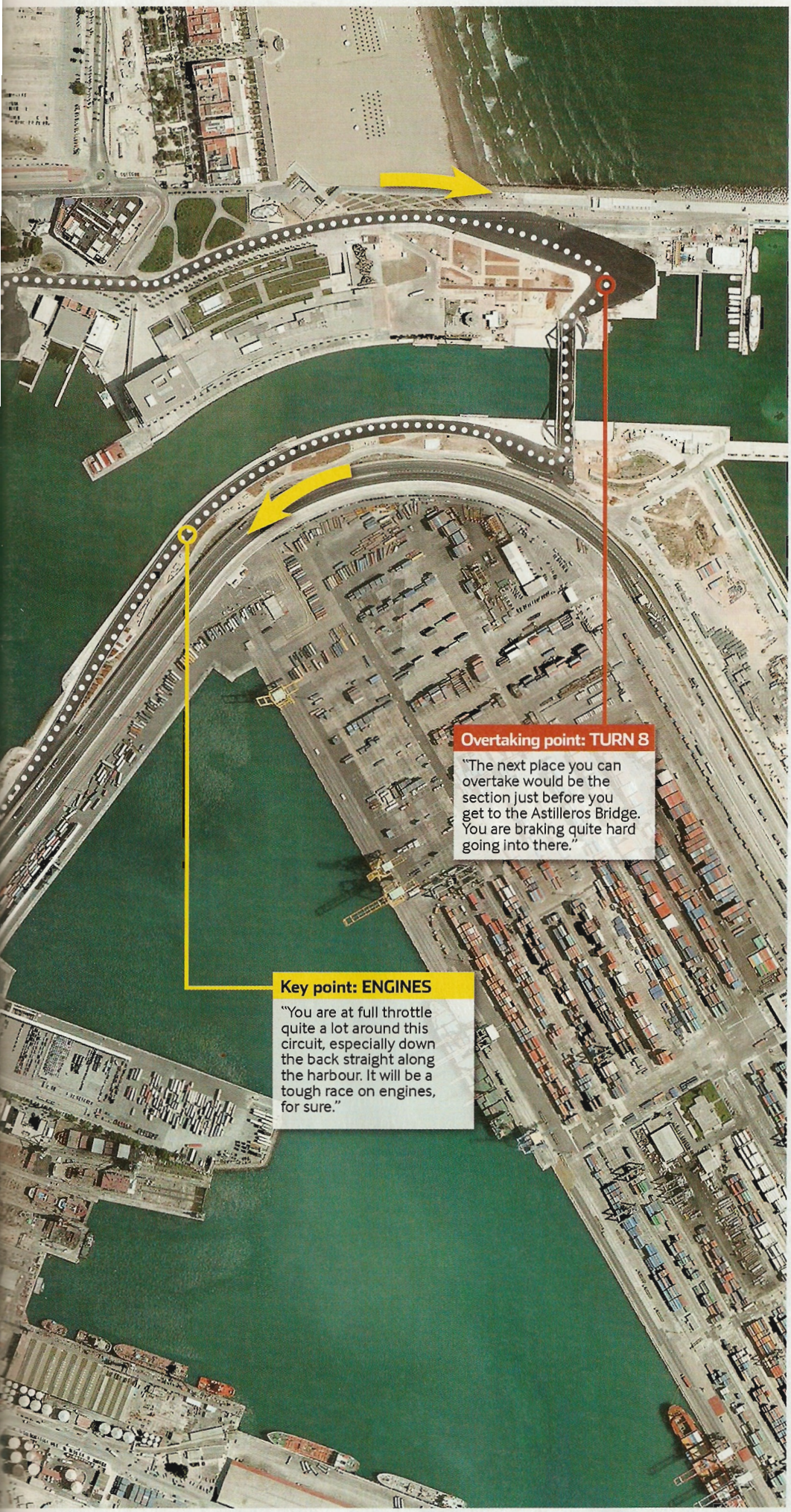
"It will be good for overtaking but difficult for the brakes, because there are so many heavy braking points. There are four or five places where you are coming in very, very hard and then braking heavily for a slow corner."

START/ FINISH

PIT LANE

Overtaking point: TURNS 12 AND 17

"The third good place for overtaking is the end of the long straight that comes after the bridge. You go down there very fast and it leads into a corner that is quite slow, so again you are very hard on the brakes. And just after that is the hairpin – another place where you come in fast and then brake hard, so you can also pass a slower car going into there."



GRAPHIC: ALAN ELDRIDGE

EUROPEAN GP RECENT RESULTS

*All Nurburgring

2007

POS	DRIVER	TEAM
1st	Fernando Alonso	McLaren-Mercedes
2nd	Felipe Massa	Ferrari
3rd	Mark Webber	Red Bull-Renault
4th	Alex Wurz	Williams-Toyota
5th	David Coulthard	Red Bull-Renault
6th	Nick Heidfeld	BMW Sauber
7th	Robert Kubica	BMW Sauber
8th	Heikki Kovalainen	Renault

POLE Kimi Raikkonen Ferrari 1m31.450s

2006

POS	DRIVER	TEAM
1st	Michael Schumacher	Ferrari
2nd	Fernando Alonso	Renault
3rd	Felipe Massa	Ferrari
4th	Kimi Raikkonen	McLaren-Mercedes
5th	Rubens Barrichello	Honda
6th	Giancarlo Fisichella	Renault
7th	Nico Rosberg	Williams-Cosworth
8th	Jacques Villeneuve	BMW Sauber

POLE Fernando Alonso Renault 1m29.819s

2005

POS	DRIVER	TEAM
1st	Fernando Alonso	Renault
2nd	Nick Heidfeld	Williams-BMW
3rd	Rubens Barrichello	Ferrari
4th	David Coulthard	Red Bull-Cosworth
5th	Michael Schumacher	Ferrari
6th	Giancarlo Fisichella	Renault
7th	Juan Pablo Montoya	McLaren-Mercedes
8th	Jarno Trulli	Toyota

POLE Nick Heidfeld Williams 1m30.081s

2004

POS	DRIVER	TEAM
1st	Michael Schumacher	Ferrari
2nd	Rubens Barrichello	Ferrari
3rd	Jenson Button	BAR-Honda
4th	Jarno Trulli	Renault
5th	Fernando Alonso	Renault
6th	Giancarlo Fisichella	Sauber-Petronas
7th	Mark Webber	Jaguar-Cosworth
8th	Juan Pablo Montoya	Williams-BMW

POLE Michael Schumacher Ferrari 1m28.351s

2003

POS	DRIVER	TEAM
1st	Ralf Schumacher	Williams-BMW
2nd	Juan Pablo Montoya	Williams-BMW
3rd	Rubens Barrichello	Ferrari
4th	Fernando Alonso	Renault
5th	Michael Schumacher	Ferrari
6th	Mark Webber	Jaguar-Cosworth
7th	Jenson Button	BAR-Honda
8th	Nick Heidfeld	Sauber-Petronas

POLE Kimi Raikkonen McLaren 1m31.523s

TYRE CHOICE

SOFT/SUPERSOFT

WEATHER FORECAST

FRIDAY	SATURDAY	SUNDAY
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VALENCIA PREVIEW

THE BIG QUESTIONS

The talking points ahead of this weekend's European GP



Valencia is F1's first new street track for 12 years

IT'S THE FIRST TIME THAT FORMULA 1 CARS WILL HIT THE TRACK AT VALENCIA. WILL THE TRACK TAKE THE HEAT?



MARK HUGHES
GRAND PRIX EDITOR



GARY ANDERSON
TECHNICAL CONSULTANT

Will the track surface stand up to a grand prix weekend?

Yes. I guess the question is based on Montreal's surface problems. But Valencia doesn't suffer the extreme winter of Montreal. Also, they had no surface problems in the F3 and GT races held there. The more vicious acceleration of F1 might make a problem apparent, but I doubt it.

The majority of the surface should be well matured by the time the F1 circus arrives in Valencia. With very high track temperatures expected, any problems that do occur will be in the braking areas as the sheer force an F1 car generates during braking could create ripples in the braking areas.

Has Toyota taken the initiative in the battle for fourth?



Toyota looks good on a track with lots of downforce. Valencia will demand a more aero efficient car. That may favour Red Bull but the track will also demand good traction, not a Red Bull strength. It's quite open.

Toyota had an impressive weekend in Hungary, but then so did Renault. As the season progresses I expect Renault to be a little more consistent than Toyota so the battle for fourth place is still on. They will need to keep an eye on Red Bull but I think the battle is between Toyota and Renault.

Will Ferrari be able to surprise McLaren again?

McLaren and Ferrari are evenly matched at the moment and both will have been flat-out during the break developing their cars. Which of them is quicker at Valencia will be more about that than anything else. That said, slow short-duration corners could be bad news for Ferrari's qualifying prospects.

McLaren can get its front tyres working better over one qualifying lap and Ferrari seems to be better over a long run. There are overtaking opportunities, so expect some real racing.



What kind of set-up does the track require?

Adequate brake cooling with minimal aerodynamic cost will be very important. The car will need some compliance to give good feedback through the slow turns and good traction coming out of them. Braking stability will be very important as the slightest imbalance could have you into the wall.

Low-speed mechanical grip and very good traction is the order of the day for Valencia, a downforce set-up similar to or a little more than that used in Montreal. The straights are quite long so that will help open up overtaking opportunities in the race.

How important will strategy be at a track seemingly made for safety cars?

Not so much strategy as luck – your position relative to your refuelling window when the safety car comes out. Curved balls could be thrown during the race and the strategists will have thought through every conceivable turn of events in advance.



Normal strategy will be a two-stop race, but we will see the odd safety car so luck could play a part. A team coming up to its scheduled stop should look out for anyone that is overdriving or in a battle. If those end in tears, an earlier stop could be beneficial.

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VALENCIA PREVIEW

FORMULA 1'S STREET FIGHTERS

WITH VALENCIA the first of two new street circuits – along with Singapore – featuring in the world championship run-in, how quick the title contenders thread their cars between the walls could be a major factor in deciding the destiny of the 2008 world title. Both Kimi Raikkonen and Lewis Hamilton have won the Monaco Grand Prix, but they've got some way to go to match the street-fighting reputations of these drivers



Graham Hill
Dubbed 'Mr Monaco', Graham Hill claimed five wins in the Monaco GP, winning from 1963-65 and 1968-69. His greatest drive came in 1965, when he fell to fifth after a clash with a backmarker but set several new lap records on his way to victory for BRM.

Michael Schumacher
A master at Monaco – the greatest of Schuey's five victories in the Principality came in 1997. In treacherously wet conditions, he beat the Stewart-Ford of Rubens Barrichello by almost a minute.

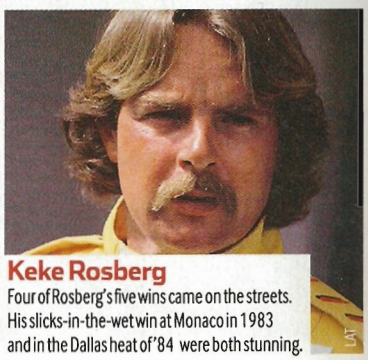


John Watson
So you can't overtake on a street circuit? If your name's Watson you can. After winning from 17th at Detroit in 1982, he triumphed from 22nd on the grid at Long Beach in '83!





Ayrton Senna
The most successful F1 driver to grace Monte Carlo, Senna won there six times, not to mention a further seven street wins in Detroit, Phoenix and Adelaide. Only hitting the Portier barrier while leading at Monaco in '88 blotted his record.



Keke Rosberg
Four of Rosberg's five wins came on the streets. His slicks-in-the-wet win at Monaco in 1983 and in the Dallas heat of '84 were both stunning.

FROM THE PIT WALL

McLAREN F1 CEO MARTIN WHITMARSH



On the challenges of preparing for Valencia, simulations and the new track

WHAT ARE YOUR THOUGHTS ON VALENCIA?
It looks like a challenging circuit, one that's going to be interesting to learn. There are a lot more corners than you ordinarily get on an F1 track – 24 when the average is probably 14. It's very different from any other track, and that's quite exciting. It'll be interesting for the drivers, the engineers and everyone else. There's still a lot to learn in terms of architectural topography, cambers and that sort of thing. Whether it will be as enduring as Monaco I don't know, but in the years to come we will all know the names of the corners, and drivers will be used to it from the age of seven when they got it on their gaming console!

WHAT SORT OF PREPARATION HAVE YOU DONE?
We sent a survey team down. We do that for our analysis and simulations. And then we obtained on-board footage from the F3/GT meeting, just to enhance and give texture to our simulation.

IS THE INFORMATION YOU GET FROM THE ORGANISERS NOT ACCURATE ENOUGH?
This is not meant to be a criticism, but typically they give us a circuit map, but that does not have the resolution and fidelity that you need for the sort of work that F1 teams now do. So you're more or less obliged to go down there.

SO WHEN WAS THE SIMULATION READY?
Our simulation was up on July 21. In fact we put a driver in the simulator who then went down to Valencia and participated, and then we asked for their feedback. I don't want to embarrass the driver by naming him – it was not a GP2 driver, someone in the GT event.

HAVE THE RACE DRIVERS TRIED IT?
They were due in [the simulator] this week. But good drivers have a remarkable ability to learn circuits. To some extent that element of our work is often overstated. In fact it's an engineering exercise. Frankly that's probably less interesting to the public than the idea of the driver learning the circuit! The idea of engineers looking at gear ratios and steering rack speeds doesn't grab the imagination, understandably.

ARE BRAKES GOING TO BE CRITICAL?
I don't think it's as hard as Canada on the brakes, but it will be reasonably hard. But also what varies is the amount of traction, and the biggest difficulty you've got in these simulations is to know how good the asphalt is.

IS IT IMPORTANT NOT TO BE DISTRACTED BY A DIRTY TRACK ON FRIDAY?
Yes. You can turn up there, the track can be in poor condition and you can panic. That can be very misleading.

IS WIND LIKELY TO BE A FACTOR?
It could be, and F1 cars are greatly affected by wind. If you put something that close to the sea then there is a real danger. It's one thing if there is a continuous 15 knots south westerly, and you tune the car to that. But if it's gusty or swings around it will be difficult, especially now that on Saturday morning you determine your ratios and your aero balance for the start of the race. For the drivers the biggest thing is the confidence of when to brake.
Martin Whitmarsh was talking to Adam Cooper



De la Rosa has been in action in the McLaren simulator

VALENCIA PREVIEW



WARMING UP ON DUTCH STREETS

Toyota's Jarno Trulli was among the F1 stars to run in last week's Rotterdam street demo. Force India's Giancarlo Fisichella and ex-Red Bull racer Robert Doornbos (Renault) also drove

F1 HEADS INTO THE UN

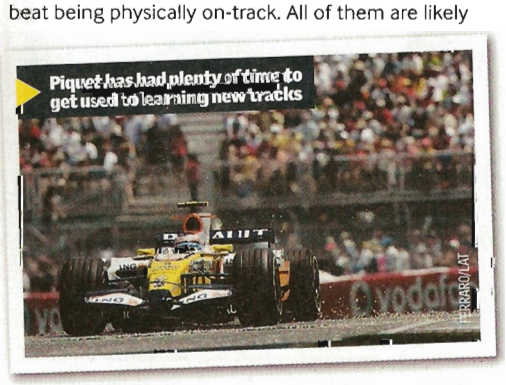
Track simulation will only give the F1 fraternity a rough idea of what to expect at Val

WHEN THE Formula 1 circus rolls out onto the Valencia street circuit for the first time for free practice tomorrow morning (Friday), there will still be unanswered questions, despite thorough preparation for the inaugural event.

All the teams will have paid visits to the circuit in recent months – many to the Spanish F3/International GT Open Championship dress rehearsal meeting last month. However, despite countless hours of simulation work both for drivers and technical crews, the full picture won't be complete until the drivers first venture onto the 3.401-mile track.

HOW THE DRIVERS PREPARE

Valuable technical preparation aside, a driver can't beat being physically on-track. All of them are likely to take a walk around the circuit in the days leading up to the grand prix weekend to try to get a better idea of the way the car will behave dynamically on the track.



Piquet has had plenty of time to get used to learning new tracks

Red Bull Racing's Mark Webber said: "We've got a few things to get prepared, like simulators. There are ways to get your head around the track and then you calibrate all the computer bullshit into what we do!

"Computers do not pick up bumps and that sort of stuff. We know where the track's going, but to get an idea of how the car is going to feel and the grip, I'll tune into that pretty quickly in two or three laps."

That process will start even before getting behind the wheel, with the drivers working hard to work out how their cars will behave.

Force India's Giancarlo Fisichella said: "We're going to do a lap walking and with a motorbike. There are websites where you can watch laps from the GT and F3 race, so it's going to be quite important to know the circuit in your mind. It looks like a very interesting circuit – very quick with some interesting corners."

But all this preparation is just data to be stored and applied once you actually hit the track. Renault's Nelson Piquet, who has had plenty of practice of new circuits in his first season as an F1 racer, believes that only by driving can you get a real feel for the track.

"You have to wait until Friday," said the Brazilian. "We got an FIA scan of the track which gave the engineers some idea of gear ratios and stuff like that, but for us you need to drive to get the feeling.

"I try to memorise it before going there and try to spend as much time as possible on track in free practice to get the most out of it."

HOW TEAMS WILL APPROACH THE EVENT

While the drivers inevitably favour seat-of-the-pants reality over simulations, the teams can benefit hugely from their work in the build-up to the race.

This means that teams will take to the track on

Q&A HIROHIDE HAMASHIMA



How did Bridgestone go about selecting the tyre compounds for Valencia?
When we got the layout of the Valencia circuit a few months ago we estimated the lateral and longitudinal forces and the maximum speeds in co-operation with a few teams. Then, a month ago, we checked the surface by lazer scanning and finalised the specification. We will be running the soft and the super soft tyres.

How accurate is the lazer scanning – does it give you a very precise indication of how the tyres will work?
So far it has been very accurate. We always check the track surface, not only with the new circuits but also with the regular ones. Then, after the race, we check the correlation between our expectations and what actually happened during the weekend.



BAVARIA CITY RACING


DPP

NEW-LOOK NURBURGRING UNDER CONSTRUCTION
Work is well underway on the redevelopment of the main grandstand complex – dubbed Project 2009 – at the Nurburgring, which will return to the F1 calendar next season



BOB HEATHCOTE

GLOCK WINS TOYOTA 'RACE OF LEGENDS'
Timo Glock triumphed in last weekend's 'Race of Legends' at Laguna Seca. He beat a raft of former F1 aces – including Jean-Pierre Jarier, Patrick Tambay and Alan Jones – in Toyota Scions

KNOWN

ncia, as EDD STRAW explains

Friday with a ballpark set-up already dialled into the car and gear ratios accurately set.

Force India technical director Mike Gascoyne confirmed the approach: "Obviously we've got track maps and we do all our simulation work for every circuit based on the current car," he said. "From the simulation we can work out lines, gear ratios and that kind of thing.

"The information we don't get is what kerbs you can use or not use, what the asphalt/tyre integration is going to be like, so there are more unknowns. The general simulation work gives us an idea, but you have less data."

And it's that lack of data that could make the European Grand Prix one of the most unpredictable of the year.



FERRARI/LAT

Force India tech boss Mike Gascoyne is searching for data

RACE ODDS

Lewis Hamilton	Evens	Mark Webber	100/1
Kimi Raikkonen	5/2	Sebastian Vettel	125/1
Felipe Massa	3/1	Nico Rosberg	150/1
Heikki Kovalainen	10/1	David Coulthard	150/1
Robert Kubica	25/1	Sebastien Bourdais	200/1
Fernando Alonso	33/1	Rubens Barrichello	200/1
Nick Heidfeld	50/1	Kazuki Nakajima	200/1
Timo Glock	80/1	Jenson Button	200/1
Jarno Trulli	80/1	Giancarlo Fisichella	250/1
Nelson Piquet	100/1	Adrian Sutil	250/1

IT GETS harder and harder to find value in F1 betting, but there's still money to be made. Massa at 3/1 is quite generous, while a punt on Coulthard to score points has a decent chance of paying out well.

ODDS SUPPLIED BY LADBROKES

TV, WEB AND RADIO

FRI AUGUST 22
0855-1035 Free practice 1 (FIVE LIVE SPORTS EXTRA) LIVE
1255-1435 Free practice 2 (FIVE LIVE SPORTS EXTRA) LIVE

SAT AUGUST 23
0955-1105 Free practice 3 (FIVE LIVE SPORTS EXTRA) LIVE
1200-1430 F1 qualifying (ITV1) LIVE
1255-1430 F1 qualifying (FIVE LIVE SPORTS EXTRA) LIVE

SUN AUGUST 24
1030-1200 Qualifying replay (ITV4)
1200-1510 European Grand Prix (ITV1) LIVE
1255-1430 European Grand Prix (BBC RADIO FIVE LIVE) LIVE
2245-2345 European GP highlights (ITV1)

autosport.com
Keep up to date with all the latest news from Valencia on the Autosport website

IN BRIEF



FERRARI/LAT

Brundle and ITV escaped censure over 'Pikeygate'

NO ITV PUNISHMENT
ITV has not been punished after complaints over Martin Brundle using the word 'pikey' while interviewing Bernie Ecclestone prior to the Canadian Grand Prix. ITV and broadcasting regulatory body Ofcom received a combined total of 36 complaints.

KEMBLE NOISE CONCERNS
Popular Formula 1 shakedown venue Kemble airfield is facing noise issues after the local council received a number of complaints last week. Renault, Force India and McLaren were all in action on the Gloucestershire airfield during the mid-season break.

DINO TOSO: 1969-2008
Former Renault F1 director of aerodynamics Dino Toso lost his fight with cancer last week. Toso, who also worked at Jordan during his motorsport career, played a part in Renault's title years in 2005-06.

SUTIL CHANGES HIS LID
Force India's Adrian Sutil has adapted his helmet colours for this weekend's European Grand Prix. The German's livery now uses burgundy and gold as its base colours, rather than yellow, orange and green, to better match the Force India team's livery.

HEIKKI: MORE TO COME
McLaren's Heikki Kovalainen believes he still needs to improve despite claiming his maiden Formula 1 win in the Hungarian Grand Prix. He said: "The win doesn't change too much – I still believe I am improving and learning."

SYMONDS GUNS FOR P3
Renault director of engineering Pat Symonds has targeted his team ending the season with the third-best car. He said: "The performance in Hungary gives me confidence that we can end the season with the third fastest car."


COATES/LAT

Symonds has got his eye on BMW Sauber's pace

THE WEEK IN PICTURES

DPPI

MEN IN SKIRTS

Motorbase BTCC team boss Dave Bartrum had to wear a kilt at Knockhill. It was series chief Alan Gow's punishment for him being late for the drivers' briefing at Snetterton. His drivers, Steven Kane (left) and Rob Collard (right), were 'persuaded' to join him



EBREY/LAT

ANDERSON GETS INTO A BIT OF A SPIN

Autosport's Ben Anderson would like to apologise for ruining ITV4's live viewers' enjoyment of Sunday's Porsche Carrera Cup GB race at Knockhill when a rubbish spin meant he got stuck on the grass, causing a safety car. If you'd like to join the rest of the office in hurling abuse at him for this, his email address is ben.anderson@haymarket.com



BLOXHAM/LAT



ROCKY ROAD

Audi Le Mans Series leader Mike Rockenfeller might look quick exiting the pits in this arty shot on his way to a podium finish at the Nurburgring, but Audi was trounced by Peugeot. He'll have to be even quicker at Silverstone next month

Autosport Art
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QUOTES OF THE WEEK



LAT SOUTH

"We only had to sedate him for about four days, at which point you have the subliminal messages just replay over in a loop. It worked really well"

Tony Stewart on the lengths he had to go to prize Ryan Newman away from Penske and into his new Stewart-Haas team for next year's NASCAR Sprint Cup

"We don't have senses of humour. Very dull, quiet people, me and Ryan"

Stewart sells himself and Newman a little short. Pull the other one, Tony!

"It's like riding around your living room on a BMX"

On his 100th Porsche Carrera Cup start, ex-BTCC champion Tim Harvey explains the complexities of racing one of the rear-engined monsters around Knockhill

"It was a surprise to see them all walk into the room in their underwear"

Gigi Galli gets a shock when a bunch of his WRC mates visit him in hospital dressed only in their Nomex gear

"I think he's taken me off earlier in the year, but I resisted doing the same to him"

British GT racer Joe Osborne keeps it clean in the GT4 lead battle with Matt Nicoll-Jones at Silverstone

"He shouldn't have resisted. You should have heard what he was saying about Matt the other night"

Rob Austin, who finished third behind Osborne and Nicoll-Jones

RUN FOR YER LIFE

This rally-goer wanted to get a closer look at the action on Rally Germany, but he got a little more than he bargained for when JWRC driver Stefano Albertini made a bee-line for him after going off. Notice how there is no Usain Bolt-style showboating going on...



WWW.MICKLEMDE

WALKER'S FLOWER POWER

James Walker demonstrated his Fortec Renault 3.5 racer on his home island of Jersey during its 'battle of the flowers' event



SHARK SPOTTED IN GERMAN FORMULA 3

German F3 Cup team Neuhauser Racing ran a Formula 1-style shark fin engine cover on its 2007-spec Dallara at the Nurburgring last weekend. Gerhard Tweraser's best finish was a seventh place, and he punted Hamad al Fardan into a roll



Al Fardan was hospitalised after this roll but released without injury

SUSAN ROSSBACH

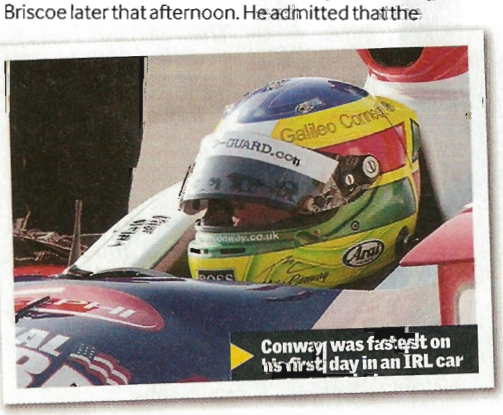
SUSAN ROSSBACH

CONWAY LOOKS TO AMERICAN FUTURE

GP2 race winner considering options after successful IndyCar test with Panther

MIKE CONWAY is considering a switch to American racing in 2009 after a strong test with IndyCar Series squad Panther Racing at Sears Point last week.

The GP2 race winner set the fastest time of the second day with a 1m17.39s lap on Thursday morning, two-tenths quicker than the time set by Penske's Ryan Briscoe later that afternoon. He admitted that the encouraging results meant that America could figure in his plans for next year.



Conway was fastest on his first day in an IRL car

"At the moment we are trying to keep our options open for next year, but it's something that we are obviously looking at," he told Autosport.

"The test came up quite suddenly. IndyCar is not something we'd really thought about in depth, but it is something that is really worth considering. The racing is pretty different over there, with the ovals. I watched the Kentucky race while I was there, and it was really good. There was lots going on, and it looks really good.

"So far, it has been impressive. But we're still focused on racing in GP2 for the rest of the year, and all of the commitments that we have with Honda, and just keeping things open at our end."

The 24-year-old said that the renewed strength of the series since unification was another draw of moving.

"You've got some good drivers there and it's a good series," he said. "I really enjoyed the test and I have to thank Honda and Panther Racing for the chance to drive the car."

Conway, a product of Honda's Young Driver Development programme, scored his first GP2 win in the sprint race at Monaco in May, and sits 11th in the points.

Q&A MIKE CONWAY



Did it take long to get used to the car?
Not really. There is a lot to take in, but it wasn't a really difficult car to drive. It's got similar power to a GP2—well, I think the Indycar has a bit more power, but it also has a bit more weight, so it feels similar to a GP2 car.

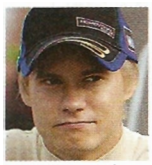
How do the grip levels compare?
Not that different. They've got slicks as well, and through the high-speed corners there was quite a bit of grip. In the slower-speed sections it wasn't quite as responsive as a GP2, but it was set up quite differently—these cars were originally designed to run on ovals, so they're quite soft.

How would you feel about racing on ovals?
I'd love the opportunity to go on an oval. They look really impressive. It would be good to get an impression of what it actually handles like on an oval.



HOHENTHAL PULLS OUT OF BRITISH F3

SEBASTIAN Hohenthal will not contest any more rounds of this year's British Formula 3 series after missing Silverstone last weekend, but could return to Fortec Motorsport for Macau at the end of the year.


Hohenthal

The Swede has performed below his expectations in the championship and has decided to step down now that the title is out of reach.

"My goal was to win the championship, or at least be fighting in the top three," he said. "Half way through it was looking okay, but Brands and Spa were not good. Now we're not able to fight for the title it's a tough decision to stop but it has to be made if we can't achieve what we want to do."

Hohenthal's last-minute decision meant Fortec only ran two cars at Silverstone and will take two to Bucharest this weekend, but team boss Richard Dutton says the third car will be filled for the season finale at Donington Park.

"It was a bit too short notice for Romania," Dutton said, "but we'll definitely have a third driver at Donington. Ideally, it will be someone who we plan to run next season, maybe one of our drivers from Formula Renault.

COLEMAN MAKES CUP BOW AT MICHIGAN

Brad Coleman made his NASCAR Sprint Cup debut in Sunday's Michigan round. The 20-year-old finished 38th in Hall of Fame Racing's Toyota Camry. HoF recently sacked regular driver JJ Yeley



LAT SOUTH

TEAM USA LINK TO ANDRETTI GREEN

LEADING INDYCAR Series team Andretti Green Racing has been tipped for a deal with A1 Team USA for next season.

Autosport understands that the American team is set for an overhaul ahead of the fourth season of A1GP, and reports have emerged suggesting that Andretti Green is the favourite to land the job of running the outfit.

AGR currently runs an American Le Mans Series programme alongside its IndyCar efforts, but it is unclear at the moment if the sportscar project with Acura will continue in 2009.

The team's two young American drivers from IndyCar – Marco Andretti and Danica Patrick – have also been linked to A1GP. Both would be available for the season opener at Mugello.

CARLIN RETURNS TO A1GP WITH KOREA

MULTIPLE BRITISH Formula 3 champions Carlin Motorsport will return to A1GP next season with Team Korea.

The British squad ran teams in the first two seasons of A1GP, but it sat out last season. Despite running more than one car in the past, team boss Trevor Carlin said that the plan is to focus solely on the Korean squad.

"Part of the thinking behind this deal was that we'd concentrate all our resources on one car," said Carlin. "We never wanted to get out of A1GP in the first place, and this seemed like the perfect way back."

Carlin is also likely to get involved in a programme to develop motorsport in Korea.



WRI2.NET

DON'T LET GO OF THAT ROPE!

Japanese Formula 3 race winner Carlo van Dam demonstrated the new Team Netherlands A1GP car in Rotterdam last weekend. However, his running was curtailed by an electrical problem

IN BRIEF



EBREYLAT
Turvey also leads the overall F3 standings

TURVEY IS TOP BRIT

Oliver Turvey's double win at Silverstone last weekend confirmed him as the winner of the inaugural British F3 Challenge Cup. The award, backed by the *Daily Mirror* newspaper, is run as a separate championship for the British drivers in the series.

MEYRICK CLEARED

British Formula 3 National class race winner Andy Meyrick has been cleared by doctors to return to racing after sitting out the summer with a "life-threatening" virus. The Carlin Motorsport driver said last week he was targeting a return at Donington if possible.

VX CLOSE TO CROWN

VX Racing all but wrapped up the Teams' BTCC title at Knockhill. It holds a 171-point lead in the championship with only 162 points still up for grabs. The title is yet to be confirmed however, because penalty points would be incurred if any engine changes are made before the end of the season.

ERKUT ABSENT AGAIN

Erkut Kizilirmak was again absent at Knockhill, business commitments again preventing him from linking up with the Arkas Racing team. Kizilirmak also missed Oulton Park.

DANISH DRIVER KILLED

Danish racer Jens Hansen was killed at Jyllands-Ringen last weekend after crashing his Porsche heavily in practice for the Sports/Saloons race that supported the Danish Touring Car Championship round. Hansen was 44.

A1 CAR PASSES TESTS

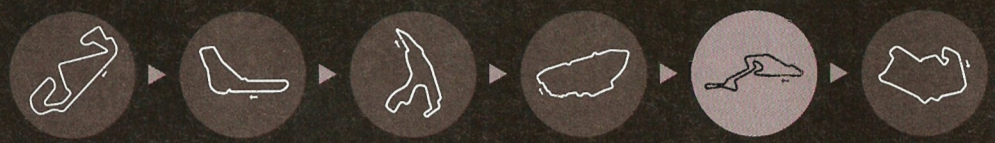
The new Ferrari-powered A1GP car passed its FIA crash tests last week. The first group test for all of the teams will take place on September 9-11, and there will be additional testing at Mugello prior to the season opener on September 21.


An A1GP nose was in this picture moments earlier



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PEUGEOT VS AUDI
THE BATTLE OF THE DIESELS



YET ANOTHER GLORIOUS VICTORY FOR THE PEUGEOT TEAM IN THE LE MANS SERIES.

Congratulations to everyone on the Peugeot team for another 1st place victory, putting Peugeot on course to win the Le Mans Series. For anyone else wishing to experience the 908's victorious HDi diesel technology, you'll be pleased to hear it is available throughout the Peugeot range.

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PEUGEOT

www.peugeot.co.uk PEUGEOT RECOMMENDS TOTAL



XPB.CC

Tarquini can't see more marques wanting to join the WTCC

BMW, Chevy and SEAT are the only factory teams

XPB.CC

GARCIA SIGNS UP FOR SEVILLA SUPERLEAGUE

THE SUPERLEAGUE Formula grid continues to take shape ahead of next week's inaugural round at Donington, with Spaniard Borja Garcia having been confirmed as the driver for the Sevilla car.

Garcia is no stranger to the Superleague cockpit, having tested the car for the second time at Vallelunga recently.

"For a Spanish driver, it's great to drive for a Spanish team like Sevilla," said Garcia, who has spent the past four seasons alternating between GP2 and Formula Renault 3.5.

"The final race will be in Jerez, which is not far from Sevilla. That is going to be a huge event, and that will be a major highlight for me."



Garcia

Sevilla's entry will be run alongside the Tottenham car by Spanish F3 squad GTA.

"I am very impressed with the car and really looking forward to the first race," he said. "The engine is very impressive, and despite the car being quite big, it is actually very nimble."

TARQUINI ANGER AT WTCC TWEAKS

GABRIELE TARQUINI has voiced his concerns over the World Touring Car Championship's current technical regulations, claiming that no new manufacturers will be attracted to the series unless more consistent rules are applied.

No new manufacturer-backed teams have entered the WTCC since it was revived in 2005, and Tarquini, who lies a point behind team-mate Yvan Muller in the race for the title, does not believe the current rule-tinkering by the FIA Touring Car Bureau is making the championship attractive to any others.

"If I was a manufacturer, I wouldn't come to WTCC unless I knew the regulations you showed me today would be the same tomorrow," he said. "Why would a manufacturer want to enter and spend six months making their car quick? They might as well build a bad car and wait for the waivers to come and help them be fast. It's not a very good situation."



Tarquini

BMW had 15kg removed from the base weight of all its 320si machines earlier in the year, while the Chevrolets, Hondas and petrol SEATs also had breaks between the various races so far this year.

"After every race, there is a new waiver that comes in and helps one type of car," Tarquini added. "I don't think it's necessary, because we're good at some tracks and not so good at others, and so is everyone else.

"I think it's okay to change things once in the middle of the season to get more balance, but with the waivers I think it's too much."



SUPERLEAGUE FORMULA

The Liverpool car hasn't run yet, but it should look like this

PHILIPPE SET FOR LIVERPOOL DRIVE

CHAMP CAR race winner Nelson Philippe is tipped to be the driver of Liverpool's Superleague Formula entry this season.

The 22-year-old was unable to secure a drive in America following the unification of single-seater racing there, but he was in attendance at the recent Superleague group test held at Vallelunga.

The car of the five-time European Cup winners will be run by reigning British Formula 3 champions Hitech Racing, who have been involved in the development of the car.

● Glasgow Rangers have confirmed that Scot Ryan Dalziel will drive for the team this season.

DTM

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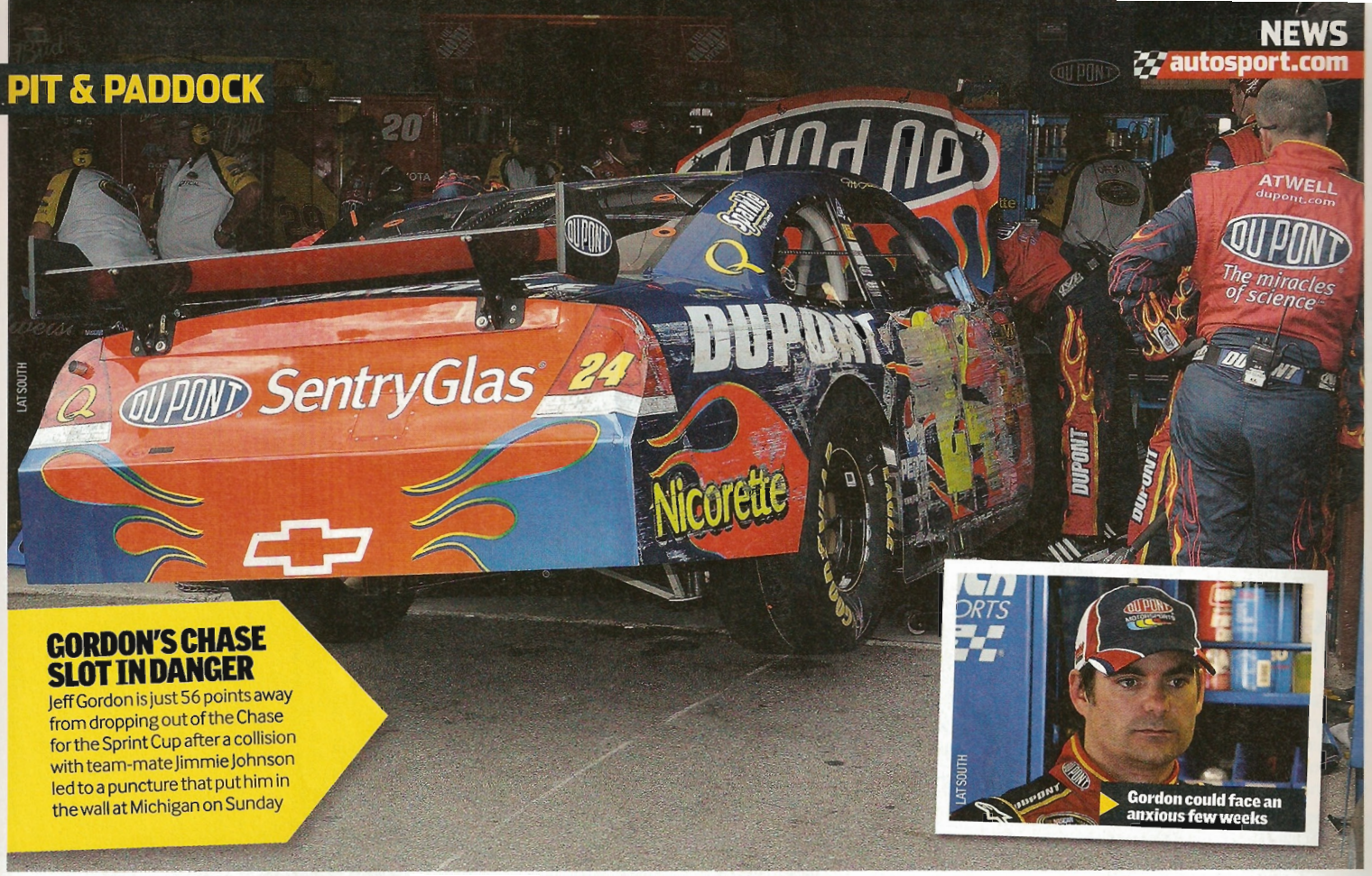
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Advance tickets available up until midday Wednesday 27 August. Postage fee applies.

* Please note only Pit/Paddock Pass holders will have a chance to participate in a Lewis Hamilton autograph session.

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GORDON'S CHASE SLOT IN DANGER

Jeff Gordon is just 56 points away from dropping out of the Chase for the Sprint Cup after a collision with team-mate Jimmie Johnson led to a puncture that put him in the wall at Michigan on Sunday

Gordon could face an anxious few weeks

DIXON TO JOIN DE FERRAN AT PETIT

INDIANAPOLIS 500 winner Scott Dixon has been drafted into the Acura American Le Mans Series line-up for October's Petit Le Mans enduro with De Ferran Motorsports.

Dixon, who is leading this year's IndyCar standings with Chip Ganassi Racing, will race an Acura ARX-01b in the penultimate round of the series at Road Atlanta on October 4. The 28-year-old will share the car with team boss Gil de Ferran and his regular team-mate Simon Pagenaud.

De Ferran said: "We are extremely delighted to add Scott to our line-up. We are flattered to have a driver of his talent and stature behind our car."

Dixon said he was "excited and looking forward" to driving the Acura at Petit.



Dixon

"I know that De Ferran Motorsports has put together a strong team and I believe we will have a chance to win at Petit Le Mans," said Dixon, who thanked his IndyCar team owner, Chip Ganassi, for letting him do the race.

Dixon is no stranger to sportscar racing. He has been a regular at the Daytona 24 Hours over the past four years, winning the event in a Ganassi Riley-Lexus in 2006. He competed at Petit back in 1999 at the wheel of a Ferrari 333SP he shared with his manager, Stefan Johansson, and car owner Jim Matthews.

Johansson will be racing against Dixon at Petit. The veteran Swede will rejoin the Highcroft Racing Acura squad for his second appearance of the season alongside team regulars David Brabham and Scott Sharp.

GIBBS CAUGHT CHEATING IN NATIONWIDE SERIES

LEADING NASCAR team Joe Gibbs Racing was set to face severe penalties for cheating as Autosport closed for press.

The Toyota team, which has dominated the second-tier Nationwide Series by winning 14 out of 25 races, was found guilty of tampering with its cars before a post-race inspection at Michigan.

During post-race scrutineering, the cars driven by Joey Logano and Tony Stewart were found to have shims placed behind the throttle pedal to alter the results of dyno tests.

NASCAR recently reduced the power of the Toyota engines in the series, and



Gibbs

team boss JD Gibbs said he suspected some team members had hoped to make it look like the cars were now underpowered, but he also condemned their actions.

"It was a really, really poor decision by some of our key guys," he said. "I want to apologise to NASCAR, to our partners, to Toyota."

REMEMBER WHO'S BOSS, RYAN

Ryan Newman was confirmed as Tony Stewart's team-mate at newly-formed Stewart Haas racing for the 2009 NASCAR Sprint Cup season last weekend. The Daytona 500 winner will drive the No.4 car for the team



LOGANO SET TO FILL STEWART'S PLACE

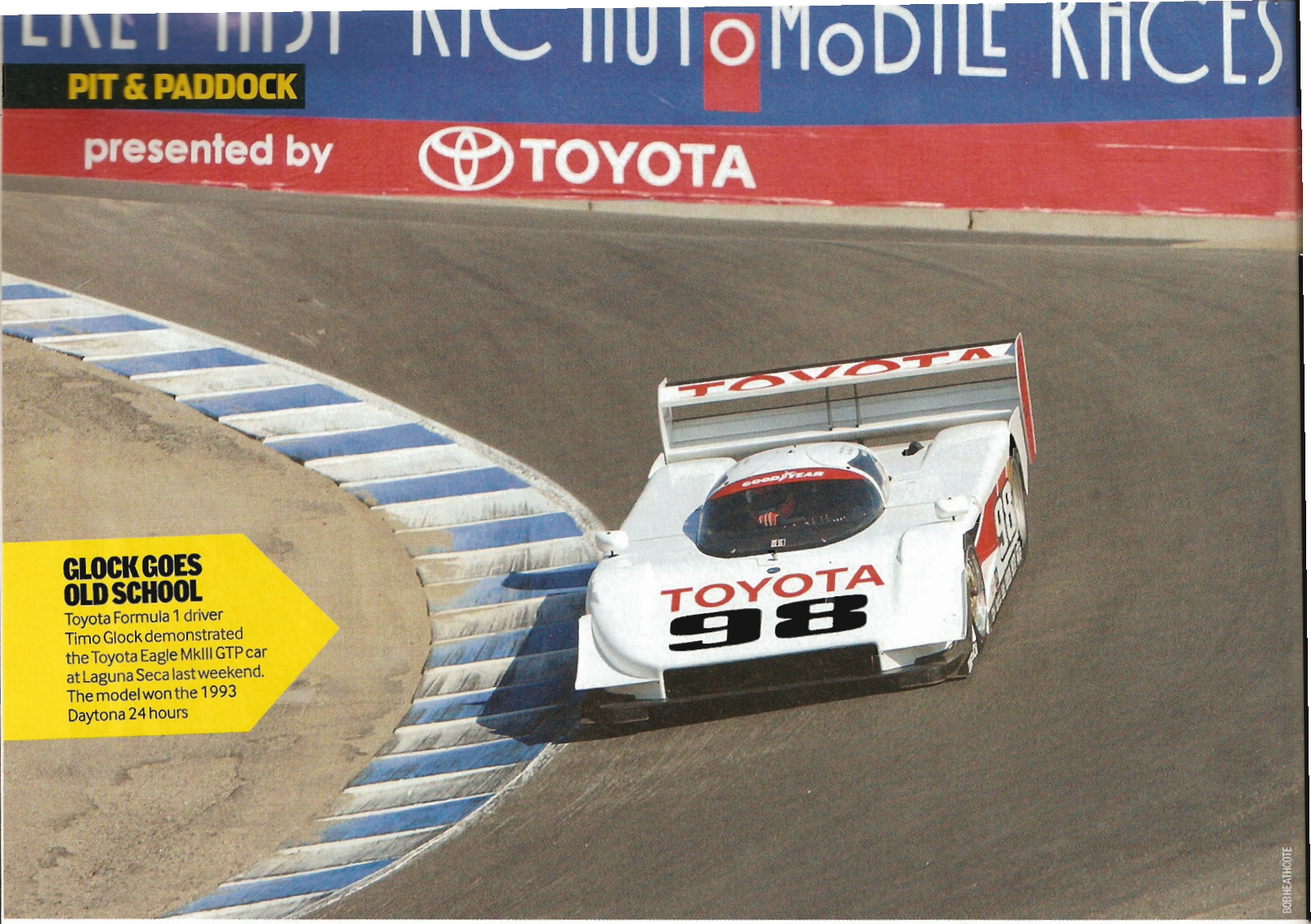
TEENAGE SENSATION Joey Logano is set to be confirmed as Tony Stewart's replacement in Joe Gibbs Racing's Sprint Cup line-up next week.

The 18-year-old, who won in only his third Nationwide Series start earlier this year, is expected to make his Cup debut at Richmond on September 6.

He has been tipped to replace Stewart since making such an impact in Nationwide earlier this year, and the Gibbs team has confirmed that it will announce the driver of the No.20 Toyota on Monday.

Team president JD Gibbs said: "He'll run some Cup races this year whether he runs the full thing next year or not. That's not the issue."

presented by TOYOTA



BOB HEATHCOTE

GLOCK GOES OLD SCHOOL
Toyota Formula 1 driver Timo Glock demonstrated the Toyota Eagle MkIII GTP car at Laguna Seca last weekend. The model won the 1993 Daytona 24 hours

PEUGEOT HEADS BACK TO AMERICA FOR PETIT

French squad wants more enduro practice before next year's Le Mans 24 Hours

PEUGEOT WILL race in the US for a second time this year in October's Petit Le Mans 1000-mile enduro at Road Atlanta.

The French manufacturer has made the decision to contest the penultimate round of the American Le Mans Series with two 908 HDi turbodiesel coupes in the wake of its defeat at the hands of Audi in the Le Mans 24 Hours. It explained that it is adding Petit to its schedule in order to gain more experience in its bid to win Le Mans in 2009.



DPPI

Peugeot and Audi have been going head to head in Europe

Peugeot Sport technical director Bruno Famin said: "As June's Le Mans showed, it takes experience to take on a competitor that has 10 years at this race behind it." He said taking part at Petit would "enable us to collect some very valuable data".

The two 908s will be driven by Peugeot's regular Le Mans Series pairings with an additional driver from this year's Le Mans line-up in each car. Nicolas Minassian and Marc Gene will be joined by Christian Klien, while Pedro Lamy and Stephane Sarrazin will race with Alex Wurz.

Peugeot Sport team manager Serge Saulnier explained BMW test and reserve driver Klien's return to the team: "The plan was always to give Christian two races and it was not possible for him to race the car before Le Mans because the LMS races clashed with Formula 1."

Saulnier insisted that no decisions had been made on Peugeot's 2009 driver line-up.

"We want to finish the season, see who is available for what and then decide," he said.

Peugeot made its American Le Mans Series debut in the Sebring 12 Hours with one car earlier this year.



PEUGEOT VERSUS AUDI IN GERMANY, p68

Q&A SERGE SAULNIER



Is this decision about going head to head once again with Audi in one of the major sportscar enduros?
It is important to us that this is a long race, but it is not a question of racing only against Audi. We want to give our team and drivers another race because only two after Le Mans isn't very much. We also need to invest in our drivers and give them more experience; some of our drivers are not racing so much this year.

Are your objectives the same as at the Sebring 12 Hours back in March?
Our objective is not the same as at Sebring. We went to Sebring to learn about the reliability of the car, especially some 2008-spec parts. We are going to Petit to try to win the race and for that reason we are taking two cars.

Is Petit the last race for the 908?
No. We will not build a new car for next year.

PENSKE PORSCHES IN DOUBT FOR 2009 ALMS

PORSCHE HAS yet to commit to continue with the factory Penske team in the American Le Mans Series in 2009.

Porsche motorsport boss Hartmut Kristin insisted that "no decision" had been made on the future of the Penske Porsche LMP2 programme. He made the comment in the face of speculation that the factory or, in official parlance, "development" RS Spyder team will disappear at the end of 2008 after three full seasons.


Kristin

There is good reason for Porsche to leave the LMP2 division to its customer team, Dyson Racing, in America next year.

The programme will have achieved all its goals at a time when the development potential of the four-year-old design is coming to an end. What's more, rules designed to slow LMP2s in Europe this year will be enforced by the ALMS in America for '09, giving the Porsches little chance to win overall.

At the same time as its presence is downscaled in America, Porsche could find itself with fewer customer teams in the Le Mans Series in Europe. Both Peter van Merksteijn and Fredy Lienhard are not certain to continue funding the teams that run their Porsches.

Equipe Verschuur and Horag Racing, which respectively run the van Merksteijn and Lienhard cars, have vowed to continue, subject to finance.


JOS IS THE BOSS IN LMP2
Former grand prix driver Jos Verstappen (left) claimed the Le Mans Series LMP2 crown with a third victory of the season at the Nurburgring for the Van Merksteijn Porsche outfit

ALGARVE SET FOR LMS CALENDAR

THE LE MANS Series is set to expand from five to six races for next season.

Series boss Patrick Peter spoke with his teams about the 2009 calendar at last weekend's Nurburgring LMS race. He claimed "a big majority want six races and it is important to do what the teams want".

The most likely location for the extra race is the soon-to-be-completed Motor Park Algarve in Portugal. Peter described it as "one of the best tracks in Europe, if not the world".

Peter also promised a more balanced calendar for next year.

"We will only have two races before the Le Mans 24 Hours in June," he said. "Having three this year was too many."

CHEVROLET SET FOR GT2 SWAP IN 2009

CHEVROLET IS on course to swap its factory effort from GT1 to GT2 as early as the middle of next year.

A proposal to race the existing GT1 Chevrolet Corvette C6.R up to and including the Le Mans 24 Hours and then move over to a GT2 version of the car could be agreed this week.

The new car, developed like its predecessor by the Le Mans and ALMS-winning Pratt & Miller squad, would then take part in selected American Le Mans Series races over the second half of the season.

GM road racing boss Steve Wesoloski said: "We will hopefully get to a 95 per cent answer very soon, possibly this week. Over the next six weeks budgets will be finalised, so we can determine the 2009 programme in detail."


ORTELLI KEEPS IT ON THE GROUND
Former Le Mans winner Stephane Ortelli made a successful competition return in the LMS at the Nurburgring, four months on from the aerial accident in which he broke his ankle. He finished sixth in the second Courage-ORECA prototype

IN BRIEF


Stremme has raced in Nationwide for Penske

STREMME CLOSING IN
Penske test driver David Stremme is the favourite to replace Ryan Newman in the team's Sprint Cup line-up next year. The former Ganassi driver has made one Cup start this year, filling in for Dario Franchitti at Talladega.

DUMAS BACK AT PESCA
Porsche factory driver Romain Dumas will return to the Pescarolo Sport line-up for the Autosport 1000km at Silverstone next month. The Frenchman, who raced with the team at Le Mans, will replace Emmanuel Collard, who is on duty for the ProSpeed Porsche team at the Brno FIA GT Championship round.

LARBRE TO MISS OUT
Larbre Competition will miss this weekend's Bucharest round of the FIA GT Championship following the destruction of its Saleen S7R in the race-day warm-up prior to the Spa 24 Hours last month. Team boss Jack Leconte said he was unable to set a timescale for the car's return to the series.

ALMS WEIGHT BREAKS
The Ford GT-R, Aston Martin Vantage GT2, Panoz Esperante and GT2 Chevrolet Corvette have all been given performance breaks for the American Le Mans Series.

STILL NO JWA ON TRACK
The James Watt Automotive Aston Martin Vantage GT2 failed to take part in last weekend's Nurburgring Le Mans Series race. The team insists the car will begin testing this week prior to its debut at Silverstone next month.

SULLIVAN'S BDR BID
Former Indianapolis 500 winner Danny Sullivan has made a bid to buy NASCAR team Bill Davis Racing. The deal stumbled last week as Sullivan believed the asking price was too high. BDR's Cup team has struggled this year, but it has continued to win in the Craftsman Truck series.


BDR is a race-winning team in Craftsman trucks



Galli suffered a broken leg after shunt impact

EXCLUSIVE

The Focus WRC withstood heavy driver's side damage

FORD SAFETY WORK PRAISED AFTER CREW'S LUCKY ESCAPE

Strong Focus saves Galli in Germany. By DAVID EVANS

FIA OFFICIALS have paid tribute to the strength of the Ford Focus RS WRC07 and the work of the FIA Institute after Gigi Galli and his co-driver Giovanni Bernacchini escaped from an 80mph impact on last week's Rally Deutschland.

ITALIANS' LUCKY ESCAPE

Galli crashed off the road 1.8 miles from the end of the 14.29-mile Grafschaft Veldenz test on Friday. The accident happened on a top-gear, right-hand corner through a wooded section. The car clipped a rock on the right of the road and rolled into a tree on the left. The telemetry shows the throttle was 100 per cent open when the car hit the tree at 80.78mph.

The car came to rest with its roof against a tree. Both Galli and Bernacchini were trapped in the car initially, but Bernacchini smashed his window to get out. Contrary to reports, Galli was not trapped in the car, the medical team told him to wait until they were ready to extricate him.

The Italian was hospitalised with a broken left femur – an injury sustained after the huge impact into his side of the car. He was expected to be allowed out of hospital and sent home to Italy yesterday (Wednesday).

Bernacchini said: "Our first fear was fire. We could smell smoke. This was a big scare. Once we realised there was no danger, we relaxed a little bit. Both Gigi and I want to say how happy we are that Ford made such a strong car. Look at the car and see how bad it could have been."

An FIA spokesperson said: "The strength of the car is a tribute to the ongoing work of the FIA Institute and the manufacturers. We will look at the data from this accident and use it to make more positive steps for the future."

FORD'S NERVES OF STEEL

One of the reasons Galli was saved from more serious injury was Ford's decision to run a steel beam in the sills.

Loriaux said: "I'm not going to speculate on what might have happened if that beam hadn't been there, but it would have been a lot worse. The beam is not compulsory, but I'm glad it was there. The beam has moved 60cm into the car. Imagine what would have happened if it wasn't there."

In addition to the beam, Loriaux says Ford's choice of steel for the roll cage was vitally important. He added: "We use T45 steel that bends longer than other, stronger steels. Stronger steels don't stretch, they snap. Steel stretching absorbs a great deal of energy."

WHAT MORE CAN BE DONE?

The FIA and manufacturers are working on further safety, with a revised seat in the pipeline for later in the year. In addition to the new seat, Loriaux wants to see further investigation of side-impact protection.

He said: "We want to get rid of the glass from windows, along with the winding mechanisms, replacing them with plastic windows with sliders. That would allow us to fill the door space with energy-absorbing foam. I don't know why we're still talking about this: it would need a three-line regulation taking five minutes to write. The new seat will help as well. It will offer more protection to the crew. It's likely it would have helped in this impact.

"Overall, I'm happy with the car. We have worked on moving the crew further inside the car since the 2003 Focus. It's thanks in no small part to that work that Gigi *only* has a broken leg."

DUVAL IN FOR INJURED GALLI

FRANCOIS DUVAL will compete on a gravel round of the World Rally Championship for the first time in more than a year when he replaces the injured Gigi Galli in the Stobart team for Rally New Zealand.

The announcement of Duval was made by Stobart team principal Malcolm Wilson on Tuesday. Double world champion Marcus Gronholm was offered the seat, but declined it on Monday evening.

In addition to his New Zealand outing, Duval will remain in the team for October's Catalunya and Corsica rallies as previously planned.

Duval, who has competed in New Zealand three times – his best result being a fourth on his last visit in 2005 – said: "It's good to be back, but it will be tough. I haven't driven on the gravel for a long time."

Despite being acknowledged as an asphalt expert, Duval's only WRC win came down under, when he won the 2005 Rally Australia on his final factory outing with the Citroen team.

Wilson said: "Francois did a great job in Germany last week and this will be a good opportunity for him to gain more valuable experience and time in the car for when he is back in Spain and Corsica."

Galli will be out for the rest of the season following treatment on the broken left femur he sustained in his crash in Germany.

HIRVONEN: NZ IS CRUCIAL

MIKKO HIRVONEN has admitted his hopes of winning this year's World Rally Championship rest on next week's Rally New Zealand.

The Finn lost the lead of the drivers' title in Germany, with Sebastien Loeb's seventh straight success – combined with his Rally Finland win a fortnight earlier – promoting the Frenchman to the top of the table.

Hirvonen, who finished fourth in Germany after a puncture on Saturday cost him third place, is now four points behind Loeb.

With Loeb's team-mate Dani Sordo taking second place, Citroen has also passed Ford in the makes' race, with the French firm heading across the equator with an eight-point advantage.

Hirvonen said: "A win in New Zealand would help, but if we don't win, at least we need to score more points than Loeb."

As Ford chases its third straight manufacturers' crown, there was speculation that Francois Duval could be drafted into the BP team alongside Hirvonen, with Jari-Matti Latvala driving for Stobart on the final two asphalt outings of the season. Team principal Malcolm Wilson said: "I haven't even thought that far ahead."


Hirvonen is pinning his hopes of staying in the title fight on New Zealand success

SHAKEN AND STIRRED

The Slowly Sideways Group B club turned out in force on last week's Rally Deutschland. No excuse to picture an ex-Bjorn Waldegaard Martini Porsche 911 needed, frankly!



CITROEN PROTEGE IN SECRET C4 WRC TEST

RUNAWAY JUNIOR World Rally Championship leader Sebastien Ogier has tested a Citroen C4 WRC for the first time.

Ogier spent a day with Citroen test driver Philippe Bugalski at Citroen's private track in Satory. The test was secret and Citroen made no comment.

The only thing team principal Olivier Quesnel would admit to is a potential Rally GB outing for Ogier.

Quesnel said: "He is a driver in which we invest, but for now we don't know about next year. I'm not going to rush him. He does Ulster Rally next week in a C2, maybe he does the same in Britain."

Ogier has won three from four JWRC rounds. Another win in Catalunya in October will be enough for him to take the title.

GOULD LANDS DREAM SHOOTOUT CHANCE

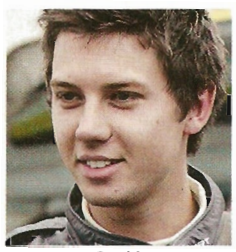
BRITAIN'S ADAM Gould will face drivers from Central and South America – as well as the cream of Europe – as he fights for the chance of a Pirelli-backed 2009 World Rally Championship programme.

Gould, whose UK nomination for the October shootout was confirmed last week, will take on drivers from across the Atlantic as Pirelli seeks to broaden its search for the next star driver of world rallying.

Pirelli's Mario Isola said: "We want to make sure we get all of the talent in. Including Central and South America in the European shootout is the easiest way of doing this."

Gould will be one of 21 drivers in with a shot at two 2009 seats – as Pirelli has included a slot for shootout host Austria as well as the original 18 nations.

Gould said: "I've been given this chance, now it's up to me to make the best of it. And it's an awesome chance."


Gould

Other confirmed nominations come from Bernardo Sousa (Portugal); Michal Kosciuszko (Poland); Andreas Aigner (Austria) and Martin Prokop (Czech Republic). Yoann Bonato is believed to be France's favoured driver, while Jarkko Nikara is the most likely driver to come from Finland.

The five drivers who get through to the 2009 programme will compete in Portugal, Sardinia, Greece, Finland, Spain and GB. They are thought highly likely to drive S2000-specification Abarth Grande Puntos prepared by the factory.


Wilks needs to get his '08 BRC title push underway

WILKS MUST WIN

GUY WILKS starts the first of three must-win BRC rallies in Ulster tomorrow (Friday) if he wants to bag back-to-back British titles.

Wilks is 10 points adrift of points leader David Higgins after managing one third from the last two rallies.

"Only a win is good enough for me and the team," said Wilks.

Mitsubishi is 19 points behind Atlas TEG Sport in the teams' championship, but the Subaru squad is now running Phillip Morrow, who was sacked by Mitsubishi last month.

Morrow's place is taken by former Ulster winner Gwyndaf Evans, who needs a podium on his Lancer return to keep alive Mitsubishi's title hopes.

The event starts from the Mall, Armagh at 1500 on Friday. It restarts at 0700 on Saturday and finishes at 1730 back in the centre of Armagh. More details from www.ulsterrally.com.

IN BRIEF


The MSD-built Opel Corsa is now undergoing testing

OPEL S2000 CAR IS GO

The MSD-built Opel Corsa Super 2000 car has broken cover, a week after it was scheduled to make its first public appearance as a zero car on Rally Deutschland. Testing of the new car is underway, with a competitive debut expected later this year.

MEEKE FLIES IN GERMANY

Britain's Kris Meeke missed out on what would have been a comprehensive JWRC victory on Rally Deutschland last week. Not registered for the series, Meeke entered a Renault Clio alongside the Junior regulars and was almost two minutes clear when an electrical problem ended his run on the penultimate stage.

PIRELLI TAKES 150TH WIN

Pirelli celebrated its 150th World Rally Championship win in Germany last week. The Italian tyre firm's first success came on the 1973 Polish Rally.

VW SET TO DITCH DAKAR

Volkswagen is expected to can its Dakar programme after next year's South American event, according to sources close to the German marque. This latest revelation has brought more speculation that VW is closing on a WRC entry.

TARGA CORSICA PLANNED

The FFSA will organise Targa Corsica in June next year, replacing the Tour de Corse – not on the WRC's 2009 calendar. The Targa route will go right around the island, taking in some of the classic Corsican stages. It will also be open to every car, from World Rally Cars to historics.

GERMAN NUMBERS UP

The organisers of last weekend's Rally Deutschland reported a significant increase in spectator figures, with 270,000 fans turning out to watch – 60,000 up on last year.

GALLI CHEERED BY VISIT

Injured Ford driver Gigi Galli was visited by members of the Ford and Citroen teams in hospital following the finish of Rally Deutschland on Sunday.


Galli (centre) received a few visitors in hospital

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August 21-27

Events

INTERNATIONAL ACTION

FORMULA 1 WORLD CHAMPIONSHIP
Rd 12/18
European Grand Prix
Valencia, Spain
August 24
www.formula1.com

INDYCAR SERIES
Rd 16/18
Sears Point, USA
August 24
www.indycar.com

GP2 SERIES
Rd 8/10
Valencia Streets, Spain
August 23-24
www.gp2series.com

NASCAR SPRINT CUP
Rd 24/36
Bristol, USA
August 23
www.nascar.com

IRC
Rd 6/10
Barum Rally, Czech Republic
22-24 August
www.ircseries.com

BRITISH F3
Rd 10/11
Bucharest, Romania
August 23-24
www.fota.co.uk

FIA GT
Rd 6/10
Bucharest, Romania
August 24
www.fiagt.com

SUPER GT
Rd 6/9
Suzuka, Japan
August 24
www.supergt.net/eng

ALMS
Rd 8/11
Mosport Park, Canada
August 24
www.americanlemans.com

NATIONAL ACTION

SILVERSTONE
Powernights
August 21
Admission £10
Tel: 01327 856024

OULTON PARK
HSCC
August 23-25
Roadsports, Historic Saloons, FF1600, Classic Racing Cars, Classic F3, Derek Bell Trophy, F Junior.
Admission £20
Tel: 01829 760301

BRANDS HATCH
BARC
August 24-25
Radicals, Minis, Westfields, Sport Maxx, Saloons, Historic Tourers.
Admission £12
Tel: 01474 872331

CADWELL PARK
MGCC
August 17
Cockshoot Cup, Elise Trophy, MG Trophy, Metro Cup, T-Type & MGA.
Admission £12
Tel: 01507 343248

SNETTERTON
BRSCC
August 24-25
Admission £12
Tel: 01953 887303

SILVERSTONE
750MC
August 24-25
750 Formula, F4, FVee, 750 Trophy, KitCars, Locost, RGB, Stock Hatch, Hot Hatch, SaxMax, Bikesports, MR2, Golf GTi, Mallock 50th.
Admission £12
Tel: 08704 588200

CASTLE COMBE
CCRC
August 25
Admission £15
Tel: 01249 782417

MALLORY PARK
BRSCC
August 25
Admission £12
Tel: 01455 842931

MONDELLO PARK
IMRC
August 24
Admission €15
Tel: +353 45 860200

GURSTON DOWN
British Hillclimb
August 23-24
www.thetop12runoff.com

LYDDEN
British Rallycross
August 25

TV/Radio

CHANNEL KEY: E EUROSPORT GB ■ E2 EUROSPORT 2 ■ NASN NORTH AMERICAN SPORTS NETWORK ■ SS1 SKY SPORTS 1 ■ SS2 SKY SPORTS 2 ■ SS3 SKY SPORTS 3 ■ SSX SKY SPORTS EXTRA ■ M&M MEN & MOTORS ■ ESPN ESPN CLASSIC ■ DAVE DAVE ■ SET1 SETANTA SPORTS 1

TERRESTRIAL/DIGITAL	MOTORS TV	SKY SPORTS	OTHER SATELLITE
THU AUG 21			
0445-0510 Race and Rally UK (C5) 0735-0745 Roary the Racing Car (C5) 2340-0010 Goodwood Festival of Speed (ITV1)	0330-0500, 1230-1400 Great & British Festival 0500-0700 LMS 1430-1500, 2030-2100 FPA 1530-1630 Race & Rally UK 1630-1730 British F3 1730-1800 Inside GP	0600-0630 Rally Zone (SS3) 1200-1230 Rally Zone (SSX) 1900-2000, 2200-2300 Raceworld (SSX) 2000-2100, 2300-0100 Great and British (SSX)	0200-0300, 0400-0430 NASCAR Now (NASN) 0500-0630 F1 Retro: 1977 (ESPN Classic) 0800-0830 NASCAR Now (NASN) 0900-1000 Le Mans Series (E2) 1230-1330 F1 Retro: 1977 (ESPN Classic) 2300-0000 WRC (E2)
FRI AUG 22			
0115-0140 Motorsport UK (ITV1) 0730-0745 Roary the Racing Car (C5) 0855-1035 F1 European GP Practice 1 (BBC RADIO FIVE LIVE SPORTS EXTRA) 1255-1435 F1 European GP Practice 2 (SPORTS EXTRA)	0100-0230 Great & British 0230-0300, 0630-0700, 1430-1500, 2030-2100, 2330-0000 Inside GP 0300-0500, 1600-1800 LMS 0530-0630, 2200-2300 British F3 1400-1430 FPA 1500-1600 Fun Cup 1800-1830 Endurance Mag 1830-1900 Lotus Elise Trophy 1900-1930 GT Cup UK 2100-2200 Race & Rally UK	0300-0400 Race World (SS1) 0730-0900 Great and British (SS3) 1000-1100 Race World (SS2) 1200-1300 Race World (SS3) 1300-1430 Great and British (SS1)	0500-0600 F1 Retro: 1978 (ESPN Classic) 0800-0830, 1700-1730 NASCAR Now (NASN) 2335-0035 F1 Retro: 1979 (ESPN Classic)
SAT AUG 23			
0955-1105 F1 European GP Practice 3 (SPORTS EXTRA) 1200-1430 F1 European GP Qualifying (ITV1) 1255-1430 F1 European GP Qualifying (SPORTS EXTRA)	0200-0300, 1400-1500 Race & Rally UK 0300-0330, 1200-1230 Lotus Elise Trophy 0330-0400, 1130-1200 GT Cup UK 0400-0430, 1600-1630, 2130-2200 FPA 0500-0530, 1530-1600, 2200-2230 Inside GP 1100-1130 Endurance Mag 1230-1400 Great & British 1630-1730 Dutch Supercars 2000-2100 Fun Cup 2100-2130 Indy Lights	0600-0700 Race World (SSX)	0000-0030 NASCAR Now (NASN) 0030-0330 NASCAR Nationwide Series (NASN) 0900-0930 NASCAR Now (NASN) 0930-1200 NASCAR Nationwide Series (NASN) 1800-1900 WRC (E2) 1800-1900 F1 Retro: 1979 (ESPN Classic) 1900-1930 Intercontinental Rally Challenge Brno (E2) LIVE
SUN AUG 24			
0730-0755 British F3 (C4) 1200-1510 F1 European GP (ITV1) LIVE 1255-1430 F1 European GP (BBC RADIO FIVE) 2245-2345 F1 European GP Highlights (ITV1)	0000-0100 Dutch Supercars 0100-0300, 2300-0100 LMS 0300-0430 Great & British 0530-0600 Inside GP 1000-1030, 1930-2000 Indy Lights 1030-1200 FIA GT 1200-1330 FIA GT Bucharest LIVE 2000-2300 ALMS Mosport LIVE	0030-0100, 0530-0630 BTCC Diaries (SS2) 0100-0430 NASCAR Sprint Cup Bristol (SS2) LIVE 0800-1030 NASCAR (SS2) 1600-1830, 2000-2230 NASCAR (SSX) 2230-0100 IndyCar Sears Point (SSX) LIVE	0215-0245, 0315-0345, 0415-0445, 0515-0545, 0615-0645 IRC (E2) 0330-0430 The Season Andretti: The Race for Indy (ESPN Classic) 1655-2000 F1 Retro: 1980 (ESPN Classic) 2200-2300 The Season Andretti: The Race for Indy (ESPN Classic)
MON AUG 25			
0735-0750 Roary the Racing Car (C5)	0300-0400 British F3 1000-1100 Race & Rally UK 1130-1200, 2330-0000 GT Cup UK 1200-1230, 2300-2330 Lotus Elise Trophy 1500-1700 LMS 1700-1730 Endurance Mag 1730-1900 Great & British 2200-2300 Dutch Supercars	0900-1130 IndyCar (SS3) 1400-1630 IndyCar (SS2) 1900-2000 British Rally Championship (SS3) 2200-0030 World Motor Sport (SS2)	0500-0600 F1 Retro: 1979 (ESPN Classic) 1630-1900 NASCAR Nationwide Series (NASN)
TUE AUG 26			
0205-0255 NASCAR Sprint Cup (C5) 0735-0750 Roary the Racing Car (C5)	0500-0600, 1700-1800 Dutch Supercars 1900-1930 FPA 1930-2000 Indy Lights 2100-2300 ALMS 2300-0000 Race & Rally UK	0100-0200, 0600-0700 British Rally Championship (SS3) 0930-1200 World Motor Sport (SS2) 1200-1300 BRC (SSX) 1430-1700 World Motor Sport (SS2) 1830-1900 British Formula Ford (SS2)	0730-0800 Porsche Supercup (E) 0800-0900 NASCAR Now (NASN) 0815-0845 Le Mans Series (E) 0845-0915 IRC (E) 1015-1100 Porsche Supercup (E2) 1530-1630 NASCAR Now (NASN)
WED AUG 27			
0100-0125 European Drag Racing (C5) 0125-0215 IndyCar (C5) 0215-0305 Grand-Am (C5) 0305-0330 Race and Rally UK (C5) 0330-0355 Motorsport Mundial (C5) 0735-0750 Roary the Racing Car (C5) 1650-1720 British F3 (C4)	0000-0100 British F3 0100-0230, 1500-1630 Great & British 0300-0500, 1000-1200 ALMS 0500-0600 Fun Cup 0600-0630, 1830-1900 Lotus Elise Trophy 0630-0700, 1800-1830 GT Cup UK 1700-1800 Race & Rally UK 1900-2100 Scottish Motor Racing 2300-0000 Dutch Supercars	0330-0600 World Motorsport (SS1)	0400-0430 NASCAR Now (NASN) 0730-0800, 0930-1000 IRC (E)

ALL PICS: XPBCC, DUNBAR/LAT, EBREY/LAT, CHARNAUX/XPBCC, CHARLIE WOODING

BEST TV OF THE WEEK

✪ F1 – EUROPEAN GRAND PRIX

Sunday 1200-1510
ITV1 LIVE

A new circuit in Formula 1 is always something to look forward to. But a new street circuit, well that's another kettle of fish altogether. Which is probably why we have been looking forward to Valencia all season. So close are Lewis Hamilton, Kimi Raikkonen and Felipe Massa that picking a winner is next to impossible, but such an intriguing battle is sure to make compelling viewing.

✪ FIA GT – BUCHAREST

Sunday 1200-1330
Motors TV LIVE

Motorsport goes a bit street circuit-tastic this weekend with Bucharest playing host to the FIA GT Championship (and British F3 – but you'll have to wait a few days for highlights from those races). The circuit layout is not as inspiring as Valencia, but it is nice and wide, so overtaking should be highly likely, and it winds its way around the imposing People's Palace in the heart of the Romanian capital, so it's well worth a watch nonetheless.



Valencia hosts its first GP

NATIONAL RACING PICK OF THE WEEK

✪ OULTON PARK GOLD CUP

HSCC
August 23-25

A sensational entry of 400 historic cars across a 16-race programme on the north west's most scenic and demanding circuit makes this weekend's Oulton Park Gold Cup event a treat for every enthusiast. Racing at the classic is split between Sunday afternoon (with qualifying for these races on Saturday) and Monday, with a Formula 5000-rich Derek Bell Trophy round and Historic F2 and Formula Junior/1-litre F3 out both days. Splitting the Sports Racers and GT cars has created a huge Guards Trophy field, with everything from Chevron B8s to Lister-Jaguars out on Sunday and Jaguar E-types facing TVR Griffiths and Lotus Elans on Monday. Austrian Alfa Romeo ace Dieter Karl Anton starts favourite for Sunday's U2TC event, but Jackie Oliver/Richard Shaw head the strongest BMW challenge yet. Historic FF1600 and FF2000 guarantee Monday thrills, with multiple Ford champion Neil Fowler joining the Pinto pack. Racing is from 1205 both days.



Top historic cars up north

GOmotorsport.net

NEXT WEEK

STREETS AHEAD!

WILL VALENCIA PROVIDE A THRILLER ON ITS GRAND PRIX DEBUT? READ MARK HUGHES' VERDICT

ON SALE THURSDAY AUG 28



FULL PREVIEW: DTM AT BRANDS

WHY JAMIE GREEN HAS A SCORE TO SETTLE AS WORLD'S FASTEST TIN-TOPS HIT THE UK



THE OTHER BIG EURO CITY RACE

TOP-CLASS BRITISH F3 AND FIA GT ACTION FROM THE STREETS OF BUCHAREST

LETTERS

Send your letters – including your full name and address – to The Editor, Autosport, Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE or email: autosport.letters@haynet.com. We reserve the right to edit letters for length where required.

LETTER OF THE WEEK

SENNA NOT READY

It was interesting to read Tony Dodgins' thoughts on Bruno Senna joining Toro Rosso next year. The implication was, should Bruno win the GP2 championship, the way is clear for him to claim the seat.

Frankly, no driver in GP2 this year has done the job required to merit an F1 seat. It's not a matter of winning the championship, but executing a championship campaign to the standard required of an F1 driver. As Ron Dennis told Hamilton, who didn't need telling: "You not only have to win, but dominate."

"It's not a case of winning GP2, it's doing it to the standard required by F1"

To me, this means showing consistent pace, lap to lap, session to session and circuit to circuit. It also means eliminating unforced errors and requires the racecraft to win from behind in the sprint. No one in this year's GP2 has ticked these boxes. Moreover, you can tick these boxes but not win the championship. Ask Heikki Kovalainen.

As for Bruno Senna, there's always next year. F1 is not the place to learn how to get your brain in gear. It's best not to be sentimental about that.

Roy Glickin
California, USA

WIN



ROAD ANGEL Navigator 9000

This week's star letter will receive a Road Angel Navigator 9000 Connected – combining the UK's number-one safety camera alert system with the latest satellite navigation technology. For further information on Road Angel products please visit www.roadangelgroup.com

Please ensure that your full address is included on all correspondence

A LITTLE RESPECT

I, along with other competitors at the Silverstone Classic and Oldtimer meeting at the Nurburgring, have noticed a significant change in the attitude of the event organisers towards the competitor. This year, the organisers of these meetings decided that competitors would not be able to use the paddock for parking their transporters and motorhomes. Instead, the space was reserved for spectator circulation and, at the Oldtimer meeting, the paddock was sold to vendors selling merchandise. It seems they do not understand that it is very necessary for teams to have close access to their ancillary transport for obvious reasons, as these vehicles carry a large selection of parts and pit equipment. They are also used by the teams for catering and as changing rooms, and many are fitted out as workshops.

It is quite clear that, in their contemptuous indifference to the competitor, they have not taken on board that it is us, their 'customers,' who supply, free of charge, the spectacle which they are able to sell to spectators and circuit vendors.

Next year at the Oldtimer, we were told, we would have to keep our cars on display until 5pm; why should we do this and where is the benefit to us? I have been involved in motor sport for some 40 years as a driver, joint team owner and sponsor; maybe it is time competitors were paid start money or an appearance fee again as we are quite clearly very important to the organisers!

Patric Capon
Kent

NASCAR NAUGHTINESS

I am fed up with the situation with NASCAR and Toyota. It is so obvious that certain persons in NASCAR do not want Toyota to win the Sprint Cup or the Nationwide Series, and cannot forget Pearl Harbour, as now JGR have been caught trying to adjust dyno figures, and last year Michael Waltrip had a 'substance' added to his intake manifold at Daytona.

"Certain persons in NASCAR don't want Toyota to win. The team should take a stand"

It is high time that Toyota took a stand against this – after all, what would Ferrari have done if Formula 1 had been trying this 2000-04?

Ian Spence
Aberdeen

TWO WHEELS BAD, MICHAEL

I was sad to see the photos of Michael Schumacher falling off a motorbike in last week's Autosport. It seems to have become a regular occurrence for Michael since he ditched four wheels for two.

Here is a man with unmatchable talent in an F1 car being battered around on the tarmac. Many would suggest that Michael still has what it takes to be at the front in F1. It's a shame to see his talent wasted. If he was still in F1, at least it would be less painful than falling off his bike!

Duncan Sabiston
Didcot

autosport.com FROM THE FORUM

Who's been F1's best driver in 2008?

Molive
Massa. No-one expected him to match Kimi, but, save for two bad races at the start, he's come back strongly and would be leading the championship if he'd finished in Hungary.

Villenova
Kubica has made less mistakes than all the rest – Hamilton included – but Kimi has been shocking.

paranoik0
Close between Kubica and Hamilton. RK's made less mistakes, but Hamilton has been scorching on days. Webber's done better than either Ferrari driver.

Biaka Da Uglav
Webber, Trulli and Kubica – not necessarily in that order, though. Massa and Hamilton are close behind.

SlateGray
Compared to Kubica, the others have been a clown show.

Should Paul di Resta be in F1?

Milly
After winning F3 Euroseries he should have gone to GP2. He's missed his chance.

Darko
British = no sponsorship, which is a shame. He'd match Vettel for sure and deserves his chance.

RobBryan
Great driver with lots of raw speed. He'd be a hit in F1 for sure.

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COMMENT

THE INSIDE LINE Jamie O'Leary, International Editor



TO QUOTE a recent letter of the week: "Once every four years, an Autosport journalist will write an editorial about how motor racing could be an Olympic sport if only someone could work out how to implement it correctly."

Well, this year, I'm going to break the habit of a lifetime by declaring that our beloved sport has no place whatsoever in such a competition.

It's not that I think the Olympics are not good enough for motorsport – far from it in fact. This is the greatest sporting event in the world, and as such, should represent the pinnacle of any sport.

Of course, motor racing has a little thing called the Formula One World Championship sitting at the top of the tree at the moment, as well as the ever-growing NASCAR Sprint Cup in the United States. And, as much as we would all love to see Lewis Hamilton and Kimi Raikkonen take on Kyle Busch and Jimmie Johnson, you just wouldn't be able to get them now, would you? Especially not for a one-off race in late August, when most seasons are entering their crunch period. And anyway, don't we already have the Race of Champions for that?

We have all been wowed by the achievements of Michael Phelps and Usain Bolt in Beijing, but remember that the Games far outweigh any other contest in athletics, swimming, and greco-roman wrestling, and so attract the top names from those sports. They do not, however, mean more than the Grand-Slam events to tennis professionals (as Andy Murray's dismal first-round knockout to no-hoper Lu Yen-Tsun might indicate). And, what footballer would claim that they would rather win an Olympic Gold than a World Cup or even the Champions League? When even their governing body FIFA is telling nations that the clubs in Europe have no obligation to release their players, you can see straight away that sports for which the Olympics does not represent the top level of competition simply do not belong there.

Unfortunately for everyone who would love to see a one-off A1GP-style nation-versus-nation competition once every four years, the world of motorsport is in the same boat, but is that really such a bad thing? Isn't one of the major appeals of the Olympics sitting down and watching a sport you normally have no interest in only to cheer on the plucky underdogs from your own country that might just have a chance of going and winning a gold medal (rowing, cycling anyone)?

The Olympic Games are about man versus man (and woman versus woman), not machine versus machine. The plain fact is that motor racing is fine without the Olympics and, as we've seen in Beijing, they don't really need motor racing, either.

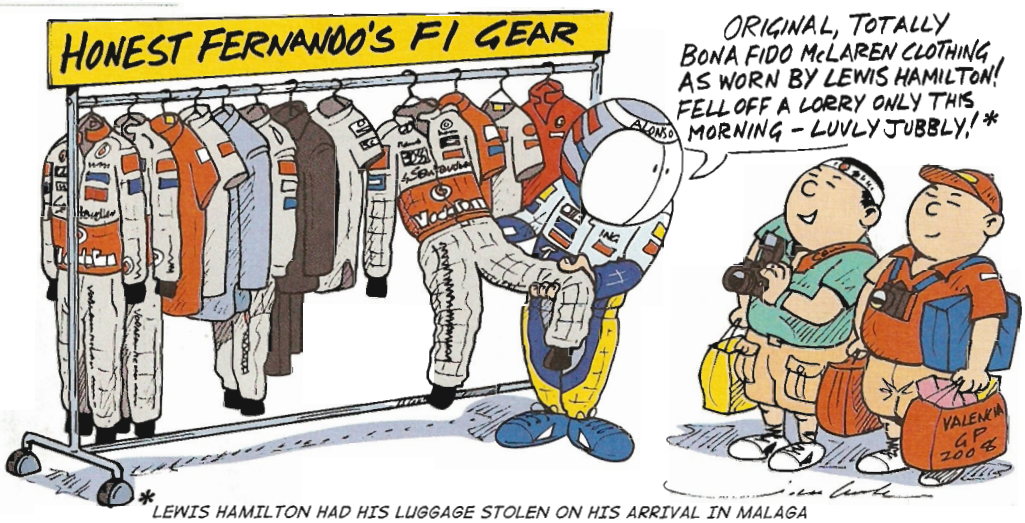
"Sports for which the Olympics does not represent the pinnacle simply do not belong at the Olympic Games"

CORRECTIONS AND CLARIFICATIONS

- The Ford Mondeo pictured (July 31, p98) was driven by Anthony Reid, not Alain Menu.
- Felix Fisher was not in the last Castle Combe GT round (August 7, p103). His brother Josh was racing.
- The Brabham picture (August 7, p101) was the BT18A of Keith Norman, and not Grant Clearwater's BT16, as claimed.

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

Bamber's view



*LEWIS HAMILTON HAD HIS LUGGAGE STOLEN ON HIS ARRIVAL IN MALAGA

COMPETITION SUPERLEAGUE TICKETS UP FOR GRABS



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Briggs congratulates Jonathan Adam.



This result at Knockhill was his 3rd double victory of the season in the Seat Cupra Cup.

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MPH

Autosport GP editor **Mark Hughes** on...

WHETHER FERRARI'S FUTURE WILL BE BEST SERVED BY ITS CURRENT DRIVER LINE-UP

SO IF you were Ferrari, what would you be thinking in terms of your future driver line-up? Kimi Raikkonen says he fully intends to honour his contract, which runs to the end of 2009. Felipe Massa is committed until then too. Fernando Alonso is keen to come on board and there are those in Italy adamant that he has already signed some sort of agreement to join from 2010. Then there's Robert Kubica, maybe the perfect Ferrari driver, waiting to be asked.

Would you be fully content with Raikkonen? He's still very much in contention for a second consecutive world title. But he's maybe making harder work of it than Ferrari believe he should be. Half the time he's being outperformed by his much cheaper team-mate and partly because of this it's increasingly apparent that he's really not a full Michael Schumacher replacement – if there could ever be such a thing. There's not the same total commitment to the job, little of the inspirational dig-deep leadership when it could really make a difference.

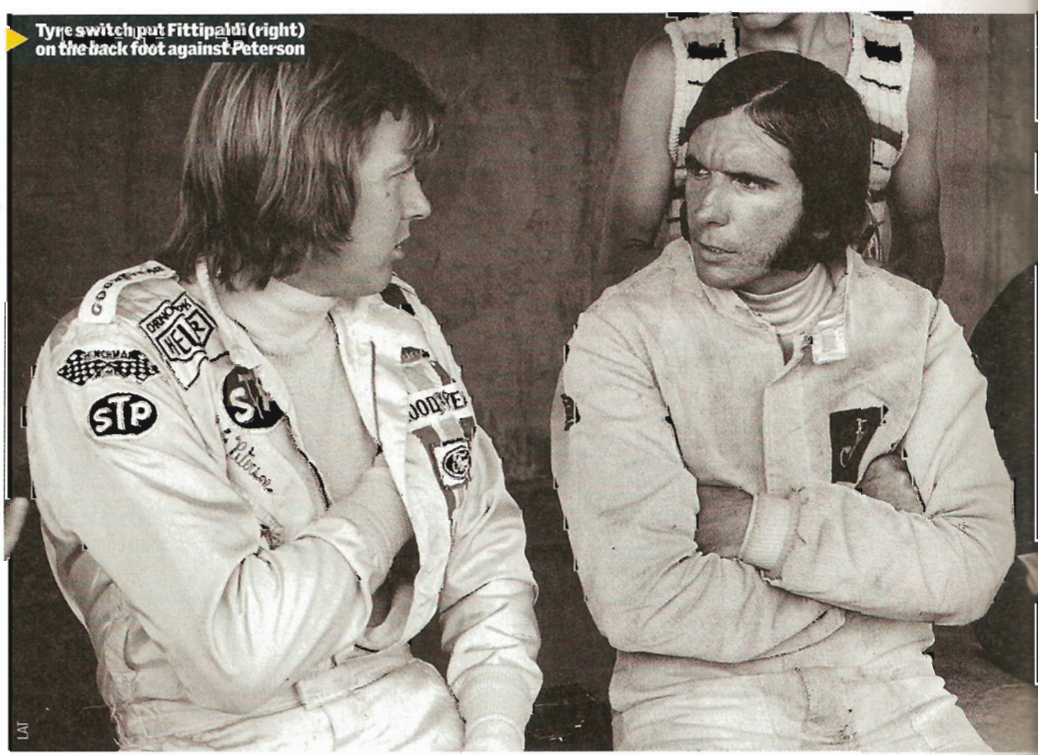
KIMI'S GETTING LOST ON SET-UP

On the other hand, on his good days he's mighty and furthermore he really is very low maintenance. With his dimmer switch to the outside world turned way down low, he's a calming presence in the team. And in a high-pressure situation – a close title-decider perhaps – he's probably the safest pair of hands in the business, certainly way less hair-trigger than Schumacher in the same situation. He also keeps his own counsel, never says anything that could ever be construed as negative about the team. According to sources inside the team, it was this latter point that was the decider when they were considering whether Raikkonen or Alonso should be Schumacher's long-term replacement. Even when that decision was being made in 2005, there were signs Alonso's loyalties were more to himself than his team, and he wasn't averse to being publicly critical.

But in 2008, with a car the team believes is the most competitive it's built since '04, there is questioning from some quarters about whether the drivers are doing the car full justice. For the last two races Kimi has got lost on set-up and compromised his weekend as a result. If he wasn't so careful never to criticise, however, he might counter that the car's sweet spot is too narrow, that it's all too easy to lose set-up direction. Its reluctance to get its front tyres up to temperature quickly enough hurts his style, one that demands a grippy front end. It's too simplistic to say he can't deal with understeer. It was his ability to do just this that allowed him to blow away Juan Pablo Montoya in the first half of 2006. But that was on grippy tyre-war Michelins.

Yes, the '06 McLaren understeered but the tyre had a very sharply defined limit before it stalled and Kimi was superb at hitting that spot, taking in just enough entry speed and putting on just enough lock first time with devastating precision. It's something Montoya couldn't do. The current Bridgestone by contrast is very forgiving; there is not much penalty for going just over or just under that grip peak. That peak spot isn't so obvious and even when you hit it, there isn't a great lap-time reward. Kimi is left with the downside of a balance he doesn't like and no upside.

In 1973 Emerson Fittipaldi's previously huge reputation took a bit of a battering when he was comprehensively outpaced at Lotus by new team-mate Ronnie Peterson. Emerson was adamant the change from Firestone to Goodyear changed the Lotus 72 in such a way as to make it totally unsuited to his driving style – and perfect for Peterson's. Has Bridgestone's supply tyre done the same to Raikkonen's reputation as the Goodyear did to Fittipaldi's?



Tyre switch put Fittipaldi (right) on the back foot against Peterson

LAT

> "ON HIS GOOD DAYS KIMI'S MIGHTY, AND HE'S VERY LOW MAINTENANCE"

ONE MISTAKE FROM MASSA GENERATES ANOTHER

Whatever, Ferrari may feel a true master F1 driver would adapt himself more readily than Raikkonen has done; sluggish front-tyre warm-up has been a characteristic of Ferraris for years. In short, maybe Ferrari feels this mixture is too shaky a basis to commit its future to.

Then there's Massa, the enigma. He's less sensitive to the car's tyre temperature problems in that he can carry a lot of momentum up to the apex with an understeering car – which is what you get during qualifying when the front tyres don't come up to optimum temperature. His entry speed is less demanding of the front end; he accepts what he's got and keeps the momentum. And there are weekends when he's the clear number one. He's more highly strung, and sometimes that's a good thing; it plays its part in his best performances. But other times it can snowball into repeated errors. He doesn't seem relaxed about his status and as such doesn't readily generate that status, making it a vicious circle. When he makes a mistake, his head can fill with red, the objective gets forgotten – and he makes another one. It doesn't happen as often as his reputation might suggest. But it does still happen. And this is his seventh year in F1. He's a great guy to have on the team: popular, hard-working, passionate, apolitical. But he's not a rock-solid leader for a team expecting to be fighting for world championships. He's a great back-up to such a man though. The fact that Raikkonen has not established himself as that man puts the whole thing on shaky ground.

The perception of Alonso or Kubica – both of whom are at ease with the sort of understeer balance a Ferrari is likely to give in qualifying – is that they would have no such trouble. Maybe they would make the team a less serene place. But maybe that is what's needed – someone unwilling to accept anything other than being the focus of the whole mission. But in that case it would probably be unwise to contract Alonso *and* Kubica.

It all emphasises that for title-chasing teams, having too closely matched a driver pairing is rarely good. You need a car with a massive margin of superiority to make it an asset. Otherwise, you need a clear number one and a guy quick enough to push, but not trouble, him. The pairing of Raikkonen/Massa initially looked to fit that bill, yet it's not turned out that way. The chemistry is so sensitive – a tyre warm-up issue could be the difference between the line-up working brilliantly or not at all – and there's no real way of knowing in advance how it might play out.

So, coming back to the original question. What would *you* do if you were Ferrari?

NEW YEAR'S RESOLUTIONS



ROLF/LINEALE DESIGN



Our artist's impression of how an F1 car will look built to the 2009 rules

Next year's technical changes are the biggest in F1 for at least a decade, and here you can see how they will affect the cars' looks. Of even more interest will be how they affect the cars' performance, given that much of the reasoning behind them has been to make overtaking more feasible. Here, Autosport's technical editor and former F1 technical director GARY ANDERSON looks at their significance and likely consequences

GENERAL

THE OBJECTIVES OF THE NEW REGULATIONS ARE THREE-FOLD:

1) To reduce the contribution of aerodynamics to the overall performance of the car.

2) To facilitate more overtaking opportunities by creating a package that is less susceptible to turbulence when following another car.

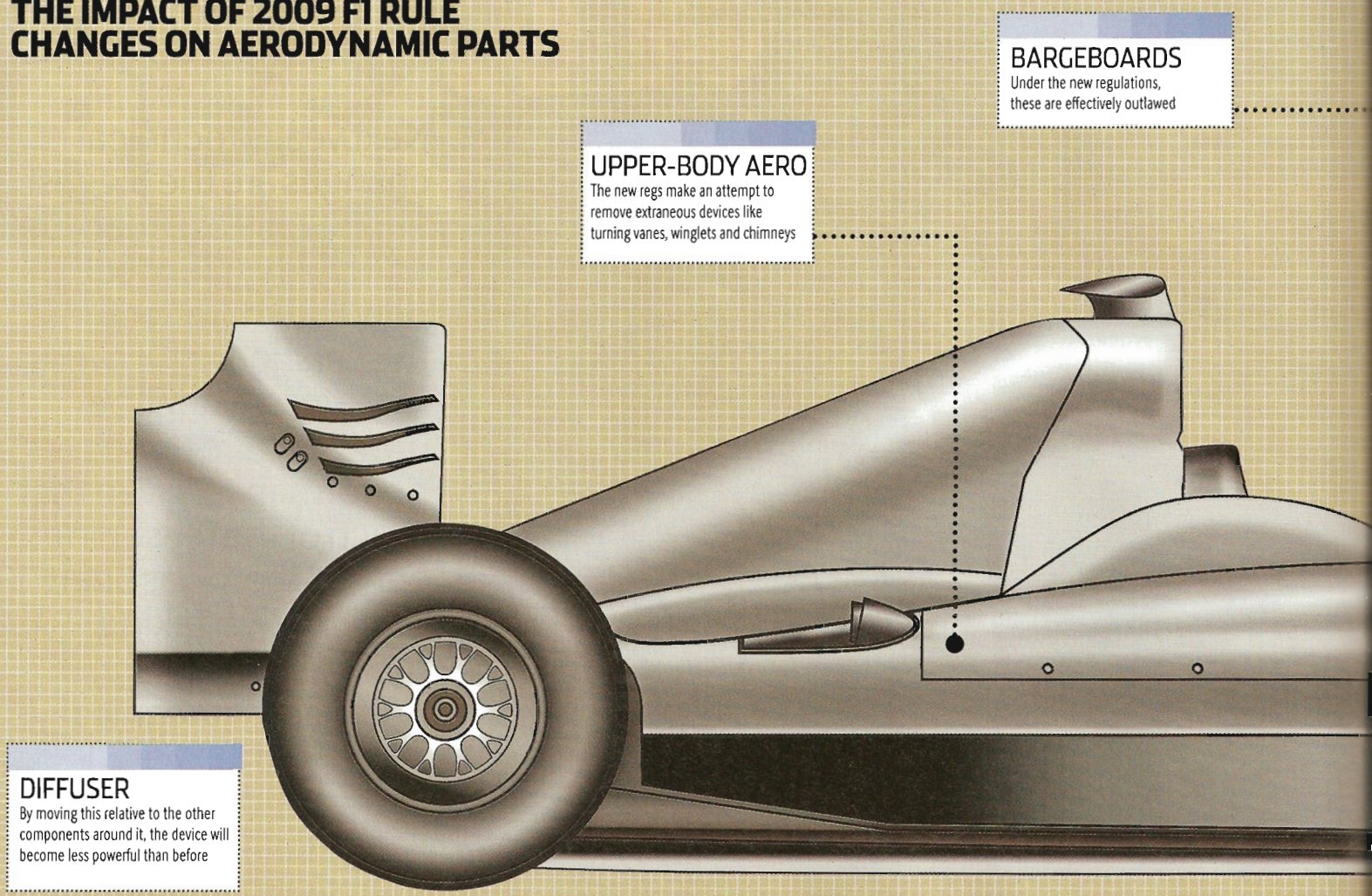
3) To maintain or even increase lap times by reducing high-speed corner performance.

The Overtaking Working Group (OWG), comprising current and recent F1 engineers, was appointed to oversee the creation of a package to meet the above criteria. The latest regulations as set out in this feature are the results of many years of study by this group, lots of discussion and countless hours in the windtunnel.

THE MAIN THEMES OF THE REGULATIONS ARE AS FOLLOWS:

- A reduction in the height and an increase in the width of the front wing.
- A driver-adjustable front wing flap that can be adjusted through six degrees twice per lap.
- An increase in the height and a reduction in the width of the rear wing.

THE IMPACT OF 2009 F1 RULE CHANGES ON AERODYNAMIC PARTS



- An attempt to outlaw extraneous upper-body aero devices such as turning vanes, winglets, chimneys etc.
- A change in the under-body diffuser's dimensions and where it is sited.
- Slick rather than grooved tyres.
- Allowance for kinetic energy recovery (KERS) devices.

In detail, these are by some margin the most complicated set of F1 regulations I have ever seen. In my days as a technical director, you could sit down with a cup of coffee and get a broad understanding of what was required while your coffee was still warm. With these, if you sat 10 technical directors down, you'd have 10 different interpretations of what was required and some very cold cups of coffee.

Over-complication aside, I would say there is much that is good here in terms of meeting the stated objectives. However, I do have a few concerns (which I will outline later) and I would also question how F1 prioritises its objectives. Because, as well as the specific ones stated above for the OWG, the FIA has long been talking of the necessity to reduce costs. Any regulation change dramatically increases costs – and the spread in competitiveness. The objectives therefore clash.

Back in November 2007, we at Autosport proposed a set of regulations that, for relatively little cost, could have been implemented with almost immediate effect. We are very proud to say that the latest and final set of 2009 F1 regs are a lot closer to our proposals from last year than what the FIA was proposing at that time.

Here we look at each change in detail and assess the likely effects.

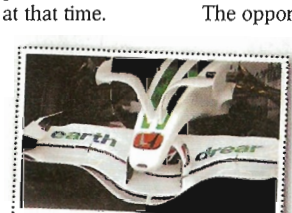
FRONT WING

CHANGE

Lowered to 75mm (from 150mm) and extended to 1800mm overall width (from 1400mm). This makes the wing the same width as the car.

The earlier plan to increase the width of the car from 1800mm to 2000mm has been dropped.

There is a driver-adjustable section (over a six-degree range, with up to two changes per lap allowed). The driver will be able to increase or decrease the angle as they see fit, and the idea is also that it will enable a following driver to increase the wing angle once he is in the slipstream and therefore no longer needs to worry about drag, thus giving him more downforce to aid in his outbraking manoeuvre when he pulls out of the tow.



OUT: EXTERNAL AERO
Winglets are no longer allowed

REACTION

I completely agree with the reduction in height. It makes the wing work in ground-effect, making it much less critical to turbulence from a following car.

The opportunity of reducing the cord length, section height or the amount of elements has not been taken. I would have done all these things on the basic principle that the less downforce the front wing can produce, the less affect there will be when following another car. I particularly don't agree with increasing the width of the wing to cover the area ahead of the wheels. This is a very complex area aerodynamically, automatically making it an area of intense development and cost. It will also make the cars more susceptible to damage.

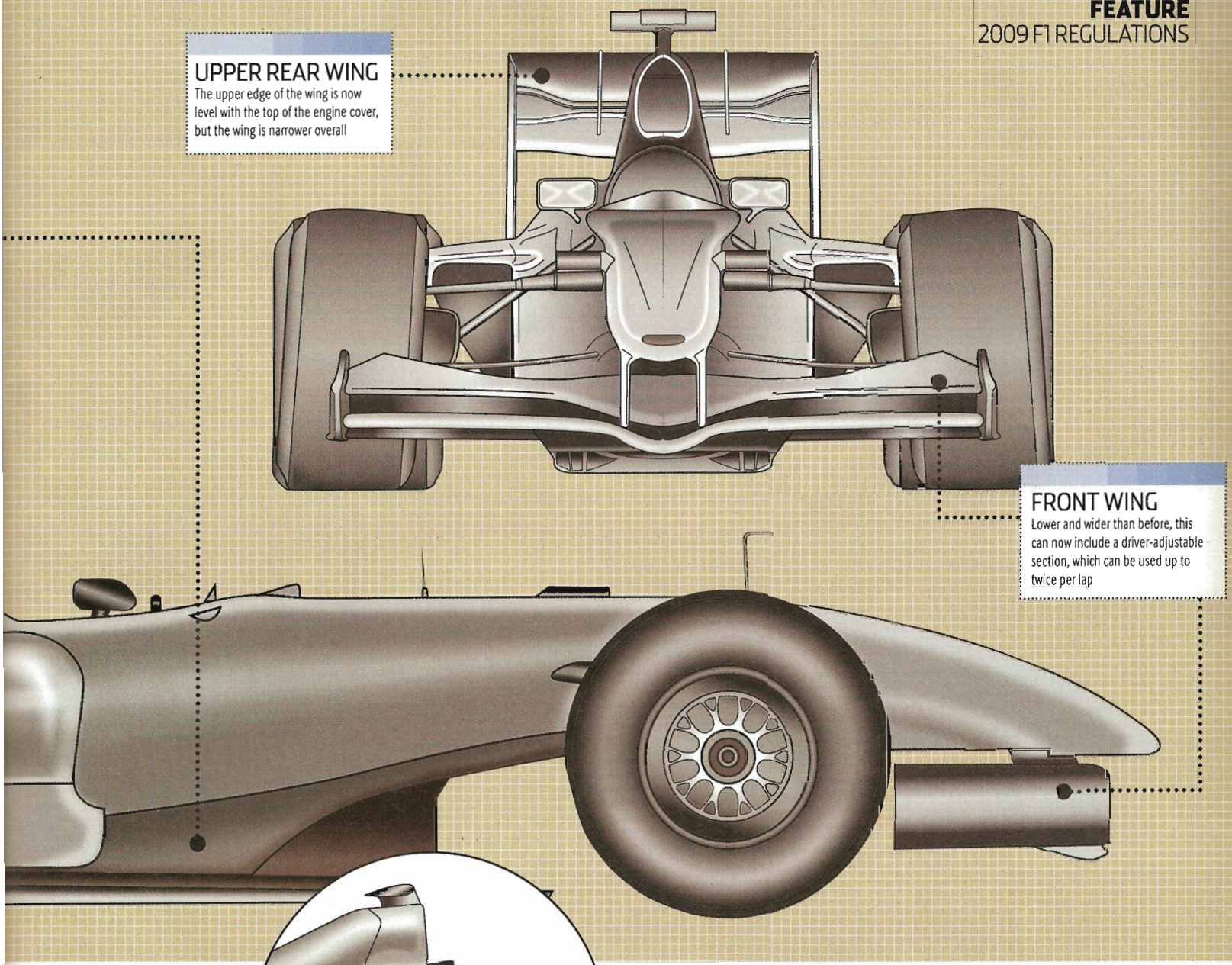
I believe the adjustable section is an expensive complication that we could have done without. I would question whether a driver will be able to make use of it in the heat of an overtaking moment. Also, when it goes wrong, there could be serious consequences. I accept that technology has moved on since moveable aero devices were banned in 1969, but even so...

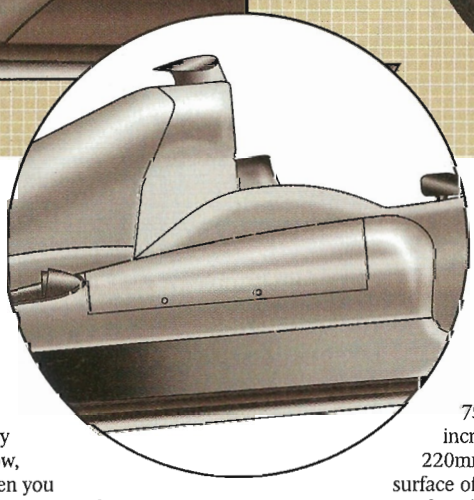
Overall, these changes will increase the front downforce, and potentially the car's total downforce.

BARGEBOARD AREA

CHANGE

Through a complex series of requirements, bargeboards between the front wheel and sidepods – introduced by McLaren in 1993 and increasingly





complex and effective since – have effectively been outlawed.

REACTION

This is good. Bargeboards generate around 15 per cent of the downforce and are in a very aerodynamically complex area. Development takes up a huge time, and they are critical to transverse airflow, which inevitably happens when you follow another car. This will give an initial reduction in downforce of around 15 per cent, and a much more stable and consistent performance in the wake of another car. It also tidies up the appearance.

SIDEPODS

CHANGE

Revised dimensional regulations do not allow for louvres, turning vanes or winglets that currently redirect airflow over downforce-producing devices.

REACTION

On face value, it would seem the regs define a conventional rear exit as the only way of getting an outlet for the radiator cooling. But it is written in a very complicated way and I wouldn't be surprised if some of the teams' forward-thinking, bright young engineers find a way around this. I'd anticipate an initial downforce loss of around three per cent from this change, but expect to see that recovered fairly quickly with development.

UPPER REAR WING/LOWER BEAM WING

CHANGE

The top edge of the upper rear wing has been raised by 150mm (to become level with the top of the engine cover), reduced in width to 750mm (from 1000mm) and increased in section height to 220mm (from 200mm). The lower surface of the beam wing is in the same position, but the section height has been increased to 100mm (from 75mm). This increases the gap between the two wings, allowing more airflow.

REACTION

The bigger gap between the two devices will probably reduce the up-wash created by the upper wing, thereby creating a less turbulent wake. But, I am sure teams will optimise their designs to find more downforce, and these altered geometries will probably end up creating even more up-wash than we have now. Also, the turbulence will be further complicated by the fact that the radiator cooling will be done solely by rear exits, and the hot air from these will add turbulence. I expect no change in overall downforce from these changes.

DIFFUSER

CHANGE

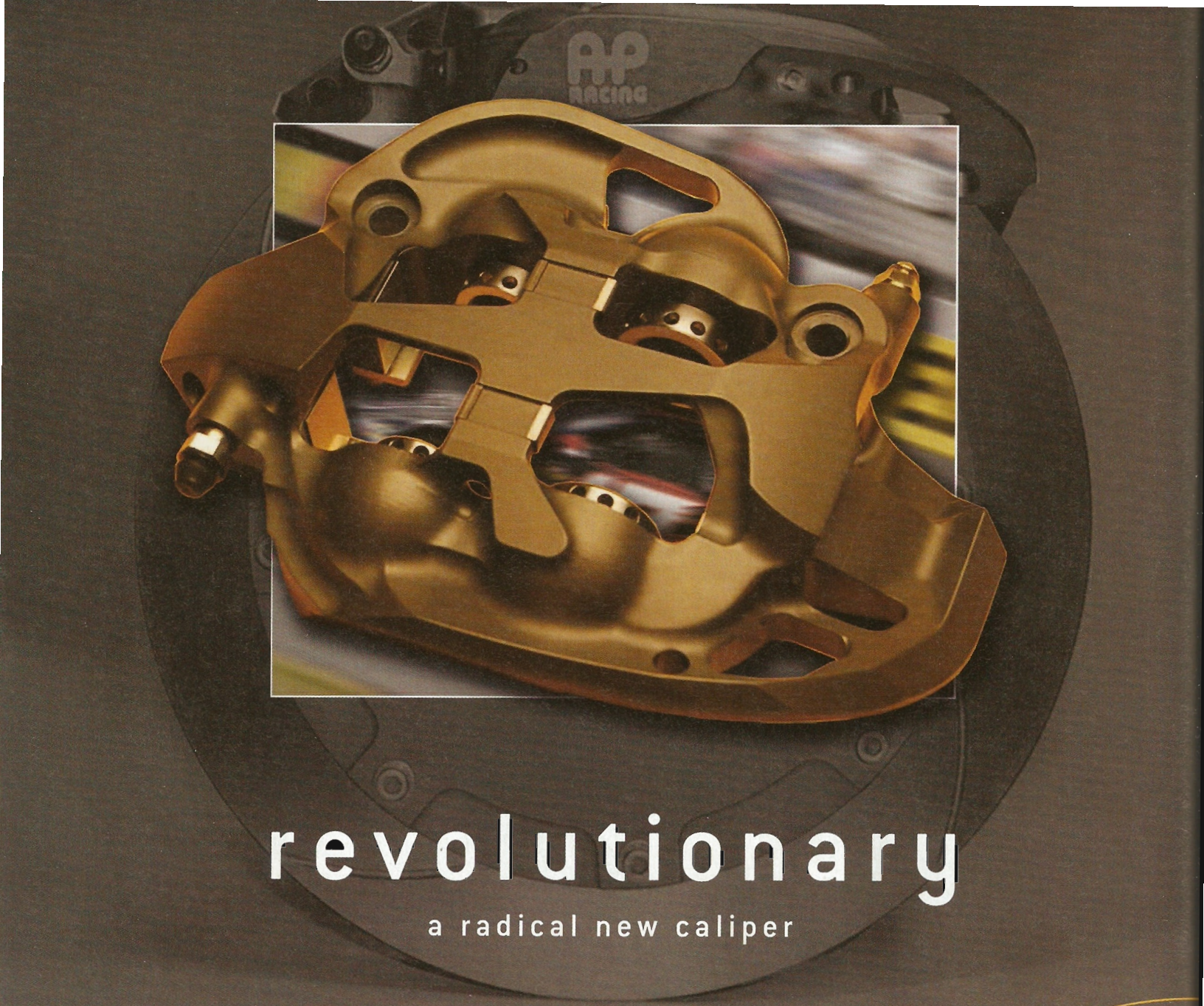
The diffuser is slightly longer and higher, and has been moved rearwards. The leading edge is the rear axle line (was 330mm ahead of the axle line) and the trailing edge is 350mm rearwards of the axle line (was at the rear axle line). The trailing edge height has been increased to 175mm (from 125mm).

REACTION


OUT: WIDE WINGS
Rear wing is 250mm narrower

This will result in a diffuser that is less powerful overall than the current one, which is disappointing. The diffuser creates downforce that gives a less turbulent wake and which is less disturbed by turbulence, too. I would have preferred a much more powerful diffuser (as in Autosport's proposals) that began much further forward. Not only would this have made it yet more turbulence-tolerant, it would also have meant less balance change when the front or rear wings hit turbulence. Currently the lower beam wing, the suspension toe link/driveshaft shroud and the diffuser all work in conjunction with each other. With the diffuser relocated, you are reducing its workload because the other components are now above it, rather than being in line behind it. Although the current diffuser is very small in working section, together with the other two components it is very powerful. The new diffuser will be less powerful overall because of its position relative to those other devices. There will be less control of differences in downforce from different ride heights, too.

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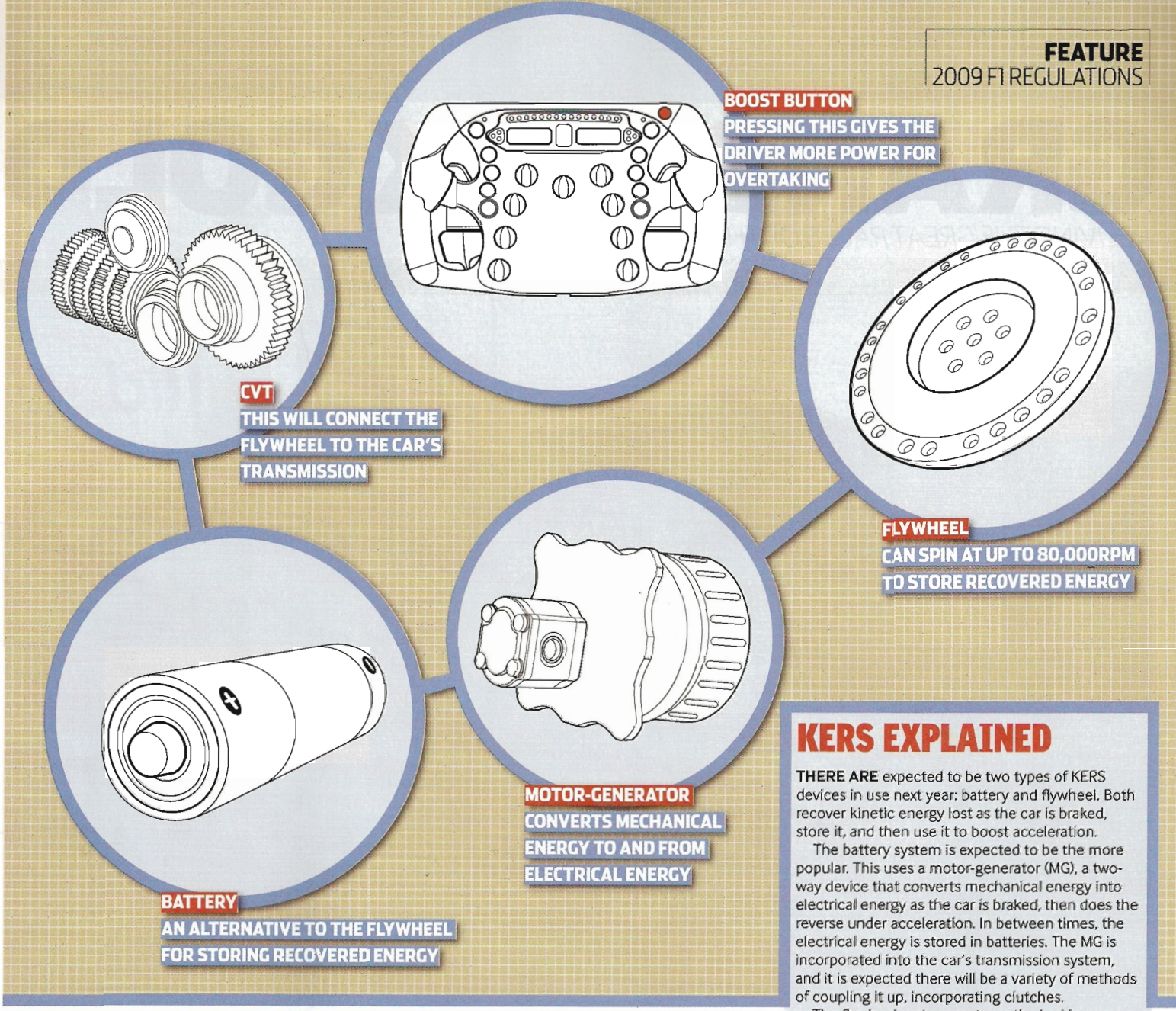
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TYRES

CHANGE

A change from grooved to slick control tyres, with the same diameter and width. This gives an 18 per cent increase in contact patch area.

REACTION

The increased contact patch and the fact that it is one surface rather than several will mean an increase in tyre grip of around 20 per cent, worth around two seconds of lap time. Will it improve overtaking into slow corners because the following guy has more grip to lean on? Or will that be countered by the fact that the braking zones will be shorter? The reduction in lap times is the opposite of the objective and so might be controlled by using harder compounds. But, then, tyre management will become less important.



OUT: GROOVED TYRES
Slicks are back in 2009

KERS

CHANGE

The opportunity to use Kinetic Energy Recovery devices that harness energy from heat created by braking, storing it and then using it to boost acceleration. A maximum boost of 60kW is allowed from a storage capacity of 400kJ (kilojules). Effectively it means an additional 80bhp for up to 6.7sec per lap.

REACTION

It will contribute towards more overtaking by effectively giving the driver a boost button and it appears to put F1 on-message environmentally. To bring a lap-time advantage it needs to be around four times more efficient than anything currently seen on a road car. Achieving this will be hugely expensive. There may end up being some technology cross-over back into road cars, but the F1 version of these devices will cost more than an entire high-spec luxury saloon.

OTHER CONCERNS

I think there may be a few unforeseen consequences of these regulations. Because the front wing becomes the sole front downforce-producing device, if a car suffers wing damage, it will be more likely to get airborne. The extension in width of the front wing also makes it more likely that it will be damaged in the first place. The removal of the bargeboards will reduce underfloor downforce, the diffuser is less powerful and now has its peak forces further back than before. This, together with the greater leverage of a rear wing that is higher, will all contribute towards reduced aero stability compared to now when a front wing is damaged.

Generally, I'm slightly disappointed that the changes have not gone further in addressing overtaking, particularly with regard to the diffuser regs. These changes represent a huge extra spend, so why not go the whole hog in one go? The FIA has already circulated a letter to the teams asking for proposals for changes to the regulations for 2011. Is this an acknowledgement, even before the '09 cars have hit the track, that the objectives will not be met? ◙

KERS EXPLAINED

THERE ARE expected to be two types of KERS devices in use next year: battery and flywheel. Both recover kinetic energy lost as the car is braked, store it, and then use it to boost acceleration.

The battery system is expected to be the more popular. This uses a motor-generator (MG), a two-way device that converts mechanical energy into electrical energy as the car is braked, then does the reverse under acceleration. In between times, the electrical energy is stored in batteries. The MG is incorporated into the car's transmission system, and it is expected there will be a variety of methods of coupling it up, incorporating clutches.

The flywheel system captures the braking energy in the same way, but then uses this to turn a small vacuum-sealed flywheel at up to 80,000rpm. The spinning flywheel can then be connected to the car's wheels as required, probably via a CVT (continuously variable transmission). This is a direct flywheel system and involves no conversion of mechanical energy to/from electrical, and therefore no batteries. However, the teams may also use a flywheel/battery combination, converting the flywheel's energy into electrical energy via motor-generators and storing it in batteries.

Hydraulic KERS devices are also feasible, but it is not believed any of the teams are currently pursuing this option. Here, the braking energy would be used to build up a supply of hydraulic pressure in tanks, which would then be deployed to feed energy to the wheels when required.

The energy can be recovered only from the rear axle, while the regulations allow the KERS device to deploy a maximum of 60kW (around 80bhp) and limit the storage capacity to 400kJ. This makes the 80bhp available for up to 6.67sec per lap.

In theory, a direct flywheel is more efficient than an electrical system as the energy remains in mechanical form and so does not suffer losses as it is converted from mechanical to electrical to chemical and back again. Flywheel advocates claim a 70 per cent capture of energy compared to only around 45 per cent for a battery system. However, given the storage and power limitations, this hardly matters because the amount of braking required in a typical lap would more than 'fill' the storage.

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GRAND PRIX GOLD

RELIVING THE GREAT RACES OF THE PAST





A bold move on Schumacher (left) took Villeneuve to the title (above)



GOOD GUYS DO TRIUMPH

Jacques Villeneuve nicked the world title after Michael Schumacher ended their battle in the gravel, while Mika Hakkinen grabbed his first win. By NIGEL ROEBUCK

As he brought the Williams-Renault into the assembly area at the end of the race, Jacques Villeneuve gave the V10 a great burst of revs, lighting up the tyres one last time, then stopping neatly within inches of the fence. Probably that didn't sit too well with the stewards – showmanship seems to be frowned on these days in Formula 1 – but everyone else thought it was wonderful, a perfect flourish to end what was one of the most dramatic grand prix anyone could remember.

Villeneuve didn't win the European Grand Prix – he let Mika Hakkinen and David Coulthard through almost within sight of the flag – but it hardly mattered, for in finishing third he clinched the 1997 world championship, and more, he did it memorably.

The title fight was resolved on lap 48, when Jacques caught Michael Schumacher off guard, and from way back put a pass on him into a tight right-hander. Having tried unsuccessfully to squeeze his rival into backing off, Schumacher then blatantly turned into him.

However, on this occasion, thankfully, it was the biter who got bitten.

Although the Williams's left side-pod was damaged, the Ferrari finished up in the gravel trap. After a few seconds, Schumacher stepped stiffly from his car, then walked to his pit. He had absolutely nothing of which to complain. Now it was simply a matter of Villeneuve's making the finish, to score at least that single point he needed to make sure of the championship. His car behaving erratically, it was simple good sense for Jacques to avoid any possible contretemps on the last lap, and no one was too sad about that, for Hakkinen – who has been robbed so many times – at last took his first grand prix win. A mighty emotional afternoon.

The circuit at Jerez de Frontera is rarely used for Formula 1, and understandably so, for it is an insalubrious place, with lamentable organisation, and thus hardly an appropriate venue for the settling of a world championship.

Nevertheless, in the context of today, the track itself is not bad, and through the practice days the paddock crackled with tension as Villeneuve and Schumacher – taking care to save as many new sets of tyres as possible for the race on this abrasive track – worked away at set-ups for Sunday.

Qualifying could hardly have been more dramatic, with poleman Villeneuve, Schumacher and Heinz-Harald Frentzen in the second Williams lapping in an identical 1m21.072s!

At Suzuka two weeks earlier, it was very much two Ferraris against one Williams, Frentzen not able to offer the support that Villeneuve needed against Schumacher and Eddie Irvine, but in Jerez H-H stepped up to the plate and it was Michael's turn to fight the lone fight. For all that, most reckoned Schumacher would do it (not least his manager Willi Weber, who had had 100,000 T-shirts printed bearing the legend 'Michael Schumacher 1997 World Champion'). He would make a better start than Villeneuve, they reckoned, and that would be the end of it. One who dissented was Jackie Stewart: "Jacques will win the championship – I'd bet my house on it..."

Somewhat illogically, given that the first corner of Jerez is a tight right-hander, pole is on the left; in addition, the right side of the track is more commonly used, and thus cleaner offering more grip.

That being so, Villeneuve knew there was a high chance that Schumacher, starting second, would beat him away from the line, and he did, but even so Ferrari's slingshot start took Jacques by surprise. "I didn't make a bad start, although it was very slippery where I was, and I got a lot of wheelspin. But Michael took off like a

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Villeneuve's risk-taking paid off – with the championship

rocket – it's been like that since halfway through the year – and it was very sus… surprising."

Given that he was that crucial one point adrift of Schumacher in the points standings, Villeneuve had rather more to lose in the event of a coming-together with his rival, so he made no attempt to block him – and indeed ran wide at the first turn, which rather obliged Frentzen to nip past him.

At the end of the first lap the orange-red number five screamed by in the lead, already two seconds clear of Frentzen, with Villeneuve a further second behind, then Hakkinen, Coulthard, Damon Hill (who started poorly after qualifying a superb fourth), Irvine, Jan Magnussen (the quicker of the Stewart drivers this weekend) and Gerhard Berger.

Clearly Schumacher was not going to be able to get away, but neither did the Williams seem able to do much about catching him, the lead remained steady at around two seconds. And, by lap eight, Frentzen's tyres were starting to go away, to the point that now he let Villeneuve through; by the time he got by, though, Schumacher was four seconds to the good.

"I was pushing, but I just couldn't catch Michael," he said. "One lap he'd go slower, then faster, and I'd do the same – but the gap stayed the same."

Lap 21 saw another of those amazing coincidences: Schumacher lapped in 1m24.773s and so did Villeneuve. Next time round, Michael was in for his first stop, and then Jacques made his on the 22nd, which put Frentzen temporarily in the lead, with Hakkinen second, Schumacher third and Villeneuve fourth.

Now the complexion of the race was fundamentally changing, for Frentzen was playing the same role as Irvine had at Suzuka, deliberately running at a slow rate so as to allow his team-mate to close on his championship rival. By lap 26 Villeneuve was right up with Schumacher, and the game was on. When Hakkinen pitted on lap 26, and Frentzen – his job done – on lap 28, Michael and Jacques had a straightforward head-to-head going, for both race and title.

"As soon as we put on new tyres, I got closer to him," said Villeneuve, "and I thought, 'Okay, now I can make a move,' but then we came up on [Norberto] Fontana – who opened the door wide for Michael but then closed it for me. Of course, Sauber also use the Ferrari engines, which may have had something to do with it… That gave Michael a three second lead, unfortunately, and I had to start over again."



Schumacher's race – and title hopes – ended in the gravel

ALL PICS: LAT

Others were more co-operative. It might have been expected for example, that Schumacher Jr would come to his brother's aid when the leaders came up to lap him, but Ralf moved over for Michael, and then for Jacques. For lap after lap, the gap stayed at around a second, with the McLarens – Hakkinen now behind Coulthard, following their stops – a further quarter of a minute back, then Frentzen, Irvine, Hill and Berger. On the near horizon now were the second stops, and Schumacher began them, on lap 43, with Villeneuve in on the 44th. Both stops were flawless, and now it was a shoot-out to the finish. Second place to the other was no good to either man, and any order change would have to come on the track, for no more stops were scheduled. And now Villeneuve really began to motor, reducing the lead from 2.6 seconds to a second, and then to three-tenths in successive laps. As they went into their 48th, with 21 to the flag, the Williams was matching the Ferrari.

Into the Dry Sack right-hander it did more than that. Catching Schumacher completely unawares, Villeneuve attacked under braking, coming from so far back that Michael never suspected a move was imminent.

In the best overtaking manoeuvre of the year Jacques had him clean.

Schumacher didn't see it that way of course. "He tried a rather optimistic attack," he sniffily said, which was palpable nonsense. "It worked fine for him, but not for me," he added, and that much was true, for Villeneuve survived the incident and he did not. What Michael failed to mention, was that there would have been no 'incident', had he not brutally – and desperately – aimed his car at the Williams, and simply driven into it.

"After the second stops, I was hard after Michael," Jacques said, "and after three laps I knew I had to make my move then, because soon my tyres would start to

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The overjoyed Villeneuve is hoisted aloft by his team

go off a bit. Also I didn't want to give him time to settle, so even though I was 10 or 15 yards behind him into the braking area, I just went for it. I couldn't go any more to the inside – I was already on the grass, so maybe Michael had his eyes closed, or somehow his hands slipped on the wheel or something…

"Actually, I was surprised that he left the door open, but once I was inside him it was just matter of time before he decided to turn in on me. But, he didn't do it well enough, because he went off, and I didn't!

"I expected he'd do that," Jacques went on, "so I knew I was taking a big risk. We banged wheels, and I really thought I'd broken the car. As for him, I knew he was out right away, because he hit me really hard, and went into the gravel trap."

Astonishingly, the stewards declined to take action against Schumacher, later deciding that this had been nothing more than 'a racing accident'. Ye Gods.

Whatever, Villeneuve led and Schumacher was out, but even so Jacques refused to believe that the world championship was safe, because the impact had been substantial; for a while he had worries about even completing the remaining laps, and sixth place – one point – was his minimum requirement. After a couple of cautious laps, checking the Williams out, he felt confident enough to pick up the pace again.

Almost unnoticed in this bedlam were Hill's retirement, after a good run, and a chaotic second stop by Frentzen that dropped him to ninth.

Through the closing stages, Villeneuve kept a reasonable pace, running no faster than he felt was necessary; even at one point allowing Shinji Nakano's Prost to un-lap itself: "He was in my mirrors all the time, and I didn't want the distraction."

Five seconds or so behind Jacques ran the McLarens, which were trying without success to lap Giancarlo Fisichella's Jordan. Finally with three laps to go, Coulthard was told by his pits to let Hakkinen by.

Once past the Jordan, Hakkinen and Coulthard began to catch Villeneuve, and so on the final lap were up with him. "My car felt strange, unstable, at the rear end, particularly on right-handers," said Jacques. "I could go hard, but the tyres would heat up in a strange way, and I'd have to back off for a bit."

Did Villeneuve make a gift of the European Grand Prix to Hakkinen? It certainly looked that way, and Jacques suggested that it was nothing more than Mika deserved. "When he caught me, it was a question of either pushing like a maniac, risking going off with my car handling strangely, or seeing if he made a move, and then letting him through," said Jacques. "David was also very close, so I didn't fight him, either.

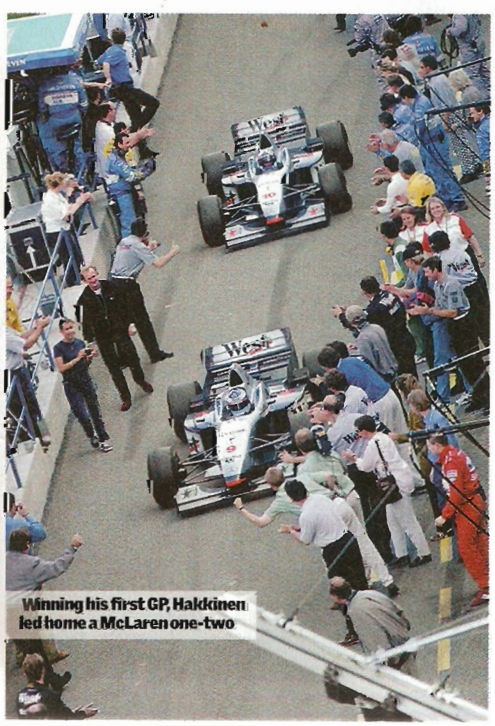
"Mika and David could have pushed me at the start of the race, when they were quicker, so I didn't want to play any dirty tricks on them – it was better to let them through,"

It seemed Williams and McLaren had 'reached an accommodation' for this crucial race, and the feeling of collusion between the two was no more than an evening of the odds in the battle against Ferrari. Hakkinen, almost speechless with emotion at finally winning a grand prix, put it this way: "I lost a lot of time in the beginning of the race, because I was behind Jacques, but I didn't want to do anything that would… risk his winning the world championship."

The finish was hugely close, with Hakkinen Coulthard, Villeneuve, Berger, Irvine and Frentzen covered by fewer than five seconds. Mika and Jacques, the big winners of this day, were not the only ones to smile afterwards, for Gerhard overtook Eddie – not his favourite driver – on his very last lap in a GP car.

"Yes, it was a big risk." Villeneuve murmured again. "I knew Michael was capable of taking me out, but there was no point in just being second. It was better to try, and finish in the gravel, than to finish second – and have heavy shoulders. Now I just feel wonderful."

"I WAS SURPRISED HE LEFT THE DOOR OPEN, BUT ONCE I WAS INSIDE HIM, IT WAS JUST A MATTER OF TIME BEFORE HE DECIDED TO TURN IN ON ME"



Winning his first GP, Hakkinen led home a McLaren one-two

Results

POS	DRIVERS	CAR	TYRES	LAPS	TIME/REASON
1	Mika Hakkinen	McLaren-Mercedes	Goodyear	69	1h38m57.771
2	David Coulthard	McLaren-Mercedes	Goodyear	69	1h38m59.425
3	Jacques Villeneuve	Williams-Renault	Goodyear	69	1h38m59.574
4	Gerhard Berger	Benetton-Renault	Goodyear	69	1h38m59.690
5	Eddie Irvine	Ferrari	Goodyear	69	1h39m01.560
6	Heinz-Harald Frentzen	Williams-Renault	Goodyear	69	1h39m02.308
7	Olivier Panis	Prost-Mugen Honda	Bridgestone	69	1h40m04.906
8	Johnny Herbert	Sauber-Petronas	Goodyear	69	1h40m10.732
9	Jan Magnussen	Stewart-Ford	Bridgestone	69	1h40m15.258
10	Shinji Nakano	Prost-Mugen Honda	Bridgestone	69	1h40m15.986
11	Giancarlo Fisichella	Jordan-Peugeot	Goodyear	68	1h39m05.717
12	Mika Salo	Tyrrell-Ford	Goodyear	68	1h39m15.015
13	Jean Alesi	Benetton-Renault	Goodyear	68	1h39m17.717
14	Norberto Fontana	Sauber-Petronas	Goodyear	68	1h39m45.614
15	Tarso Marques	Minardi-Hart	Bridgestone	68	1h39m56.704
16	Jos Verstappen	Tyrrell-Ford	Goodyear	68	1h40m06.201
17	Ukyo Katayama	Minardi-Hart	Bridgestone	68	1h40m06.893
R	Michael Schumacher	Ferrari	Goodyear	47	accident
R	Damon Hill	Arrows-Yamaha	Bridgestone	47	gearbox
R	Ralf Schumacher	Jordan-Peugeot	Goodyear	44	water leak
R	Rubens Barrichello	Stewart-Ford	Bridgestone	30	gearbox
R	Pedro Diniz	Arrows-Yamaha	Bridgestone	11	spin


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LUCAS DIRECTS GP2 BLOCKBUSTER SEQUEL

After failing to land the GP2 title or a Formula 1 seat, Lucas di Grassi has returned to F1's feeder formula to prove his worth. By CHARLES BRADLEY

Career-defining moments don't get more crucial than this. Having finished runner-up to Timo Glock in GP2 last year, Lucas di Grassi found himself in Formula 1-third-driver limbo in 2008. With testing time limited thanks to returning hero Fernando Alonso and rookie Nelson Piquet Jr, and rising star Romain Grosjean grabbing the headlines as he swept to the GP2 Asia title, di Grassi was in danger of being the forgotten man of the notoriously ruthless Renault set-up. He needed to act; to prove himself worthy of retaining his position in the pecking order so that if Alonso does jump ship next year, he can be in the running to step up.

The 24-year-old Brazilian's salvation has come in an unusual form. Renault development driver Ben Hanley wasn't producing the goods at the Barwa Campos Team – which had big ideas for this season – and he was unceremoniously dropped. The dilemma was this: after failing to take the title with two-time champions ART Grand Prix, what could he achieve with a team that hadn't even won a GP2 race until last year?

The answer has been emphatic. Runner-up on his series return at Magny-Cours, di Grassi followed that up with a blinding sequence of top-five finishes. Then, in Hungary, he scored his second career GP2 victory, which moved him up to third in the championship, ahead of Grosjean, despite missing the first six races. It was like he'd never been away.

"I felt that, by not racing, I was losing my extra edge," he says. "You only get that when you are in the car and racing. I was watching a lot, but under no pressure and not being pushed or anything. I'm a racing driver; what I love doing is racing."

It wasn't a total no-brainer that he should take the offer of the drive at Campos, however. When you've finished second in a series, the only way to better that is to win it. Why take the risk?

"After missing 30 per cent of the races I knew it was impossible to win the championship, so the target was always to win races," he says. "When the opportunity came to come back with GP2, it was not a very good scenario for me. Campos was not doing very well with its drivers, and I was going to start in the middle of the season. Everybody else had already done the Asian Series, the pre-season testing and the first three races over me. They were all well-prepared, which gave me an element of doubt over whether I should come back or not. In the end, I did what Renault asked me to do, and it's been great."

Although he was ultimately pushed into it, di Grassi realised it was a chance he needed to grab with both hands to turn it to his advantage.

"I wanted to get back into the car to prepare myself in the best way to make that jump into Formula 1," he says. "That's my aim, F1 not GP2. As Timo has proved, those who said last year's championship was not strong were wrong. Timo has done an excellent job in F1, especially in Hungary. And last year's title was just between me and Timo right until the final round. The focus is F1, and I feel I am more prepared now than ever having come back to GP2 like this."

Having refocused his efforts on racing rather than spectating from the F1 pitwall or garage, it says a lot about di Grassi that he was able to slot straight back in. After two days of testing at Paul Ricard, he was thrust into active service at Magny-Cours, where he scored the first of three second places in four races.

"Since my return it has been good results all the way," he says. "After just a couple of races I was third in the championship. I think it's been a great comeback."

But has that immediate success surprised him, given the renowned strength of the competition in the series?

"Yes, a little," he replies. "The GP2 championship is always strong. It's the second-strongest, in terms of competitiveness, to Formula 1. You need to be prepared, you need to have a good team, you need to communicate well with your engineer – you need everything to be strong. I wasn't expecting to come back and be so good so quickly.

"As soon as I realised I was competitive, which was pretty much straight away, I wanted to win races. I was very close on a number of occasions, especially race two at Hockenheim until I had the technical problem, and then it happened in Hungary."

One of the criticisms last year of di Grassi was that he stuck to his ethos of racking up the points in a methodical approach, rather than the more spectacular Glock, who relied much more on pure speed. Has he changed that approach for his return?

"Maybe I've taken a little more risks this year," he allows. "But I still have the same style, because I don't think it was wrong. Look at what Bruno [Senna] is doing this year, he is scoring points all the time: at Hockenheim he was fourth and third, in Hungary he was third and third. He's not really been overtaking a lot of people, it's the way it works when you are fighting for a championship.

"The more consistent you are, the more points you score. Last year, I was still trying to win races, but I only won one. I led maybe five or six races, but we had ➔

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A third-driver role with Renault wasn't enough for di Grassi, who craved racing

DAVENPORT / XPB.CC

a lot of problems during the year, especially at Monza when the gearbox failed near the end when I was second to Giorgio [Pantano].

"I've not changed my approach a lot, I've certainly not changed my driving style. This year, I was more focused on winning every race, and not worrying about the championship. You still have to think about points, especially when you are third in the standings, until there's no chance to win the title. I think I'm a little more mature this year and I understand better the way to work with a team to win races in GP2."

But let's rewind a little here. After last year's title decider at Valencia, di Grassi cut a despondent figure in the paddock afterwards, knowing that his best chance of graduating to F1 had slipped through his fingers. Worse than that, having popped out of the top of the RDD ladder, would Renault offer him its outstretched hand to pull him into its F1 edifice, or allow him to tumble to obscurity?

"It took a bit of time for Renault to decide what to do," he admits. "I don't think I was ever in danger of being out of the picture at Renault, but it was a late decision to confirm me as third driver. I was happy with that, it was fair on me because Heikki [Kovalainen] got that after he finished runner-up in GP2, and so did Nelson.

"With the testing restrictions this season, and with Renault having Nelson in the race team as a rookie driver, it made the situation complicated for me. I was testing very little, mainly doing shakedowns, but I was pleased with what I did when I was in the car for proper testing. Every time you are in an F1 car, it's a good learning experience."



Di Grassi's late return to GP2, with the Campos squad, quickly yielded results

XPB.CC

Di Grassi wasn't idle while on the sidelines. He immersed himself in Renault's F1 operation, soaking up all its working practices and data work on race weekends. His current team boss, Adrian Campos, labels di Grassi "the most professional driver I've ever worked with" and it's no coincidence that Lucas is also one of the most intelligent guys in the paddock.

"It's been good to go to all the races to learn how they operate," says di Grassi of Renault's F1 practices. "The strategy is certainly very different from GP2, but at a certain point you find it's difficult to learn more without actually driving the car yourself. It's a bit strange to be that close at the races without being in the car. Sure, I would be promoted if something happened to one of the race drivers, but the chances of that happening are very small."

Since his return to GP2 he's averaged more points than anyone else, and closed the gap to the leaders as well as overtaken the majority of the grid. Is there a chance he could nick the title in the final six races?

"It was impossible when I started: Giorgio had 24 points, I had zero! Since then I've scored more points than him. It's still possible, and I'm only 16 points behind, but in GP2 anything can happen. I will try."

Ultimately, of course, his goal isn't to win the GP2 title, it's to graduate to F1. He's unsure of exactly what that will take, how the cards need to fall for that to happen, but he's waited this long so doesn't necessarily see next year as a deal or no-deal scenario.

"I've come back to GP2 and shown everyone what I can do, regardless of which team I'm in. I've shown I can be strong even when I've missed races, so I think my chances of arriving in F1 have increased this year a little bit. But I know there are only 20 places there, and for next year that would be very difficult.

"That's my aim; I'm not going to quit, and while I try to get there I'll continue to do a good job in GP2. I've been fighting with Kubica in F3, I beat him in Macau, I fought with Timo for a whole season in GP2, and they've both done very well in F1.

"I think I've proved I can be one of the guys who deserves a place there, and I'm just waiting for my chance to arrive one day." ◙

MID-SEASON GP2 SWITCHES

Hits and misses of F1's feeder formula

HITS

TIMO GLOCK (2006)
After dreadful start with BCN, Glock switched to iSport from Silverstone and won two races – the precursor to his '07 title charge.

GIORGIO PANTANO (2006)



Pantano replaced Filippi at FMS and soon won races

DUNBAR/LAT

Replaced the sacked Luca Filippi at FMS after four rounds and won three races over the remainder of the season, forging his reputation as a bit of a GP2 mercenary.



Carroll (second from left) won twice for FMS

ADAM CARROLL (2007)
Scored two wins after being called up to replace underperforming Antonio Pizzonia at FMS. Finished seventh in the championship.

MISSES

SEBASTIEN BUEMI (2007)
Started well enough when called up for his GP2 debut with ART by qualifying fourth at Monaco, but only scored six points from 11 races in all.

RICARDO RISATTI (2007)



Risatti got in the way quite a lot during the '07 season

FERRARI/LAT

Replaced an injured Pastor Maldonado at Trident and almost ruined Timo Glock's title by hitting him on warm-up lap at Spa. Almost robbed Pantano of third too by colliding with him at Monza.

ADAM CARROLL (2008)
Returned to FMS again in Turkey, but after strong qualifying that '07 magic was no longer there and they parted company after disastrous Monaco.

INTRODUCING

MARK WILKINS AND BRIAN FRISSELLE

The Riley-Ford endurance racers are great friends off the track – and a truly formidable pair on it



The pair have already won twice in 2008

CV

NAME: MARK WILKINS
BORN: MAY 9, 1983
LIVES: TORONTO, CANADA

2008 Grand-Am: 2 wins, fifth currently
2007 Grand-Am: 12th
2006 Grand-Am: 1 race; Star Mazda: 5 races
2005 Grand-Am: 1 race; Star Mazda: 10th
2004 Grand-Am: 1 race; North American Formula Renault: 4th, 1 win
2003 Fran-Am 2000: 10th
2002 US FFord 2000: 6th
2001 Canadian FFord: 3rd, 1 win

CV

NAME: BRIAN FRISSELLE
BORN: DECEMBER 28, 1983
LIVES: COLORADO, USA

2008 Grand-Am: 2 wins, fifth currently
2007 Grand-Am: 29th
2006 Grand-Am: 34th
2005 Grand-Am: 17th
2004 Star Mazda: 22nd; Formula BMW USA: 6th
2003 Skip Barber National: 4th, 3 wins
2002 Skip Barber Western: 2nd, 7 wins

THEY'RE THE hottest properties in US Sportscar racing at the moment thanks to Grand-Am Series wins at Montreal and Watkins Glen, and they're great mates to boot. Oh yes, and at just 25 and 24 years of age – a tally that makes them the youngest pairing in the championship – AIM Autosport team-mates Mark Wilkins and Brian Frisselle look to have the world of endurance racing at their feet.

SINGLE-SEATER BACKGROUND

Success in sportscars has not always been the plan for Wilkins and Frisselle. Both began their careers in single-seaters, Canadian Wilkins winning in Fran-Am 2000 (North America's Formula Renault) and American Frisselle doing likewise in the Skip Barber-run Formula Dodge series and landing himself a place in the final stage of Red Bull's USA driver search in 2003.

"I always wanted to race in Formula 1," says Frisselle. "I even got into the Red Bull USA driver search – the only guy over 18 who got in that year. And despite being the only guy consistently in the top three, they decided I was too old, so I didn't get their support."

STEEP LEARNING CURVE

Believe it or not, 2008 is only Wilkins' second full-time season in sportscars and Friselle's third. More than that, this is their first together. Frisselle's elder brother Burt rotated with him alongside Wilkins at AIM last year, and the pair of siblings raced to a number of top-10 finishes as co-drivers with Synergy Racing in 2005 and 2006.

This year, though, has seen the partnership gel, and in more ways than one. "Mark and I are very good friends," Frisselle says. "We just get on very well off the track. After Daytona, he came down to see me in Colorado and we did some skiing, hung out, just had a good time. And in the car we're very similar: same size, same left-foot braking technique. It makes it easier for the engineers if we're similar drivers."

WINNING STREAK

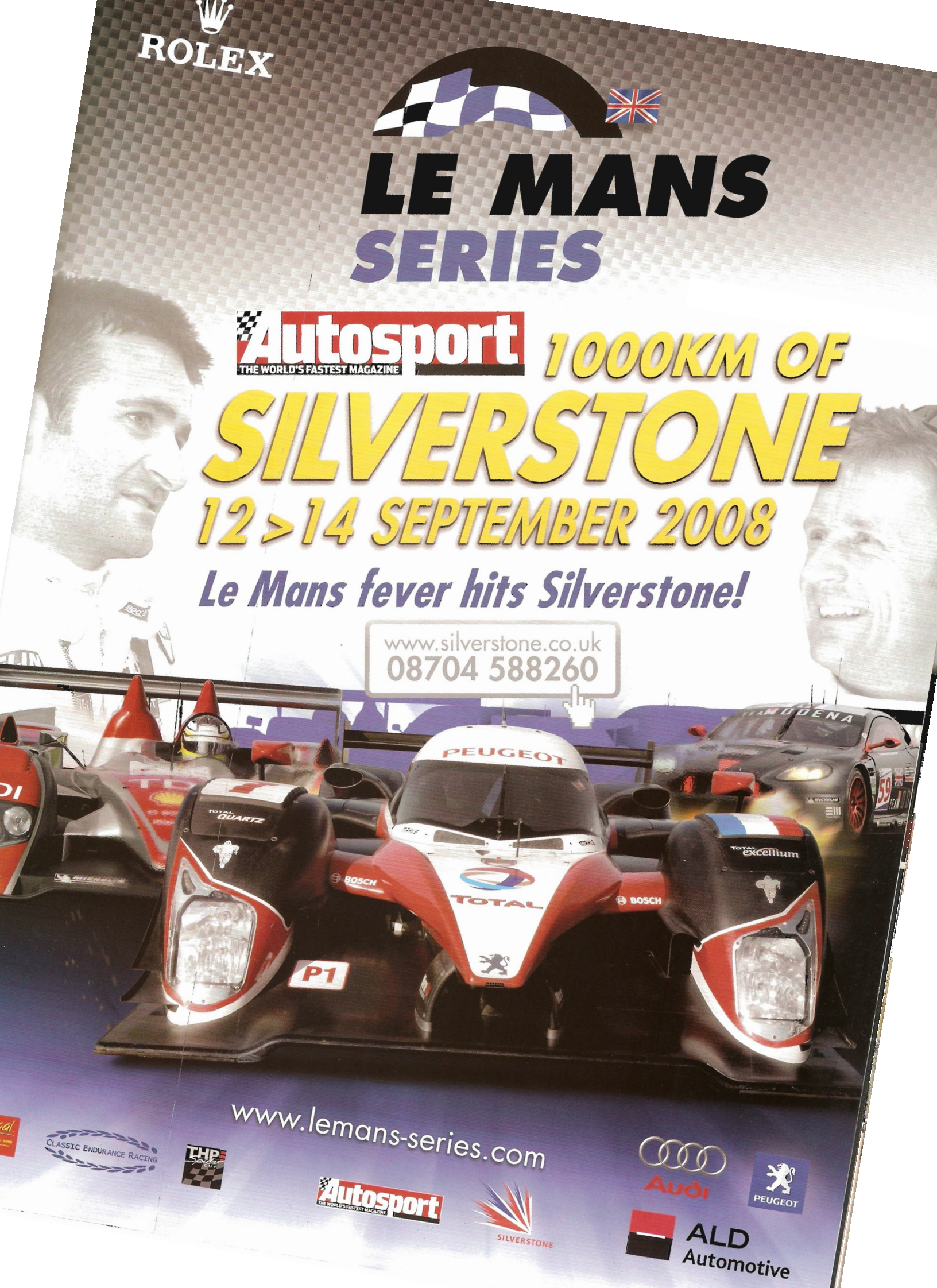
Possible victories for the young Riley-Ford drivers at the Daytona 24 Hours and at Barber Motorsports Park came to nought – the latter race ending with an engine failure while the pair were leading with 20 minutes to go. But it all came right for AIM in a chaotic race at Montreal, where the top three all ran out of fuel on the last lap.

"I couldn't believe it," says Wilkins. "It was turn five on the slow-down lap when I found out we'd won. And then Watkins Glen, too, where we proved we could win on pace, not just fuel mileage. Fantastic."

SO WHAT NEXT?

Both are keen to stick together next year, and adamant that they would be happy to stay as co-drivers for a good while yet.

Long term, Frisselle would love to race at Le Mans, while Wilkins is open to other offers. "There could be a chance to get a test in a NASCAR Nationwide Series car soon," he says. "If I had the chance, then I'd love to give it a go. For now, though, I'm totally committed to winning races in Grand-Am. We both are."


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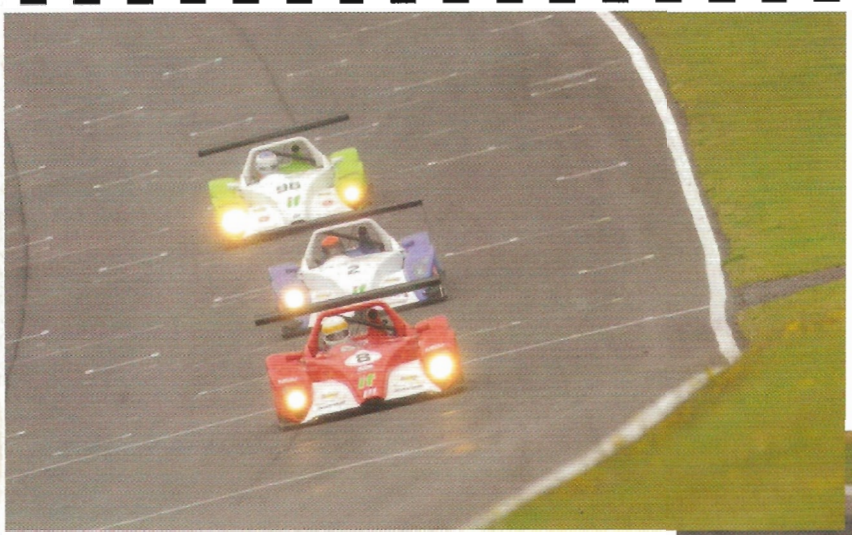
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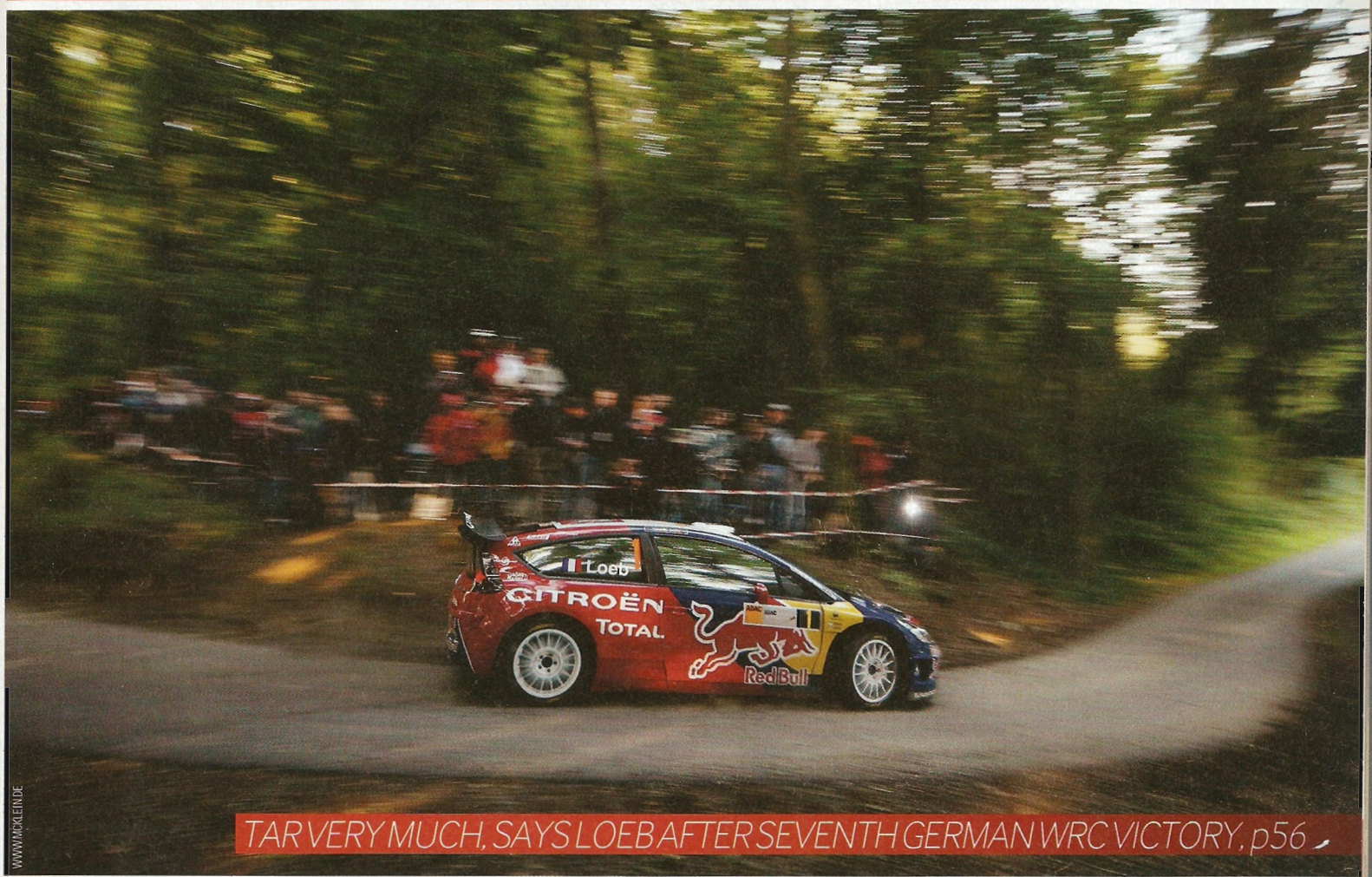
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TAR VERY MUCH, SAYS LOEB AFTER SEVENTH GERMAN WRC VICTORY, p56



DPPI

PEUGEOT THRASHES AUDI IN GERMAN LMS ROUT, p68



LAT/SOUTH

KING CARL: EDWARDS' SPRINT/NATIONWIDE DOUBLE, p70

ANALYSIS • *RESULTS* • COMMENT

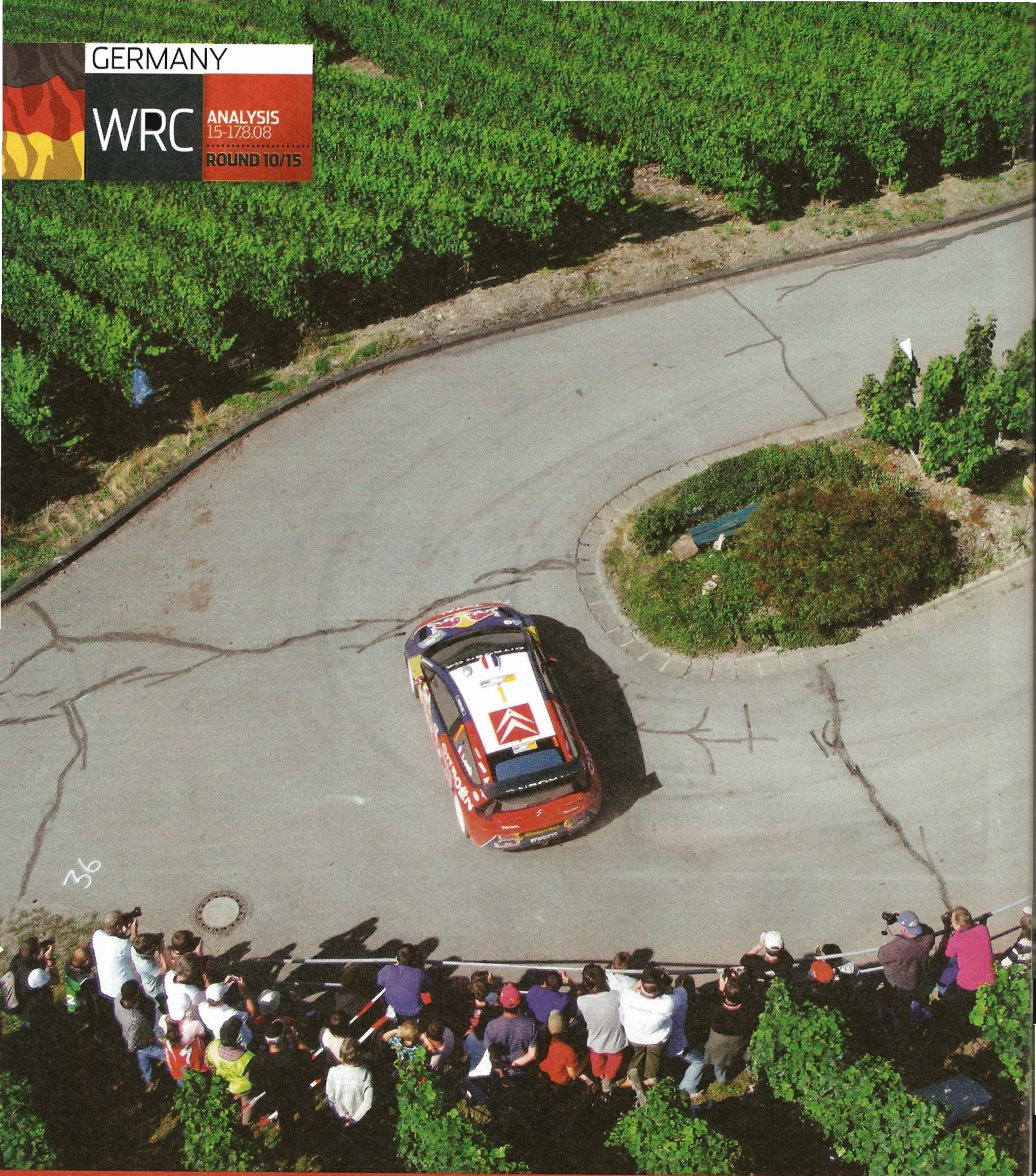
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GERMANY

WRC

ANALYSIS
15-17.8.08

ROUND 10/15



SEVENTH HEAVEN

The Citroen man's seventh German win has handed him



ALL PICS: WWW.MCKEIN.DE

FOR LOEB

the title lead. By DAVID EVANS

Not since the dawn of time has there been a completely dry Rally Deutschland. All that changed last week. That was, however, the only thing that changed in Trier. Once again, come Sunday afternoon, it was the little Frenchman from just across the border who was spraying the champagne. Despite Ford's pre-event tough talking, Sebastien Loeb led this event from start to finish and never looked like being beaten. After a slight blip on Friday, Dani Sordo settled into a Citroen set-up he liked and looked equally self-assured in second. The upshot of three dry days in the Mosel is a change of leader in both the drivers' and manufacturers' championships as Loeb and Citroen ramp up their effort through 2008, part two.

LEG ONE (99.21 MILES)
WEATHER SUNNY, OCCASIONAL CLOUD – AMBIENT TEMPERATURE RANGE ON STAGES 16-24C

The rain, a German official insisted, would arrive between 0920 and 0930 on Friday. Both times came and went without a drop of rain materialising – and the sun did its thing throughout the morning. Given Loeb's uncanny ability to find grip when these roads were running with water, it seemed sensible to suggest to Hirvonen that his job had been made slightly easier by the conditions.

Hirvonen just smiled: "You think so..."

The conditions mattered little to the Ford man. He was here to carry the fight to Loeb. He was here to reverse the ignominy that the Frenchman had served on him in Finland a fortnight earlier. This might not be Loeb's home rally, but it's a stone's throw from his backyard just across the border in Alsace.

For all of Hirvonen's fighting talk, it was Loeb who made the quickest getaway, maintaining an impressive SS1 Rally Deutschland record; the last time he didn't lead from the start was 2004, when Carlos Sainz headed the field for one test.

It was all smiles at Citroen, when the time for Loeb's team-mate Dani Sordo filtered through. The Spaniard ensured a C4 WRC one-two early doors with a time a tenth up on Hirvonen and his tweaked Focus RS WRC08. Eleven miles and one stage later and Loeb had doubled his lead to 11.3 seconds over Sordo, with Hirvonen 1.3sec down in third place. The day's third and final stage brought some respite for Hirvonen, who went second fastest to draw level with Sordo.

Just over 15sec up after the first loop and Loeb was happy, his only concern was the continued voyage of discovery that was Rally Deutschland on a control tyre.

"I'm pushing," he said, sounding almost like a man who was trying to convince himself as much as anybody. "It's a good morning. But it hasn't been easy. The tyre is sometimes not giving the grip you would expect. Finding these places is interesting."

Hirvonen felt the weather had helped him in the morning, allowing him to gain confidence in the new car and tyre package in consistent and dry conditions.

"I'm really happy to be where I am," he said. "Now I have to work to keep the gap. This is a good position. I've got to be clever."

Sordo was far from happy. His C4 wasn't working the way he wanted with the soft Pirellis. "I have no confidence in the car," he said. "We've gone with a set-up from shakedown and it doesn't work. How can I plan to attack when I don't know what the car will do?"

A change of suspension settings and bolting on Pirelli's harder P Zero inspired more confidence in the Spaniard through the afternoon.

Sordo immediately dispatched Hirvonen, edging the Ford man by just one second in the first of three rerun stages through the afternoon. It was the second run through Grafschaft Veldenz that caught Loeb's attention, however, as Hirvonen bounced right back into contention and came within a tenth of a second of equalling the Frenchman's time.

"Mikko is very fast!" said a breathless Loeb at the end of the test. The morning's calm demeanour had gone. The last 11 miles had been a dogfight. "It's a really tough battle. I am on the limit here. In one junction I was so close to going off – I was really late on the brakes..."

The top two concluded their ➡

STAGE BY STAGE

SS1 RUWERTAL/FELL	SS2 GRAFSCHAFT VELDENZ	SS3 MOSELLAND
(13.12 miles)	(11.01 miles)	(6.12 miles)
1 **Loeb** 11m31.6s; 2 **Sordo** +5.8s; 3 **Hirvonen** +5.9s	1 **Loeb** 13m14.4s; 2 **Sordo** +5.5s; 3 **Hirvonen** +6.7s	1 **Loeb** 5m29.3s; 2 **Hirvonen** +2.7s; 3 **Duval** +3.7s
LEADER **Loeb**	LEADER **Loeb**	LEADER **Loeb**
Gardemeister spins and stalls. Loeb into immediate advantage.	Gardemeister and Wilson lose brakes towards the end of the stage.	Duval's gearshift not working right. Rautenbach overshoots junction. Sordo no confidence.

day with Loeb 19.9sec ahead. By then, however, attention had been diverted elsewhere as Stobart Ford driver Gigi Galli had rolled his Focus off the road in a super-quick section of SS5. The likeable Italian was trapped in the car after it had come to rest, roof-first, against a tree.

With the steering column cut away, Galli was extricated from the car and taken to hospital for an operation on a fractured left femur. His co-driver Giovanni Bernacchini escaped with cuts and bruises, some of which were incurred as he smashed his way through a window to get out.

The stage was stopped as the emergency services went into action. The following test was also canned after the top three cars had passed due to high numbers of spectators in Moselland.

After notional times were applied to crews for those stages, Sordo ended the leg 5.7sec away from Hirvonen, with the Finn firmly in his sights for day two after an improved afternoon with the C4.

Behind the top three was Francois Duval. The Belgian's WRC return had been much hyped – with fastest time at shakedown doing little to quell the level of expectancy. But when the flag dropped, Duval struggled. Running further down the order, he was left to struggle through the worst of the gravel pulled out by the cars ahead. A problem with his Ford's gearshift didn't help matters through the morning's three stages, but his biggest concern was the understeer. He suffered more through the afternoon and vowed to make changes to the car's differential and suspension before a renewed push through day two.

Jari-Matti Latvala was out to make up for what had been a fairly disastrous home round of the series earlier this month. Asked to bring the car home in the top five, Latvala was bang on the money after leg one.

"I'm happy because I'm not having to press on too much to be here [fifth]," he said. "Obviously, if the Subarus find some speed, that could be a different story tomorrow."

The two Impreza WRC2008s were locked in a battle of their own for the final top-six spot. Curiously, the Subarus were the only factory cars to employ the hard Pirelli tyre on the morning loop, replacing it with the softer version for the afternoon. Running in asphalt trim for the first time, both drivers sought more consistency from the car, while Chris Atkinson was left to ponder the fastest time he'd posted in Moselland last year.

"We feel quite a long way away from that," admitted the Australian, 30.1sec down on team-mate Petter Solberg. The Norwegian was more upbeat, but bemoaned a brake problem that was causing the rears to lock all too often in the afternoon.

Petter's brother Henning was a surprise visitor to the top eight at the end of the leg – with the Norwegian equally as shocked as anybody.

"Maybe I am an asphalt expert..." he said. A good few hours on a kart track through the summer had taught him a bit about sealed surfaces.

POSITIONS AFTER LEG ONE

1 **Loeb**/Elena	1h00m22.5s
2 **Hirvonen**/Lehtinen	+19.9s
3 **Sordo**/Marti	+25.6s
4 **Duval**/Pivato	+38.7s
5 **Latvala**/Anttila	+55.7s
6 **Solberg**/Mills	+1m03.9s

LEG TWO (101.33 MILES)

WEATHER SUNNY – AMBIENT TEMPERATURE RANGE ON STAGES 17-23C

Heading out east to the Saarland stages on a sunny Saturday morning, Loeb was winding himself up for a big push. He'd been spooked by Hirvonen's pace the day before and was looking to demoralise the Finn early on the more flowing roads away from the vineyards.

Loeb's cause was helped by a lack of confidence for Hirvonen, who went off the road briefly in Bosenberg, allowing Sordo to pass him for second place.

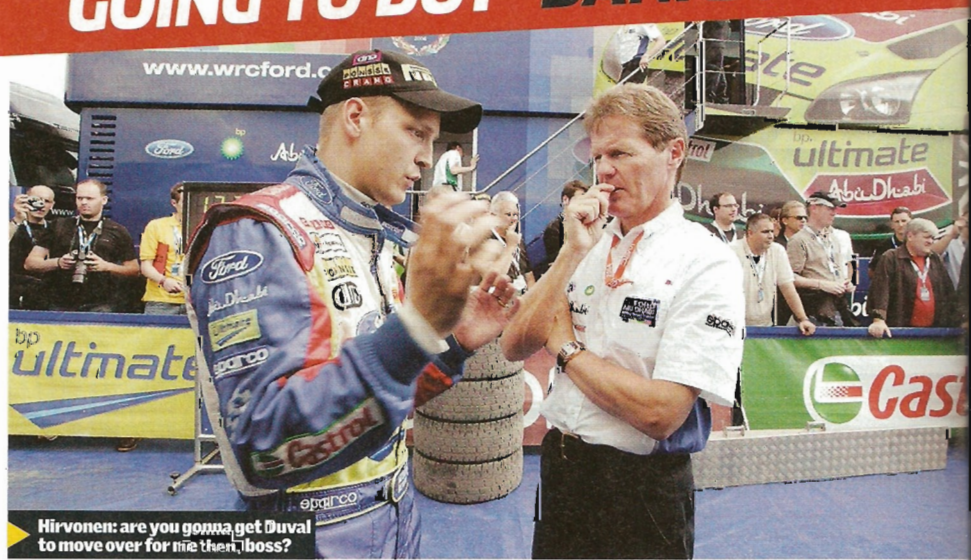
"I made too many small mistakes," groaned Hirvonen. "I need to be braver."

Loeb was on it, continuing his run of fastest times into the second leg with the ease of a man in complete control. Arriving at the remote service zone ahead of the Panzerplatte test, his lead over Sordo was past the half-minute mark. But it hadn't come without the odd moment, a scuff down the right-hand side of the C4 bore testament to a high-speed meeting with a straw bale.



Sordo made it a Citroen one-two once he'd got his C4's set-up right

"HOW CAN I ATTACK WHEN I DO GOING TO DO?" DANI SORDO –



Hirvonen: are you gonna get Duval to move over for me then, boss?

STAGE BY STAGE

SS4 RUWERTAL/FELL 2 (13.12 miles)
1 **Loeb** 11m28.7s; 2 **Duval** +2.2s; 3 **Sordo** +2.4s
LEADER **Loeb**
P Solberg passes Subaru team-mate Atkinson for fifth place.

SS5 RAFSCHAFT VELDENZ 2 (11.01 miles)
1 **Loeb** 13m12.3s; 2 **Hirvonen** +0.1s; 3 **Sordo** +6.8s
LEADER **Loeb**
Galli crashes off the road heavily and is taken to hospital.

SS6 MOSELLAND 2 (6.12 miles)
LEADER **Loeb**
Stage cancelled after three cars have completed stage due to spectator overcrowding.

SS7 BOSENBERG (11.80 miles)
1 **Loeb** 10m50.1s; 2 **Sordo** +0.3s; 3 **Duval** +4.1s
LEADER **Loeb**
Sordo into second. Duval, P Solberg and Aava all off the road briefly.

SS8 FREISEN/WESTRICH (10.12 miles)
1 **Loeb** 9m26.9s; 2 **Sordo** +3.5s; 3 **Duval** +6.7s
LEADER **Loeb**
Hirvonen unhappy with mistakes. Andersson broken driveshaft and brake problems.

SS9 BIRKENFELDER LAND (8.72 miles)
1 **Loeb** 7m57.1s; 2 **Duval** +0.5s; 3 **Sordo** +2.8s
LEADER **Loeb**
Loeb clips straw bale. Latvala rolls and drops four places and 1m30s.

SS10 ARENA PANZERPLATTE (20.00 miles)
1 **Loeb** 17m44.5s; 2 **Sordo** +3.7s; 3 **Hirvonen** +11.6s
LEADER **Loeb**
Latvala overshoots junction. Wilson's Focus too low – car bottoms out in rough stage.



N'T KNOW WHAT THE CAR IS BEFORE HE SORTED HIS SET-UP



Duval's first outing since the Monte yielded a strong third

ALL PICS: WWW.MCKLEIN.DE



MY RALLY...

SEBASTIEN LOEB

CITROEN WRC DRIVER

COMING INTO Rally Deutschland on the back of winning Rally Finland was fantastic for me. But, at the same time, I was always thinking a little bit about how Ford had been favourites to win there and how we were favourites to win here...

You never know what can happen in the rally. Of course I am happy in these stages and I have a good record, but when you start the rally none of that matters so much.

On the first day, I was pushing hard in some of the stages and I knew Mikko [Hirvonen] was there and close to me. The gap was not so big at the end of the first day, but then it was Saarland. I like those roads.

I pushed again and sometimes I was a little bit on the limit. I talked in Finland about driving on the limit and driving beyond myself. I don't like to do this, but it was what had to be done in Finland. In Germany, the speed wasn't like this. Sure, I was on the limit for some time and there was the odd moment here and there, but that was because the road was so narrow. I wasn't having to drive outside of myself.

Looking back at the seven wins I have now achieved in Germany, I would say that this one was probably the least hard (no rally is ever easy to win) of them all. The weather really made things better. People asked me if I could ever remember a dry Rally Deutschland like this before, but it's a bit of a waste of time asking me – I have a terrible memory!

By Saturday afternoon, the times were good. Dani [Sordo] was in second and everything was going to plan, so I was able to take it a bit easier.

The final day was really quite straightforward, nothing to worry about. I stalled in one hairpin on the first stage, but that was no stress. At the end of the event, we got to drive through the stage in the centre of Trier. This is always quite good fun, with lots of people around watching. It was a good way to end a very good rally for me, Dany [Elena, co-driver] and Citroen. We're leading both championships again, but this time we have to make sure it stays like this.

"THIS WIN WAS PROBABLY THE LEAST HARD FOR ME"



Loeb limbers up before waltzing to his seventh victory in Germany

SS11 BOSENBERG 2 (11.80 miles)
1 **Loeb** 10m50.6s; 2 **Sordo** +3.9s; 3 **Hirvonen** +5.5s
LEADER **Loeb**
Puncture for Atkinson. Latvala still struggling for confidence.

SS12 FREISEN/WESTRICH 2 (10.12 miles)
1 **Loeb** 9m30.4s; 2 **Sordo** +2.9s; 3 **Hirvonen** +4.6s
LEADER **Loeb**
Sordo stalls at hairpin and drops five seconds.

SS13 BIRKENFELDERLAND 2 (8.72 miles)
1 **Loeb** 7m56.3s; 2 **Sordo** +0.3s; 3 **Hirvonen** +2.5s
LEADER **Loeb**
Duval goes off the road briefly. H Solberg spins at a junction.

SS14 ARENA PANZERPLATTE 2 (20.00 miles)
1 **Sordo** 17m41.5s; 2 **Loeb** +2.7s; 3 **P Solberg** +8.2s
LEADER **Loeb**
Both factory Fords suffer punctures. Duval passes Hirvonen for third.

SS15 DHRONTAL (13.50 miles)
1 **Duval** 14m23.1s; 2 **Sordo** +1.8s; 3 **Hirvonen** +2.2s
LEADER **Loeb**
Loeb stalls in a hairpin.

SS16 MOSELWEIN (11.23 miles)
1 **Duval** 10m43.9s; 2 **Hirvonen** +1.9s; 3 **Loeb** +3.0s
LEADER **Loeb**
Atkinson suffers launch control failure and stalls on the line.

SS17 DHRONTAL 2 (13.50 miles)
1 **Duval** 14m15.7s; 2 **Hirvonen** +3.7s; 3 **Loeb** +7.0s
LEADER **Loeb**
H Solberg damages steering after hitting barrier.



Galli's rally – and 2008 WRC season – ended against a tree in stage five

"I HEARD A NOISE AS WE HIT THE BALE, BUT IT WAS OKAY, WE WERE FLAT!" SEBASTIEN LOEB

"The bale had been moved by about 10cm since the recce," said Loeb. "That's not very good. When we are coming in sixth gear and the road is very narrow, it needs to be in the right place. I heard a small noise as we hit it, but it was okay, we were flat."

Hirvonen appeared to have found his rhythm in SS9, pegging Sordo back in the Citroen driver's attempts to ease clear in second place. The most important thing for Hirvonen, however, was a good run through Panzerplatte. This stage contained 82 junctions in 20 miles and some of the most tortuously abrasive asphalt in the championship.

Both Citroens sacrificed the immediate grip of the soft tyre for the longevity of the hard compound. It worked for them both: Loeb was fastest, Sordo second, with Hirvonen 7.9sec down on him. Panzerplatte was definitely a Citroen stage.

The C4s were looking ominously strong at lunchtime on Saturday and Sordo's smile was firmly back in place.

"I've got my car back," he grinned. "We changed everything completely last night. This is back to how I had the car in the test. It's how I like it. Now I want to keep building the lead over Mikko."

Hirvonen was far from happy and, to make matters worse, he now had Duval closing in as well. The Belgian's Ford had been tweaked overnight and that, combined with running on the cleaner line that comes with being fourth on the road, allowed him to push. Duval's confidence seemed to slip away in the afternoon, but his day ended with an advance onto the provisional podium as Hirvonen suffered a puncture on the second run through Panzerplatte, forcing the Finn to drive the last five miles with the rear-left tyre on the rim.

Having started the event looking to fight with Loeb for the win, Hirvonen's depression was understandable as he prepared for a Sunday morning scrap for third. Duval offered a crumb of comfort saying: "If Malcolm [Wilson, team principal] asks me to let him past, no problem. But I think he's going to be quicker than me anyway."

And if Hirvonen thought he had reason to be downhearted, he wasn't going to find solace with his team-mate Latvala. The younger of the Finns had put his Focus on its side in SS9, trying to avoid a straw bale after he'd got a pace note wrong. He dropped 1m30s while the spectators righted the car. What had looked like a fairly solid, team-pleasing fifth 24 hours earlier had become a nightmare ninth overall.

Struggling to compose himself after the incident, Latvala said: "I should not do mistakes, but I did. It was stupid. If I had braked 10 metres earlier, it would have been okay. I should have hit the bale, instead I went into the field. I didn't see a ditch and we had a slight roll."

The car was undamaged mechanically, aside from the cooling fan on the rear differential. Latvala's confidence was another matter, though.

Petter Solberg was 40sec behind in fifth spot, but both he and team-mate Atkinson (sixth) had productive days of discovery in their Impreza WRC2008s. Solberg ended Saturday on a high with third fastest through the second run at Panzerplatte, while Atkinson's car suffered a launch control problem that caused his Subaru to stall on the line.

Henning Solberg remained a delighted seventh, with Urmo Aava eighth in his PH sport-run C4 WRC.



Latvala went off and needed spectators to right his Focus

STAGE BY STAGE

SS18 MOSELWEIN 2 (11.23 miles)
1 **Duval** 10m45.4s; 2 **Hirvonen** +0.3s; 3 **PSolberg** +0.7s
LEADER: **Loeb**
Aava closes gap to H Solberg to four seconds with one stage left.

SS19 CIRCUS TRIER MAXIMUS (2.71 miles)
1 **PSolberg/Loeb/Mikkelsen** 3m22.4s
LEADER | **Loeb**
Loeb seals seventh consecutive German victory.

POSITIONS AFTER LEG TWO

1 **Loeb**/Elena	2h32m22.6s
2 **Sordo**/Marti	+40.3s
3 **Duval**/Pivato	+1m44.3s
4 **Hirvonen**/Lehtinen	+1m48.2s
5 **Solberg**/Mills	+2m28.7s
6 **Atkinson**/Prevot	+3m32.1s

LEG THREE (32.43 MILES)

WEATHER SUNNY – AMBIENT TEMPERATURE RANGE ON STAGES 13-19C

With yet more sunshine on offer on Sunday, nobody was going to trouble Loeb, who cruised home to his seventh successive German success. Citroen number two Sordo was right behind him in a similarly trouble-free second.

On his way out of first service, Duval maintained his story about stepping aside for Hirvonen.



Solberg tried hard en route to fifth for new Impreza's first asphalt run

Maybe he was trying to convince himself. If that was the case, he failed. Miserably. Four straight fastest times demonstrated what the Stobart driver's intentions were. He wanted third and he took it. If Hirvonen wanted the place, he was going to have to get involved and fight for it.

Hirvonen's efforts to do just that merited a monstrous moment on the second stage.

"I saw a cut in a corner and thought I would cut it a bit more," he said. "We went up onto two wheels and stayed there for ages. I thought it was going to roll."

Duval admitted third was the most he could hope for, given the fact that he'd been at home for the last seven months. Hirvonen was depressed at the loss of his championship lead, but still found positives to take from the pace of the new Focus.

Petter Solberg ended the event on a high, with joint fastest time on the final stage to collect fifth, with Atkinson one place further back in sixth. Both Subaru men turned in polished drives in an improving Impreza, which had only completed four days of asphalt testing before the start.

Henning Solberg collected his first asphalt point in seventh, just about holding Aava off for eighth.

Loeb and Citroen are now back on top of the drivers' and manufacturers' tables – and riding the crest of a wave. A Ford win in New Zealand is a must if Hirvonen is going to break the impetus being built up by the boys across the Channel.



L to r: Marti, Elena, Loeb and Sordo celebrate C4 one-two

FINAL STANDINGS Rally Germany, Aug 15-17, round 10 of 15

Pos	No.	Driver/navigator	Car	Time
1	1	**Sebastien Loeb**/Daniel Elena	Citroen C4 WRC	3h26m19.7s
2	2	**Dani Sordo**/Marc Marti	Citroen C4 WRC	3h27m07.4s
3	8	**Francois Duval**/Patrick Pivato	Ford Focus RS WRC07	3h27m39.7s
4	3	**Mikko Hirvonen**/Jarmo Lehtinen	Ford Focus RS WRC08	3h27m49.8s
5	5	**Petter Solberg**/Phil Mills	Subaru Impreza WRC08	3h28m55.0s
6	6	**Chris Atkinson**/Stephane Prevot	Subaru Impreza WRC08	3h31m05.6s
7	8	**Henning Solberg**/Cato Menkerud	Ford Focus RS WRC07	3h31m55.9s
8	18	**Urmo Aava**/Kuldar Sikk	Citroen C4 WRC	3h31m57.5s
9	4	**Jari-Matti Latvala**/Miika Anttila	Ford Focus RS WRC08	3h32m06.9s
10	11	**Toni Gardemeister**/Tomi Tuominen	Suzuki SX4 WRC	3h33m36.5s
Other finishers				Time
12	16	**Matthew Wilson**/Scott Martin	Ford Focus RS WRC07	3h35m07.7s
13	15	**Conrad Rautenbach**/David Senior	Citroen C4 WRC	3h35m44.4s
2	7	**Gianluigi Galli**/Giovanni Bernacchini	Ford Focus RS WRC07	SS5, accident

Class winners **A8** Loeb/Elena; **N4** Hermann Gassner/Karin Thannhauser (Mitsubishi Lancer Evo IX), 3h50m29.5s; **A6** Sebastien Ogier/Julien Ingrassia (Citroen C2 S1600), 3h47m36.0s
Starters/finishers 82/59 **Rally leaders** SS1-19 Loeb

Driver table

Pos	Driver	Pts
1	Sebastien Loeb (F)	76
2	Mikko Hirvonen (FIN)	72
3	Dani Sordo (E)	43
4	Chris Atkinson (AUS)	40
5	Jari-Matti Latvala (FIN)	34
6	Petter Solberg (N)	27
7	Henning Solberg (N)	22
8	Gianluigi Galli (I)	17
9	Matthew Wilson (GB)	12
10	Francois Duval (F)	11

Manufacturer table

1	Citroen Total WRT	123
2	BP Ford WRT	115
3	Subaru WRT	89
4	Stobart VK M-Sport	51
5	Munchi's Ford	19

Rally summary The route for this year's event was, once again, centred on the Mosel vineyards, the Baumholder military ranges and the Saarland region. Aside from running some stages in the opposite direction to last year, there were no major changes to the route.



DAVID EVANS
FLYING FINISH

LAST WEEK'S Rally Deutschland was a pretty depressing affair for British rally fans. A fortnight after Guy Wilks's towering drive to pulverise the Junior World Rally Championship crews in Finland, Kris Meeke did precisely the same in Germany – even if a late electrical glitch on his Renault Clio robbed him of the result.

Despite the pair of them showing a thoroughly clean pair of heels to the hottest young talents coming through the WRC's feeder formula, both Brits remain firmly on the sidelines. It took Dani Sordo's incredulity to make me realise just how hard done by we really are.

"Kris is quick, no?" questioned Sordo. When I replied that he was taking Sebastien Ogier, JWRC champion-elect and France's new super-Seb, to the cleaners, Sordo could scarcely believe it. When he saw the evidence in black and white, he became an honorary Brit rally fan for the moment.

"That's not right," said Citroen's number two. "He should be here fighting with us," he added, waving a hand across the assembled ranks of works World Rally Car finery.

"He's a good guy and he's very fast. But being fast is not enough now."

It's hard to know what more Wilks and Meeke could have done. They chose their rallies and smashed the opposition. Okay, some might say Ogier had backed off with no need to scrap with Meeke's ageing Clio, but the Northern Irishman was ahead of him while the C2 Super 1600 was still being given the full beans on days one and two.

There's no doubt that both Meeke and Wilks could cut it at the highest level. They've both beaten the likes of Sordo, Urmo Aava and P-G Andersson in Junior cars and they've both demonstrated the ability to transfer that speed into world cars, yet still they wait.

The reality is the requirement of cold, hard cash. For an admittedly sizeable financial punt, a company could put two Brits right at the front of the WRC tomorrow. And, having seen and heard these boys needle each other since they were squabbling over the British Junior Championship, we could have an immediate recreation of the McRae-Burns rivalry that so captured Fleet Street's imagination.

The decision by British motorsport's governing body, the MSA, to put Adam Gould forward for next year's Pirelli star drive in the WRC ahead of Wilks is absolutely the right one. There was discussion about a Wilks nomination, but that would have been absurd. Wilks has been there and done it. He has nothing left to prove at that level.

The chance the MSA has afforded Gould is an opportunity for it to learn from the mistakes it made by not supporting Wilks and Meeke and backing them to the hilt.

"MEEKE COULD CUT IT AT THE HIGHEST LEVEL"

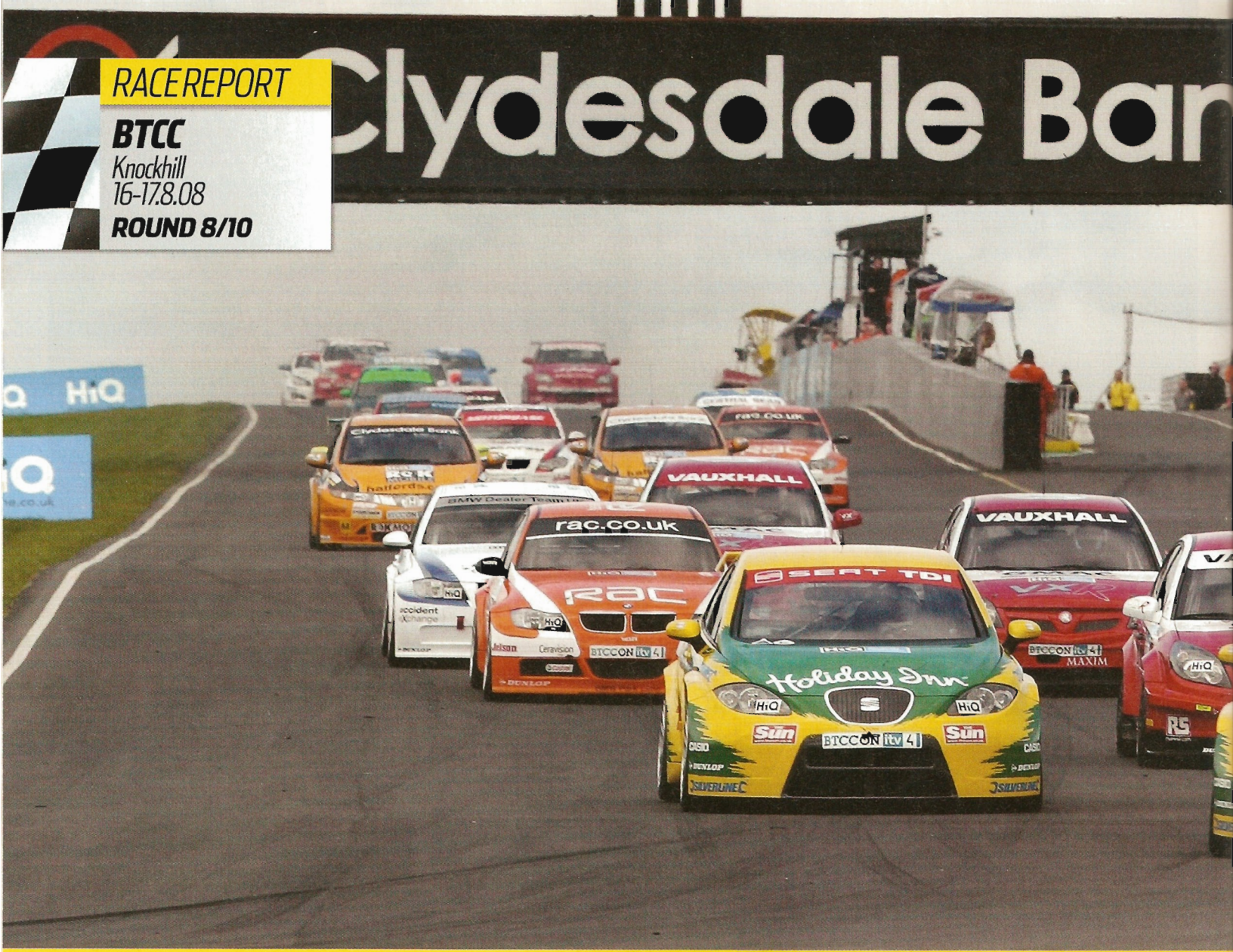


Kris Meeke gave the JWRC stars a fright in his old Clio

ALL PICS: WWW.MCKLEIN.DE

RACE REPORT

BTCC
Knockhill
16-17.8.08
ROUND 8/10



YELLOW FELLOWS C

SEAT won all three races for the first time since the Leon's BTCC debut at the start of 2006. Jason Plato and Darren Turner shared the spoils in Scotland. By JAMIE O'LEARY

THE BRITISH Touring Car Championship's annual trip north of the border finally allowed SEAT to do what it has been threatening since the summer break as its pairing of Jason Plato and Darren Turner won all three races between them – proving beyond any doubt that the Leon TDI is now the fastest machine in the championship.

However, despite the Spanish marque sweeping the board in terms of victories, those red and white Vauxhalls were never too far behind. Fabrizio Giovanardi and Tom Onslow-Cole each bagged a brace of podium finishes to ensure that the Italian left Scotland having lost just three points to Plato in the title race.

SEAT'S PERFECT START

After qualifying you couldn't help but feel that we'd seen it all before. Turner had beaten Plato to pole position, making it SEAT's fourth straight lock-out of the front row. But given the mechanical maladies that prevented the duo from turning three victories at Snetterton and Oulton Park into even more, neither driver was taking anything for granted.

"We've just got to maximise the points Jason can get for the championship," said team player Turner on Saturday. "That's the gameplan. Gameplans can go out the window though if something happens at the start..."

And sure enough it did. Turner, having been out-dragged by both Plato and Onslow-Cole into Duffus Dip, was forced onto the grass at Leslie's as he tried to avoid turning a tank-slapper from the Vauxhall into a major accident. That he did, but with Knockhill's wet grass failing to offer up the same amount of braking bite as the asphalt, he was powerless to stop himself first banging fairings with TO-C and then going through the gravel at the right-hander that followed.

His recovery brought him as high as seventh on lap 14, but his race was to end in the tyre wall exiting Clark's after contact with Tom Chilton pitched the Leon TDI sideways and forced the Halfords car onto the grass.

Meanwhile Plato was in command, resisting an early challenge from Onslow-Cole, who looked extremely racy, to take the spoils. And it was the same in race two, the 2001 champion this time heading Giovanardi all the way to claim his seventh win of the season and the 45th of his illustrious career. Race three though, was very different.

Starting ninth on the reverse-order grid, Plato soon became the yellow filling in a Giovanardi/Onslow-Cole Vectra sandwich. And it was to be his downfall on lap eight when he made an opportunist move on the Vauxhall youngster at the hairpin, only to be tagged on the way out and fired heavily into the tyre wall before the pit entrance.

Onslow-Cole said: "It was a bit of a mess. I was trying to defend, he pushed me out wide and then didn't give me any room on the exit of the corner, so it's just one of those things that happens when you're battling so hard."

Plato reserved judgement until watching the TV footage of the incident, and then said: "They've told me he dropped a wheel onto the grass, then it bit on the kerb and that's what's put him into me. It's feasible,



SEAT's diesel Leons again locked out the front row

EBREY/LAT

LEAN UP



Turner took race three, from Collard (right) and Jordan Jr

BLOXHAM/LAT



Plato twice held off chief title rival Giovanardi for two wins

BLOXHAM/LAT



Jackson runs wide in the scrap for third early in the second race

GRIFFITHS/LAT

and I believe it wasn't deliberate, but I'm still a bit mystified, as i gave him enough room."

While Plato was in the wall though, Turner was in a class of his own. Having felt content to pace the field before Plato's safety car-inducing accident, possibly in an attempt to keep his team-mate on the back of a multi-car train, afterwards he simply zoomed away from second placed Rob Collard to win by over two seconds.

For Turner, who had broken the lap record on his way to eighth place in race two (after starting [illegible]), his [illegible] was one of extreme satisfaction.

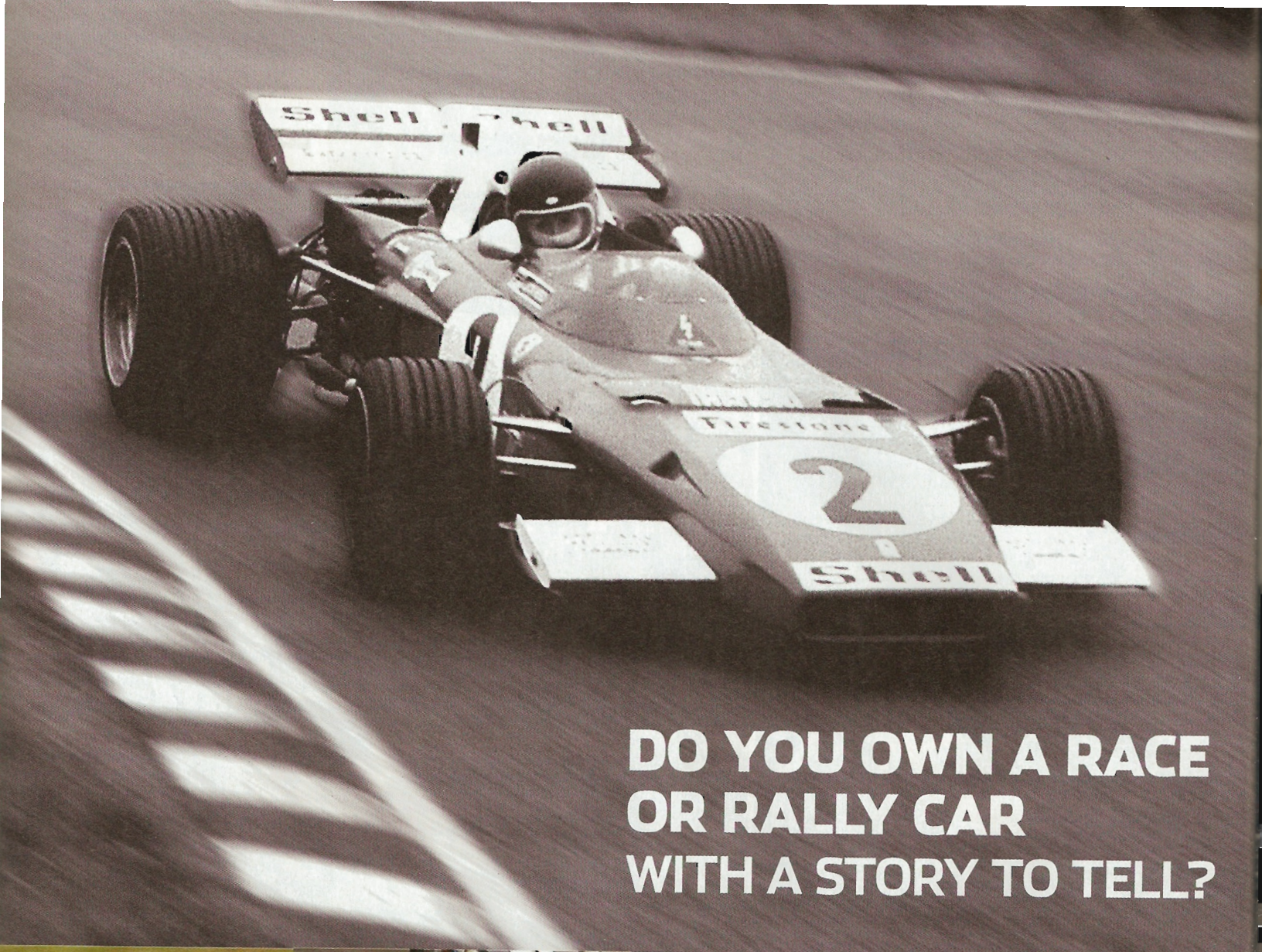
"It feels great," he said. "Pole, a win and a lap record. Can't say much more. After the crash in race one the boys worked so hard to fix the car and I had a lot of fun battling through the field in race two. It's great to win again though."

VAUXHALL CONSOLIDATES

Giovanardi did his usual job of keeping his nose clean in race one to move up from seventh on the grid to third within a handful of laps, and that became second when Onslow-Cole did the dutiful team-mate's job and allowed him to pass with a few laps left. Another second in race two behind Plato followed, with a fifth in the final race of the day – despite him sitting slap-bang in the middle of a fair degree of [illegible] manage to avoid panel damage while the rest were getting stuck in?

"I was just careful," he said. "It's so important not to get involved in the battles in the third race when everyone is trying to make up places, and they all missed me."

Matt Neal's weekend was a little less straightforward. Looking set for an easy fourth place in race one, the two-time champion suffered a left-front puncture on his Vectra as the safety car – deployed for Martyn Bell's crash at Clark's on lap one – returned to the pits. The result was a trip through the gravel at Duffus, a slow lap back to the pits, a tyre change and a 16th place finish – one lap down. From there, the rest of the weekend was a struggle with 10th and seventh places in the [illegible] him behind Mat Jackson to fifth in the championship. There was one piece of extremely good news for Vauxhall though: the VX Racing squad now holds a 171-point lead in the Teams Championship with just 162



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BUDKHAM/LAT

Collard gave Motorbase its second podium of the year in the final race

up for grabs, meaning that barring a barrage of engine change penalties, it should be crowned champion in the next round at Silverstone.

KNOCKHILL SPECIALIST

That was how Motorbase boss Dave Bartrum described Rob Collard after another brilliant performance to add to those seen at Croft, Snetterton and Oulton Park, netted him a second place—his first podium finish for over two years.

Yes he was aided by starting from the second row on the reverse grid and by a poor start from polesitter Andrew Jordan, and yes he was running without success ballast, but with a car that was already 30kg heavier than most due to the team's BMWs running sequential 'boxes rather than H-pattern units, Collard's run, which gave the team its second podium of the year, delighted Bartrum.

"A wonderful drive from Rob today," he said. "He won here in the MG so he's clearly got something at this track. Croft was the turning point for us, and we've kept putting something in each round and this is the result."

If Collard found the sweet spot at Knockhill then so did the younger Jordan. He dropped from pole to fifth off the line in the final race, but displayed the immense racecraft that marks him out as a future star at the first corner. With Mat Jackson on the kerbs at Duffus and Colin Turkington coming ominously close to hitting him, the Eurotech-John Guest driver stayed as far right as possible through Leslie's giving them both plenty of room. His reward came at Scotsman corner where he out-braked both to grab third—a position he would hold until the end to back up the podium he took at Oulton.

"When I'm at the front I just seem to get pulled along by the others, and there's less panel-bashing up at that end too, so it means you can be a lot more smooth with the car. One at Oulton, one here. I'll take that."

THE REST

The Independents' title battle raged in Scotland. A win apiece for the Team RAC and Dealer UK BMWs of Turkington and Jackson, before Collard beat both rivals in race three, kept the gap at 18 points at the top of the standings. That one will go to the wire, although Adam Jones's second-lowest points haul of the year turned the battle into a two-horse race.

Tom Chilton felt he could have had two easy podiums had his third place in qualifying not become ninth due to a six-place penalty carried over from Oulton Park

And what of the two local heroes? Chilton's team-mate Gordon Shedden—a Knockhill instructor—qualified an uncharacteristic 10th for Team Halfords and, despite racing well to a pair of fourths, got involved in too much argy-bargy in race three to take eighth. Fellow Scot Michael Doyle had what he described as "the worst race weekend of my life" after three retirements.

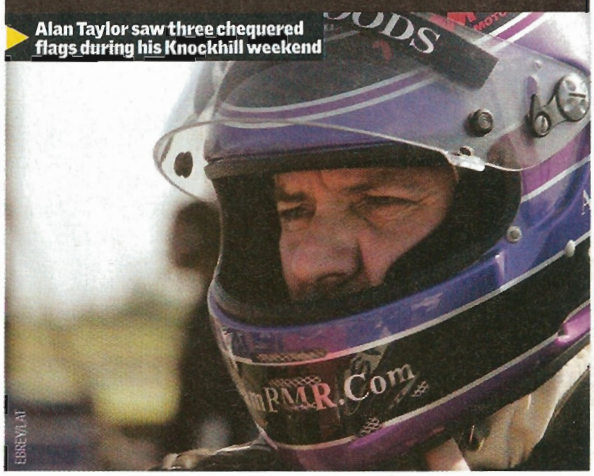
TAYLOR MADE FOR SCOTLAND

ROBERTSHAW PRIVATEER FINISHES ALL THREE RACES

HISTORY WAS made at Knockhill, although not in the way you might imagine. Alan Taylor and Robertshaw Racing celebrated their one-year anniversary in the BTCC and might now be wishing the series made more than one trip to Scotland per season. Twelve months on from a points-scoring debut, the Newcastle driver finished all three races in a single day for the first time.

"Come on!" yelled the restaurateur with his fist in the air as he exited his Honda Integra-R after the final race. Not only had he made the flag in all three races (despite an electrical problem that threatened his participation in the first), but, after damaging no less than seven front splitters this season and raiding the BTCC paddock for spares, he failed to put as much as a dent in his car this time, much to the amusement of the team, which had brought three replacement bumpers for good measure.

"110 problem-free minutes in practice and qualifying and then 78 racing laps," said Taylor. "I can't tell you how good it is to have some decent track time in the car for a change. I managed to slip by John George at the end in race two and we got the Indy point in race one, so it's been pretty good. First Independent point too, so I'm feeling fired up."


EBREY/LAT

Alan Taylor saw three chequered flags during his Knockhill weekend

RESULTS HiQ MSA British Touring Car Championship, Knockhill (GB), August 16-17, round 8 of 10

RACE 1 – 27 LAPS, 35.100 MILES

Pos	Driver	Team	Car	Result	Qual	Grid
1	**Jason Plato** (GB)	SEAT Sport UK	SEAT Leon TDI	26m31.059s	53.176s	2
2	**Fabrizio Giovanardi** (I)	Triple 8 Engineering	Vauxhall Vectra	+1.582s	53.447s	6
3	**Tom Onslow-Cole** (GB)	Triple 8 Engineering	Vauxhall Vectra	+2.173s	53.441s	3
4	**Gordon Shedden** (GB)	Team Halfords	Honda Civic	+2.993s	53.698s	10
5	**Colin Turkington** (GB)	Team RAC	BMW 320si	+5.446s	53.475s	5
6	**Mat Jackson** (GB)	BMW Dealer Team UK	BMW 320si	+5.725s	53.481s	7
7	**Rob Collard** (GB)	Motorbase Performance	BMW 320si	+9.759s	53.993s	15
8	**Adam Jones** (GB)	Team Air-Cool	SEAT Leon TFSI	+10.364s	53.707s	11
9	**Andrew Jordan** (GB)	Eurotech-John Guest	Honda Integra-R	+10.846s	53.481s	8
10	**Tom Chilton** (GB)	Team Halfords	Honda Civic	+11.268s	53.281s	9*
11	**Mike Jordan** (GB)	Eurotech-John Guest	Honda Integra-R	+13.934s	54.024s	16
12	**Steven Kane** (GB)	Motorbase Performance	BMW 320si	+16.292s	53.950s	13
13	**Stephen Jelley** (GB)	Team RAC	BMW 320si	+20.730s	53.970s	14
14	**John George** (GB)	TH Motorsport	Honda Integra-R	+23.256s	54.406s	18
15	**Alan Taylor** (GB)	Robertshaw Racing	Honda Integra-R	+38.530s	55.304s	22
16	**Matt Neal** (GB)	Triple 8 Engineering	Vauxhall Vectra	-1 lap	53.474s	4
R	**Harry Vaulkhard** (GB)	Robertshaw Racing	Chevrolet Lacetti	15 laps – accident	53.848s	12
R	**Darren Turner** (GB)	SEAT Sport UK	SEAT Leon TDI	13 laps – accident	53.163s	1
R	**Jason Hughes** (GB)	Team KWR	MG ZS	5 laps – accident	54.188s	17
R	**Michael Doyle** (GB)	In-Tune Racing	Honda Civic-R	5 laps – accident	55.065s	19
R	**Chris Stockton** (GB)	BTC Racing	SEAT Toledo	2 laps – steering	55.229s	20
R	**Martyn Bell** (GB)	Arkas Racing	Vauxhall Astra S'Hatch	1 lap – acc damage	55.236s	21

Winner's average speed 77.66mph. Fastest lap **Plato** 53.496s (85.54mph). *Chilton was third fastest in qualifying, but started ninth because of a six-place grid penalty carried over from Oulton Park.

RACE 2 – 24 LAPS, 31.200 MILES

Pos	Driver	Result	Grid
1	**Plato**	21m37.937s	1
2	**Giovanardi**	+1.316s	2
3	**Onslow-Cole**	+3.272s	3
4	**Shedden**	+10.620s	4
5	**Jackson**	+11.018s	6
6	**Collard**	+12.862s	7
7	**Turkington**	+13.190s	5
8	**Turner**	+15.474s	18
9	**A Jordan**	+15.929s	9
10	**Neal**	+17.327s	16
11	**Chilton**	+17.627s	10
12	**Jones**	+19.013s	8
13	**M Jordan**	+19.867s	11
14	**Kane**	+20.346s	12
15	**Jelley**	+25.117s	13
16	**Vaulkhard**	+30.331s	17
17	**Stockton**	+44.408s	21
18	**Bell**	+53.969	22
19	**Taylor**	-1 lap	15
20	**George**	-1 lap	14
R	**Hughes**	19 laps – damper	19
R	**Doyle**	12 laps – radiator	20

Winner's average speed 84.62mph. Fastest lap **Turner**, 53.283s (85.89mph) – record.

RACE 3 – 27 LAPS, 35.100 MILES

Pos	Driver	Result	Grid
1	**Turner**	25m28.884s	2
2	**Collard**	+2.166s	4
3	**A Jordan**	+3.059s	1
4	**Jackson**	+4.397s	5
5	**Giovanardi**	+6.286s	8
6	**Chilton**	+9.116s	11
7	**Neal**	+9.331s	10
8	**Shedden**	+9.904s	6
9	**Kane**	+10.174s	14
10	**Jones**	+10.720s	12
11	**M Jordan**	+12.832s	13
12	**Onslow-Cole**	+13.235s	7
13	**Jelley**	+13.553s	15
14	**Vaulkhard**	+14.608s	16
15	**Turkington**	+15.954s	3
16	**Hughes**	+24.256s	21
17	**Stockton**	+26.814s	17
18	**Bell**	+35.538s	18
19	**George**	+38.715s	20
20	**Taylor**	+51.878s	19
R	**Doyle**	8 laps – gearbox	22
R	**Plato**	7 laps –accident	9

Winner's average speed 80.82 mph. Fastest lap **Turner**, 53.389s (85.72mph).

CHAMPIONSHIP TABLE

Pos	Driver	Points
1	**Giovanardi**	228
2	**Plato**	187
3	**Turkington**	160
4	**Jackson**	155
5	**Neal**	152
6	**Onslow-Cole**	144
7	**Shedden**	137
8	**Turner**	119
9	**Jones**	94
10	**Chilton**	81

Team standings

1	**Tripie 8**	453
2	**SEAT Sport UK**	282
3	**Team Halfords**	208
4	**Team RAC**	170
5	**BMW Dealer UK**	152

KEY Q=Qualifying position; R=Retired; NS=Non-starter; NC=Not classified

CHAMPIONSHIP POINTS 15-12-10-8-6-5-4-3-2-1 for first 10 finishers; pole: 1; leading a lap: 1; fastest lap: 1

NEXT ROUND Silverstone (GB), August 30-31

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RACE REPORT

BRITISH F3

Silverstone
16.8.08

ROUND 9/11



Turvey maintained his fine form, taking two first places

ALL PICS: EBREVIAT

OLIVER'S ARMY

After triumphing in Belgium two weeks ago, Oliver Turvey continued his charge with a double win that turned the championship into a four-way race. By STEVEN ENGLISH

SEASON-LONG championship leaders Sergio Perez and Jaime Alguersuari weren't too sorry to see Oliver Turvey's Racing Steps Foundation-liveried car sitting motionless on its pole position grid slot as they made their way down to La Source at the start of race two at Spa-Francorchamps two weeks ago. But they might have been with hindsight.

That engine failure robbed Turvey of the opportunity to complete a perfect weekend in Belgium and he had to make do with just the one victory. The retirement also held him back a dozen or so points in the championship, ensuring that Perez and Alguersuari turned up at Silverstone last weekend with their advantage intact.

But it also meant that Turvey arrived at the track hungry for the double he deserved a fortnight earlier, and this time nothing could stop him.

Just as in Belgium, he was quickest from the first session of the weekend and cemented the first pole position. Only this time, Brendon Hartley, who was his nearest challenger at Spa, got one over him and nicked pole position for race two. But, knowing he could reproduce similar lap times throughout a stint on a set of tyres, whereas Hartley couldn't find a way to make his last more than 10 laps, Turvey still felt he had the upper hand in race conditions.

RACE ONE

Hartley made him prove it as the New Zealander surged into the lead at the start of race one, while Turvey made a poor start and had to fight off Marcus Ericsson around Copse. Hartley had a healthy lead at the end of the first lap and the leading two were about to find out just how well they'd prepared their cars for the race.

Sure enough, as the race went past the 10th lap, Hartley began to scrabble around and Turvey cruised up to his rear wing. The Briton spent a good 10 laps tucked under his Carlin Motorsport team-mate's rear wing, but was treated to the familiar feeling of an F3 car understeering wildly when following another closely. And both could brake so late for, and so deep into the main passing opportunity on the International layout – the Abbey hairpin – that a move there would have to be desperate – not the sort of thing Turvey could afford with the title in mind.



Hartley led away in race one, only to be passed on lap 23

The longer the race went on, the more it looked as though Hartley would somehow drag – probably sideways – his sliding car to victory. But it was the opposite situation in the cockpit, and eventually the mistake came at Copse on the penultimate lap. Hartley lost momentum with an armful of oversteer and Turvey was able to stick his nose alongside and take the place into Becketts. That he could stretch nearly two seconds clear in the remaining lap and a half showed the difference between the cars.

But Hartley, usually the most unforgiving of self-critics, wasn't too disappointed. "To be honest, I was surprised I held on for as long as I did," he said. "We thought we'd found something to help the tyres last a bit longer,



After Abay (right) spun out, Tandy ended race two in third

but obviously we didn't, so second is probably still more than I should have had."

Ericsson had a lonely race in third, quick enough to keep the leaders in sight, but with no chance to close them down. Behind him, Perez and Alguersuari pocketed a not-quite-satisfactory points haul, with John Martin having another good day for Double R in sixth. Max Chilton and Sam Abay finished seventh and eighth, after cashing in on contact between Nick Tandy and Atte Mustonen, who went on to complete the top 10.

RACE TWO

Hartley, with pole position for race two, had a couple of hours to find a solution to his short-life tyre problem before attempting to defend from Turvey again. But we'll never know whether he solved the problem, because he fluffed his start, dropped to 11th and spent the rest of his race in a traffic jam.

With Turvey's quickest rival out of the way, a challenge needed to come from somewhere or he was going to stroll away with it.

Ericsson had spent the first race watching Turvey climb all over the back of Hartley, but whatever he decided on between the races worked and suddenly he was able to match Turvey tenth for tenth—or thousandth for thousandth according to their fastest race laps (1m16.296 v 1m16.297).

So Ericsson went with Turvey as the pair left the rest behind. But, he was facing the same problem that Turvey himself had no answer for in race one until his rival made a mistake.

The orange Fortec Motorsport car dropped back and forth as the Swede made the odd mistake under braking trying to get just that little bit closer. But he couldn't get a good shot at it, and Turvey certainly wasn't going to make a mistake and be denied a double win for the second round in a row. With Perez and Alguersuari bagging only mediocre points hauls, Turvey is now nine points ahead going to Bucharest.

"It was a great way to carry on from Spa," said Turvey. "It's nice to be leading the championship with four races to go. I've just got to hold onto it now."

Behind Turvey and Ericsson, there was a frantic battle for the final podium place. Sam Abay, on the hunt for his first podium of the year, held third for nearly every lap of the race. But Tandy was closing throughout from fourth after he had dropped Perez, Mustonen and Alguersuari behind.

Tandy got into range and threw it down the inside of Abay at Becketts on the penultimate lap. But Abay refused to give up that easily and dived to the inside as they arrived at Brooklands, where there were yellow flags and Stefan Wilson's car pointing the wrong way (see sidebar). The drivers' accounts differ on the finer points of the incident, but they touched on the way into Luffield, Abay spun into the gravel, and Tandy survived to claim his second podium of the season.

CONTRASTING FORTUNES

WILSON CAN'T QUITE MATCH HIS FELLOW AWARD-WINNER

WHILE ONE former McLaren Autosport BRDC Award winner was enjoying a perfect weekend at the head of the field, another came close to the same feat in the National Class.

Reigning award winner Stefan Wilson has made something of a breakthrough recently, finally producing the results that were expected pre-season. After taking both pole positions, he was eager to add a pair of wins to the one he scored in Belgium two weeks earlier.

"It feels like I've finally been able to get the car to my liking and we've made some great progress with my engineer recently," he said.

However, his pole position for race one at Silverstone gave him anything but an easy ride. Team-mate and championship leader Jay Bridger was right on his tail, and every time Wilson tried to make a break, he was delayed by a straggling Championship Class car.

Bridger upped the pressure in the closing laps, but Wilson managed to put Philip Major's car between them to buy himself some freedom.

The same situation arose in race two, but this time Wilson caught Henry Arundel while defending from Salman Al-Khalifa. Wilson found Arundel less willing to let him by, so he decided just to defend the place, but the temptation was too much for Al-Khalifa, who was chasing his first class victory, and an ill-fated attempt at Brooklands ended Wilson's race and allowed Hywel Lloyd through to take the win.



Wilson (centre) retired after clash with Al-Khalifa

RESULTS British Formula 3 International Series, Silverstone (GB), August 16, round 9 of 11

RACE 1 – 24 LAPS, 53.976 MILES

Pos	Driver (nationality)	Team	Car	Result	Qual	Grid
1	**Oliver Turvey** (GB)	Carlin Motorsport	DMB F308	30m46.015s	1m15.000s	1
2	**Brendon Hartley** (NZ)	Carlin Motorsport	DMB F308	+1.482s	1m15.131s	2
3	**Marcus Ericsson** (S)	Fortec Motorsport	DMB F308	+4.228s	1m15.302s	3
4	**Sergio Perez** (MEX)	T-Sport	DMH F308	+6.299s	1m15.549s	6
5	**Jaime Alguersuari** (E)	Carlin Motorsport	DMB F308	+7.700s	1m15.376s	5
6	**John Martin** (AUS)	Double R Racing	DMB F308	+9.180s	1m15.365s	4
7	**Max Chilton** (GB)	Hitech Racing	DMB F308	+12.895s	1m15.577s	8
8	**Sam Abay** (AUS)	Carlin Motorsport	DMB F308	+13.789s	1m15.660s	10
9	**Nick Tandy** (GB)	JTR	MMB M-08	+20.938s	1m15.614s	9
10	**Atte Mustonen** (FIN)	Double R Racing	DMB F308	+23.194s	1m15.560s	7
11	**Michael Devaney** (IRL)	Ultimate Motorsport	MMB M-08	+28.089s	1m16.913s	20
12	**Henry Arundel** (GB)	Double R Racing	DMB F308	+35.463s	1m15.735s	12
13	**Walter Grubmuller** (AUT)	Hitech Racing	DMB F308	+37.129s	1m16.213s	13
14	**Alistair Jackson** (GB)	Ultimate Motorsport	MMB M-08	+42.644s	1m16.409s	15
15	(N) **Stefan Wilson** (GB)	Fluid Motorsport Dev	DMH F306	+43.555s	1m16.532s	17
16	**Philip Major** (CDN)	Fortec Motorsport	DMB F308	+44.096s	1m15.714s	11
17	(N) **Jay Bridger** (GB)	Fluid Motorsport Dev	DMH F307	+44.876s	1m16.689s	19
18	(N) **Hywel Lloyd** (GB)	CF Racing	DMH F306	+47.045s	1m17.027s	21
19	(N) **Steven Guerrero** (CO)	T-Sport	DMH F307	+49.564s	1m17.160s	22
20	**Clemente Faria Jr** (BR)	Double R Racing	DMB F308	+53.850s	1m16.659s	18
21	(N) **Salman Al-Khalifa** (BRN)	T-Sport	DMH F307	+1m01.336s	1m17.226s	23
22	**Oliver Oakes** (GB)	Eurotek Motorsport	DMB F308	+1m06.626s	1m16.335s	14
23	(N) **Craig Reiff** (D)	Nexa Racing	DMH F306	+1m11.105s	1m17.740s	24
24	(N) **Kristjan Einar** (IS)	Carlin Motorsport	DMH F305	-1 lap	1m18.134s	25
R	**Ricardo Teixeira** (AO)	Ultimate Motorsport	MMB M-08	16 laps-acc dam	1m16.439s	16
R	(N) **Jonathan Legris** (GB)	Litespeed F3	SMH R1	3 laps-accident	no time	26

Winner's average speed 105.26mph. Fastest lap **Turvey**, 1m16.083s (106.41mph);
National Class: Wilson, 1m17.505s (104.54mph).

RACE 2 – 24 LAPS, 53.976 MILES

Pos	Driver	Result	Qual	Grid
1	**Turvey**	30m45.552s	1m15.016s	2
2	**Ericsson**	+1.009s	1m15.186s	4
3	**Tandy**	+12.697s	1m15.136s	3
4	**Perez**	+14.937s	1m15.198s	5
5	**Mustonen**	+18.703s	1m15.522s	9
6	**Alguersuari**	+19.291s	1m15.321s	8
7	**Martin**	+26.280s	1m15.240s	7
8	**Devaney**	+26.936s	1m15.891s	14
9	**Hartley**	+27.318s	1m14.906s	1
10	**Chilton**	+27.818s	1m15.662s	11
11	**Grubmuller**	+28.721s	1m15.852s	13
12	**Major**	+29.382s	1m15.650s	10
13	**Teixeira**	+39.748s	1m16.260s	16
14	**Oakes**	+40.059s	1m15.736s	12
15	**Arundel**	+49.682s	1m15.935s	15
16	(N) **Lloyd**	+51.336s	1m16.711s	23
17	(N) **Bridger**	+51.501s	1m16.352s	20
18	**Faria**	+53.119s	1m16.344s	19
19	(N) **Al-Khalifa**	+54.425s	1m16.583s	21
20	(N) **Guerrero**	+54.941s	1m16.620s	22
21	(N) **Legris**	+1m14.776s	1m18.076s	26
22	(N) **Reiff**	-1 lap	1m17.658s	25
23	(N) **Einar**	-1 lap	1m17.469s	24
R	**Abay**	23 laps-accident	1m15.234s	6
R	**Jackson**	23 laps-driveshaft	1m16.340s	18
R	(N) **Wilson**	21 laps-accident	1m16.328s	17

Winner's average speed 105.28mph.
Fastest lap **Turvey**, 1m16.296s (106.11mph);
National: Al-Khalifa, 1m17.540s (104.52mph).

CHAMPIONSHIP TABLES

Pos	Driver	Points
1	**Turvey**	192
2	**Perez**	183
3	**Alguersuari**	178
4	**Hartley**	159
5	**Mustonen**	130
6	**Ericsson**	128
7	**Hohenthal**	105
8	**Devaney**	82
9	**Tandy**	65
10	**Chilton**	62

NATIONAL CLASS

1	**Bridger**	261
2	**Guerrero**	183
3	**Meyrick**	174
4	**Lloyd**	165

KEY Chassis and engines:
D = Dallara; M = Mygale; S = SLC;
MH = Mugen Honda/Neil Brown;
MB = Mercedes-Benz/HWA;
(N) = National Class;
R = Retired.

CHAMPIONSHIP POINTS
20-15-12-10-8-6-4-3-2-1,
1 for fastest lap.

NEXT ROUND Bucharest (ROM), August 23-24

RACE REPORT

LMS
Nurburgring
15-17.8.08
ROUND 4/5



Minassian took early lead but sister Peugeot would triumph

ALL PICS: DPPI

PUGS RUN RINGS ROUND AUDIS

Peugeot made up for its defeat on home soil at Le Mans back in June by crushing the local Audi squad at the Nurburgring. GARY WATKINS was trackside in Germany

PEUGEOT WENT at least part of the way to avenging its defeat in the Le Mans 24 Hours at the Nurburgring on Sunday. The French marque's turbodiesels traveled to Germany and gave Audi one hell of a beating in its own backyard. The 908 HDis posted their most dominant display yet in this year's Le Mans Series on a day when the R10 TDIs were, frankly, nowhere.

It wasn't all bad news for Audi, however. Victory went to Stephane Sarrazin and Pedro Lamy, who were championship outsiders coming into this race, which meant that second place for Nicolas Minassian and Marc Gene took them only two points clear of Audi's title challengers, Alexandre Premat and Mike Rockenfeller. That was because Allan McNish and Rinaldo Capello 'lost' third place to their team-mates with four laps to go when the Scot was brought into the pits. The timing of the puncture the Joest team insisted McNish had was all too convenient.

That was little recompense for the way Peugeot rubbed Audi's noses in the Eifel dirt on Sunday. In the previous three LMS rounds, one or more of the R10s had kept the pressure on the 908s deep into the race. This time they were out of it almost from the beginning.

Audi looked closer on pace to the Peugeots after qualifying, even if Stefan Mucke had pulled out what he called "the perfect lap" to split the turbodiesels aboard the Prodrive-run Lola-Aston Martin. Then came the race.

Mucke played a minor part in the drubbing of Audi, holding off Premat for three laps. Even when the Frenchman did get past, he could only watch as the 908s disappeared into the distance. Only nine seconds down when he got up to third, he was half a minute down by the first round of fuel stops.

Capello had an even worse time of it with a car that had suffered inconsistencies with its handling all weekend. He was nearly a minute down on the leader when he finally made it past the Lola coupe on lap 25.

McNish described their R10 as "different every time I drove it", yet he still managed to make it go quicker than the sister car. Emerging from the pits just ahead of Lamy after taking over the car at the end of the second hour, he kept ahead of the race leader for a whole stint.

McNish passed and pulled away from Rockenfeller in the second half of the stint, before Premat reversed the positions when Capello was back at the wheel. A cut tyre put the Premat/Rockenfeller car out of synch and when McNish made his final stop and didn't change tyres he emerged well clear of the sister car.

If anyone had any doubts that his last-gasp pitstop was a case of team orders they only needed to witness McNish's body language as he climbed out of his R10 in parc ferme. Or to notice that he set the R10's fastest lap on the final lap of the race.

Peugeot decided not to invoke team orders at the Nurburgring, even though the state of its championship assault may have called for it.

"It was a sporting decision," said Peugeot team manager Serge Saulnier after the race. "Stephane and Pedro did such a good job to tell them that we were going to take their victory away from them would not have been fair."

Sarrazin and Minassian had proved evenly matched over the first two hours.

Minassian converted Gene's pole into the lead of the race, only to lose out when he was badly baulked at the fast up-hill Audi-S on lap 15. He got the lead back during the first round of pitstops and held a narrow advantage all the way to the first round of driver changes.

It was at this point that it all went wrong for Minassian and Gene. A problem re-starting the car lost the Spaniard 10sec.



McNish/Capello had to defer to Prémat/Rockenfeller sister car

That was the gap when the two Peugeots headed back to the pits and this time Gene lost out on the track, stuck behind the Lola-Aston. A 30sec deficit would be too much for Minassian to make up.

"My second stint was a disaster," said Gene. "I must have lost 15sec behind the Lola-Aston. What happened was unacceptable, but Stephane and Pedro drove a better race than us today."

Mucke and team-mate Jan Charouz finished fifth, six laps down on the Peugeots. The Lola-Aston B08/60 ran without mechanical issues, though it lost a little time with two dings from behind. One caused a puncture, the other body damage that needed attention.

ORECA was happy with sixth place for the first of its Judd-engined LC70s. Soheil Ayari, Loic Duval and race returnee Stephane Ortelli had a problem-free run on what was probably the most competitive display yet for the Courage-based car.

The lead ORECA entry, driven by Olivier Panis and Nicolas Lapierre, kept the Prodrive entry honest until its brakes needed bleeding in the third hour. The car, with no chance of scoring points, was then retired with gear selection problems right at the end.

The Verschuur-run Van Merksteijn Porsche RS Spyder claimed sixth overall, the LMP2 victory and the class championship. Jos Verstappen and Jeroen Bleekemolen (car owner Peter van Merksteijn was busy down the road contesting Rally Deutschland) cruised to victory once Casper Elgaard had spun the Essex Porsche at the end of the second hour.

That incident effectively gave Verstappen the P2 title. Elgaard and team boss John Nielsen needed to finish second in class to keep the championship open, but just failed to catch the Saulnier Racing Pescarolo-Judd of Pierre Ragues and Matthieu Lahaye.

It was a case of what might have been for Essex. New Dunlops came good at the end of each stint, Elgaard giving Verstappen, on Michelins, something to think about until he misjudged the speed of a slower car at the chicane.

Embassy Racing scored its best result yet with its Zytek-powered WF01, team returnee Darren Manning and Joey Foster coming home fourth after what the former described as a "solid run". The team might have got both cars home in the top five in class had not an electronic glitch lost Warren Hughes and Jonny Kane three laps in the fifth hour.

Peugeot will have its fingers crossed that there are no little glitches for Minassian and Gene during the finale at Silverstone next month. Should it lose the title by a point or two, it will be left ruing its decision not to play with Sunday's result.

FIRE FAILS TO FOIL FASTEST FERRARI

VIRGO PAIR BELL AND BRUNI CONSOLIDATE CHAMPIONSHIP LEAD DESPITE CAR REBUILD

THE VIRGO Motorsport Ferrari dominated GT2 in the hands of Rob Bell and Gianmaria Bruni. Nothing unusual in that, except that this time they had to come from the back of the grid with a car that had undergone a major rear-end rebuild.

A fire in second free practice on Friday, probably caused by a split fuel cooler, resulted in two long nights for the Virgo crew. Yet there was never any doubt that the GT2 title leaders would settle for a conservative run into the points.

Bell looked relaxed during his day off on Saturday and exuded confidence after trying the rebuilt car in the warm-up. "As soon as I drove it, I knew we were going to win," he said.

Even Bell couldn't have predicted how easy it would be. Bruni was into the lead on the half-hour mark and the Dunlop-shod Ferrari had a complete lap on the field by half distance.

The two cars that have the pace to beat the Virgo Ferrari struggled at the 'Ring. The 'customer tyre' Michelin brought to Germany didn't prove up to the job, leaving the Felbermayr and Imsa Performance 911 GT3-RSRs trailing in the Ferrari's wake.

"We pushed hard, but the lap time wouldn't come," said Marc Lieb, who shared the second-placed Felbermayr car with Alex Davison.

A 32-lap margin of victory may have flattered the Team Modena Aston Martin squad, yet Tomas Enge and Antonio Garcia really did dominate GT1. Enge was already well clear when the British squad's rivals started to run into trouble.

Alphand Chevrolet driver Guillaume Moreau, by his own admission, couldn't live with Enge. Things then went from bad to worse when he was assaulted by a prototype. It looked like he'd got away with a right-rear puncture, but the fuel system was damaged.

Salvation came in the form of problems for the second Alphand Corvette. Parts from the car were transferred to the one Moreau shared with team boss Luc Alphand and Patrice Goueslard.

That enabled them to return to the fray and complete the 70 per cent distance required to score second-place points once the Reiter Lamborghini had gone out.



Hot to trot: Virgo's Ferrari took an easy GT2 win after a rebuild

RESULTS Le Mans Series, Nurburgring (D), August 15-17, round 4/5

195 LAPS, 622.476 MILES

Pos	Drivers (nationality)	Team	Car	Result	Qual	Grid
1	**Stephane Sarrazin** (F)/*Pedro Lamy (P)*	Team Peugeot Total	Peugeot 908 HDi (LMP1)	5h44m58.174s	1m39.515s	2
2	**Nicolas Minassian** (F)/*Marc Gene (E)*	Team Peugeot Total	Peugeot 908 HDi (LMP1)	+16.161s	1m39.492s	1
3	*Alexandre Prémat (F)*/**Mike Rockenfeller** (D)	Audi Sport Joest	Audi R10 TDI (LMP1)	-1 lap	1m40.978s	4
4	*Rinaldo Capello (I)*/**Allan McNish** (GB)	Audi Sport Joest	Audi R10 TDI (LMP1)	-1 lap	1m41.027s	5
5	*Stefan Mucke (D)*/**Jan Charouz** (CZ)	Charouz Racing (Prodrive)	Lola-Aston B08/60 (LMP1)	-6 laps	1m40.951s	3
6	*Soheil Ayari (F)*/**Stephane Ortelli** (MC)/**Loic Duval** (F)	Team ORECA Matmut	Courage-ORECA Judd LC70 (LMP1)	-7 laps	1m43.519s	8
7	*Jos Verstappen (NL)*/**Jeroen Bleekemolen** (NL)	V.Merksteijn (Verschuur)	Porsche RS Spyder (LMP2)	-7 laps	1m43.169s	7
8	*Jamie Campbell-Walter (GB)*/**Stuart Hall** (GB)	Creation AIM	Creation-AIM CA07 (LMP1)	-8 laps	1m44.005s	14
9	**Pierre Ragues** (F)/*Matthieu Lahaye (F)*	Saulnier Racing	Pescarolo-Judd 01 (LMP2)	-11 laps	1m46.033s	24
10	*Casper Elgaard (DK)*/**John Nielsen** (DK)	Team Essex	Porsche RS Spyder (LMP2)	-11 laps	1m43.608s	9

11 *Darren Manning (GB)*/**Joey Foster** (GB), Embassy Racing WF01-Zytek (LMP2), -12 laps (Q22-1m45.693s); 12 *Olivier Pla (F)*/**Miguel Amaral** (P), ASM Team Lola-AER B05/40 (LMP2), -13 laps (Q17-1m44.682s); 13 *Thomas Erdos (BR)*/**Mike Newton** (GB), RML Lola-MG EX265 (LMP2), -14 laps (Q23-1m45.903s); 14 *Jonny Kane (GB)*/**Warren Hughes** (GB), Embassy Racing WF01-Zytek (LMP2), 15 laps (Q21-1m44.928s); 15 **Juan Barazi** (DK)/*Michael Vergers (NL)*/**Fernando Rees** (BR), Barazi Epsilon Zytek 07S/2 (LMP2), 15 laps (Q15-1m44.013s); 16 *Andrea Belicchi (I)*/**Xavier Pompidou** (F)/**Steve Zacchia** (CH), Speedy Racing Team Sebah Lola-Judd B08/60 (LMP2), 16 laps (Q13-1m43.981s); 17 *Karim Ojjeh (SA)*/**Claude-Yves Gosselin** (F), Trading Performance Zytek 07S/2 (LMP2), -16 laps (Q25-1m47.106s); 18 *Christophe Tinseau (F)*/**Harold Primat** (CH), Pescarolo Sport Pescarolo-Judd 01 (LMP1), 19 laps (Q11-1m43.645s); 19 *Joao Barbosa (P)*/**Vanina Ickx** (B) Rollcentre Racing Pescarolo-Judd 01 (LMP1), -23 laps (Q20-1m44.899s); 20 *Tomas Enge (CZ)*/**Antonio Garcia** (E), Team Modena Aston Martin DBR9 (GT1), -23 laps (Q30-1m52.387s); 21 *Hideki Noda (J)*/**Jean de Pourtales** (F), Kruse Schiller Motorsport Lola-Mazda B05/40 (LMP2), 23 laps (Q26-1m47.233s); 22 *Stephen Simpson (ZA)*/**Liz Halliday** (US), Creation-AIM CA07 (LMP1), 23 laps (Q18-1m44.787s); 23 *Didier Theys (B)*/**Jan Lammers** (NL)/**Fredy Lienhard** (CH), Horag Racing Porsche RS Spyder (LMP2), 25 laps (Q18-1m44.787s); 24 *Gianmaria Bruni (I)*/**Robert Bell** (GB), Virgo Motorsport Ferrari 430 GT (GT2), -26 laps (no time); 25 *Marc Lieb (D)*/**Alex Davison** (AUS), Felbermayr Proton Porsche 911 GT3-RSR (GT2), -28 laps (Q36-1m58.080s); 26 *Richard Lietz (A)*/**Raymond Narac** (F), Imsa Performance Porsche 911 GT3-RSR (GT2), -28 laps (Q37-1m58.189s); 27 *Stephane Daoudi (F)*/**Ben Aucott** (GB), JMB Racing Ferrari 430 GT (GT2), -29 laps (Q39-1m58.769s); 28 *Peter Dumbreck (GB)*/**Ralf Kelleners** (D)/**Alexei Vasiliev** (RUS), Spyker Squadron Spyker C8 GT2R (GT2), -30 laps (Q41-1m59.613s); 29 *Jean-Philippe Belloc (F)*/**Richard Balandras** (F)/**Michel Lecourt** (F), Imsa Performance Porsche 911 GT3-RSR (GT2), 31 (Q42-1m59.637s); 30 *Richard Hein (MC)*/**Jacques Nicolet** (F), Saulnier Racing Pescarolo-Judd 01 (LMP1), -31 laps (Q29-1m48.603s); 31 *Johan-Boris Scheier (F)*/**Maurice Basso** (CH)/**Peter Kutemann** (NL), JMB Racing Ferrari 430 GT (GT2), -32 laps (Q40-1m59.459s); 32 *Tim Sugden (GB)*/**Markus Palttala** (FIN)/**Paul Daniels** (GB), JWA Porsche 911 GT3-RSR (GT2), -33 laps (Q45-2m00.570s); 33 *Angel Burgueno (E)*/**Miguel de Castro** (E), Epsilon Euskadi-Judd EE1 (LMP1), -35 laps (Q16-1m44.121s); 34 *Jens Petersen (D)*/**Marc Rostan** (F)/**Jan-Dirk Lueders** (D), Brauchladdich Radical-AER SR9 (LMP2), -36 laps (Q28-1m48.580s); 35 **Christian Ried** (D)/*Horst Felbermayr Jr (A)*/**Horst Felbermayr Sr** (A), Felbermayr Proton Porsche 911 GT3-RSR (GT2), -38 laps (Q44-2m00.463s); 36 **Pierre Ehret** (D)/**Pierre Kaffer** (D)/*Anthony Beltoise (F)*, Farnbacher Racing Ferrari 430 GT (GT2), 39 laps (Q35-1m57.897s); 37 *Guillaume Moreau (F)*/**Patrice Goueslard** (F)/**Luc Alphand** (F), Alphand Aventures Chevrolet Corvette C6R (GT1), -55 laps (Q32-1m53.604s); NS **Giovanni Lavaggi** (I)/*Wolfgang Kaufmann (D)*, Scuderia Lavaggi Lavaggi-AER LS1 (LMP1), 110 laps (Q27-1m47.952s); R **Olivier Panis** (F)/**Nicolas Lapierre** (F), Team ORECA Matmut Courage-ORECA Judd LC70 (LMP1), 167 laps – gearbox (Q6-1m42.292s); R *Adrian Valles (E)*/**Shinji Nakano** (J), Epsilon Euskadi Judd (LMP1), 163 laps – brakes (Q10-1m43.649s); R *Benjamin Leuenberger (CH)*/**Andrea Chiesa** (CH), Speedy Racing Team Spyker C8 GT2R (GT2), 145 laps – transmission (Q43-2m00.132s); R *Peter Kox (NL)*/**Roman Rusinov** (RUS), IPB Spartak Racing (Reiter) Lamborghini Murcielago R-GT (GT1), 131 laps – transmission (Q34-1m54.712s); R **Stephane Salini** (F)/*Philippe Salini (F)*/**Patrice Roussel** (F), WR/Salini WR-Zytek (LMP2), 126 laps – electrics (Q33-1m54.370s); R **Lars-Erik Nielsen** (DK)/*Richard Westbrook (GB)*/**Allan Simonsen** (DK), Farnbacher Racing Porsche 911 GT3-RSR (GT2), 101 laps – clutch (Q38-1m58.227s); R *Emmanuel Collard (F)*/**Jean-Christophe Boullion** (F), Pescarolo Sport Pescarolo-Judd 01 (LMP1), 97 laps – handling (Q12-1m43.946s); R *Olivier Beretta (MC)*/**Jerome Policand** (F), Alphand Adventures Chevrolet Corvette C6R (GT1), 50 laps – used for parts (Q31-1m53.559s). In each car, first-named driver started race, driver in italics set qualifying time. Winner's average speed 113.822mph. Fastest lap **Minassian**, 1m40.501s (114.344mph); **LMP2: Verstappen**, 1m45.697s (108.725mph); **GT1: Garcia**, 1m54.850s (100.058mph); **GT2: Bruni**, 1m58.353s (97.097mph).

	Pts
LMP1	
1 Gene/Minassian	32
2 Prémat/R'feller	30
3 Lamy/Sarrazin	21
4 McNish/Capello	17
5 Charouz/Mucke	11
6 Jacques Villeneuve	10
LMP2	
1 Verstappen	38
=2 Van Merksteijn	28
=2 Elgaard/Nielsen	28
4 Lahaye/Ragues	21
GT1	
1 Moreau/Goueslard	36
2 Alphand	28
3 Enge/Garcia	26
4 Kox/Rusinov	19
GT2	
1 Bell/Bruni	30
2 Lieb/Davison	27
3 Aucott	18
4 Daoudi	16

POINTS 10-8-6-5-4-3-2-1 for first 8 finishers in each class.

NEXT ROUND Silverstone (GB), September 12-14



Edwards was the first of four Roush Fords in the top five

LAT SOUTH

NASCAR SPRINT CUP

Michigan (USA), August 17, Rd 23/36

EDWARDS ON TOP AS ROUSH RUNS RIOT

CARL EDWARDS was the class of the field late in the race and was able to hold off points leader Kyle Busch in a two-lap dash to the chequered flag to win Sunday's 400-miler at Michigan International Speedway.

Edwards' Ford defeated Busch's Joe Gibbs Toyota by 0.947 seconds for his fifth win of the season and the 12th of his Cup career. It was also team owner Jack Roush's 19th victory at Michigan as he placed all four of his drivers in the top five, David Ragan beating Greg Biffle and Matt Kenseth into third.

It was Edwards' second Cup win at Michigan, adding to his 2006 victory, and his eighth top-10 in nine starts at the track.

"It means a lot," Edwards said. "Four years ago today I ran my first Cup race for Jack Roush and he took a giant gamble to put me in that car. Jack won the race that day, with Greg [Biffle], and all five of the cars were in the top 10, and to be a part of that again today, for Ford, for Roush and for all the guys is an honour."

Some top names had problems. Denny Hamlin suffered a blown engine in his Gibbs Toyota and finished 39th, dropping him to 12th in the standings with three weeks to go before the 12-driver line-up in 'The Chase' is determined.

Kasey Kahne's Evernham Dodge blew an engine, leaving him 40th in the race and 11th in the standings, while four-time champion Jeff Gordon was side-swiped by Hendrick team-mate Jimmie Johnson which resulted in a punctured tyre and a crash that dropped him to 42nd.

■ **Bruce Martin**

RESULTS 1 Carl Edwards (Ford Fusion), 200 laps in 2h51m00s; 2 Kyle Busch (Toyota Camry), +0.947s; 3 David Ragan (Ford); 4 Greg Biffle (Ford); 5 Matt Kenseth (Ford); 6 Mark Martin (Chevrolet Impala); 7 Brian Vickers (Toyota); 8 Kevin Harvick (Chevy); 9 Elliot Sadler (Dodge Charger); 10 Jamie McMurray (Ford). **Points** 1 Kyle Busch, 3429; 2 Edwards, 3207; 3 Jimmie Johnson, 3127; 4 Dale Earnhardt Jr, 3084; 5 Jeff Burton, 3080; 6 Tony Stewart, 2871; 7 Biffle, 2854; 8 Harvick, 2812; 9 Jeff Gordon, 2791; 10 Kenseth, 2783.

JWRC

Rally Deutschland (D), August 15-17, Rd 5/7

OGIER: THREE FROM FOUR

SEBASTIEN OGIER collected his third win from four Junior World Rally Championship starts with a dominant display in Rally Deutschland.

The FFSA-backed Citroen driver was only briefly outgunned by fellow C2 Super 1600 man Martin Prokop on the opening day of the Trier-based event. Prokop made the most of his knowledge of the stages, having competed on this rally three times previously, to eke out an early advantage.

Once out of the Mosel vineyards and onto the more flowing Saarland roads, Ogier, making his debut in Germany, pushed and soon started to reel in Prokop. When the Czech Republic driver made a small mistake on Saturday's second stage, Ogier was in and leading.

One stage later and the fight was all over; Prokop's Citroen suffered an alternator failure and, out of nowhere, Ogier was presented with a three-minute lead to nurse.

"The pace came right back then" said Ogier. "Once Prokop was gone, we were thinking about the security again. From the start, I was thinking about points. I did want to get past Prokop, but I didn't take any risks."

Aaron Burkart (Citroen) collected second on his home rally, with Alessandro Bettega (Renault) and Shaun Gallagher (Citroen) third and fourth.

■ **David Evans**

RESULTS 1 Sebastien Ogier/Julien Ingrassia (Citroen C2 S1600), 3h47m36.0s; 2 Aaron Burkart/Michael Kolbach (Citroen), +3m34.2s; 3 Alessandro Bettega/Simone Scattolin (Renault Clio R3); 4 Shaun Gallagher/Paul Kiely (Citroen); 5 Simone Bertolotti/Daniele Vernuccio (Renault Clio S1600); 6 Kevin Abbring/Bjorn Degandt (Renault Clio R3). **Points** 1 Ogier 34; 2 Gallagher, 25; 3 Burkhart, 24; 4 Michal Kosciuszko, 22; 5 Patrik Sandell, 14; 6 Bettega, 14.

DTCC

Jyllands-Ringen (DK), August 17, Rd 5/8

MAGNUSSEN TAKES CHARGE

JAN MAGNUSSEN took the lead of the Danish Touring Car Championship with an unchallenged victory at Jyllands-Ringen.

The former F1 driver started the final from pole position after a first and a fourth in the two heats and led for the entirety of the 13-lap finale. His nearest rival was, surprisingly, BMW privateer Peter Ager, but he lost second place to Michael Outzen (Chevrolet) on the final lap.

Jens Edman and Jason Watt were fourth and fifth, but Watt was involved in the weekend's most controversial incident Having been ordered to go through the penalty lane after a first-heat clash with Martin Jensen, he hit the rear end of James Thompson's Honda as he re-joined, angering the Briton.

Reigning champion Michel Nykjaer was another to visit the penalty lane after he spun Tom Pedersen out of the lead of the first heat. And BMW man Nykjaer then saw his weekend come to a disappointing end when gearbox problems forced him to slow so suddenly that Jens Moller could do nothing to stop himself running into him.

■ **Morten Alstrup**

RESULTS 1 Jan Magnussen (BMW 320si), 13 laps in 16m12.988s; 2 Michael Outzen (Chevrolet Lacetti), +1.821s; 3 Peter Ager (BMW); 4 Jens Edman (Peugeot 407); 5 Jason Watt (SEAT Leon); 6 Michael Carlsen (Peugeot). **Points** 1 Magnussen, 200; 2 Outzen, 191; 3= Henrik Lundgaard & Tom Pedersen, 175; 5 Michel Nykjaer, 147; 6 Robert Schlunssen, 129.


Magnussen leads the final from Ager and Nykjaer

BIRGER VILEN

ATLANTIC CHAMPIONSHIP

Trois-Rivieres (CDN), August 16-17, Rd 6/9

FINE WIN FOR BOMARITO

JONATHAN BOMARITO strengthened his championship aspirations following a dominant weekend at Trois-Rivieres. The 26-year-old Californian secured



Bomarito passes through Trois-Rivieres' famous arch

two points for posting the fastest time in both qualifying sessions and was never seriously challenged during the 44-lap race around the famed Quebec street circuit.

Bomarito's title hopes received a further boost when James Hinchcliffe crashed out with fellow Canadian Kevin Lacroix while dicing for sixth in the early stages, before Markus Niemela lost a potential podium finish due to a halfshaft failure.

Jonathan Summerton finished a strong second for Newman-Wachs Racing. The former F3 Euroseries racer has been on the podium in three of the last four races, leaping from sixth to second in points.

Dutchman Junior Strous mounted an impressive charge from eighth on the grid to third, while Simona De Silvestro also made excellent progress, rising from 11th to fourth ahead of Dane Cameron, who secured his fifth top-five result from the last six races. Local driver Daniel Morad slipped from third to sixth after struggling with a broken front wing.

■ **Jeremy Shaw**

RESULTS 1 Jonathan Bomarito, 44 laps in 50m17.453s; 2 Jonathan Summerton, +1.590s; 3 Junior Strous; 4 Simona De Silvestro; 5 Dane Cameron; 6 Daniel Morad. **Points** 1 Bomarito, 191; 2 Summerton, 163; 3 Hinchcliffe & Niemela, 155; 5 Strous, 145, 6 Cameron, 133.

GERMAN F3 CUP

Nurburgring (D), August 16, Rd 6/9

VERVISCH DOES THE DOUBLE

FREDERIC VERVISCH proved that his decision to switch from the Swiss Racing Team to German F3 Cup rivals Jo Zeller Racing was a good one as he produced the most dominant performance by any driver this season at the Nurburgring.

The reigning Asian F3 champion took two poles, two wins and two fastest laps to take a maximum haul of 24 points and leap into a commanding 19-point series lead over Italian Matteo Chinosi.

Vervisch led from start to finish in race one while Ombra Racing's Chinosi collided with Kevin Mirocha on the first lap and dropped back. Johnny Cecotto Jr finished second on the road, but was classified 10th after officials handed him a 30-second penalty for jumping the start. Laurens Vanthoor was classified second with Mirocha third.

Vanthoor added another second in the later race behind Vervisch, the former coming out on top in a tremendous battle with Cecotto who, in an attempt to pass on the final lap, left a gap just big enough for Rafael Suzuki to squeeze through and take the final podium spot himself.

Bahraini driver Hamed Al Fardan was hospitalised after tangling with Gerhard Tweraser and rolling out of the race. He was later released without injury.

■ **Rene de Boer**

RESULTS **Race 1** 1 Frederic Vervisch (Dallara Mercedes-Benz F307), 14 laps in 26m29.085s; 2 Laurens Vanthoor (Dallara-Volkswagen F307), +21.275; 3 Kevin Mirocha (Dallara-Opel F307); 4 Max Nilsson (DO F307); 5 Rafael Suzuki (DO F307); 6 Federico Leo (Dallara Mugen-Honda). **Race 2** 1 Vervisch, 14 laps in 26m38.784s; 2 Vanthoor, +9.651; 3 Suzuki, 4 Johnny Cecotto Jr (DMB F307); 5 Sebastian Saavedra (DMB F307); 6 Mirocha (DO F307). **Points** 1 Vervisch, 80; 2 Chinosi, 61; 3 Cecotto, 61; 4 Saavedra, 58; 5 Vanthoor, 45; 6 Mirocha, 45.

STCC

Karlskoga (S), August 17, Rd 7/9

BJORK ON SONG AT HOME TRACK

AT HIS home circuit of Karlskoga, Honda's Thed Bjork took a well-judged victory from third on the grid. Former British Formula Ford champion Robert Dahlgren and fellow Volvo driver Tommy Rustad dominated qualifying and the former led into the first corner with Bjork moving ahead of Rustad.

The order remained the same until the mandatory tyre changes, when Dahlgren's slow stop handed the win to Bjork.

Championship leader Fredrik Ekblom had maximum success ballast on board his BMW and ran only ninth on the opening lap. A storming drive though the field got him up to second by the stops and he finished less than a second behind Bjork. Title rival Richard Goransson came home third despite bending his steering arm early in the race.

Mattias Andersson brought his ex-James Thompson Alfa Romeo home in fourth place, heading a six-car train that included Johan Stureson's Peugeot 308 – a car that ran 100kg lighter than Ekblom's during the race.

■ **Tege Tornvall**

RESULTS 1 Thed Bjork (Honda Accord), 33 laps in 38m12.990s; 2 Fredrik Ekblom (BMW 320si), +0.700s; 3 Richard Goransson (BMW); 4 Mattias Andersson (Alfa Romeo 156); 5 Robert Dahlgren (Volvo C30); 6 Tommy Rustad (Volvo). **Points** 1 Ekblom, 52; 2 Goransson, 48; 3 Bjork, 45; 4 Robin Rudholm, 39; 5 Jan Nilsson, 21; 6 Rustad, 19.

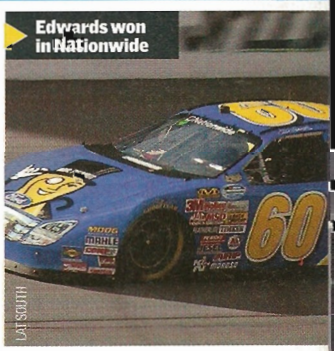


Vervisch headed Vanthoor (left) and Mirocha in F3



Bjork grabbed the lead from Dahlgren in the pits

IN BRIEF



Edwards won in Nationwide

NASCAR NATIONWIDE

CARL EDWARDS gave Roush-Fenway Racing its first series win at Michigan for 10 years on Saturday. He beat Brian Vickers' Braun-run Toyota in a race that finished under caution following a last-lap collision between Steve Wallace and Mark Green. Tony Stewart had built up an eight-second lead with 33 laps to go, but lost it in a caution period caused by a coming together between Clint Bowyer and David Reutimann. He eventually finished third.

STAR MAZDA

PETER DEMPSEY made it two in a row at Trois-Rivieres on Sunday. The gifted 22-year-old Irishman led from pole to the chequered flag to underscore his maiden victory for Andersen Racing one week earlier at Road America. John Edwards finished second ahead of Alex Ardoin, Joel Miller and championship-leading Briton Charles Hall. Another British driver, Tom Gladdis, finished in eighth place.

ASIAN TOURING CARS

JACK LEMVARD sealed the title with a dominant double win at the bumpy Bira circuit in Thailand. The Engstler BMW driver beat Chen Jan San in both races while Eric Yeo Tee Eong was third on each occasion.

ASIAN FRENAULT

FELIX ROSENQVIST made it six wins from seven races this year for Marsh 3 Racing as the Asian Formula Renault series visited the Bira circuit for the first time. Yoshitaka Kuroda and Rio Haryanto each took a second place while Matthias Beche, who lies second in the championship, albeit 43 points behind Rosenqvist, had two thirds.

PEUGEOT SPYDERS

SIMON MOULTON lost his series lead to Gregory Guilvert at the Nurburgring after the Briton, who started from pole, clashed with Michael Rossi in race one and finished a lowly 17th. Moulton added a second in race two to leave himself 11 points behind Guilvert after the pair arrived in Germany equal on points. Marcel Sciabbarrasi and Julien Briche were the two race winners.

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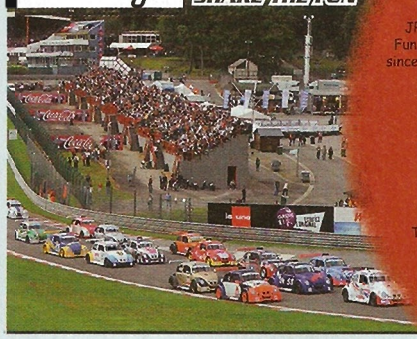


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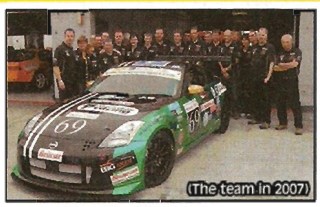


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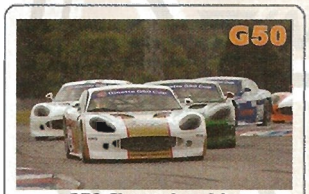
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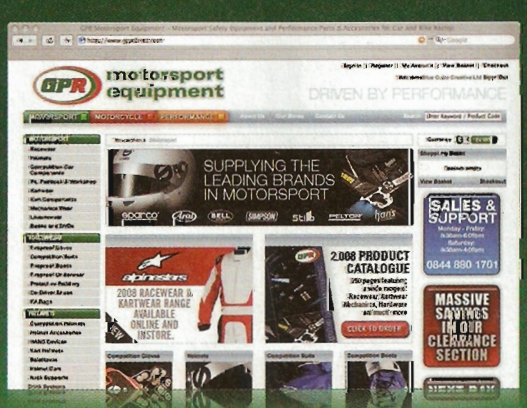
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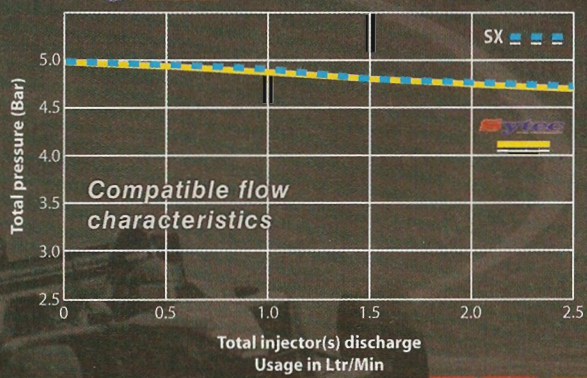
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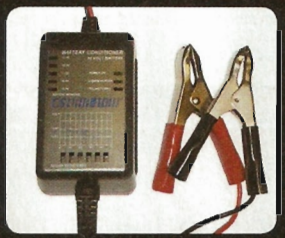
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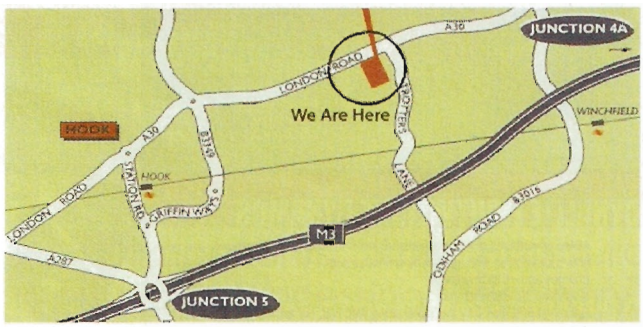
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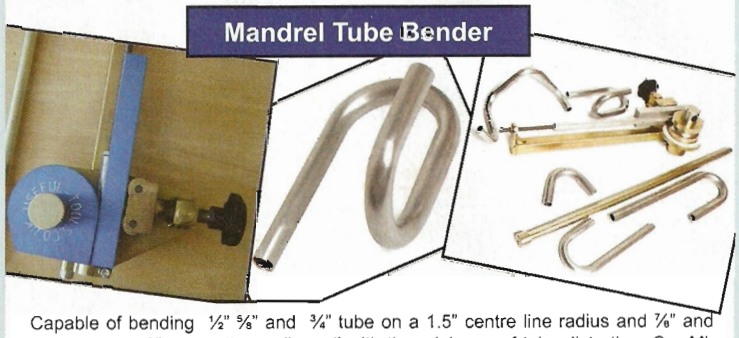
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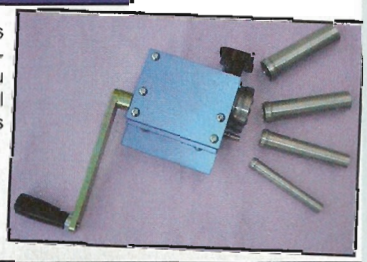
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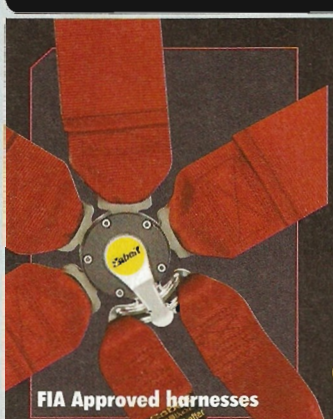
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Can the BRSCC attract enough Zetecs to put together a standalone Festival grid?

FERRARO/LAT

PLAN TO REVIVE ZETECS AT FESTIVAL

THE SIGHT of the last two Zetec runners – Raphael Hubeau and Simon Kinsey – skating off into the gravel at Paddock Hill in last year's Festival seemed like a fitting end. Hubeau might have made it out to record victory, but it was clear the class had finally died.

Or maybe not. The BRSCC's announcement that Zetecs will be catered for this year has come as a surprise to many. Strong promotion will be needed to revive it.

The Zetec is cost-effective compared with the popular Kents and Duratecs, and is more reliable than the Kent. But it has an image problem.

With a bigger engine than the Kent, the Zetec cars often looked ungainly, and some never forgave the motor for replacing the Kent when Formula Ford was in its pomp.

The Kent scene remains strong, but engines are becoming increasingly sparse – and expensive. There may well be a time when a later Ford unit has to replace the motor, but the Zetec is not the answer. It would have done so by now.

Nevertheless, if the BRSCC can attract some Zetecs out for the Festival, there's a chance that gravelly moment won't be the final memory of the era.

EXTRA CONTACT DETAILS
EDITORIAL ASSISTANT – Ben Anderson
ben.anderson@haymarket.com

REPORTS FROM

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THE BRANDS Hatch Formula Ford Festival will host races for Zetec-engined machines this year, if a plan by the British Racing & Sports Car Club comes to fruition.

After just four entries in last season's race – in which only one car made it to the finish – it seemed likely that Zetecs would no longer be part of the meeting. But the BRSCC now hopes to attract runners from the Scandinavian and Benelux series, which still use the engine, as well as British cars that are currently unused.

The BRSCC's Dominic Ostrowski said: "There are quite a lot of Zetecs out there and we're trying to encourage them."

WHAT'S THE BIG IDEA?

Last year the Zetec class ran within the Duratec races, but Ostrowski hopes to attract enough cars for separate races. As well as the potential European entries, there are a number of Formula Fords in Britain that have not been converted to Duratec or Kent specification – some race in the 750 Motor Club's Formula 4, while others have been out of action since the Club Championship died at the end of 2006.

Ostrowski said: "If we can get a decent amount we'll have separate races. If not they'll be in with the Duratecs.

"The opportunity is there. It's up to the competitors to come out."

The move has the support of British Formula Ford promoter RacingLine. Director Sam Roach said: "I feel strongly, especially for our European competitors, that we should still have a Zetec category. There are a good number of cars and we've sent things out early to encourage competitors.

"There's room for a full set of heats and, hopefully, a final."



Last year's Festival almost produced no Zetec finishers

PADDY BERRY PHOTOGRAPHY

TOUGH CHALLENGE AHEAD

Attracting the cars will not be easy. Since the introduction of the Duratec unit in British Formula Ford in '06, interest in the Zetec has waned, while the Kent engine is still going strong at club level.

Former Zetec racer and potential Brands entrant Neil Tofts believes there is a place for Zetec, but feels that more needs to be done to attract competitors if the proposed event is to be successful. Greater promotion and certain incentives, such as the cheaper tyres on offer to the first Duratec Festival entries, would help.

"I do think people would like to do it and I welcome the efforts, but what it really needs is good promotion.

"I don't know how realistic it is to get people from abroad. If they did get a 20-car grid I'd definitely consider it."

The Zetec provides good value for money for competitors – a new engine can cost less than £1000 compared with £6000 for a Kent rebuild and £7500 for the Duratec units – but it remains to be seen whether the BRSCC can inject enough momentum into a category that has all but died.



EX-FORMULA 3 squad Speedsport returned to racing at Silverstone last weekend. It ran a Van Diemen DP07 (above) for Robert Souster in the two British Formula Ford races, scoring a 16th and a 17th.

FIA GT RACER Jamie Davies made a brief return to the British GT Championship at Silverstone last weekend. Davies joined Hector Lester's Ferrari squad, but didn't get to drive in the race thanks to a problem with a leaking radiator.

EX-BTCC CHAMPION Tim Harvey made his 100th Porsche Carrera Cup start in the second Knockhill round last weekend. In that time, he has scored 69 podiums, including 19 wins, and set 23 fastest laps.

MULTIPLE BRITISH Superbike Champion Niall Mackenzie graced the Legends with a guest appearance supporting the BTCC at Knockhill. MacKenzie recorded a best finish of 12th in Saturday's Final.

ASTON MARTIN racer Jeremy Cooke replaced his recently crashed DB4 with a Porsche 911 RSR for the Heritage GT races at Silverstone last weekend. Sharing with mechanic Mike Dowd, Cooke finished fourth in class in race one and then went on to claim a class victory in the second encounter.

LAST WEEKEND'S Kirkistown meeting was cancelled due to a lack of entries. The event was to have been a collaboration between the Irish Motor Racing Club and the 500 Motor Racing Club of Ireland.

NEW MARSHALS' shelters have been built at Castle Combe. The move comes thanks to a £20,000 donation from the Castle Combe Racing Club.

FORMER VW CUP race-winner Steve Walker marked his return to the category at Silverstone last weekend, after a four-year hiatus, by qualifying on the front row of the grid. Walker made a good start (below), but sticking brakes blighted his race.







BATEMAN ESCAPES MONSTER SHUNT
Porsche Carrera Cup frontrunner Charles Bateman was fortunate to avoid injury at Knockhill when he missed his braking for Duffus Dip and ended up doing this



ABUSIVE PORSCHE RACER SUSPENDED

OFFICIALS EXCLUDED Porsche Open regular Tony Brown and suspended his licence for 30 days for punching a fellow competitor and vandalising his car after qualifying at Brands Hatch last Saturday.

The incident followed a twice red-flagged session, in which Brown's 964RSR came back across the track and hit the pitwall head-on after being forced onto the grass at Clearways by the 966 of series debutant Ray Dias.

Brown confronted Dias in the pitlane and punched his rival in front of a number of witnesses. He also took his frustrations out on the car, kicking it, damaging the wing mirror and putting dents in the door.

Brown was hauled in front of the clerk of the course, who found him guilty of abusive behaviour, disqualified him from qualifying and put four penalty points on his licence.

Because of the severity of Brown's behaviour, he was referred to the stewards of the meeting. They reported him to the Motor Sports Association, excluded him from the meeting, added two further penalty points to his licence and suspended it for 30 days.

Senior clerk of the course Derek Stanley said: "This is club racing, not cowboy Formula 1. People are in this for fun and drivers do not deserve to be put in danger like this.

"He was very apologetic to the stewards, but drivers always are after incidents like this – adrenaline does funny things to people.

"The club has to act and be seen to act when incidents like this occur, especially when so many people saw it."

ASTON FORCED TO THROW ENDURO WIN

THE 22 GT RACING Aston Martin DBRS9 was denied a possible British GT victory at Silverstone last weekend because driver Michael Bentwood was not allowed to complete the race.

Bentwood qualified fourth for the two-hour event, but regular driver Tom Alexander was forced to pull out due to a family bereavement. Several replacements were touted, and Leo Machitski was second fastest in the warm-up with the DBRS9 after his Tech 9 Lamborghini Gallardo suffered an engine failure. However, insurance issues prevented any of the prospective racers from driving.

Although series rules state that any one driver cannot race for more than 90 minutes, and Bentwood was unsuccessful in getting special dispensation, the team elected to start the race, and Bentwood grabbed the lead prior to the pitstops. He extended his lead during the stops thanks to not changing tyres and only pulled in when his lead started to dwindle after around an hour and a quarter.

"We weren't going to start, but we were looking really strong, so we went out to show people what we could do," he said.

"It doesn't do our reputation any harm, but to lose a race like that is awful."



Bentwood led the race at Silverstone, but was forced to withdraw a healthy car

DRIVERS BOYCOTT ERC RACE

THE MAJORITY of European Rallycross competitors refused to compete in the latest round of the championship at Valkenswaard, Holland, after declaring the circuit unsafe.

The drivers pulled out following an accident for Norwegian Morten Bermingrud, whose Citroen Xsara struck a marshal's post head-on at the start of the B final.

Bermingrud suffered broken bones in both feet and became the third driver to be taken to hospital from the event, following Michael Jernberg, who was taken for precautionary checks after crashing his Skoda in the heats, and Harald Sachweh, who underwent surgery after suffering a heart attack during Saturday's practice sessions.

Circuit director Sjaak Noordermeer insisted the track met safety standards. "The circuit was inspected by the FIA four months ago and had its licence renewed for the next four years. Are the drivers saying the FIA is wrong?" he said.

The event finished with Ludvig Hunsbedt taking his third win of 2008 by completing a handful of processional laps.



TIM WILLITTS

Most drivers boycotted the Dutch ERC round, leaving Hunsbedt to win

TWO CRASHES HIT FIESTA HOPEFUL

PART-TIME SEAT Cupra Cup racer and Ford Fiesta title contender David Nye spent two hours in hospital after shunting his car during racing at Brands Hatch last weekend.

Nye rolled his Fiesta at Paddock Hill after clipping Phill Simpson's similar machine. He clambered free, but then collapsed.

He went to hospital with a suspected neck injury, but was cleared to race on Sunday after x-rays revealed no broken bones.

Nye borrowed a spare car from Daniels Motorsport and started race two from the pitlane, but severely damaged the front end in a four-car pile-up at Clearways – bringing out the red flags, curtailing his race on the spot and effectively ending his championship hopes.

KART ACE WINS ON CAR DEBUT

RISING SCOTTISH karting star Lewis Williamson stunned the Formula Jedi regulars when he won on his car racing debut at Brands Hatch last weekend.

Williamson, who lies third in the British 125icc long circuit kart series, qualified on pole for both races and won the first. He led the second until a driveshaft failed.

The 18-year-old raced the car of sponsor Allan Dallas as a reward for winning the O-plate and GP kart races earlier this season.

VAN DIEMEN TAKES FORD WIN

FLUID MOTORSPORT boss Lindsay Allen believes Van Diemen can now take on Mygale at the front of British Formula Ford after the squad scored its first win of 2008 at Silverstone last weekend.

Marco Sorensen was a dominant victor in race two and set the fastest lap in both events in his DP08.

Allen said: "It means so much to the team. We knew the car was getting quicker, and there's more to come."

Despite dominating the series for many years, Van Diemen has struggled in the Duratec era. It has won just five championship races since the start of 2006, while Mygale has taken 46 victories.



EBREYLAY

Sorensen's win was only Van Dieman's fifth in Duratecs

NATIONAL ROUND-UP

EX-BRIT GT PILOT IN PORSCHE RACE

SOMETIME BRITISH GT racer Dominic Lesniewski marked his return to racing by finishing second on his debut in Porsche Open at Brands Hatch last Saturday.

He retired from second spot in the later race when the floorpan and pedals became too hot in his 968 RS Turbo and forced the 23 year-old to pull out of the race.

TITLE CONTENDER IGNORES FLAGS

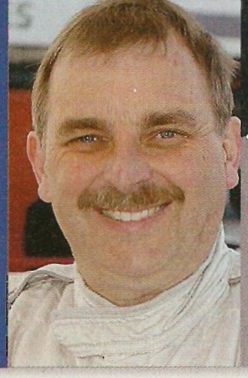
REIGNING PORSCHE 924 champion Graham Heard received four penalty points on his licence at Brands Hatch last weekend for ignoring flags.

Heard won the race on the road, but only after ignoring a mechanical flag, shown for a trailing exhaust pipe, and a black flag for ignoring the original signal. Officials excluded him and issued a points penalty.

EDWARDS JOINS VW CUP RANKS

EX-FORMULA BMW and Palmer Audi racer Sam Edwards joined the VW Cup ranks at Silverstone last weekend, his first race since the Carrera Cup in 2006.

Edwards finished ninth in the first race and 12th in the second, before getting punted into the barriers on the pit straight after taking the chequered flag.



HUMBLE PYE
MARCUS PYE

GREAT BRITAIN'S customer racing car industry is facing challenging times in the early 21st century. The global 'credit crunch' is having an impact on what is clearly a contracting market for the contemporary product – on the circuits at least!

The complexion of the marketplace has changed totally since Charles and John Cooper propagated the seeds of the 500cc motorcycle-engined Formula 3 in the late 1940s and kick-started series production with strong growth through the '50s.

In those difficult days, just as today, few young people in the street could afford to buy and run racing cars. But, as the economy started to pick up, increasing numbers were able to take to the tracks, particularly through racing schools and (by the Formula Junior era) team owners engaging future superstars.

Record quantities of cars were built for Formula Ford by an incredible roster of manufacturers, but ever-rising costs and rapidly diminishing numbers of marques – the competition-stifling one-make era having hastened the demise of many through the subsequent eras – have made race car-building a precarious path.

Van Diemen, for so long the predominant player in the junior single-seater leagues, was for years the world's leading volume producer. But, the rise of Italian (Dallara and Tatuus) and French (Mygale) rivals, strategically allied to the elitist aspirations of giants within the motor industry, have almost unthinkably relegated the original arm of the now US-owned concern to the role of bit-part player.

Indeed, changing trends have seen long-entrenched British single-seater influences overtaken over the past decade. First, sports racing car new kid Radical hurtled to the top of the sales tree with its evolving range of (initially) motorbike-engined prototypes. Several hundred have been made, and outside the marque's series, many have filtered down into the sport's club roots.

But now it is the resurgent Ginetta marque – in its 50th anniversary year – which is outselling everybody, with towards 200 units moved in the course of the past three years. Since Lawrence Tomlinson's LNT Automotive took the reins of the marque founded by the four Walklett brothers in rural Suffolk, this has been an extraordinary turnaround. From no factory to lavishly equipped growing concern, the current success story in Yorkshire is a phenomenal achievement.

Lola Cars is also celebrating its half-century in style this year – the Huntingdon marque's latest LMP1 coupes, powered by a range of engines, look magnificent, even if the loss of the A1GP chassis deal must rankle with owner Martin Birrane – as is gallant minnow Mallock, still an engineering force in global motorsport through its late founder's son Ray.

Ginetta and Lola cars will be racing at the HSCC's spectacular Oulton Park Gold Cup meeting this weekend, where there will be a special demonstration of the latter (supported by Lola Heritage) at Sunday lunchtime. A superb turnout of Chevron sports cars and single-seaters will also be in action on hallowed home territory, their drivers chasing a special Derek Bennett Memorial Trophy to commemorate would have been the brilliant founder and racer's 75th birthday year. Make sure you attend...

"THE MARKETPLACE HAS CHANGED TOTALLY"



DPPI

Lola is one of the British marques still going strong, with competitive cars at national and international level

IN BRIEF



FORMULA JEDI
constructor Frazer Corbyn was fortunate to escape unscathed following a multiple roll during the second race at Brands Hatch last Sunday. Corbyn clipped a backmarker while running in fourth place, launched into the air and rolled (above)—bringing out the red flags.

FORMER BRITISH
GT racer Henry Fletcher enjoyed a one-off outing in Ginetta G50 and G20 at Silverstone last weekend. He scored two sixths in the G50 races, and an eighth and 11th in the G20 stanzas—beating sister Emily, a regular in G20s, both times.

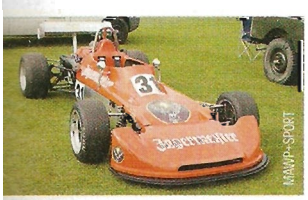
EX-FORMULA
Renault BARC racer Chris Dittman secured pole position on his Ginetta G50 debut at Silverstone last weekend—his first event of the season—but failed to finish in either race.

THE FIRST LOLA T70
MkII Spyder continuation car will make its debut at Oulton Park's Gold Cup meeting this weekend. Lola's first official works driver, Peter Ashdown, who raced a MkI at Le Mans in 1960, is also set to attend the event.

THE 50TH BIRTHDAY
of the French Charade circuit will be celebrated by a two-driver, two-hour GT and Sports Car Cup event next month. The mix of GT and sportscars of the 1950s and '60s will be part of the Grand Prix Historique de Charade on September 12-14.

VSCC RACER BRIAN
Ashby emerged from a serious accident at Mallory Park last weekend with a dislocated knee. The Bentley driver tried to avoid a wayward competitor, went off and was thrown from his car.

HISTORIC RACER
Matthew Sturmer is doubling up at the Oulton Park Gold Cup meeting this weekend, driving a PA Motorsport Macon in the FF1600 round as well as his own Van Diemen GRD 376 (below) in Classic F3.



NATIONAL NEWS



At least two 'new' Capris are set to join the Masters Series

NEW CAPRIS TO BE BUILT FOR RACING

A SHORT run of Ford Capris is being built in Britain to Cologne works specification for a fully fledged reincarnation of the spectacular European Touring Car Championship machines of the early 1970s.

Having restored Vince Woodman's Broadspeed-constructed Ford GA V6-engined Capri to winning form, and rebuilt another car from the ground up for its European owner, QM Engineering is now preparing two more shells at its Turweston base, near Silverstone.

QM founders [ex-Broadspeed engineer] Roger King and Gary Blackham are enthusiastic about the crowd-pleasing cars, which should inject further impetus into The Masters Series' Touring '70s events.

Versatile historic racer Julian Bronson has commissioned QM to complete the shell of his car, while '70s Broadspeed Escort racer John Hanson has his name on another, which his son James is likely to race under his Speedmaster banner.

Bronson said: "From the time I bought a new RS2000 from Vince [Woodman] and his racer was in the showroom, I've loved those Capris.

"I bought an RS3100 Spa Special limited edition as an unfinished racing project, so we are starting from that. It's well on its way. I can't wait to drive it."

The Capris should take on Chevrolet Camaros and BMW 'Batmobiles' at the head of the Touring '70s field. Shaun Lynn's Capri has already proved a frontrunner in the series.

The inclusion of continuation cars in historic racing is a controversial subject. Should newly built cars be allowed to run with original racers? **Tell us your thoughts, email kevin.turner@haymarket.com**

ASTON RACER QUICK ON RETURN

THE EX-MARSH Plant Aston Martin DBS V8 of Andy Jenkinson and John Young made a successful return to racing in the Heritage GT event at Silverstone last weekend.

Historic racer Jenkinson qualified third with a time of 1m32.940s, 0.9sec slower than the polesitting Sunbeam Tiger, and finished second in the sprint race. Young and Jenkinson fought for the lead in the longer event before a wheel came off in the closing stages.

"We can go sub-1m30s," said Jenkinson. "It was always a good car and we've gone from top to bottom [during the rebuild]. I don't think it could have gone much better out of the box."

The pair intends to race the car, which scored success in the 1980s and 1990s, in further Heritage GT and Super GT races.

● Jenkinson raced the Cadena Motorsport Aston Martin DBRS9 in British GT for the first time at Silverstone with Gavan Kershaw. It retired while running fifth.



The Jenkinson/Young Aston proved quick on its race return

NATIONAL ROUND-UP

FF1600 ACE LOOKS TO CARRERA CUP

SCOTTISH FORMULA Ford 1600 race winner Rory Butcher is targeting a move to the Porsche Carrera Cup for 2009 after a sensational debut in the series at Knockhill last weekend.

The 21-year-old took two top six finishes and Pro-Am 2 class wins in the guest car in front of his home crowd.

"I just want to be in this paddock next year," said Butcher. "It's all about finding the budget and getting a deal organised to try and go for it."

FREE MALLOCK FOR CLUBMANS

THE CLUBMANS Register is providing a free car to encourage a young driver into the series.

A Mallock Mk28 EBX will be made available, funded by Mallock and Japanese company Meiji Techno, to a driver under 26 years of age who has shown talent in karting. He or she will have to fund the rest of the season, including fuel, entry fees and repairs, but the club hopes to have someone in place by the Thruxton race next month.

Interested parties should contact Richard Mallock on 01604 863504.

NATIONAL GALLERY

MONTEREY HISTORICS IN PICTURES

SCHOOL REUNION

THE 50TH ANNIVERSARY of Formula Junior was celebrated at Laguna Seca with this fine display last weekend. We count 67 of them! Danny Baker won the race in his Lotus 27





WELL-TYRED TYRRELL

RUDOLFO JUNCO'S six-wheeled Tyrrell P34 leads the 1968-78 Historic F1 pack through Laguna's famous Corkscrew on its way to victory

FRANKLIN'S FABULOUS FERRARI

THIS GORGEOUS Ferrari 312P Coupe of David Franklin appeared in both the Disc-braked Ferrari/Maserati Historic Challenge and the FIA Sports Racing Cars events



SCARAB SCARPERS

THE 1956-61 Sportscar event for cars over 2500cc fell to the Collier Collection's Scarab Mk3, driven by John Morton





TRANS-AM CHALLENGER

ONE CATEGORY at Laguna that isn't seen this side of the Atlantic was the Trans-Am cars of the late 1960s and early '70s. Ken Epsman's Dodge Challenger (77) came out on top

ALL PICS: ERIC SAWYER



CRS survived to score a one-three, led by Meadows/Sutton (foreground)

EBREYLAT

SILVERSTONE BRITISH GT

August 16-17

TEAM TITLE TO CRS IN RACE OF ATTRITION

SURVIVAL WAS the biggest challenge of the British GT Championship's visit to Silverstone. The first two-hour race of the year proved too much for most of the field, and only nine of the 21 starters were running at the flag. In fact, most of those suffered one scrape or another, not least of which was the victorious CR Scuderia Ferrari 430 of Michael Meadows and James Sutton.

Meadows and Sutton didn't do much of the leading and looked to have lost their chance for victory when they – along with team-mates Luke Hines/Jeremy Metcalfe – were hit in the latter stages with a 10-second penalty for not having their doors closed during refuelling. But a sterling final stint from Sutton, combined with a problem for the perennially unlucky ABG Motorsport Dodge Viper of Craig Wilkins and Aaron Scott, gave the pair its first win.

In the early stages, Meadows ran on the fringe of the top six as others made the running. It was Wilkins who led from pole, first chased by the returning Eurotech Ascari of David Jones and then by Michael Bentwood's Aston Martin DBRS9. As Jones fell back before eventually retiring with engine failure, recently crowned champion James Gornall started to attack in the Brookspeed Viper.

Having passed Bentwood, Gornall began nibbling at Wilkins, but on lap 10 he took too much of a bite at Brooklands, causing a puncture that sent him pitward. He returned to become one of the fastest on track, and a podium was still on until the onboard fire extinguisher went off – possibly as a result of the clash – when Jon Barnes climbed aboard, and the car retired.

By that time, Bentwood was in the lead. Wilkins had done a great job to lead for 27 laps, but once it was ahead, the Aston pulled away. Wilkins lost time spinning after contact with Nigel Redwood's Viper and handed over to Scott as soon as the Viper's fuel window permitted.

A spin by Redwood allowed Hines and Meadows into second and third. Although Bentwood maintained his lead after the stops, he knew he wasn't going to win: the lack of a co-driver meant he soon had to withdraw (see National News).

Brookspeed's retirement had already assured CRS of the teams' title, and now they looked set to celebrate with a one-two, well clear of Nick Foster (in for Redwood) and Scott. Then news of the penalties arrived and the race came alive again.

Metcalfe compounded the problem by going off as he entered the pitlane. "The call came a little too late and I had to cut across the grass and gravel," he said after allowing Sutton, whose car was already sporting damage after a clash with a backmarker, to slip by. They emerged third and fourth.

Foster was struggling for grip, RPM having elected to change only left-side tyres rather than all four, and Scott easily went past. Sutton took second around the outside of Foster at Luffield and he then set off after Scott.

At first the gap came down by over a second per lap but Scott responded. It looked like he might just hold on until the engine stuttered, low on fuel, on the penultimate lap. Sutton swept by to win, while Metcalfe made it a CRS one-three after passing the slowing Foster.

And they were the only GT3 cars running at the end! That left the GT4 class-winning Ginetta of Matt Nicoll-Jones and Stewart Linn to take a remarkable fifth.

The race provided plenty of excitement, but the Donington Park finale could be even better if more cars can be made to complete a two-hour thrash.

■ By Kevin Turner

BRITISH GT (2 HOURS) 1 Michael Meadows/James Sutton (Ferrari 430) 81 laps in 2h01m17.413s (90.11mph); 2 Craig Wilkins/Aaron Scott (Dodge Viper) 2h01m27.217s; 3 Luke Hines/Jeremy Metcalfe (Ferrari 430); 4 Nigel Redwood/Nick Foster (Dodge Viper); 5 Stewart Linn/Matt Nicoll-Jones (Ginetta G50); 6 Richard Evans/Joe Osborne (Ginetta G50); 7 Hunter Abbott/Rob Austin (Ginetta G50); 8 Ian Stinton/Paul Marsh (Ginetta G50); 9 Phil Bailey/Steve Tandy (Ginetta G50); 10 Andy Jenkinson/Gavan Kershaw (Aston Martin DBRS9). **GT4 winners** Linn/Nicoll-Jones. **Fastest lap** Meadows 1m25.447s (94.75mph). **GT3 Points** 1 Jon Barnes/James Gornall (Dodge Viper), 75; 3= Michael Cullen (Ferrari 430) & Hines/Metcalfe, 52; 6= Paddy Shovlin & Meadows/Sutton, 47. **GT4** 1 Nicoll-Jones/Linn, 114; 3 Austin Abbott, 72; 5= Fulvio Mussi (Ginetta G50) & Osborne, 61.

HERITAGE GT CHALLENGE

August 16-17

TIGER TEAM DENIES BRYANT A DOUBLE

OLIVER AND Graham Bryant couldn't quite make it a double in their Morgan Plus 8, thanks to the Sunbeam Tiger of Jackie Cochrane and Stephen Colbert.

Cochrane led from the start of race one, before Andy Jenkinson's Aston Martin DBS V8 went by. Oliver Bryant had been in the mix from the start and soon grabbed the lead. Cochrane held second until sliding off at Copse. He rejoined in fourth behind Jenkinson and Chris Scragg's V8 Aston Martin.

Bryant's lead soon became decisive, while Jenkinson and Scragg shared a couple of exchanges for second, before Jenkinson made the place secure.

Jenkinson set the pace at the start of the second race, while Scragg took Cochrane for second. Scragg piled the pressure on Jenkinson, and made it through at Becketts on the fifth lap. But three laps later Jenkinson was back in a lead he would hold to the pitstops.

That wasn't enough to stop Colbert emerging as the new leader in Cochrane's Tiger, from John Young (in for Jenkinson), Scragg and Oliver Bryant. Bryant made up some ground but had to settle for second to Colbert.

■ By Peter Scherer

HERITAGE GT (12 LAPS) 1 Oliver Bryant (Morgan Plus 8) 20m36.518s (78.57mph); 2 Andy Jenkinson (Aston Martin DBS V8) 20m38.307s; 3 Chris Scragg (Aston Martin V8); 4 Jackie Cochrane (Sunbeam Tiger); 5 Alec Hammond (Chevrolet Camaro); 6 Myles Castaldini (RAM SC Cobra). **Fastest lap** Bryant 1m32.072s (87.93mph). **RACE TWO (28 LAPS)** 1 Cochrane/Stephen Colbert 45m00.951s (83.93mph); 2 Grahame Bryant/O Bryant 45m06.489s; 3 Arthur Thurtle/Boysie Thurtle; 4 Scragg; 5 Hammond/Graham Hathaway; 6 Castaldini/John Dickson. **FL** O Bryant 1m32.603s (87.43mph).



The Cochrane/Colbert Tiger (left) took victory in the Heritage enduro

EBREYLAT

BRITISH FORMULA FORD
August 16-17
SORENSEN GIVES VAN DIEMEN VICTORY

FORA constructor with a rich history in Formula Ford, Van Diemen has had a lean time in recent years. Since the Duratec engine revitalised the category in 2006, the once-dominant marque had scored just four wins in 65 championship races before last weekend, and had to watch as Mygale dominated. But Silverstone showed that Van Diemen might finally be on the way back.

Fluid Motorsport, which became the works Van Diemen squad this year, has extensively developed the DP08, and Dane Marco Sorensen used it to storm from seventh on the grid to victory in race two.

Sorensen made a good start and jumped to fourth when the Mygales of Chris Maliepaard and Victor Correa clashed at Abbey on the opening lap while disputing the lead. He then passed Linton Stuteley, leaving only series leader Wayne Boyd and his title challenger Tim Blanchard ahead.

That would usually have been as far as Sorensen got, but he had more pace than the Jamun-run Mygales. When poleman Blanchard completed his recovery from a bad start by passing Boyd, Sorensen soon followed. He then grabbed the lead at Becketts before sailing away to win by 3sec.

"I was beginning to think we wouldn't get a win, but we made a big change at Brands Hatch [last month] that just flipped it around," he said. "It's a nice feeling."

Blanchard came out on top of a Jamun battle for second, pipping Boyd and James Cole, who had his best weekend of the year.

Van Diemen and Sorensen aside, Blanchard was the story of the weekend as he refused to concede the title. When Boyd hit brake problems in testing and struggled to seventh in qualifying, Blanchard was handed his opportunity to make up ground. He grabbed it in race one, a good start and blistering opening laps taking him into a lead he was never to lose.

Blanchard's cause was aided by the battle behind. Maliepaard made a great start to snatch second from row two, before Correa repassed him at the end of the lap. Maliepaard tried to respond into Copse, but ran out of ground and lost places to Matt Hamilton and the charging Boyd.

Hamilton and Boyd made it as far as Abbey before running into each other. Boyd tried to go round the outside, and as the road narrowed, contact became inevitable.

Both drivers injured a hand in the incident, which allowed Maliepaard into third. Hamilton continued in fifth before retiring with the loss of fourth gear, while Boyd fell to 18th and did a good job to fight back to seventh.

Maliepaard closed on Correa and applied intense pressure, but the Brazilian demonstrated how much he has matured this year by holding firm. The pair finished just ahead of Sorensen, who gave warning of his later performance by setting fastest lap.

It's a long haul until the final three rounds at Donington Park in October, but it'll be worth the wait. Van Diemen should challenge Mygale again, and Blanchard will make Boyd work for his title. "It was good to pull back a few points," said Blanchard. "It's not over yet."

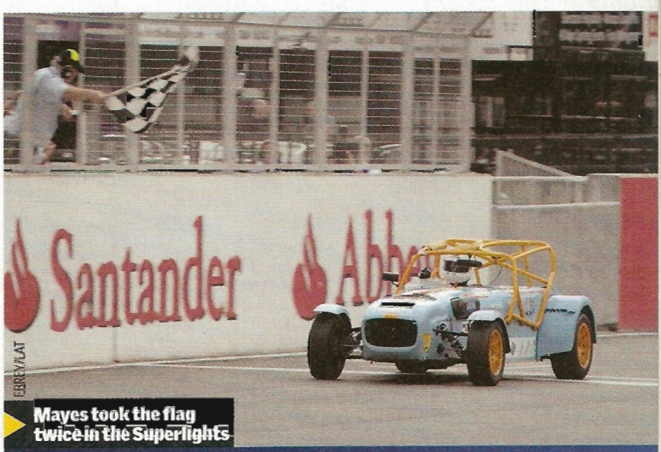
■ By Kevin Turner

BRITISH FORMULA FORD (13 LAPS) 1 Tim Blanchard (Mygale SJ08) 18m38.240s (94.12mph); 2 Victor Correa (Mygale SJ08) 18m41.273s; 3 Chris Maliepaard (Mygale SJ07); 4 Marco Sorensen (Van Diemen DP08); 5 James Cole (Mygale SJ08); 6 Linton Stuteley (Mygale SJ06); 7 Wayne Boyd (Mygale SJ08); 8 Rogier de Wit (Mygale SJ08); 9 Garry Findlay (Mygale SJ06); 10 Adrian Campfield (Spectrum 011). **Scholarship winner** Findlay. **Fastest lap** Sorensen 1m24.811s (95.46mph). **RACE TWO (13 LAPS)** 1 Sorensen 18m50.147s (93.13mph); 2 Blanchard 18m53.052s; 3 Boyd; 4 Cole; 5 Matt Hamilton (Mygale SJ08); 6 Stuteley; 7 Campfield; 8 David Brown (Van Diemen DP08); 9 de Wit; 10 Maliepaard. **SC** Findlay. **FL** Sorensen 1m25.563s (94.62mph). **Points** 1 Boyd, 577; 2 Blanchard, 541; 3 Maliepaard, 405; 4 Correa, 373; 5 Stuteley, 357; 6 Sorensen, 327.



EBREVLAT

Sorensen broke Van Diemen's 2008 duck with a breakthrough victory



EBREVLAT

Mayes took the flag twice in the Superlights

VW CUP & CATERHAM SUPERLIGHTS
August 16-17
DZIURZYNSKI'S GOLF DRIVE TO VICTORY

DIDGE DZIURZYNSKI scored a maiden victory in the first VW Cup race, after his Golf slipped inside returnee Steve Walker at Priory on lap two.

Early leader Walker faded with sticking brakes, leaving Joe Fulbrook and Jamie Perry to close on the leader around half distance, but their duel created a five-car train for second and Dziurzynski kept a cushion. Steve Chaplin finally emerged to claim second at Copse with a couple of laps to go, ahead of James Griffiths and Fulbrook.

Perry was unable to maximise his early lead in the second race, and lost out to both Fulbrook and Chaplin on the fifth lap. Dziurzynski then made it a four-car train. Chaplin had the lead on lap seven, but ran out of brakes at Abbey. He managed to retake Perry for second, but Fulbrook took the win and a step nearer to the title.

David Mayes celebrated his 20th birthday with another double win in the Caterham Superlights. It was lights-to-flag in race one, while Chris Cappuccini won the race-long duel for second over Will Mitcham. Rachel Green was a solitary fourth and Mark Fullalove just had the edge over Oliver Jackson in fifth.

Cappuccini, Mayes and Fullalove shared the early exchanges in race two, before Mitcham battled to the fore at Abbey on lap nine. Mayes latched on for a two-car break, but their duel allowed Green to close again. Mayes kept his nose ahead from lap 12, but Mitcham remained close as Green tailed off.

■ By Peter Scherer

VW CUP (12 LAPS) 1 Didge Dziurzynski (Golf) 20m17.020s (79.83mph); 2 Steve Chaplin (Beetle) 20m18.445s; 3 James Griffiths (Golf); 4 Joe Fulbrook (Bora); 5 James Walker (Golf); 6 Jamie Perry (Golf). **Fastest lap** Perry 1m38.186s (82.45mph). **RACE TWO (13 LAPS)** 1 Fulbrook 21m34.692s (81.29mph); 2 Perry 21m35.230s; 3 Chaplin; 4 Griffiths; 5 Paul Taylor (Golf); 6 Walker. **FL** Perry 1m38.208s (82.44mph).

CATERHAM SUPERLIGHTS (20 LAPS) 1 David Mayes 30m33.608s (88.31mph); 2 Chris Cappuccini 30m40.892s; 3 Will Mitcham; 4 Rachel Green; 5 Mark Fullalove; 6 Oliver Jackson. **FL** Cappuccini 1m30.632s (89.33mph). **RACE TWO (20 LAPS)** 1 Mayes 30m35.619s (88.21mph); 2 Mitcham 30m36.566s; 3 Green; 4 Cappuccini; 5 Fullalove; 6 Jackson. **FL** Green 1m30.586s (89.37mph).

GINETTA G20s AND G50s
August 16-17
MOORE AND McCARTHY MAKE THEIR MARK

NIGEL MOORE showed his class in the damp first Ginetta G50 race, taking a dominant victory after starting on row four. The win clinched the title for the 16-year-old, though that didn't prevent him getting involved in a scrape in the later encounter.

Tom Dunstan got the better of poleman Chris Dittman to take the lead on the opening lap of race one. Moore too soon passed Dittman, who made an early exit into the Copse gravel, leaving Moore to make his bid for the lead. After running side-by-side with Dunstan, Moore took the lead at Brooklands on lap three.

Tom Sharp soon passed Christian Dick for third and closed on Dunstan. As Moore took a comfortable win, Dunstan was tapped into a spin by Sharp at Abbey, before rejoining to take fourth behind Dick.

Dunstan had the early lead in the second race, too, but Dick made it to the front from lap four and claimed his first win of the year. Moore and Frank Wrathall had a good duel, which left Dunstan a clear second. But once Moore had secured third, Dunstan's position came under threat. There was contact at Priory as Moore hit Dunstan's rear and sent him off into the gravel, securing second for himself, ahead of the closing Wrathall.

Two incidents on the opening lap of the first G20 race brought out the safety car, but left Kieran Vernon unfazed in what was looking like a lights-to-flag victory. Vernon's title rival Spencer McCarthy chased in second, while his brother Russell McCarthy settled into third.

With victory in sight, Vernon suddenly slowed on the last lap when his clutch pedal collapsed, dropping him to third behind the jubilant McCarthy brothers.

In race two, Vernon grabbed first place from early leader Spencer McCarthy and, despite their duel, the gap started to open to Barratt in third. Vernon gradually started to build a lead, but lost out again at Abbey on lap nine. Barratt closed and briefly split the duo, but McCarthy it was who finally took the flag from Vernon by just 0.03sec.

The double strengthens Spencer McCarthy's grip on the title lead.

■ By Peter Scherer

GINETTA G50 CUP (18 LAPS) 1 Nigel Moore 30m16.788s (80.21mph); 2 Tom Sharp 30m25.741s; 3 Christian Dick; 4 Tom Dunstan; 5 Frank Wrathall; 6 Henry Fletcher. **Fastest lap** Moore 1m34.096s (86.04mph). **RACE TWO (20 LAPS)** 1 Dick 30m10.967s (89.41mph); 2 Moore 30m13.233s; 3 Wrathall; 4 Toby Newton; 5 Clive Richards; 6 Fletcher. **FL** Wrathall 1m29.618s (90.34mph).

G20s (11 LAPS) 1 Spencer McCarthy 29m25.632s (72.66mph); 2 Russell McCarthy 20m27.125s; 3 Kieran Vernon; 4 Gary Simms; 5 Julian Barratt; 6 Phil Sykes. **FL** Barratt 1m38.878s (81.88mph). **RACE TWO (12 LAPS)** 1 S McCarthy 20m07.962s (80.43mph); 2 Vernon 20m07.992s; 3 Barratt; 4 Andrew Smith; 5 R McCarthy; 6 Peter Dignan. **FL** Vernon 1m37.572s (82.97mph).



EBREVLAT

McCarthy extended his G20 title lead with a double



Zamparelli (leading) crashed out of race two under pressure from winner Lloyd (following)

BLOXHAM/LAT

KNOCKHILL
GINETTA JUNIORS & LEGENDS
August 16-17

CARNABY TAKES CHARGE AS ZAMPARELLI FALTERS

THOMAS CARNABY has moved into the lead of the Ginetta Juniors Championship standings after claiming a brace of third places at Knockhill, while erstwhile leader Dino Zamparelli had a chequered weekend.

Claiming a sound victory in the first race after the demise of his closest challenger, Daniel Lloyd, through a jump-start penalty and a subsequent spin, Zamparelli went on to make his own error in race two, crashing out of the lead under immense pressure from Lloyd.

The latter went on to take the win in the second race, the third time he has tasted the victory champagne during his maiden season of car racing, while Zamparelli was left ruing his costly mistake.

Although Carnaby produced a less than sparkling qualifying performance, due to a set-up change that just didn't work out, in race trim he was able to produce two solid drives to move into a 12-point lead in the standings.

Lloyd endured a torrid first race – jumping the start, spinning on lap 10 and retiring on the final tour when the back end of the car got away from him as he pushed to make up the time penalty.

Zamparelli went on to win, his first victory since the Thruxton event in May, with Josh Hill securing his third second place of the year ahead of Carnaby. Dominic Pettit emerged ahead of Fergus Walkinshaw in the battle for fourth, Pettit having survived lap one contact with George Richardson. Alex Austin drove a solid race to claim sixth.

Lloyd more than made up for his opening race problems in the second encounter. Having made some changes to his car to make the rear end more stable, Lloyd pressured polesitter Zamparelli until he found a way through at the end of lap two on the run out of the hairpin.

Zamparelli retaliated at Scotsman on lap five after a small mistake by Lloyd, but the former soon made a bigger error and crashed out on lap six. Lloyd went on to win from Alice Powell, who survived earlier contact with Richardson and Walkinshaw at the hairpin, with Carnaby third once again.

Josh Hill had a terrible opening lap, forced onto the grass in the first sequence of turns, although he fought back superbly from last place to fifth at the finish. Alex Austin, meanwhile, bettered his race one performance with a decent top four result.

In the Legends races, John Jon Higgins was the standout performer with two heat wins and victory in Sunday's Final, while title rival Dave Newsham could find no answer.

Leading home Newsham in Saturday's first heat, Higgins stormed through to fourth place in the second and negotiated chaos on the last lap of the final at Scotsman to take the chequered flag in fifth place.

Originally, the first final of the weekend was red flagged at the end of the opening tour, when Colin Chadwick and Derek Pierce rolled at the John R Weir Chicane. In the end, Lee Fitzpatrick took victory ahead of John Marshall.

Higgins began Sunday's action well, with victory in the first heat from Fitzpatrick and Newsham. The latter seized the initiative to win heat two before Higgins hit back to win the final, 7sec clear of Newsham, with Fitzpatrick in third.

■ By Marc Orme



Fitzpatrick (2) leads the Legends through McIntyres en route to glory

BLOXHAM/LAT

GINETTA JUNIORS (12 LAPS) 1 Dino Zamparelli 13m01.873s (70.23mph); 2 Josh Hill 13m04.567s; 3 Thomas Carnaby; 4 Dominic Pettit; 5 Fergus Walkinshaw; 6 Alex Austin. **Fastest lap** Zamparelli 1m03.996s (71.51mph). **RACE TWO (12 LAPS)** 1 Daniel Lloyd 15m44.262s (58.16mph); 2 Alice Powell 15m45.094s; 3 Carnaby; 4 Austin; 5 Hill; 6 Jake Farndon. **FL** Lloyd 1m04.573s (70.87mph). **Points** 1 Carnaby, 467; 2 Zamparelli, 455; 3 Hill, 364; 4 Lloyd, 327; 5 Farndon, 304; 6 Pettit, 283.

LEGENDS (10 LAPS) 1 Lee Fitzpatrick 12m43.014s (59.97mph); 2 John Marshall 12m46.573s; 3 Niki Meredith; 4 Carol Brown; 5 John Jon Higgins; 6 Richard Pocklington. **FL** Ross Marshall 1m01.281s (74.68mph). **HEAT ONE (8 LAPS)** 1 Higgins 8m18.169s (73.49mph); 2 Dave Newsham 8m21.862s; 3 Brown; 4 Frank Hynds; 5 Derek Pierce; 6 Stephen Treherne. **FL** Higgins 1m00.812s (75.25mph). **HEAT TWO (8 LAPS)** 1 Peter Morton 8m20.134s (73.20mph); 2 R Marshall 8m26.434s; 3 J Marshall; 4 Higgins; 5 Treherne; 6 Newsham. **FL** Newsham 1m00.555s (75.57mph). **RACE TWO (10 LAPS)** 1 Higgins 10m26.655s (73.03mph); 2 Newsham 10m33.013s; 3 Fitzpatrick; 4 Hynds; 5 Lawrence Davey; 6 Colin Chadwick. **FL** Higgins 1m00.574s (75.55mph). **HEAT ONE (8 LAPS)** 1 Higgins 8m19.194s (73.34mph); 2 Fitzpatrick 8m20.819s; 3 Newsham; 4 Morton; 5 Brown; 6 Glenn Burtenshaw. **FL** Newsham 1m00.783s (75.29mph). **HEAT TWO (8 LAPS)** 1 Newsham 8m29.821s (71.81mph); 2 Fitzpatrick 8m32.293s; 3 Ross Marshall; 4 Morton; 5 Treherne; 6 Hynds. **FL** Morton 1m00.909s (75.13mph).

PORSCHE CARRERA CUP in association with Autosport

August 16-17

HANCOCK TO THE FORE AS TITLE RIVALS CLASH

"TO COME away with two poles, one second and a win is great," said Sam Hancock after two great races in the Carrera Cup. But for a poor start in the opening race, it could have been a perfect weekend for Hancock, but it was Tim Bridgman who dived ahead to win the opening contest.

A year ago, the Knockhill weekend left Steven Kane's title bid in tatters and Michael Caine needed no reminding of that fact as he started the weekend with a nine-point championship lead. It duly did go wrong for Caine, but in one of the great escapes of the season, he only dropped four points to Tim Harvey.

In the Pro-am1 category, Tony Gilham's forward progress continued apace and he battled hard with rival Nigel Rice to make it one win apiece, while young Scot Rory Butcher was hugely impressive on his debut in the guest car to take a Pro-am2 double.

With two poles, Hancock was ideally placed for two 32-lap races, but in the first, a fast-starting Bridgman beat him off the line. "It felt like a good start, but it obviously wasn't good enough," said Hancock after Bridgman dived past at Duffus Dip to take hold of a lead he would never lose.

Hancock chased, but Bridgman kept it all under control, even during a 10-lap safety car period in the middle of the race after Charles Bateman missed his braking point and plunged off at the first corner.

Bateman's Parker Racing team-mate Caine found himself in immediate trouble after second gear and then fifth gear departed. He lost places to Phil Quaife, Harvey and Butcher, but salvaged sixth from the jaws of a total disaster. Butcher's mighty pace made him a clear winner in Pro-am2, while Rice had to work hard to battle ahead of Gilham in Pro-am1.

Hancock made sure of his start second time around as Caine slotted into second and Bridgman started a lengthy fight up from fifth on the grid. Caine was always close, but Hancock kept his cool at the head of the pack as Bridgman got ahead of Harvey for third in a robust move out of the hairpin.

It all looked settled, but a fading brake pedal made things far from comfortable for Caine over the closing laps. As he rounded Clark for the final time, it went virtually to the floor and Bridgman, after a dogged chase, dived into second. Then, at the hairpin, Harvey saw a chance and dived inside Caine for third. Contact sent Caine spinning, and Quaife and Butcher both went by before he could get under way and cross the line.

There was further drama in Pro-am1 as Rice and Gilham fought tooth and nail. Into Duffus side-by-side, they touched and both spun into the gravel—Gilham managing to fight his way on track first to claim victory.

■ By Paul Lawrence



Bridgman and Hancock each scored a win in Scotland

PORSCHE CARRERA CUP (28 LAPS) 1 Tim Bridgman 30m11.778s (70.72mph); 2 Sam Hancock 30m13.123s; 3 Phil Quaife; 4 Tim Harvey; 5 Rory Butcher; 6 Michael Caine. **Fastest lap** Harvey 51.052s (89.64mph). **Class winners** Nigel Rice; Butcher.

RACE TWO (34 LAPS) 1 Hancock 30m07.965s (86.06mph); 2 Bridgman 30m08.813s; 3 Harvey; 4 Quaife; 5 Butcher; 6 Caine. **FL** Caine 51.349s (89.12mph). **CW** Tony Gilham; Butcher. **Points** 1 Caine, 266; 2 Harvey, 261; 3 Bridgman, 240; 4 Hancock, 214; 5 Quaife, 196; 6 Charles Bateman, 140.



GUEST DRIVER BEN ANDERSON

COULD I have made things any more difficult for myself? As I constantly had to remind myself (and anyone else who would care to listen, for that matter), coming into the Carrera Cup guest car having never even set foot in Scotland, let alone lapped around Knockhill before, was always going to be a massive challenge. That, joined with no previous experience of the meaty GT3 sportscar, took me well and truly out of my club racing single-seater comfort zone.

Four seconds shy of the pace after first practice, I wouldn't have been surprised if someone told me to pack my helmet bag and head off for an early bath! But with the help of some intensive driver development, courtesy of the tremendous team at Porsche GB, a better run in the afternoon got the deficit down to 2.5sec and by Saturday qualifying a pretty respectable 1.8sec (despite a couple of spins).

The less said about my race performances the better, probably, but that takes nothing away from a wonderful weekend that taught me a great deal and induced a new level of respect in me for the people I normally write about at weekends rather than race against.

SEAT CUPRA CUP

August 16-17

FIVE STAR RESULT FOR DEFENDING CHAMP

SCOTLAND'S JONATHAN Adam was in peerless form during his home event at Knockhill, taking a brace of unchallenged wins, two pole positions, a pair of fastest laps and a new lap record to continue his amazing late-season charge.

Not unexpectedly, championship leader Robert Lawson was the only driver to get anywhere close to Adam, but even he had no answer for a weekend of utter domination by the defending champion.

With wins out of the question, Lawson did the next best thing by securing a pair of second-place finishes. He now leads Adam by 14 points with just four races remaining.

"The pressure was on after the two wins at Oulton Park, but it's been a great weekend," said Adam after delighting the huge home crowd.

At the start of race one, Adam led away from pole and was never headed on the way to an eventual 11-second winning margin and a new lap record. Lawson slipped behind Daniel Welch off the grid, which seriously cost the series leader in his vain attempts to stay with Adam.

Piling the pressure on Welch for lap after lap, Lawson forced mistakes from the second-placed runner, the most costly coming on lap nine at the chicane as Welch ran wide onto the grass.

Needing no second invitation, Lawson shot up the inside to take second and he immediately started to pull away.

The damage was already done, though, as Adam was long gone. Martin Byford also managed to make the most of the delay for Welch, scything his way through to third on entry to the hairpin.

Welch finished fourth in the end, with Carl Breeze fifth and David Green enjoying one of his best runs of the season in a hard-earned sixth position.

Lawson made a better start to race two and managed to stay within sight of Adam, but the Scot still had around a 0.3sec advantage on lap times as he headed to his fifth win from the last five races.

Lawson finished closer this time, just 4.5sec away, with Breeze third after benefiting from contact between Welch and Byford on the opening lap. Byford held third off the grid, but Welch tried to stuff his car up the inside of the reigning Clio Cup champion, forcing Byford onto the grass.

Welch rejoined the track in fifth place, with Byford down in seventh as Breeze and Green zipped through to third and fourth on the run through Hislops.

After a four-lap Safety Car period, Green slipped back behind Welch through Duffus Dip before a brave attempt to tough it out resulted in retirement.

Byford, meanwhile, recovered well, but was on the receiving end of harsh treatment from Daniel Rowbottom and Welch who both forced him onto the grass at full speed as he returned to fourth place.

Andrew Herron had a nightmare maiden visit to Knockhill after suffering major problems with a lack of straight-line speed from his Leon Cupra.

However, fitting a new turbo for race two allowed him to climb from 11th to seventh at the finish and partly make up for an otherwise dismal weekend.

■ By Marc Orme



Adam dominated the SEAT races at his home circuit

SEAT CUPRA CUP (22 LAPS) 1 Jonathan Adam 20m11.724s (83.09mph); 2 Robert Lawson 20m23.072s; 3 Martin Byford; 4 Daniel Welch; 5 Carl Breeze; 6 David Green. **Fastest lap** Adam 54.133s (84.54mph). **RACE TWO (25 LAPS)** 1 Adam 24m27.931s (77.94mph); 2 Lawson 24m32.502s; 3 Breeze; 4 Byford; 5 Welch; 6 Daniel Rowbottom. **FL** Adam 54.187s (84.45mph). **Points** 1 Lawson, 262; 2 Adam, 248; 3 Byford, 216; 4 Breeze, 208; 5 Andrew Herron, 153; 6 Rowbottom, 109.



Bradshaw drove flawlessly to three comfortable FPA victories

RICHARD STYLES

SNETTERTON
MSVR
August 16-17

BRADSHAW HAT-TRICK RE-IGNITES TITLE RACE

TEENAGER TOM Bradshaw stormed into contention for the Formula Palmer Audi title with a terrific hat-trick of wins that moved him to within 19 points of the current series leader, Jason Moore.

BRDC rising star Moore had gone into the weekend with a healthy advantage over Jolyon Palmer and Bradshaw, but he got off to a disastrous start after colliding with Palmer while battling for second. Inevitably, both drivers had views on the incident – Palmer thought Moore had squeezed across on him, while Moore felt he had the corner and his rival had come from nowhere. Whatever the cause, the outcome was Moore spearing into the tyres while Palmer battled on in second, holding off a strong challenge from Richard Plant.

Unaffected by the drama behind, Bradshaw took his third win of the year after an impressive drive from pole. Once he had broken the tow on lap four, Bradshaw always looked in control. Further back, a strong run from Adam Foster was rewarded with fourth.

Moore had the advantage of pole for a wet race two, but the irrepressible Bradshaw wasted no time sweeping round the outside at Riches to claim the lead on the opening lap. From that point, he edged away to win by four seconds.

Meanwhile, Moore's race quickly went from bad to worse when he rotated at Sear on lap three. "I dropped it into second too early, locked the rear wheels and spun around," he explained.

Palmer briefly took second place, but he was having problems of his own, struggling with the car's brakes and balance. On lap six, the on-form Plant overtook him with a ballsy move round the outside at Riches, and on lap 12 Jack Clarke followed suit. Foster demoted Palmer further to fifth on the final lap, with the recovering Moore limiting the points damage taking sixth.

An ecstatic Bradshaw completed the treble in race three, but this time the front order remained relatively static.

Kevin Clarke did the hard work in the damp opening race for the Production S1 runners, pulling out a decisive advantage before team-mate Wayne Gibson steered their BMW M3 safely to victory. Gary Furst made the most of his Mitsubishi Evo's four-wheel drive to claim second.

The Lotus of Robert Morris and Charlie Hollings took third ahead of Keith Gent, who held second in the early laps before spinning his M3 at Sear.

Clarke and Gibson repeated the trick with another comfortable win in race two. Behind them, Hollings looked set for second after jumping Gent in the closing laps, only for a left rear puncture to leave him limping home. Gary Whitehead stole third from the ailing Exige on the drag to the flag.

■ By Oliver Timson

FORMULA PALMER AUDI (18 LAPS) 1 Tom Bradshaw 20m00.708s (105.34mph); 2 Jolyon Palmer 20m14.516s; 3 Richard Plant; 4 Adam Foster; 5 Alex Brundle; 6 Daniel Brown. **Fastest lap** Bradshaw 1m05.748s (106.87mph). **RACE TWO (18 LAPS)** 1 Bradshaw 22m24.924s (94.04mph); 2 Plant 22m28.604s; 3 Jack Clarke; 4 Foster; 5 Palmer; 6 Jason Moore. **FL** Clarke 1m11.079s (98.86mph). **RACE THREE (18 LAPS)** 1 Bradshaw 20m00.804s (105.33mph); 2 Moore 20m04.501s; 3 Palmer; 4 Plant; 5 Clarke; 6 Foster. **FL** Bradshaw 1m05.854s (106.70mph). **Points** 1 Moore, 270; 2 Palmer, 255; 3 Bradshaw, 251; 4 Clarke, 219; 5 Plant, 211; 6 Brundle, 170.

PRODUCTION S1 (35 LAPS) 1 Kevin Clarke/Wayne Gibson (BMW M3 E36) 51m22.797s (79.78mph); 2 Gary Furst (Mitsubishi Evo) 51m39.916s; 3 Robert Morris/Charlie Hollings (Lotus Exige); 4 Keith Gent (BMW E36 M3). **CW** Karl Cattliff (BMW M3 E30). **FL** Clarke 1m22.202s (85.48mph). **RACE TWO (38 LAPS)** 1 Clarke/Gibson 50m20.121s (88.41mph); 2 Gent 51m09.273s; 3 Gary Whitehead (BMW M3 E36); 4 Morris/Hollings. **CW** Cattliff. **FL** Clarke 1m14.708s (94.06mph).

BRITCAR FESTIVAL
August 16-17

CRUEL TWIST OF FATE DENIES McINERNEY

AFTER FOUR hours of flat-out racing, the Britcar enduro was decided in the dying minutes, as a cruel twist denied longtime leaders Sean and Michael McInerney's dominant Mosler.

The mighty machine ground to a halt when a fuel relay failed with victory in sight. Their misfortune handed the winners' champagne to Andrew Beaumont and Henry Taylor's similar car, which took the flag with just fumes left in the fuel tank.

Pole-sitter Sean McInerney had remorselessly pulled clear of Taylor from the start, with Phil Bennett charging from 13th on the grid to third by lap four. As Taylor began to suffer with rocketing tyre pressures in the early heat, Bennett's Opel Omega V8 reeled him in.

He finally swept past on lap 28, only to be forced out with gear linkage failure just after the one-hour mark. Taylor resumed second place, albeit now a lap adrift, with Mike Millard's Prosport, Almo Coppelli's Ferrari F430, John Gaw's Porsche 997 and Witt Gamski's F360 completing the top six.

An hour later, with Millard having retired when the clutch housing exploded, a collision at Riches between Leigh Smart's Ginetta and Gaw's team-mate Phil Dryburgh brought out the red flags.

When the debris was cleared, and the racing resumed, the McInerneys led the Mosler one-two once more. Behind them, the positions shuffled in the final two hours, with the Stuart Scott/Chris Ryan/Mark Sumpter Jaguar XKR briefly rising to third, only to spin into the Esses barriers under pressure from a flying Robinson at the wheel of Gamski's Ferrari. Despite having to race without a clutch, Robinson nursed the car home to the final podium spot.

Meanwhile, Coppelli slipped past Duncan Cameron's similar F430 late on to secure fourth.

BRITCAR (184 LAPS) 1 Andrew Beaumont/Henry Taylor (Mosler GT3) 4h08m27.585s (86.73mph); 2 Sean McInerney/Michael McInerney (Mosler GT3) 182 laps; 3 Will Gamski/Keith Robinson (Ferrari F360 GT3); 4 Peer Slipsager/Almo Coppelli (Ferrari F430 GT3); 5 Duncan Cameron/Mike Edmunds (Ferrari F430 GT3); 6 Rod Barrett/Jan Persson/Jay Shepherd (Porsche 996). **Fastest lap** McInerney/McInerney 1m07.532s (104.05mph).



The Beaumont/Taylor Mosler crept across the line on fuel fumes to win

RICHARD STYLES

CADWELL PARK
MGCC
August 17
BRAY AND LUTI WIN MG THRILLERS

THE MG TROPHY Championship rarely fails to provide excellent entertainment and so it proved at Cadwell Park last weekend as Paul Luti and Christopher Bray shared the spoils in a brace of thrilling encounters.

First time out, Luti's ZR out-sprinted poleman Eugene O'Brien's MGF into Coppice and soon an excellent four-way scrap for the lead developed between Luti, championship leader Paul Wallace, Bray and Malcolm Gammons as O'Brien fell back.

Following a mid-race shake-up, Wallace exited the fray, leaving Luti to head Bray, Dean Clements and Gammons. This quartet fought hard to the close before crossing the line in the same order. Andy Raine and Charlie Brown raced hard to claim the TF and ZR Class Claurels.

From the start of the second race, Luti was again out front, albeit closely followed by O'Brien, Gammons, Bray and Clements. However, Luti and O'Brien lost out to the other three on the third tour. Two laps later, Bray got the better of Gammons and the duo's fight from here to the flag was worth the entrance money itself, with Bray retaining the upper hand. Luti's race went from bad to worse after he made contact with Clements at the Mountain and he crawled round to the close. Ben Jacques held off Nicholas Barfoot for third, with Raine and Brown again claiming their class wins.

The Cockshoot Cup round was all about the start. Whilst Mike Peters' Midget blasted into an immediate lead, second on the grid Peter Bramble made a tardy departure towards Coppice and was up against it straight away. Peters extended his lead, as Bramble recovered to second past Alan Bates on the third lap and set about trying to reel in the runaway frontman. It was not to be, though, as an off at the Mountain for Richard Saxton brought out the red flags.

The opening Lotus Elise Trophy Class A event produced a brilliant scrap for the spoils between polesitter Paul Quinn and second on the grid Michael Edwards. It was the latter who held the early advantage after out-sprinting his rival into Coppice, but Quinn reversed the positions on the third lap. The pair traded places a couple more times before the chasing Edwards spun at the Mountain.


Luti (leading) won the first MG encounter with a lightning start

MICK WALKER

Such was the leading duo's advantage that he could recover, still second. This left Quinn cruising to the flag, with Simon Deacon holding off Gary Broad for third, although the latter was subsequently disqualified.

With Edwards a non-starter for the second contest, Quinn was able to ease himself to a comfortable victory. To his rear, Stuart Kirkbride, Deacon and Martin Roberts had an excellent three-way scrap for second before the latter slowed.

Ex-Lotus F1 racer Martin Donnelly converted his pole position into an early lead in the initial encounter for Classes B&C, with Chris Headlam making a storming start from fourth on the grid to follow him into Coppice. The latter even got his nose ahead briefly on lap three before slowing a little later with a sick-sounding engine.

The chasing Andrew Walsh kept Donnelly honest and even swept ahead at the Hall Bends on the ninth tour. It was not to last, though, and Donnelly reasserted himself.

At the start of the second race, there was a long hold before the off, but Walsh made the best start. Donnelly was soon in his wheel tracks and for the subsequent 13 laps did his best to find a way past, albeit to no avail.

The story of the opening Peter Best encounter was Simon Hutchinson's climb from the 10th row of the grid to the lead by lap seven in his slick-shod Midget.

David Brooke looked destined for the honours before being caught by Hutchinson, but did not give up once demoted to second and regained the lead right at the end, with Hutchinson coasting across the line in second place.

■ By Graham Read

MG TROPHY (9 LAPS) 1 Paul Luti (ZR 190) 15m22.185s (76.59mph); 2 Christopher Bray (ZR 190) 15m22.598s; 3 Dean Clements (ZR 190); 4 Malcolm Gammons (ZR 190). **Class Winners** Andy Raine (TF 190); Charlie Brown (ZR 160). **Fastest Lap** Gammons 1m40.472s (78.11mph). **RACE TWO (12 LAPS)** 1 Bray 20m19.767s (77.20mph); 2 Gammons 20m21.996s; 3 Ben Jacques (ZR 190); 4 Nicholas Barfoot (ZR 190). **CW** Raine; Brown. **FL** Bray 1m39.851s (78.59mph).

COCKSHOOT CUP (4 LAPS) 1 Mike Peters (Midget) 7m20.847s (71.20mph); 2 Peter Bramble (B Roadster) 7m34.081s; 3 Alan Bates (B GT); 4 Paul Rigg (TF 160); 5 Ian Wright (Midget); 6 Graham Prosser (Midget). **FL** Peters 1m48.306s (72.46mph).

LOTUS ELISE TROPHY CLASS A (12 LAPS) 1 Paul Quinn (S1) 20m57.491s (74.89mph); 2 Michael Edwards (S1) 21m22.257s; 3 Simon Deacon (S1 Sport 160); 4 Stuart Kirkbride (S1 111S); 5 Martin Roberts (S2); 6 Russ Treasure (S2). **FL** Edwards 1m43.129s (76.09mph). **RACE TWO (12 LAPS)** 1 Quinn 21m08.377s (74.24mph); 2 Kirkbride 21m15.351s; 3 Deacon; 4 Ken Savage (S1); 5 Treasure; 6 Gary Broad (S1 111S). **FL** Quinn 1m43.409s (75.89mph).

LOTUS ELISE TROPHY CLASSES B&C (12 LAPS) 1 Martin Donnelly (2-Eleven) 20m06.359s (78.06mph); 2 Andrew Walsh (S1 - Honda Rotrex) 20m08.640s; 3 Ben Pitch (S1 - NA Honda); 4 David Harvey (340R). **CW** Pitch; Dominic Jackson (2-Eleven); Greg Rumble (Lotus Elise). **FL** Donnelly 1m38.653s (79.55mph). **RACE TWO (13 LAPS)** 1 Walsh 21m32.832s (78.91mph); 2 Donnelly 21m33.767s; 3 Pitch; 4 Rob Beves (S1 - NA Honda). **CW** Pitch; Jackson; Rumble. **FL** Walsh 1m37.562s (80.44mph).

PETER BEST INSURANCE CHALLENGE (9 LAPS) 1 David Brooke (B GT) 16m39.513s (70.66mph); 2 Simon Hutchinson (Midget) 16m58.947s; 3 Blaine Neaves (B Roadster); 4 James Walpole (B Roadster). **CW** Hutchinson; Walpole; Paul Rigg (F VVC); John Bussey (TC). **FL** Hutchinson 1m46.406s (73.75mph). **RACE TWO (9 LAPS)** 1 Hutchinson 16m27.378s (71.53mph); 2 Brooke 16m32.274s; 3 Neaves; 4 Bramble. **CW** Brooke; Walpole; Rigg. **FL** Hutchinson 1m48.217s (72.52mph).

METRO CUP (8 LAPS) 1 Simon White 15m02.863s (69.53mph); 2 Paul Ashton 15m07.501s; 3 Richard Garrard (Turbo); 4 Stuart Ramella (Gti). **CW** Iain Patterson (Rover Metro Gti); Adam Key; David Williams (Rover Metro Gti). **FL** White 1m50.126s (71.26mph).

JOHN DEERE INVITATION (8 LAPS) 1 Malcolm Self (MG Midget) 15m19.783s (68.26mph); 2 Steve Hall (MGB) 15m45.518s; 3 Andrew Burroughs (MGB Roadster); 4 John Bussey (MGTC). **CW** Bussey; Peter Hiscocks (MGA); Nick Ashman (MG TF); Shaun Bromley (MGA). **FL** Self 1m53.775s (68.97mph).

SHELSLEY WALSH
BRITISH HILLCLIMB
August 16-17
SHOWERS SHATTER GROVES' TITLE SHOT

A LATE shower during the last run-off may have cost Martin Groves dear. He had earlier continued his stranglehold on the hill record at the oldest of motorsport venues by taking a 0.13-second chunk out of his previous best time to score a maximum 11 points, but his weekend at the Peter Collins Celebration meeting then took a turn for the worse.

He qualified fastest for the final run-off and therefore ran last. As he sped to the top, he encountered rain on the upper reaches of the hill when all before him had been dry – losing valuable time.

Now trailing runaway series leader Scott Moran by 68 points, the incident may cost Groves a final shot at the 2008 title. It's not yet lost, but even his best efforts are unlikely to fulfill Groves's desire to win four titles in a row.

At the outset, Groves thought a hill record was possible: "When I woke early and saw that rain had cleaned the track, I thought it might be possible, but could not foresee the effect a late shower would have," he said after the prizegiving. Meanwhile the remarkably consistent Scott Moran gathered 19 points to put him within one event of his first national title.

Groves' co-driver Paul Ranson had a strong outing, scoring third and second places for 17 points, but was deeply disappointed for his partner.

Best of the rest once more was Trevor Willis, who holds third in the standings.

However, man of the meeting was Scot Wallace Menzies. He put his 1.3-litre supercharged DJ Firehawk into the points to the delight of a large travelling Scottish contingent.

■ By Eddie Walder

ROUND 25 1 Martin Groves (3.5 Gould-NME GR55) 22.58s record & BTD; 2 Scott Moran (Gould-NME GR61) 23.14s; 3 Paul Ranson (Gould-NME GR55) 23.53s; 4 Trevor Willis (OMS-Powertec) 23.85s; 5 Roger Moran (Gould-NME GR61X) 23.95s; 6 Jos Goodyear (Pilbeam-Judd MP97) 24.20s; 7 Chris Merrick (Gould-Judd EV GR55) 24.36s; 8 Deryk Young (Gould-Judd GR51B) 24.47s; 9 Graeme Wight Junior (GWR Predator-Arrows-Hart) 24.62s; 10 Basil Pitt (Gould-NME GR55) 24.73s; 11 Rob Turnbull (Gould-Cosworth GR55) 26.40s; 12 Tom New (Pilbeam-Rover KV6 MP88) 27.26s.

ROUND 26 1 S Moran 23.55s; 2 Ranson 23.57s; 3 Willis 24.17s; 4 Young 24.23s; 5 Pitt 24.32s; 6 R Moran 24.34s; 7 Goodyear 24.35s; 8 Groves 24.36s; 9 Merrick 24.59s; 10 Wallace Menzies (DJ-Suzuki Firehawk) 25.88s; 11 John Chalmers (Ralt-Cosworth F302) 25.93s; 12 Paul Haimes (Dallara-Opel F301) 26.33s. **Points** 1 S Moran, 247; 2 Groves, 179; 3 Willis, 172; 4 R Moran, 155; 5 Merrick, 144; 6 Jos Goodyear, 104. **Class winners** J Andrew Griffiths (Caterham-Hayabusa) 29.89s record; Ken Evans (Caterham 7 SLR) 31.34s; Dave Wilson (Caterham 7) 30.75s; Roger Banks (Audi S4) 29.60s; Dave Jones (TVR Tuscan) 30.77s; Chris Ward (Mallock Mk 20X) 28.90s; Simon Fidoe (Pilbeam-Millington MP43) 27.76s; Adam Steel (Martlet DM8) 29.39s record; Darren Luke (Force-Suzuki PC) 26.75s; Robert Kenrick (Force-Suzuki PC) 25.95s; Menzies 25.64s; Groves 23.15s record.


Wallace Menzies thrilled onlookers in his 1.3-litre supercharged DJ Firehawk

STEVE WILKINSON



Demetriou's 968CS leads the Porsche Club pack on its way to a double win

GARY HAWKINS

BRANDS HATCH

BRSCC

August 17-18

WILLIAMSON BECOMES A NEW JEDI MASTER

AN ALL-TOO-RARE appearance at Brands Hatch by the BRSCC brought a mighty 18-race programme that was packed with incidents, accidents and double race winners. A number of issues tested its organisational skills, but despite the best (or worst!) efforts of a Ford Fiesta field seemingly intent on mayhem, the card was completed minutes before the curfew hour.

The star of the show was car race debutant Lewis Williamson, who marked himself out as a man to watch. Having won Saturday's Formula Jedi race, only a broken driveshaft on Sunday prevented the 18-year-old Scot from taking a dream debut double race win.

Fastest in qualifying, Williamson belied his lack of experience while displaying racecraft that matched his pace, as he fended off race-long pressure from points leader Jack Smith and Richard Mitcham to record a fine victory in race one.

Smith prodded and probed but, try as he may, he was unable to fluster the newcomer into making a mistake. "I felt comfortable and was able to do my own thing," reported the unflappable Williamson.

Williamson looked to be on his way to a double victory on Sunday when red flags brought proceedings to a halt. Fourth-placed Frazer Corbyn thankfully emerged unscathed after being launched into a series of rolls by a wayward backmarker on the approach to Druids.

A shortened re-run lost Williamson on the warm-up lap and it was Smith who stacked up a fistful of points as he gradually edged ever further clear of Russell Small.

The Irish Global Lights racers put on a super show, with the spoils being shared by Peter Drennan and Alan Dawson. More usually seen in saloons, Dawson led Sunday morning's race from Drennan and nephew and championship leader Keith Dawson, until a broken cv joint pitched him into a spin at Graham Hill Bend.

Reward came in the afternoon, when Dawson just got the better of Drennan in a race in which paintwork was traded several times. Seeing Drennan's efforts to get through the gap between Dawson and the pitwall, it was easy to work out where his nickname – 'Mad Max' – comes from!

A mere 2.2 seconds embraced the top seven in the Super Mighty Mini race, Patrick Ford narrowly coming out on top, having been the meat in a Kirkpatrick brothers sandwich early on. Quite how he survived a trip over the grass at Surtees and still maintained his place remains a mystery.

It was even tighter at the sharp end of the Mighty Mini race, a paltry 0.7sec covering the top five men. David Berney clung on to his spot at the head of the points standings, the Hornchurch man shading the verdict over Elliott Stafford. The tiniest of mistakes by erstwhile third man James Lyford dumped him to fifth in an instant.

The Porsche Club and Open series contenders had their four races on Saturday, and it was Ben Demetriou who bagged the lion's share of the spoils by taking both Club Classes 1 & 3 races. He led home reigning champion Mark McAleer in the first, but it was Ed Hayes who ran him to within 0.8sec in race two.

Paul Mace took the first Open race, but only after fuel pump fuse failure had halted Paul McLean's race-leading 993. Mike Johnson made arrears for a first-race off by winning the later race.

Trevor Lewis was seemingly on his way to the Club Class 2 honours until his 944's engine expired spectacularly. Lewis's misery was Scott Kavanagh's joy, the Godalming man gleefully going past to victory. With Lewis sidelined, Kavanagh later completed the double.

Ben Roper won both Ford Fiesta races, but the twice red-flagged encounter on Sunday was put to the end of the programme.

Reigning champion Graham Heard won both Porsche 924 races on the road. However, the later one didn't count as he was



Rookie Williamson held off Smith (4) and Mitcham (2) for a fine Jedi win

GARY HAWKINS

excluded for ignoring flag signals. That promoted Matt Davies to the top slot.

Marco Pullen slaughtered a small field of Ferrari Open contenders on Saturday, but Tim Mogridge came out best in a three-way thriller on Sunday.

■ By Dud Candler

FORMULA JEDI (26 LAPS) 1 Lewis Williamson 20m04.755s (93.12mph); 2 Jack Smith 20m06.176s; 3 Richard Mitcham; 4 Adam Saward; 5 Stuart Abbott; 6 Richard Gittings. **Fastest lap** Smith 45.536s (94.76mph) **record. RACE TWO (11 LAPS)** 1 Smith 8m29.282s (93.20mph); 2 Russell Small 8m32.628s; 3 Saward; 4 Gittings; 5 Abbott; 6 Freddie Kennedy. **FL** Smith 45.560s (94.71mph).

IRISH GLOBAL LIGHTS (18 LAPS) 1 Peter Drennan 15m44.509s (82.23mph); 2 Keith Dawson 15m46.892s; 3 Ivor Miller; 4 Mark Braden; 5 Rian Hamilton; 6 John Conway. **FL** Drennan 51.875s (83.18mph). **RACE TWO (18 LAPS)** 1 Alan Dawson 15m37.117s (82.88mph); 2 Drennan 15m37.374s; 3 K Dawson; 4 Miller; 5 Hamilton; 6 Braden. **FL** Drennan 51.241s (84.21mph).

SUPER MIGHTY MINIS (20 LAPS) 1 Patrick Ford 20m46.656s (69.22mph); 2 Neven Kirkpatrick 20m47.124s; 3 David Kirkpatrick; 4 Peter Crewes; 5 Dave Rees; 6 Tim Harber. **FL** D Kirkpatrick 1m01.459s (70.21mph).

MIGHTY MINIS (19 LAPS) 1 David Berney 20m49.078s (65.63mph); 2 Elliott Stafford 20m49.148s; 3 Neil Slark; 4 Chris Morgan; 5 James Lyford; 6 Ian Slark. **FL** Morgan 1m04.327s (67.07mph).

PORSCHE CLUB CLASSES 1/3 (32 LAPS) 1 Ben Demetriou (968CS) 30m11.821s (76.21mph); 2 Mark McAleer (968) 30m13.589s; 3 Ian White (911); 4 Ed Hayes. **Class winner** Jez Clark (944). **FL** McAleer 55.376s (77.92mph). **RACE TWO (32 LAPS)** 1 Demetriou 30m53.511s (74.49mph); 2 Hayes 30m54.353s; 3 Tom Segrue (968); 4 Christopher Stannard (968CS). **CW** Clark. **FL** White 55.133s (78.26mph).

PORSCHE OPEN & CLUB CLASS 2 (35 LAPS) 1 Paul Mace (966) 30m14.805s (83.21mph); 2 Dominic Lesniewski (968RS Turbo) 30m50.907s; 3 Scott Kavanagh (944 S2); 4 James Hilliard (944 S2). **CW** Lesniewski; Kavanagh; Mark Chilton (928GTS). **FL** Paul McLean (993) 50.124s (86.08mph). **RACE TWO (35 LAPS)** 1 Mike Johnson (996 GT3R) 30m19.655s (82.99mph); 2 Peter Fairbairn (993) 30m49.223s; 3 Tim Speed (996 GT3 Cup); 4 Ray Dias (966). **CW** Speed; Kavanagh; Chilton. **FL** Johnson 50.726s (85.06mph).

FORD FIESTA (13 LAPS) 1 Ben Roper (ST) 12m35.145s (74.28mph); 2 David Ellesley (ST) 12m39.833s; 3 David Abbott (Si); 4 Brian Roper (Si). **CW** Abbott; Lee Brett (Zetec). **FL** Ben Roper 57.106s (75.56mph). **RACE TWO (11 LAPS)** 1 Ben Roper 10m40.598s (74.09mph); 2 Ellesley 10m41.015s; 3 Abbott; 4 Gordon Tomkins (ST). **CW** Abbott; Mark Tilbury (Zetec). **FL** Ellesley 57.131s (75.52mph).

PORSCHE 924 (21 LAPS) 1 Graham Heard 20m44.094s (72.83mph); Matt Davies 20m47.684s; 3 Richard Mowbray; 4 Simon Regitz; 5 Kamal Kalsi; 6 Will Penrose. **FL** Heard 58.145s (74.21mph). **RACE TWO (18 LAPS)** 1 Matt Davies 17m45.311s (72.90mph); 2 Richard Mowbray 17m50.646s; 3 Kalsi; 4 Penrose; 5 Andrew Hannington; 6 Regitz. **FL** Penrose 58.146s (74.21mph).

FERRARI OPEN (23 LAPS) 1 Marco Pullen (328GTB) 20m19.518s (81.38mph); 2 Tim Mogridge (F355C) 20m37.156s; 3 Mark I'Anson (F355C); 4 David Edge (F355C). **CW** Mogridge. **FL** Pullen 51.899s (83.14mph). **RACE TWO (23 LAPS)** 1 Mogridge 20m30.58s (80.64mph); 2 Pullen 20m31.291s; 3 Charlie White (F355C); 4 Wayne Marrs (F355C). **CW** Pullen. **FL** Pullen 52.538s (82.13mph).

FORD SALOONS (22 LAPS) 1 Malcolm Wise (Escort Cosworth) 20m14.127s (78.18mph); 2 Craig Rainer (Escort Mk 2) 20m26.194s; 3 Piers Grange (Escort Mk 2); 4 Guy Rogers (Focus). **CW** Rainer; Grange; Olly Allen (Fiesta); Brian Long (Fiesta XR2). **FL** Wise 53.988s (79.92mph). **RACE TWO (22 LAPS)** 1 Wise 20m10.552s (78.41mph); 2 Rainer 20m14.069s; 3 Grange; 4 Rogers. **CW** Rainer; Grange; Allen; Long. **FL** Wise 53.922s (80.02mph).

MALLORY PARK
VSCC
August 16-17

HULBERT'S ERA DEFEATS COOPER HORDES

A WONDERFUL turnout of Cooper Bristols – orchestrated by marque enthusiast Graham Burrows – marked the 17th running of the Bob Gerard Memorial Trophy, but ERA R4D in the hands of Mac Hulbert defeated them all in the Pre-1955 Racing Car showpiece.

With Bob Gilbert's Cooper absent from pole position, Burrows, driving the Cooper Bristol MkII formerly driven by Leicester ace Gerard, took up the front row slot alongside Hulbert. The latter driver made by far the better start, while Burrows was somewhat more tardy away and ended the lap in third position. John Ure (Cooper Bristol T24) was in second, while 1960s F3 driver Warwick Banks made a notably poor getaway and fell back to eighth position in the dozen-strong grid.

Hulbert streaked away from the field, but Burrows recovered second position when Ure shot over the grass at Lake Esses on lap three. Banks was the man on the move, rushing to the front of the second pack of cars for fourth, Robert Cobden's Riley having expired from that slot early on.

Banks quickly latched onto Ure, but it took him until the penultimate lap to wrestle the final podium position from him through Devil's Elbow. Up front, Hulbert's ERA took the spoils – something of an irony as, in 1953, Gerard had forsaken a sister car for the more modern and competitive Cooper Bristol that finished as runner-up.

The Formula Junior race, run for the John Taylor Trophy, was an absolute screamer. From pole position, Sam Wilson (Cooper T59) made a horrible start, sending cars behind him onto the grass and into each other. Fortunately, no serious damage was done, and Wilson had belted back up to fourth place at the end of the opening tour.

Simon Armer and Steve Smith (both also in T59s) held sway to begin with, although Wilson attacked Smith on lap five, only to miss a gear at the hairpin and lose the second place that he had held fleetingly. He made no such mistake on the following two laps, getting past first Armer and then Smith at Shaw's corner to win on his first race visit to Mallory. In so doing he defeated the previous two winners of the award.

Mike Preston's Bugatti T35B and the Bentley 4.5-litre of Ben Collings both started the Standard and Modified Sports Car race rather too quickly and landed themselves with 10-second penalties. So, while Preston finished first on the road, it was John Guyatt's Talbot Lago that was classified first.

Preston drained the obligatory pump fuel in his Bugatti and replaced it with liquid methanol for the Vintage Racing Car contest, helping him to lap around 3sec faster. He'd qualified with petrol and so started back on row seven, but his charge up the order was a highlight of the closest race of the day.

Six cars were split by just a couple of seconds at half-distance, with Preston by now up to fourth. He picked off Robert Carr's AC/GN at the Esses on lap six and two more cars – the GN Parker of Justin Maaers and Mac Hulbert's leading Alvis Silver Eagle – around the outside at Gerard's Bend on lap seven. Hulbert retired soon after, as Preston sealed a magnificent win from Carr and the Morgan three-wheeler of Gary Caroline.

A busy programme of events for Edwardian cars this season meant that the Dick Baddiley Trophy entry barely scraped into double figures, but it didn't matter as the feature of this event is studying the intrepid pilots working their ancient machines hard. Mark Walker's Panhard-Levassor was an unfortunate absentee, and everyone thought that the bizarre contraption of John Brydon had taken the handicap race win. His single-cylinder, overhead exhaust Lion Peugeot took the flag, but it later emerged he was a lap behind, so the Nicholas Pellett Sunbeam was classified first.

The other stars of the day were Paul Lawrence, a double winner in his Austin 7, and Tye Pountney, who also won twice in a Riley Special Sports.

■ By Ian Sowman

BOB GERARD MEMORIAL TROPHY (15 LAPS) 1 Mac Hulbert (ERA R4D) 14m24.87s (84.29mph); 2 Graham Burrows (Cooper Bristol) 14m36.56s; 3 Warwick Banks (Cooper Bristol); 4 John Ure (Cooper Bristol); 5 Patrick Walker (Cooper Bristol); 6 David White (Cooper Bristol). **Fastest lap** Hulbert 56.33s (86.28mph).

JOHN TAYLOR MEMORIAL TROPHY (12 LAPS) 1 Sam Wilson (Cooper T59) 10m49.25s (89.83mph); 2 Steve Smith (Cooper T59) 10m52.02s; 3 Simon Armer (Cooper T59); 4 John Boyes (Lotus 20); 5 John Delane (Lotus 18); 6 Tony Goodwin (Gemini Mk2). **Class winners** Boyes; Delane; Goodwin; Peter Muilen (Osca 2000S); David Lecoq (Petty). **FL** Steve Bradley (Lotus 20) 55.67s (87.30mph).

STANDARD AND MODIFIED SPORTSCARS (6 LAPS) 1 John Guyatt (Talbot Lago) 6m35.27s (73.77mph); 2 Mike Preston (Bugatti 35B) 6m42.32s; 3 Ben Collings (Bentley); 4 Richard Black (Talbot Lago); 5 Simon Blakeney-Edwards (Frazer Nash); 6 Christopher Scott Mackirdy (Aston Martin). **CW** Preston. **FL** Preston 1m03.93s (76.02mph).

VINTAGE RACING CARS (10 LAPS) 1 Mike Preston (Bugatti 35B) 10m28.61s (77.31mph); 2 Robert Carr (AC/GN Special) 10m30.20s; 3 Gary Caroline (Morgan Super Aero); 4 Justin Maeers (GN Parker); 5 Neil Perkins (Bugatti T37A); 6 Sue Darbyshire (Morgan Super Aero). **FL** Caroline 1m00.85s (79.87mph).

DICK BADDILEY TROPHY (6 LAPS) 1 Nichola Pellett (Sunbeam TT) 8m43.72s (62.21mph); 2 David Jones (Sunbeam Coupe) 8m46.89s; 3 Mike Holt (Stutz Bearcat); 4 Tony Lees (Vauxhall Viper); 5 Brian Moore (Sunbeam TT); 6 Alan Fairbrother (Minvera Special). **FL** Lees 1m11.32s (68.14mph).

AUSTIN 7 & MG HANDICAP (6 LAPS) 1 Paul Lawrence (Austin 7) 7m30.59s (70.17mph); 2 Peter Fenichel (MGK) 7m33.13s; 3 Frank Hernandez (Austin Brooklands Slipstreamer); 4 Anne Templeton (MG KN); 5 Mark Groves (Austin 7); 6 Gregan Thruston (Austin 7). **FL** Hernandez 1m03.02s (77.12mph).

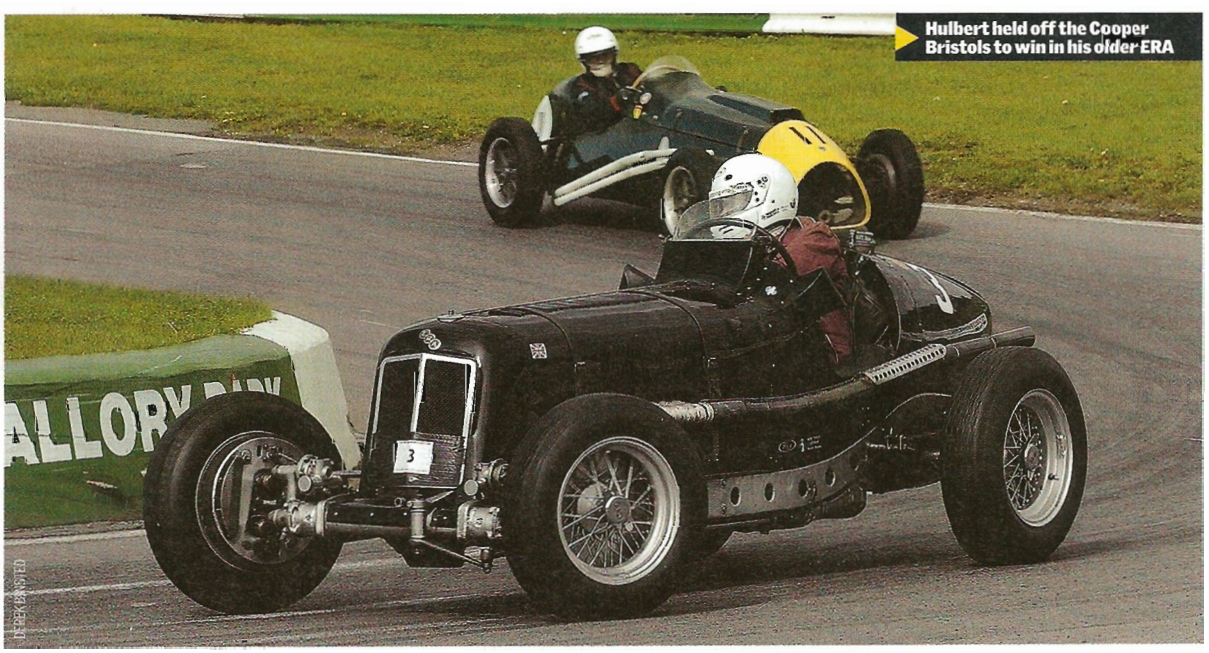
PRE-WAR SCRATCH (7 LAPS) 1 Tony Seber (Wolseley Hornet) 7m12.34s (78.69mph); 2 Justin Maeers (GN Parker) 7m20.33s; 3 Michael Hudson (Bugatti T35B); 4 Andrew Hadfield (Wolseley Hornet); 5 Rod King (Delage Special); 6 Paul Weston (Frazer Nash). **CW** Maeers; Weston; David Pointing (Riley Brooklands); David Birnage (Austin 7). **FL** Seber 59.00s (82.37mph). **RACE TWO (4 LAPS)** 1 Tye Pountney (Riley Special Sports) 4m09.31s (77.98mph); 2 Robert Carr (AC/GN Special) 4m12.36s; 3 Caroline; 4 John Densham (Bentley); 5 Brian Maile (Alvis Speed 25); 6 Dougal Cawley (GN/Ford Special). **CW** Densham; Stephen Shoosmith (Bugatti Type 51); Geoff Toms (Fiat 508S). **FL** Pountney 1m00.38s (80.49mph).

PRE-WAR HANDICAP (7 LAPS) 1 Paul Lawrence (Austin 7) 9m20.15s (68.71mph); 2 Blakeney-Edwards 9m20.66s; 3 Richard Ashford (Austin 7); 4 Gregan Thruston (Austin 7); 5 Robert Barbet (Riley Sports); 6 Julian Brownridge (Wolseley Hornet). **FL** Lawrence 1m08.00s (71.47mph). **RACE TWO (7 LAPS)** 1 Durward Lawson (Riley Special) 8m49.76s (68.97mph); 2 Collings 9m03.72s; 3 Mike Gilbert (Riley 12/4); 4 David Pointing (Riley Brooklands); 5 Weston; 6 Norman Pemberton (Talbot 95/105). **FL** Collings 1m06.51s (73.07mph). **RACE THREE (7 LAPS)** 1 Tye Pountney (Riley Special Sports) 8m38.90s (77.16mph); 2 Pete Candy (Riley Special Super Rat) 8m40.30s; 3 Jo Blakeney-Edwards (Frazer Nash); 4 King; 5 Brian Maile (Alvis Speed 25); 6 Barbet. **FL** Candy 1m00.72s (80.04mph).



DEREK BRINSTED

The Bugatti of Preston charged through the Vintage Racing Car field


DEREK BRINSTED

Hulbert held off the Cooper Bristols to win in his older ERA

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THE MOORE THE MERRIER



Moore has made great progress through the Ginetta Junior (inset) and G50 (main) ranks

BLOXHAM.LAT

Nigel Moore has swept all before him in the inaugural Ginetta G50 Cup and is ready to move up, even though he's only 16. By KEVIN TURNER

TWO TITLES, two wins in a national-level series, and a works deal to race in a pair of 24-hour events. That's pretty good going for any driver, but when that man (boy?) is only 16, you realise that his must be a special talent.

Nigel Moore has achieved all the above in the last 18 months. The reigning Ginetta Junior champion clinched the inaugural G50 Cup at Silverstone last weekend. And he has already tasted GT4 class victory in British GT, for which he needed special dispensation to compete due to his age. His success has led to a deal to race with Ginetta bosses Lawrence Tomlinson and Richard Dean – and ex-Formula 3 frontrunner Danny Watts – in the Zolder and Silverstone 24 Hours later in the year. People are already talking about just where he will go next.

Moore's rise to prominence has been rapid. After stepping up from karts, his Junior title promised much, but it is his exploits in the 300bhp G50 that have caught the eye. In 16 Cup races Moore has qualified on pole 10 times and won 11. Along the way he's beaten the likes of ex-F3 race winner Rob Austin, sportscar racer Phil Keen and former BTCC works driver Paul O'Neill.

"It's got better and better. I was expecting others to be up there, but the car's been really good and we've been really quick," says Moore, who scored his Cup success racing with his family team, Tockwith Motorsport, and his GT victories with crack squad RPM.

TAKING ON ESTABLISHED DRIVERS

Robin Mortimer, boss of RPM, is already convinced. "I've put him up against some known people, [2007 Brit GT champions] Alex Mortimer and Bradley Ellis, he's 16 and he's held his own," he says. "In someone so young, that's impressive.

"Other drivers who have followed him say his car control is phenomenal. Occasionally someone comes along who is exciting and has a lot of potential. He's the real deal."

Mortimer has been keeping an eye on potential young GT talent and believes Moore is the best of a good bunch: "There are a lot of good young kids coming through, but I think Nigel has been head and shoulders above. He's able to win even when he has problems. He's a great racer and doesn't get phased."

The way he took the title showed as much. After set-up issues in qualifying, Moore started eighth for the first race at Silverstone. The damp conditions allowed him to demonstrate his intuitive feel for grip, and he stormed through to lead within three laps. He then pulled clear to win by nine seconds.

Mortimer and Dean agree that part of what marks Moore out is his attitude. "He's very different to other 15- or 16-year-olds out of the car," reckons Dean. "He has a work ethic and wants to know how the car goes together. He's the only one who's ever asked for work experience, and he understands the car."

Moore is also happy to admit that his father Simon's Tockwith airfield, which has two kart tracks, a skid pan and a rally stage, among other things, is another helpful factor. It means he's been throwing one vehicle or another around since he was four.

ROOKIE MISTAKES

If Moore has showed a weakness, it has been in the odd clash. In his first GT race at Snetterton, he charged into contention in GT4 after a pitlane start, only to crash with the leading Aston Martin in an optimistic move at the Bomb Hole. And there have been other moments.

Dean, however, feels that this is just down to experience, which is why he's arranged the 24-hour drives. It's also why he and Tomlinson will take over the management of Moore's career once he is no longer in a Ginetta series, when no accusations of favouritism can be made.

"We want to help him – he has incredible talent, but he's so young," says Dean. "What he needs to do is gain more experience in different cars and championships. If the opportunity to do other disciplines is there, we'll do that."

A single-seater test is on the cards during the winter, but a GT3 drive for 2009 looks the most likely next step. Although Moore has yet to prove himself outside of the Ginetta fold, Mortimer has no doubt the talent is there. "When you see kids like this, they're quick in anything," he says. "I have no doubt he'd step into the top level of almost anything. I think he's got a great future, and I'd love to put him in a GT3 car."

Whether Moore ends up in sportscars, touring cars or single-seaters, we're bound to be hearing his name in the future, racking up some more wins.

CV

NIGEL MOORE
BORN: JANUARY 4, 1992

2008 Ginetta G50 Cup champion with Tockwith Motorsport. GT4 class winner in British GT Championship with RPM

2007 Ginetta Junior champion with Hepworth International

2000-06 National and European-level karting

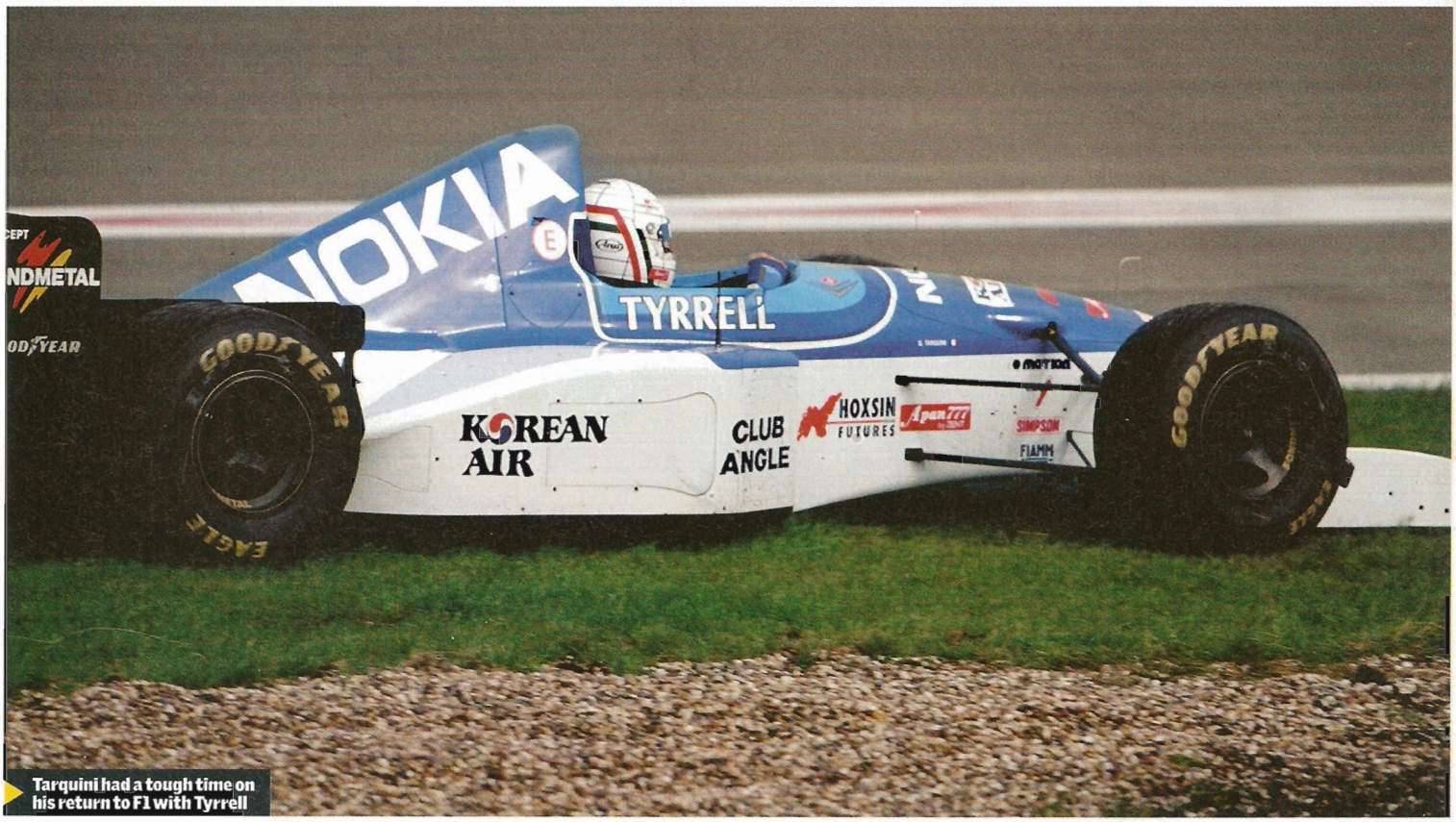


PHOTO FINISH

THE STORY BEHIND THE PICTURE

REMEMBER WHEN...

- **WHO** GABRIELE TARQUINI
- **LOCATION** NURBURGRING
- **YEAR** 1995



Tarquini had a tough time on his return to F1 with Tyrrell

GABRIELE TARQUINI had not raced in Formula 1 for three years, nor scored a point for six, when he got a call in September 1995 from the Tyrrell team. Regular driver Ukyo Katayama had been injured in a huge startline crash in the Portuguese Grand Prix at Estoril, so Tarquini found himself heading to the Nurburgring for the next race, the European GP, as the Italian recalls.

"I had, to be honest, not much experience of a modern F1 car. I was Tyrrell's test driver, but back then we did not do the kind of mileage test drivers do now. I had done one day at Jerez in the winter and one day at Pembrey, so I had not been in the car for six months."

Although one might assume that, since he was the official tester, Tarquini would be an automatic choice as a replacement for Katayama, things were not quite so straightforward.

"I was the test driver because Gabriele Rumi, who was my boss at Fondmetal, was putting in money [to Tyrrell] as a sponsor," Tarquini says.

"Ken [Tyrrell] didn't want me though. The team needed money and so, with Mr Rumi having already paid his money for the season, he wanted a pay-driver so he could get some more money. The team told Rumi the FIA wouldn't give me a Superlicence, but this was not true. There was a bit of fighting between Mr Rumi and the team, but I ended up in the car."

It was not the easiest of weekends for Tarquini, whose tenure as British Touring Car champion had come to an end only weeks before.

"I used my first set of qualifying tyres early and spun on my second, so I ended up qualifying, I think, 19th, but it was so difficult to get a rhythm because the weather was wet and then dry. It was very difficult.

"Then in the race the weather was horrible. I don't think it rained during the race, but it did before, so we started on wet tyres. I spun about three times, but I only hit the barrier once, so I didn't do too much damage. And I somehow managed to get to the finish."

Finish he did, albeit six laps down and in 14th place in his venerable Tyrrell 023. But did the then 33-year-old Italian believe a full-time F1 comeback was on?

"No. I knew I was done. My testing pace was good against [Mika] Salo, and Katayama, but in the race it was a long way off because I had not trained for F1 for three years and you could really feel it in the car."

ANNIVERSARIES

AUG 21
Fred Agabashian (b 1913, d Oct 13 1989)
Ettore Bugatti (d 1947)
Tony Rudd (d 2003)

AUG 22
Peter Collins (b 1950)
Soames Langton (b 1967)
Ian Scheckter (b 1947)
Max Wilson (b 1974)

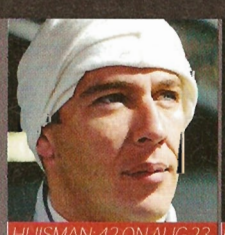
AUG 23
Patrick Huisman (b 1966)
Anthony Lazarro (b 1963)
Greg Murphy (b 1972)
Didier Pironi (d 1987)
Kenny Wallace (b 1963)

AUG 24
Fernando Alonso's first GP victory *(Hungary 2003)*
Eric Bernard (b 1964)
Brian Cunningham (b 1970)
Vincenzo Lancia (b 1881, d Feb 15 1937)
Roger McCluskey (b 1930, d Aug 29 1993)
Luigi Villoresi (d 1997)

AUG 25
Autosport Magazine's first issue published *(1950)*
Gordon Johncock (b 1936)
Michel Jourdain (b 1947)
James Rossiter (b 1983)
Toby Scheckter (b 1978)
Henri Toivonen (b 1956, d May 2 1986)
Ken Tyrrell (d 2001)
James Walker (b 1983)

AUG 26
Dominique Dupuy (b 1957)
Sepp Haider (b 1953)
Tracy Krohn (b 1954)
Felix Porteiro (b 1983)
'Swede' Savage (b 1946, d Jul 2 1973)

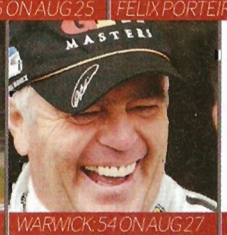
AUG 27
Tom Belso (b 1942)
Gerhard Berger (b 1959)
Maro Engel (b 1985)
Charles Pozzi (b 1909, d Feb 28 2001)
Mauricio Sandro Sala (b 1958)
Derek Warwick (b 1954)
Mark Webber (b 1976)


HUISMAN: 42 ON AUG 23


ROSSITER: 25 ON AUG 25


FELIX PORTEIRO: 25 ON AUG 25


GERHARD BERGER: 49 ON AUG 27



WARWICK: 54 ON AUG 27


WEBBER: 32 ON AUG 27

PICS: LAT

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Porsche Carrera Cup GB

Rounds 15 and 16, Knockhill, August 16-17

Victories in Scotland for Tim Bridgman and Sam Hancock
Action-packed racing as Michael Caine retains championship lead
Nigel Rice and Tony Gilham share pro-am1 victories
Rory Butcher makes impressive debut with pro-am2 double win
Team Parker Racing wins 'team of the weekend' award
'Driver of the weekend' award for Sam Hancock
Team Parker Racing maintains lead in team championship

Round 15 results

1 Tim Bridgman (Team Parker Racing)
2 Sam Hancock (Jota Sport)
3 Phil Quaife (Jota Sport)
4 Tim Harvey (Red Line Racing)
5 Rory Butcher (PCGB)
6 Michael Caine (Team Parker Racing)

Round 16 results

1 Sam Hancock (Jota Sport)
2 Tim Bridgman (Team Parker Racing)
3 Tim Harvey (Red Line Racing)
4 Phil Quaife (Jota Sport)
5 Rory Butcher (PCGB)
6 Michael Caine (Team Parker Racing)

For more information on the Porsche Carrera Cup GB visit
www.porsche.com

Provisional points positions after round 16

Overall

1	Michael Caine	266
2	Tim Harvey	261
3	Tim Bridgman	240
4	Sam Hancock	214
5	Phil Quaife	196
6	Charles Bateman	140
7	Tony Gilham	139
8	Nigel Rice	118
9	Glynn Geddie	39
10	Tommy Dreelan	32
11	Graeme Mundy	29
12	Fergus Campbell	27
13	Bob Lyons	26
14	Steve Rance	15
=	Pippa Mann	15
16	George Mackintosh	12
17	Karl Leonard	10
18	Nick Whale	8
=	Andy Neate	8
=	Robin Clark	8
21	Michael Leonard	6
22	Alex Mortimer	1

Pro-am1 category

1	Tony Gilham	143
2	Nigel Rice	130
3	Fergus Campbell	27
4	Nick Whale	8
=	Andy Neate	8

Pro-am2 category

1	Tommy Dreelan	47
2	Glynn Geddie	45
3	Bob Lyons	39
4	Graeme Mundy	36
5	Steve Rance	18
6	George Mackintosh	16
7	Robin Clark	12
8	Michael Leonard	11
9	Karl Leonard	10

Team championship

1	Team Parker Racing	506
2	Jota Sport	410
3	Red Line Racing	379
4	ReDesign Racing	139
5	Apex Tubulars/Qserv	58
6	Parr Motorsport/Apex	54

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MICHELIN Mobil 1 RAC keepmoving THB Thos Clayton