

WILL RAIKKONEN QUIT?

DRIVER MARKET HANGS ON KIMI'S FUTURE

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Autosport

14-PAGE GERMAN GP SPECIAL



DEFINING MOMENT

HAMILTON WINS BUT 2ND FOR PIQUET SAVES F1 CAREER

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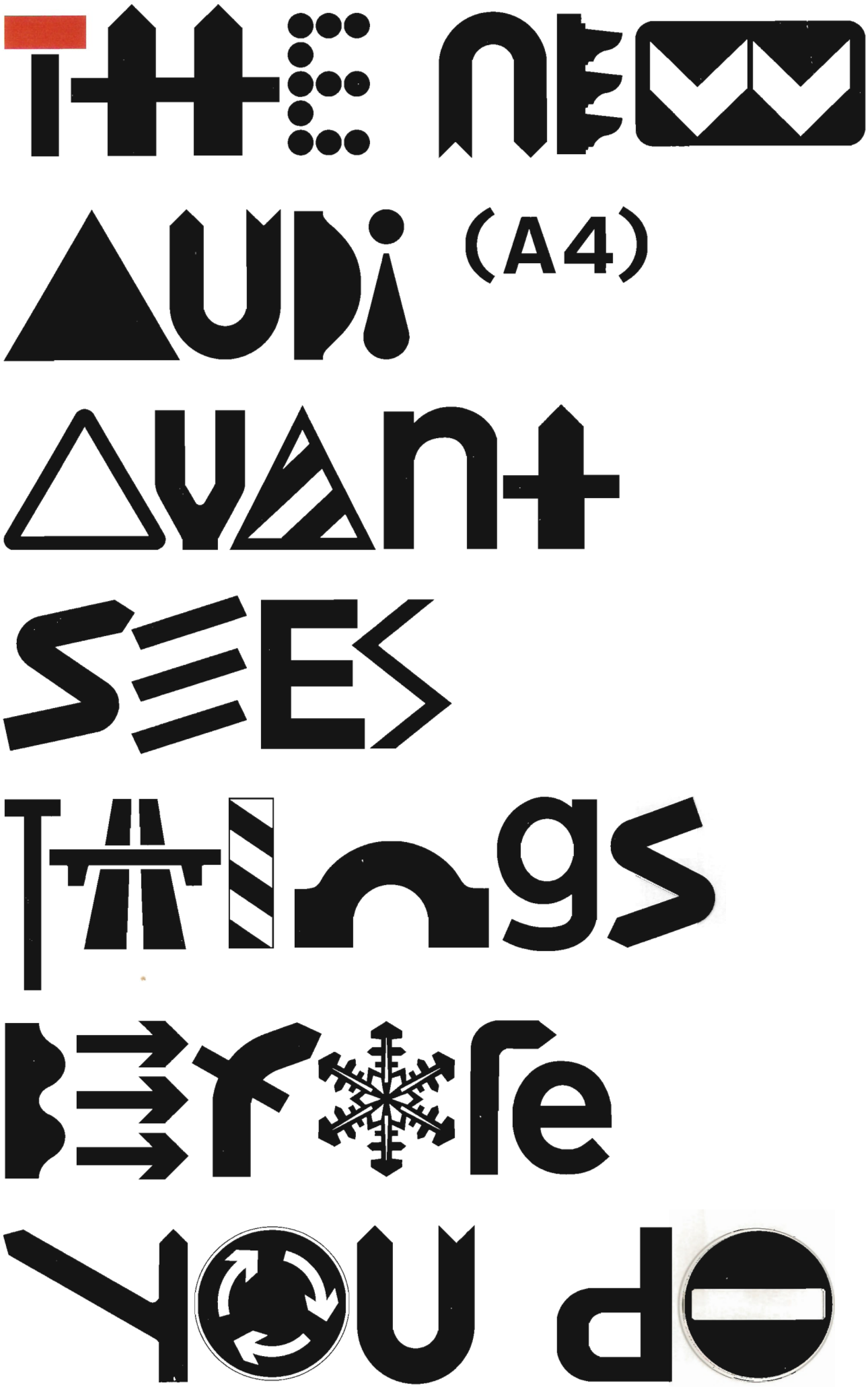
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Autosport
THE WORLD'S FASTEST MAGAZINE

LEWIS TAKES UPPER HAND



IT'S BEEN a fantastic couple of weeks for McLaren and Lewis Hamilton, for whom the 2008 F1 world championship now beckons. That's assuming, of course, that both sides are able to keep up their current devastating form.

The performance gains recently made by McLaren, coupled with back-to-back faultless drives from Hamilton, have stolen a march on Ferrari. In fact, with Kimi Raikkonen looking all at sea, and Felipe Massa offering only token resistance to Hamilton's charge, the outlook looks potentially bleak for F1's most successful team.

There's still a long way to go in this title fight and, with a three-week break following the Hungarian GP, there's plenty of opportunity for the Scuderia to rediscover its winning ways. But watching Kimi toil with the F2008 there's a suspicion that perhaps Ferrari is chasing performance the chassis simply can't yield, and that with the team splitting its resources between developing the current car and the design of the 2009 machine, it's struggling to keep pace with McLaren's relentless drive for performance gains.

That's the delicate balancing act that all F1 teams face. Deciding how much time to dedicate on optimising the current car while assimilating their newly-found knowledge from the continual windtunnel and CFD programmes into the next car is a difficult call.

There are more factors than ever to be taken into account now, and these include the research and development of future technologies. The introduction of KERS for 2009 is the beginning of a pioneering phase for F1. As Edd Straw discovers this week, making strides into new ways of capturing and redeploying energy is set to transform F1. The fact that these 'green' technologies will shape the road cars we drive in a decade's time ought to ensure the sport's long-term viability. Exactly two years ago Autosport explained 'why F1 must go green'. It seems the message got through loud and clear.

ANDREW VAN DE BURGT
EDITOR



FERRARI LAT

THIS WEEK

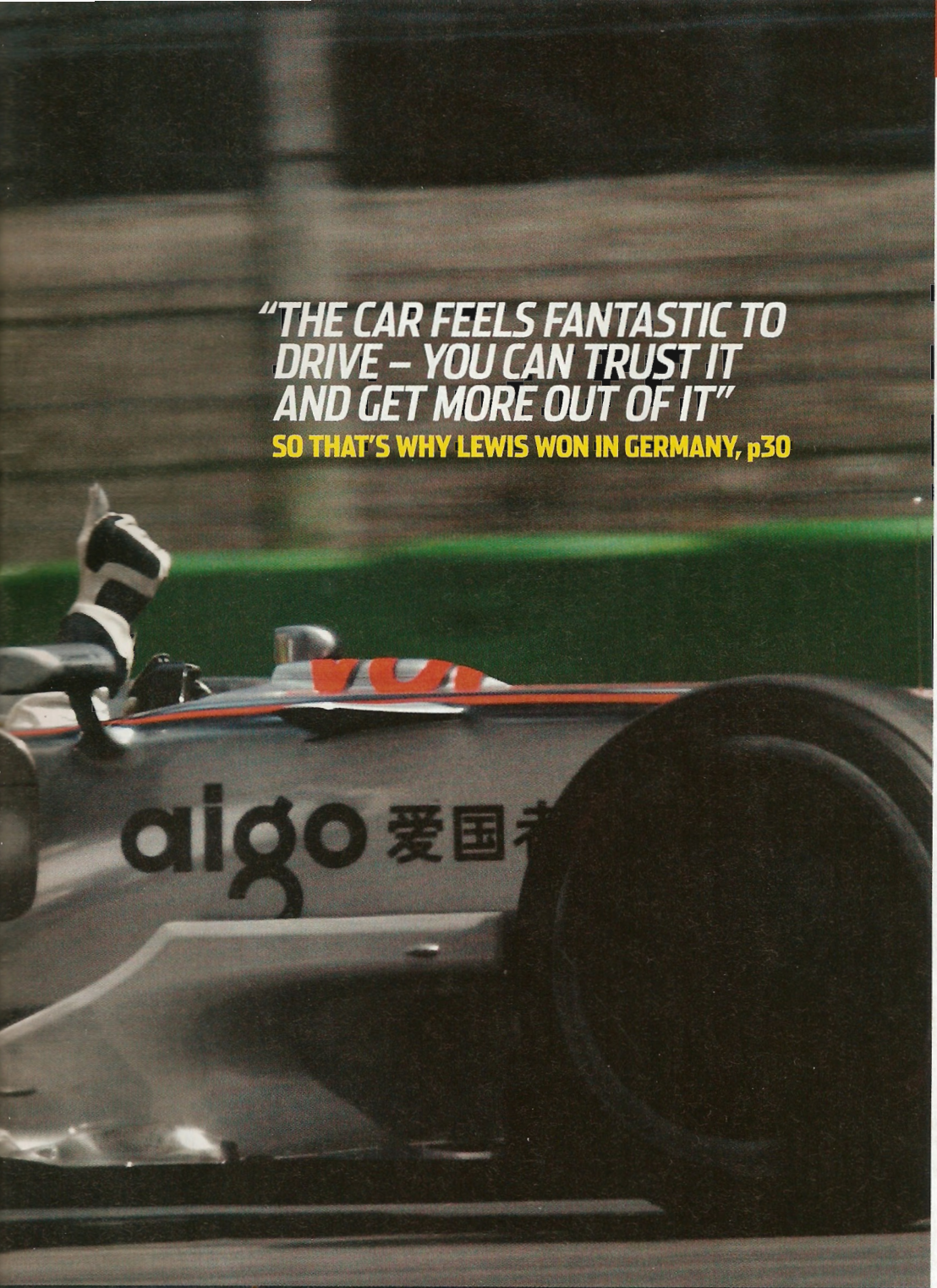
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Ryan Briscoe and Helio Castroneves gave the red-and-white cars the perfect result, helped by top strategist, Captain Roger

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The rising cost of oil, that is. How is motorsport preparing for the inevitable extinction of traditional fossil fuels?



LEVITT/LAT





July 24 2008

COVER IMAGE DUNBAR/LAT
INSET ETHERINGTON/LAT; TEE/LAT

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30 **GERMAN GRAND PRIX** Thanks to a major breakthrough by his McLaren team, Lewis Hamilton has now edged ahead

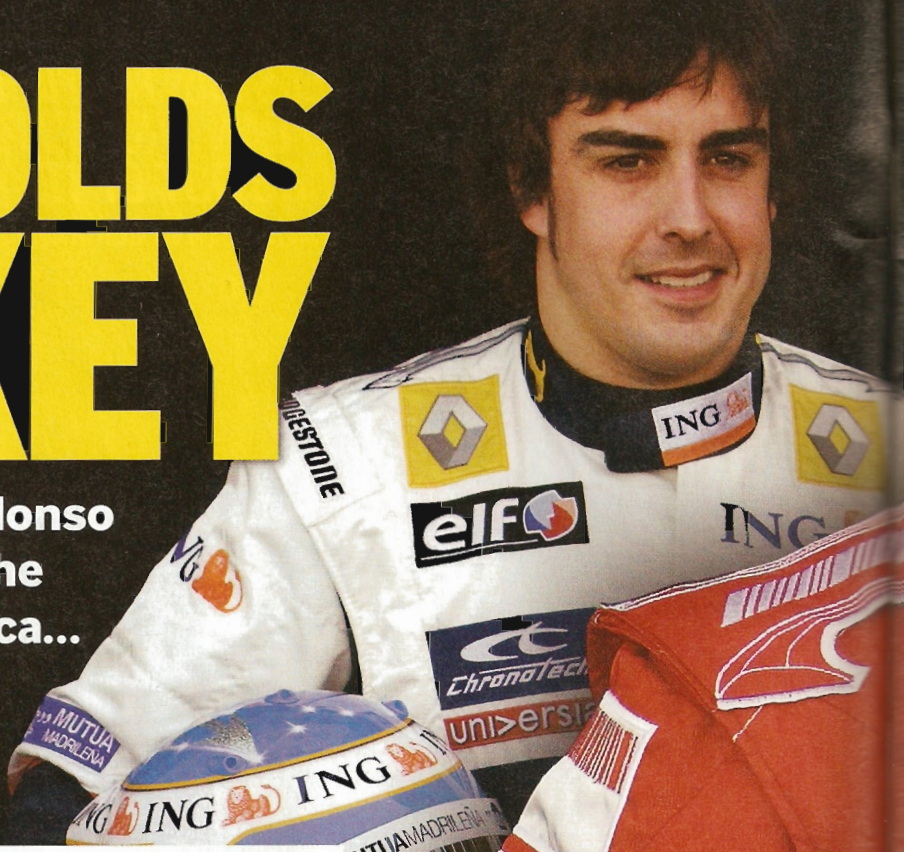
60 **I'LL HUFF AND I'LL PUFF** Chevrolet World Touring Car star Rob Huff is having a top year—and it's thanks to a change of approach



GRIFFITHS/LAT

KIMI HOLDS THE KEY

If Raikkonen retires this year, Alonso should replace him at Ferrari. If he delays until '09, it could be Kubica...
By EDD STRAW



WORLD CHAMPION Kimi Raikkonen holds the key to the Formula 1 driver market, and the immediate future of 2005/06 title winner Fernando Alonso hinges on if – and when – the Finn opts to retire.

It is understood that Raikkonen, who finished a lacklustre sixth in last weekend's German Grand Prix, has a deadline of early September to inform Ferrari if he is to retire at the end of this year. It is believed more likely that he will quit at the end of 2009, when his current contract with Ferrari ends.

Alonso is known to have been courted by Ferrari as a successor to Raikkonen. With the Spaniard chasing a one-year deal for next season, all the indications are that Raikkonen will give it one more season before hanging up his helmet.

WHEN WILL KIMI RETIRE?

Although Raikkonen recently said that he would not break his contract, clauses are usually included to allow drivers to retire before a deal expires.

Raikkonen's erratic performances, and the regularity with which he has been eclipsed by team-mate Felipe Massa this season, have led many to suggest he is showing signs of being demotivated.

Three-time world champion Niki Lauda said: "Kimi screwed up in practice, he couldn't get the car going properly during the race, and lost important points. I have no idea what he is thinking [in terms of retirement], but he will get his act together. But now you have to get it together at every race if you want to be world champion."

Should Raikkonen retire, either this year or next, Ferrari would need a proven title-winner to partner Massa. Alonso is the only driver who fits the bill, although the team is known to prize Robert Kubica. But it is inconceivable that BMW Sauber would not pick up his option for the 2009 season.

However, a Ferrari move for the Pole in 2010, after his BMW deal expires, is not out of the question.

WHAT'S ALONSO LOOKING FOR?

The double world champion is offering his services for 2009 – and 2009 only – and is looking for a pay packet in the region of $30-35 million. This kind of deal, on a similar basis to his current contract with Renault, would leave him a free agent to jump to Ferrari as team leader for 2010.

It is understood that this is putting off potential suitors – Red Bull Racing team boss Christian Horner admitted this led the team to drop its pursuit of Alonso and promote Sebastian Vettel to partner Mark Webber next year.

"For us, the terms that he was looking for would never have been an option and, to be honest, it was one we didn't look particularly hard at," said Horner.

Both Honda and BMW Sauber, who have both expressed an interest in Alonso, are understood to be looking for longer-term contracts, which means the Spaniard is most likely to stick with Renault for a second, well-paid, one-year deal. Unless, of course, Raikkonen does opt to retire at the end of the year.

HOW ABOUT THE REST OF THE MARKET?

With Vettel's Red Bull seat confirmed, and Honda team principal Ross Brawn letting slip that Jenson Button and Rubens Barrichello are set to remain in the team's line-up next year, several key places in the driver market were filled at the weekend. In addition, Nico Rosberg, who had been rumoured to be talking to McLaren and BMW Sauber, reiterated that he would remain with Williams, with which he is contracted for next season.

Of the other drivers, Nick Heidfeld's place at BMW Sauber is unclear. Although the team has been courting Alonso on the basis of a long-term deal, it is unlikely he will end up there. This means that Heidfeld, who is highly rated by team principal Mario Theissen, is well-placed to remain. Should he leave, Heidfeld has been linked with a return to Williams, but only if Toyota opts to promote Kazuki Nakajima to its works team in place of Timo Glock.





2009 DRIVER LINE-UP

Drivers in bold confirmed

FERRARI
- **Kimi RAIKKONEN**
- **Felipe MASSA**
- Fernando ALONSO

Likely to be unchanged unless Kimi retires

McLAREN
- **Lewis HAMILTON**
- Heikki KOVALAINEN

Despite Kovalainen's lack of results, he is set to stay on as the ideal support man to Lewis Hamilton

BMW SAUBER
- Robert KUBICA
- Nick HEIDFELD

Almost certain to take up option on both its current drivers

WILLIAMS
- **Nico ROSBERG**
- Kazuki NAKAJIMA
- Nick HEIDFELD
- Kamui KOBAYASHI

Unless Toyota take Nakajima, Williams will be unchanged

RENAULT
- Fernando ALONSO
- Nelson PIQUET
- Romain GROSJEAN

Another one-year deal for Alonso likely, with Piquet helped by his German result

RED BULL
- **Mark WEBBER**
- **Sebastian VETTEL**

All signed and sealed for 2009, but Webber only tied in for one year

TOYOTA
- **Jarno TRULLI**
- Timo GLOCK
- Kazuki NAKAJIMA

Team is mulling over promoting Nakajima, but will keep Trulli

TORO ROSSO
- Bruno SENNA
- Sebastien BOURDAIS
- Sebastien BUEMI

GP2 ace Bruno Senna already close, but will Bourdais stay on?

HONDA
- Jenson BUTTON
- Rubens BARRICHELLO

Set to stay unchanged

FORCE INDIA
- **Giancarlo FISICHELLA**
- Adrian SUTIL
- Karun CHANDHOK
- Vitantonio LIUZZI
- Neel JANI

Fisi is a valuable asset, but second drive is up for grabs



The jury's out on whether Vettel is the real deal or not

MASON/GETTY

HAS VETTEL PROVED H

Sebastian Vettel is the youngest driver to score a world championship point, the youngest driver to have participated in a Formula 1 weekend and the youngest driver to lead a grand prix.

On the Thursday of the German Grand Prix, it was announced – to no-one's surprise – that he has been promoted from Scuderia Toro Rosso to Red Bull Racing for 2009.

Expectations are high for the 21-year-old German, but is he the real deal and has he yet done enough to earn the mantle 'future world champion'?



EDD STRAW
F1 EDITOR

YES ✓

SEBASTIAN VETTEL showed at Hockenheim just why he should be rated in the potential world champion bracket. In the way he dismissed Fernando Alonso at the pit exit, he demonstrated a hard edge to his driving on his way to a point.

Ever since he dominated German Formula BMW back in 2004 – winning 18 out of 20 races – he has been firmly on the radar. Okay, it's a junior category, but the way in which he left the rest so far behind was... Schumacheresque.

This doesn't mean Vettel is 'the next Schumacher', but he's got the ability to win a lot of races and a title or two. And remember, he's not the finished article – how can you definitively judge someone who is only 21?

Some say that Vettel is too normal and is enjoying himself too much to be taken seriously as a potential great. But there is an intensity there – a different kind of intensity – that many misinterpret as a kind of relaxed arrogance. He knows how good he potentially is, and he definitely knows he has to make good on that talent. Losing out to Paul di Resta (who also has tremendous potential as an F1 driver) in F3 Euroseries in 2006 taught him that it won't come easy.

But next year is the acid test for Vettel: Mark Webber has a history of laying waste to team-mates. If Vettel can weather that, we could have a phenomenon on our hands.



MARK HUGHES
GRAND PRIX EDITOR

NO ✗

THERE'S NO question that Vettel is good. What's not yet established is how good. Gerhard Berger and others reckon he's a guy who has a very special talent. I don't think there's been evidence of him being 'the next Schumacher' so far.

He's quick with flair and panache, brings a carefree exuberance to the job and is particularly quick in the wet. But the 'Next Big Thing' in a Hamilton/Kubica sense? No, I don't see it. Not yet, at any rate.

Alongside Tonio Liuzzi last year there was little difference in speed. Vettel caught the eye in the wet of Japan and China, but in the former event Liuzzi's car had been set up for the dry and in China Vettel's fourth place took all the attention away from Liuzzi's sixth on a less-suitable fuel strategy. In Hungary and Turkey Liuzzi was quicker. In Italy and Brazil Vettel was – so there's little to separate them.

While he was BMW's Friday tester, Vettel impressed the team but his speed didn't leave them perplexed like Kubica's had – there seemed to be a 0.5sec difference between them. And that season Vettel was doing a good job in his Euro F3 campaign – but not as good as his title-winning team mate Paul di Resta. Now *there's* a guy I'd like to see in F1.

Vettel has all the ingredients to build upon his talent. But the step up means the pressure increases, and he will have as a team-mate a driver who has proved quicker than every guy who has been at the other side of his garage.

SEBASTIAN VETTEL F1 WUNDERKIND

Age: 21
Starts: 18
Best finish: 4th
Best qualifying: 7th
Points: 12

2006 TURKISH GRAND PRIX

Makes his grand prix weekend debut as Friday driver for BMW



COATES/LAT

2007 JAPANESE GRAND PRIX



Wipes out Red Bull stablemate Mark Webber while in third

LENNOX/GETTY

2007 UNITED STATES GRAND PRIX



Scores on debut with eighth, filling in for Kubica at BMW

DUNBAR/LAT

2007 CHINESE GRAND PRIX



Claims a stunning career-best fourth pace in a rain-hit race

LENNOX/GETTY

2007 HUNGARIAN GRAND PRIX

First outing as a Toro Rosso racer in place of Scott Speed



FERRARO/LAT

2008 MONACO GRAND PRIX

Takes fifth place on the debut of STR's 2008 car, the STR3



GILBARD/GETTY

E'S AN F1 STAR?



Vettel tested for Red Bull in Barcelona in February

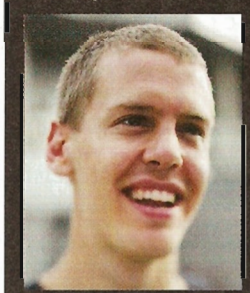
XPB.CC



DC: "Good thing I'm going, your last Scottish team-mate beat you"

RED BULL

Q&A SEBASTIAN VETTEL



What's it like to already know what you're doing next year?
It's good to know early. After David announced what he was going to do—around Canada he was saying he was going to quit—very quickly the decision was made that I am going to follow in his footsteps.

How did you feel when you knew?
You can imagine—I was very pleased. My target is to move up the field and keep getting better. If you look at Red Bull's results you can see a clear tendency they are going in the right direction, so I was very pleased with that decision. Staying in the Red Bull family is very nice for me. My target is clear: I want to progress, to move forward, and I think I have the opportunity here.

What do you expect from Mark Webber as a team-mate?
So far, when I speak to him he is very difficult to understand because of his slang! So that's going to be the biggest challenge, and the second will be the one on the circuit—to beat him is even more of a challenge. He has a lot of experience, he is very, very fast—probably one of the most talented drivers in the whole field—and I hope I can learn a lot from him and beat him!

IN BRIEF



Glock should be fine to test despite heavy impact

ETHERINGTON/LAT

GLOCK BACK IN ACTION

Timo Glock was expected to drive during this week's Jerez test, despite being taken to hospital after crashing during the German Grand Prix. Toyota has yet to reveal the cause of the crash, although it appears to have been related to a failure in the right-rear suspension.

FORCE INDIA SHIFTS GEAR

Giancarlo Fisichella tried the Force India seamless-shift gearbox, which will make its race debut in the Hungarian Grand Prix, in a straight-line test at Silverstone prior to the German Grand Prix.

MASSA: I'M GOOD IN WET

Felipe Massa has defended his wet-weather skills after his five spins in the British Grand Prix earlier this month. Massa said: "All my career I was quick in the wet. I haven't forgotten how to drive in the wet now I'm in F1."

KOVALAINEN FUEL FINE

McLaren's Heikki Kovalainen was hit with a €5000 fine for not switching off his engine during refuelling in Qualifying 2 at the German Grand Prix. Although the engine may be kept running if the race-fuel rig is used, it must be switched off for any alternative fuelling device.

TEAMS' MEETING PLAN

Formula 1 teams had their first formal discussions regarding the 2011 rules proposals unveiled by FIA president Max Mosley on the Saturday of the German Grand Prix weekend. The teams have decided to meet at Maranello on July 29 for what will be the first serious talks on the proposals.

HEIDFELD'S NEW LID

BMW Sauber's Nick Heidfeld ran with an alternative helmet design last weekend, as is traditional for him at his home grand prix.



Heidfeld's one-off lid design took him to P4

FERRARO/LAT



BMW mechanic got a shock when he touched Klien's car

DAVEHPORT/XPBCC

FERRARI ON BACK FOOT AFTER GERMAN GP ROUT

Italian squad vows to fight back in face of McLaren dominance. By EDD STRAW

FERRARI'S CHANCES of retaining the Formula 1 drivers' championship suffered a major blow at the German Grand Prix, with Lewis Hamilton showing McLaren has taken the initiative in terms of pace by dominating the race.

Although Hamilton only leads the standings by four points from Ferrari's Felipe Massa, defending world champion Kimi Raikkonen admitted after the race that the team was on the back foot and that it needed to make a step forward in this week's Jerez test to be able to fight back at the forthcoming Hungarian Grand Prix.

Raikkonen said: "Definitely this weekend they [McLaren] were very strong. Also in the last race they were very good. Hopefully we will find the solution for our problems and be back where we should be."

HOW BIG WAS HAMILTON'S ADVANTAGE?

Although fastest outright lap of the race went to BMW Sauber's Nick Heidfeld – a lap set while he was pushing to build a gap in the lead of the race prior to his second pitstop – Hamilton's speed was relentless. Of the 20 outright fastest laps in the race, Hamilton set an astonishing 16 of them, proof that the team's aggressive aero development programme has paid dividends.

He was also able to climb from fifth place after his second pitstop to take the lead after McLaren failed to call him in under the safety car.

Hamilton said: "The car's now so well-balanced and responsive that it just feels fantastic to drive – you can always trust it and get something more out of it."

WHERE DID FERRARI LOSE OUT?

Both drivers, and Raikkonen in particular, struggled for grip and balance all weekend. Although Massa was able to qualify second, he had no answer to Hamilton's speed, particularly in the early stages when the McLaren driver rapidly opened up a sizeable lead.

Ferrari team boss Stefano Domenicali has vowed to close the gap in time for Hungary despite being surprised by McLaren's advantage.

He said: "If you compare what we have seen during the test of last week, I don't completely understand the reason why, because last week we were pretty competitive. We need to analyse a lot.

"What we have seen today is something we haven't seen from the start of the season in terms of consistency and pace. It's clear that McLaren have made another step forward in respect of the consistency during the race."



GERMAN GP REPORT, p30

Q&A RON DENNIS



■ It has got to be looking good for Hungary hasn't it?
I can't see that we'll be any less strong in Hungary, and the car will look a bit different there so we'll see.

■ How do you rate Lewis's performance in Germany?
He did a fantastic race – there is no question about that. It was the first stint that was just blistering, and we were comfortably quicker throughout the whole race.

■ It was a year ago in Hungary that things in the team started to unravel. Do you feel a lot calmer and happier with how this season is going?
I think you can see that there is harmony. Sure, if you spoke to Heikki [Kovalainen] immediately after the race he wouldn't have been too cheerful. But he knows he didn't have a particularly good race. If you speak to him now he is completely comfortable and understands that he has got to raise his game from where he was today.

PROCAR M1 RACERS RUMBLE BACK INTO LIFE AT HOCKENHEIM

Two demo races featuring 10 BMW M1 Procars ran at the German GP. It was the first time the supercars had run at an F1 meeting since 1980. Niki Lauda and Christian Danner were among the drivers. See Photo Finish, p102



CONCERNS RAISED OVER KERS SAFETY

FORMULA 1 teams have moved to allay fears that Kinetic Energy Recovery Systems (KERS), which is allowed in 2009, could pose a danger to the drivers and trackside personnel.

Red Bull Racing evacuated its factory as a precaution last week when steam was let off when a battery failed during a controlled test.

At Jerez on Tuesday, BMW Sauber also suffered an incident, suspected to be related to KERS.

A team spokesperson said: "During the testing of the KERS car at the Jerez test track today, there was an incident involving a mechanic when the car returned to the pits. He touched it and suffered an electric shock.

"He sustained slight injuries to his left hand and grazing on his left arm. After a brief examination at the track's medical centre, he has returned to the test team. We are investigating the incident."

Teams moved to defuse fears over KERS safety during the German Grand Prix weekend.

Honda team principal Ross Brawn said: "There is a lot of effort being put into KERS safety. The working groups are trying to look at how situations would be managed and how we educate the marshals and the staff as to what they should and shouldn't do."



Brawn

FROM THE PIT WALL PAT SYMONDS



I GUESS THIS IS A RESULT THAT YOU WEREN'T EXPECTING...

I'm not going to pretend that we did! There was a fair bit of luck involved, with the safety car coming at just the right time. But I think the team should take credit for the way the car was at the end.

NELSON [PIQUET] WAS THE LAST GUY TO STOP. WHAT WAS BEHIND THAT STRATEGY?

Obviously from 17th on the grid you have to do something different. We're not racing for positions, we're only racing for points. So there's no point in doing anything conventional when you're that far back. When you go unconventional, you look for the luck.

WHEN THE SAFETY CAR CAME OUT DID YOU THINK, 'THIS IS IT?'

I thought 'crikey, this is unbelievable'. I thought the guys who hadn't stopped had messed up. Lewis had the speed to be able to get back, but arguably for Heidfeld it wasn't the right thing to do. So I thought we were in good shape. We stopped when the safety car came out, so that's why we gained.

WERE YOU ALWAYS GOING TO DO A ONE-STOP?

It was quite late, because we were flipping backwards and forwards between one and two.

DID THE SAFETY CAR LAPS HELP YOU WITH THE OPTION TYRE?

We felt confident that we could run to the end on the option, but we knew we would have to look after it, because there's no better way to bring a tyre in than behind the safety car – it's always fantastic. But everyone else did some laps behind the safety car and the pitlane opened a fair bit before the safety car came in, so most people had the chance to condition the tyres.

NELSON STILL HAD TO DO THE JOB IN THE LAST STINT...

Exactly, he had to do the job with a lot of pressure, and that's what he should be proud of. He really stepped up.

WHAT DOES THIS RESULT DO FOR NELSON?

It's what he needs for his strength, just like Heikki in Canada last year. I hope the same now happens to Nelson and he realises he can do it, and he moves on from there. He needed a strong result to give him confidence. I think this will have done that.

WHY HAS HE BEEN STRUGGLING SO MUCH?

You should ask a psychologist rather than an engineer! It's difficult when you get into this sort of spiral to pull it out, and it takes something like this to break the mould. I think he'll be strong. Last year Heikki had a dreadful start to the season, and after Canada, there was no stopping him. I really hope we see the same again.

Pat Symonds spoke to Adam Cooper



Second in Germany could give Piquet a real confidence boost

IN BRIEF



Schuey was back on pit-wall duty at Hockenheim

SCHUEY AT HOCKENHEIM

Seven-times world champion Michael Schumacher put in his first appearance at a Formula 1 race since Monaco at last weekend's German Grand Prix. He was a regular on the Ferrari pitwall throughout the event.

INDIAN GP WORK BEGINS

Construction work on the prospective Indian Grand Prix venue outside New Delhi will begin on October 1 ahead of a possible first grand prix in the country in 2010. "For the first time I feel very confident to be able to say there will be a brand new track and that we will have our first grand prix in 2010," said Indian Motorsports Association boss Vijay Mallya.

HOCK WANTS NEW DEAL

Hockenheim is seeking an extension of its current deal to share Germany's Formula 1 race with the Nurburgring despite rumours the track would not be able to hold its final contracted race in 2010.

PIQUET'S PODIUM BOW

Nelson Piquet's second place in the German Grand Prix was his first in Formula 1. With Felipe Massa sharing the podium, it was the first time since the 1991 Belgian Grand Prix, his father's final podium, that two Brazilians have been in the top three.

SINGAPORE NIGHT TEST

Representatives from eight of the 10 Formula 1 teams attended last week's test of Singapore's floodlights. Only McLaren and Ferrari did not attend the test, which was received positively by the teams.

SINGH AT FORCE INDIA

Balbir Singh, the former physiotherapist and mind coach of seven-times world champion Michael Schumacher, returned to Formula 1 with Force India last weekend. He is initially working with Giancarlo Fisichella, but will soon expand his duties to dealing with Adrian Sutil.



Singh settled in at Force India at Hockenheim

THE WEEK IN PICTURES

Autosport Art
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PHOTO-4



HAMILTON EYES NEW ROLL

Lewis Hamilton topped up his impressive hand-eye co-ordination levels during the German GP weekend with a few paradiddles. The McLaren ace later gave his rivals some stick before snaring victory in the race!



FERRARI/LAT

MORE POWER TO THEIR ELBOWS

McLaren sponsor Santander Bank unleashed a bevy of beauties on the Hockenheim paddock and, true to form, the hordes of F1 snappers were easily distracted, aiming their biggest lenses away from the cars

SPANIARDS' SAND STORM

Mitsubishi pair Nani Roma and Lucas Cruz sealed second place on the Baja Espana in their home country, but had to give best to BMW X3 driver Nasser Al-Attiyah

IF YOU GO DOWN TO THE WOODS TODAY...

... you're in for a big surprise. Not sure if there were any teddy bears in the trees around Mid-Ohio, but it was certainly no picnic for the Penske Porsche RS Spyders this time round. The yellow LMP2 machines suffered an ALMS defeat to the Audi R10 TDIs



McLAREN'S NOSE JOB

Even the McLaren spare-parts shelf looks like some sort celebrated modern art sculpturing

QUOTES OF THE WEEK



"I'm going to have to consider whether my career is really over"

Is former world champion Niki Lauda is thinking of coming out of retirement for a second time? A drive in a BMW M1 Procar around Hockenheim clearly does things to an old timer

"He scored 10 points risking everything for the win, but I scored 11 for a safe second place from pole position"

GP2 series leader Giorgio Pantano knew that on-the-road winner Romain Grosjean would receive a 25-second penalty for overtaking under yellow flags

"It's tricky to concentrate on racing when your pitlane speed limiter keeps coming on by itself"

Alvaro Parente had an usual problem in Sunday's GP2 sprint race

"She can push the guys because they cannot do anything to her, but she cannot push me. If somebody pushes me and finds my bad side they are going to get a problem"

Milka Duno was less than impressed when Danica Patrick paid her a visit after Mid-Ohio Indycar qualifying. Now, now, ladies!

"He used to be my hero when I was racing go-karts, I had a poster of him on my wall that my dad bought for me"

Williams F1 driver Nico Rosberg is clearly a fan of GP2 Series leader Giorgio Pantano



YOU CAN'T PARK THAT THERE, MATE

Marshals ran for cover as a cloudburst caught out four GP2 racers on the same lap at Hockenheim. Mike Conway, Jerome d'Ambrosio (9) and Vitaly Petrov all received grid penalties for the incident

Tractor retrieving Buemi's car is just missed by d'Ambrosio

GP2 STARS TO HIT VALENCIA STREETS

Single-seat hotshoes to take on GT contenders in Vipers, Ferraris and Aston

THE DRESS rehearsal for Valencia's all-new street circuit, which hosts the European Grand Prix next month, will include at least 10 GP2 Series drivers this weekend.

Nine stars from the Formula 1 feeder formula will contest the International GT Open races, for which the 50-car entry has required separate races for the GT2 and GT3 classes. GP2 series leader Giorgio Pantano will share a Scuderia La Torre-run Dodge Viper Competition Coupe GT3 car with Riccardo Romagnoli, and the Italian squad will field two similar cars: one for Trident Racing duo Mike Conway and Ho-Pin Tung; the other for Pastor Maldonado and Jerome d'Ambrosio.



Filippi has a seat fitting in Villois Racing's Aston DBRS9

GP2 race winner Luca Filippi will share a Villois Racing Aston Martin DBRS9 with series regular Max Wiser, while Javier Villa and Vitaly Petrov team up in a Roger Racing Ferrari 430 GTS. In the faster GT2 race, Roldan Rodriguez will drive a Ferrari 430 GT for frontrunning team GPC Sport.

"It should be a lot of fun, although the serious business is to learn the track," said Conway. "I bet the regulars are worried about us coming – it'll probably be a bit mad in the early laps! It's important to keep the car in one piece so we can maximise our track time."

Pantano, who tested the Viper at Mugello last week, said: "I did 10 laps but couldn't see over the bonnet – it's about three metres long! We changed the seating position, so I did some more laps and that was enough for me."

Maldonado said: "Although it's a street track, it's going to be a lot faster than somewhere like Monaco. It looks like it will be a real challenge."

His co-driver d'Ambrosio added: "It will be strange that Pastor will be my team-mate rather than my rival for the weekend. If we all get together I think it'll be like a kart race – only with bumpers!"

All GP2 drivers have been banned by organisers of the Spanish Formula 3 Championship from official sessions at Valencia this weekend to protect the series regulars, but they can take part in free practice. So far, Andi Zuber is the only driver to commit to that, and will drive a Dallara-Fiat for the Novotec squad.

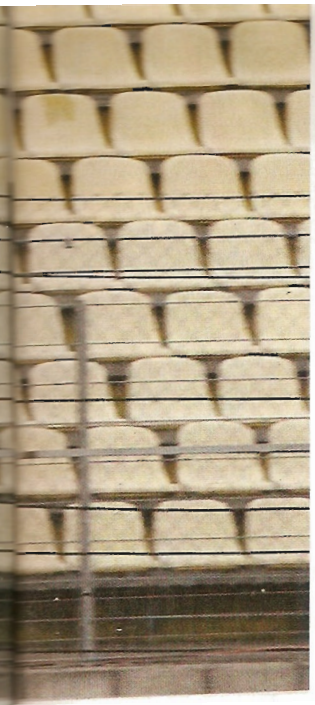
"Doing this means I get an hour and three quarters of free practice time in a single-seater, and that's like a week of going around in a GT car," said Zuber.

Some F3 teams are understood to have quoted more than €20,000 for the free practice sessions, which has put off many drivers. The majority of the GP2 paddock is expected to attend the venue to spectate and walk around the track.

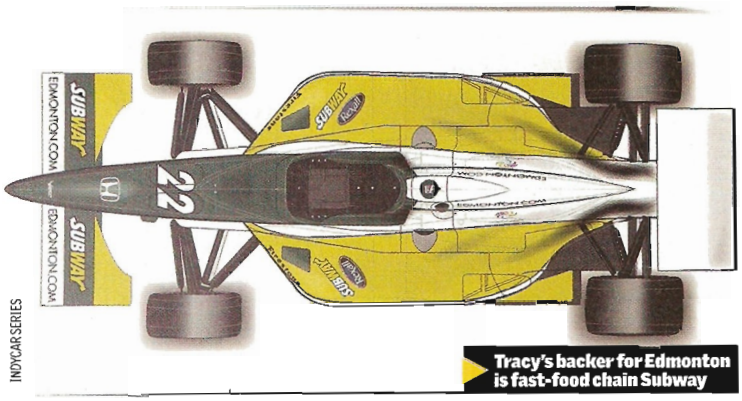
Renault World Series brothers Alvaro and Marco Barba will also contest the GT2 event in an MC Competicion Mosler MT900R.



ALL THE ACTION FROM GP2 AT HOCKENHEIM, p44



TRACY GUNS FOR NEW IRL FUTURE



INDYCAR SERIES

Tracy's backer for Edmonton is fast-food chain Subway



PEL_EORINI

INDIANAPOLIS CHIEF Tony George hopes that the one-off opportunity he will give Paul Tracy to return to Indycars at Edmonton this weekend will lead to his full-time return to US single-seater racing.

George will field a third Vision Racing Dallara for Canadian Tracy, run with assistance from Derrick Walker's team and backing from Subway. While announcing the deal last week, George alluded to the controversial 2002 Indy 500 finish, when Tracy believes he was unjustly denied victory, but said time and the reunification of the category had healed that rift.

"I think there's little question that last time Paul left [Indy], he left feeling great disappointment," said George. "We welcome him back and are happy to be a giving him the opportunity to participate.

"Hopefully this will create an opportunity for Derrick and Paul to re-establish themselves in Indycar racing for the future."

Tracy, added: "The last time I set foot in the Speedway was the day I was told I had no Indy 500 trophy. So a lot of water has passed under that bridge for me.

"I'm excited about the opportunity. I've been away for a little while, but I want to be back in a car and this is the first step to getting back. One of the most important things to me was I just don't want to be another car in a 27-car field. I want to have an opportunity to compete well."



DUNBAR/GP2

FILIPPI MOVE LEAVES BUURMAN WITHOUT A DRIVE

ART refugee Luca Filippi (pictured) replaced Yelmer Buurman in Trust Team Arden's GP2 line-up at Hockenheim, but recorded two DNFs through crashes. Buurman said he has been left high and dry by the move, and claimed that Filippi "stole my seat"

ENGINE TESTS FOR 2009 GP2 SERIES

AUTOSPORT CAN reveal that the GP2 Series will test two experimental Mecachrome engines this week as it strives to maintain its status as Formula 1's true feeder formula in 2009.

The series is taking action in the face of the increased challenge of the new Ferrari-powered A1GP car and the FIA's proposed Formula 2 championship.

Details of the exact form of the new engines have yet to be revealed, but a GP2 insider promised it would be a "big step" from the current 600bhp V8.

Renault Driver Development pilot Ben Hanley will drive the car at Paul Ricard on Tuesday and Wednesday. A1GP is understood to have booked the track for its car on Thursday and Friday.

PATRICK AND DUNO SHOW THEIR CLAWS

THE INDYCAR Series' two full-time female drives—Danica Patrick and Milka Duno—were involved in a verbal spat at Mid Ohio after practice.

Patrick was incensed after she felt Duno had got in her way three times, and strode to Duno's pit after getting out of her car. In a confrontation posted on YouTube, Patrick asks Duno: "Do you know what you're doing out there? Did you see me?"

In response, Duno threw a towel at her twice and told her to "Go away—I don't like this show." Patrick replied: "It's not my fault that you're slow."

Later, Duno added: "She can push the guys because they cannot do anything to her, but she cannot push me. We meet on equal condition. If somebody pushes me and finds my bad side they are going to get a problem."

IN BRIEF



INDYCAR SERIES

Rahal's helmet: and we're very glad to see tribute paid to 1960s Indycar flick *Winning*

NEWMAN LID FOR RAHAL

IndyCar star Graham Rahal unveiled a new helmet design in Sunday's race at Mid-Ohio, celebrating the career of Newman/Haas/Lanigan co-owner Paul Newman. Rahal's helmet featured posters from some of Newman's most celebrated movies and will auction it on eBay, with the proceeds going to Newman's Hole in the Wall Camps charity.

HERTA GETS NEW ROLE

Following his departure from Andretti Green Racing's American Le Mans Series squad (Autosport, July 3), Bryan Herta has landed a role as driver coach for Vision Racing IndyCar drivers Ed Carpenter and AJ Foyt IV. Herta said: "There's also some talk of my doing some testing with the team but we'll see."

WILSON HITS MECHANIC

Veteran Newman/Haas/Lanigan Racing chief mechanic Tim Coffeen was hit by the front wing of Justin Wilson's car as it entered the pits at Mid-Ohio on Friday. Coffeen was treated for cuts and abrasions at the track's medical centre and was back working in the pits by the end of the session.

PENALTIES IN GP2

Kamui Kobayashi was given a 25sec penalty after Sunday's race at Hockenheim for colliding with Diego Nunes. He loses the point for fastest lap, as he dropped out of the top 10, so Sebastien Buemi inherits it. Pastor Maldonado was given a 10-place grid penalty for Hungary after punting Lucas di Grassi out of the sprint race.

MASTERS WILD CARDS

Formula Renault 2.0 stars Daniel Ricciardo and Roberto Merhi are the only surprise names on the RTL GP Masters of Formula 3 entry list. Ricciardo will drive the SG Formula car formerly driven by Tom Dillmann in the Euroseries, while Merhi will race for British outfit Hitech Racing at the Zolder event next month.



EBREY/A1GP

Ricciardo will make his F3 debut in Masters at Zolder



A1 GP 2008/09 CALENDAR

Date	Venue
September 21	Mugello (I)
October 5	Zandvoort (NL)
November 9	Jakarta (RI)
November 23	Sepang (MAL)
December 14	TBA (PRC)
January 25	Taupo (NZ)
February 22	Kyalami (ZA)
March 15	Mexico City (MEX)
March 29	TBA (BR?)
April 12	Algarve (P)
May 3	TBA (GB)

A1GP SETS OUT ITS 'STEP TWO' VISION

Michelin tyres and Kyalami dates confirmed for second iteration of nations' cup

A1GP LAUNCHED its new season at Mugello in Italy on Tuesday, and described the 2008/09 campaign as the second phase of its plan to bring the 'World Cup of Motorsport' into new parts of the globe.

'Step Two', as series chairman Tony Teixeira describes it, involves the removal of chassis and engine builders Lola and Zytek – replaced by Ferrari – and tyre supplier Cooper-Avon, which is succeeded by Michelin.

"There was nothing wrong, as such, with the old car, but we needed a far more recognisable manufacturer and brand," Teixeira told Autosport. "Everyone can identify Ferrari, and that's going to help A1GP expand.

"Obviously it's a big responsibility. They [Ferrari] have never put their name to a project like this before, and they're nervous too. But we are aiming to protect their name in the same way they have done for 60 years."

TESTING TIMES FOR NEW CAR AND ENGINE

Despite having completed over 3000km of testing with Andrea Bertolini, Marc Gene and Patrick Friesacher behind the wheel, the new machine is not yet perfect. Ferrari's Mario Almondo confirmed that there are still vibration problems, but indicated that this should be sorted at Magny-Cours next week, when two cars will test simultaneously for the first time.

Two drivers will be selected from Bertolini, Gene and Friesacher to drive the machines at the French circuit, where overtaking simulations will also be carried out in a bid to perfect the push-to-pass system on the engines.

After that, the teams will assemble at Silverstone for their first test with the car on August 18/19.

WILL ROSSI DRIVE FOR TEAM ITALY?

Team Italy has confirmed that talks have taken place with Moto GP superstar Valentino Rossi about a drive this coming season. Rossi's availability would be limited, given what is sure to be a heavy winter testing programme with his Yamaha team.

Seat holder Piercarlo Ghinzani said: "It would be a fantastic situation to have him. I am a friend of Valentino and we have spoken about it."

Teixeira added that he would like Rossi in the championship, but admitted that trying to convince Michael Schumacher to make a one-off appearance would be a thankless task, despite his Ferrari links.

"I'm pretty sure Michael has done all the racing he wants to," he said.

Q&A TONY TEIXEIRA, A1GP CHAIRMAN



What were the criteria the new car needed to be designed to?
It had to be easy to drive for guys coming in from F3, Formula Renault – good-looking, reliable and very safe. We race on a lot of FIA grade two tracks, so safety is not like at an F1 track, but F1 tracks are boring. We could have had a 1000bhp car, but we would not have been able to run on great tracks like Brands Hatch and Laguna Seca in the past.

Do you want more street tracks in future?
Our ultimate aim is to have a 50/50 mix in terms of street circuits and permanent tracks.

So why drop the Durban street race for Kyalami?
Firstly, we don't want to pay to stage the race, or any races, any more; we want to be paid by the promoters. Also, the track needed to be changed.

BEIJING 'OLYMPIC' CLUB JOINS SUPERLEAGUE SET

CHINESE CLUB Beijing Guoan is the first Asian team to join the new football-themed single-seater championship, Superleague Formula.

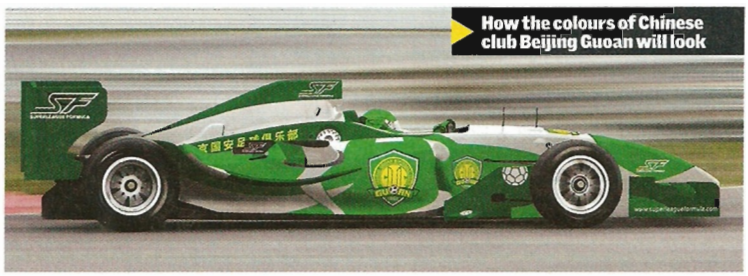
It joins AC Milan, PSV Eindhoven, FC Porto, Olympiakos, Borussia Dortmund, RSC Anderlecht, FC Basel, Flamengo, Galatasaray, Sevilla, Corinthians, Glasgow Rangers and Al Ain on the grid for the first round at Donington Park on August 31.

Beijing Guoan is the only Chinese club based in the Olympic city. It will move into the Olympic stadium following the 2008 Games. The Beijing Guoan entry will be run by former F1 entrant Zakspeed, and will be fielded next to the Borussia Dortmund car.

Superleague has also confirmed the qualifying format for its race weekends. Teams will be split into two groups for separate individual 15-minute qualifying sessions, and from these four cars from each group will proceed to a knock-out stage.

The cars will be released so two are on track at a time. They will complete a single flying lap, and the faster goes through to the semi-final. This is repeated three times, with four cars qualifying for the semi-final.

Two semi-final shoot-outs then decide the final two cars, which will battle for pole position.



How the colours of Chinese club Beijing Guoan will look

HARTLEY TO MAKE F3 EUROSERIES DEBUT

BRITISH FORMULA 3 Championship frontrunner Brendon Hartley will switch from Mercedes to Volkswagen power for his Euroseries debut this weekend at the Nurburgring.

Kiwi Hartley, who has won three British F3 races this year in a Merc-engined Carlin Dallara, is scheduled for a one-off outing with the VW-backed RC Motorsport team. The deal to take the seat vacated by Maximilian Gotz in RC's four-car line-up follows a successful try-out at Vallelunga.

Hartley explained that he had been brought in to try to help RC's form in the Formula 3 Euroseries.

"The team has been struggling a bit this season and wants to understand why, and I'm happy to do what I can to help," he said. "The car felt good when I tested it at Vallelunga, and we'll get enough testing at the Nurburgring to sort it out the best we can. I'm looking forward to the weekend."

Hartley said he had "no idea" whether he would get to race for RC in any of the final four Euroseries events, none of which clash with British F3 races. He also stressed that the arrangement had the full support of Red Bull, the backer of his campaign with Carlin.

He will drive the car raced in the first four rounds by German Gotz, who was dropped ahead of the most recent event at Zandvoort.



BETTER STICK TO BEING A SINGLE-SEATER STAR, NEEL

A1GP World Cup of Motorsport champion Neel Jani found the Porsche Supercup a much tougher assignment at Hockenheim over the weekend. He was thrown to the back of the grid for corner cutting in qualifying, and had worked his way up to 21st when he crashed

VILLENEUVE BACK IN NASCAR RANKS

FORMER WORLD CHAMPION Jacques Villeneuve will return to NASCAR at his home track of Montreal.

Villeneuve, whose top-level NASCAR career faltered after he failed to qualify for the Daytona 500, will drive a Braun Racing Toyota in the Nationwide Series on August 2 at the track named after his late father Gilles.

Jacques last raced at Montreal in 2006 in Formula 1 for BMW Sauber, shortly before he was sacked.

"A good race here could give a positive feedback to potential sponsors, which would help in getting a full ride," said Villeneuve, 37. "At least I have a good car and a good team and that should remove a big part of any excuses."

AMBROSE GETS CUP CHANCE WITH JTG

TWO-TIME Australian V8 Supercar champion Marcos Ambrose will graduate to the NASCAR Sprint Cup next year after a former NBA basketball star-turned-TV analyst bought into his Nationwide team, JTG Racing.

Ambrose lies 13th in the Nationwide series points standings, but a new partnership with ESPN NASCAR analyst Brad Daugherty means the team will step up to NASCAR's top tier next season. His car will be the No 47 Ford, with sponsorship from Little Debbie snack cakes.

"This gives me another way to be involved in the sport," said Daugherty. "It's a big stake to do this at Cup level."

Team co-owner Tad Geschickter said: "Brad's celebrity opens some doors I couldn't open by myself."

IN BRIEF



Hankey skitters through gravel due to breakage

HANKEY'S WILD MOMENT

A suspension failure (above) caused single-seater convert Euan Hankey to crash on his British Touring Car test debut in a Robertshaw Racing Chevrolet Lacetti at Donington Park last week. The team hopes to run him from Knockhill on August 17.

JIM WHITEHOUSE

Jim Whitehouse, whose Equipe Arden team ran Alec Poole to the 1969 British Saloon Car title with a works-supported Mini Cooper, died last week. Whitehouse had further success in the BTCC – he prepared the engines that powered Chris Hodgetts's Toyota to the 1986 and '87 titles.

PORSCHE RENEWS CUP

Porsche has renewed its contract for the Porsche Supercup to support the Formula 1 World Championship until 2011. The deal with Allsport Management, which runs the F1 bill, was inked at Hockenheim at the weekend.

ALMS MECHANIC BURNT

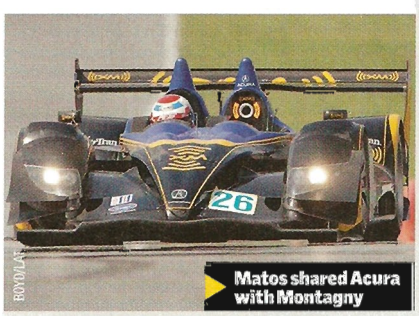
De Ferran Motorsports mechanic Keith Jones was listed in a critical condition in Ohio State University Medical Center after sustaining serious burns in a refuelling fire during last weekend's Mid-Ohio ALMS race.

SIMPSON IN CREATION

Former Team South Africa A1GP driver Stephen Simpson is in line to switch to sportscars after a successful test with the Creation team at Estoril last week. Simpson is "looking likely" for a part-programme in the remainder of the Le Mans Series and the final two races of the American Le Mans Series, according to team owner Mike Jankowski.

MATOS IN DOUBLE DUTY

Andretti Green Racing Indy Lights driver Raphael Matos was called up by the team's sportscar arm to drive its Acura ARX-01b at the Mid-Ohio ALMS race (below).



Matos shared Acura with Montagny

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Leo Mansell lapped 0.1sec faster than his dad around Estoril in the Lola-AER

Famous helmet colours were back in action

PEREIRA/ESTORIL RACEPHOTOS

MANSELLS TOP SPORTSCAR TEST

FORMER WORLD CHAMPION Nigel Mansell and son Leo topped the times in their first test in a Le Mans prototype last week.

Leo Mansell, who is racing in the Atlantic Championship in the US this year, ended the two-day test at Estoril fastest in the unofficial times driving Chamberlain-Synergy's Lola-AER B06/10. His father was just one tenth behind his son over the course of a test that was attended by three other prototype teams.

Mansell Jr recorded a best time of 1m27.9s, while Mansell Sr equalled the 1m28.0s set by Jamie Campbell-Walter in the Creation-AIM CA07.

Mansell Sr, 54, said: "This shows there's life in the old dog yet! But I am also thrilled with Leo's speed. I never dreamed that we would be so competitive straight out of the box.

"This brought back some fantastic memories for me," he continued. "These prototypes remind me of Formula 1 cars of the late '80s and early '90s."

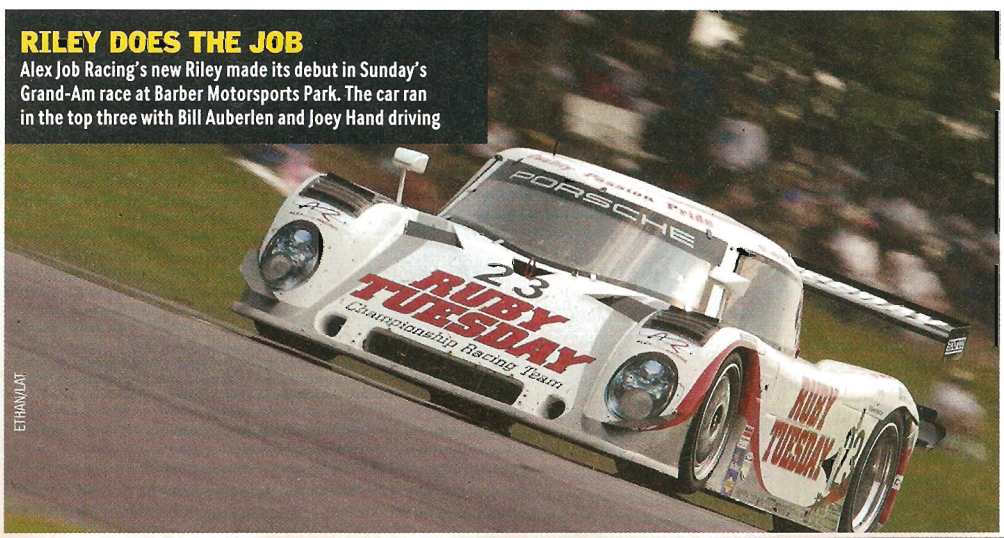
Mansell's younger son, Greg, was present at the test, but did not drive because he was still recuperating from concussion injuries sustained in the Mont-Tremblant Atlantic race at the end of June.

It remains unclear whether the Mansells will race the Chamberlain-Synergy Lola at any point this season. An all-Mansell line-up in the car has been rumoured for the Petit Le Mans enduro at Road Atlanta in October.

"It's all down to finance," said Nigel. "There are a lot of opportunities, but we will have to sit down and see what support is available for what programme."

RILEY DOES THE JOB

Alex Job Racing's new Riley made its debut in Sunday's Grand-Am race at Barber Motorsports Park. The car ran in the top three with Bill Auberlen and Joey Hand driving



ETHAN/LAT

LAMMERS TO MAKE SPA 24-HOUR DEBUT IN LAMBO

SPORTSCAR VETERAN Jan Lammers will contest the Spa 24 Hours for the first time next week.

The Dutchman will race the Reiter-run IPB Spartak Lamborghini Murcielago R-GT in the FIA GT Championship round on August 2-3. He joins Lambo regulars Peter Kox and Roman Rusinov, together with Czech Tomas Enge.

Lammers, who is racing in the ADAC Masters GT3 series in a Reiter-built Lambo, said: "I don't know why it has never come about before, but Reiter asked me if I was interested in Spa, and I thought why not?

"I was impressed when I tested it at Paul Ricard. It looks big and heavy, but it handles like a kart."



Lammers

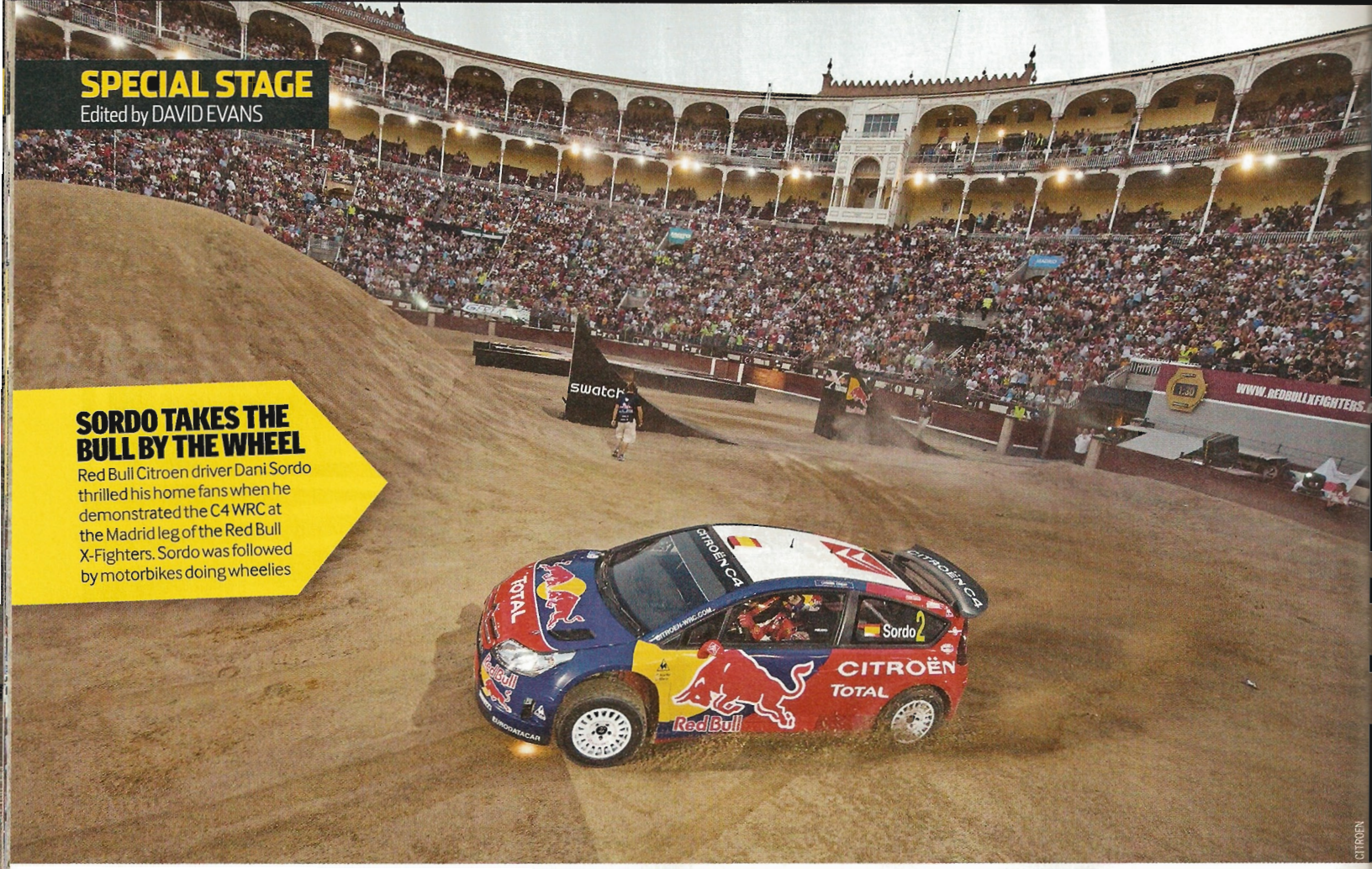
Former FIA GT race winner Uwe Alzen will return to the series with the Phoenix Chevrolet squad at Spa. The German, who raced for Phoenix in the Speedcar Series, will share the team's second Corvette C6.R with Alex Margaritis, Jos Menten and Robert Schlunssen.

MANNING REJOINS EMBASSY LINE-UP

INDYCAR SERIES racer Darren Manning will return to the Embassy Racing LMP2 squad for the final two rounds of the Le Mans Series.

Manning, 33, has been recalled to the team, for which he contested three races last year, to drive one of its two Zytek-engined WF01s at the Nurburgring next month and then Silverstone in September. The team has yet to reveal which of its two cars he will drive, but the Briton effectively replaces Mario Haberfeld, who left the team in May.

Team boss Jonathan France said he was delighted with the signing of Manning, which would give the team "the best opportunity to get the WR01 on the podium".



SORDO TAKES THE BULL BY THE WHEEL
Red Bull Citroen driver Dani Sordo thrilled his home fans when he demonstrated the C4 WRC at the Madrid leg of the Red Bull X-Fighters. Sordo was followed by motorbikes doing wheelies

CITROEN

BRITISH CHAMPION HIGGINS CALLS FOR SERIES SHAKE-UP

BRC ace tells DAVID EVANS that it's time for change

TRIPLE BRITISH rally champion Mark Higgins has called for radical changes in the regulations for Britain's premier series – with a return of rear-wheel-drive cars.

GETTING BRC BACK ON TRACK

Higgins has spoken to BRC organisers about a potential seachange in the type of cars competing at the pinnacle of the sport in the UK.

Last week's Rally Isle of Man winner said: "It's time for a change in the British Rally Championship. When Formula Two was introduced as the main category [in 1995], it was an enormously brave move and one which a lot of people said would never work. Actually, we had some of the best competition this series has ever seen. I think a simple set of regulations will take us back to that in the future."

HOW WOULD IT WORK?

Higgins is in favour of a basic approach, with a kit of parts comprising transmission, ECU, dampers, uprights and brakes, with the engine – a 2.5-litre naturally aspirated unit perhaps – and bodyshell left to the manufacturer. He reckons running these cars would halve the cost of a BRC programme and double the spectacle.

"I'm sure this car could be done for around £60,000," said Higgins. "And for that, you would have a fabulous-looking car that sounded out of this world. These cars would be fantastic on asphalt and gravel. Current Group N cars, which cost £125,000, aren't doing the sport justice. Yes, they are quick, but by their very nature Group N cars just aren't spectacular. They're quiet and very effective at putting their power down. That's not what people want. People want lots of noise and action. When we were at the prize giving on Saturday, the footage was great for us boys – but when the historics came around Castletown all sideways, people loved it.

"I think a rear-wheel-drive formula would bring competitors and spectators back out."

WHAT ABOUT THE GOVERNING BODY?

The biggest stumbling block for Higgins's plan is the BRC's international status. The series runs to FIA homologation rules and binning those would mean reverting to a national series – and the loss of any potential FIA European Rally Championship status.

"So what?" said Higgins. "Why does the BRC need to be international? It doesn't. I understand that these cars would be BRC specific, but it would be a hell of a BRC. And, two of the key functions of the BRC is to provide Britain with its next world champion; this would do that: cream always rises to the top where drivers are concerned.

"And secondly, the BRC should be the most entertaining series in the UK. It would certainly be that."

WHAT DO THE RULE-MAKERS SAY?

BRC manager Mark Taylor admits Higgins has a valid argument, saying: "Rallying has gone and got itself obsessed with four-wheel drive. Current rules stay for next year, but I'm going to keep on talking with Mark."

A draft set of regulations for a rear-drive formula already exists, drawn up by Taylor with input from rally engineering expert Harry Hockly. "The regs I have could take a Vauxhall Astra, for example, retain the silhouette and run it rear-drive with a very professional conversion."

HIGGINS: I WAS FLAT-OUT TO WIN

MARK HIGGINS has admitted he has never driven faster down his native Manx lanes than he did to win last week's Rally Isle of Man.

Higgins's win was the first for a Group N car, with the Subaru driver also equalling Tony Pond's and Russell Brookes's record of four Manx victories.

"It was a pretty special weekend," said Higgins.

"From the start of the first stage, we were flat-out – we had to be. Okay, we throttled back a bit when Guy Wilks had his problem, but when [Subaru WRC driver Eamonn] Boland was getting close on the final day, I was driving faster than ever down those lanes. People don't realise how quick these cars are: you stick it in fifth gear and sit at 130mph."



Higgins' fourth Manx win equals the record

EBREVLAT

MORROW MAY LOSE SEAT

MITSUBISHI DRIVER Phillip Morrow's Rally Isle of Man accident looks likely to cost the Northern Irish driver his seat.

Morrow has struggled to find his form in this year's British series, crashing on the last two rallies. Mitsubishi team principal Paul Brigden wouldn't be drawn on who would drive the second Lancer on next month's Ulster Rally, but sources suggest the firm's 2007 driver—and former British champion—Gwyndaf Evans could take Morrow's place.

Morrow was lying in fourth position on the Manx when he went off the road.

Brigden said: "We need to take a long, hard look at things before taking the necessary action to offer Mitsubishi the best opportunity to win the teams' championship. I don't want to part with a member of the team unless we absolutely have to."

Morrow said: "I have to take responsibility, but the car's not set up for me. I tried to adjust my style on the Manx. Unless I was able to test the car before the Ulster, it would be very difficult."



Costly error: Morrow crashed on the Manx

EBREYLAT



WWW.CMWI.NET

RADICAL LANCER FOR DAKAR

Mitsubishi has confirmed it will run a Lancer on next year's Dakar Rally. The MRX09 is based on the Sportback model and will be powered by the Pajero turbodiesel engine

DAKAR VETERAN IN AFRICA RETURN PLAN

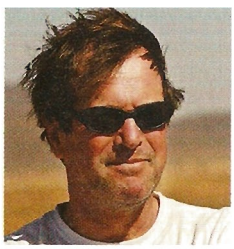
TRADITIONAL DAKAR racers can breathe a sigh of relief with the news that motorsport will return to North Africa in the New Year.

Frenchman Hubert Auriol, who has won Dakar three times, has snubbed the official event's trans-Atlantic shift to Argentina and Chile, preferring instead to build a new event—Africa Race—which starts from Marseille on December 26 and finishes in Dakar on January 11.

The two events will clash, with Dakar starting on Jan 3 and finishing on Jan 18, forcing manufacturers such as Mitsubishi and Volkswagen to chose between the two marathon events.

Careful not to mention the all-new Dakar, Auriol said: "Answering the request of the African countries to organise Africa Race is an opportunity to give back to them what Africa has given to me."

The route is still under construction, but the rest day for the event will be in Chinguetti, Mauritania.


Auriol

The South American Dakar was recently declared a sell-out with more than 550 entries for the rally's first time out of Africa.

● Nasser Al-Attiyah finally guided a BMW X3 to victory ahead of a Mitsubishi Pajero on the Baja Spain, which finished on Saturday. It was the first time in five years one of the AlgoDyne Green Power Racing Team cars has beaten one of the official Mitsubishis. It was also Al-Attiyah's third consecutive FIA Baja Cup success, leaving him with a commanding series lead.

MITSUBISHI PLANS BRC PRIZE-DRIVE RETHINK

MITSUBISHI IS considering scrapping the biggest prize in British rallying—a factory Lancer for the winner of the Evo Challenge—ahead of next year's series.

Mitsubishi's Paul Brigden feels last year's Challenge winner Phillip Morrow has struggled with the step-up to BRC level and says altering the prize structure of one of Britain's most popular one-make rally series is highly likely.

Brigden said: "Maybe it's time we go outside of the Challenge for the second driver and take two paid drivers. We have to consider this works driver and think about offering [the Evo Challenge winner] something else. At the moment, the drivers are not stepping up to the mark and Mitsubishi is here to win BRC."



The '08 Impreza could run on Burns Memorial

BLOXHAM.AT

SUBARU IN GB RUN

SUBARU'S LATEST-specification Impreza WRC could make its competitive debut in Britain on the Richard Burns Memorial Rally in September.

The Impreza, which broke cover in the world championship on the Acropolis Rally at the end of May, is not scheduled to compete over here until December's final WRC round, Rally Great Britain, but the promoters of the Richard Burns Rally and the Subaru World Rally Team are trying to piece together a deal to put Markko Martin and Burns' former co-driver Robert Reid in the car for the September 13-14 event at RAF Marham, Norfolk.

Subaru's operations director Paul Howarth said: "We'd like to do it. There's been a lot of talk about this, but there hasn't been any real action. Markko is keen to do it, but it depends on a lot of factors."

IN BRIEF



REINLUX

Aava won in South Estonian for Citroen

AAVA BIT OF THAT!

Citroen privateer Urmo Aava collected a comprehensive win on the South Estonian Rally on Saturday. Aava won all nine stages on his way to victory ahead of fellow PH Sport driver Conrad Rautenbach. Both drivers were using the event as a warm-up for the next WRC round, Rally Finland.

BURKART GETS AN EIFEL

German driver Aaron Burkart enjoyed a timely boost to what's been a fairly miserable JWRC season for him to date, when he beat fellow Citroen C2 S1600 driver—and JWRC frontrunner—Sebastien Ogier on last weekend's Eifel Rally. Both were using the event as a shakedown for next month's Rally Deutschland.

ROWE OUT OF LUCK

Former British Rally champion Martin Rowe's run on the Transsyberia Rally has been cut short by a fire that gutted his Porsche Cayenne. Double Middle East champion Saeed Al Hajri lost the lead and was hospitalised after damaging his back on a heavy landing, allowing Christian Laveille to move ahead after a 175-mile stage in Mongolia. The event ends tomorrow (Friday).

LIGHTS OUT IN ITALY

The route for this year's IRC-qualifying Sanremo Rally will include a 37-mile test in the dark. The IRC's longest stage of the season has been included to celebrate the classic Italian event's 50th anniversary when it runs from September 25-27.

OPEL'S ZERO HERO

MSD's all-new Opel Corsa S2000 will run as the zero car—driven by Horst Rotter—on next month's Rally Deutschland.

MEEKE SET FOR CLIO RUN

Kris Meeke may drive a Renault Clio on next month's Rally Deutschland. He could also contest the Ulster Rally a week later.



Former Citroen ace Meeke could appear in a Renault

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Autosport TV

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ON TRACK, ON SCREEN

July 24-30

Events

INTERNATIONAL ACTION

INDYCAR SERIES
Rd 14/18
Edmonton, Alberta, Canada
July 26
www.indycar.com

ATLANTIC CHAMPIONSHIP
Rd 4/9
Edmonton, Alberta, Canada
July 25-26
www.champcaratlantic.com

NASCAR SPRINT CUP
Rd 20/36
Indianapolis, Indiana, USA
July 27
www.nascar.com

DTM
Rd 7/11
Nurburgring, Germany
July 27
www.dtm.com

F3 EUROSERIES
Rd 6/10
Nurburgring, Germany
July 26-27
www.f3euroseries.com

WORLD TOURING CAR CHAMPIONSHIP
Rd 7/12
Brands Hatch, UK
July 27
www.fiawtcc.com

FORMULA MASTER
Rd 5/8
Brands Hatch, UK
July 26-27
www.formulamaster.net

BRITISH TOURING CAR CHAMPIONSHIP
Rd 7/10
Oulton Park, UK
July 27
www.btcc.net

SUPER GT
Rd 5/9
Sugo, Japan
July 27
www.supergt.net/eng

NATIONAL ACTION

SILVERSTONE CLASSIC
HSCC
July 25-27
Historic Formula Junior, Pre-'66 GP, Group C/GTP, Porsche invitation, Pre-'56 Sportscars, Historic F1, GT Sports & Endurance Masters, HSCC Historic Roadsports, GP Masters, Pre-war Sportscars, World Sportscar Masters, BRDC Historic Sportscars, Top Hat Masters, Historic Aston Martins.
Admission £35
Tel: 08704 588200

BRANDS HATCH
MSVR
July 26-27
WTCC, Formula Master, Formula Palmer Audi, SEAT Leon Eurocup, CSCC Swinging Sixties.
Admission £30
Tel: 01474 872331

OULTON PARK
BARC
July 26-27
BTCC, Formula Renault UK, Renault Clio Cup, Porsche Carrera Cup, SEAT Cupra Cup, Ginetta Junior.
Admission £28
Tel: 01829 760301

DONINGTON PARK
BARC
July 27
Legends, Trucks, Pickups, Kumho BMW, Ferrari Challenge, Time Attack.
Admission £15
Tel: 01332 810048

CROIX-EN-TERNOIS
CSCC
July 25-27
Caterhams, Saloons, Formula Renault Turbo, German F3, Classic F3, Maxi 1000, ASAVE GT, Inter Series.
Admission €10
Tel: 00 33 3 21 03 30 13

KIRKISTOWN
500 MRCI
July 26
Libre Saloons, Fiat Unos, Puntos & Abarths, Irish Historics, Formula Vee, Roadsports, Tracksports, Open FF1600, Pre-'90 FF1600.
www.kirkistown.com

WISCOMBE PARK
British Hillclimb
July 26-27
www.thetop12runoff.com

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TERRESTRIAL/DIGITAL	MOTORS TV	SKY SPORTS	OTHER SATELLITE
THU JULY 24			
0225-0315 IndyCar (C5) 0730-0745 Roary the Racing Car (C5) 1100-1200 WRC (Dave) 1800-1900 WRC (Dave)	0000-0100 Int. GT Open 0100-0300,1800-2000 V8 Supercars 0400-0500 Scottish Motor Racing 1000-1100 Lotus Elise Trophy 1300-1400 Indy Lights 1400-1430 Belgian GT 1430-1530 Dutch Supercars 1730-1800 IRC 2030-2100 FPA	2200-2300 Race World (SSX)	0030-0330 NASCAR (NASN) 0205-0335,1100-1225,1355-1520 World Rally In-Car Experience (M&M) 0230-0300 NASN2 NASCAR Now (SET1) 0400-0430,0800-0830,2000-2030 NASCAR Now (NASN) 0600-0700 DTM (SET2) 1330-1400,1900-1930 GP Racing On Track (SET1)
FRI JULY 25			
0115-0140 Motorsport UK (ITV1) 0730-0745 Roary the Racing Car (C5) 1100-1200 WRC (Dave) 1800-1900 WRC (Dave) 1720-1820 BTCC (ITV4) 1820-1850 Motorsport UK (ITV4)	0330-0400,1030-1100 FPA 0500-0600 Scottish Mini Cooper Cup 0600-0700 Scottish Motor Racing 1100-1200 Lotus Elise Trophy 1200-1400 ALMS 1800-1830 VdeV 1830-1930 French GT 2100-2200 Race & Rally UK	0430-0530 Race World (SS1) 1200-1300 Race World (SS3)	0200-0230 GP Racing On Track (SET1) 0800-0830 WTCC (E) 0800-0900,14001500, 2230,2330 NASCAR Now (NASN)
SAT JULY 26			
1100-1200 WRC (Dave) 1200-1230 Motorsport UK (ITV4)	0200-0300 Race & Rally UK 0900-1300,1350-1810,2000-2040 Silverstone Classic LIVE 1300-1330 FPA 1810-1905 British F3 1905-2000 British GT 2140-2210 Silverstone Classic 2210-2240 Indy Lights	0600-0700 Race World (SSX) 2200-0000 IndyCar Edmonton LIVE (SS2)	0800-0900,1600-1700 NASCAR Now (NASN) 1045-1145 Int Formula Master Brands Hatch LIVE (E) 1400-1445 WTCC Brands Hatch LIVE (E2) 2300-2330 WTCC (E) 2330-0000 Int Formula Masters (E)
SUN JULY 27			
0750-0820 British F3 (C4) 1230-1430 BTCC (ITV4) 1700-1830 BTCC (ITV4) 1800-1900 WRC (Dave)	0100-0300 V8 Supercars 0500-0600 British F3 0600-0700 British GT 0900-1045,1110-1310,1330-1630,1800-1945 Silverstone Classic LIVE 1045-1100 Formula BMW 1100-1110 Porsche Supercup 1630-1800 DTM Nurburgring LIVE 2000-2200 F3 Euroseries 2200-2300 Silverstone Classic 2300-0030 DTM	0800-1000 IndyCar (SSX) 1300-1500 IndyCar (SSX) 1700-1900 IndyCar (SSX) 1900-2300 NASCAR Indianapolis LIVE (SS1)	0030-0300 NASCAR Indianapolis LIVE (NASN) 0630-0730 V8 Supercars (SET2) 0900-0930 WTCC Brands Hatch Warm Up LIVE (E2) 1045-1145 WTCC Brands Hatch LIVE (E) 1130-1330 NASCAR (NASN) 1215-1300 WTCC Brands Hatch LIVE (E) 1315-1415 Int Formula Master Brands Hatch LIVE (E2) 1730-1800 SEAT Eurocup 2300-2330 Motorsports Weekend (E)
MON JULY 28			
0020-0120 WRC (Dave) 0725-0735 Roary the Racing Car (C5) 1100-1200 GT Racer (Dave) 1800-1900 BTCC (ITV4) 1800-1900 GT Racer (Dave) 1900-2000 WRC (Dave)	0200-0300 French GT 0630-0700 Indy Lights 1000-1100 Race & Rally UK 1500-1800 Silverstone Classic 1800-2000 F3 Euroseries	0000-0100 Race World (SSX) 0900-1130 NASCAR (SS1) 1330-1600 NASCAR (SS1) 2130-0000 World Motor Sport (SS2)	0000-0030 Motorsports Weekend (E) 0230-0300 NASN2 NASCAR Now (SET1) 0730-0800 Motorsports Weekend (E) 0800-0900 WTCC (E) 1430-1630 NASCAR (NASN) 1830-1900 Motorsports Weekend (E2)
TUE JULY 29			
0115-0145 NASCAR (C5) 0150-0240 BTCC Highlights (ITV1) 0400-0440 Grand-Am (C5) 0440-0510 V8 Supercars (C5) 0725-0735 Roary the Racing Car (C5) 1100-1200 GT Racer (Dave) 1500-1530 Motorsports Weekend (ITV4) 1800-1900 GT Racer (Dave)	0230-0300,1900-1930 FPA 0300-0430 DTM 1200-1300,2030-2130 British F3 1300-1400,2130-2230 British GT 1400-1500,2230-2330 French GT 1500-1800 Silverstone Classic 1930-2000 Inside GP 2000-2030 Indy Lights	0130-0400 World Motor Sport (SS1) 1000-1230 World Motor Sport (SS2) 1330-1600 World Motor Sport (SS1) 1930-2000 Ginettas (SS3) 2330-0000 Ginettas (SSX)	0200-0300 NASN2 NASCAR Now (SET1) 0800-0900 NASCAR Now (NASN) 1300-1400 WTCC (E) 1400-1430 WRC (E) 1530-1630 NASCAR Now (NASN) 2300-2330 WTCC (E)
WED JULY 30			
0005-0035 British GT (C4) 0215-0240 Race & Rally UK (C5) 0240-0330 V8 Supercars (C5) 0725-0735 Roary the Racing Car (C5) 1100-1200 GT Racer (Dave) 1800-1900 GT Racer (Dave)	0200-0230,0630-0700 Inside GP 0230-0300 Indy Lights 0300-0400 British F3 0400-0500 British GT 0600-0615 Porsche Supercup 0615-0630 Formula BMW 1500-1800,2300-0000 Silverstone Classic 1800-1930 DTM	0130-0200 Ginettas (SSX) 0300-0530 World Motor Sport (SS1) 1030-1100 Ginettas (SS3) 1900-1930 Race World (SS3)	0400-0430 NASCAR Now (NASN) 0900-0930 WTCC (E) 1330-1400 WRC (E) 1730-1800 IRC (E2) 1800-1830 WTCC (E2) 1830-1900 F1 The Factory (E) 2300-2330 IRC (E2)

BEST TV OF THE WEEK

✪ WORLD TOURING CARS

Sunday 1045-1145 & 1215-1300

BRITISH EUROSPORT LIVE

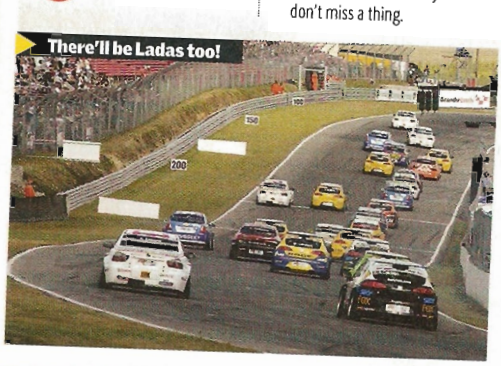
With the WTCC landing on British shores this weekend, you have few excuses not to join the crowd at Brands Hatch. If you just can't make it, fear not as British Eurosport will be showing both races live on Sunday, plus qualifying and the Formula Master support races on sister station Eurosport 2.

✪ BRITISH TOURING CARS

Sunday 1230 – 1430 & 1700-1830

ITV4

It's another bumper weekend of tin-top action, and the BTCC is not about to be left behind. Oulton Park in Cheshire is the setting for this weekend's round, with Jason Plato looking to continue his Snetterton form and continue to close in on Vauxhall ace Fabrizio Giovanardi. Races one and three are live, with delayed footage of race two right before the final one so you don't miss a thing.



There'll be Ladas too!

NATIONAL RACING PICK OF THE WEEK

✪ SILVERSTONE CLASSIC

HSCC

With 21 races catering for around 650 cars and 900 drivers, the Silverstone Classic will be a highlight of the British motorsport calendar.

Formerly known as the Coys International Historic Festival, the Classic offers full days of racing on Saturday and Sunday for cars spanning the 1920s to the 1990s.

Fastest action will come from the 3-litre Formula 1 cars in FIA Historic F1 (up to 1985) and Grand Prix Masters (up to 1978), plus the stunning Group C sports prototypes. The Denny Hulme Trophy race, meanwhile, is a 90-minute blast into dusk on Saturday evening for 1963-73 World Sportscar Masters machines.

You can even get away with taking the family to this one. If, for some inexplicable reason, they aren't into McLaren M23 chassis numbers, there's plenty of entertainment, including air displays and a period fun fair.

Book signings with Murray Walker and Barrie Williams, plus live music – including a Beatles tribute band – are scheduled too. And for rally fans, more than 20 of the awesome Group B rally cars will be performing.



One of the slower races

GOmotorsport.net

NEXT WEEK

BMW SETS SIGHTS ON THE FINAL STEP



ON SALE THURSDAY JULY 31



THE 'OTHER' PIQUET STARS

GRAND PRIX GOLD: IT'S 1986 AND NELSON IS HUNGARY FOR SUCCESS

THE BEST SEATS IN THE HOUSE

FULL REPORT AS PLATO'S BRITISH TOURING CAR CHARGE HEADS NORTH TO OULTON PARK



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

ITV DISAPPOINTS

What a great German Grand Prix, but wasn't the ITV coverage so frustrating? I don't normally like to moan about TV coverage, because I'm old enough to remember when we only had minimal coverage of a few selected grands prix each year, but Sunday's airing showed that ITV really have no sense of occasion. You may have noticed that Piquet finished second, and thought that Hamilton must have been over the moon at his drive and Massa may have been a bit grumpy about Lewis's block when he tried to get the place back.

The coverage gave little insight into this. The two parts of the broadcast where we may have got some clues about the drivers' reactions would have been from the body language when they got out of the cars in *parc ferme*, and from hearing Piquet's and Massa's comments in the press conference.

"Massa may have been grumpy about the block"

But ITV chose to go to the adverts at the end of the race and, even worse, while we did hear from Lewis in the press conference, we heard nothing from the other two as ITV decided we might like to hear 'wot Mark Blundell fort' instead. Pitiful.

John Feveyear
Bury St Edmunds

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

VETTEL'S METTLE

While it was great to see young guns Lewis Hamilton and Nelson Piquet on the podium in Germany, it was also encouraging to see Sebastian Vettel driving the wheels off his Toro Rosso to finish eighth and in the points.

The way Vettel held off Fernando Alonso for the position was just amazing. To hold off a world champion when in inferior machinery demonstrated great skill, bravery and supreme racecraft. F1 needs these superstars if it is to remain an entertaining spectacle in the future.

I hope that more F1 teams are able to take a risk and allow more youthful talent into the arena next season.

Duncan Sabiston
Didcot

"NEITHER MASSA NOR PIQUET WILL EVER WIN THE WORLD TITLE"

MAKING IT EASY FOR LEWIS

Well done Felipe, well done Nelson. You have both proven beyond any shadow of a doubt that neither of you ever deserve to win the world championship.

The way that both left a gap the size of Belgium on the inside of the hairpin, and then expected Lewis not go by them, was just stupid. There's no other word for it. At least try to defend your positions, guys – you're meant to be racing!

Sure, Hamilton drove brilliantly well and his McLaren was the quickest car in the field, but come on guys, put up some sort of a fight at least. At this rate, Ron Dennis will make Lewis's title charge more difficult than Massa will!

Eric Anderson
St Austell

IT'S COMING UNBUTTONED

I can't believe I'm writing this as a die-hard Jenson Button fan, but I'm starting to worry that my belief in his ability is misplaced.

Since a certain Lewis Hamilton's arrival in F1, I've gradually seen many a Jenson fan hop over the fence, but I've stayed true to fact that I've been a Button fan since 2000 and carried on cheering him once a fortnight.

Unfortunately, as races pass by I'm running out of ammunition to defend Jenson's performances. I managed to pull off the 'if the car's not quick enough' argument throughout 2007, but this year I'm struggling.

Barrichello is definitely showing Button the way home. Look at Silverstone: surely the conditions, track and the fact it was his home GP had Button's name all over that podium?

And Germany: safety car is out, cars are now permitted to unlap themselves. Every other driver seemed to except Jenson, and he was placed last. Come on Jenson, if the Honda's another earth nightmare next year, you're going to need to be up on people's wish lists.

Phil Cooper
Steeple Bumpstead

Drivers can't unlap themselves if they pitted under the safety car, which Button did – Ed

autosport.com FROM THE FORUM

Is Kimi Raikkonen overrated?

Mat Rempit

Before he came to Ferrari there was all this hype that Kimi is the best and scared Schumi into retirement, but his drives have been less than inspiring, winning only when he qualifies at the front. He's not even containing Massa.

Konsta

He's the reigning world champion and those precious few are never overrated. He has had a tougher season than might have been expected, but he'll bounce back – just wait and see.

Alfisti

I don't know about overrated, but I would not have him in the car next year. He's never looked at home at Ferrari or with the car.

se7en_24

He is far too inconsistent. I can only imagine how boring last season would have been with Schumacher driving a Ferrari that was clearly the class of the field. Yet Kimi only just managed to scrape the title because of mistakes by McLaren and their rookie driver.

Bloggsworth

Come off it. He's had a few bad races, that's all.

Xman

Kimi is one of the very few drivers that are known to storm through the field. Even though Ferrari messed up Kimi's strategy, he made the most of it and overtook five cars after the safety car period and did what he could. Damage limitation. Simple as.

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COMMENT

THE INSIDE LINE Charles Bradley, Deputy Editor



THE FRANCE family is NASCAR's ruling dynasty. Since 'Big Bill' founded America's stock car sanctioning body in 1948, it has evolved NASCAR into a sporting juggernaut, and ruled its sport with an iron fist. So when I was invited by the Motorsport Industry Association for a lunch at high-rolling Mosimann's in Belgravia with Jim France, Bill's son, I have to admit to a little trepidation at what to expect.

While his brother, Bill Jr, is credited with turning NASCAR from a Southern niche sport into a pan-American success story, Jim was the background man, his brother's closest associate and advisor. Now in his mid-60s, he was in Britain to visit a number of motorsport institutions – namely the McLaren Technical Centre (which he thought "staggering") and Goodwood's Festival of Speed.

Firstly, I discovered he is a long-time Autosport subscriber – always a good sign. When I asked him if he had paid many visits to Europe, he came up with a great anecdote about when he accompanied Glenn 'Fireball' Roberts to the 1962 Le Mans 24 Hours. Along with fellow American Bob Grossman, the NASCAR legend finished sixth in a North American Racing Team-run Ferrari 250 GTO, after a starter-motor problem cost them a shot at the podium. "He was running third, and was the fastest guy on the track in the night," France recalls.

This in itself reveals France's great passion for sportscars, which is no surprise given he founded the Grand-Am series. But our conversation quickly switched to a burning issue I'm often asked: will NASCAR ever expand out of the USA?

Sadly for us, the answer is no. "The cost of moving a series like ours globally is massive," says France. "After Bernie's done with making all the money, there's nothing left! Our schedule is so intense, there just isn't room beyond our Nationwide races in Mexico and Montreal." But there is some good news: France is also in the UK to spread the word about Grand-Am, and the potential for it to expand to Europe.

Inevitably, talk turned towards the environment, today's automotive political hot potato. Renowned for its low-tech approach (it only switched to unleaded fuel a couple of years ago), how is NASCAR going to deal with its increasingly socially unacceptable emissions?

"NASCAR was *always* the ultimate socially unacceptable racecar," he fires back with a twinkle in his eye. "They were delivery cars for moonshine, and you can't get more socially unacceptable than that!"

So next time you think of NASCAR as a hillbilly sport for rednecks, just remember that its executive vice-president is actually a hugely intelligent, softly-spoken, fiercely-witted chap, whose high school heroes were Mike Hawthorn, Peter Collins and Vanwall. I'll wager you didn't expect that.

> "France first came to Europe in 1962, accompanying Fireball Roberts to the Le Mans 24 Hours that year"

CORRECTIONS AND CLARIFICATIONS

■ Kamui Kobayashi was given a retrospective 25sec time penalty in the Hockenheim GP2 sprint race which is not reflected in our results (p47). That not only relegated him to 18th place but also gave Sebastien Buemi fastest lap (as Kobayashi was now classified outside the top 10). Buemi moves up to joint-fifth in the standings, in a three-way tie with Karun Chandhok and Alvaro Parente.

Bamber's view



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MPH

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

DEREK DALY'S CHAMPION'S PYRAMID, AND HOW F1'S CURRENT CROP MEASURES UP

DEREK DALY will tell you he did it all wrong as a driver once he'd got to F1. He'll rationalise how he didn't build on his basic talent, didn't a) acknowledge his weaknesses and b) turn them into strengths, weaknesses that included mental, communication and technical skills. Trying to reassemble himself in the wake of the near-fatal Big One at Michigan's Champ Car race in 1984 led him down a path of discovery that had two parts: the first was the slow realisation that he no longer had the raw desire to compete with the necessary intensity. This led him to media work where he came to wonder why it was some drivers seemed to have better access to their potential than others.

It's from this that his 'Champion's Pyramid' concept began to form, which led to him establishing his driver coaching business. There, he saw directly the personality diversities of aspiring racers and how each needed their coaching tailored to their strengths and weaknesses. Daly has now published a book, *Race to Win*, that details the concept, fleshing it out with case studies of F1 and Champ Car drivers as well as anecdotes from his own career.



Daly en route to the '77 British F3 title; the next year he was in F1

LAT

IT'S ALL ABOUT FINDING YOUR GROOVE

At the bottom of Daly's pyramid, 'talent identification' is about recognising what type of talent you were born with and therefore how you generate your speed, whether by what he terms instinct/reflex, feel or a combination of both. This, he says, will determine the most appropriate working methods for a driver. It's all about finding your groove, locking onto it and moulding things around you that allow you to continue locking onto it. Unless you do that you won't have full access to your potential.

Technical, communication, mental and physical skills follow, with the top of the pyramid being all about desire and commitment. Get all those right, Daly contends, and you'll be the best driver you possibly can be. To get the best from any driver they need to be in the sort of environment that allows them to flourish – but this environment varies between individuals. They need differing levels of support in different areas. They also need to recognise that their chances of success will be enhanced if they take on the full implications of motor racing being a team sport.

Even in F1, Daly believes not all drivers have a complete pyramid. You can win grands prix, maybe even a world championship in the right circumstances, without a fully formed pyramid. But you won't be as good as you could be, and you'll probably not achieve lasting, consistent success.

Fernando Alonso he cites as someone with a complete pyramid, while Kimi Raikkonen is as an example of success despite not having a good pyramid. Talking with Daly of some of the other current crop is fascinating...

Lewis Hamilton: "Has all the attributes of the champion's pyramid but his technical abilities won't be fully developed. Sustained greatness will be tied to how technically accurate he can be during official sessions on GP weekends and may be more important as his race cars move through rapid development stages over a season. Has proven he has the mental skills to block out worldly distractions. His current aggressive style (while entertaining) needs to be tempered to become more technically sharp." This latter point is a reference to how it's easy for the naturally gifted to drive around technical problems and thereby lose out overall.

Felipe Massa: "Appears more of an instinct/reflex driver. His pyramid is 'soft' in the mental skills area. Strong mental skills can be learned. He would have benefited greatly if his coach/manager had addressed his emotional needs and mental make-up before he made it to F1. Now he's there, he's expected to have access to mental capacity to help him remain focused but just doing the job uses enormous amounts of mental capacity. When he runs out of capacity, he flies off the road. Getting a driver to admit he needs to develop his mental skills is extremely difficult. This could well limit Massa's potential sustained greatness."

> *"EVEN IN FORMULA 1, DALY BELIEVES NOT ALL DRIVERS HAVE A COMPLETE PYRAMID"*

HE'S THE POLISH NIGEL MANSELL

Heikki Kovalainen: "Great drivers can put themselves in a position to be successful. He needs to do more of this. If I was his manager, I'd remind him to concentrate on the process, not the result. Then, the good result would be a by-product of the right process. He might want to be world champion this year and therefore tries too hard, whereas if his expectations were lowered, he could develop his pyramid to be superb in two years."

Robert Kubica: "He's the Polish Nigel Mansell because of his mental resolve. He is technically accurate and will only get better. He drives the team hard but has a Senna-type of respect from them. How he casually dealt with his Montreal accident endeared him to his team. He might have the most complete champion's pyramid of any F1 driver on the grid today."

Nico Rosberg: "I question whether he's technically accurate enough to develop a car. His speed is not in question. When Frank fired Damon Hill I suspected he didn't understand the value of the technically astute driver, which Damon was. Michael Schumacher proved the most valuable data stream is still accurate driver feedback and it appears Frank has not had this for a while. When drivers are at the front of the grid one week and the back the next, it usually indicates they didn't really know why they were at the front in the first place. It's easy to know why you are slow, the real magic is knowing why you are fast... then reproducing that form."

Jenson Button: "When David Richards led this team, they looked like potential world-beaters and Jenson appeared to have the momentum to propel him to greatness. The team then faltered. Jenson will have lost the Hamilton/Kubica type of hunger/drive and sometimes it's hard to get that back. Ross Brawn will have to oversee the building of a fast new car and the rebuilding of the fast 'old(er)' driver."

Mark Webber. "I see Mark as a driver who's taken himself out of a position to be successful too often. This has been reflected in both his choice of teams and incidents on track. He appears to have the principles of success a little backwards whereby he concentrates on the result, not the process. When this happens the soft touch that is so necessary for accurate technical feedback gets blurred, which makes you try harder which accelerates the cycle."

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CLOSER



TALK STEER

Autosport GP consultant editor **Tony Dodgins** on...

THE FUTURES OF SEBASTIAN VETTEL AND THE GERMAN GRAND PRIX



RED BULL

Vettel: he's got a grip on that marker, but will he get a grip on Mark when they team up at Red Bull?

IT'S NO great surprise that Red Bull has confirmed that it will promote Sebastian Vettel to the senior team alongside Mark Webber in 2009, but it's intriguing nonetheless.

How quick is Webber? It's a subject that splits the paddock. Some think he's a competent, quick bloke who would win races in a front-running car and, possibly, a championship in a superior one. Others think he's rather better than that. They point to the quality of the team-mates he's seen off, and the consistently strong qualifying performances. Some suggest he's not the greatest racer while others, quite reasonably, appreciate that if he puts the car further up the grid than it deserves to be, you can't be too surprised when it goes backwards in the race.

VETTEL WILL BEAT WEBBER; OH NO HE WON'T

The jury is out to a similar extent on Vettel. Some think he's the greatest thing since Michael Schumacher, while others can contain their enthusiasm. He was a BMW driver as well as being a Red Bull junior. And apparently he wasn't on a piece of Dietrich Mateschitz elastic when he was at BMW. If he was contractually free, it makes you wonder why Munich, with plenty of opportunity to evaluate him, didn't keep hold of him. The conclusion, evidently, was that Robert Kubica was so strong he simply had to have a race seat. But if Vettel was only a gnat's slower, and Nick Heidfeld already contracted, you can hardly call Sebastian shabby.

"It's a coup for the team," Webber said after the announcement. "Sebastian is the first real Red Bull-backed driver to come through their programme who has the talent to back the cash."

And then he added: "If he blows me away people will say Webber's past it, but if I blow him away then people will say Vettel's not quick. That's normal. I had it with Rosberg..."

Within 10 minutes on Saturday I had two people close to Red Bull proferring an opinion. "Vettel will rapidly get on top," said one. "Vettel will get quite a big shock," said another.

At Hockenheim, the future team-mates were nip-and-tuck all weekend, Vettel feisty throughout as he scored a fine eighth for Toro Rosso. He qualified just behind Webber and beat him off the line. Mark would probably have passed him in a normal run, fuelled longer to the second stop, but he didn't get that far.

You can look at it two ways. You can say, 'Wow, here's a guy in what's basically the Minardi team scoring points on merit in the most competitive F1 midfield there's ever been'. Or you can say, 'There's a young, competitive driver in a Red Bull with a better engine, so why shouldn't he take it to the senior team once in a while?' Certainly, since Toro Rosso launched the STR3, Vettel has been right there.

F1 RACES LOSING MONEY IN GERMANY

The Germans, certainly, will be hoping Vettel is the new *wunderkind*. For the third successive grand prix we were at a track hosting a classic race, where there was doubt about the future. One rumour even suggested that Hockenheim was about to go belly-up the morning after the race.

Hockenheim MD Karl-Josef Schmidt firmly denied it. "I heard that last night," he told us on Saturday, "and I don't know where it's spreading from. We have a contract for the race in 2010, and are willing and able to fulfil it."

He did not deny that the German GP operates at a loss of around €3 million: "But Hockenheim does many other things and if you look at our balance sheet you will see that the figures are black."

It was not, he said, life post-Schumi: "The decline in the number of spectators started in 2004, even though Schumacher was at the peak of his career. We have five German drivers and two German teams. Okay, I admit we need a hero like Michael, and perhaps Vettel will be one in 2010. But we have a resolution made last summer by the city council of Hockenheim that, if there should be a lack of liquidity or capital, they would fill it. We are in a safe position."

Nurburging, he pointed out, is in a relatively poor area, and also benefits from a degree of government funding to prop up the race. The alternating deal suits both of them because they only make a thumping loss one year in two.

Can this go on? And can it be right for a country currently boasting 25 per cent of the grand prix grid – with Mercedes and BMW, plus Cologne-based Toyota – to be left hoping Vettel is the next Schumacher and attracts 150,000 through the gates on Sunday so that its race can break even? With the money sloshing around F1, why can't some be reinvested so that tracks have half a chance of making some cash?

At the same time, we were listening to Vijay Mallya explaining that he'd just had lunch with a banker, who was extending a facility to allow the Indians to build a sparkling track in time for 2010. What price the British GP in Delhi?



GERMAN GP
HOCKENHEIM 18-20.7.08
ROUND 10/18



TOP PASS; TOP CLASS

LEWIS HAMILTON WAS SUPREME AT HOCKENHEIM, AND IT WAS ONLY McLAREN'S STRATEGY BLUNDER THAT FORCED HIM TO RACE PAST FELIPE MASSA AND THE REST TO VICTORY. MARK HUGHES REPORTS

Lewis Hamilton had a nagging feeling that this was all too straightforward. He was more than 12 seconds in the lead, the second pitstop window was about to open, and the only thing that could possibly destroy his race now was a safety car – and something told him that's exactly what was about to happen.

Sure enough it did. Timo Glock's Toyota had suffered an apparent right-rear suspension failure as he was exiting the final corner on lap 36, spinning him very hard into the pit wall, off which he bounced to the other side of the track. As Lewis's radio crackled with the message of 'safety car Lewis', he inwardly cursed and went into a well-rehearsed routine: back right off to save fuel, wait for the silver Merc to appear in front of him, then await instructions from the team. When they came, those instructions were somewhat bizarre – don't pit under the safety car; stay out. They were wrong at the time; they were wrong in hindsight. Yet Lewis won anyway. Ron Dennis apologised on the slow-down lap for making the job harder than it should have been. Lewis just laughed. He could afford to.

The bare bones of the race were that Hamilton was *so* much faster than the Ferraris that he still beat them, despite the team's bad safety-car call. That McLaren was faster than Ferrari here wasn't particularly mystifying. That Lewis could demonstrate a level of superiority that didn't even allow Ferrari to punish McLaren's tactical error *was*. The guys at Ferrari were reeling afterwards, unable to account for what had just hit them.

It's only when you dig beneath the surface that you see that for every yin there's a yang. The fact that McLaren goes about things in a very data-heavy, non-intuitive way was responsible not only for the strange safety-car call, but also the fact that the car-driver combination was so devastating. In other words, McLaren might not have got the call wrong had it not been McLaren, but the sheer performance gains of the last few weeks could not have been found were this not McLaren. As such, it's probably unfair to be too critical.

This is a new, improved Hamilton, a driver who is developing as quickly as his car. Hockenheim showed how formidable a combined force they are when they develop together. The background is that, for the first half of the season, he was not as happy with the MP4-23 as he had been with the 2007 car, which responded better to his natural high-entry-speed/oversteer style. The new car was demanding more precision, less steering input, asking him not to be so hard on the front tyres, which he was overworking. In slow and medium-speed corners he'd carry a lot of momentum, the front end would hang on, really working those front tyres, and the rear would go into a shallow slide, even before the apex. The data was showing as much; the McLaren, 'everything analysed to the nth degree' data.

For Silverstone the car got its new four-flap front wing and in the process became yet more exacting – in the dry, at any rate. The car was faster – the data said so – but for Lewis it was yet trickier. Time to decamp to the simulator with the engineers. Between Silverstone and Hockenheim, he went through the full range of implications on his driving technique of the revised car's characteristics. Set-up changes were made in this virtual world, and his every steering, throttle and brake trace was pored over by the boffins. Suggestions were made about what to change, what to refine, what to tweak. He put it all into practice in the real world of Hockenheim testing last week – a different style for a different car – and it worked brilliantly. He carried that through to the race weekend.

Team-mate Heikki Kovalainen felt that he needed yet more front-end grip, and a gurney flap was added to his front wing for the weekend. It gave him the more secure front end he craved, but the airflow it created behind the wing meant the radiators weren't being so well fed. As a consequence, he had to run with the full-size radiator openings. Hamilton, without the gurney flap, could get away with the closed-up apertures, as introduced at Silverstone.

So Lewis's better adaptation to the natural handling of the car had allowed him to have a more aerodynamically efficient set-up. The simulator session, the full understanding of the dynamics, allowed car and driver to develop together and the advantages snowballed. Lewis took a comfortable pole – he could have gone faster, he said – while Heikki was having ragged moments even to get within a couple of tenths of him. In the race, Hamilton was regularly half a second ➔



QUALIFYING
HAMILTON IN THE COMFORT ZONE



Heidfeld couldn't make it through to the shootout



Hamilton gets jump on Massa and Kovalainen at the start



Vettel beat – and wound up – Alonso to the final point



Fans of Inspector Morse's sidekick were out in force

LEWIS HAMILTON'S pole position looked comfortable, like he was extending himself only as far as he needed in a McLaren-Mercedes that has improved a lot. Ferrari never looked quite as strong, its lack of instant front-tyre grip causing time-consuming understeer through the last two turns. The track's grip level had reduced since the warmer conditions of testing the previous week, and this seemed to expose this particular Ferrari weakness. As such, Felipe Massa did well to get within a couple of tenths of Hamilton on the same fuel load, the key being the impressive speed he could maintain through to the apices despite the understeer. Both rather left their respective team-mates gasping.

Heikki Kovalainen, one lap heavier than Hamilton, went a scrappy third, having left the track on both his Q3 runs, albeit only with a left-rear wheel on his final attempt. Prior to that he'd taken two shots at Hamilton's time in Q2, but found himself still 0.2sec adrift. But he was at least in better shape than Kimi Raikkonen, who put his Ferrari only sixth. Part of the reason was a heavier fuel load than Massa – but that accounted for less than half the 0.5sec difference. Kimi felt that the car's balance was destroyed when it was loaded up with fuel, with understeer in some corners, oversteer in others leaving him very confused. Most of the deficit was in the twists of the final sector.

In the space where Raikkonen should have slotted himself into – had both his Q3 runs not been so messy – Jarno Trulli and Fernando Alonso inserted their respective Toyota and Renault, both on fuel loads three laps lighter than Raikkonen's. Trulli's was a great lap in a car he was very happy with. Alonso was almost caught out in Q1 by how much the softer tyre had gained, relative to the harder. "When we put on the softer tyre in Q2 we found almost 0.6sec, whereas in the morning there'd been very little difference," he reported. It meant he only just scraped into Q2 but then flew in Q3. It also played its part in leaving Nelson Piquet unable to get out of Q1.

BMW appears to have fallen behind in the development race. The F1.08 was twitchy all weekend, and particularly difficult through the critical final two turns. Robert Kubica only narrowly squeaked into Q3, where he went seventh. Nick Heidfeld braked too late for the hairpin on his last Q2 run and thereby cost himself a place in the run-off, leaving him 12th. Prior to that he'd been only marginally slower than Kubica.

The Red Bull/Toro Rosso combination got three of its four cars into the run-off, where they qualified eighth, ninth and 10th in the hands of Mark Webber, Sebastian Vettel and David Coulthard. DC had actually outqualified Webber in Q2, but had no soft tyres left for Q3. Vettel looked strong throughout practice, and it seems that the Ferrari engine in the Toro Rosso is currently working better than the Renault in the Red Bull. He too had run out of fresh soft tyres, after using a set in Q1.

Timo Glock's Toyota headed those not making it to Q3. As has happened often this year, he was matching team-mate Trulli until the moment came to deliver the final Q2 flier, where Jarno is consistently able to find those vital couple of tenths. Nico Rosberg's Williams, Jenson Button's Honda and Sebastien Bourdais' Toro Rosso completed the Q2 part of the grid, with Nico feeling that the latest suspension changes to the FW30 had improved the car's aero performance. The Honda had lost 0.7sec since testing, particularly badly affected by the lower grip of the track. Bourdais messed up his final run, but hadn't looked like joining Vettel in Q3, consistently a couple of tenths adrift after having missed most of Friday practice with a gearbox glitch.

Failing to get out of Q1 were Kazuki Nakajima's Williams, Nelson Piquet's Renault (a run-wide hairpin off on his last attempt not helping), Rubens Barrichello's Honda and the Force Indias of Adrian Sutil and Giancarlo Fisichella.



Alonso gets it wrong (again); Rosberg goes by







Timo Glock's crash was catalyst to a thrilling finish



Webber went out after picking up Glock's debris

faster, sometimes almost a second. Had Lewis not appeared at Hockenheim, had Ferrari faced only Kovalainen, then we would have seen the usual close fight between the two teams. But Lewis did appear, did run a more efficient car, did adapt his driving to it – and the net result of that was Ferrari's uncomprehending post-race daze.

Even by the end of the first lap, Hamilton was leading Felipe Massa's Ferrari by 1.8sec. It was partly down to Massa being delayed while defending hard from Kovalainen, partly about the way the Ferrari is slower getting heat into its front tyres than the McLaren. But it was also partly about the devastating pace that Lewis had effectively concealed during the test and even during qualifying. By lap 17 the gap was 11sec, an average of almost 0.65sec per lap. What was the problem with Massa? That's what everyone was asking afterwards, and Massa frowned and shook his head. His brake temperatures were a little high (something that would slow him more in the late stages), his grip didn't feel great, he said. But, actually, he was 5.6sec clear of Kovalainen at the end of the first stint, just emphasising that, if Lewis hadn't been here, Ferrari would have looked very good indeed. There was nothing particularly wrong.

Under this year's safety-car procedural rules, teams leading a race are paranoid about a race going under caution just before they're about to pit. Someone else's accident can force you to stop before the pitlane has been declared open because you're about to run out of fuel, and you get slapped with a drive-through penalty. So if you have a comfortable lead – and 11sec at the first stops was more than comfortable – it makes no sense not to pit early. Hamilton was brought in at the end of lap 18. He had enough fuel on board to have stayed out two laps longer, the same as Massa. Ferrari, as the team doing the chasing, couldn't afford such a luxury and kept Massa out for his full stint.

As Hamilton rejoined with a heavy load of fuel, Massa ran light for those two extra laps, and was fuelled for around 1sec less than the McLaren, allowing him to claw back more than 4sec of that 11sec deficit. But then Hamilton began pulling away all over again, in the zone, driving the car exactly as he'd driven the simulator – and fuelled to run longer than the Ferrari to the second stops, and therefore with the strategic advantage as well as the positional one. Kovalainen pitted a lap after Massa, rejoined 6sec down on the Ferrari and ran at about the same pace. A few seconds behind him, in fourth place once the first stops were completed, ran BMW's Robert Kubica, who'd come out on top of a tight little early-laps scuffle with a group that included Kimi Raikkonen's Ferrari, now in fifth and already half a minute behind Hamilton.

In trying to respond to Hamilton's pace, Ferrari put both Massa and Raikkonen on the softer tyre for the middle stint, in contrast to Hamilton, who stayed with the hard. Turned out the track was still not yet rubbered-in enough to make the softer tyre as good as the hard; there was a graining period to go through, and so Hamilton's advantage over Massa simply increased.

Just prior to Glock's shunt, Hamilton led Massa by 12sec, with Kovalainen 6sec down on the Ferrari and comfortably clear of the well-spaced Kubica, Raikkonen and Toyota's Jarno Trulli. Fernando Alonso had fallen from this group after an incident-packed opening stint, losing out to a particularly resolute Trulli after trying a pass. Sebastian Vettel's Toro Rosso, in seventh, had leapfrogged Alonso by running longer, as had Glock, who made up a load of places by not pitting until lap 29.

BMW's Nick Heidfeld was another late pitter, something that was about to pay him a big reward. Meanwhile, Nelson Piquet had been having a quiet race near the back in his Renault, taking advantage of Kazuki Nakajima spinning the Williams in front of him to go 13th, around 50sec off the lead. He was just pitting on lap 35 when Glock had his accident. The timing could not have been more perfect for the one-stopping Piquet. It was disastrous for Mark Webber, who was prevented from fighting Vettel to the second stop by running over some of the Toyota's debris, this puncturing an oil cooler.

"WE THOUGHT THE SAFETY CAR WASN'T GOING TO BE OUT AS LONG AS IT WAS"
RON DENNIS OWNS UP

The safety car came out while the winded and bruised Glock was attended to, and moments later the pit lane was closed. McLaren pondered what to do. Hamilton's 12sec lead had, of course, just been obliterated. But the obvious thing was still to bring him in as soon as the pit lane opened. It would probably not have cost him position to the others who had stopped, especially as he still had plenty of fuel on board – he'd been fuelled longer than Massa at the first stops *and* had an extra two laps-worth still in there when he'd stopped. Over to Ron Dennis: "With hindsight we probably wouldn't have done it that way. But the thinking was that the safety car wasn't going to be out for as long as it was. The Toyota was behind the



Title contenders Kubica and Raikkonen: both below-par

barriers and we thought the safety car was about to come in the lap after the pit lane was opened. We felt Lewis had enough pace and enough fuel to build up enough of a lead to be able to stay out and extend his lead sufficiently to stay in front. As it was, there was debris to clear and it stayed out for longer [six laps]. Which gave Lewis rather too much to do."

But, with the extra safety-car laps using up much of the fuel McLaren was counting on for the fast laps, and almost everyone – including the Ferraris – pitting the moment the pit lane was opened, it left Hamilton with eight laps in which to make up 23sec! "They told me that on the radio," laughed Lewis, "and I kind of knew it was impossible, so I just nailed it as hard as I could." Running flat-out at the front for eight laps, he got the gap over Massa out to more than 16sec. He was further delayed by exiting the pits behind his team-mate, who stayed ahead for a lap until the team reminded Kovalainen that Hamilton was around 1sec per lap quicker.

Besides which, there were two other guys who hadn't stopped: Heidfeld, because he had enough fuel to run until lap 53 in clear air just behind Lewis after everyone else pitted; Piquet, because he was fuelled to the end. So the BMW led for a few very fast laps: Heidfeld was on the soft tyres now suited to the rubbered-in track and was low-fuelled, but even so setting the race's fastest lap during this time was impressive. He then pitted and rejoined fourth...

...And Piquet was now leading! To his credit, he didn't let the occasion overawe him and he graciously admitted that he was only there by the luck of the draw. He was lapping around 1.5sec slower than Hamilton and so too, oddly, was second-placed Massa, who was making absolutely no inroads on Piquet's 2sec lead. That earlier problem of the Ferrari's brakes running too hot had now developed into a spongy pedal and lots of brake dust. He was unable to lean on the brakes any further. And so, when Hamilton lined him up into the bottom hairpin 10 laps from the end, Massa was powerless to defend. He made a fight of it for the next couple of corners, but trying to go around the outside at the Mercedes hairpin simply invited Lewis to ease him to the grass in front of Mercedes' corporate guests. That fight was now over.

"At that point I thought I'd taken the lead," said Hamilton. "I didn't realise this guy [Piquet] was there too." Hamilton took three laps to size up his former GP2 rival, before nailing him at the same place he'd passed Massa. That dazzling pace had regained him the victory the tactical call had almost lost him.

Piquet pushed hard and stayed error-free, though Massa was in no position to pressure him and had his hands full fending off the healthier BMW of Heidfeld. Kovalainen stayed fifth, with Raikkonen, in sixth, taking advantage of Kubica's dire lack of grip in the final stint due to over-pressured tyres. Vettel's final point for eighth was reward for a good afternoon's work in which he'd aggressively held off Alonso as they exited the pits under the safety car, then passed Trulli by forcing him into an error. Alonso fell further down the order with a spin that lost him 10th to Nico Rosberg's Williams.

With Ferrari sharing the development of its 2008 and '09 cars in a solitary windtunnel, and McLaren-Mercedes having just taken a massive stride thanks in part to the depth of its technical resource, it's difficult not to ponder that the complexion of the championship battle has just changed.

OFFLINE
SIMON STRANG
WEB EDITOR



IN HIS own understated way, Timo Glock fumed silently that he'd failed to make Q3 at Hockenheim on Saturday afternoon. This time, after all, he'd known he had it in him.

He broke the beam at exactly the same time (1m15.560s) as team-mate Jarno Trulli in Q1. But, as Q2 reached a climax, a sharp momentary gust of wind and a difficult second set of tyres denied Glock his pride and forced him to watch the top 10 shootout from the Toyota pit monitors.

For the sixth time this year, he stiffened his resolve, puffed out his chest and put on a smile for his engineers. Meanwhile, Trulli produced another sector-perfect lap to place his TF108 fourth on the grid.

Glock slipped away to face another interminable round of questions about competing in his first home grand prix, and to maybe catch the last minutes of the GP2 race, an event he'd dominated 12 months ago.

What the 26-year-old didn't know at the time was that his lap – and his 11th-place grid position – would provide the catalyst for perhaps the most dramatic race of the year, and what Toyota's Pascal Vasselon described as Glock's best performance to date.

Twenty-four hours later, and no one could have failed to take in Glock's contribution, during which he crashed spectacularly into


Hamilton makes sure he completes move on Massa



Piquet led, but knew he was sitting duck to Hamilton...

the pitwall and booked himself a night's stay in hospital, dazed and bruised.

But if he hadn't fuelled long, thanks to missing the top 10, he might never have crashed when he did, or indeed at all.

The accident brought out the safety car, turned the race on its head, allowed Nelson Piquet a chance to redeem himself and created a platform for a virtuoso Lewis Hamilton victory. But it also brought to an end an outstanding drive from Glock that would probably have placed him sixth, and best of the Germans.

Glock's strategy allowed him to rise to third position as those in front of him pitted. But it was his consistent, relentless pace that had jumped him three places to seventh, 2.4sec behind Sebastian Vettel, after he pitted on lap 29.

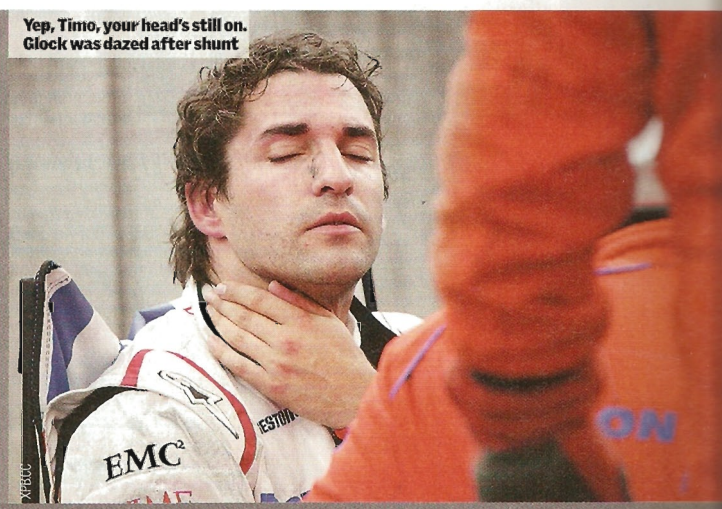
Aware that Glock had four laps' more fuel than Vettel going into the second stops, Toyota got on the radio and told him to push hard and stay in touch. But a lap later, Timo ran wide at Turn 17, his right-rear suspension appeared to fold and he went into the wall.

"He was already heading for P6 without really needing any help," Vasselon explained. "He was already as quick as Sebastian and had four more laps' fuel. He just had to stay behind him.

"It was clearly a very strong race performance. In Montreal he was P4 with the help of the safety car, but this time it was a pure racing performance."

Maybe it was a consolation for Glock, as he lay in his hospital bed under observation, when he found out his fastest race lap was nearly three tenths faster than Trulli's.

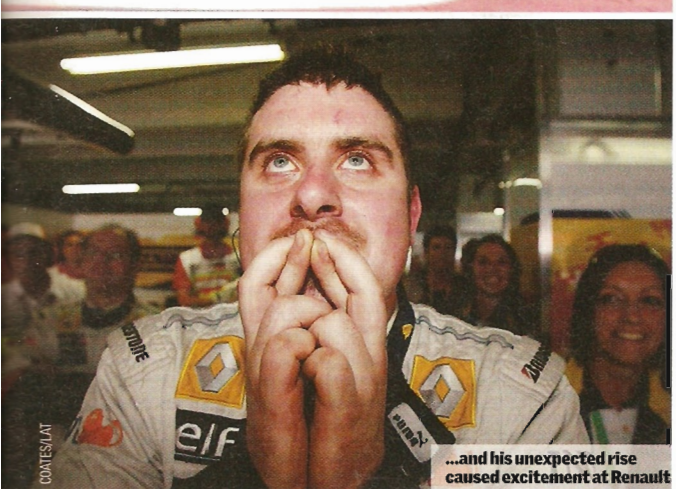
"He is on a very satisfying learning curve and we are quite pleased," concluded Vasselon. "Yes, yes, his future is in front of him."



Yep, Timo, your head's still on. Glock was dazed after shunt

XPB&U





...and his unexpected rise caused excitement at Renault

COATES/LAT

TRACKSIDE VIEW

MARK HUGHES

F1 CONSULTANT EDITOR



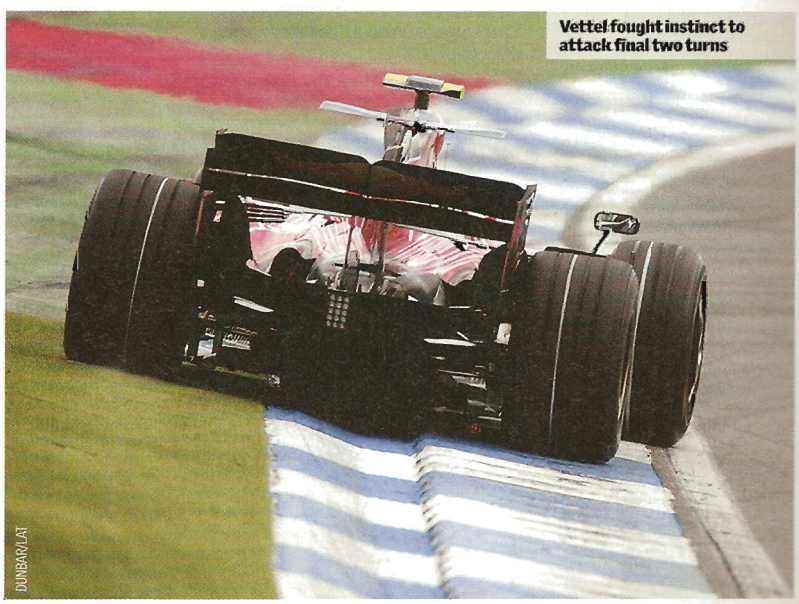
THE LAST two turns for the last time – maybe – at Hockenheim, an on/off F1 relationship of 38 years. Here on Saturday morning, where once there would have been a sea of firecrackers for Schumacher, there are sun-faded and water-washed empty plastic seats, the place not making enough money from a sport that's sick with the stuff.

As the cars are leaving the pitlane in the distance, tail lights flashing, a solitary air horn calls from the crowd – and a response comes via a cowbell! A flurry of installation laps, with only Lewis Hamilton making much of an attack on the pit entry road, kicking up the dust and braking hard up to the speed limit line. Then quiet again as spanner and leak checks are made to engines and transmissions freshly installed for this session. Jenson Button is the first to try a flying lap, delicately feathering the throttle between the two turns in response to the messages the front tyres are giving him. They need more heat in them yet. These two joined turns are understeer generators for most, whole chunks of lap time frittering away as those front tyres struggle for grip.

Sebastian Vettel is mighty here; the Toro Rosso is understeering just like the others as he exits the penultimate turn, 16 but, where others are feathering in response, he's getting hard on the power, reckoning that the slide will have stopped just before he gets to the exit kerb – and it does, just. He does it every time. Felipe Massa is another able to carry a lot of momentum here, in a Ferrari that has visibly weak front-end grip.

The McLaren looks much more grippy. And on Lewis's final run of the softer tyres, it's the rear that lets go here – and he spears off onto the tarmac run-off, off the gas, lap ruined. Move closer to that turn and you see it's actually in a dip, with a bump just before the apex. That bump is a large part of the reason for the understeer; you see the cars bobbing on their springs just where they need the ride height to be consistent. The downforce bleeds off that front wing as the car rises up at just the point where the cornering loads are peaking.

But this weekend may be the last time they have to contend with that problem.


Vettel fought instinct to attack final two turns

DUNBAR/LAT

TECH FOCUS

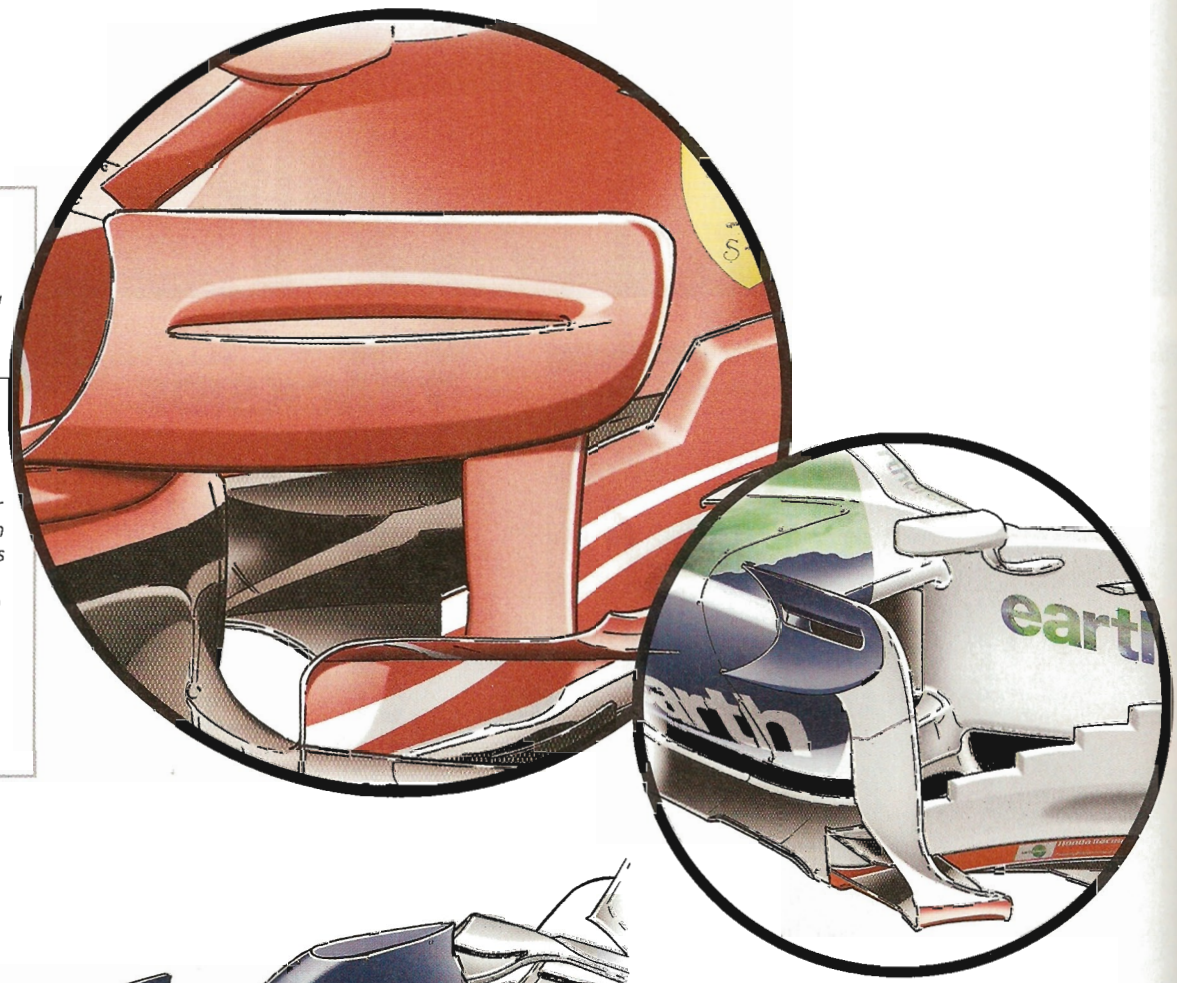
GERMAN GP TECHNICAL UPDATES. BY GIORGIO PIOLA, MARK HUGHES AND GARY ANDERSON

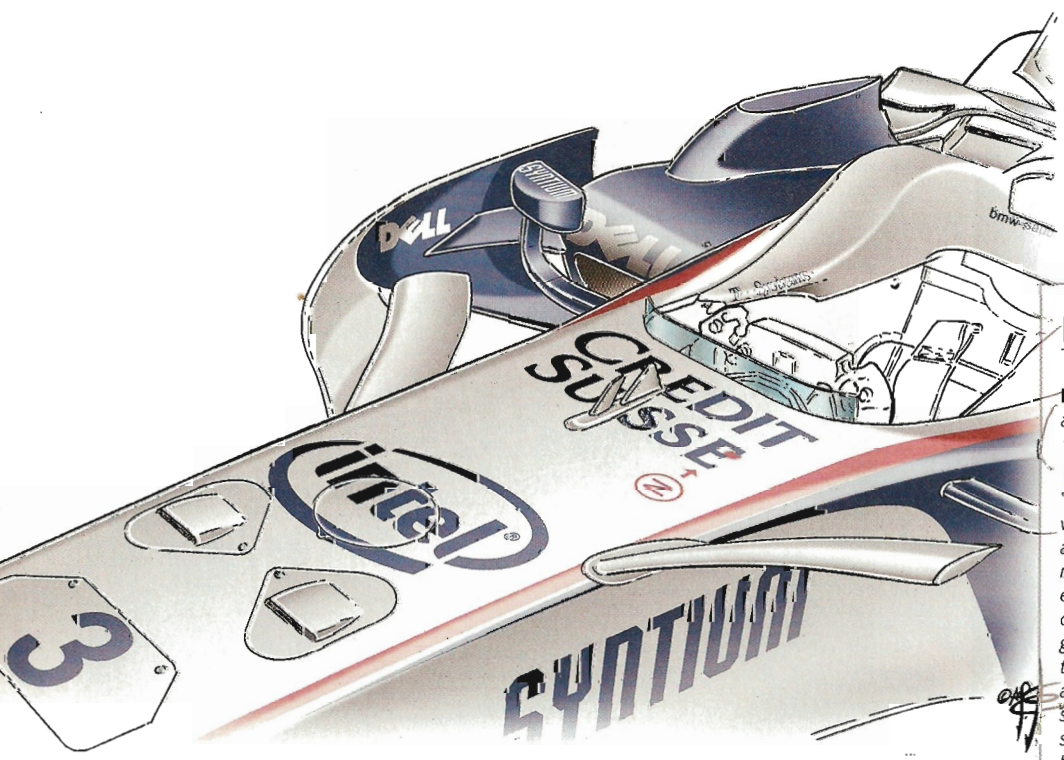
FERRARI AND HONDA BARGEBOARDS

BOTH FERRARI *and Honda introduced these vertical bargeboard extensions, as popularised by BMW.*

GARY ANDERSON:

"The bargeboard area has become very complex. Two or three years ago it was contributing around 10 per cent of the downforce – now it's up to 15 per cent or more. The air is scavenged from beneath the chassis and goes hurtling around this corner. You have a big wake behind the front tyre and that air is trying to mix with that coming in from the bargeboards; the vertical splitter is to keep the airflow coming off the tyre from getting sucked into the undercut of the sidepod and destroying good flow that is helping scavenge from beneath the chassis."





BMW NOSE TURNING VANES

BMW INTRODUCED *new turning vanes atop the nose of the F1.08.*

GARY ANDERSON:

"Most teams have these now. It's a turning vane to get the wake of the front wing after it's finished doing its work to turn and make it help the sidepods. The leading edge of the sidepod, because it falls away quite dramatically, if the airflow is still going up at, say, 10 degrees when it hits that sidepod, will create lift. These vanes are put there to turn the flow so it hits the sidepod at an angle that doesn't induce so much lift. Renault was the first to use it, but the Ferrari one looks the best shape to me, with its long delta section, which would make it more powerful."

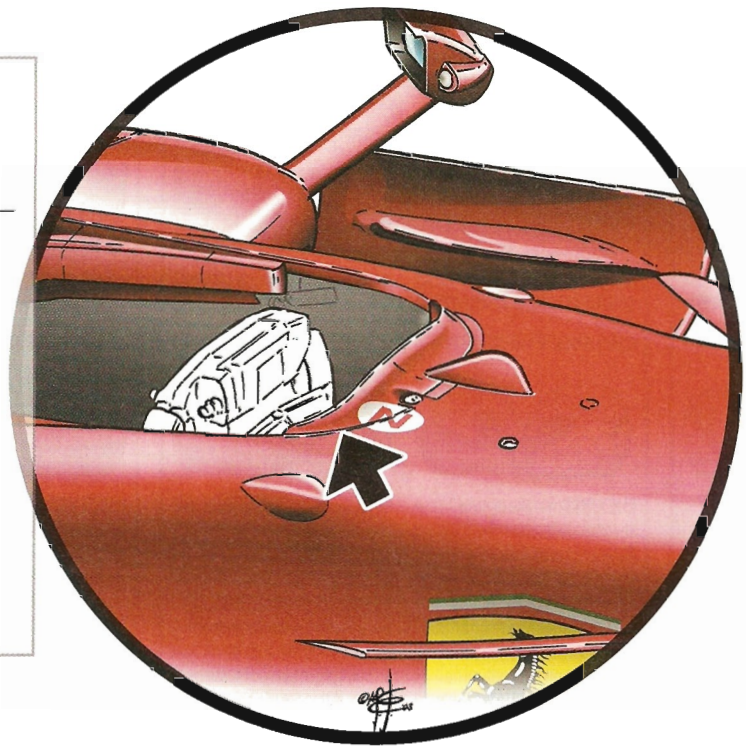
GERMAN GP
HOCKENHEIM 18-20.7.08
ROUND 10/18

FERRARI WINDSCREEN

FERRARI ALTERED *the shape of its windscreen, with more of a curvature from the cockpit in side view.*

GARY ANDERSON:

"There's a dimensional regulation for the cockpit opening and most teams make that the minimum. But there's also a regulation from the steering wheel to the front of the chassis. So there are two overlapping regs defining this area. If you've got the front of the cockpit a bit further forward, when you put on your vertical screen it can affect the airbox and the air feed to the engine. This curvature will change the way the flow rises. You're trying to make it clear the driver's head but not hurt the flow to the airbox. The change may have been made to reduce buffeting on the driver's head or to get better flow to the engine."

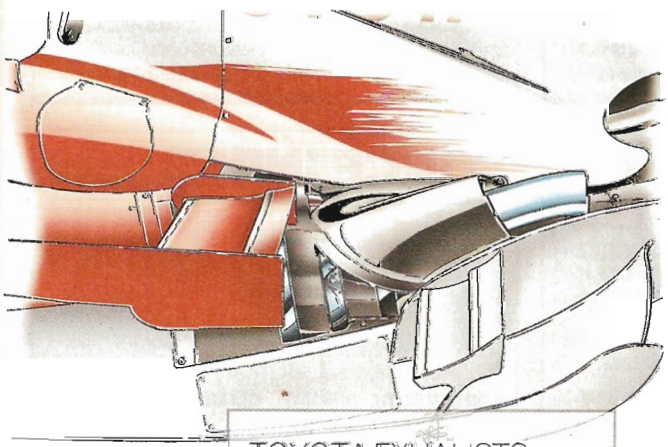


FERRARI EXHAUSTS

FERRARI HAS *modified the bodywork surround for the exhaust exits, creating more space around the pipe.*

GARY ANDERSON:

"This will help extract the hot air from the exhaust better. We saw how Raikkonen's exhaust failed in Magny-Cours and this is probably a response to that. If you're trying to save fuel and maybe get three-quarters of a lap of fuel out to one lap, to allow you to stop a lap later, then you'd run leaner and that can overheat the exhaust. It could also be that getting the bodywork on and off without fouling the exhaust – and maybe they had put on a longer tailpipe to get different power characteristics – was difficult and that may have been a contributory cause of the problem."

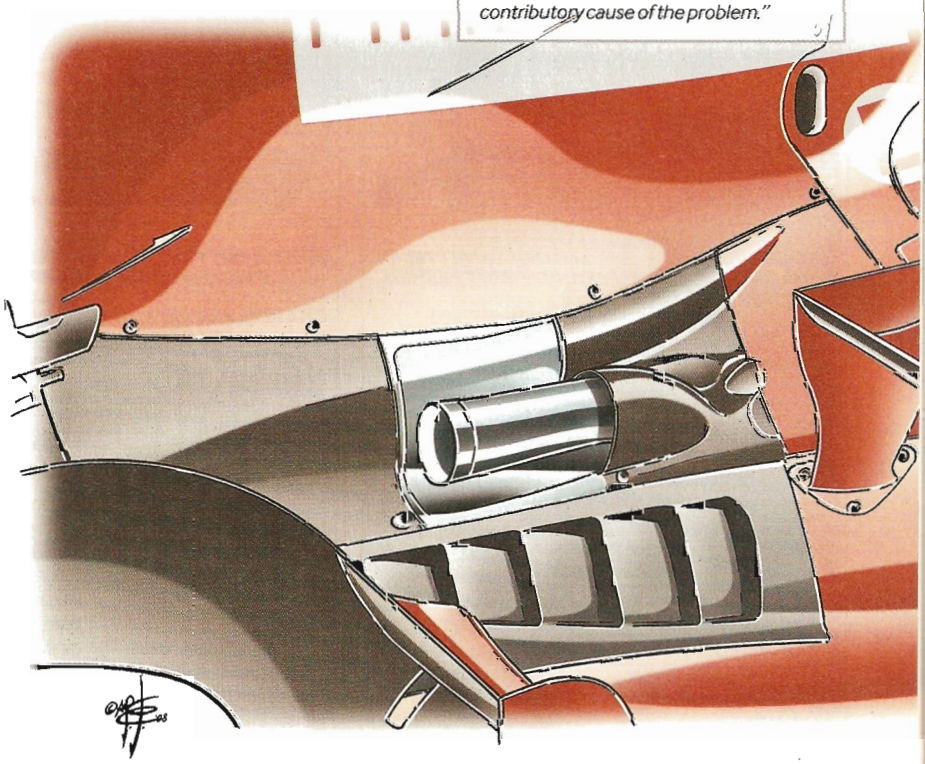


TOYOTA EXHAUSTS AND BODYWORK

TOYOTA REMOVED *the bodywork gills from around the exhausts.*

GARY ANDERSON:

"The nearer the gills are to the Coke bottle section of the lower bodywork, the more they hurt the aerodynamics of the back of the car. You're dragging air from that Coke bottle section – air that is giving you downforce – to feed the gills. So you want the gills on the top surface if possible because that's where you get lift because of the way the engine cover drops down so dramatically at the back. So the air tends to separate, damaging the flow to the rear wing. If you put a gill there it will reduce that, while also helping to extract hot air from the engine bay."



TEAM BY TEAM

BY TONY DODGINS

FERRARI

TEAM BOSS *STEFANO DOMENICALI* **ENGINE** *FERRARI 056*



KIMI RAIKKONEN *(FIN)*
QUALIFIED/FINISHED
6/6
CHASSIS F2008-270



1

KIMI RAIKKONEN spent two days pounding round Hockenheim in last week's test, but still couldn't find a balance he was happy with. He was two tenths shy of Massa in Q2 and could do no better than sixth on the grid, while his team-mate nailed a slot on the front row alongside Lewis Hamilton. Neither Ferrari could match Hamilton's race pace, and the safety car for Timo Glock's crash also played into the hands of the one-stopping Nelson Piquet and

FELIPE MASSA *(BR)*
QUALIFIED/FINISHED
2/3
CHASSIS F2008-267



2

dropped Massa to third. Felipe was struggling with overheating brakes in the closing stages and wasn't in a position to make Hamilton's life any harder than he did after McLaren's 'strategy' gave Ferrari hope. Nor could he even attack Piquet. Raikkonen, gripless, ran seventh in the opening stint, lost out having to be stacked at the safety car stops, but passed Vettel, Trulli and Kubica to claim sixth. Not one of the Scuderia's more convincing performances.

BMW SAUBER

TEAM BOSS *MARIO THEISSEN* **ENGINE** *BMW P86/8*



NICK HEIDFELD *(D)*
QUALIFIED/FINISHED
12/4
CHASSIS F1.08-07



3

THE FIRST mistake of note anyone could remember from Kubica came on Friday morning when he lost the back end at turn 12 on a wet track and thumped the tyre barrier. The team fettled the left side of the car in time for the afternoon session and he qualified seventh. He was only 14th in Q1 after being blocked by a Force India and only made Q2 by a tenth. Heidfeld found tyre graining on his first Q2 run and locked up on his second, failing to make Q3 for the third time in

ROBERT KUBICA *(PL)*
QUALIFIED/FINISHED
7/7
CHASSIS F1.08-03



4

five races. With a free strategy he chose a long first stint and stayed out during the safety car period when everyone stopped. Happy with the car, he was able to pull away, make a second stop and set fastest lap en route to finishing right behind Massa's Ferrari. Kubica made two places on lap one, courtesy of Alonso squeezing Trulli, but struggled for grip later on the prime tyre with a heavy fuel load, had to give best to Raikkonen and came home a disappointed seventh.

RENAULT

TEAM BOSS *FLAVIO BRIATORE* **ENGINE** *RENAULT RS27*



FERNANDO ALONSO *(E)*
QUALIFIED/FINISHED
5/11
CHASSIS R28-02



5

WIDELY CONTRASTING fortunes for Alonso and Piquet saw Fernando fifth on the grid and Nelson failing to progress from Q1. It was tough for Nelson to swallow considering less than two tenths separated him from 10th-placed Webber. Alonso served notice of genuine speed with fourth quickest Q2 time, just 0.35sec from Hamilton's pace-setting time, and his fifth-place on the grid was not courtesy of a light fuel load. In the race their fortunes took an about-turn with

NELSON PIQUET *(BR)*
QUALIFIED/FINISHED
17/2
CHASSIS R28-01



6

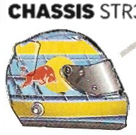
a one-stop strategy and the safety car working perfectly for Nelson, putting him in the lead. He knew Hamilton was 1sec quicker and on a circuit where overtaking is probable rather than possible, he did nothing silly when Lewis attacked. The rest he could control and he took a fine second. Alonso lost a place to Kubica on lap one as he attacked Trulli, then another to Raikkonen as Jarno defended. He finished at the back of a Vettel-Trulli-Rosberg train after a spin on lap 58.

TORO ROSSO

TEAM BOSS *FRANZ TOST* **ENGINE** *FERRARI 056*



SEBASTIEN BOURDAIS *(F)*
QUALIFIED/FINISHED
15/12
CHASSIS STR3-01



14

BOURDAIS MANAGED just 16 laps on Friday morning and 14 in the afternoon, his sessions spoiled by a flywheel sensor and gearbox problems respectively. Vettel, his senior-team promotion for '09 confirmed, was doing great things with the other STR3. Fifth quickest on Saturday morning, he repeated that in Q1 and then split the Red Bulls in Q2 before going on to be the only one of the five German 'home' drivers to make it into Q3. He had what Franz Tost described as his

SEBASTIAN VETTEL *(D)*
QUALIFIED/FINISHED
9/8
CHASSIS STR3-03



15

best race to date to score an excellent point, beating a strong Toyota and demonstrating his racecraft and pluck in an entertaining scrap with Alonso. Bourdais ran with Heidfeld early on and finished on Fernando's tail despite having to be stacked behind Vettel at the safety car pitstops. He set a fastest lap that was in the top 10 and proved the team has made strides and must now be considered part of the super-tight scrap involving all bar McLaren, Ferrari and Force India.

HONDA

TEAM BOSS *ROSS BRAWN* **ENGINE** *HONDA RA808E*



JENSON BUTTON *(GB)*
QUALIFIED/FINISHED
14/17
CHASSIS RA108-02



16

HONDA HAD a decent pre-race test in Germany but, like most teams, found conditions on Friday did not translate. The big issues were braking stability and traction, and Button only just managed to get out of Q1, while Barrichello had to be content reflecting that the last time he started 18th at Hockenheim—with Ferrari in 2000—he won! Button's 14th place on the grid was reckoned to be the maximum achievable by the RA108. Both struggled for race

RUBENS BARRICHELLO *(BR)*
QUALIFIED/FINISHED
18/DNF
CHASSIS RA108-04

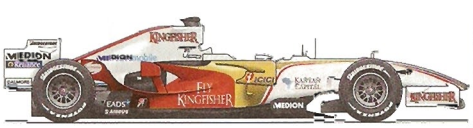


17

pace, with Button in particular trouble on the prime tyre after his first stop, to such an extent that the team rushed him in to put the options back on when Glock had his crash, which is why he was not permitted to overtake the safety car and finished last, a lap down. Rubens ran to lap 31 and had he been able to go a little further, the race would have come to him just as it did for Piquet. Instead he got tangled up with DC's Red Bull, damaged a bargeboard and was out after 50 laps.

FORCE INDIA

TEAM BOSS *VIJAY MALLYA* **ENGINE** *FERRARI 056*



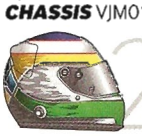
ADRIAN SUTIL *(D)*
QUALIFIED/FINISHED
19/16
CHASSIS VJM01/02



20

WITH JUST two seconds covering the entire grid in Q1, the latest Force India developments, including running the new wheel spinners, had found a little pace, but the team still needs more single-lap speed and continued to prop up the grid. Sutil's second run was his best but he lost a couple of tenths running wide at the last corner, while Fisichella was never happy with the balance and also hit traffic in the last sector on his best lap. Sutil demonstrated decent race pace

GIANCARLO FISICHELLA *(I)*
QUALIFIED/FINISHED
20/14
CHASSIS VJM01/04



21

but fell behind Fisichella due to the way the safety car panned out. Fisi struggled for grip early on but found the car better on the option tyre and pitted early when the safety car came out. Having done so, however, he should not have unlapped himself and so attracted a 25sec penalty. Do the safety car regulations need to be this complicated? Sutil's best race laps were on a par with Honda and Nakajima, and the team now looks forward to running its quick-shift gearbox.

WILLIAMS

TEAM BOSS *FRANK WILLIAMS* **ENGINE** *TOYOTA RVX-08*



NICO ROSBERG *(D)*
QUALIFIED/FINISHED *13/10*
CHASSIS FW30-05



KAZUKI NAKAJIMA *(J)*
QUALIFIED/FINISHED *16/15*
CHASSIS FW30-04



KAZUKI NAKAJIMA lost a bit of track time on Friday with a misfire and blamed his failure to make it out of Q1 on too conservative an approach to sector three. He was only a tenth too slow in a hugely competitive mid-grid pack. Rosberg was always in the top 10 in free practice but missed out by 0.15sec when things turned serious. "I thought we had a decent chance to make it into Q3, but it didn't quite play out like that," Nico said, still confident of a strong race. He lost a place off the start but drove a combative race, finishing just 4.5sec shy of Vettel's Toro Rosso, which claimed the final point. Nakajima was stuck in traffic early on, lost out with the timing of the safety car and then picked up some debris under the car which gave him understeer and cost him more time. The offending item freed itself eventually and the balance returned, but too late to get him home any better than 15th.

RED BULL

TEAM BOSS *CHRISTIAN HORNER* **ENGINE** *RENAULT RS27*



DAVID COULTHARD *(GB)*
QUALIFIED/FINISHED *10/13*
CHASSIS RB4-03



MARK WEBBER *(AUS)*
QUALIFIED/FINISHED *8/DNF*
CHASSIS RB4-04



WITH RED Bull announcing the arrival of Sebastian Vettel to partner Webber next year, for the moment the team was concentrating on trying to beat the German aboard the sister Toro Rosso. Webber lost track time with an electrical problem on Friday and then found himself behind DC in Q2. He qualified eighth, admitting Hockenheim was one of the more difficult tracks in terms of getting the car right, while DC, with a truck-load of fuel on board, understeered off on his second run but was optimistic about Sunday. It was misplaced as he was pushed wide by Heidfeld in T1 and spent the first 12 laps stuck behind Button. Later he was battling with Barrichello when they had the kind of coming together that belied a combined 495 races. DC made it home 13th. Webber was beaten away by Vettel and ran behind him to the stops, then suffered his first mechanical failure of '08 when Glock's debris punctured an oil cooler.

TOYOTA

TEAM BOSS *TADASHI YAMASHINA* **ENGINE** *TOYOTA RVX-08*



JARNO TRULLI *(I)*
QUALIFIED/FINISHED *4/9*
CHASSIS TF108-05



TIMO GLOCK *(D)*
QUALIFIED/FINISHED *11/DNF*
CHASSIS TF108-02



EVEN AFTER data analysis Toyota was still at a loss to explain its qualifying blip at Silverstone, but was happy with Trulli's fourth place here, which was a season best. He'd been in touch in Q2 —seventh—and with only Hamilton having a smaller Q2-Q3 time difference, you suspected Jarno would be one of the first pit callers on Sunday, but it was still a good effort. Glock again missed out on Q3 by just 0.02sec, which the team calculated to represent a couple of metres. Jarno was squeezed by Alonso at the hairpin and the pair lost a place to Kubica, but the Toyota continued a stern defence of fifth place. Raikkonen came by at the first stop, and Piquet and Heidfeld via strategy/luck, but Jarno was still on course for a point until he made a mistake as he struggled with grip on the prime tyre and allowed Vettel by. At the time of writing the team was still conducting an investigation into Glock's big shunt coming onto the pit straight on lap 36.

McLAREN

TEAM BOSS *RON DENNIS* **ENGINE** *MERCEDES-BENZ F0108V*



LEWIS HAMILTON *(GB)*
QUALIFIED/FINISHED *1/1*
CHASSIS MP4-23/06



HEIKKI KOVALAINEN *(FIN)*
QUALIFIED/FINISHED *3/5*
CHASSIS MP4-23/05



THE McLARENS and Ferraris looked evenly matched, but Hamilton took his third pole of the year with a fine lap a couple of tenths clear of Massa. Kovalainen was half a second slower. Unhappy with the rear of the car in slow-speed corners on Friday, he was happier in qualifying but still lost the rear end entering the Stadium section on his first run, and followed up with a spot of rallycrossing at the final corner on his last attempt. Lewis was fabulous again on race day but the team made it tough for him with the unfathomable decision not to bring him in during the safety car period. He rejoined fourth, Heikki let him by and then it was a good job he didn't have to pass a Ferrari and a Renault driven by the likes of Schumacher and Alonso... But he was peerless for the second successive race and did a great job. Kovalainen struggled with oversteer in the first stint but still managed to pull off a great move to repass Kubica and bring the car home fifth.

TYRE CHOICES

DRIVERS	TYRE CHOICE BY RACE STINT			
KIMI **RAIKKONEN**	HARD	MEDIUM	MEDIUM	
FELIPE **MASSA**	HARD	MEDIUM	HARD	
NICK **HEIDFELD**	MEDIUM	MEDIUM	HARD	
ROBERT **KUBICA**	MEDIUM	MEDIUM	HARD	
FERNANDO **ALONSO**	HARD	MEDIUM	HARD	
NELSON **PIQUET JR**	HARD	MEDIUM		
NICO **ROSBERG**	MEDIUM	MEDIUM	HARD	
KAZUKI **NAKAJIMA**	MEDIUM	MEDIUM	HARD	
DAVID **COULTHARD**	MEDIUM	MEDIUM	HARD	
MARK **WEBBER**	MEDIUM	MEDIUM	HARD	DNF
JARNO **TRULLI**	MEDIUM	MEDIUM	HARD	
TIMO **GLOCK**	MEDIUM	MEDIUM	DNF	
SEBASTIEN **BOURDAIS**	HARD	MEDIUM	HARD	
SEBASTIAN **VETTEL**	MEDIUM	MEDIUM	HARD	
JENSON **BUTTON**	MEDIUM	HARD	MEDIUM	MEDIUM
RUBENS **BARRICHELLO**	MEDIUM	MEDIUM	HARD	DNF
ADRIAN **SUTIL**	HARD	HARD	MEDIUM	
GIANCARLO **FISICHELLA**	HARD	MEDIUM	MEDIUM	
LEWIS **HAMILTON**	HARD	HARD	MEDIUM	
HEIKKI **KOVALAINEN**	HARD	HARD	MEDIUM	



'Eat my dust,' said Lewis Hamilton. And everyone did

FERRARI/LAT

GERMAN GP
HOCKENHEIM 18-20.7.08
ROUND 10/18



Massa's Ferrari leads the pursuit of Hamilton's out-of-shot McLaren

PRACTICE 1
FRIDAY

Pos	Driver	Time
1	Lewis **HAMILTON**	1m15.537s
2	Heikki **KOVALAINEN**	1m15.666s
3	Felipe **MASSA**	1m15.796s
4	Fernando **ALONSO**	1m16.163s
5	Kimi **RAIKKONEN**	1m16.327s
6	Nico **ROSBERG**	1m16.606s
7	Sebastian **VETTEL**	1m16.618s
8	Nick **HEIDFELD**	1m16.719s
9	Kazuki **NAKAJIMA**	1m16.821s
10	Nelson **PIQUET**	1m17.063s
11	David **COULTHARD**	1m17.108s
12	Jenson **BUTTON**	1m17.131s
13	Timo **GLOCK**	1m17.185s
14	Mark **WEBBER**	1m17.268s
15	Giancarlo **FISICHELLA**	1m17.471s
16	Rubens **BARRICHELLO**	1m17.500s
17	Jarno **TRULLI**	1m17.556s
18	Adrian **SUTIL**	1m17.784s
19	Robert **KUBICA**	1m18.779s
20	Sebastien **BOURDAIS**	1m21.506s

Weather Damp but drying track

PRACTICE 2
FRIDAY

Pos	Driver	Time
1	Lewis **HAMILTON**	1m15.025s
2	Felipe **MASSA**	1m15.722s
3	Kimi **RAIKKONEN**	1m15.760s
4	Heikki **KOVALAINEN**	1m15.990s
5	Mark **WEBBER**	1m16.017s
6	Fernando **ALONSO**	1m16.230s
7	Nico **ROSBERG**	1m16.355s
8	Robert **KUBICA**	1m16.363s
9	Nick **HEIDFELD**	1m16.377s
10	David **COULTHARD**	1m16.378s
11	Sebastian **VETTEL**	1m16.422s
12	Jarno **TRULLI**	1m16.530s
13	Jenson **BUTTON**	1m16.542s
14	Rubens **BARRICHELLO**	1m16.677s
15	Nelson **PIQUET**	1m16.734s
16	Timo **GLOCK**	1m16.781s
17	Kazuki **NAKAJIMA**	1m16.829s
18	Sebastien **BOURDAIS**	1m16.860s
19	Adrian **SUTIL**	1m17.008s
20	Giancarlo **FISICHELLA**	1m17.047s

Weather Dry

PRACTICE 3
SATURDAY

Pos	Driver	Time
1	Heikki **KOVALAINEN**	1m15.621s
2	Felipe **MASSA**	1m15.693s
3	Lewis **HAMILTON**	1m15.839s
4	Fernando **ALONSO**	1m15.943s
5	Sebastian **VETTEL**	1m16.037s
6	Jarno **TRULLI**	1m16.133s
7	Nelson **PIQUET**	1m16.161s
8	Mark **WEBBER**	1m16.196s
9	Kimi **RAIKKONEN**	1m16.380s
10	Nico **ROSBERG**	1m16.405s
11	Jenson **BUTTON**	1m16.447s
12	David **COULTHARD**	1m16.515s
13	Kazuki **NAKAJIMA**	1m16.530s
14	Timo **GLOCK**	1m16.636s
15	Sebastien **BOURDAIS**	1m16.808s
16	Nick **HEIDFELD**	1m16.906s
17	Adrian **SUTIL**	1m16.938s
18	Rubens **BARRICHELLO**	1m17.189s
19	Giancarlo **FISICHELLA**	1m17.312s
20	Robert **KUBICA**	1m17.469s

Weather Dry



Snapper Ferrari tired of shooting ugly racing cars

QUALIFYING
HEAD TO HEAD

RAIKKONEN	4-6	MASSA
HEIDFELD	1-9	KUBICA
ALONSO	10-0	PIQUET
ROSBERG	8-2	NAKAJIMA
COULTHARD	1-9	WEBBER
TRULLI	8-2	GLOCK
BOURDAIS	4-6	VETTEL
BUTTON	5-5	BARRICHELLO
SATO	2-2	DAVIDSON
SUTIL	4-6	FISICHELLA
HAMILTON	7-3	KOVALAINEN



"Sorry," said Hockenheim's hat seller, "only small left..."

QUALIFYING

Pos	Driver	Qualifying 1	Qualifying 2	Qualifying 3
1	Lewis **HAMILTON**	1m15.218s	1m14.603s	**1m15.666s**
2	Felipe **MASSA**	1m14.921s	1m14.747s	**1m15.859s**
3	Heikki **KOVALAINEN**	1m15.476s	1m14.855s	**1m16.143s**
4	Jarno **TRULLI**	1m15.560s	1m15.122s	**1m16.191s**
5	Fernando **ALONSO**	1m15.917s	1m14.943s	**1m16.385s**
6	Kimi **RAIKKONEN**	1m15.201s	1m14.949s	**1m16.389s**
7	Robert **KUBICA**	1m15.985s	1m15.109s	**1m16.521s**
8	Mark **WEBBER**	1m15.900s	1m15.481s	**1m17.014s**
9	Sebastian **VETTEL**	1m15.532s	1m15.420s	**1m17.244s**
10	David **COULTHARD**	1m15.975s	1m15.338s	**1m17.503s**
11	Timo **GLOCK**	1m15.560s	**1m15.508s**	-
12	Nick **HEIDFELD**	1m15.596s	**1m15.581s**	-
13	Nico **ROSBERG**	1m15.863s	**1m15.633s**	-
14	Jenson **BUTTON**	1m15.993s	**1m15.701s**	-
15	Sebastien **BOURDAIS**	1m15.927s	**1m15.858s**	-
16	Kazuki **NAKAJIMA**	**1m16.083s**	-	-
17	Nelson **PIQUET**	**1m16.189s**	-	-
18	Rubens **BARRICHELLO**	**1m16.249s**	-	-
19	Adrian **SUTIL**	**1m16.657s**	-	-
20	Giancarlo **FISICHELLA**	**1m16.963s**	-	-

Weather Dry

THE RACE
FINISHING POSITIONS, POINTS AND LAPS COMPLETED/TIMES

Pos	Driver	Team	Laps	Total Time	Fastest	Ave mph	Pitted
1	Lewis **HAMILTON**	McLaren	67	**1h31m20.874s**	**1m16.039s**	**125.102**	2
2	Nelson **PIQUET**	Renault	67	+5.586s	**1m16.910s**	124.974	1
3	Felipe **MASSA**	Ferrari	67	+9.339s	**1m16.502s**	124.889	2
4	Nick **HEIDFELD**	BMW Sauber	67	+9.825s	**1m15.987s**	124.878	2
5	Heikki **KOVALAINEN**	McLaren	67	+12.411s	**1m16.495s**	124.819	2
6	Kimi **RAIKKONEN**	Ferrari	67	+14.483s	**1m16.342s**	124.772	2
7	Robert **KUBICA**	BMW Sauber	67	+22.603s	**1m16.610s**	124.588	2
8	Sebastian **VETTEL**	Toro Rosso	67	+33.282s	**1m16.772s**	124.347	2
9	Jarno **TRULLI**	Toyota	67	+37.199s	**1m17.023s**	124.258	2
10	Nico **ROSBERG**	Williams	67	+37.658s	**1m17.380s**	124.248	2
11	Fernando **ALONSO**	Renault	67	+38.625s	**1m17.115s**	124.227	2
12	Sebastien **BOURDAIS**	Toro Rosso	67	+39.111s	**1m16.969s**	124.215	2
13	David **COULTHARD**	Red Bull	67	+54.971s	**1m16.994s**	123.859	2
14	Giancarlo **FISICHELLA**	Force India	67	+59.093s	**1m18.208s**	123.767	2
15	Kazuki **NAKAJIMA**	Williams	67	+1m00.003s	**1m17.691s**	123.747	2
16	Adrian **SUTIL**	Force India	67	+1m09.488s	**1m17.889s**	123.536	2
17	Jenson **BUTTON**	Honda	66	-1 lap	**1m17.636s**	122.332	3
Ret	Rubens **BARRICHELLO**	Honda	50	accident damage	**1m17.986s**	120.324	2
Ret	Mark **WEBBER**	Red Bull	40	engine	**1m17.206s**	121.949	2
Ret	Timo **GLOCK**	Toyota	35	accident	**1m16.712s**	129.406	0

Fastest lap Nick HEIDFELD 1m15.987s (128.464mph) on lap 52 **Weather** Dry

GRID



1 LEWIS HAMILTON
McLAREN 1m15.666s



2 FELIPE MASSA
FERRARI 1m15.859s



3 HEIKKI KOVALAINEN
McLAREN 1m16.143s



4 JARNO TRULLI
TOYOTA 1m16.191s



5 FERNANDO ALONSO
RENAULT 1m16.385s



6 KIMI RAIKKONEN
FERRARI 1m16.389s



7 ROBERT KUBICA
BMW SAUBER 1m16.521s



8 MARK WEBBER
RED BULL 1m17.014s



9 SEBASTIAN VETTEL
TORO ROSSO 1m17.244s



10 DAVID COULTHARD
RED BULL 17.503s



11 TIMO GLOCK
TOYOTA 1m15.508s



12 NICK HEIDFELD
BMW SAUBER 1m15.581s



13 NICO ROSBERG
WILLIAMS 1m15.633s



14 JENSON BUTTON
HONDA 1m15.701s



15 SEBASTIEN BOURDAIS
TORO ROSSO 1m15.858s



16 KAZUKI NAKAJIMA
WILLIAMS 1m16.083s



17 NELSON PIQUET
RENAULT 1m16.189s



18 RUBENS BARRICHELLO
HONDA 1m16.246s



19 ADRIAN SUTIL
FORCE INDIA 1m16.657s



20 GIANCARLO FISICHELLA
FORCE INDIA 1m16.963s

SEASON SO FAR
POINTS AND POSITIONS

POS		PTS	AUS	MAL	BRN	E	TR	MC	CDN	F	GB	D	H	EU	B	I	SGP	PRC	J	BR
1	Lewis HAMILTON	58	1st	5th	13th	3rd	2nd	1st	ret	10th	1st	1st								
2	Felipe MASSA	54	ret	ret	1st	2nd	1st	3rd	5th	1st	13th	3rd								
3	Kimi RAIKKONEN	51	8th	1st	2nd	1st	3rd	9th	ret	2nd	4th	6th								
4	Robert KUBICA	48	ret	2nd	3rd	4th	4th	2nd	1st	5th	ret	7th								
5	Nick HEIDFELD	41	2nd	6th	4th	9th	5th	ret	2nd	13th	2nd	4th								
6	Heikki KOVALAINEN	28	5th	3rd	5th	ret	12th	8th	9th	4th	5th	5th								
7	Jarno TRULLI	20	ret	4th	6th	8th	10th	13th	6th	3rd	7th	9th								
8	Mark WEBBER	18	ret	7th	7th	5th	7th	4th	12th	6th	10th	ret								
9	Fernando ALONSO	13	4th	8th	10th	ret	6th	10th	ret	8th	6th	11th								
10	Rubens BARRICHELLO	11	dsq	13th	11th	ret	14th	6th	7th	14th	3rd	ret								
11	Nelson PIQUET	11	ret	11th	ret	ret	15th	ret	ret	7th	ret	2nd								
12	Nico ROSBERG	8	3rd	14th	8th	ret	8th	ret	10th	16th	9th	10th								
13	Kazuki NAKAJIMA	8	6th	17th	14th	7th	ret	7th	ret	15th	8th	15th								
14	David COULTHARD	6	ret	9th	18th	12th	9th	ret	3rd	9th	ret	13th								
15	Sebastian VETTEL	6	ret	ret	ret	ret	17th	5th	8th	12th	ret	8th								
16	Timo GLOCK	5	ret	ret	9th	11th	13th	12th	4th	11th	12th	ret								
17	Jenson BUTTON	3	ret	10th	ret	6th	11th	11th	11th	ret	ret	17th								
18	Sebastien BOURDAIS	2	7th	ret	15th	ret	ret	ret	13th	17th	11th	12th								
19	Giancarlo FISICHELLA	0	ret	12th	12th	10th	ret	ret	ret	18th	ret	14th								
20	Takuma SATO	0	ret	16th	17th	13th	-	-	-	-	-	-								
21	Anthony DAVIDSON	0	ret	15th	16th	ret	-	-	-	-	-	-								
22	Adrian SUTIL	0	ret	ret	19th	ret	16th	ret	ret	19th	ret	16th								



Did Bernie spot that awful Millets tent on the infield?

COATES/LAT

CONSTRUCTORS' STANDINGS

1	FERRARI	105	1	10	18	18	16	6	4	18	5	9
2	BMW SAUBER	89	8	11	11	5	9	8	18	4	8	7
3	McLAREN-MERCEDES	86	14	10	4	6	8	11	0	5	14	14
4	TOYOTA	25	0	5	3	1	0	0	8	6	2	0
5	RED BULL-RENAULT	24	0	2	2	5	2	4	6	3	0	0
6	RENAULT	23	5	1	0	0	3	0	0	3	3	8
7	WILLIAMS-TOYOTA	16	9	0	1	2	1	2	0	0	1	0
8	HONDA	14	0	0	0	3	0	3	2	0	6	0
9	TORO ROSSO-FERRARI	9	2	0	0	0	0	5	1	0	0	1
10	FORCE INDIA-FERRARI	0	0	0	0	0	0	0	0	0	0	0
11	SUPER AGURI-HONDA	0	0	0	0	0	-	-	-	-	-	-

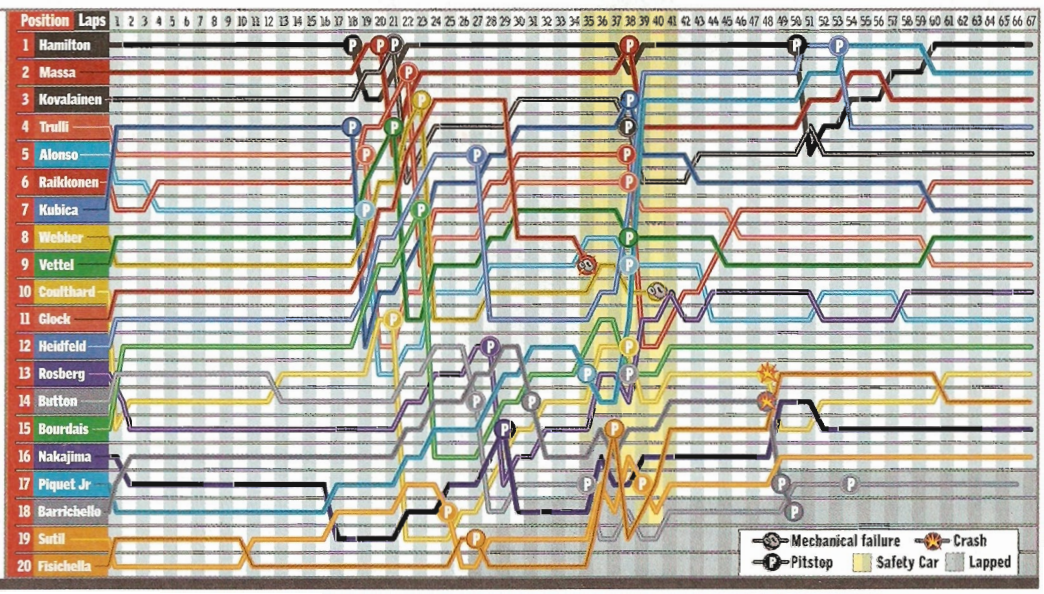


The last few GPs have been a blur for Kubica

FERRARI

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

LAP BY LAP



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RACEREPORT

GP2
Hockenheim
18-20.7.08
ROUND 6/10



ITALY BEATS FRANCE ON PENA

GP2 emulated the 2006 World Cup when Giorgio Pantano inherited a win from Romain Grosjean. By CHARLES BRADLEY

WASHE robbed, or did Romain Grosjean deserve the penalty that cost him victory on Saturday? Those were the two trains of thought after the GP2 feature race. Grosjean won it brilliantly on the road in ever-changing track conditions (his best victory ever, he thought), but in doing so he passed a backmarker under waved yellow flags. The decision was harsh, but it was probably fair, and it gave series leader Giorgio Pantano the win.

Sunday's race was more straightforward: Karun Chandhok bounced back from a poor start to score the sort of victory that will do his confidence a world of good after a miserable run of Sunday mornings this year.

After his inherited victory on Saturday, it's just as well that Pantano could afford a slip-up on Sunday, for he got dragged into a skirmish with Andy Soucek that broke his car.

Meanwhile, a podium finish for Bruno Senna kept his own title hopes alive.

FEATURE RACE

After 35 laps of tedium, this race came alive with just five laps remaining when the heavy skies finally unloaded their contents.

Pantano had dominated qualifying to put his Racing Engineering car on pole from the ART Grand Prix machine of Grosjean, and eased away from the Frenchman at the beginning of the race.

Third qualifier Andi Zuber had a clutch-sensor issue at the start and stalled, so Arden's Sebastien Buemi took third.

Behind Lucas di Grassi, Senna ran fifth. The iSport man had struggled in qualifying, but in the race fought an impressive rearguard action against the second Racing Engineering car of Javier Villa, before setting about the Campos entry of fellow Brazilian di Grassi.

After a fine battle, Senna grabbed fourth with a smart 'switchback' move at the Spitzkehre hairpin, which meant he had 12 laps to catch and pass Buemi for a spot on the podium. Seven laps later, the rain came and turned the race on its head.

Senna spun at Mobil Kurve, bouncing across the gravel and grass. The iSport team made the call to switch him to rain tyres, confident in its weather forecast, which had predicted the rain's arrival to the minute. There was another factor here: Senna could hear gravel rattling inside the rear wheels, which has led to punctures or wheel failures in the past.

Senna rejoined ninth, over a minute behind leader Pantano who, like the majority, stayed on slicks. On the next lap di Grassi was in for wets, and so was Senna's team-mate Chandhok, who had been running seventh behind Villa.

The rain only soaked half of the circuit, so those on slicks were tiptoeing around some parts, and flat-out at others. Grosjean, 2.5sec behind Pantano before the downpour, appeared to zone into the conditions with a superhuman feel. Helped by the Italian understeering off at turn two, he confidently lunged past him at the Mercedes Arena with three and a half laps to go and then quickly pulled away.

Meantime, a crazy situation unfolded at the Sachs Kurve. Car after car ploughed into the gravel, led by Buemi, who was followed into his gravel car park by Mike Conway, Jerome d'Ambrosio and Vitaly Petrov. "I just locked the front wheels and couldn't release them in time to make the corner," sighed Buemi, who had thrown away a podium finish.

It was while these cars were being retrieved by marshals that Grosjean lapped Marko Asmer, who he felt had been holding him up for half a lap, under waved yellows. "I saw blue flags for him, but I didn't see the yellow ones," he said.

The rain abated, briefly making those on wets look like fishes out of water – Senna slid wide at turn two and in the Merc Arena, while Chandhok went straight on at Spitzkehre. On slicks, Villa was up to third ahead of fellow dry runners Alvaro Parente (Super Nova) and Zuber



Premature joculation: Grosjean lost win to Pantano (in car)

DUNBAR/LAT



DUNBAR/LAT

Pantano wins start from Grosjean, Buemi and di Grassi

LTIES



COATES/LAT

Sunday sprint gave Chandhok his first win of 2008 season

(Piquet Sports).

Then the rain returned, and a rejuvenated Senna passed Zuber with a brave move on the kerbs at the kink before the Mercedes Arena.

Parente outbraked himself at Spitzkehre, allowing Senna up to fourth, but the rain eased off again, so Parente repassed Senna into turn one at the start of the last lap. "My car just wouldn't stop, no matter how much I wound the brake bias to the rear," said Senna.

The shower moved back to the Sachs Kurve again, which had dried out since its earlier chaos, but was not ready to welcome more Dallaras into its dead-car park. Grosjean and Pantano wriggled through to finish first and second – with the points leader admitting he simply wasn't prepared to take the same risks as Grosjean – but Villa locked up and stuffed his podium finish firmly into the tyrewall.

Seconds later he was joined by Zuber, who was trying to outbrake Senna on what he assumed would be a dry track. Wrong! He overtook him going backwards, before thumping the tyres. "Suddenly it was like I was driving on ice," said Zuber.

Parente finished third, ahead of Senna, the duelling di Grassi (who had lost fifth gear and had a fuel-pressure problem) and Pastor Maldonado (Piquet Sports), Soucek and Chandhok.

Hours after the race, Charlie Whiting's decision to add 25sec to Grosjean's race time reversed the top two positions, so Pantano accepted his fourth win of the season and Grosjean was left feeling sorry for himself.



Senna, on wets, battles slick-shod Parente and Zuber

COATES/LAT

SPRINT RACE

Chandhok thought that his reverse-grid pole was only fair, as he reckoned that switching to rain tyres had cost him seventh place on Saturday.

The Indian's advantage didn't last long. The iSport team had changed his clutch overnight, and Chandhok lit up the tyres at the start. Soucek and Maldonado, next up on the grid, were slow away too, so it was a quicksilver di Grassi who rocketed around the outside of the front row to lead into the first corner.

Di Grassi held a 1sec lead as he crossed the finish line for the first time, but Chandhok was soon right on his tail. It was evident the Campos car was in trouble, and it transpired his fuel-system problem from Saturday had been misdiagnosed as mechanically-caused rather than electrical. He signalled his discontent by shaking his fist at the pitwall!

Chandhok got a great run in turn two and outdragged di Grassi around the Parabolika sweeper. Di Grassi outbraked

LAP BY LAP
FEATURE RACE

LAP	
1	**Pantano leads Grosjean; Zuber stalls from P3**
29	Senna passes di Grassi for fourth
30	**Villa passes Chandhok for P6**
34	Villa passes di Grassi for fifth
36	**Rain. Senna spins at Mobil and pits for wets. Buemi, Conway, d'Ambrosio and Petrov crash at Sachs Kurve**
37	Grosjean passes Pantano for the lead; di Grassi and Chandhok pit for wets
38	**Senna passes Zuber for fifth**
39	Senna passes Parente for fourth
40	**Parente repasses Senna; Villa and Zuber crash at Sachs**

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LAP BY LAP
SPRINT RACE

LAP	
1	**Di Grassi leads from fourth on the grid; Grosjean hit by Parente; Filippi crashes out after collision with Herck**
3	Chandhok passes di Grassi for lead; Pantano hits third-placed Soucek, breaks steering column
4	**Zuber passes di Grassi for P2**
5	Senna passes Parente
8	**Maldonado punts di Grassi off and loses front wing**
11	Grosjean passes Parente for P4
12	**Villa passes Parente – fifth**
18	Buemi passes Conway with round-the-outside move



Villa (11) gets around clashing Soucek (7) and Pantano in sprint



Di Grassi (left) has shaken fist; now he loses lead to Chandhok

him down the inside at Spitzkehre, but Chandhok knew he'd drag past him on the exit, and was in front by Merc Arena.

Behind them, Pantano tripped over third-placed Soucek at Spitzkehre and pushed him into a spin. "I wasn't trying to pass him – there was just no space for me because he closed the door," said Pantano, who was forced out with broken steering.

From 11th on the grid, Zuber was up to third after a barnstorming start and first couple of laps, and he just missed that accident (strange, because he usually gets involved in them). He took second when he mirrored Chandhok's pass on di Grassi a lap later. Chandhok was 1.5sec ahead, but by lap eight of 27 Zuber was right with him.

For the next 19 laps, Zuber was never more than a second behind, but his only chance to pass came when Chandhok ran wide at turn one in the aero wake of backmarker Diego Nunes, which prompted some colourful language over the radio and gave Zuber a shot at getting past at turn two and Spitzkehre. Zuber got close, but admitted: "Chandhok drove a very good race, no mistakes."

Chandhok recorded his second win at this level, while Senna (who made a bad start but passed a struggling Parente at Spitzkehre), caught Zuber in the closing stages. "I wish the race had been a bit longer," he rued. "Zuber was getting a bit out of shape in the last few laps."

Senna had been promoted to the podium after Maldonado punted di Grassi into a huge spin at Spitzkehre. "He braked so early it was incredible," said Pastor. "On my next lap around I saw the tyre marks at the 150-metre board, and I don't brake until the 100-metre board."

A subdued Grosjean, who had lost ground at the start in a clash of wheels with Parente, worked his way up to fourth, nipping past Villa before pulling off a nice lunge on Parente. Alvaro was struggling with his brakes, and lost a further place to Villa. "That was a lot of sweat for one point," said Parente, whose pitlane speed limiter developed a mind of its own and activated itself three times during the race.

SAKON'S ART PROJECT

YAMAMOTO SURPRISES AS HE REPLACES FILIPPI

BETWEEN PRE-SEASON title tip Luca Filippi and habitual Formula 1 tailender Sakon Yamamoto, guess who outqualified the other at Hockenheim... We'll give you a clue: he was driving the ART Grand Prix car that Filippi had walked away from last week.

The fact that 11th place on Saturday's feature-race grid was Yamamoto's best-ever GP2 qualifying result said a lot for the fact that he'd finally got himself into a frontrunning car after his time with Super Aguri and Spyker (in F1) and BCN Competicion (in GP2).

"I haven't raced since the Brazilian GP last year, so it's a long time to be out of racing," he said. "I'd say qualifying was the highlight of my weekend, but I know I can do better in this team. I don't really know the situation with Filippi, but I'm happy to join this team in his place. This car has lots of potential, so I can't wait for Hungary [the next round]."

Yamamoto's races didn't go to plan. He showed his race rustiness by dropping to 15th early on, but he was into the top 10 when he was one of many to crash out in the rain. On Sunday he hit the barrier on the opening lap, but got back in to raise his mileage by 20 laps.

Filippi also recorded two DNFs, crashing out in the rain at the South Kurve on Saturday after battling against a brake problem for much of the race, and crossing the startline on three wheels on Sunday after clashing with Michael Herck straight from the lights.

Still, Filippi was happy with his switch: "I didn't see the motivation [at ART] that I see within Arden. I still have a chance to prove that I can still score points, podiums, and then get back to the top."



Yamamoto tangles with Boutsen. No, sorry, it's Jerome d'Ambrosio

RESULTS GP2 Series, Hockenheim (D), July 18-20, round 6 of 10

RACE 1 – 40 LAPS, 113.689 MILES

Pos	Driver (nationality)	Team	Result	Qual	Grid
1	**Giorgio Pantano** (I)	Racing Engineering	59m03.426s	1m21.650s	1
2	**Romain Grosjean** (F)	ART Grand Prix	+14.004s*	1m21.934s	2
3	**Alvaro Parente** (P)	Super Nova International	+43.248s	1m22.391s	7
4	**Bruno Senna** (BR)	iSport International	+45.658s	1m22.216s	6
5	**Lucas di Grassi** (BR)	Barwa Campos Team	+49.205s	1m22.172s	5
6	**Pastor Maldonado** (YV)	Piquet Sports	+49.410s	1m22.969s	15
7	**Andy Soucek** (E)	Super Nova International	+50.768s	1m22.992s	16
8	**Karun Chandhok** (IND)	iSport International	+1m08.417s	1m22.759s	10
9	**Alberto Valerio** (BR)	Durango	+1m36.478s	1m23.378s	19
10	**Javier Villa** (E)	Racing Engineering	39 laps – accident	1m22.560s	8
11	**Andi Zuber** (A)	Super Nova International	39 laps – accident	1m22.004s	3
12	**Sakon Yamamoto** (J)	ART Grand Prix	39 laps – accident	1m22.788s	11
13	**Ho-Pin Tung** (NL)	Trident Racing	-1 lap	1m23.264s	17
14	**Marko Asmer** (EST)	FMS International	-1 lap	1m24.011s	24
15	**Adrian Valles** (E)	BCN Competicion	-1 lap	1m24.273s	25
16	**Carlos Iaconelli** (BR)	BCN Competicion	-1 lap	1m23.913s	23
17	**Michael Herck** (B)	DPR	-1 lap	1m24.641s	26
18	**Roldan Rodriguez** (E)	FMS International	-2 laps	1m23.497s	22
R	**Sebastien Buemi** (CH)	Trust Team Arden	35 laps – accident	1m22.171s	4
R	**Mike Conway** (GB)	Trident Racing	35 laps – accident	1m23.433s	20
R	**Vitaly Petrov** (RUS)	Barwa Campos Team	35 laps – accident	1m22.587s	9
R	**Jerome d'Ambrosio** (B)	DAMS	35 laps – accident	1m22.907s	14
R	**Luca Filippi** (I)	Trust Team Arden	33 laps – accident	1m22.802s	12
R	**Diego Nunes** (BR)	DPR	33 laps – accident	1m23.434s	21
R	**Davide Valsecchi** (I)	Durango	23 laps – accident dam	1m23.320s	18
R	**Kamui Kobayashi** (J)	DAMS	0 laps – clutch	1m22.459s	13**

Winner's average speed 115.504mph. Fastest lap **Pantano**, 1m24.454s (121.154mph). *25-sec penalty; **5-place grid penalty

RACE 2 – 27 LAPS, 76.740 MILES

Pos	Driver	Result	Grid
1	**Chandhok**	38m27.955s	1
2	**Zuber**	+0.702s	11
3	**Senna**	+1.274s	5
4	**Grosjean**	+4.947s	7
5	**Villa**	+10.893s	10
6	**Parente**	+16.383s	6
7	**Tung**	+17.423s	13
8	**Buemi**	+18.364s	19
9	**Conway**	+21.808s	24*
10	**Kobayashi**	+22.554s	23
11	**d'Ambrosio**	+27.503s	25*
12	**Petrov**	+28.832s	26*
13	**Asmer**	+34.160s	14
14	**Valsecchi**	+34.854s	22
15	**Valerio**	+35.468s	9
16	**Rodriguez**	+36.769s	18
17	**Iaconelli**	+41.765s	16
18	**Maldonado**	+46.526s	3
19	**Soucek**	-1 lap	2
20	**Nunes**	-1 lap	21
R	**Yamamoto**	20 laps – running	12
R	**Valles**	9 laps – accident damage	15
R	**di Grassi**	7 laps – accident	4
R	**Pantano**	2 laps – broken steering	8
R	**Herck**	0 laps – accident	17
R	**Filippi**	0 laps – accident	20

Winner's speed 119.700mph. Fastest lap **Kobayashi**, 1m24.253s (121.443mph).

CHAMPIONSHIP TABLES

Pos	Driver	Points
1	**Pantano**	63
2	**Senna**	48
3	**Grosjean**	34
4	**di Grassi**	28
5=	**Chandhok**	26
5=	**Parente**	26
7	**Buemi**	25
8	**Zuber**	24
9	**Maldonado**	21
10	**Petrov**	20

KEY R=Retired.

CHAMPIONSHIP POINTS
Race 1
10-8-6-5-4-3-2-1 for the first eight finishers. Two points for pole position, one point for fastest lap.
Race 2
Grid decided by finishing order of Race 1, with top eight reversed.
6-5-4-3-2-1 for first six finishers. One point for fastest lap.

Next round: Hungaroring (H), August 2-3

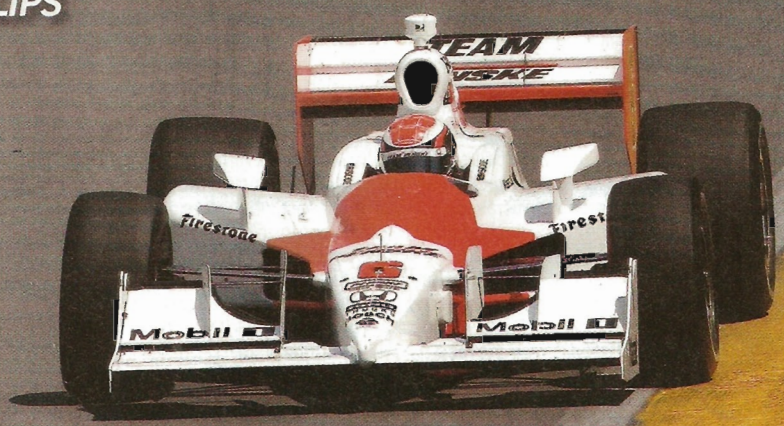
RACE REPORT

INDYCAR
Mid-Ohio
18-20.7.08
ROUND 13/18



CAPTAIN BRAVEMAN

Ryan Briscoe relied on an inspired, if a little risky, strategy call from veteran team boss Roger Penske to head a team one-two. By DAVID PHILLIPS



IN A RACE that began with the field on rain tyres on a rapidly drying track, Team Penske didn't necessarily make the perfect calls in the early stages of Sunday's Mid-Ohio IndyCar race.

Pit and fuel strategy proved critical, and Team Penske got it spot on when it most mattered. As a result, Ryan Briscoe drove to his second 2008 IndyCar Series win and, with team-mate Helio Castroneves right behind him at the finish, led a team Penske one-two ahead of Chip Ganassi Racing's points leader Scott Dixon.

"It was an interesting race," said Briscoe who, like most of the early front runners, played it safe on the change to slick tyres. "At one point we fell back in the pack because we stayed out one too many laps on the wets.

"But I knew we could get back to the lead with Roger calling the strategy. He's awesome. My experience with Penske Racing all through last year in the ALMS taught me that when you have those situations where something would happen and you fall back in the pack, through his experience Roger always finds a way to have you pit at the right time and get you back to the front. Today was a perfect case of that."

Although it might not have seemed critical at the time, the key pitstop came with 62 laps remaining. Having waited until lap six to switch to slick tyres, Briscoe was mired in the midfield when Penske made the call to stop again on lap 23.

"After we were on slicks, for us it was all about pitting as soon as we thought we could do the race with one more stop," said Briscoe. "So it became a three-stop strategy, as opposed to the two-stop strategy it would have been for a full-on dry race. We took the gamble of pitting a bit early on that second stop to try to gain track position... and a couple of laps later a full course yellow came. We had already done our stop so when everybody else pitted we just cycled to the front. That was the turning point in the race. From that point on it was all about speed."

Briscoe had plenty of pace, in fact he only lost the lead again for three laps when he made his final stop on lap 55. But in the latter stages of the race he also had a buffer in the form of Bruno Junqueira. The Brazilian was working a gambling strategy of his own – in concert with team owner Dale Coyne – that meant he tried to stretch his fuel load from his second pitstop on lap 44 through to the finish on lap 85. He would need a bevy of full-course yellows, and superb fuel mileage.

"ROGER ALWAYS FINDS A WAY TO PIT YOU AT THE RIGHT TIME"
BRISCOE: PLEASED WITH BOSS MR PENSKE

"I was getting better fuel mileage than anyone," said Junqueira. "3.5 miles per gallon. But we had radio transmission problems and I couldn't hear when the yellows came or when the restarts were coming, but I still didn't have any problems keeping Helio behind me. He didn't even try to pass me."

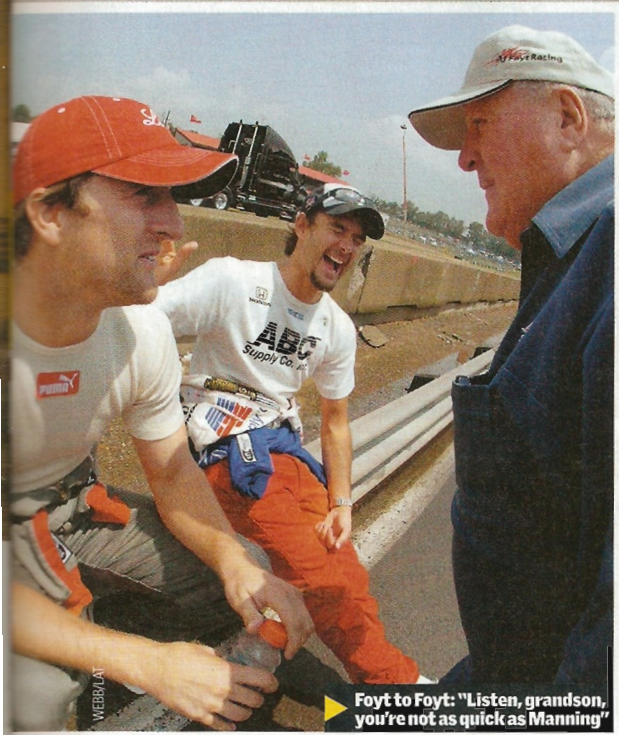
Junqueira may have made the mileage, but he didn't get the yellows he needed and had to stop for fuel on lap 77. By then, Castroneves and Dixon – who had fallen behind Briscoe after a more conventional pitstop strategy and made their second stops on lap 27 during a full-course yellow – were more than a dozen seconds behind the leader.

"It's one of those races that even if you try, it's like you're swimming and you're never going to get there because the current is so strong," said Castroneves. "Once you fall back between fifth and sixth everybody's on pretty much the same strategy. We were waiting for a situation or an opportunity. Unfortunately, that opportunity is sometimes hard to grasp.



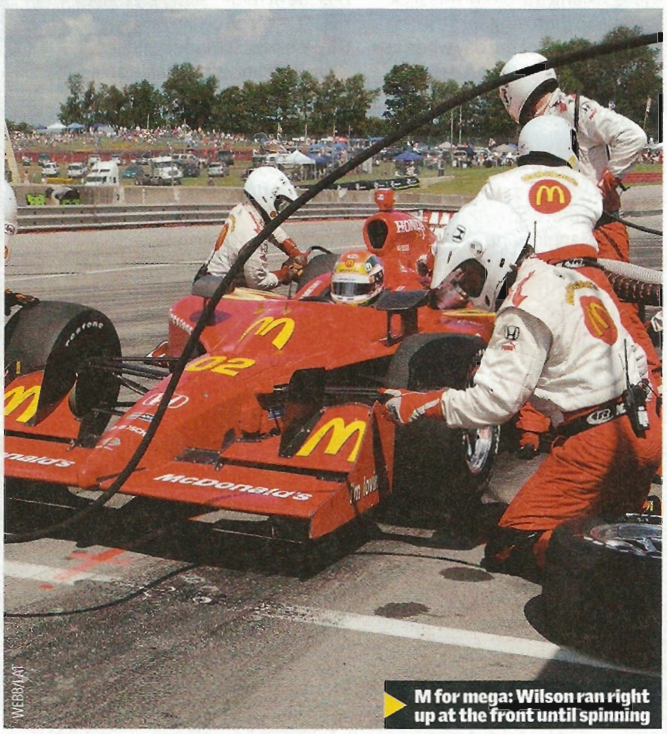
Dixon took third behind Penske pair Briscoe and Castroneves

STREET/LAT



WEBB/LAT

Foyt to Foyt: "Listen, grandson, you're not as quick as Manning"



WEBB/LAT

M for mega: Wilson ran right up at the front until spinning

LAP BY LAP

1	**Castroneves leads from Briscoe; Wilson up to third**
2	Wilson past Briscoe for second; Power and Rahal pit for slicks
5	**Wilson passes Castroneves but then pits. He spins at turn one and falls to 17th**
6	Briscoe pits for slicks; Manning leads
13	**Meira leads Manning**
23	Briscoe pits for tyres/fuel
27	**Leaders pit for tyres and fuel; Wilson leads**
39	Wilson pits; Briscoe leads
43	**Briscoe leads Moraes; Wilson/Dominguez tangle**
55	Briscoe/Dixon/Manning pit
56	**Moraes leads**
57	Moraes pits for tyres and fuel
60	**Briscoe leads Junqueira**
61	Dixon passes Power for fourth
73	**Kanaan passes Manning for seventh place**
75	Briscoe leads Junqueira
77	**Junqueira pits for fuel only; Briscoe leads Castroneves**
85	Briscoe wins

We just have to sit and wait."

In addition to playing a conservative pitstop strategy, Dixon was delayed by a jammed wheel nut on his second stop and fell in behind the man trying to overhaul him in the championship race. With one eye on Castroneves and the other eye on his mirrors, the Kiwi was driving a circumspect race.

"We're definitely trying to win," he said, "but it's sort of step by step. You look at the people you're racing. When it comes down to Helio we probably wouldn't make big dives on each other because we know we're racing each other for the championship. But, say one of the other guys is racing me, he's going to make more aggressive moves. He's got nothing to lose. That's what you've got to more careful of."

In the end, the guys behind Dixon were not close enough to make any moves – aggressive or not – on him. They were more concerned with not taking each other out of the race, particularly as it was KV Racing team-mates Will Power and Oriol Servia. In the team's first visit to Mid-Ohio with the Dallara-Honda, both drivers struggled to come to grips with the rollercoaster track's idiosyncrasies. After qualifying 12th, Power made a big gain in performance in the morning warm-up and further benefited from being among the first to stop for rain tyres.

Thereafter he was always at or near the front, although any chance of a win probably went away when his team made the "conventional" strategy call on his second stop, dropping him into the mix behind Briscoe and Castroneves, then putting him fourth when Dixon got past following the final pitstop. Servia had qualified better (eighth), but waited a lap or two too long before fitting wet tyres.

"We had a car that could win today," Servia said. "We could have chosen a crazy strategy and maybe been a hero, but having a car that could contend at the front was a smarter thing to do, was more logical, as we definitely need those championship points."

Vitor Meira did choose a crazy strategy, pitting for slicks at the end of the first lap and subsequently leading for 20 laps before going conservative, pitting with the rest on the lap 25 caution and then fighting his



Wheldon (left) and Power scrap early on. The Aussie was fourth

LEVITT/LAT

way back to sixth in the latter two thirds of the race.

Tony Kanaan finished a subdued seventh – a position he conceded was roughly where his car should have finished – while Darren Manning, another earlier caller for slick tyres, came home eighth ahead of Hideki Mutoh who ran a quiet race marked by conservative strategy on the switch to slicks and fuel stops.

The race was anything but quiet for a number of other competitors however. Justin Wilson drove a storming first few laps, charging from fourth to second place in the first two laps, but spun down the order when he skidded through a pool of water exiting the pits on his slick tyres, and then triggered the biggest shunt of the day when he banged wheels with the lapped car of Mario Dominguez on a mid-race restart. Marco Andretti, who had run in the top four before a spin, was eliminated in the ensuing accident that also delayed Darren Manning and AJ Foyt IV.

Mario Moraes was another driver to finish the race pondering what might have been. Like his team-mate, the young Brazilian benefitted from cagey strategy by car owner Dale Coyne and found himself running in second place behind Briscoe at mid-distance, even taking the lead on lap 56 when the Penske car made its final stop. But soon after making his final stop, Moraes planted the car in the sand trap at turn four.

"I was trying to push and just locked up the rear tyres," he said. "I don't know about top-three, but for sure we would have been in the top five."

As it was, the top five was reserved for those who didn't make any mistakes, And, in the case of Briscoe and Roger Penske, those who got their strategy exactly right when it really counted.

PARALLEL UNIVERSE

BACKMARKERS WERE DELIGHTED WITH THEIR LOT

PERHAPS THE most bizarre sight following the race at Mid-Ohio was that of Milka Duno and Marty Roth high fiving and hugging in the pitlane. A visitor from some parallel universe might have thought that Ms Duno and Mr Roth had just engaged in one of the all-time classic duels, think Mears v Johncock at Indy in '82, Fittipaldi v Unser Jr at Indy in '89 or Mansell v Tracy at New Hampshire in '93.

Rather the parallel universe is the one inhabited by Ms Duno and Mr Roth; the one that somehow makes them delighted to have waged a riveting 'duel' for last place on the road over the course of 85 laps at Mid-Ohio... or in the case of the Canadian and the Venezuelan, 80 and 79 laps respectively (including five full-course yellows that reset the field). For those keeping score, that would be three and four laps fewer than Mario Dominguez managed, despite one spin into the tyre wall and another terrifying trip into the gravel trap in turn four after his car lost its rear wing at 185mph – not to mention the lengthy extraction/pitstop to replace said rear wing.

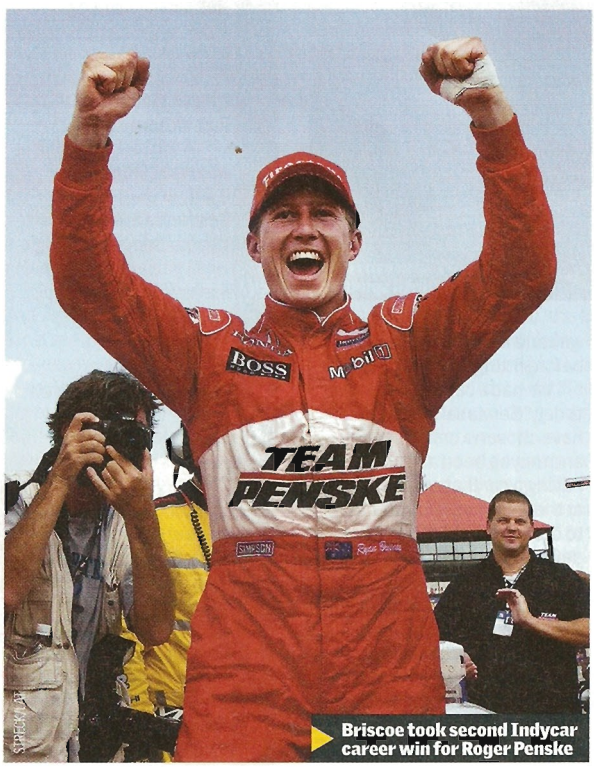
But what else could be expected from two drivers who qualified 3.66 (Roth) and 5.02 (Duno) seconds behind polesitter Helio Castroneves, who are occasionally barred from racing by the IndyCar stewards for being too slow?

Just what each thinks he or she is accomplishing remains a mystery. So too is the fact that they continue to do so when Ms. Duno supplants a talented driver (Townsend Bell) in the Dreyer & Reinbold Racing car, and a host of Canadians (how about Paul Tracy, Alex Tagliani and James Hinchcliffe?) would do a much better job.



Duno (front) and Roth again gave their critics plenty of ammunition

INGHAM/GETTY



Briscoe took second Indycar career win for Roger Penske

SPEEDLAT

RESULTS IndyCar Series, Mid-Ohio (USA), July 18-20, round 13/18

85 LAPS, 191.930 MILES

Pos	Driver (nationality)	Team	Chassis-engine	Result	Qual	Grid
1	**Ryan Briscoe** (AUS)	Team Penske	Dallara-Honda	2h01m22.8496s	1m07.2657s	2
2	**Helio Castroneves** (BR)	Team Penske	Dallara-Honda	+7.2640s	1m07.2480s	1
3	**Scott Dixon** (NZ)	Chip Ganassi Racing	Dallara-Honda	+7.6967s	1m07.5930s	6
4	**Will Power** (AUS)	KV Racing	Dallara-Honda	+12.7569s	1m08.0678s	12
5	**Oriol Servia** (E)	KV Racing	Dallara-Honda	+13.4713s	1m07.8447s	8
6	**Vitor Meira** (BR)	Panther Racing	Dallara-Honda	+14.9934s	1m08.0034s	11
7	**Tony Kanaan** (BR)	Andretti Green Racing	Dallara-Honda	+15.2597s	1m07.5750s	5
8	**Darren Manning** (GB)	AJ Foyt Racing	Dallara-Honda	+17.5053s	1m09.1560s	21
9	**Hideki Mutoh** (J)	Andretti Green Racing	Dallara-Honda	+18.0084s	1m07.9031s	10
10	**Ryan Hunter-Reay** (USA)	Rahal Letterman Racing	Dallara-Honda	+19.2100s	1m08.3444s	15
11	**Justin Wilson** (GB)	Newman/Haas/Lanigan	Dallara-Honda	+28.8880s	1m07.5442s	4
12	**Danica Patrick** (USA)	Andretti Green Racing	Dallara-Honda	+34.6822s	1m08.3609s	20
13	**Bruno Junqueira** (BR)	Dale Coyne Racing	Dallara-Honda	+39.7940s	1m07.8689s	9
14	**Jaime Camara** (BR)	Conquest Racing	Dallara-Honda	+51.5572s	1m10.5110s	25
15	**Ed Carpenter** (USA)	Vision Racing	Dallara-Honda	+1m19.9192s	1m09.0310s	22
16	**Graham Rahal** (USA)	Newman/Haas/Lanigan	Dallara-Honda	-1 lap	1m08.0459s	14
17	**Dan Wheldon** (GB)	Chip Ganassi Racing	Dallara-Honda	-1 lap	1m08.3379s	13
18	**AJ Foyt IV** (USA)	Vision Racing	Dallara-Honda	-1 lap	1m09.3607s	23
19	**Mario Dominguez** (MEX)	Pacific Coast Motorsports	Dallara-Honda	-2 laps	1m08.0742s	16
20	**Buddy Rice** (USA)	Dreyer & Reinbold Racing	Dallara-Honda	-3 laps	1m07.7551s	7
21	**Marty Roth** (CDN)	Roth Racing	Dallara-Honda	-5 laps	1m10.9141s	24
22	**Ernesto Viso** (YV)	HVM Racing	Dallara-Honda	-5 laps	1m08.4668s	17
23	**Milka Duno** (YV)	Dreyer & Reinbold Racing	Dallara-Honda	-6 laps	1m12.2709s	26
24	**Mario Moraes** (BR)	Dale Coyne Racing	Dallara-Honda	61 laps – spun off	1m08.5580s	19
25	**Marco Andretti** (USA)	Andretti Green Racing	Dallara-Honda	41 laps – accident	1m07.4107s	3
26	**Enrique Bernoldi** (BR)	Conquest Racing	Dallara-Honda	8 laps – accident	1m08.2645s	18

CHAMPIONSHIP TABLE

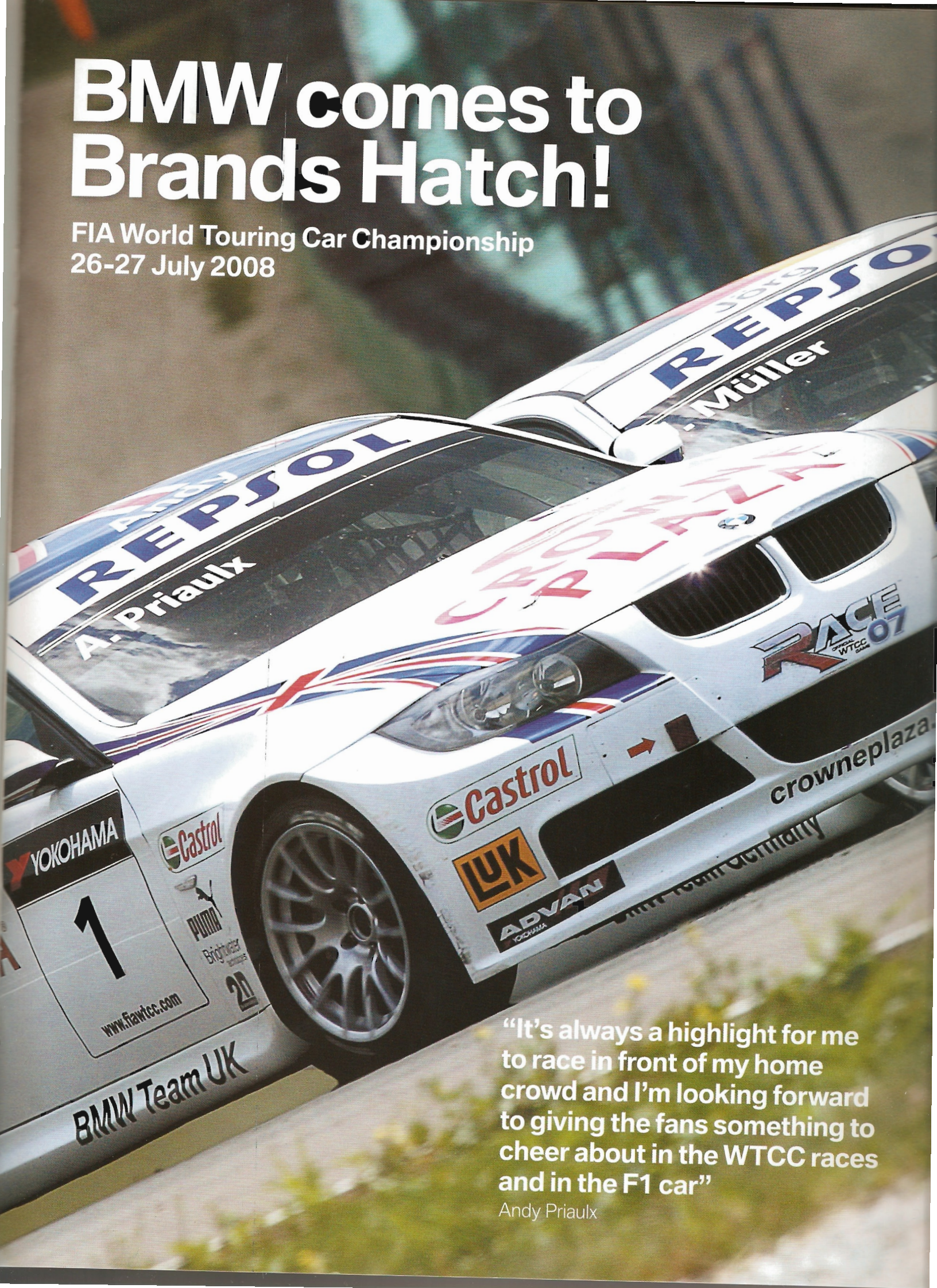
Pos	Driver	Points
1	**Dixon**	455
2	**Castroneves**	397
3	**Kanaan**	365
4	**Wheldon**	364
5	**Briscoe**	296
6	**Patrick**	284
7	**Mutoh**	276
8	**Andretti**	263
9	**Hunter-Reay**	252
10	**Servia**	250
11	**Power**	245
12	**Carpenter**	237
13	**Manning**	235
14	**Meira**	231
15	**Rice**	226

CHAMPIONSHIP POINTS 50-40-35-32-30-28-26-24-22-20-19-18-17-16-15-14-13-12-12-12-12-12-12-12-10-10. Plus 3 for most laps led. Winner's average speed: 94.873mph. Fastest lap: Briscoe, 1m09.0091s (117.793mph). Qualifying: top six in each of two groups progress from first round of qualifying; top six from this group contest shootout for pole.

NEXT ROUND Edmonton (CDN), July 26

BMW comes to Brands Hatch!

FIA World Touring Car Championship
26-27 July 2008

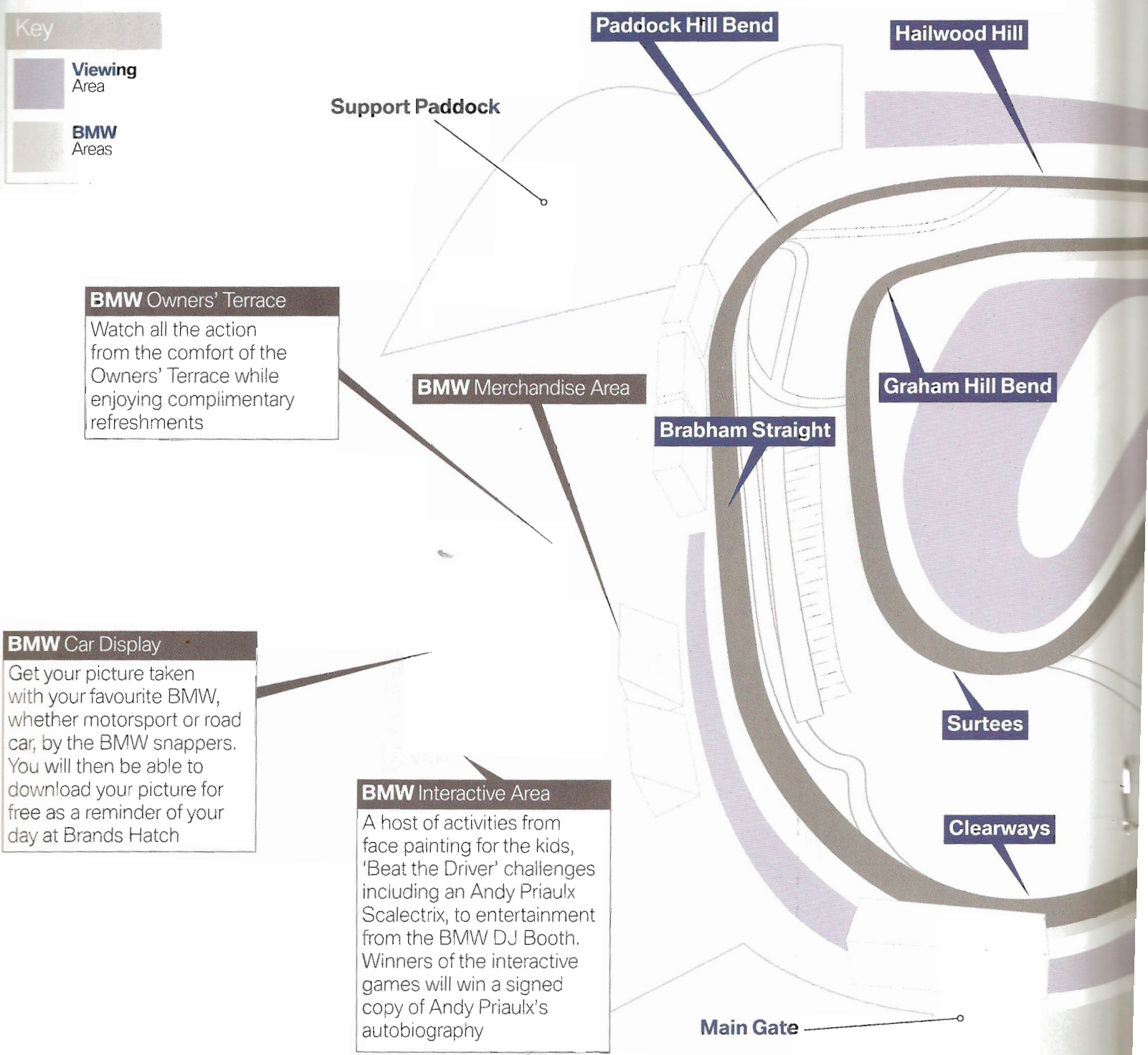


"It's always a highlight for me to race in front of my home crowd and I'm looking forward to giving the fans something to cheer about in the WTCC races and in the F1 car"

Andy Priaulx

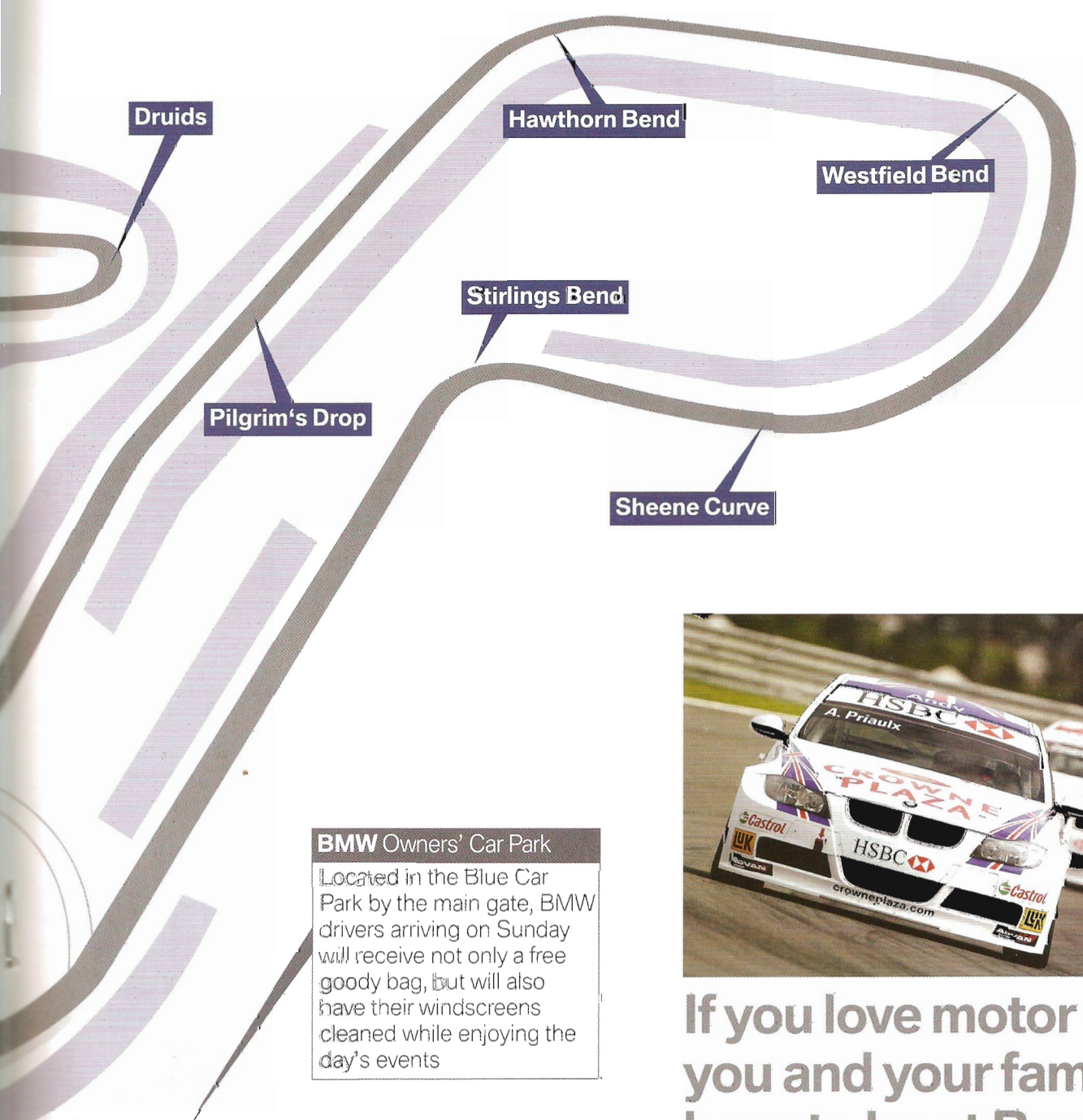
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The circuit.

Your guide to key areas of the track and where best to enjoy the host of BMW activities over the weekend.



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Tickets for the FIA World Touring Car Championship round at Brands Hatch cost from £24. Children aged 12 and under are admitted free. Visit **www.brandshatch.co.uk** or call **0870 950 9000** for more information.



BMW Owners' Car Park

Located in the Blue Car Park by the main gate, BMW drivers arriving on Sunday will receive not only a free goody bag, but will also have their windscreens cleaned while enjoying the day's events

If you love motor sport, you and your family have to be at Brands Hatch on July 26-27!



Montreal Grand Prix
June 2008

BMW F1 Demo

Andy Priaulx will demonstrate the awesome power of the BMW Sauber F1 car on the Kent track's grand prix loop. Andy will perform the F1 demonstration on both Saturday and Sunday, and this will be one of the highlights of a thrilling weekend of BMW action.

"It's amazing the F1 car will be at Brands Hatch," he added. "It will be a real treat for me and the fans."

FIA World Touring Car Championship 2008
Drivers' Championship current standings

1	Gabriele TARQUINI	SEAT León TDI	58
2	Yvan MULLER	SEAT León TDI	57
3	Rickard RYDELL	SEAT León TDI	48
4	Andy PRIAULX	BMW 320si	43
5	Robert HUFF	Chevrolet Lacetti	36
6	Jordi GENÉ	SEAT León TDI	34
7	Nicola LARINI	Chevrolet Lacetti	30
8	Félix PORTEIRO	BMW 320si	28
9	Jörg MÜLLER	BMW 320si	28
10	Augusto FARFUS	BMW 320si	27
11	Tiego MONTEIRO	SEAT León TDI	24
12	Alain MENU	Chevrolet Lacetti	23
13	Alessandro ZANARDI	BMW 320si	18
14	Tom CORONEL	SEAT León TFSI	10
15	James THOMPSON	Honda Accord Euro	3
16	Olivier TIELEMANS	BMW 320si	1

FIA World Touring Car Championship 2008
Manufacturers' Championship current standings

1	SEAT	172
2	BMW	135
3	CHEVROLET	115
4	HONDA	19

Did you know... Andy Priaulx is the first driver to have won four FIA Touring Car Championships in a row?

FIA World Touring Car Championship
July 26-27, 2008

Saturday July 26

WTCC	Practice 1	09:00-09:30
Formula Master	Practice	09:40-09:50
Formula Master	Qualifying	09:50-10:10
Formula Palmer Audi	Practice	10:25-10:55
WTCC	Practice 2	11:10-11:40
SEAT Euro Cup	Qualifying	11:50-12:20
Formula Master	Race 1	12:45-13:20
F1 Demonstration		**14:00-14:20**
Formula Palmer Audi	Qualifying	14:25-14:45
WTCC	Qualifying	15:00-15:30
SEAT Euro Cup	Race 1	15:40-16:10
Swinging 60s	Qualifying	16:25-16:55
Formula Palmer Audi	Qualifying	17:10-17:30

Sunday July 27

WTCC	Warm Up	10:00-10:15
Swinging 60s	Race 1	10:25-10:45
Formula Palmer Audi	Race 1	11:00-11:25
WTCC	Pit Lane Open	11:40-12:05
WTCC	Race 1	12:05-12:30
WTCC	Pit Lane Open	12:55-13:20
WTCC	Race 2	13:20-13:45
Formula Master	Pit Lane Open	14:00-14:15
Formula Master	Race 2	14:20-15:00
F1 demonstration		**15:30-15:45**
SEAT Euro Cup	Race 2	15:55-16:25
Formula Palmer Audi	Race 2	16:40-17:05
Swinging 60s	Race 2	17:20-17:50

Andrew Ferraro/LAT

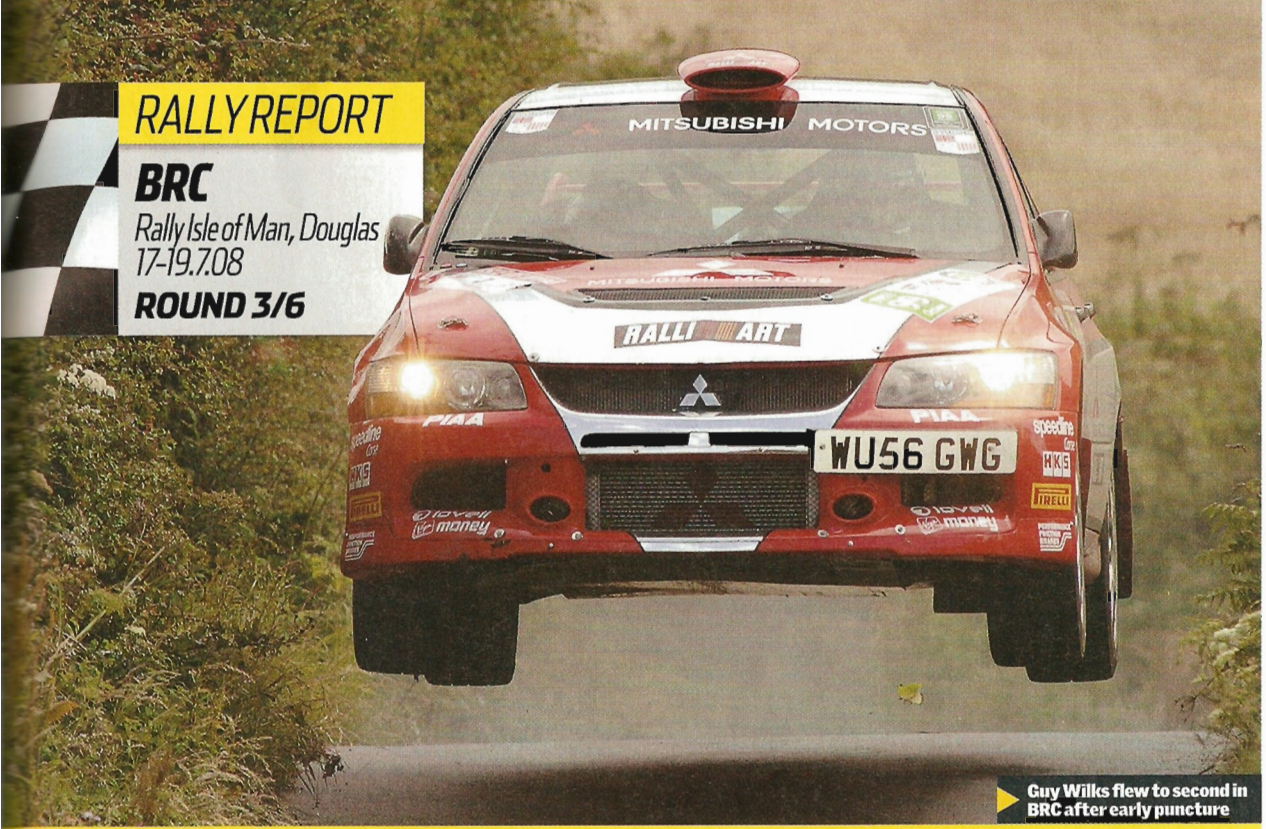
For more info and to see what's on offer, visit **www.bmw-motorsport.com**

RALLY REPORT

BRC

Rally Isle of Man, Douglas
17-19.7.08

ROUND 3/6



Guy Wilks flew to second in BRC after early puncture

POINTS MAKE PRIZES

Mitsubishi team manager CHRIS HODGSON was relieved driver Guy Wilks scored

LOADING GUY Wilks's fire-gutted Mitsubishi Lancer Evo IX onto the back of a truck in the Scottish Borders eight weeks ago, the Mitsubishi Motors UK Rally Team was staring at 400 hours of work to prepare another car for Guy ahead of last week's Rally Isle of Man. At that point, second-place points on the next BRC round seemed a long way away, but Guy delivered just that result on Saturday.

Courtesy of the fire in Guy's car and Jim Clark accident damage to the sister Lancer of Phillip Morrow, the team's preparations for the Isle of Man were not exactly straightforward. It was good preparation for the event itself, which was a fairly fraught affair.

It had started out pretty well. Guy moved into the lead on the second stage, won himself a Breitling watch for his fastest times around Castletown and, just when he should have been bedding himself down as overnight leader, he suffered a front-right puncture and dropped one place and 18 seconds to Mark Higgins.

It was okay. We weren't too worried at that point. There was a lot of debate on Friday morning surrounding a workable tyre choice in the ever-changing conditions. Eventually, we plumped for a heavily cut slick tyre, but we left the decision so late Guy was penalised 10sec for his late arrival at the control. Worse still, Higgins' choice worked better through the loop, dropping us even more time. But we were sure Guy could make up the deficit.

Stage eight, however, was where that hope faded. About halfway through the 11-mile test, Guy drifted the Lancer out of a corner, but found himself in a ditch after the car gripped and put him off the road. Guy and his stand-in co-driver David Moynihan [Wilks's usual co-driver Phil Pugh is out with a back problem] ran along the ditch for a while and, just when they thought they'd got away with it, the ditch ended with a culvert and smashed the right-front wheel.

Guy and David changed the wheel – no mean feat since it was jammed against the bodywork – in three minutes. They jumped back in and, despite a seriously bent bottom arm, soon caught James Wozencroft's Subaru. Even more astonishingly, with the car's handling all over the place and the bodywork slashing into the tyre, Guy was fastest on the next stage.

Coming back into service, the boys from ADR Motorsport – the team that prepares and runs the two Lancers for Mitsubishi – did a fantastic job to get Guy back on the road in time. Guy then did the rest. First thing Saturday, he passed David Higgins' Subaru for second in BRC albeit three minutes adrift of Mark. Second, though, was a real get-out-of-jail job, considering what might have happened.

Just as the boys were breathing a sigh of relief at getting Guy's car sorted, Phillip went missing in Glen Roy (SS14). The phone beeped and the text message from Phillip's co-driver Daniel Barrit said it all: 'Off in stage'.

They'd crashed heavily in a square corner, damaging the front of the car in a fairly substantial way. The radiator had been knocked back into the turbo, so there was no water in it. If they'd carried on, they'd have killed the engine. We told them to stop there. We'd fix it and they could do SupeRally on day two.

We finished preparing the car at two in the morning. It might only have been a 30mph corner, but when a tonne and a half of car goes from that speed to zero in no time at all, there's a lot of energy to dissipate. We had to use a jeep and tow rope to straighten the chassis legs. But we got it straight and Phillip made the finish to score some points.

Obviously, that result wasn't what we'd hoped for from the Manx but Championship-wise, we're already looking ahead to the next round in Ulster.



Hodgson oversaw a fraught event on the Isle of Man

HIGGINS MAKES HISTORY

THE FORMER CHAMPION TOOK HIS GROUP N SUBARU TO A STUNNING OUTRIGHT WIN

RE-WRITING history was never far from Mark Higgins' mind when he started last week's Rally Isle of Man. With only one World Rally Car starting the event, the chance to become the first driver ever to pilot a Group N to outright success on the Island (not to mention the opportunity to equal Russell Brookes and Tony Pond's record of four wins) was tantalisingly close for homeboy hero Higgins.

And he delivered in some style. After an exceptional three days' competition, Higgins won the closest ever Manx, beating that sole WRC of Eamonn Boland (Subaru Impreza) by 11.6 seconds.

In BRC terms, Boland mattered not. Higgins could have let the Irishman past and still taken maximum points. But that's not in his character. Going into the final day, Higgins held a 1m07s advantage, but that was soon whittled down by Boland thanks to drying conditions and a howler of a tyre choice by Higgins on the penultimate loop. His inters were thoroughly chewed by the clear asphalt, with Boland closing the gap to 15sec ahead of the last two stages.

But the leader had done enough to ensure the history re-writers would be busy on Saturday night.

"I dare say there'll be a few shandies tonight," grinned Higgins on his way to the podium.

Behind the top two, Guy Wilks took third for Mitsubishi, with David Higgins fourth overall but third in BRC. Mindful of the fact that his 2008-spec Subaru still needs development, Higgins Jr had his sights set on third and he managed it, leaving the island with a bigger lead in the drivers' title race than when he arrived.

RESULTS Round 3 of 6

RALLY ISLE OF MAN, DOUGLAS

Pos	Driver/co-driver	Car	Time
1	Mark Higgins/Rory Kennedy	Subaru Impreza WRX	2h40m08.8s
2	Eamonn Boland/Damien Morrissey	Subaru Impreza WRC	+11.6s
3	Guy Wilks/David Moynihan	Mitsubishi Lancer Evo IX	+3m45.7s
4	David Higgins/Ieuan Thomas	Subaru Impreza WRX	+5m19.4s
5	James Wozencroft/Chris Ridge	Subaru Impreza WRX	+9m34.8s
6	Darren Gass/Neil Shanks	Mitsubishi Lancer Evo IX	+10m25.3s
7	Brian O'Mahony/John Higgins	Renault Clio S1600	+12m05.4s
8	Jonny Greer/Jonny Hart	Mitsubishi Lancer Evo IX	+18m13.6s
9	David Meredith/Dai Roberts	Mitsubishi Lancer Evo IX	+23m26.2s
10	Paul Curphey/Mark Perryman	Mitsubishi Lancer Evo IX	+23m36.7s

CLASS WINNERS

Pos	Driver	Team	
R1	Martin O'Donnell/Leona O'Donnell	Honda Civic	3h17m08.4s
R2	Jason Pritchard/George Gwynn	Citroen C2R2	3h12m09.8s
R3	O'Mahony/Higgins	Renault Clio	2h52m24.2s
WRC	Boland/Morrissey	Subaru Impreza WRC	2h40m30.4s

NEXT ROUND Ulster International Rally, August 22-24

ALL PICS LEE VLAT

RACE REPORT

ALMS
Mid-Ohio
17-19.7.08
ROUND 6/11



Luhr (left) and Werner took their third '08 win for Audi

THE LONG ARM OF THE LUHR

Lucas Luhr—whose double stint on old tyres proved crucial—and Marco Werner headed an Audi one-two at a track that usually favours lighter LMP2 cars. By JONATHAN INGRAM



Pagenaud's early pit getaway caused the scary fuel inferno

PITSTOPS AND strategy figured heavily in the outcome, but the pace of Audi's R10 TDIs trumped the favored lighter LMP2s of Porsche and Acura at Mid-Ohio. Audi Sport North America claimed it had an ace up its sleeve if fuel mileage became an issue at the hill-and-dale, highly technical circuit—as was the case last year. But at the end of the two hour, 45-minute race, it was the tyre strategy of the number 2 Audi of Marco Werner and Lucas Luhr that prevailed—over the runner-up R10 TDI of Dindo Capello and Emanuele Pirro.

Penske Racing definitely had an ace up its sleeve with the new direct-injection Porsche V8s officially revealed at the end of the race, but the Penske team's two-year streak of overall victories at Mid-Ohio ended when safety car periods voided any fuel mileage questions for the turbodiesel R10s. As it was, Werner broke Romain Dumas's record for the fastest race lap on just the seventh lap. Then co-driver Luhr ran two stints on his Michelins, which carried him to a 7.5-second margin over the number 1 Audi, where Pirro lost ground on a fresh set of tyres.

The Penske team more than salvaged the day by avenging the narrow overall race loss to the Highcroft Racing Acura at Lime Rock the previous week with a narrow class victory. This time, David Brabham's closing charge on Dumas fell just short as traffic went the Frenchman's way. Brabs was just 0.609sec seconds adrift after getting into second by using traffic to pass the Porsche of Patrick Long with 15 minutes to go.

A botched pitstop by the pole-winning team of De Ferran Motorsports resulted in a retirement instead of a shot at the LMP2 victory. The fiery incident during the final round of stops resulted from miscommunication as Simon Pagenaud left his pit with the fuel hose still attached. It broke, spilling enough fuel to entirely engulf the fallen fueler, Keith Jones, who suffered second-degree burns to his wrists and neck plus third-degree burns to his feet despite the immediate response of firemen, crew members and IMSA officials.

The day before, Gil de Ferran declared himself to be "King for a day" when his three-race-old Acura team clinched the pole at the track where the former IndyCar champ started at the front for Penske Racing in 2001.

"This is different than what I'm used to," said de Ferran. "Instead of having one lap and a drop off in the tyres, the Michelins keep getting better and better. You have the opportunity to build up. I kept going through corners thinking, 'A bit more next time, a bit more next time'. Then one time it was too much."

Despite a late spin, de Ferran finished 0.224sec ahead of Brabham's ARX-01b. The Porsche RS Spyder of Dumas was just 0.035sec back, followed by Franck Montagny in the Andretti Green Racing Acura. Werner's Audi was 0.388sec off pole in fifth, but the German was still smiling.

"We are able to run closer to our qualifying times in the race than the LMP2 cars," he said.

It was not to be Acura's day. Rafael Matos, up from Andretti Green's Indy Lights squad, had an early collision while lapping the Drayson-Barwell Aston Martin, which broke the steering on the right front corner. Montagny then turned competitive times despite the cockeyed steering, which required eight laps to fix. The pole starter, meanwhile, discovered his tyre choice may


Audi got the measure of rival Porsche on pace *and* strategy

not have been the best for the race against the turbodiesels. Both Audis went past quickly, although the De Ferran Acura continued as LMP2 leader. Capello was glued to Werner's rear wing when the Ford GT-R of Tim Pappas nailed the number 1 Audi in the Carousel, costing Capello 15 seconds and second place.

With an eye on last year's winning formula of taking less fuel on the final stop to beat the Audis—and with improved horsepower as well as better consumption from the direct-injection V8—the Penske Porsches bided their time behind the leading Audis. Dumas pipped Pagenaud for first in class, but only remained within shouting distance—eight seconds—of the leader.

The final round of stops took place during a safety car period, like the first. After the final trip up pit road with one hour remaining had taken the De Ferran Acura out of contention, it was down to the Penske Spyders and the Highcroft and Fernandez Racing Acuras to catch the Audis. A clever call in the Audi pits kept Luhr on his original set of tyres—indicative of Michelin's development programme with the R10 TDI.

"I thought they were joking when they told me," said Luhr.

At the re-start, the young German out-paced Pirro—on fresh, cold tyres—by two seconds a lap. That ensured a queue of LMP2s formed up behind the Italian and allowed Luhr to pull away.

Both of the Acuras had tyres that were slow to come on song on re-starts, creating some passing opportunities for the adventurous. Adrian Fernandez briefly got past Brabham with Long in tow at the re-start. Then Long had the measure of the Fernandez Acura at the Keyhole, suffering left-front damage as a result. Brabham made his way past Fernandez along the pit straight heading into Turn 1, then stalked Long's slightly out-of-kilter Spyder, using traffic up the hill to the Keyhole to dive inside.

Dumas, who says he doesn't like the Mid-Ohio circuit, acknowledged that the traffic fell his way as Brabham closed up three times without passing in the final 15 minutes.

"There was always someone in the mirror trying to pass," said Dumas of his two stints.

"The car was really hooked up at the end and could close on the Penskes," said Brabham. "I was trying to peek my car's nose inside for a way to pass Dumas at the end. We had a little grip problem early in my stint, but we fixed it at my final pitstop. After that, I had the fastest car on the track."

The Fernandez team ended with a podium finish in LMP2, after also making a crucial adjustment at the final stop.

"At the end, I was able to pass [Long] the same way Brabham passed me," said Fernandez, who had exited his pit stall on his final stop just as the fire broke out in the pit behind him.

"De Ferran definitely had the car to beat," said Fernandez. "Gil was very fast at the start."

BACK-UP PLAN

Corvette beats itself in GT1; Ferrari duo on top in GT2

THE TWO-CAR Corvette class of GT1 took the lion's share of attention at Mid-Ohio as the race's final stages unfolded, when team-mates once again proved the competitive fires still burn despite the lack of other entries in the category.

Olivier Beretta and Johnny O'Connell left the final pitstop side by side, then banged fenders all the way to turn one—ignoring a pit marshal who dived to safety when it was clear the yellow C6.Rs weren't going to obey his red flag.

O'Connell, who along with Beretta, served two penalties in the pits. The first was for running the red flag and the second, for five minutes, was for recklessness. Ironically, the incident occurred after the extended safety car period for the fire in the de Ferran Motorsports pit had closed the pitlane for 24 minutes, which had elevated tensions prior to the final pitstop.

"The race is won or lost in the pits," said Corvette team manager Doug Fehan. "They were both trying to get out of the pits. Neither driver was over the speed limit and neither was out of control."

Beretta won the pit road battle, but pole winner O'Connell and team-mate Jan Magnussen won the race. When Beretta got wide as a prototype squirted through in Turn 8, O'Connell shot through the gap to regain the top spot. That gave last year's unlucky duo four straight class victories and five this season.

In GT2, Jaime Melo took pole for Risi Competizione and it appeared the defending champion team's recent good fortunes would continue after a grim start to the season. That was not to be.

Melo and Farnbacher Loles Porsche driver Richard Westbrook, who started on the front row, diced for the opening 54 minutes in an intense duel that was closely followed by Flying Lizards' Wolf Henzler and Dominik Farnbacher's Tafel Ferrari.

During the first safety car period, self-inflicted disaster struck each of the front-running teams. Both Risi and Farnbacher brought their drivers in too early, which ordinarily might cost track position. But on this day, the Tafel team pitted during the wave-around prior to the re-start, then Dirk Muller got out of the pits before the safety car passed the pits. Because of the other teams' faulty timing, the Tafel squad got a one-lap lead.

The Flying Lizards had the same potentially victorious strategy for Henzler and Jorg Bergmeister, but a failing clutch required water to be thrown on the road before the Lizard Porsche would roll. It too lost a lap. The other class contenders, meanwhile, were already a lap behind after being caught by race leader Marco Werner prior to the safety car period.

Farnbacher ended up with fastest lap, despite shadowing the front runners in his opening stint. "I just tried to stay out of trouble," he said.


Farnbacher/Muller won GT2 in the Tafel Ferrari

RESULTS American Le Mans Series, Mid-Ohio (USA), July 17-19, round 6 of 11

111 LAPS, 250.638 MILES

Pos	Drivers (nationality)	Team	Car	Class	Result	Qual	Grid
1	***Marco Werner*** *(D)*/**Lucas Luhr** (D)	Audi Sport NA (Champion)	Audi R10 TDI	LMP1	2h45m19.458s	1m08.357s	5
2	***Rinaldo Capello*** *(I)*/**Emanuele Pirro** (I)	Audi Sport NA (Champion)	Audi R10 TDI	LMP1	+7.717s	1m08.960s	7
3	***Timo Bernhard*** *(D)*/**Romain Dumas** (F)	Penske Racing	Porsche RS Spyder	LMP2	+11.272s	1m08.238s	3
4	**Scott Sharp** (USA)/***David Brabham*** *(AUS)*	Highcroft Racing	Acura ARX-01b	LMP2	+11.881s	1m08.193s	2
5	***Luis Diaz*** *(MEX)*/**Adrian Fernandez** (MEX)	Fernandez Racing	Acura ARX-01b	LMP2	+18.519s	1m08.507s	6
6	***Sascha Maassen*** *(D)*/**Patrick Long** (USA)	Penske Racing	Porsche RS Spyder	LMP2	+32.798s	1m09.614s	8
7	***Chris Dyson*** *(USA)*/**Guy Smith** (GB)	Dyson Racing Team	Porsche RS Spyder	LMP2	+52.516s	1m09.912s	9
8	***Butch Leitzinger*** *(USA)*/**Marino Franchitti** (GB)	Dyson Racing Team	Porsche RS Spyder	LMP2	+56.665s	1m10.029s	10
9	***Dominik Farnbacher*** *(D)*/**Dirk Muller** (D)	Tafel Racing	Ferrari 430 GT	GT2	-7 laps	1m20.324s	19
10	***Patrick Pilet*** *(F)*/**Johannes van Overbeek** (USA)	Flying Lizard Motorsports	Porsche 911 GT3-RSR	GT2	-7 laps	1m20.703s	20
11	***Wolf Henzler*** *(D)*/**Jorg Bergmeister** (D)	Flying Lizard Motorsports	Porsche 911 GT3-RSR	GT2	-7 laps	1m20.226s	18
12	**Richard Westbrook** (GB)/***Dirk Werner*** *(D)*	Farnbacher Loles Racing	Porsche 911 GT3-RSR	GT2	-7 laps	1m20.199s	17
13	***Jaime Melo*** *(BR)*/**Mika Salo** (FIN)	Risi Competizione	Ferrari 430 GT	GT2	-8 laps	1m20.025s	16
14	**Raphael Matos** (BR)/***Franck Montagny*** *(F)*	Andretti Green Racing	Acura ARX-01b	LMP2	-8 laps	1m08.320s	4
15	***Ryan Lewis*** *(GB)*/**John Faulkner** (USA)	Intersport Racing	Lola-AER B06/10	LMP1	-8 laps	1m11.156s	12
16	**Harrison Brix** (USA)/***Patrick Friesacher*** *(A)*	Risi Competizione	Ferrari 430 GT	GT2	-9 laps	1m20.844s	21
17	***Tommy Milner*** *(USA)*/**Tom Sutherland** (USA)	Panoz Team PTG	Panoz Esperante GTLM	GT2	-9 laps	1m22.133s	23
18	***Jim Tafel*** *(USA)*/**Alex Figge** (USA)	Tafel Racing	Ferrari 430 GT	GT2	-10 laps	1m24.047s	27
19	***Nicky Pastorelli*** *(NL)*/**Francesco Pastorelli** (NL)	VICI Racing	Porsche 911 GT3-RSR	GT2	-10 laps	1m23.388s	25
20	**Ben Devlin** (GB)/**Gerardo Bonilla** (USA)	B-K Motorsports	Lola-Mazda B07/46	LMP2	-12 laps	no time	30
21	***Johnny O'Connell*** *(USA)*/**Jan Magnussen** (DK)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C6.R	GT1	-13 laps	1m17900s	14
22	***Olivier Beretta*** *(MC)*/**Oliver Gavin** (GB)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C6.R	GT1	-13 laps	1m18.329s	15
23	**Paul Drayson** (GB)/**Jonathan Cocker** (GB)	Drayson-Barwell	Aston Martin Vantage	GT2	-17 laps	no time	29
24	***David Murry*** *(USA)*/**David Robertson** (USA)/**Andrea Robertson** (USA)	Robertson Racing	Doran Ford GT-R	GT2	-18 laps	1m23.139s	24
25	***Chris McMurry*** *(USA)*/**Bryan Willman** (USA)	Autocon Motorsports	Creation-Judd CA06/H	LMP1	-19 laps	1m16.316s	13
26	***Gil de Ferran*** *(BR)*/**Simon Pagenaud** (F)	De Ferran Motorsports	Acura ARX-01b	LMP2	67 laps-fire	1m07969s	1
27	**Joel Feinberg** (USA)/***Chris Hall*** *(GB)*	Primetime Race Group	Dodge Viper Comp Coupe	GT2	43 laps-drivetrain	1m24.957s	28
28	**Seth Neiman** (USA)/***Lonnie Pechnik*** *(USA)*	Flying Lizard Motorsports	Porsche 911 GT3-RSR	GT2	37 laps-mechanical	1m21.072s	22
29	**Tim Pappas** (USA)/***Anthony Lazzaro*** *(USA)*	Black Swan Racing	Doran Ford GT-R	GT2	27 laps-electrical	1m23.729s	26
30	***Clint Field*** *(USA)*/**Jon Field** (USA)/**Richard Berry** (USA)	Intersport Racing	Lola-AER B06/10	LMP1	23 laps-engine	1m11.053s	11

Winners' average speed 90.962mph. Fastest lap **Werner**, 1m10.034s (116.069mph); **LMP2: Brabham**, 1m10 200s (115.795mph); **GT1: Beretta**, 1m18.068s (104.125mph); **GT2: Farnbacher**, 1m21.175s (100.139mph). In each car, first-named driver started race; driver in italics set qualifying time.

CHAMPIONSHIP TABLES

Pos	Drivers	Pts
LMP1		
1	**Luhr/Werner**	126
2	**Pirro**	71
3	**Field/Field**	65
LMP2		
1	**Dumas/Bernhard**	122
2	**Sharp/Brabham**	94
3	**Maassen/Long**	62
4	**Leitzinger/Franc'ti**	58
5	**Dyson/Smith**	51
GT1		
1	**Magnussen/O'Con'll**	126
2	**Gavin/Beretta**	110
GT2		
1	**Bergmeister/Henzler**	101
2	**Farnbacher/Muller**	97
3	**Pilet/van Overbeek**	78
4	**Neiman**	42
5	**Werner**	39

POINTS 20-16-13-10-8-6-4-3-2-1 for first-10 finishers in each class

NEXT ROUND Elkhart Lake (USA), August 9

IN BRIEF


Campana on top at Misano

ITALIAN FRENAULT

SERGIO CAMPANA took a brilliant double win at Misano. The CO2 Motorsport driver beat Patrick Reiterer in race one and championship leader Pal Varhaug in race two. Varhaug was only 12th in race one and saw Niki Sebastiani, third in race two, reduce his points advantage to 30. Brit Adrian Quaife-Hobbs was 11th and sixth.

FUJITSU V8s

FORD DOMINATED at Queensland Raceway, with Dean Canto's two wins split by one from TV weatherman Grant Denyer, also in a Falcon.

FFORD AUSTRALIA

NICK PERCAT (Mygale) extended his winning streak to six races by beating the similar car of Kristian Lindbom in all three races at Queensland Raceway.

CARRERA CUP AUSTRALIA

EX-BTCC RACER Craig Baird was untouchable at Queensland Raceway, taking all three races ahead of Dean Fiore and James Moffat.

FORMULA V6 ASIA

EARL BAMBER dominated at Sentul in Indonesia, the New Zealander winning both races from Meritus team-mate James Grunwell and taking the championship lead. Armaan Ebrahim and Kevin Chen took a third place each.

FORMULA BMW PACIFIC

HONG KONG racer Ross Jamison won twice at Sentul to consolidate his championship lead. Sean McDonagh and Melvin Moh were the other winners, but previous title candidate Ryuichi Nara finished only one race.

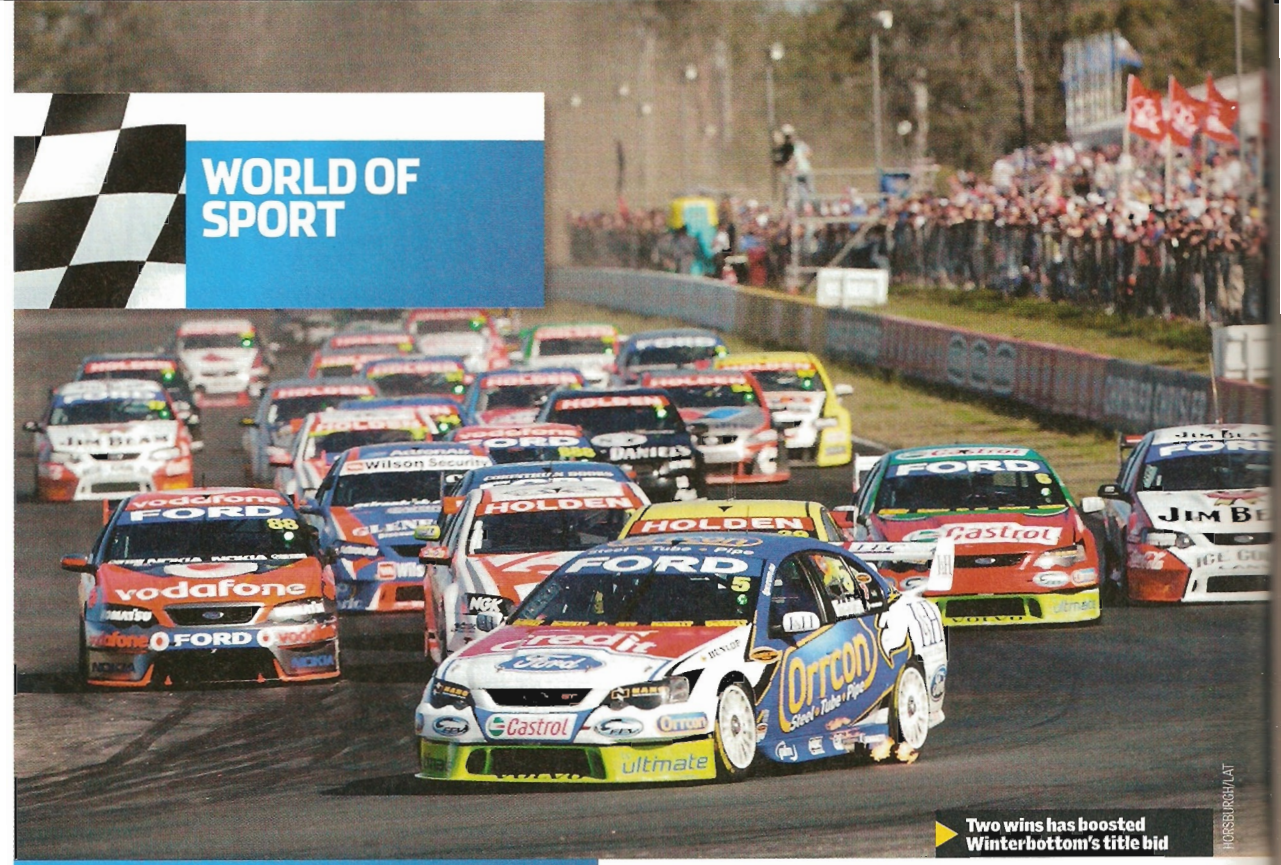
CARRERA CUP ASIA

BRITAIN'S TIM SUGDEN had a brilliant weekend at Sentul, taking a win and a second in his self-run car. Darryl O'Young also had a win and a second and stays on top of the championship. Christian Jones and Christian Menzel each had a third.

EUROSERIES 3000

ANGLO-ASIAN racer Adam Khan took his first victory in the series at Misano. The Team Pakistan A1GP driver took pole for TP Formula and won the first race from Luiz Razia and Nicolas Prost. Fabrizio Crestani won the other race from Fabio Onidi and Julian Omar Leal.

WORLD OF SPORT


Two wins has boosted Winterbottom's title bid

HORSBURGH/LAT

AUSTRALIAN V8 SUPERCARS

Queensland Raceway (AUS), July 19-20, Rd 7/14

WINTERBOTTOM MOVES CLEAR WITH DOUBLE WIN

AT THE end of the 2008 season, Mark Winterbottom may look back on Queensland Raceway as the weekend he put one hand on his first V8 Supercar title.

The Ford Performance Racing ace did not take pole position or win race one—James Courtney did both of those things to register his first Aussie V8 win in three seasons of trying—but Winterbottom was too swift in race two. He was aided partly by Courtney not being happy with the first set of tyres on his Stone Brothers Racing Ford, and from there on Winterbottom was unstoppable. While Courtney went into recovery mode, it was veteran Russell Ingall who chased, the best Holden driver of the weekend taking second overall in his Paul Morris Motorsport machine.

Courtney had to fight hard to turn his weekend around to claim third overall with sixth and third in the other races.

Back in the pack, there was plenty of contact on the one-line circuit, with Mark Skaife and Steven Richards bashing panels and taking Rick Kelly with them. Into the breach stepped Garth Tander and Will Davison, both of whom also finished the weekend with battle scars.

The other notable driver to suffer from problems was Craig Lowndes, who had a muffler-induced misfire in the opening race and was on the back foot after that. He fell back to finish 13th overall, effectively extinguishing any faint hopes he may have held of taking the title.

■ **Phil Branagan**

RESULTS **Race 1** 1 James Courtney (Ford Falcon), 38 laps in 46m30.075s; 2 Mark Winterbottom (Ford), +0.242s; 3 Russell Ingall (Holden Commodore); 4 Garth Tander (Holden); 5 Mark Skaife (Holden); 6 Will Davison (Ford). **Race 2** 1 Winterbottom, 38 laps in 50m13.904s; 2 Ingall, +2.225s; 3 Jamie Whincup (Ford); 4 Tander; 5 Davison; 6 Courtney. **Race 3** 1 Winterbottom, 38 laps in 46m35.830s; 2 Courtney, +5.517s; 3 Ingall; 4 Tander; 5 Davison; 6 Whincup. **Points** 1 Winterbottom, 1694; 2 Tander, 1572; 3 Whincup, 1486; 4 Rick Kelly, 1312; 5 Steven Richards, 1299; 6 Courtney, 1211.

TC2000

Alta Gracia (RA), July 20, Rd 7/14

PERNIA OPERATION

LEONEL PERNIA became the seventh winner in seven races in 2008 with a superb drive at the undulating Alta Gracia circuit, the Honda driver benefiting when an engine failure robbed long-time leader Martin Basso of an almost certain victory.

Basso was more than 10 seconds clear when his Ford's engine called it a day with 10 laps to go, allowing Pernia, who had made superb passes on Leandro Carducci and Jose Luis di Palma, to take his first TC2000 win.

Carducci's Ford ended up crossing the line at the head of a six-car train that comprised di Palma (Ford), the Renault of championship leader Guillermo Ortelli, Ricardo Risatti, Juan Manuel Silva and Christian Ledesma. Front-row starter Jose Maria Lopez finished 10th after being penalised for a jump-start while he lay second.

■ **Tony Watson**

RESULTS 1 Leonel Pernia (Honda Civic), 28 laps in 46m02.904s; 2 Leandro Carducci (Ford Focus), +4.551s; 3 Jose Luis di Palma (Ford); 4 Guillermo Ortelli (Renault Megane); 5 Ricardo Risatti (Chevrolet Astra); 6 Juan Manuel Silva (Honda). **Points** 1 Ortelli, 101; 2 Matias Rossi, 67; 3 Jose Maria Lopez, 65; 4 Christian Ledesma, 59; 5 Silva, 52; 6 Gabriel Ponce de Leon, 44.

PORSCHE SUPERCUP

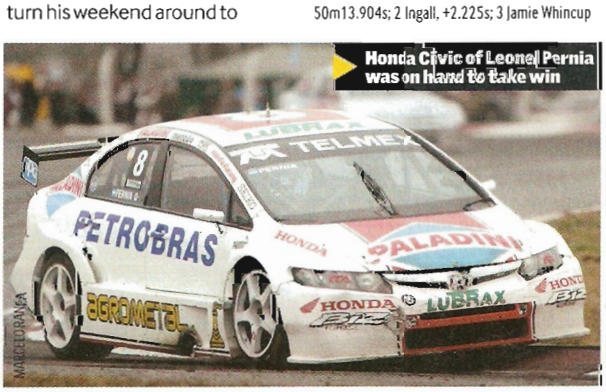
Hockenheim (D), July 20, Rd 7/11

MAMEROW'S PRESTIGE WIN

CHRIS MAMEROW scored his second win of the year at Hockenheim as the Kadach team scored a one-two in one of the championship's most prestigious races of the season.

His team-mate Jaap van Lagen took pole position in a packed 30-car field, but the Dutchman made a poor start and Mamerow beat him away. Championship leader Jeroen Bleekemolen and Jan Seyffarth also got past, leaving van Lagen in fourth.

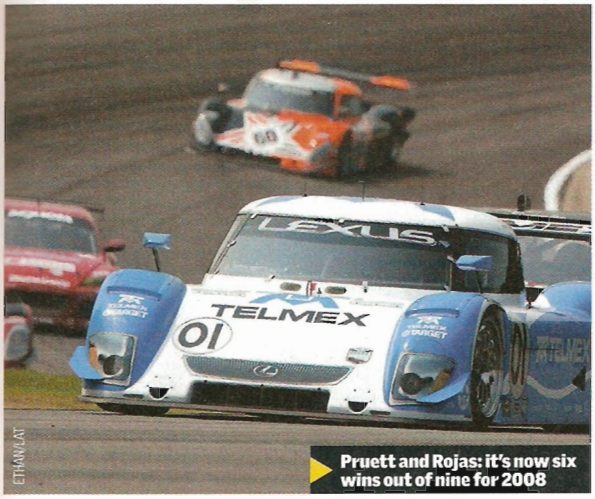
Mamerow edged away from the first lap, and was never really under any threat as he repeated


Honda Civic of Leonel Pernia was on hand to take win

MARCELO RAMA



Mamerow beat a couple of grumpy Dutchmen



ETHAN LAT

Pruett and Rojas: it's now six wins out of nine for 2008



James Davison took his first Indy Lights win on wet track

his earlier success in Bahrain. Van Lagen moved up a place when title contender Seyffarth spun off, and he then passed Bleekemolen – struggling with deranged suspension after early contact with Seyffarth – to take second. Bleekemolen was happy to consolidate his series lead with third.

Irishman Damien Faulkner took fourth place, ahead of Rene Rast, Nicolas Armindo, Martin Ragginger and David Saelens. Silverstone winner Sean Edwards took a respectable 10th, while Danny Watts ran well early on but was delayed by an incident and was last across the line in 27th.

A1GP star and sometime Red Bull F1 tester Neel Jani drove the celebrity car, but struggled to adapt and was an early retirement.

■ **Adam Cooper**

RESULTS 1 Chris Mamerow, 14 laps in 24m38.170s; 2 Jaap van Lagen, +1.704s; 3 Jeroen Bleekemolen; 4 Damien Faulkner; 5 Rene Rast; 6 Nicolas Armindo; 7 Martin Ragginger; 8 David Saelens; 9 Patrick Huisman; 10 Sean Edwards. **Points** 1 Bleekemolen, 120; 2 Mamerow, 88; 3 Jan Seyffarth, 85; 4 Faulkner, 78; 5 van Lagen, 75; 6 Danny Watts, 70.

GRAND-AM

Barber Motorsports Park (USA), July 20, Rd 9/14

PRUETT EDGES IT... YET AGAIN

SCOTT PRUETT and Memo Rojas guided Chip Ganassi's Riley-Lexus to its sixth victory of the season as other frontrunners suffered problems at Barber Motorsports Park.

Ricardo Zonta led the first 25 laps before handing over his Krohn Racing Lola to Nic Jonsson, who promptly blew a front tyre and lost three laps while repairs were carried out in the pits. Alex Gurney took over from Jon Fogarty, and led 35 laps before the Bob Stallings Riley succumbed to a broken clutch. Mark Wilkins and Brian Frisselle also showed race-winning potential until their AIM Autosport Riley suffered a suspected engine failure.

Frisselle's retirement put Pruett in the lead with 13 laps left. The 2004 champion was made to work hard for his laurels – in stifling conditions – but held off a charge from Darren Law (Brumos Riley) to win by less than half a second.

Law and David Donohue claimed their third runner-up finish from the last four races, while MSR's pair of Riley-Fords, driven by John Pew/Ian James and Mark Patterson/Oswaldo Negri, took third and fourth.

Sylvain Tremblay and Britain's Nick Ham scored their third GT win of the season in their SpeedSource Mazda RX-8, less than a second ahead of the Farnbacher-Loles Porsche of Dirk Werner and Bryce Miller.

■ **Jeremy Shaw**

RESULTS 1 Scott Pruett/Memo Rojas (Riley-Lexus), 103 laps in 2h45m52.168s; 2 David Donohue/Darren Law (Riley-Porsche), +0.341s; 3 John Pew/Ian James (Riley-Ford); 4 Mark Patterson/Oswaldo Negri (Riley-Ford); 5 Burt Frisselle/Ricky Taylor (Dallara-Ford); 6 Michael Valiante/Max Angelelli (Dallara-Pontiac); 7 JC France/Joao Barbosa (Riley-Porsche); 8 Jim Matthews/Marc Goossens (Riley-Pontiac); 9 Shane Lewis/Bill Lester (Riley-Lexus); 10 Tom Kimber-Smith/Antonio Garcia (Coyote-Pontiac). **Points** 1 Pruett/Rojas, 295; 2 Jon Fogarty/Alex Gurney, 235; 3 Matthews/Goossens, 224; 4 Patterson/Negri, 217, 5 Donohue/Law, 210; 6 France/Barbosa, 209.

INDY LIGHTS

Mid-Ohio (USA), July 19-20, Rd 9/12

FIRST SUCCESS FOR DAVISON

MID-OHIO'S double-header threw up one dry race, one wet one, and two different winners in the shape of Raphael Matos and James Davison.

Matos won a processional opening race for AFS/Andretti Green by four seconds from IndyCar refugee Franck Perera, with points leader Richard Antinucci third.

The second race, which was shortened to 20 laps after the heavens opened, was a cracker. Polesitter Jonny Reid led for the first 16 laps, but the A1GP star was passed by fellow New Zealander Mitch Cunningham with only four laps remaining.

Cunningham appeared to have the win sewn up, but spun out with a lap and a half left, and then Reid blew his chances when he headed into the pits on the final lap rather than staying out to take the chequered flag, falling from first to ninth.

That handed the win to Australian Davison, who started seventh but beat Mitch's brother Wade Cunningham and Pablo Donoso to the line. Antinucci was 14th, which was enough to keep him in the championship lead by a point from Matos. Britain's Dillon Battistini did not finish higher than 15th in either race.

■ **Bruce Martin**

RESULTS **Race 1** 1 Raphael Matos, 40 laps in 51m00.905s; 2 Franck Perera, +4.206s; 3 Richard Antinucci; 4 Jonny Reid; 5 JR Hildebrand; 6 Jeff Simmons; 7 James Davison; 8 Arie Luyendyk Jr; 9 Andrew Prendeville; 10 Pablo Donoso. **Race 2** 1 Davison, 20 laps in 41m52.530s; 2 Wade Cunningham, +1.305s; 3 Donoso; 4 Cyndie Allemann; 5 Bia Figueredo; 6 Hildebrand; 7 Sean Guthrie; 8 Prendeville; 9 Reid; 10 Brent Sherman. **Points** 1 Antinucci, 376; 2 Matos, 375; 3 Figueiredo, 332; 4 Hildebrand, 325; 5 Luyendyk, 316; 6 Dillon Battistini, 299.

FORMULA BMW EUROPE

Hockenheim (D), July 19-20, Rd 4/8

SIX IN A ROW FOR GUTIERREZ

ESTEBAN GUTIERREZ made it six wins in a row with a flawless double at Hockenheim. He started both races for Josef Kaufmann Racing from pole position, was never headed in either event and won them by 6.6 and 6.7 seconds respectively over Eifelland Racing's Adrien Tambay.

Tambay sustained racelong pressure from Marco Wittmann in race one, both having passed front-row starter Daniel Juncadella in the opening corners. Juncadella dropped to sixth on the opening lap, but fought his way back to fourth before losing out to Jazeman Jaafar and Mihai Marinescu.

The race started and finished with two cars upside down. Britain's Ollie Millroy was turfed into a roll on the exit of the Spitzkehre, which caused an early safety car, while Ramon Pineiro was tipped onto his head by Alexander Rossi at the same place on the final lap.

Sunday's race was less eventful. While Gutierrez strolled home ahead of Tambay again, Wittmann and Juncadella fought an entertaining duel for third, which Wittmann won despite taking to the grass on the final lap. Brits Kazeem Manzur and Millroy each had a ninth place.

■ **Charles Bradley**

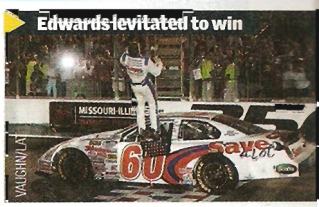
RESULTS **Race 1** 1 Esteban Gutierrez, 13 laps in 24m39.519s; 2 Adrien Tambay, +6.773s; 3 Marco Wittmann; 4 Jazeman Jaafar; 5 Mihai Marinescu; 6 Daniel Juncadella; 7 Michael Christensen; 8 Pedro Bianchini; 9 Kazeem Manzur; 10 Mathijs Harkema. **Race 2** 1 Gutierrez, 13 laps in 23m01.659s; 2 Tambay, +6.659s; 3 Wittmann; 4 Juncadella; 5 Kevin Breysse; 6 Bianchini; 7 Jaafar; 8 Marinescu; 9 Ollie Millroy; 10 Alexander Rossi. **Points** 1 Gutierrez, 226; 2 Tambay, 180; 3 Wittmann, 150; 4 Juncadella, 138; 5 Bianchini, 101; 6 Marinescu, 92.



XPB

Brilliant Mexican Gutierrez heads Tambay, Juncadella

IN BRIEF



VAUGHN LAT

Edwards levitated to win

NASCAR NATIONWIDE

CARL EDWARDS picked up his second win of the year at the Gateway oval in St Louis. The Roush Ford driver passed Jason Leffler and newcomer James Buescher with less than 50 laps to go, and streaked away to a seven-second victory over teenage rookie Joey Logano. Jason Keller took his best finish in four years in third place. Championship leader Clint Bowyer was eighth and saw his advantage trimmed slightly by Brad Keselowski, who came home in fifth.

CRAFTSMAN TRUCKS

JOHNNY BENSON won for the second time this year at Kentucky Speedway, his victory coming after a daring four-wide move on Bill Davis Toyota team-mate Michael Annett, Dennis Setzer and the lapped entry of Chad Chaffin with 32 laps to go. Annett was second on only his third start, with Matt Crafton, now a point behind new leader Benson in the standings, third.

ITALIAN F3

MIRKO BORTOLOTTI (Lucidi Motors) did the double at Mugello to move ahead of Edoardo Piscopo and into the championship lead. Salvatore Cicatelli and Giovanni Nava completed the first-race podium, while Piscopo and Francesco Castellacci did likewise in race two.

ITALIAN CARRERA CUP

LUCA RANGONI took a win and a second at Mugello for the Porsche Brescia team to move himself into title contention. Fellow protagonist Luigi Ferrara won the other race and had a sixth, while series leader Massimo Monti had two thirds.

ITALIAN GT

FERRARIS TOOK the top 10 places in race two at Mugello, as Max Busnelli/Gabriele Lancieri won by a second from Marco Cioci/Piergiuseppe Perazzini. In the first race it was the 430 of former FIA GT champion Matteo Bobbi and Alex Frassinetti taking the spoils for the Maranello marque.

RUSSIAN TOURING CARS

TWO SECOND places put Maksim Tsimbalov in the series lead, despite Aleksey Basov's double win at the Kursk City track. The surprise of the weekend was Andrey Nikolaev, third on his RTCC debut in a SEAT Leon.



Rob Huff has changed his outlook and it's paying off

HUFF: NO MORE CHEVY WEATHER

Chevrolet's Rob Huff has changed his approach to world touring car success. JAMIE O'LEARY discovers a driver ready for the heat of battle

You could be forgiven for thinking that there was only one British driver in the World Touring Car Championship since its resurrection in 2005, such has been the excellence of one Mr Andy Priaulx of Guernsey.

But 2008 has witnessed the emergence of Chevrolet's Rob Huff into what appears to be genuine title contention alongside three-time champion Priaulx.

Huff, from Cambridgeshire, is currently enjoying his best-ever WTCC campaign, having climbed to fifth in the standings – just a place behind Priaulx – following another one of his increasingly effective performances in the most recent round at Estoril.

So why the sudden upturn in form for a racer whose ninth place in last year's championship represented his highest finish at the season's end, and who now has firmly established himself as one of the stars of the series – thanks in part to a tremendous drive to victory at Valencia? He puts it down to a new way of thinking.

"I was always the young guy in the team," he says. "And when my team-mates Alain [Menu] and Nicola [Larini] were finishing in front of me all the time, it didn't matter so much. I'd grown up watching them on TV winning all the time in touring cars, so there was never any pressure on me to beat them.

"Over the winter, though, I decided that if I was ever going to win a championship, I had to at least beat my team-mates, so I've become a lot more focused. I'm a lot harder on myself in my whole way of doing things. I'm not satisfied unless I beat them now."

The attitude looks to be paying dividends – Huff lies fifth in the championship and has amassed more points (36) than anybody else since the Valencia round in May. This has left him just 12 points behind series leader, SEAT veteran Gabriele Tarquini.

"I'M A LOT HARDER ON MYSELF – I HAVE TO BEAT MY TEAM-MATES"
HUFF ADMITS TO A NEW APPROACH

Despite his recent good form, Huff is still ruing bad luck early in the season, without which he would be right in the thick of the title hunt.

"Well getting no points from the first four races was annoying, especially when we finished fourth in Mexico and then had the battery fail on the weighbridge. We dropped to ninth with a penalty. Then to have the disqualification at Brno [for running plastic brushes on the rollbar link rather than the required aluminium ones] is just annoying, but we're still in the hunt and that's a huge credit to RML [Ray Mallock's squad runs Chevrolet's WTCC squad]. We've been steadily getting there each year."

But having averaged nine points per weekend since Valencia (Priaulx only managed 7.6 points per weekend on his way to last year's title), he has to be considered a contender. But there has been one constant pain: those ultra-powerful turbodiesel SEATs.

"Racing against them is the most frustrating thing in the world," Huff says. "There's just no dealing with them. It's the knowing that you can be quite a bit quicker than them over a lap, but then have no chance to pass them on the straights.

"At Estoril, I was battling with Jordi Gene and I basically pushed him through the last corner, that's how close I was, but he just drove away from me on the straight, pulled out two car lengths, and you can't make up that amount of gap on the brakes, no matter how good you are."



Huff will be pushing hard to beat the diesel SEAT Leons

So, with the SEAT threat so huge, and of course that man Priaulx – who you can never discount – what are Rob's chances of adding to his three career WTCC wins at Brands Hatch, the track where he took his first touring car win in 2004, albeit on the Indy circuit as a SEAT British Touring Car Championship driver.

"I don't think I've got a hope in hell, certainly not in the first race," he says candidly. "I've got to carry 47kg of success ballast, and that's just gonna kill us in qualifying. Brands is a great circuit, a real driver's track, but there's nowhere to pass really, especially when the grid is split by so little. I think the top 18 on the grid last year were within a second, so overtaking will be bloody difficult.

"Who knows though? It could rain, and nobody else in the championship knows Brands better than me. Plus, with the reverse grid system, I reckon I can get an eighth in race one – that's pole for race two – and from there? Well, we'll see."

If "we'll see," turns into victory, then there will be partying into the night in the Chevrolet garage, not to mention on the Paddock Hill bend banking.

BRANDS HATCH TIME TABLE

SATURDAY JULY 26	
0900-0930	Practice 1
1110-1140	Practice 2
1320-1400	F1 demonstration
1500-1530	Qualifying
SUNDAY JULY 27	
1000-1015	Warm-up
1205-1230	Race 1
1320-1345	Race 2
1530-1545	F1 demonstration

BRANDS HATCH
WITH ROB HUFF

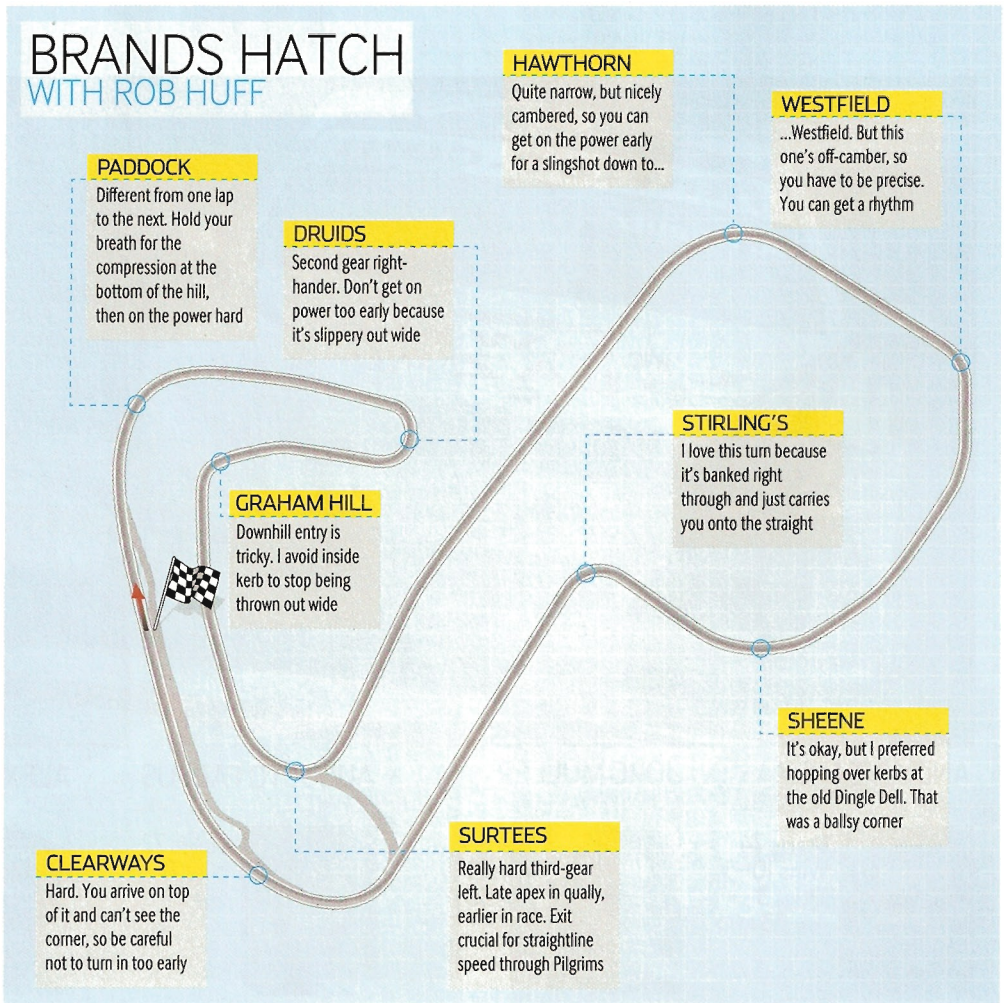


ILLUSTRATION: ALAN ELDRIDGE

SEAT

The dominant marque so far this season with seven wins from 12 races for its Leon TDIs. Tarquini, Muller and Rydell (all former BTCC champions) return to their old stomping ground in the top three places in the title race. And with Gene and Monteiro having also won this season, few would bet against the wins this weekend coming from the Spanish cars. The turbodiesel engines are sure to be a major help given the length of the straights at Brands Hatch – they are just long enough for the oil burners to eke out an advantage.



The SEAT Leon TDI is the clear favourite for Brands

GABRIELE TARQUINI
SEAT TDI



Starts 71
Wins 6
Age 46

YVAN MULLER
SEAT TDI



Starts 52
Wins 4
Age 38

RICKARD RYDELL
SEAT TDI



Starts 55
Wins 3
Age 40

TIAGO MONTEIRO
SEAT TDI



Starts 32
Wins 2
Age 31

JORDI GENE
SEAT TDI



Starts 74
Wins 4
Age 37



Priaulx needs a good result to kick-start his title push

BMW

Andy Priaulx has had a tough time of it this year with the current technical regulations currently being tipped in favour of the turbodiesels. The RBM driver is 15 points off the championship lead and needs to kick-start his season at Brands to get back in the hunt. His season has been a cakewalk compared with that of Schnitzer. Drivers Jorg Muller and Augusto Farfus, who won five times last year, are only just in the top 10 in the points this year. ROAL boys Alex Zanardi and Felix Porteiro could go well, too

ANDY PRIAULX
RBM



Starts 74
Wins 10
Titles 3
Age 33

JORG MULLER
SCHNITZER



Starts 71
Wins 9
Age 38

AUGUSTO FARFUS
SCHNITZER



Starts 72
Wins 8
Age 24

ALEX ZANARDI
ROAL



Starts 70
Wins 3
Age 41

FELIX PORTEIRO
ROAL



Starts 34
Wins 1
Age 24

CHEVROLET

The Ray Mallock-run squad has straddled the performance line this season, a match for the SEATs one weekend, but not the next, largely due to the way success ballast has worked itself out. A highly-impressive season from Huff has been backed up by Larini's usual consistency, even if the former DTM champion has yet to win a WTCC race. He could do it this weekend. Menu, despite a win at Valencia, has yet to kick his season into gear. Brands Hatch was where the Swiss delivered Chevrolet's first WTCC win in 2006, so where better to get another?



Chevy is ready to pounce if SEAT has any trouble

JCB&X

ROB HUFF
CHEVROLET



Starts 72
Wins 3
Age 28

ALAIN MENU
CHEVROLET



Starts 72
Wins 7
Age 44

NICOLA LARINI
CHEVROLET



Starts 71
Wins 0
Age 44

HONDA

Although not really a full-blown manufacturer effort, N.Technology and its driver, two-time BTCC champion James Thompson, oozes quality. They have found life without Alfa Romeo tough and are still playing catch-up after joining the championship late this season. Thompson, third in last year's championship, always goes well at home though, and is due a result after missing Estoril thanks to three engine failures.



Thompson will push the Honda hard on home soil

DPPI

JAMES THOMPSON
N.TECHNOLOGY

Starts 68
Wins 3
Age 34

INDEPENDENTS' TROPHY

THIS SEASON has been all about the Italian Proteam BMW squad and its duo of Sergio Hernandez and Stefano D'Aste. Former GP2 racer Hernandez has been Mr Consistent this year, scoring regular points in the opening races before chalking up the first of four victories at Valencia. D'Aste, who returned to the team after a year with Weichers-Sport, has helped its cause with two top scores to leave the squad 47 points clear in the teams' standings.

Pierre-Yves Corthals and Olivier Tielemans have both won twice, with the Belgian the nearest challenger to Proteam cars in his Exagon SEAT. Tielemans looks to be showing real progress after being crushed by James Thompson at N.Technology.

The most interesting addition to the series has been the Russian Bears squad and its brace of Lada 110s. Allowed to score points from Estoril onwards after a successful homologation of its cylinder outlet ports, the team's F3 Euroseries convert Jaap van Lagen has already been on the podium, although Viktor Shapovalov has shown no such pace.

Unlike last year there will be no WSR BMW and no Colin Turkington due to a date clash with the BTCC at Oulton Park, but there will be one new car on the grid. Robert Dahlgren brings his eco-fuelled Volvo C30, but the former UK Formula Ford champ won't be eligible for points due to homologation rules.



The Russian Bears Ladas will add privateer interest

FIA WTC



WIN PERCY BTCC RECORD

STARTS	117
WINS	8
TITLES	3 (1980, 1981, 1982)

Rotary club: Percy on the edge around the back of Thruxton in 1980, his first title in the Mazda RX7

WIN PERCY

He was awesome in an RX7; brilliant in little Toyotas. And that's without mentioning his international career. Now he talks to JAMIE O'LEARY

They say you are defined by your name. So, if your name happens to be 'Win', then you'd probably better become quite good at coming first for fear of not living up to such a moniker.

Thankfully for Win Percy, he had no problems in this area, etching his name onto the British Touring Car Championship trophy three times and guaranteeing himself legendary status in series history.

Born in the Dorset village of Tolpuddle in September 1943, the young Percy had a love of all things mechanical, regularly taking apart tractors and motorbikes on his father's farm. It was this enthusiasm, plus a generous offer from the owner of his local garage of an apprenticeship, that paved his way into motorsport.

"I bought a Ford Anglia and started doing autocross and rallycross, anything I could, and I was very successful too," says Percy, who left Dorset for the sunnier climate of Spain earlier this year. "As far as circuit racing goes, it all started when Spike Anderson, who ran Samuri Racing, saw me hillclimbing at Wiscombe and said, 'You're either about to have a big accident or you're very fast. Why don't you come and race for me?' So I did, and we won the 1974 Modified Sportscar Championship in a Datsun 240Z – or a Samuri Z as he called them."

After that early success, Percy and Samuri graduated to the British Saloon Car Championship in 1975 with a Toyota Celica. It was on his class-winning debut at Mallory Park that he met a man who would be instrumental in the rest of his career.

"I diced all race with a two-litre Escort, which was in a different class to me, and we crossed the line more or less together," Percy remembers. "After the race this Scottish bloke said to me, 'Win's a funny name.' I told him that my name was Winston, but that my friends called me Win. He said, 'Well, I think

THE (BTCC) CARS THAT MADE THE STAR

1975



Debut season brings class title in Samuri Toyota Celica

1976



Same car, same team, same result

1977



Disastrous season in Capri spells end for Samuri

1978



Drove self-run Toyota to second in class – and profit!

1980



TWR Mazda RX7 brings title in unbeaten season

you're very good, and when I have my own race team I'm going to employ you.' He went off and someone said to me, 'He's the bloke you were fighting with in the Escort. His name's Tom Walkinshaw.'"

The careers of Walkinshaw and Percy were to become intrinsically linked once the former's TWR organisation was formed, but in the meantime there was winning to be done for Percy, starting with a class title in his maiden BTCC campaign and then another in '76.

A disastrous '77 campaign in a quick-but-fragile three-litre Ford Capri spelt the end of Samuri, leaving Percy to fend for himself. "I decided to run out of my own garage, Wey Valley," he recalls. I bought the Celica for £2000, got £3000 of sponsorship from Bradshaw Plant Hire, came second in the class to Richard Lloyd's Golf and ended the year in profit."

A return to the Toyota works fold followed until Walkinshaw came calling: "He wanted a driver he could rely on to do the job professionally while he went off and did other things – which turned out to be the Jaguar European Touring Car programme," says Percy.

The pair seemed to be the perfect fit, as Percy expertly piloted TWR's 2.3-litre Mazda RX7, winning his class in every single race to take the 1980 title and doubling up in '81.

"It was a funny car. It had no torque, no engine braking, and the first year, 1980, it had drum rear brakes, so you really had to think about things. It was just such a magic little car though, and Tom was a good guy to drive for. He's an unusual character and he has a funny sense of humour, but if he respects you he'll treat you well – very well in fact."

It was Walkinshaw's 'funny' sense of humour that led to Percy's departure from TWR, almost straight after claiming the 1981 title.

"At Thruxton, Tom told me he had his Rover drivers for the following year. He was joking, but I thought he was serious," Percy says. "So I wandered down the pit lane, bumped into Mike Copeland from Toyota and he said, 'Cheer up Win, you're the champion.' I told him I didn't have a drive for 1982, so he said he'd have me back to drive a Corolla and would pay me £15,000 to do it. I accepted the deal straight away, and we actually ended up beating Tom's Rovers to the title.

"It all turned out to be quite funny. At Thruxton he actually protested the Corolla, I think half tongue-in-cheek. We had a number plate on it that said 'WIN 1'. It was a bit bigger than a normal plate and it was slightly tilted, so he protested that it was an aerodynamic aid and we had to take it off."

Percy's successes make him one of only two drivers, along with Bill McGovern and Andy Rouse, to claim three BTCC titles in a row, but there would be no more as he began to mix his programme with international races, often driving a Toyota Supra in the BTCC and then heading off to drive Walkinshaw's Jaguar XJSs in European Touring Car events.

After 1984, Percy quit the BTCC and would race in the ETC, Sportscar World Championship and



Just a lad from Tolpuddle, but Win made a splash in Celica

"TOM THOUGHT MY 'WIN 1' NUMBER PLATE WAS AN AERODYNAMIC AID. WE HAD TO TAKE IT OFF"



Last podium: 1993 British GP support, with Kieth O'dor

Australian V8 Supercars (all for TWR projects). He would return only sporadically to win, among other things, the 1987 British Grand Prix support race in a Ford Sierra Cosworth.

This was the period of his career that would bring him his greatest successes, with victory in the 1990 Bathurst 1000 and two wins in the Spa 24 Hours (in '84 and '89), prompting Autosport's then Touring Car man Joe Saward to write that 'Win Percy is possibly the world's number one touring car driver', a line he keeps on his CV even now.

"I did come back to the BTCC though," he remembers. "I went to see Jan Odor [whose Janspeed team was preparing Nissan Primeras] and had a test at Silverstone against a lot of other drivers – Jason Plato was one of them. But I got the drive alongside Kieth O'dor, who was a very quick driver. I'm not being big-headed, but Kieth was the only team-mate I ever had who totally kicked my butt. I didn't like those front-wheel-drive cars at all – I have 32 stitches from a crash at Oulton Park to prove it – and so I told Jan that I didn't want to race the next year. He asked me to run the team instead and I told him I'd think about it.

"The next day Mazda called me and asked me to run their team in 1994 with David Leslie and Matt Neal as the drivers, and I said I'd think about it. We were at the Motor Show and Matt's father Steve bumped into Jan and said, 'We've got Win Percy running our team next year.' I hadn't even said yes.

"So Jan gave the Nissan job – which I would have done – to Alec Poole, and I was forced into doing Mazda because I still needed to earn a living."

The year turned into a disaster. Funding from TV star Noel Edmonds never materialised, the team was withdrawn at mid-season and Percy's time in the BTCC was brought to an unsatisfactory end.

"I wish it hadn't ended like that, but I somehow managed to keep driving in GTs and historics right up until the British GP in 2000, when I raced Nigel Webb's D-type Jaguar in the support race."

Then it all went wrong. Win slipped a disc in his back while gardening, and a routine operation to fix it went badly wrong, leaving him paralysed from the waist down. "That put the mockers on 40 wonderful years in motor racing for me," he concludes. "It's strange that I've had some big crashes, but it's a silly little doctor that spoils it all."

1981



Back-to-back crowns with TWR, but rivals close in

1982



Return to Toyota with Corolla brings third crown

1984



Moves to Supra, as career takes off internationally

1987



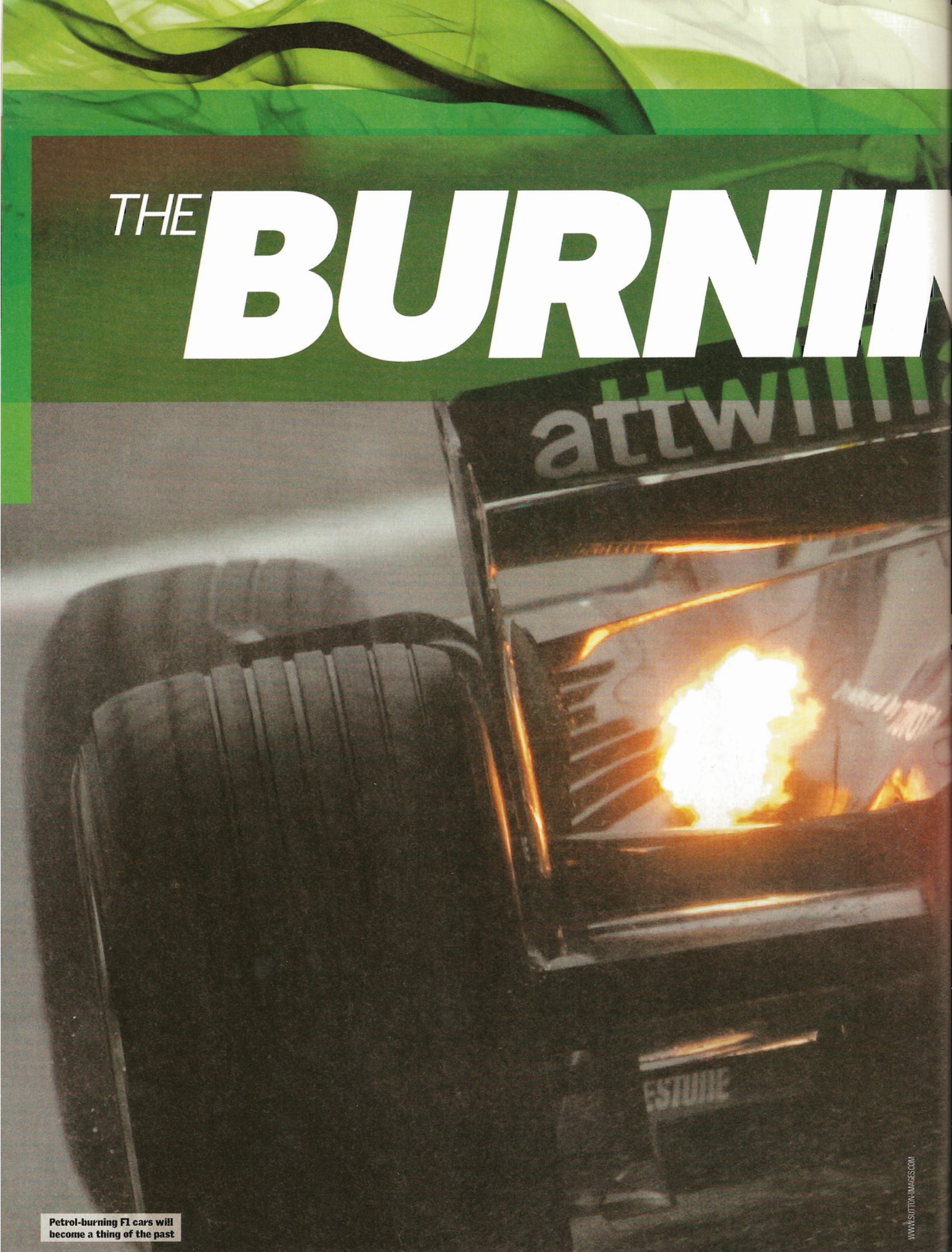
One-off drive at Silverstone brings victory in Cossie

1993



Final full season with Nissan brings last podium

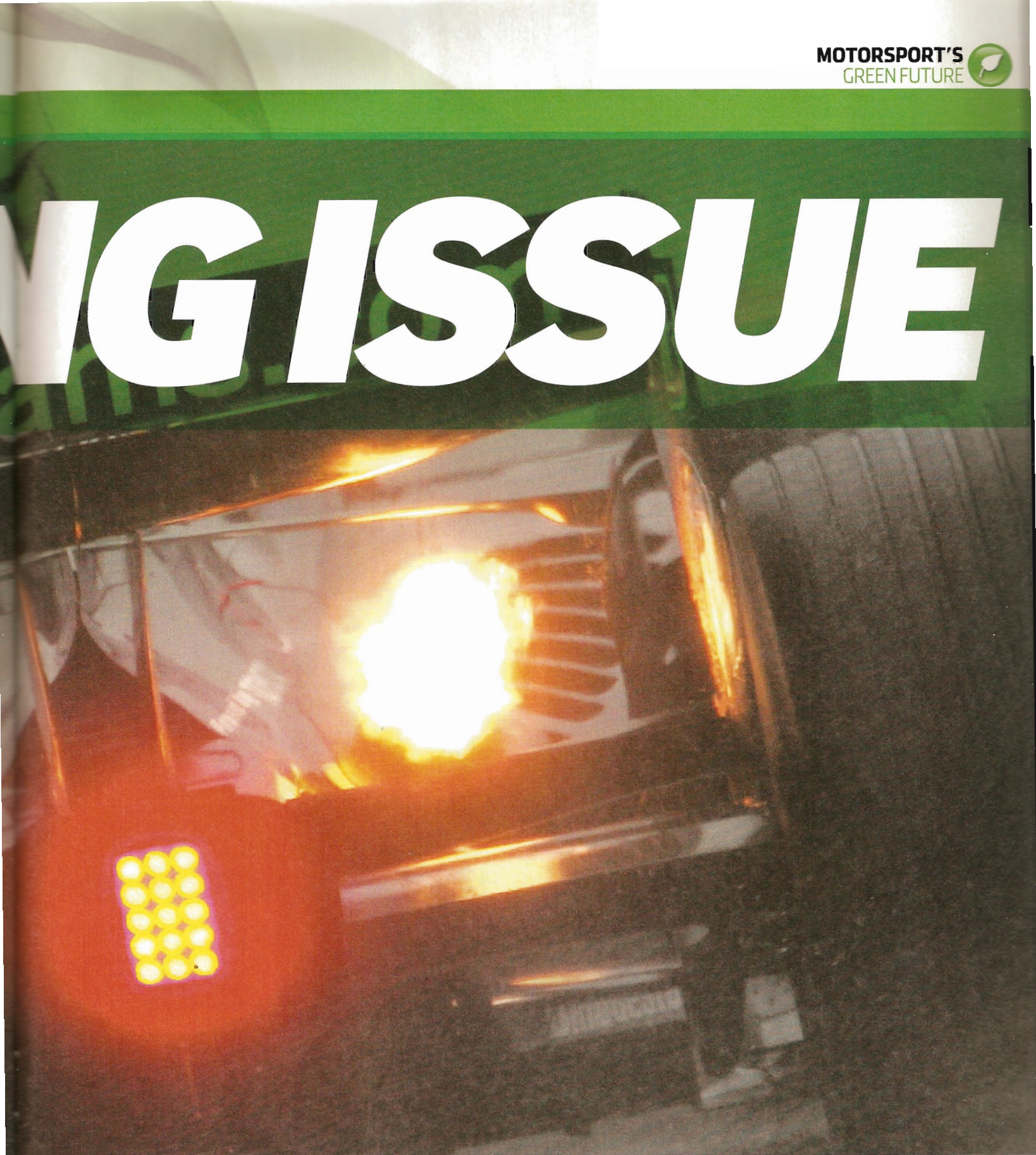
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G ISSUE



As the cost of oil – now a diminishing energy source – soars out of control, what is motorsport doing about finding an alternative method of fuel? EDD STRAW investigates



F1 refuelling technology will face a major overhaul

MASON/GETTY

The world is changing. Anyone who believes we'll be running around in cars powered by oil-derived energy sources – be it petrol or diesel – in the long-term has their head in the sand. No matter where you stand on environmental issues – whether you are the most staunch Toyota Prius-driving global warming doom-monger or a gas-guzzling 'nothing to see here' merchant who thinks fuel prices are a government conspiracy to harvest more tax – you can't deny it's rapidly becoming one of the defining issues of the age.

Anyone with a car can't have failed to notice pump fuel costing more by the week. With oil prices rising at the same rate – it's now on the verge of breaking the $150 per barrel barrier – fuel is going to keep getting more expensive. Recently, investment bank Goldman Sachs declared that there's a very good chance oil prices will break $200 a barrel in the next few years. If you are of an economist bent, that's pretty close to oil Armageddon. For a world in which transport is built on oil-derived fuels, that's no overstatement. In short, petrol is no longer viable in the long term, at least not at anything approaching current rates of usage.

So why's oil getting so pricey? It's a complex issue, but in the simplest terms there are two reasons. Firstly, it's plain running out. Or, to be more precise, it's becoming increasingly expensive to harvest what oil remains and the law of diminishing returns means that it will eventually no longer be economically viable to sell. With demand for oil still sky-high – especially with rapidly developing economies like China meaning that competition to buy oil is increasing all the time – clearly something has to give. Secondly, oil is a very touchy subject in geopolitical terms for obvious reasons. Right now, it's a seller's market, but this isn't a problem that's going to go away. Once you've run out of economically viable oil – you've run out for good.

So what does this all mean for Formula 1 and the rest of motorsport? For a start, racing is not insulated from the real world so, no matter how many heads are buried in the sand, it must be addressed. But don't expect to see F1 cars powered by some radically different source of energy in the next few years – it's not that simple. Despite this, the sport isn't ignoring the problem – in fact, it's taking a very responsible approach to adapting without resorting to pure environmentally friendly greenwash-style publicity drives. The strategy is to significantly increase fuel efficiency, no bad thing given that traditionally you're doing well to get much more than 30 per cent efficiency out of petrol engines – just think of all the noise and heat you get from an F1 car. All wasted.

The drive to increase efficiency of petrol F1 engines is a very shrewd move, and the first major step is the planned introduction of Kinetic Energy Recovery Systems (KERS) to the sport for 2009. The system will allow previously wasted energy to be stored in batteries and redeployed, and has very much been pushed by FIA President Max Mosley, who has been banging the increased fuel efficiency drum for years.



More bang for your buck – but not to this extreme!

D'ATES/LAT

In a letter distributed to teams at the start of this month, Mosley laid out his desire for the teams to help frame new rules for 2011. One of the three main parts of his mission statement was "to extract more useful energy from less fuel. The target should be a (very challenging) 50 per cent reduction from today's levels of fuel consumption by 2015, while maintaining current speeds. The rules should encourage manufacturer teams to research technologies that are road-relevant rather than Formula 1 specific."

The plan to get significantly more work out of less raw energy is broadly supported by the teams and manufacturers, despite the cost of developing KERS.

"It's a hell of a difficult question because technology is moving so quickly," says Force India F1 technical director Mike Gascoyne. "At Le Mans you've got diesel engines, hybrid technology, energy recovery and electric technology. Who knows where that could get to. Obviously as the drive for efficiency and clean power dominates the road industry, F1 needs to bear in mind economic and environmental issues.

"F1 should embrace the technology. I don't think we should be leading the technology, but we should be leading the message about where the motor industry is going. That's why KERS is so important. In itself, it's expensive, difficult and, for a small team like Force India, it's a bit of a bastard but it is the right message we should send out rather than saying, 'We don't care, we're going to keep having high-revving petrol engines'."

If an indie team such as Force India can take the financial hit, the manufacturer teams have no excuse. They are, however, in favour of KERS.

BMW Sauber team chief Mario Theissen says: "In my view there will still be fossil fuels as far as the combustion engine is concerned. The right way is to reduce this amount to the lowest necessary. KERS is definitely the right way, because it is the same route we are taking for production cars for the next 20 years. So it will be a combination of the combustion engine and additional power sources – and electronics will play a major role in this."

There is one major stumbling block, however: the engine freeze. From the start of last season, F1 teams agreed to a 10-year engine freeze which, despite subsequently being halved, still means that significant changes to the engine are not possible until after the 2012 season. There is still plenty of time for things to change – but the introduction of KERS notwithstanding

"F1 should embrace the technology and be leading the message about where the motor industry is going" MIKE GASCOYNE



Audi has very successfully embraced diesel technology

– there is pressure for parts of the engine to be freed up to allow for more progress to be made.

Toyota engine boss Luca Marmorini is not so sure.

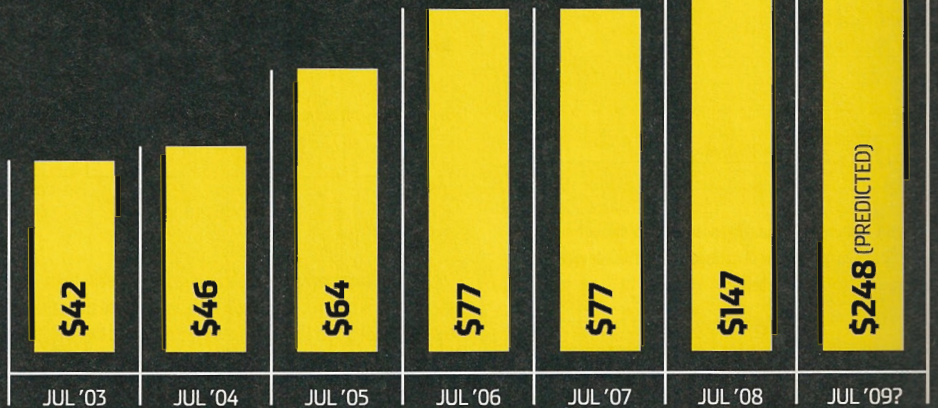
"From a technical point of view in F1 at the moment it has not any sense," says. "We have a frozen engine – a frozen combustion chamber, frozen camshaft and so on. Having this concept of engine and trying to develop fuel is very limited. We are doing a little bit – we are working on fuel to improve things but we only get a small percentage of what we could get if the fuel and engine could be developed together. We could be going back into the future with an engine that was developed together with the fuel, not just an improved fuel in an obsolete racing engine.

"I don't think we need to completely unfreeze the engine, but to allow some basic work on the combustion chamber and fuel would be more logical rather than, like now, just working on fuel additives.

"I do hope that in 20 years an F1 engine is different from what it is now. This technology has reached a very good level, but it makes no sense to bring forward an engine like this one. There will be a lot of evolution in terms of fuel consumption, emissions, and also hybrid technology. I think that this should also change in F1."

OIL: THE RISING COST

The graph shows clearly how the cost of a barrel of oil in US dollars has escalated on a massive scale over the past five years, with further huge increases predicted during the next 12 months



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But with no tentative rules in place for the 2013 engine regulations – beyond expectations that they could be smaller-capacity, turbocharged units – there's no way for teams to be working on developing powerplants for five years down the line either.

"There is no clear definition from the FIA how the 2013 engine will look like so we cannot use any of our development resources in the future," says Marmorini.

"The engine manufacturers put a proposal to the FIA last year that was quite sensible: introduce a mid-term small evolution of the actual engine, mostly focusing on efficiency for 2011. Then to decide in 2009 the new regulations so the teams could start work on the 2013 engine. There is a not a clear consensus on what this engine should look like, but I'm sure we will find a way. At the moment, having no idea of the long-term plan we can't do any development work on this."

Despite its advantages in terms of cost-saving, the extent to which the engine freeze restricts the potential to embrace different, more fuel-efficient and sustainable systems, could also have a negative effect in terms of attracting new sponsors and new manufacturers into F1.


Gascoyne

"By doing this freeze F1 is really going away from development – KERS will not cover that," says Audi Sport head of engine technology Ulrich Baretzky – the man behind the marque's Le Mans-winning turbodiesel engine.

"The answer cannot be a freeze on engines that are revving too high and are not state-of-the-art. What you need now is a downsized, turbocharged, very efficient engine that can be road-relevant. Technology that is developed there should be used in the road car. That's why we race at Le Mans, not in Formula 1."

So what might the long-term future hold and what could be done if engine regs were freed up? There are plenty of alternative fuels on offer, but there's no single source of energy that could replace petrol.

A number of alternative fuel projects have already been tried in motorsport. Bioethanol is becoming increasingly popular – the US IndyCar series has already made a wholesale switch. But, despite the popularity of biofuels, there are few who believe they represent a practical, long-term solution.

"You have to be extremely careful with biofuels," said Max Mosley last year. "There is a constant stream of new information about biofuels that makes me uneasy. First of all you have generation one and generation two. Generation one competes with the food chain, which is something you do not want because the cost of food in poor countries goes up. The second generation is more acceptable because it is produced by biodegrading waste material. There are reports that producing and using biofuels emits more C02 than fossil fuels..."

So if chip fat-powered F1 is still some way off, what is the future? There are plenty of proponents of


BMW has already developed a prototype record car...



...codenamed H2R that runs entirely on hydrogen gas

"KERS is the right way – it is the same route we are taking for road cars in the next 20 years" MARIO THEISSEN



The US IndyCar series now runs entirely on bioethanol



The E1-XP Apollo Prototype Hybrid car ran in the recent Nurburgring 24 Hours

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hydrogen-fuelled cars and, since the gas can be used in a combustion engine and to generate electricity, it could be the perfect fuel once technology is viable.

BMW already has a couple of hydrogen-powered competition concepts up and running, but Theissen believes there's no point F1 going over to hydrogen as a trailblazer until the infrastructure is in place to make the everyday hydrogen road car a reality.


Marmorini

"It would be easy to switch to hydrogen fuel in F1," he says, "but there is no refuelling infrastructure for hydrogen – and we don't see that in the near future. So this is the situation. We are ready from the car side, but we are waiting for the infrastructure. We could do it in F1 but what would be the message then? The message is there already: the car is on the road."

The feeling is that F1 must remain relevant to road cars, and can't simply go off on its own way.

"We could race F1 on hydrogen," says Marmorini. "But you can't have hydrogen in road cars at the moment. I don't see a big problem in terms of fuel quantity in F1. You might say it's unethical, but the fuel we use won't have a big impact. We should use F1 to develop alternative fuels, but at the moment I don't see a short-term alternative to conventional fuels."

Short-term is the key word, but one thing's for sure: the petrol-powered car will eventually become as obsolete as the steam locomotive. F1 must be ready.

Honda's Earth Dreams livery preaches the message in F1



"I don't see a big problem in terms of fuel quantity in F1. You might say it's unethical but it won't have a big impact" LUCA MARMORINI

KERS: IS FORMULA 1 ON MESSAGE?

THERE'S NO question that Kinetic Energy Recovery Systems (KERS) is the most radical new initiative in Formula 1 engine technology since, well, ever. Compare the supercharged 1.5-litre Alfa Romeo powerplant that propelled Giuseppe Farina to victory at Silverstone in 1950 – the inaugural world championship grand prix – with the current 2.4-litre V8 unit and, although a huge amount has changed, the fundamental concept – a reciprocating combustion engine – has remained the same.

KERS, a black box that is set to be nestled beneath the fuel tank in all of next year's F1 cars, blows that out of the water and takes F1 on the first decisive step towards genuine hybrid engine technology.

Despite the dangers of the system – the lithium battery gives off arsenic when burned and the flywheel spins at speeds in excess of 60,000rpm – it's generally seen as a good move. It's also an example of road technology begating racing technology that should, in turn, begat better production-car technology!

"The KERS itself, as it is proposed now, is a particular application of what the Toyota Prius can do," explains Toyota F1 senior engine manager Luca Marmorini. "Of course, the targets are a little bit different but, in terms of concept, it is the same.

"In terms of technology, it's clear that with a need to be light and small, engines in F1 will probably drive this kind of development. Also, the kind of technology that you need to develop KERS in F1 is a little bit different for what you need for mass production. We will look for power, and they will look for amount of energy."

This means that F1 can remain road relevant, and perhaps be the driving force behind the road-car technology that was always a cornerstone of the sport. However, KERS has not been without its problems, as Force India F1 tech boss Mike Gascoyne concurs.

"You can argue that in F1 terms it's very costly and in some ways very environmentally unfriendly if we're throwing away massive battery packs with horrible chemicals in them every race or two," he says.

"But there's the other argument that is ultimately if you're going to talk about waste you shouldn't go motor racing! F1 survives and generates its revenue through sponsorship and getting a message out – the one thing KERS definitely does do is send out the right environmental message."

So far, Honda, which loves the KERS concept as part of its whole environmentally-friendly 'earth dream' branding exercise, and BMW Sauber have admitted to having tested their KERS system in the cars. But everyone is putting a huge amount of effort into its development.

Most excitingly it's only the beginning for this kind of system in racing. Supercapacitor technology, which will allow the power storage to be significantly more compact, is expected to be brought into the sport a few years down the line, meaning F1 engine technology has probably changed for good.

"KERS is a pretty difficult thing to do but in five years' time supercapacitor technology will advance to the level where it's quite an easy thing," says Gascoyne.

"The big problem you've got now is the weight and the batteries. Go to supercapacitor technology, which is on the bench in the laboratory and not commercially available, and once that's available the sky is the limit."

Motorsport as a business has strongly promoted KERS



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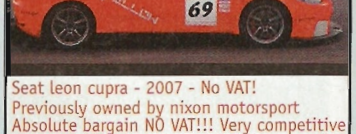
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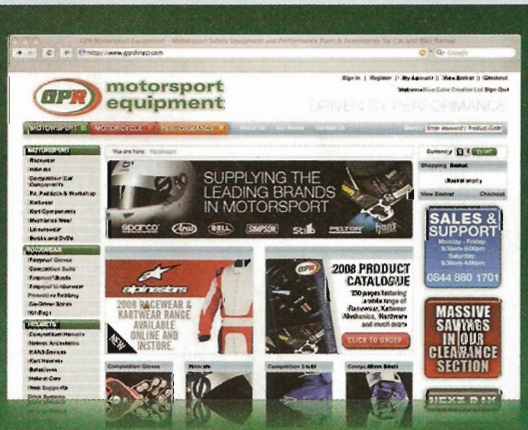
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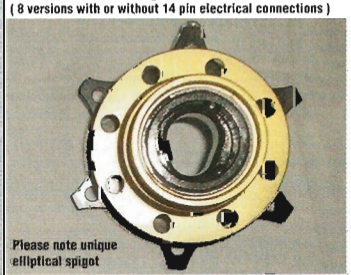
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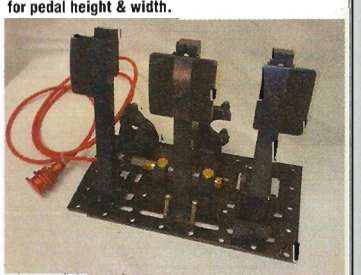
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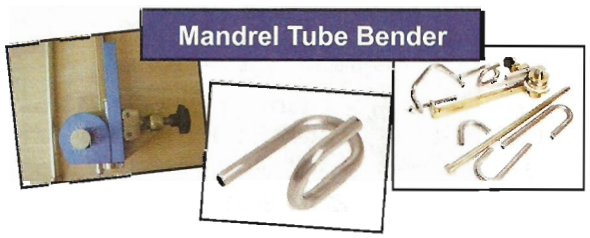
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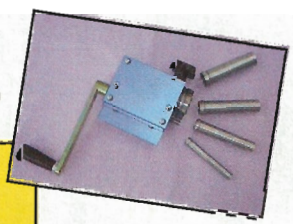
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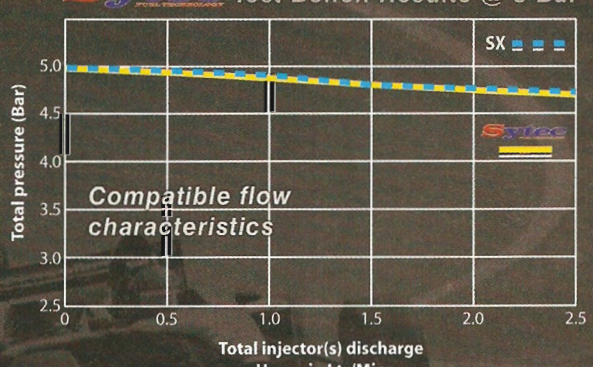
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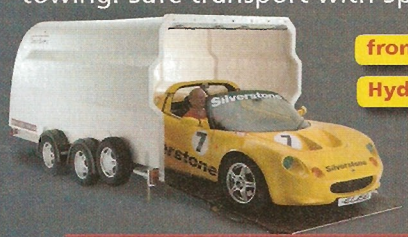
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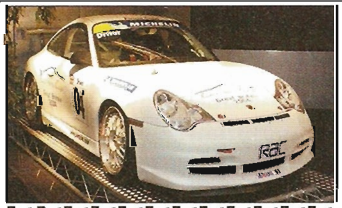
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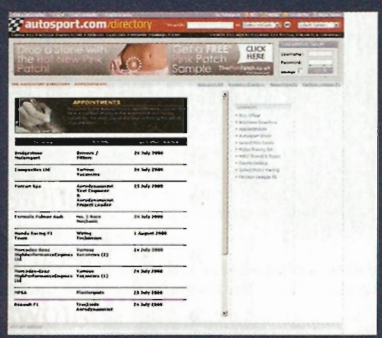


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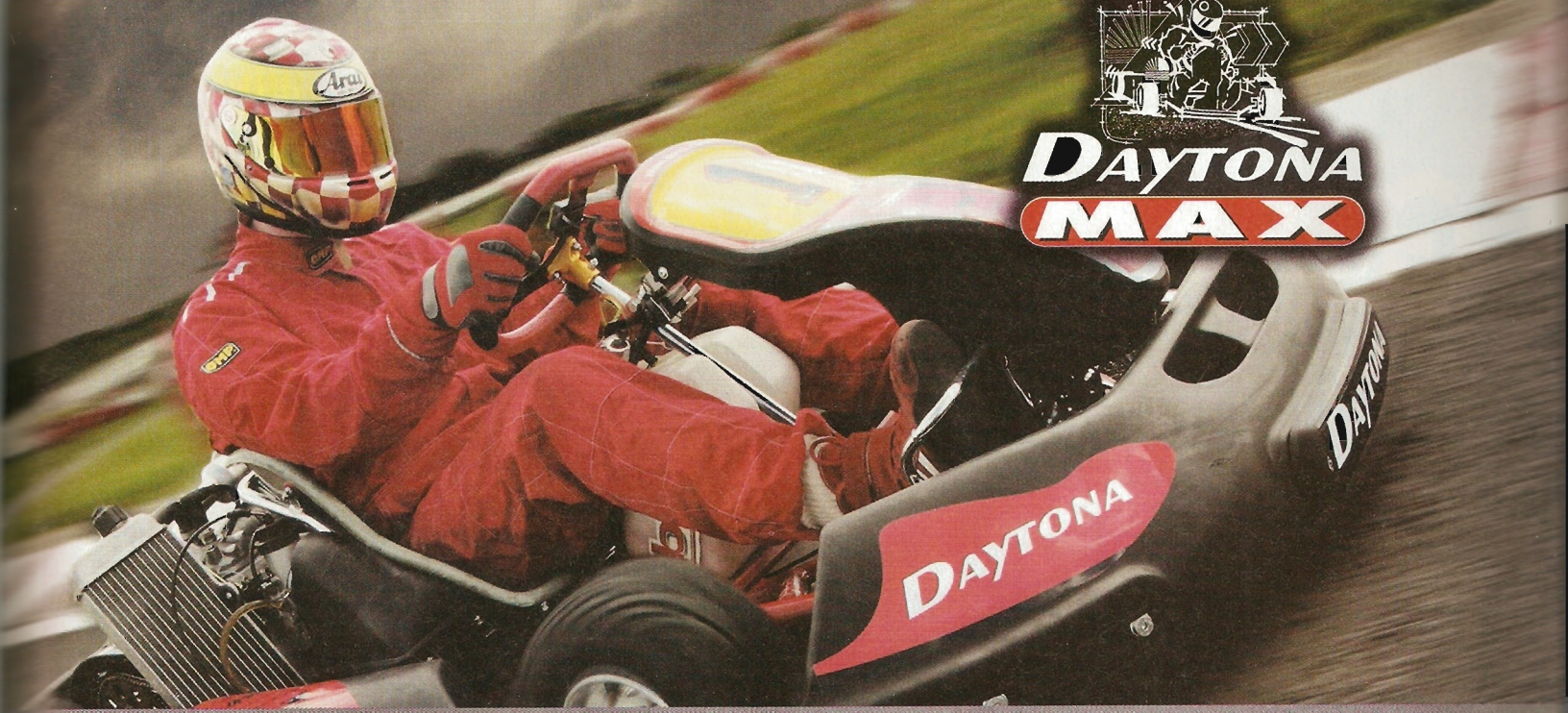
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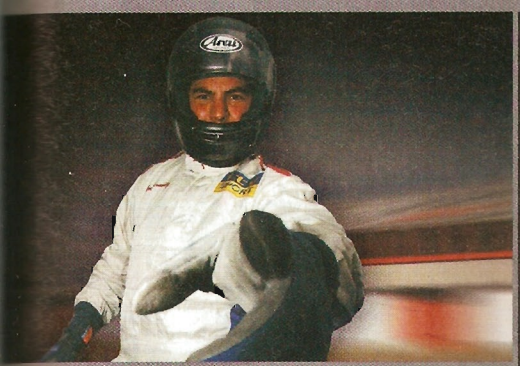


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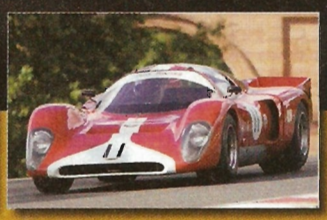
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REID OUTLINES MSA PLAN

DRIVER SCHEMES are in vogue at the moment, and the jury is still out on just how successful they are at finding potential champions.

Robert Reid's desire to co-ordinate the various efforts and give British motorsport some direction is to be applauded. Our sport is often poor at taking a step back and looking at the bigger picture, but if Reid can get everyone to work together we might find the next Burns, McRae, Hamilton or Priaulx.

Some credit also has to go to the MSA. The Race and Rally Elites have been joined by the Let's Go Karting and Go Motorsport initiatives recently, and Reid's appointment is another step in the MSA's move to be more proactive.

Reid has interest in the rally and racing communities, and he knows what it takes to get to the top. Attracting funding for the various schemes—which must surely be a big part of any serious effort to assist drivers—won't be easy, but having it as an aim is a good first step.

The one obvious flaw is the hope for government assistance. As Silverstone's fight for the British GP has shown, such help is not easy to get. And in a rich sport, it's easy to argue that's the way it should be.

■ EXTRA CONTACT DETAILS
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FORMER WORLD rally champion co-driver Robert Reid has set out his vision for finding the next stars of British motorsport after becoming performance director of the Motor Sports Association.

Reid, who co-drove the late Richard Burns to the 2001 WRC crown, was involved in the MSA's Rally Elite programme, but will now take on greater responsibility in the newly created role. He will be involved in the Race Elite project, aimed at helping young British drivers, and oversee the development of motorsport talent in Britain. He will also be involved in the promotion of that talent on the world stage.

Part of Reid's job will be to take advantage of Lewis Hamilton's success and popularity to encourage more people into the sport and to find the next British hopeful.

"Now is the time we need to be finding the next star," said Reid. "They don't come along very often so it's about identifying the people and helping them."

WHAT DOES HE WANT TO DO?

Essentially, Reid wants to attract more people to motorsport, give drivers an obvious path of support and guidance, and attract more funding for young talent.

Reid wants people that have been on various motorsport schemes to be able to get some form of qualification for their efforts, instead of having to balance education with pursuing careers in the sport. He also hopes to see more government-funded apprenticeships.

"A few people benefit from the Elite schemes, but there's no accreditation for them," he said. "I'd like to get to the point where motorsport driver is a career option.

"With government schemes you can increase the number of people coming in."

This, Reid believes, would increase the pool of drivers from which a future champion may emerge.

FINDING FUNDING

The French Federation is able to fund drivers through its commercial partners. Reid wants to forge similar links and "attract greater funding than has been available".

He added: "We do need partners. If we're nurturing the best British talent the buyer is going to be the team so we need to produce what they want and get their support."

Reid aims to assist young drivers at whichever level their talent is first spotted.

CONSULTING THE SPORT

To achieve his goals, Reid wants to "consult with the sport and know what they think—teams, constructors, drivers and sponsors".

There are many driver projects currently running, including the BRDC Superstars, V1 Championship (see Autosport, July 17) and Racing Steps Foundation, but they tend to be separate entities and are often seen as being in competition with each other.

Reid wants this to change. "It would be good to channel all the people in these schemes to the MSA and for them all to be co-ordinated," he said. "I think there is a need to bring everything together.

"This is not a one-hit wonder. This is building for the future."

Q&A ROBERT REID



■ **How does Britain compare with other nations in helping young talent?**
I think there are a lot at the same level. In rallying the Finns have been doing things similar to us. The French have been doing more, but it's a commercial activity so it's easier to invest than it is to invest licence-payers' money.

■ **What made you take on the new role?**
For me it's a natural progression from Rally Elite. I'm seeking a new challenge and I've always been interested in racing as well as rallying. The logical progression was to go from looking at the theory of what we could do to actually making it happen.

■ **What would show you that you'd achieved your goal?**
Ultimately, it's drivers coming through and succeeding at the top levels of the sport, whether that be the WRC, F1 or the WTCC.

IN BRIEF



SEAT CUPRA Cup frontrunner Martin Byford was forced to miss a planned outing in the Production S1 races at Silverstone last Saturday after the Honda Accord (above) he shared with owner and former FF1600 rival Lawrence Fagg picked up an untraceable misfire.

FORMULA VEE race winner Jake Oliveira continued his short programme of races in the development Storm DC07 at Donington Park last weekend. Oliveira is testing the car ahead of a planned full campaign in 2009. He finished fourth in the final.

FORMULA VEE frontrunner Martin Farmer's disappointing season continued at Donington Park last weekend. The 2007 championship runner-up ended qualifying in the gravel, suffered engine problems in his heat and failed to start the final.

JAMES BIRCH made a one-off return to Formula Vee at Donington Park last weekend. The 18-year-old, who finished fifth in the series in 2007 and this year lies fourth in the European Formel Vau series, could only manage 13th in the final in his Scarab.

RGB FORMULA official Steve Robinson scored his first win of the season at Donington Park last weekend, despite a start penalty. The 750 Motor Club penalised the Genesis racer four places on the grid for causing a startline shunt at Cadwell Park three weeks ago.

BRITCAR REGULAR Tim Hood debuted his new TVR Sagaris, which features a six-litre Chevrolet engine producing 510bhp, at Silverstone last Saturday. The car suffered problems throughout the meeting and failed to finish.

PETER WYHINNY has been excluded from the results of the second VW Racing Cup event at Brands Hatch on July 13. Wyhinny originally finished fifth in his Caddy Van (below), but was later excluded for his part in a collision with Michael McInerney.



NATIONAL NEWS



This fiery disaster nearly did for the Dunn/Gates Ligier, but the pair rose from the flames to race on at Snetterton

FORMULA FORD RACER TO MAKE FPA RETURN

BRITISH FORMULA FORD frontrunner Matt Hamilton will dovetail his Ford efforts with a Formula Palmer Audi campaign for the rest of the year.

Hamilton, who currently lies sixth in the Formula Ford standings, won an FPA race at the beginning of 2007 before breaking his leg in a startline shunt at Silverstone. He returned later in the year to take 12th in the championship before moving to FFord.

He now plans to contest the two remaining Brands Hatch meetings and the Silverstone event in September, replacing Jodie Hemming, who has pulled out of the series.

"It wasn't something we could really turn down," said Hamilton, who tested an FPA machine at the series' Bedford base last week. "This year the series looks a lot stronger and it'll give me more seat time.

"I've got to learn the car again and I've not driven it around the Brands GP circuit, whereas the others have already raced there [at the A1GP meeting in May]. I'd be happy to be in the top half-dozen."

Hamilton will make his FPA return at Brands this weekend at the WTCC meeting. He will miss the Snetterton races in August because he will be racing his JTR-run Mygale in the clashing penultimate Formula Ford round at Silverstone.

Hamilton's best result so far in Formula Ford is second, scored at Snetterton.

● Italian-American fashion designer Luca Orlandi will make his FPA debut at Brands this weekend. Experienced F3 racer Charlie Hollings, who scored a podium on his first series outing at Oulton Park last month, will also appear.

SRO DECISION COULD BRING ASCARI BACK TO GT

THE EUROTECH Ascari KZ1R could return to the British GT Championship, depending on the result of discussions with series organiser SRO.

The team, which runs David and Godfrey Jones, withdrew the car after it lost its Knockhill win earlier in the year (see Autosport, June 5). As well as the disqualification, the squad was unhappy that the car had to run 40kg heavier in British GT than it does in FIA GT3.

Eurotech boss Mike Jordan, who is preparing to race the car with the Jones brothers at the Spa 24 Hours on August 2-3, said: "If they let us run with FIA weight and the car is okay after Spa, we'll be out for [the final races at] Silverstone and Donington.

"We just want to be at the same level as FIA GT3."

SRO's Paolo Callea did not rule out allowing the KZ1R to run at 1260kg rather than the current 1300kg. "There may be a chance to take weight out of the car," he said.

"We're going through all data. The problem is that we noticed at [the Avon tyre test at] Donington Park last year the mid-engined cars were quick, so we added weight. If we change the Ascari we should change the Ferrari, so we're looking at it."

The Eurotech Ascari finished eighth in Brit GT last year and, with the withdrawal of the Damax team prior to 2008, its car was the only KZ1R in the series until the team left after the Rockingham round.



The Ascari could be about to return to British GT

FUEL SPILL SPARKS FIRE IN VdeV UK

THE LIGIER of Anthony Dunn and Barry Gates finished the VdeV UK race at Snetterton last weekend despite a serious pitlane fire.

Dunn was fighting for the lead of the six-hour enduro in the Chevron Racing entry when he came in for a scheduled fuel stop. He got out of the car, as required by the regulations, before a fuel-rig failure caused fuel to spill over the car. It then caught fire.

"It was pretty scary at the time, but the boys didn't panic and put it out pretty quickly," said Dunn.

No one was injured in the incident, and Dunn and Gates were able to return to the race and finish, albeit in last.

"We got as much of the powder off as possible and the engine was fine," said Dunn. "The only thing we replaced was the throttle cable – it's just a shame because it was a race we could have won."

All VdeV UK teams use fuel rigs supplied by ATL. An investigation has been launched to establish the reason for the failure.

MSVR TO RUN SALOON SERIES

THE NEW-FOR-2008 Racing Saloons series is set to join the growing MotorSport Vision Racing package in '09.

Racing Saloons, for two-wheel-drive touring cars, was introduced this year by drivers breaking away from the British Automobile Racing Club and the Classic Touring Car Racing Club (see Autosport, November 29). It has run its own races, along with the breakaway Production BMW series, as well as appearing on MSVR bills. Both have consistently attracted large grids.

MSVR will now organise the calendar for both Racing Saloons and PBMW. The series will sometimes appear with other MSVR-supported classes, including Formula Palmer Audi, the new VdeV UK and GT Cup categories and the Lotus Elise Trophy. Heritage GT will also appear at some meetings.

MSVR race operations manager Dave Scott said: "When we bring all the series together I think it will be a very good package."

The breakaway Racing Saloons has had a successful first year



RICHARD STYLES

BRITCAR BOW FOR ANOTHER NEW GINETTA G50

Ginetta Cars owner Lawrence Tomlinson and company boss Richard Dean finished sixth in the Britcar race at Silverstone last weekend in the latest G50. The car featured an updated aero package, including a rear wing, revised cooling systems and an air-conditioned cockpit



DEVENTIMAGING

Autosport GOLDEN HELMET UPDATE

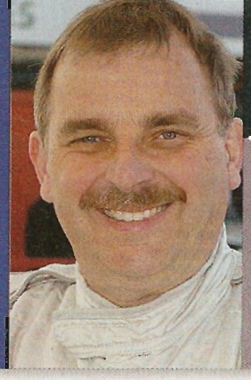
Pos	Driver	Overall	Class	Total
1	Graham Carroll (Van Diemen RF90)	14	1	15
2	Jonathan Wright (Radical PR06/SR8)	13	–	13
3	Nigel Moore (Ginetta G50)	11	2	13
4	Wayne Boyd (Mygale SJ08)	11	–	11
5	Edwin Jowsey (Lotus 22/Dallara F301)	11	–	11
6	Gavin Seager (Pickup)	10	–	10
7	Gary Culver (Ferrari 328GTB/355 Challenge)	8	2	10
8	Rod Birley (Ford Escort WRC)	9	–	9
9	Derek Jones (BDN S2)	9	–	9
10	Benn Simms (Cooper T59/March 803B)	9	–	9
11	Keith Dawson (Global GT Light)	9	–	9
12	Rhys Lloyd (SEAT Leon Cupra R)	5	4	9
13	Julian Sage (Caterham R500)	3	6	9
14	Ben Winrow (Renault Clio)	8	–	8
15	William Smallridge (MG Midget)	8	–	8

Overseas rounds of UK championships not included. Repechage, consolation, 'overflow entry' and handicap races not included. Classes based on driver experience, or team/driver status (eg BTCC independents) not included. For any queries, email us at autosport.editorial@haynet.com

IT'S BEEN another good month for Scottish Formula Ford racer Graham Carroll, who's taken another three wins since our last update to remain at the top of the table.

Nigel Moore has made good progress since he added British GT to his Ginetta G50 programme, while historic aces Edwin Jowsey and Benn Simms are combining Formula Junior/F3 campaigns to good effect.

All wins count, provided a race is a minimum of 10 miles and there are at least six starters in class. In a tie, overall wins take precedence, followed by average grid size.



HUMBLE PYE
MARCUS PYE

I'M CONFUSED. In 2009 it will be 25 years since Formula 2 was pensioned off, yet the route to the pinnacle of single-seater racing has rarely been as clear as it was in Orwellian 1984. Formula Ford – Formula 3 – Formula 2 – Formula 1. Simple, wasn't it? Not any more, alas.

The only reason good old F2 – a fixture since the naissance of the World Championship in the '50s – disappeared was that F1's fat-walleted controller had mopped up all the Cosworth DFVs, rendered impotent in the sizzling 1500cc turbo era, and needed to flog 'em on. Sod tradition; enter cumbersomely-titled F3000.

Spiralling DFV costs aside, the three-litre newcomer didn't do a bad job, although the days of FIA 'graded' grand prix stars dipping in on a race-by-race basis, as in hallowed F2 times, and risking getting duffed up by the emerging next generation of aspiring aces, were long gone.

Then F3000 took the 'modern' one-make route, sowing the seeds of one of the greatest malaises to blight 21st-century motorsport. Look around now, and outside F1 there are precious few classes to encourage competition, sustain manufacturers and challenge the designers and engineers of the future. Leaving drivers aside, where do the John Barnards, Rory Byrnes, Patrick Heads, Adrian Neweys and Pat Symonds of 2015 cut their teeth?

Given the options, it's difficult to tell: GP2, F1's European resident feeder series, offers a single Dallara chassis powered by a four-litre Mecachrome (Renault) V8 engine, developing 600bhp. A1GP, relaunching with a new Ferrari F2004-inspired mono-chassis, boasts 500 prancing horsepower and has a new multi-year deal. Formula Renault 3.5 centres on another Dallara monocoque, with a Nissan-derived V6 engine making 425bhp.

At least they all have a proven track record and, in GP2's case, harbour real racing if Silverstone was any benchmark. Which is more than can be said for the much-vaunted Superleague Formula (*nee* Premier 1 GP, RIP), aimed at courting football's millions. Bigger 4.2-litre V12 engines, as much as 750bhp, and Elan Motorsport Technologies chassis are in the frame, and it starts at Donington next month...

On the national front, and more than a decade on from the birth of Formula Palmer Audi, we are still waiting to hear whether Jonathan Palmer is serious about a 'Super Palmer' class with centrally-run 400bhp machinery and a similar business model. But I'll not go down the route of the putative Pro 400 concept. Despite rebuttals, it has shades of The Challenge Initiative about it – not that the sentiments behind the ill-starred idea were bad.

But to cap all this, with doom-mongers hailing a deeper global recession every day, the FIA has announced – wait for it – a new Formula 2! The timing could scarcely have been worse. I can appreciate the sport's world governing body is essaying for a controlled-cost open-chassis class (and one that it can run), but can it remain deaf to cries of 'how is anybody going to make a living from it?'

Much as the idea of free-chassis, free-engine appeals in this context, it might as well have proposed a 'hotted-up' Formula 3 (with 300-350bhp and current grip levels), or gone to progressive Renault and said, 'Let's make your next formula an open-chassis plateau.' Or toed the safe line, espoused the Palmer initiative, and plumped for a 400bhp championship (perhaps with diesel fuelling?) as the only inclusive possibility to keep costs in check and international punters happy. Now that would be one-chassis, but it might be a more accessible and better F2!

"THE GREAT MALAISE OF MODERN MOTORSPORT"

Single-make series such as Formula Renault UK do nothing to encourage competition between manufacturers or designers


ERIK VLAY

IN BRIEF


OLIVER READ

REIGNING HISTORIC Formula Ford 1600 champion Nelson Rowe raced a modern Kent-engined car for the first time at Castle Combe last weekend. Row qualified his Van Diemen RF99 (above) fifth, but was forced to retire from the race.

XSPORT team founder John Cross is building a Chevrolet V8-engined Ford Mondeo for a combined Britcar and Dunlop/*Motorsport News* Saloon assault.

THE 59th running of the 750 Motor Club Birkett relay race will be the biggest yet following a switch from the Silverstone Club circuit to the international layout, which allows a 55-car grid. More than 300 cars could now contest the six-hour event on October 25.

THE LONDON to Brighton Veteran Car Run has already attracted a maximum entry of 550 vehicles for this year's event. The run, for pre-1905 machines, will be held on November 2.

THE SECOND running of the Cirencester Car Club Introduction to Motorsport Weekend will celebrate the start of National Motorsport Week next month. A series of events, displays and demonstrations, will take place on August 8-10.

PRESIDENT OF the 500 Motor Racing Club of Ireland Jack Dunlop, who had been involved with Northern Irish motorsport for over 50 years, died last month. Dunlop began as a Kirkistown marshal in 1953 and became 500MRCI secretary shortly after. He served as resident clerk of the course until 1971 and also enjoyed spells as a club steward and chairman.

VETERAN RACER Neil Cunningham (below) will not be able to take part in the Historic Saloon race at the Silverstone Classic this weekend. Cunningham, who won the British Grand Prix Historic Saloon Car Challenge support race, had been planning to contest the event in Bob Pepper's Ford Mustang, but the car is only eighth reserve.





Marshall's Aston Martin (top) will return, in a similar spec and livery to the car that finished 17th at Le Mans in 1977 (below)
LAT

MARSHALL ASTON IN RACE COMEBACK

GERRY MARSHALL'S famous Aston Martin DBS V8 will return to competition this season in the hands of historic racers Andy Jenkinson and John Young.

The late Marshall, who won over 600 races prior to his death in 2005, campaigned chassis DBSV8 10071/R in the 1980s and 1990s. The 6.3-litre machine was a frontrunner in the Aston Martin Owners Club Intermarque series but has not been raced for several seasons.

Jenkinson now hopes to share the car with Young in Masters 70s and Heritage GT, as well as driving solo in selected AMOC Super GT races.

The car was originally campaigned by David Preece, who also shared Robin Hamilton's V8 to 17th at the Le Mans 24 Hours in 1977. Jenkinson will run the ex-Marshall car in a livery similar to that used by Hamilton at Le Mans in 1977 and 1979.

"Our V8 is regarded as the sister car to the Le Mans machine, which is why we've been accepted into the Masters 70s," said Jenkinson.

He believes the DBS V8, which produces nearly 600bhp, will be on the pace. "It will be a frontrunner," he said. "We've taken all the best bits of the '77 and '79 Le Mans cars. It's got more power than traction and we've given it a nuts-and-bolts restoration.

"There will be some more modern cars in Super GT, but that won't be our focus.

"Gerry was there when I first started racing in '99 and later I saw him take his 600th win, which was incredible. I got on well with him and I'm delighted to be able to get this car out again."

Jenkinson and Young hope to race the Aston for the first time at the Heritage GT meeting at Silverstone in August. They will continue to campaign the Jaguar E-type in which they have scored several major successes in recent years, and also plan to race a Lola T70 in historic events at the end of the season.

McRAE TAKES WIN ON THE ISLE OF MAN

BRITISH RALLYING legend Jimmy McRae and Andy Richardson claimed victory on the Isle of Man Historic Rally last weekend, winning the fifth round of the British Historic Rally Championship in their Porsche 911RS.

On a demanding two-and-a-half-day rally on the closed public roads of the island, McRae drove a faultless event but had a late scare when the Porsche shed its fan belt with just six miles to go. "It was getting very hot," said McRae after nursing the 911 to the finish.

Steven Smith/John Nichols took the fight to McRae in their 911RS and won Category Two, despite suffering their own worry when a seagull wrecked their windscreen on the opening stage.

To complete a Porsche rout of the categories, Dessie Nutt/Geraldine McBride took their older 911 to Category One spoils. Their job was made easier when a broken radiator dropped the Sunbeam Tiger of Patrick Watts/Elgan Davies out of contention.


McRae's Porsche sprints through the Isle of Man scenery on its way to victory
PAUL FAVRE-NPE

SILVERSTONE CLASSIC SET FOR BIGGEST-EVER FIELD

MORE THAN 900 drivers and 700 cars will appear in this weekend's Silverstone Classic, which includes a 21-race, 14-group programme.

Over 100 grand prix cars spanning the 1930s to the '90s will be in action on the Historic Grand Prix circuit on Sunday alone, when the programme will be rounded out by a Group C/IMSA GTP race for the David Leslie Memorial Trophy.

The big sports prototype double-header stars 1988 Le Mans winner Andy Wallace, who shares a Jaguar XJR-8/9 with recent La Sarthe Group C victor Justin Law. The rare Sauber-Mercedes C9 of Australians Rob Sherrard/Wayne Park and no fewer than eight Porsche 962s join them.

A monster grid of World Sports Car Masters contenders pitches Lola T70s against nimble two-litre Chevrons and Lolas as they race towards dusk on Saturday. Representing the latter marque, ex-GT racer Geoff Lister will race his T210 for the first time, amid young hotshoes Charlie Kemp and Ollie Hancock.

Fifties' sportscars also appear, with the RAC Woodcote Trophy and BRDC races, while single-seater buffs will enjoy FIA Historic Formula Junior and HGPCA Pre-1966 races.

Saturday's Gentlemen Drivers GT & Sports Endurance event promises superlative dicing down the field, as do Top Hat Masters saloons and HSCC Historic Roadsports. The annual BRDC 500 pre-war sportscar blast, plus Aston Martin and Porsche marque events are also on the packed programme.

Visit www.silverstoneclassic.com for the latest timetable.



Large fields were a feature of the Classic in 2007. This year's event should be even bigger

MICK WALKER

STAR OF MALLORY SHINES

THE STAR of Mallory name reappeared last weekend and may become a permanent Formula Ford 1600 series.

A Formula Ford championship for many years, the Star of Mallory has been defunct for several seasons. But FF1600 driver Peter Daly decided to revive the name at Mallory Park last Sunday.

"I asked the British Automobile Racing Club if I could buy the grid and get the cars back out there," said Daly, who attracted nine competitors to the event.

"If I can get more cars out, we might get a proper series going again."

Daly won the event in his Van Diemen RF04, from the older Merlyn Mk20 of historic ace Simon Hadfield.



Daly is hoping to revive the Star of Mallory and won the race last Sunday

DRIVEN IMAGING

FIRST ENTRY FOR NEW CATERHAM

CATERHAM ROADSPORTS competitor Jon Walker will be the first driver to receive the new R300 in preparation for the new Superlight R300 series in 2009.

The series is aimed at bridging the gap between the Roadsports and R400 Superlight series (see Autosport, June 12).

Walker, whose car will be run by DPR Motorsport, hopes to race at Donington Park and Paul Ricard before the end of '08.

"The R300's increased performance is a definitive step up," said Walker. "I have no doubt it is the right next step."

F1 CARS RETURN

TWO FORMULA 1 cars will return to competition at the Silverstone Classic.

Daryl Taylor's Embassy-liveried Shadow DN1-3A returns to Silverstone for the first time since Graham Hill contested the 1973 British Grand Prix. It had its first circuit test since restoration at Donington Park last week.

Rob Hall's De Tomaso 505/1 only contested the South African GP in '70 before Piers Courage crashed it in qualifying at Jarama but will join the Shadow in the GP Masters double-header.



Shadow DN1-3A is set for return

MICK WALKER

FRESH FIESTA FOR XR SERIES

THE BRITISH Racing & Sports Car Club is planning to launch a new class in the Ford XR Challenge next season for modern Fiesta Zetec S cars.

Following discussions with competitors during last weekend's meeting at Anglesey, organisers hope the yet-to-be-named class for the 1600cc machines will eventually secure the future of the series.

Championship co-ordinator Kevin Shortis said: "The interest is not more than a handful of drivers at the moment, but I expect we'll get at least half a dozen on the grid for 2009 and it will build its own momentum from there.

"The problem is the current crop of XR2s are 25 years old and sourcing spare parts has become quite difficult. Having a more modern production car will make buying cars and parts easier, help reduce costs and hopefully attract more drivers into the series."

NATIONAL ROUND-UP

NIPPON MAKES RACE OFFERS

THE RED Dragon Race Club is offering motorsport engineering students free registration and club membership, and half-price race entries for its Nippon Challenge, MR2 and new Subaru Cup series.

The club has been inspired to offer the financial incentives, which are available for the rest of 2008 and next season, by the MSA's Go Motorsport initiative, which aims to attract more people to the sport.

Those interested should email Nippon's Steve Vince at stephenzebra@aol.com.

MOTORSPORT SHOW TO BRANDS

THE LONDON Motorsport Show has combined with the second running of MSVR's Race Car Live! to create one large exhibition at Brands Hatch this autumn.

As well as the usual showcase of cars and series, the show will include a live kart track and testing of new cars on the Indy Circuit. There will also be ARDS tests on offer and seminars on the future of the sport and women in motorsport.

The show will take place on November 22-23. Tickets, registration and enquiries can be made through the website at http://www.londonmotorsport.co.uk.

TUCKER'S HOPE FOR STREET RACE

BRITCAR BOSS James Tucker remains hopeful that a street race could yet take place again in the United Kingdom despite the recent refusal of Bracknell council to sanction an event in their town.

Tucker had mooted a street event in Bracknell, but is now looking elsewhere. "Bracknell would have been ideal," he said. "But unfortunately Bracknell had a change of manager not long ago and now it's no-go."

Tucker now hopes to hold the event in Birmingham, scene of the last British street race in 1990.



JEFF BLOXHAM

PORSCHE MAN MAKES HIS MARK

Michael Leonard (left) prepares to assault the long-suffering Russell chicane marker posts at Snetterton last weekend. The Porsche driver nevertheless scored two seconds in GT Cup



The Garofall/Phillips Norma (leading) nearly ran out of fuel en route to glory

RICHARD STYLES

SNETTERTON
MSVR
July 19-20

NORMA DUO TRIUMPHS IN RACE OF ATTRITION

ALTHOUGH THE six-hour VdeV endurance offered the smallest grid of the meeting, it provided a race never lacking in drama.

The balance of power shifted relentlessly as leading teams saw their chances fall by the wayside via mechanical gremlins and misfortunes. Ultimately, the Norma of Rob Garofall and Simon Phillips forged ahead when it mattered.

In a tense final hour, Garofall managed to stretch his fuel just far enough to take him past the flag and secure the pair's second win of the season, while second-placed Adam Derbyshire kept him honest despite nursing a misfire. Further back, a delighted Ryan Hooker and Sarah Reader made it two podium finishes in as many races by guiding their Juno to third.

Behind them, a remarkable fourth went to Tony Freeman and Duncan Williams. Freeman brought the car home safely despite still running on wet tyres long after the track dried following a late shower.

A race-long scrap between Paul Quinn and Michael Edwards was the highlight of the opening race for production-spec Lotus Elises. The pair swapped places incessantly until Quinn finally made it stick on a blast down Revett Straight. Meanwhile, Marcus Jewell scorched through the field to finish third, surviving a mid-race collision along the way. His Elise had earlier been relegated to the back for being underweight in qualifying.

Quinn and Jewell were to the fore in race two, with Quinn snatching a decisive lead into Riches on lap five. Jewell gave chase, but retired after careering down the Esses escape road.

Andrew Walsh was in dominant form in the double-header for the more powerful Lotuses. He led from lights to flag in the first race to win by half a minute, and pulled away in race two after claiming the lead from Chris Headlam at Riches.

Peter Seldon pulled out a winning lead in the first GT Cup contest after early leader Michael Leonard spun on oil at Coram, and frontrunner Steve Rance suffered a drive-through penalty. Rance's late retirement allowed the determined Leonard to finish second on his first visit to Snetterton. Matt Seldon took the wheel of his father's BMW E46 in race two, and fought off a feisty challenge from Leonard to take a narrow victory.

Battles raged throughout the capacity field during a frantic Production BMW race. Despite always having his mirrors full, Liam Crilly kept his nerve to clinch a well-deserved win. Dean Spurr headed the pursuing pack, while Robin Welsh beat Tony Smith to third by a whisker.

There was a three-way tussle for honours at the front of an entertaining Racing Saloons thrash. Polesitter Stacy Vickers overcame a slow start to guide his Mazda RX7 past Ken Lark's venerable VW Corrado and John Willcocks' BMW E30 M3.

The tables were turned in the Last Chance Saloons, where Willcocks led from the start and survived Vickers's attentions to triumph by almost 10 seconds.

Chris Beighton guided his Sunbeam Tiger past the Aston Martin V8 of Chris Scragg to lead the first Heritage GT race. He held on to win despite Scragg's persistent challenge and a late collision with Pat Cooke while trying to lap the Vantage.

Beighton teamed up with the versatile Nigel Greensall to win race two, well clear of Zoe North's Ford Mustang. Scragg again provided the main challenge before a broken exhaust forced retirement shortly after he handed over to co-driver Boysie Thurtle.

■ By Oliver Timson

VDEV UK (290 LAPS) 1 Simon Phillips/Rob Garofall (Norma M20 F) 6h00m53.270s (94.11mph); 2 Shaun Balfe/Adam Derbyshire (Norma M20 F) 6h01m50.863s; 3 Sarah Reader/Ryan Hooker (Juno SSE); 4 Tony Freeman/Duncan Williams (Juno SSE); 5 Graham Fennymore/Chris Bialan (Juno SSE); 6 Nick Adcock/Nick Coleing/Dave Scott (Juno SSE). **Fastest lap** Garofall 1m06.943s (104.97mph).

LOTUS ELISE CLASS A (13 LAPS) 1 Paul Quinn (Elise S1) 20m10.120s (75.49mph); 2 Michael Edwards (Elise S1) 20m10.517s; 3 Marcus Jewell (Elise S1); 4 Paul Harding (Elise S1 111S); 5 Mike Davies (Elise S1); 6 Hans Baumhardt (Elise S1 Sport 160). **FL** Edwards 1m21.107s (86.64mph).

RACE TWO (22 LAPS) 1 Quinn 30m18.092s (85.03mph); 2 Edwards 30m34.573s; 3 Simon Deacon (Elise S1 Sport 160); 4 Gary Broad (Elise S1 111S); 5 Stuart Kirkbride (Elise S1 111S); 6 Ian Berry (Elise S1 Sport 160). **FL** Quinn 1m21.262s (86.47mph).

LOTUS ELISE CLASSES B, C & 211 (16 LAPS) 1 Andrew Walsh (Elise S1-Honda Rotrex) 20m22.444s (91.97mph); 2 Chris Headlam (Elise S1-S/C Honda) 20m59.841s; 3 Sean Bicknell (Exige S1-Audi Turbo); 4 Ben Pitch (Elise S1 – NA Honda). **Class winners** Pitch; Adrian Mardlin (2-Eleven); Marco Bonanmi (Lotus Elise). **FL** Walsh 1m15.327s (93.28mph).

RACE TWO (16 LAPS) 1 Walsh 20m29.843s (91.42mph); 2 Chris Randall (Lotus Elise) 20m44.352s; 3 Headlam; 4 Martin Donnelly (2-Eleven). **CW** Pitch; Mardlin; Marcus Jewell (Elise S1). **FL** Walsh 1m15.619s (92.92mph).

GT CUP (21 LAPS) 1 Peter Seldon (BMW E46 M3 GTR) 25m43.841s (95.58mph); 2 Michael Leonard (Porsche 997 GT3) 25m49.578s; 3 Mark Stephenson (Porsche 997 GT3); 4 Peter Morris (Porsche 996 GT3). **CW** Leonard; Morris; Lee Atkins (BMW Z4 GT4 Coupe). **FL** P Seldon 1m11.663s (98.05mph).

RACE TWO (13 LAPS) 1 Matt Seldon (BMW E46 M3 GTR) 15m48.172s (96.34mph); 2 Leonard 15m48.573s; 3 Stephenson; 4 Paul Mace (Porsche 996 GT3). **CW** Leonard; Mace; Atkins. **FL** M Seldon 1m11.820s (97.84mph).

PRODUCTION BMW (10 LAPS) 1 Liam Crilly (318) 15m02.490s (77.86mph); 2 Dean Spurr (320) 15m03.078s; 3 Robin Welsh (318); 4 Tony Smith (320); 5 Stephen Markey (320); 6 Mike Dugdale (320). **FL** Spurr 1m27.887s (79.95mph).

RACING SALOONS (11 LAPS) 1 Stacy Vickers (Mazda RX7) 15m17.372s (84.26mph); 2 Ken Lark (VW Corrado) 15m17.997s; 3 John Willcocks (BMW E30 M3); 4 Kevin Guinness (BMW E36 M3). **CW** Guinness; Don Hughes (VW Golf); Ian Clark (Ford Capri); Will McAteer (VW Golf); Mike Dugdale (BMW 320). **FL** Vickers 1m21.025s (86.72mph).

LAST CHANCE SALOONS (11 LAPS) 1 John Willcocks (BMW E30 M3) 15m05.624s (85.35mph); 2 Stacy Vickers (Mazda RX7) 15m14.046s; 3 Ken Lark (VW Corrado); 4 Kevin Guinness (BMW E36 M3). **CW** Guinness; Don Hughes (VW Golf); Craig Short (BMW 325); Martin Dower (BMW 320). **FL** Vickers 1m20.422s (87.37mph).

HERITAGE GRAND TOURING CARS (20 LAPS) 1 Chris Beighton (Sunbeam Tiger) 25m54.392s (90.41mph); 2 Chris Scragg (Aston Martin V8) 25m58.095s; 3 Robin North (Ford Mustang); 4 John Dickson (RAM Cobra 427SC). **CW** Tony Lees (Morgan Plus 8); Ian McCallum (Aston Martin DB5); Robert Rawe (Austin Healey 3000); Anthony Matthews (BMW 2002). **FL** Beighton 1m15.913s (92.56mph).

RACE TWO (26 LAPS) 1 Beighton/Nigel Greensall 34m14.955s (88.90mph); 2 Zoe North/Robin North 36m35.536s; 3 Steven Byrne/Chris Snowdon (Aston Martin DB4); 4 Conor O'Brien/Charlie Kemp (Aston Martin DB4). **CW** Byrne/Snowdon; Lees; Bob Godbold/Matthews; Peter Townsend/Chris Conoley (Daimler SP250). **FL** Beighton 1m15.720s (92.80mph).



Crilly's 318 found a short-cut to victory in Production BMW

RICHARD STYLES

SILVERSTONE
BRITCAR
July 19

POST-RACE PENALTY DENIES MOSLER PAIR

IN WHAT predictably became a Mosler marque one-two, family pairing Michael and Sean McInerney savoured victory in the three-hour Britcar encounter, only to see it taken away when a three-minute penalty for pitstop infringements handed the spoils to Andrew Beaumont and Henry Taylor.

It was the final twist to a race in which more than one third of the field failed to make it to the flag and of those that did, a number of cars bore the scars of battle. Moslers filled the top three spots in qualifying and polesitters Kevin Riley and Ian Flux (the latter at the wheel) set the early pace in the race until their engine lapsed onto seven cylinders.

Even before that, the race had lost the joker-playing John Gaw/Jean-Marc Dryburgh Porsche, when a front suspension strut broke and the errant car was collected by the immaculate Ryan/Scott/Sumpter Jaguar XKR.

Following the demise of Flux's Mosler, attention turned to the fine scrap between Michael Millard (Prosport LM3000) and the Ferrari F430 of Matt Griffin. Both were visibly later on the brakes than any of their rivals into the tight Abbey hairpin.

While Griffin and British GT partner Peter Bamford went on to finish third, there was no such joy for Millard. A misunderstood signal prompted an extra pitstop for the Birmingham man and, as he battled his way back up the order, contact with another car broke his rear suspension and ended his race after 59 laps.

Ferraris also filled fourth and fifth spots, with Witt Gamski and Keith Robinson (F360) ahead of the battle-scarred Kessel Racing F430 of Peer Slipsager and Almo Coppelli, which bore tyre marks and a smashed door sill on the nearside after the race.

Rounding out the top six was the very latest challenger from the burgeoning Ginetta marque, with owner Lawrence Tomlinson and managing director Richard Dean at the wheel. In a development programme aimed at making it a long-distance racer, their all-new G50 GT4 car even featured air conditioning!

The Beaumont/Taylor Mosler stopped late on for a splash and dash and the pair looked consigned to finishing second. The stop allowed Sean McInerney to back right off as he cruised to victory.

His penultimate lap was a full 14 seconds off the pace and he took the chequered flag at near pedestrian pace – fearful of his car's fuel tank running dry before the finish. As it turned out the Mosler still had 10-12 litres left at the end, but that mattered not once the officials had their say and turned the McInerney's unbridled joy into bitter disappointment.

A brace of Production S1 encounters provided the support programme and both races were at the mercy of the Kevin Clarke/Wayne Gibson BMW. Fastest in qualifying, Clarke entrusted the opening stints to his much-improved co-driver.

Showing the benefit of a day's testing on Friday, Gibson set a searing pace in race one that soon had his rivals struggling to keep up. Last of the frontrunners to pit, Gibson handed Clarke a lead the Intersport team boss extended to over a lap.

Father and son pairing David and Rob Fenn were next best in their Lotus Elise, the family duo having around three seconds in hand over Mike Thomas and a shadowing Mark Smith.

The top three finished in the same order in race two, the highlight of which was the Class Two epic between the Tim Saunders Honda Civic and earlier winners Tom and Will Gannon in their Honda Integra. "I didn't think that I'd hold on. I took a couple of knocks early on and the steering was out of kilter," said a delighted Saunders after edging the contest by little more than a tenth of a second.

■ By Dud Candler



The Beaumont/Taylor Mosler didn't cross the line first but nevertheless took Britcar honours

BRITCAR (117 LAPS) 1 Andrew Beaumont/Henry Taylor (Mosler GT3) 3hrs01m52.630s (86.80mph); 2 Michael McInerney/Sean McInerney (Mosler GT3) 116 laps; 3 Peter Bamford/Matt Griffin (Ferrari F430 GT3); 4 Witt Gamski/Keith Robinson (Ferrari F360 GT3). Class winners Bamford/Griffin; Lawrence Tomlinson/Richard Dean (Ginetta G50 GT4); Rod Barrett/Jan Persson/Jay Shepherd (Porsche 996 GT4); Peter Moulsdale/Steve Kent (BMW M3 E46); Ian Lawson/Anthony Wilds/Mike Wilds (BMW 320i). Fastest lap Ian Flux (Mosler GT3) 1m21.776s (99.00mph).
PRODUCTION S1 (31 LAPS) 1 Kevin Clarke/Wayne Gibson (BMW M3 E36) 50m02.377s (83.59mph); 2 David Fenn/Rob Fenn (Lotus Elise) 30 laps; 3 Mike Thomas (Seat Leon); 4 Mark Smith (BMW M3 E30). CW Tom Gannon/Will Gannon (Honda Integra Type R). FL Clarke/Gibson 1m30.545s (89.41mph).
RACE TWO (31 LAPS) 1 Clarke/Gibson 50m16.215s (83.21mph); 2 Fenn/Fenn 51m13.684s; 3 Thomas; 4 Tim Saunders (Honda Civic Type R). CW Saunders. FL Clarke/Gibson 1m30.590s (89.37mph).

MONDELLO PARK
MEC
July 19-20

QUARTET OF WINNERS AT THE DOUBLE

IT WAS a day of doubles at the slickly-run Mondello Park meeting as Patrick McKenna (Formula Ford), Joao Blattmann (Stryker), Trevor Duffy (Formula Sheane) and Bob Cameron (Porsche) all won twice.

FF1600s opened proceedings, Robert Barrable making the running with McKenna in pursuit and Neville Smyth third. On the penultimate lap McKenna pulled one out of the bag and slipped by Barrable to take the win and with it a new lap record. The old guard, led by Smyth, returnee Derek Cunneely, Noel Dunne and Paul Dagg were next home. McKenna again put Barrable under tremendous pressure for the lead in race two but they had Smyth, Dagg and Dunne for company. McKenna was looking for a way past and, after the safety car was deployed to recover David Quinn's car at Honda, he found it on lap 11 to secure the double. Barrable took another second from Smyth, Dagg and Dunne.


McKenna (19) twice emerged from behind to win in FF1600

The first Stryker event produced a race-long dice between poleman Valter Fernandes and Joao Blattmann. The Portuguese pair traded the lead while Andrew Dalton trailed some way behind. It could have gone either way, but in the end Blattman won it by a nose. Second time out, Blattmann was totally in charge as he claimed another win from his countryman.

Lee Newsome was the early leader in the first Formula Sheane encounter, but he had polesitter Trevor Duffy breathing down his exhaust and Duffy duly nipped inside at Turn 3 to take up the running. Despite a rescue vehicle on track slowing proceedings, Duffy sailed to victory with Newsome a distant second. Duffy produced the third double of the day with a convincing victory second time out.

In the Supercar encounters, three-time champion Jonathan Fildes had the Michael Halvey car running well, leading from lights to flag. He was pushed hard all the way by John Farrelly, while Alan Dawson took third. In race two, Fildes's brakes faded, so Farrelly was able to sweep by and take the lead on the seventh lap before strolling home to win and prevent another double. Mark Turley took third from Rod McGovern.

Dan Daly won a thrilling Libre race, but not before Alan Kessie spun his rapid Pilbeam out of the lead. Ken Fildes took a fine second from Ron Cummin, who held off the recovering Kessie for third.

■ By Linda Keen

FF1600 (14 LAPS) 1 Patrick McKenna (Ray GR07) 15m20.869s (62.91mph); 2 Robert Barrable (Swift SC92) 15m21.451s; 3 Neville Smyth (Ray GR07); 4 Derek Cunneely (Swift SC92); 5 Noel Dunne (Mygale); 6 Paul Dagg (Van Diemen RF91). Fastest lap McKenna 57.767s (71.63mph). record. **RACE TWO (14 LAPS)** 1 McKenna 15m38.682s (61.72mph); 2 Barrable 15m38.990s; 3 Smyth; 4 Dagg; 5 Dunne; 6 Rory Farrell (Reynard 89FF). FL Barrable 58.459s (70.79mph).
STRYKER SPORTSCARS (14 LAPS) 1 Joao Blattmann 15m12.155s (63.51mph); 2 Valter Fernandes 15m12.184s; 3 Andrew Dalton; 4 Alan Watkins; 5 Colin Deering; 6 Damien Roddy. FL Roddy 1m04.403s (64.25mph). **RACE TWO (14 LAPS)** 1 Blattmann 15m11.492s (63.56ph); 2 Valter Fernandes 15m14.748s; 3 Murphy; 4 Roddy; 5 Dalton; 6 Des Bruton. FL Fernandes 1m04.312s (64.34mph).
FORMULA SHEANE (14 LAPS) 1 Trevor Duffy 15m07.269s (63.85mph); 2 Lee Newsome 15m.09.139s; 3 Dan Mulligan; 4 Michael Balfe; 5 Michael Rice; 6 Triston Quinn. FL Duffy 57.792s (71.60mph). **RACE TWO (16 LAPS)** 1 Duffy 15m28.449s (71.31mph); 2 Quinn 15m31.169s; 3 Newsome; 4 Mulligan; 5 David Hall; 6 Robbie Parks. FL Duffy 57.440s (72.04mph).
SUPERCARS (15 LAPS) 1 Jonathan Fildes 15m11.727s (68.08mph); 2 John Farrelly 15m12.329s; 3 Alan Dawson; 4 Josh Moffett; 5 Mark Turley; 6 Kieran Sands. FL Fildes 59.923s (69.06mph).
RACE TWO (15 LAPS) 1 Farrelly 15m14.461s (67.88mph); 2 Fildes 15m15.577s; 3 Turley; 4 Rod McGovern; 5 Dawson; 6 Moffett. FL Fildes 1m00.160s (68.78mph).
FORMULA LIBRE (17 LAPS) 1 Dan Daly (Reynard 92D) 15m06.942s (77.56mph); 2 Ken Fildes (Ralt RT4) 15m10.410s; 3 Ron Cummin (Lola 3000); 4 Alan Kessie (Pilbeam MP56); 5 Eamonn Matheson (Mission TS); 6 Michael Roche (Dallara 397 VW F3). FL Daly 51.882s (79.76mph).
PORSCHE OPEN (15 LAPS) 1 Bob Cameron (Porsche 911 GT2) 15m03.150s (68.73mph); 2 Stephen Doyle (Porsche 996 GT3) 15m06.390s; 3 Mark Gilmartin (Porsche 996); 4 Stephen Vard (Porsche 911); 5 Pat O'Sullivan (Porsche 966); 6 Mike McLoughlin (Porsche 911 SC). FL Doyle 58.955s (70.19mph). **RACE TWO (15 LAPS)** 1 Cameron 15m00.796s (68.73mph); 2 Doyle 15m01.506s; 3 Gilmartin; 4 Vard; 5 O'Sullivan; 6 McLoughlin. FL Doyle 58.852s (70.31mph).



Bartholomew (5) won a great Locost scrap after starting on the fifth row

MICK WALKER

DONINGTON PARK
750MC
July 19-20

COLBURN FIGHTS BACK FOR SAXMAX GLORY

JAMES COLBURN extended his advantage at the top of the SaxMax points standings with an impressive win from sixth on the grid as the series provided a highlight in the 750 Motor Club's Donington Park extravaganza.

Having won five rounds on the bounce, it looked as if the Sussex youngster might well have to settle for second best to Joe Ferguson, who was hoping for his first victory since his double at Brands Hatch in April. Colburn, however, eased into contention and took the lead on lap four on the inside line of three cars that headed into the chicane side by side.

It was four-abreast on the run into a yellow flag zone at Redgate moments later. Ferguson emerged back on top at the end of the lap, but Colburn fought his way back into the lead, again at the chicane, on lap nine. He held on to the end, with poleman Declan Armstrong banishing Ferguson to third at the last corner. After being delayed in a second-lap incident, Abbie Eaton set the fastest lap during her recovery to sixth.

The Stock Hatch final was comparatively tame up front, with championship leader Ryan Bensley (Saxo) tracking his nearest title challenger, Jeff Humphries (106), throughout without threatening to pass. After six podium finishes, it was the first victory of the year for Humphries as he dealt a rare defeat to the Saxo hordes.

Some giant-killing appeared to be on the cards as Geoff Pennington initially ran his elderly Suzuki Swift in the top three, but he fell back into an enjoyable scrap with the Saxos of Graham Mullholland and Chris Cody, losing out to both. Nevertheless, fifth for Pennington and sixth for Matt Digby (XR2) was a major triumph for the more venerable cars.

For sheer entertainment, the Formula Vee and Locost races were hard to beat. In both cases the result was determined at the very last corner, with Daniel Hands grabbing his fifth Formula Vee victory of the year after a racelong battle with fellow GAC pilot Paul Smith. The lead changed at Goddards on each of the final seven laps.

These two eased away from Ian Buxton (GAC) – who stunningly grabbed the lead from fourth on the grid on the opening lap – and three other cars, including returnee Jake Oliveira (Storm) in a battle for third. James Birch – on a one-off outing to break up his year in Formel Vau – won the heat comfortably in his Scarab.

Normally an astute tactician, Locost points leader Declan McDonnell was in an unusual position heading into the final corner of a barnstorming race – the lead. David Bartholomew dived through to win to narrow the gap at the top of the table – a great result from ninth on the grid. The star of the early laps had been Scot Brendan Dudley, who led after starting on row six.

One of many highlights from Sunday's programme was the concluding race for Sports Racing and GT cars, in which the Cobra replicas of veterans Nick Taylor and Cheng Lim slugged it out. With something north of 1000bhp between them this was an impressive sight.

From pole position Taylor started slowly to hand marque specialist Lim the early advantage, but the roles were briefly reversed on lap two and on lap eight when Taylor scythed ahead at Redgate. Three more lead changes were effected in the second half of the race, including a decisive one for Lim at Old Hairpin on the penultimate lap after running side by side with Taylor through the Craner Curves.

Jeremy Walker faced a tough fight to claim his seventh win in 10 Formula 4 races. Having seen off the threat of Jonathan Weston-Taylor's Mygale at the opening corner, the Van Diemen man found himself pursued by former Club FF1600 North West champion Neil Boardman's similar car. When Walker went off the circuit avoiding traffic at McLeans on the penultimate lap, Boardman, who had set a string of fastest laps in the chase, took the opportunity to pile the pressure on Walker and was denied by only a tenth.

In the fifth Golf GTi round of the season Ian Carvell looked as though he could be defeated for the first time. Steve Kauder led initially but former VW Cup champ Carvell grabbed the initiative back at Coppice on lap two. Kauder lunged down the inside at the chicane and made contact with Carvell on lap five, delaying the latter and allowing Nick Porter into contention. But justice was done on lap seven when Kaudeur travelled from Redgate to Hollywood in the gravel, dropping him out of the podium positions and handing the lead back to Carvell.

■ By Ian Sowman



A mud-stained Colburn (leading) had to work hard to defeat poleman Armstrong (77)

MICK WALKER

SAXMAX (10 LAPS) 1 James Colburn 15m50.65s (74.12mph); 2 Declan Armstrong 15m51.20s; 3 Joe Ferguson; 4 Patrick Fletcher; 5 Josh Cook; 6 Abbie Eaton. **Fastest lap** Eaton 1m32.68s (76.03mph).

STOCK HATCH (10 LAPS) 1 Jeff Humphries (Peugeot 106 Rallye) 15m12.38s (77.23mph); 2 Ryan Bensley (Citroen Saxo VTR) 15m13.06s; 3 Graham Mullholland (Citroen Saxo VTR); 4 Chris Cody (Citroen Saxo VTR); 5 Geoff Pennington (Suzuki Swift); 6 Matt Digby (Ford Fiesta XR2). **FL** Mullholland 1m30.09s (78.21mph). **CONSOLATION RACE (8 LAPS)** 1 Ian Oakes 12m55.40s (72.70mph); 2 Carl Swan (Citroen Saxo VTR) 12m59.80s; 3 Kieran Forinton (Peugeot 205GTi); 4 Wayne Goodwin (Ford Fiesta XR2); 5 George Robinson (Peugeot 205GTi); 6 Edward Cooper (Vauxhall Nova GSi). **FL** Pip Hammond (Vauxhall Nova GTE) 1m32.74s (75.98mph).

FORMULA VEE (11 LAPS) 1 Daniel Hands (GAC01) 15m04.95s (85.65mph); 2 Paul Smith (GAC 02) 15m05.03s; 3 Ian Buxton (GAC); 4 Jake Oliveira (Storm DC07); 5 Jason Mills (GAC 03); 6 Peter Belsey (Spyder Mk2). **FL** Smith 1m20.29s (87.76mph).

HEAT (10 LAPS) 1 James Birch (Scarab MkS) 16m00.53s (73.36mph); 2 Steve Ough (AHS Challenger) 16m06.51; 3 Daniel Pitchford (Leastone); 4 Jenny Anderson (GAC01); 5 Tim Probert (Storm FF1); 6 Graham Kiddy (Ray Bowles). **FL** Ough 1m30.23s (78.09mph).

LOCOST (10 LAPS) 1 David Bartholomew 15m18.73s (76.70mph); 2 Declan McDonnell 15m19.26s; 3 Brendan Dudley; 4 Ed Pither; 5 Richard Jenkins; 6 Simon Wood. **FL** Bartholomew 1m29.75s (78.51mph).

SPORTSRACING&GT (15 LAPS) 1 Cheng Lim (Ram Cobra) 19m46.56s (89.08mph); 2 Nick Taylor (Cobra GD 427) 19m47.04s; 3 Clinton Dorrell (Cobra GD 427); 4 Mark Jordan (Cobra); 5 Gwyn Pollard (Crossle 9S); 6 Mike Walker (Crossle 9S). **Class winners** Pollard; Guy Sheppard (Nomad Mk1); John Wilkes (MGB). **FL** Taylor 1m17.75s (90.63mph).

FORMULA 4 (12 LAPS) 1 Jeremy Walker (Van Diemen) 14m40.03s (96.08mph); 2 Neil Boardman (Van Diemen) 14m40.14s; 3 Jonathan Weston-Taylor (Mygale); 4 Peter Allen (Van Diemen); 5 Alan Yule (Mygale); 6 Matthew Wood (Mygale). **CW** Yule; Clive Yorath (Reynard). **FL** Boardman 1m11.98s (97.89mph).

VW GOLF GTi (10 LAPS) 1 Ian Carvell 14m50.67s (79.11mph); 2 Nick Porter 14m51.54s; 3 Chris Petto; 4 Steven Kaudeur; 5 Scott Gibbins; 6 Michael Thurston. **CW** Craig Roberts. **FL** Carvell 1m27.46s (80.57mph).

BIKESPORTS (16 LAPS) 1 Jon-Paul Ivey (Radical Prosport) 19m27.98s (96.53mph); 2 Nigel Place (Radical Prosport) 19m29.51s; 3 Ian Bankhurst (Radical Pro6); 4 Andy Crockett (Radical Prosport); 5 Jonathan Thackray (Radical SR4); 6 Sheridan Bell (Radical Prosport). **CW** Simon Ham (Radical Prosport); Kevin Goater (Kellforms Retoga). **FL** Place 1m11.53s (98.51mph).

THOROUGHBRED SPORTSCARS (11 LAPS) 1 Ken Paton (Jaguar D-type) 15m25.17s (83.78mph); 2 Simon James (Sunbeam Tiger) 15m37.69s; 3 Graham Paddick (Kougar Jaguar); 4 Peter Samuels (MG8 Roadster); 5 Colin Jones (MGA Twincam); 6 Roger Connel (TVR Griffith). **CW** James; Samuels; Martin Lewis (MGB). **FL** Paton 1m22.45s (85.46mph).

MG BCV8 (9 LAPS) 1 John Wilson (BGTV8) 11m53.97s (88.82mph); 2 Adrian Beer (BGTV8) 11m56.47s; 3 Phil Walker (BGTV8); 4 Martin Hall (B); 5 Peter Samuels (B Roadster); 6 Ian Prior (B). **CW** Walker; Samuels; Terry Savory (BGT). **FL** Beer 1m17.23 (91.24mph).

ALLCOMERS&HOTHATCH (11 LAPS) 1 Derek Jones (BDN S2) 14m26.30s (89.47mph); 2 Gary Goodyear (Raw Fulcrum) 14m47.27s; 3 Paul Rogers (Stuart Taylor Phoenix); 4 Matt Rowe (Fisher Fury); 5 Richard Wise (Raw Striker); 6 Colin Chapman (Fisher Fury). **CW** Isa Cox (Peugeot 206 GTi); Paul West (Peugeot 106 GTi); Bill Gregory (Citroen Saxo VTR). **FL** Jones 1m15.74s (93.03mph).

750 FORMULA & 750 TROPHY (11 LAPS) 1 Mick Harris (Darvi 877) 15m15.83s (84.63mph); 2 Peter Bove (Darvi PB8) 15m16.16s; 3 Will Johnston Jr (Centaur Mk16); 4 Bob Simpson (SS Fiat); 5 Dave Robson (SDAR 83); 6 Anthony Raine (Centaur Mk16). **CW** Johnston Jr; Linden Brand (JB); Roger Windley (Time 3B). **FL** Harris 1m21.69s (86.26mph).

TOYOTA MR2 (10 LAPS) 1 Mark Jessop 14m41.97s (79.89mph); 2 Alric Kitson 14m42.53s; 3 Alastair Topley; 4 Alan Henderson; 5 Phil Wilson; 6 Anthony Day. **CW** Arthur Gilmour. **FL** Kitson 1m26.99s (81.00mph).

MG MIDGETS (11 LAPS) 1 William Smallridge 15m05.43s (85.60mph); 2 Gil Duffy 15m27.80s; 3 Tim Storrar; 4 John Thacker; 5 John Helme; 6 Peter Collinson. **CW** Collinson; David Pymm. **FL** Smallridge 1m20.86s (87.14mph).

KIT CARS (11 LAPS) 1 Andy Hiley (Taydec Mk2) 14m41.18s (87.76mph); 2 Gary Goodyear (Raw Fulcrum) 14m43.50s; 3 Jim Goodwin (Sylva Phoenix); 4 Mark Alexander-Williams (Sylva Phoenix); 5 Steve Taylor (Sylva Phoenix); 6 Matthew Lewis (MNR Vortex). **CW** Goodyear; Lewis. **FL** Hiley 1m18.77s (89.45mph).

RGB (11 LAPS) 1 Steve Robinson (Genesis RR) 14m46.43s (87.44mph); 2 Doug Carter (Genesis Evo) 14m47.11s; 3 Paul Rogers (Stuart Taylor Phoenix); 4 Alastair Boulton (Stuart Taylor Phoenix); 5 Colin Chapman (Fisher Fury); 6 John Cutmore (Westfield Megablade). **CW** Rogers; Boulton. **FL** Derek Jones (BDN S2) 1m17.83s (90.53mph).

CROFT BARC
July 19-20

HANCOCK HOLDS LEAD DESPITE DEFEAT

JOHANNES SEIDLITZ and Nathan Coulter took a win apiece during the fourth meeting of the 2008 Formula Renault BARC season, but two podiums for championship leader Ollie Hancock allowed him to extend his advantage to 34 points.

Hancock qualified an uncharacteristically low 11th and 10th on the grid for rounds six and seven, and it seemed as though this would be the weekend when the initiative swung away from him and towards title rival Menasheh Idafar, who secured his fourth pole of the year for the second race and started the opening encounter from row two.

Idafar raced strongly to his fifth podium of 2008 while fighting a car with a broken front wing in race one, but the result was taken away when he was deemed at fault for contact with Seidlitz at the hairpin on lap five, which left the German with a puncture. Compounding his misery, Idafar was then helped out of the second race at Clervaux to record a DNF.

Hancock's fortunes couldn't have been more different: first he saw his fine fourth-place finish in race one become third with the removal of Idafar from the classification, and he then scorched to an excellent second place in race two.

Coulter's round-six victory was a commanding lights-to-flag performance from pole, while Ahmad Al Harthy was also impressive on his way to a best-ever finish of second. In round seven, Seidlitz and Hancock were joined on the podium by Isa Yousif Mohammed.

Steve Durrant claimed double success in the Club Class, with Fraser Smart and Edward Heinzelmann rounding out the podium in each encounter.

Further single-seater action came courtesy of the Classic Formula Ford runners. In the 1600 series, Joe Walton's Crossle 25F headed home Amanda Whitaker's Elden Mk8 in both races, the lady racer handicapped somewhat with gear issues.

In FF2000, Tom Pope raced well to claim his first ever win in a shortened opening encounter. In the second race, Erik Pagano won ahead of Lawrence Denne and Andy Huxtable.

The Classic Clubmans races were dominated, unsurprisingly, by Mark Charteris who was in a class of his own. Easing to a 13-second winning margin over Steven Chaplin in race one, Charteris spun his Mallock Mk20B Philspeed in the second outing but survived to record his second win of the day from John Harrison.

Father and son Paul and Daniel Gibson took a win each in the Clubmans Cup, the second race the closer of the two with Paul leading Daniel home by less than a second. Mike Evans took third, ahead of a superb Adrian Langridge, who took fourth having started way down the order. Daniel Gibson beat title rival Howard Payne into second in the first counter.

Saloon car action dominated Saturday's race programme with two poorly attended Pre-'93 Touring Car races topping and tailing the timetable. Andy Davies dominated at the wheel of his BMW with Tony Ellis's Mazda RX7 second in each, ahead of Carl Bennett's Honda Civic on both occasions.

The ever-popular Northern Saloons series provided its usual eclectic mix of machinery. Paul Gibson appeared with his glorious Lamborghini Gallardo but the power of the Italian monster couldn't usurp David Headen's Caterham in the Class A, E, F and G encounter.

In the Class B, C, D and H race, the Subaru Impreza of Tim Evans and the ex-rally Austin Rover 6R4 of Kevin Hall were clearly in a league of their own, Evans taking the win. Best of the rest was former Renault Clio Cup challenger and VW Cup Champion Philip House at the wheel of his Clio in third place overall.

Classic Group 1 Touring Cars served up an all-Ford podium with Jim McLoughlin in his Capri taking the victory by over four seconds from Mark Fowler's similar machine. Neil Bray was third in his Fiesta.



Classic Group 1 victory fell to the Ford Capri of McLoughlin

Stephen Primett won the Post Historic Touring Car round at the wheel of his Ford Escort from the Jaguar XJ12 of David Howard. Dave Nixon and Jason Christie produced an entertaining scrap over third, Christie taking the place in his RS2000.

■ By Marc Orme

FORMULA RENAULT BARC (14 LAPS) 1 Nathan Coulter 19m15.275s (92.70mph); 2 Ahmad Al Harthy 19m27.278s; 3 Ollie Hancock; 4 Brett Parris; 5 Isa Yousif Mohammed; 6 Lee Dwyer. **Class winner** Steven Durrant. **Fastest lap** Coulter 1m21.402s (93.97mph). **RACE TWO (14 LAPS)** 1 Johannes Seidlitz 19m55.148s (89.61mph); 2 Hancock 19m59.453s; 3 Mohammed; 4 James Dixon; 5 Kenny Andrews; 6 Parris. **CW** Durrant. **FL** Hancock 1m21.895s (93.41mph).

CLASSIC FF1600 (10 LAPS) 1 Joe Walton (Crossle 25F) 15m44.865s (80.96mph); 2 Amanda Whitaker (Elden Mk8) 15m48.526s; 3 Paul Walton (Crossle 25F); 4 Andrew Smith (Van Diemen FA73); 5 Stuart Kestenbaum (Van Diemen RF79); 6 Dave Lowe (Lotus 61). **CW** Whitaker. **FL** J Walton 1m32.327s (82.85mph). **RACE TWO (10 LAPS)** 1 Joe Walton 15m50.003s (80.52mph); 2 Whitaker 15m57.879s; 3 Kestenbaum; 4 Jonathan Davis (Hawke DL11); 5 Keith Davey (Van Diemen RF81); 6 Smith. **CW** Whitaker. **FL** Davey 1m32.703s (82.52mph).

CLASSIC FF2000 (15 LAPS) 1 Tom Pope (Reynard SR.1) 8m55.897s (71.37mph); 2 Erik Pagano (Van Diemen RF82) 8m57.734s; 3 Lawrence Denne (Van Diemen RF82); 4 Kevin Lewis (Van Diemen RF82); 5 Peter Chippindale (Van Diemen RF82); 6 Andy Huxtable (Van Diemen RF83). **CW** Dale Spruce (Reynard FF2000). **FL** Huxtable 1m42.090s (74.93mph). **RACE TWO (15 LAPS)** 1 Pagano 23m36.247s (81.02mph); 2 Denne 23m38.303s; 3 Huxtable; 4 Andrew Storer (Royal RP27); 5 Malcolm Cook (Van Diemen RF83); 6 Lewis. **CW** Storer. **FL** Denne 1m31.513s (83.59mph).

CLASSIC CLUBMANS (12 LAPS) 1 Mark Charteris (Mallock Mk20B Philspeed) 17m55.651s (85.34mph); 2 Steven Chaplin (Phantom P79) 18m09.026s; 3 John Harrison (Mallock Mk21); 4 Bob Crozier (Mallock Mk1); 5 Robin Booth (Mallock Mk20B); 6 Sam Lancaster (Mallock Mk20). **CW** Paul Marshall (Mallock 18BW). **FL** Chaplin 1m27.310s (87.61mph). **RACE TWO (12 LAPS)** 1 Charteris 17m08.137s (89.28mph); 2 Harrison 17m17.414s; 3 Chaplin; 4 Crozier; 5 Booth; 6 David Facer (Mallock Mk 18BW). **CW** Facer. **FL** Charteris 1m23.835s (91.25mph).

CLUBMANS CUP (12 LAPS) 1 Daniel Gibson (GEM008) 17m38.131s (86.75mph); 2 Howard Payne (Mallock Mk20B) 17m39.587s; 3 Paul Gibson (GEM 008); 4 Paul Freeman (Ardmore FR06/B); 5 Clive Wood (Mallock Mk28); 6 Jason Money (Dart S16). **FL** Daniel Gibson 1m26.520s (88.42mph). **RACE TWO (12 LAPS)** 1 P Gibson 17m42.014s (86.44mph); 2 D Gibson 17m42.766s; 3 Mike Evans (Mallock Mk20); 4 Adrian Langridge (Mallock Mk23); 5 Payne; 6 Reece Wood (Mallock Mk27). **FL** Langridge 1m26.649s (88.28mph).

PRE-'93 TOURING CARS (10 LAPS) 1 Andy Davies (BMW M3) 16m55.875s (75.30mph); 2 Tony Ellis (Mazda RX7) 17m11.570s; 3 Carl Bennett (Honda Civic); 4 Tim Scott-Andrews (Rover Vitesse); 5 David Hill (Honda CRX); 6 Allan Weyman (Chevrolet Camaro IROC-Z). **CW** Ellis; Bennett; Weyman. **FL** Davies 1m38.639s (77.55mph). **RACE TWO (10 LAPS)** 1 Davies 16m42.580s (76.30mph); 2 Ellis 17m09.306s; 3 Bennett; 4 Scott-Andrews; 5 Stuart MacMaster (Honda Civic); 6 Hill. **CW** Ellis; Bennett; Weyman. **FL** Davies 1m38.380s (77.76mph).

NORTHERN SALOONS CLASSES A, E, F & G (11 LAPS) 1 David Headen (Caterham R400) 18m07.555s (77.37mph); 2 Paul Gibson (Lamborghini Gallardo) 18m08.945s; 3 Neil Philpotts (Mitsubishi Starion Turbo); 4 Richard Wareing (Lotus Europa); 5 Phil Morris (Caterham 7); 6 Richard Butler (Honda Civic). **CW** Gibson; Morris; Walter Bell (STM Sport). **FL** Gibson 1m30.940s (84.12mph).

CLASSES B, C, D & H (15 LAPS) 1 Tim Evans (Subaru Impreza) 9m15.716s (68.83mph); 2 Ken Hall (Austin Rover 6R4) 9m18.276s; 3 Philip House (Renault Clio Cup); 4 David Cox (Peugeot 205 GTi); 5 Allan Davies (Renault Clio); 6 Gavin Lee (Ford Fiesta XR2). **CW** House; Lee; Malcolm Turnbell (Triumph TR6). **FL** Hall 1m48.732s (70.35mph).

CLASSIC GROUP 1 (10 LAPS) 1 Jim McLoughlin (Ford Capri) 20m53.540s (61.02mph); 2 Mark Fowler (Ford Capri) 20m57.898s; 3 Neil Bray (Ford Fiesta); 4 David Howard (Jaguar XJ12); 5 Roger Stanford (BMW 2002); 6 Chris Nixon (Ford Escort RS2000 Mk1). **CW** Bray; Howard; Stanford; Brian Goodwin (Ford Fiesta). **FL** Bray 2m02.175s (62.61mph).

POST HISTORIC TOURING CARS (10 LAPS) 1 Stephen Primett (Ford Escort) 19m49.908s (64.29mph); 2 David Howard (Jaguar XJ12) 19m53.855s; 3 Jason Christie (Ford Escort RS2000); 4 Dave Nixon (Mazda RX3 Coupe); 5 Chris Nixon (Ford Escort RS2000 Mk1); 6 Neil Bray (Ford Capri). **CW** Howard; Bray; Phil Waller (Hillman Avenger GT). **FL** Primett 1m52.475s (68.01mph).



Coulter (leading) and Seidlitz (27) shared the spoils in the Formula Renault BARC races



Despite Stanford's best efforts (second), Depper took two victories

OLIVER READ

CASTLE COMBE
BARC
July 19-20

DAPPER DEPPER TOPS AS MINIS PROVIDE THRILLS

MINIS OF ALL ages gave some great action at the Great and British Festival at Castle Combe last weekend, and Martin Depper took the limelight with a double victory in the Mini Challenge.

Arthur Forster took a lights-to-flag victory on Saturday, and led race two on Sunday, but Depper was never far behind. After re-passing Jack Stanford at Folly on lap three, Depper pressurised his team-mate, moving up to take the lead a lap later as Forster struggled with terminal engine problems.

Stanford fought back, swapping the lead with Depper three times between laps six and eight, before Depper went down the inside at Camp to retake a lead he would not relinquish. He eventually won by 0.465 seconds from Stanford, with Gary Kounnis in a lonely third.

Depper and Stanford again took centre stage in the final race, with even less separating them at the flag. Stanford led after an early safety car, but racelong pressure from Depper paid off as he dived down the inside at Tower on lap 12. Forster rounded off a fine weekend with the final podium spot.

Peter Baldwin looked set to win an enthralling Mini Miglia tussle until he was beaten up in a last-lap dice with Andrew Hack and Ralph Saunders. There was never more than 0.5sec covering the top three, but it all kicked off on the final lap with a multitude of lead changes. By Bobbies Baldwin was down in third, with Hack emerging victorious from Saunders. Championship leader Mark Smith finished down in sixth

The Mini Se7ens provided equally spectacular battles, with Paul Thompson taking the chequered flag after a flawless drive in which he soaked up the pressure. Second-placed Max Hunter pushed hard, but the presence of Kane Astin and a lack of straightline speed hampered Hunter's challenge. After running as high as second, Niven Burge settled for fourth after losing positions at Bobbies and Avon Rise early in the race.

Simon Pryke battled hard from fifth position to win a storming first Westfield Sportscar encounter. A poor opening few laps left Pryke down in 12th, but some hard charging put him into second with five laps to go. After swapping the lead with Ben Elliott on the penultimate lap, Pryke took the lead for good at Avon on the final tour to take a narrow victory from Elliott and Roger Green. In the second race Pryke had to settle for second behind a dominant Andrew Spencer, who made amends for his first-race retirement. Elliott took third after a close battle with Nick Flowers.

A late safety-car period left a one-lap sprint for Combe Formula Ford 1600 victory, but nothing could stand in the way of Ben Norton's first win after some scintillating racing in the opening laps. Norton's Spectrum held off the Mygale of championship leader Josh Fisher, with Ed Moore's Van Diemen third. Jonathan Hoad took the Class B spoils, in fifth, with Oliver Bull taking the Pre-'90 laurels.

A magical move around the outside of lightning starter Barry Squibb (Mitsubishi Lancer Evo) at Camp ensured that Russell Humphrey (Evo 6 RS) comfortably took victory in the Combe Saloons event. Gary Prebble (Evo 7 RS) finished third after passing Simon Norris (Evo 9 RS).

Martin Wallbank's Vauxhall Astra VXR took a double victory in the Sport Maxx Cup, both times finishing ahead of the similar car of John Allison and the SEAT Leon Cupra of Shaun Hollamby. Thorney Motorsport's Simon Shaw (Astra VXR) looked a contender in both races, but grass-tracking at Folly in race one and a misfire in race two prevented a strong challenge.

Shane Marshall (Jade) looked imperious as he strolled to victory in the Special GT Championship, although it should have been more difficult from last on the grid. Marshall used all the road (and the grass) to get past Richard Fearns's Radical SR8 at Camp on lap four, before waltzing into the lead at Quarry on lap seven when he passed the Jade 3 of Guy Woodward. Simon Tilling (Radical SR3) passed Fearns with six laps to go to secure third.

In the *Motorsport News* Saloons, Rod Birley took two victories in his omnipotent Ford Escort WRC. Joss Ronchetti's Talbot Sunbeam Lotus took two second places, holding off local Tim Maddocks (Honda Civic Type R) in race one.

■ By Josh Barnett

MINI CHALLENGE (16 LAPS) 1 Arthur Forster 21m08.595s (83.99mph); 2 Jack Stanford 21m08.945s; 3 Martin Depper; 4 James Williams; 5 Stewart Lines; 6 Jake Packun. **Class winner** Graham Parsons. **Fastest lap** Forster 1m18.038s (85.34mph).
RACE TWO (16 LAPS) 1 Depper 21m06.740s (84.12mph); 2 Stanford 21m07.205s; 3 Gary Kounnis; 4 Shaun King; 5 Ant Scragg; 6 Lines. **CW** Parsons. **FL** Forster 1m17.926s (85.46mph).
RACE THREE (15 LAPS) 1 Depper 21m17.070s (78.22mph); 2 Stanford 21m17.345s; 3 Forster; 4 Williams; 5 Kounnis; 6 King. **CW** Parsons. **FL** Stanford 1m17.904s (85.49mph).
MINI MIGLIAS (10 LAPS) 1 Andrew Hack 13m20.368s (83.21mph); 2 Ralph Saunders 13m20.491s; 3 Peter Baldwin; 4 Paul Thompson;



Pryke (24) recovered from a slow start and charged to a Westfield win

OLIVER READ

5 Martin Wager; 6 Mark Smith. **FL** Baldwin 1m18.541s (84.79mph).

MINI SEVENS (10 LAPS) 1 Paul Thompson 14m26.791s (76.83mph); 2 Max Hunter 14m27.516s; 3 Kane Astin; 4 Niven Burge; 5 James Coulson; 6 Andrew Ruthven. **FL** Thompson 1m25.138s (78.22mph).

WESTFIELDS (16 LAPS) 1 Simon Pryke (SE) 20m53.048s (85.04mph); 2 Ben Elliott (Aerorace) 20m53.482s; 3 Roger Green (Aerorace); 4 Martin Garside (SE); 5 Nick Flowers (Zetec); 6 Darren Sansum (Aerorace). **CW** Elliott. **FL** Pryke 1m15.933s (87.70mph). **RACE TWO (16 LAPS)** 1 Andrew Spencer (SE) 20m44.644s (85.61mph); 2 Pryke 20m47.963s; 3 Elliott; 4 Flowers; 5 William Chappell (Zetec); 6 Green. **CW** Elliott. **FL** Spencer 1m16.784s (86.73mph).

FF1600 (12 LAPS) 1 Ben Norton (Spectrum 011) 16m46.108s (79.43mph); 2 Josh Fisher (Mygale SJ03) 16m46.576s; 3 Ed Moore (Van Diemen RF00) 4 Andrew Jones (Ray GRS07); 5 Jonathan Hoad (Van Diemen RF90); 6 David Vivian (Swift SC92). **CW** Hoad; Oliver Bull (Van Diemen RF89). **FL** Fisher 1m11.572s (93.05mph).

COMBE SALOONS (12 LAPS) 1 Russell Humphrey (Mitsubishi Lancer Evo) 15m15.308s (87.31mph); 2 Barry Squibb (Evo 6 RS) 15m25.906s; 3 Gary Prebble (Evo 7 RS); 4 Simon Norris (Evo 9 RS); 5 Tony Dolley (Peugeot 206 GTi); 6 Paul Ashton (Subaru Impreza). **CW** Dolley; Paul Gardner (Citroen Saxo VTS); William di Claudio (Peugeot 106 XSi). **FL** Humphrey 1m14.871s (88.95mph).

SPORT MAXX (12 LAPS) 1 Martin Wallbank (Vauxhall Astra VXR) 16m04.946s (82.82mph); 2 John Allison (Astra VXR) 16m09.027s; 3 Shaun Hollamby (SEAT Leon Cupra); 4 Simon Shaw (Astra VXR); 5 Simon Gusterson (Renault Megane R26 230); 6 Jonathan Howes (Mini Cooper S). **CW** Leyton Clarke (Vauxhall Corsa). **FL** Wallbank 1m19.318s (83.96mph).

RACE TWO (12 LAPS) 1 Wallbank 30m46.209s (79.36mph); 2 Allison 30m56.906s; 3 Hollamby; 4 Michael Weidner/Jim Edwards (Ford Focus ST); 5 John Hayman (SEAT Leon FR); 6 Howes. **CW** Hayman. **FL** Shaw 1m19.412s (83.86mph).

SPECIAL GT (15 LAPS) 1 Shane Marshall (Jade) 16m39.570s (99.94mph); 2 Guy Woodward (Jade 3) 16m47.099s; 3 Simon Tilling (Radical SR3); 4 Richard Fearns (Radical SR8); 5 Dave Williams (Radical SR3); 6 Norman Lackford (Radical Prosport). **CW** Tilling; Nigel Mustill (Opel Omega V8 Star); Stuart Dixon (Caterham R400). **FL** Marshall 1m02.657s (106.29mph).

MOTORSPORT NEWS SALOONS (12 LAPS) 1 Rod Birley (Ford Escort WRC) 15m03.306s (88.47mph); 2 Joss Ronchetti (Talbot Sunbeam Lotus) 15m07.553s; 3 Tim Maddocks (Honda Civic Type R); 4 Martin Davies (Ford Sierra); 5 Andrew Williams (Ford Sierra Sapphire); 6 Gareth Porter (Peugeot 205). **CW** Ronchetti; Maddocks; Richard Brent (Peugeot 205 GTi); Gerald Dale (Mondo Mini); Darren Ferguson (Peugeot 205 GTi). **FL** Birley 1m13.182s (91.00mph).

RACE TWO (12 LAPS) 1 Birley 15m06.159s (88.19mph); 2 Ronchetti 15m10.361s; 3 Keith Butcher (Nissan Primera Supertourer); 4 Davies; 5 Williams; 6 Porter. **CW** Ronchetti; Williams; Brent; Dale; Ferguson. **FL** Birley 1m12.753s (91.54mph).

RADICAL CLUB CUP (19 LAPS) 1 Ross Edwards (PR6) 20m49.063s (101.30mph); 2 Jonathan Wright (PR6) 20m49.508s; 3 Roger Bromiley (SR3); 4 Paul Steele (SR3); 5 Nigel Morrison (PR6); 6 Richard Stables (PR6). **CW** Bromiley; Stables; Gary Kane (Radical SR4). **FL** Edwards 1m04.706s (102.92mph).

RACE TWO (19 LAPS) 1 Wright 20m50.233s (101.21mph); 2 Simon Dolan (SR3) 20m54.894s; 3 Morrison; 4 Simon Fish (SR3); 5 Steele; 6 Stables. **CW** Dolan; Stables; Stephen Lindsay (SR4). **FL** Dolan 1m04.525s (103.21mph).

RADICAL UK CUP (45 LAPS) 1 Derek Johnston/Stuart Moseley (Radical SR8) 50m21.811s (99.17mph); 2 Terence Woodward/Ross Kaiser (SR8) 51m15.297s; 3 Rob Wheldon/Roger Bromiley (SR3); 4 Jeremy Ferguson/Ross Allen (SR3); 5 Phil Hall/Nick Osborn (SR8); 6 Ian Simmonds (SR3). **CW** Wheldon/Bromiley. **FL** Moseley 1m01.687s (107.96mph).

RACE TWO (46 LAPS) 1 Woodward/Kaiser 50m21.473s (101.39mph); 2 Johnston/Moseley 50m39.671s; 3 Ben Jackson/Michael Jackson (SR8); 4 Wheldon/Bromiley; 5 Alex Kapadia/Daniel Laddiman (SR3); 6 Andrew Ferguson/Nigel Redwood (SR3). **CW** Bromiley/Wheldon. **FL** Moseley 1m01.363s (108.53mph).



BOURNE PHOTOGRAPHIC

Carroll continues to dominate in Club Formula Ford and the Scot cantered to two Welsh wins at Anglesey

ANGLESEY
BRSCC
July 19-20
CARROLL HAS THEM SINGING TO HIS TUNE

SCOTTISH TEENAGER Graham Carroll continued his memorable season with a double victory in the two Post-'89 Formula Ford 1600 races.

Points leader David Grady started race one on pole, but soon found himself under great pressure from Peter Barrable and Carroll. As the race progressed, James Rigby joined the lead group to make it a fantastic four-way battle, with position changes aplenty. By the chequered flag Carroll had worked his way to the head of the field, with Rigby and Grady completing the podium less than a second behind. This finishing order was repeated in race two, but in less eventful circumstances, as Carroll put in a very mature drive for a lights-to-flag victory from pole.

The first Pre-'90 FF1600 race was interrupted at half-distance by red flags following an accident between Barry Thompson and Mike Mullins at the Banking. Nigel Thompson got away well at the restart, but then suffered a collision at the Rocket complex. Lee Hannam ran out the winner ahead of Thompson.

Thompson made another strong start in race two, driving around the outside of Hannam to take the lead through the first corner. Hannam remained in contention for the duration of the race but never looked like mounting a serious challenge for the lead, leaving the finishing order reversed from race one.

Sam Head's Tuscan made the early running in the first TVR Challenge race, but lost out to the similar car of Marc Hockin before the end of the first lap. Hockin belied his car's understeer to pull clear of the squabbling Head and Dean Cook, Cook eventually snatching the runner-up spot by passing Head at Peel. Cook found the speed to go one better in the later race. He passed Hockin for the lead at the Hairpin on lap two and pulled clear as Hockin, battling with a troublesome gearshift, struggled to keep pace.

Two red flags delayed the first Club F3 race overnight and, with a solid night's sleep behind him, Edwin Jowsey overcame early leader Ray Rowan before waltzing away to win by a country mile. Jowsey had to work harder to repeat the trick in race two. Third at the start, he ran side-by-side with Rowan into Rocket before claiming second place at the close of lap one. Jowsey then set about early leader Chris Needham, who he demoted on lap four before racing clear to complete the double.

Jowsey turned time traveller to supplement his brace of F3 wins with another fine pair in the Historic Formula Junior races. Jowsey's Lotus 22 ran comfortably clear to win the first race after nearest challenger Mark Woodhouse spun his similar car at the Banking. Having recovered the runner-up spot, Woodhouse ran Jowsey much closer in race two, but he couldn't make a move when it mattered.

Matt Davies took both Porsche 924 encounters, but Will Penrose had the raciest-looking car. Penrose made the early running in race one before his engine lapsed onto three cylinders. Penrose's problems left Simon Rigitz and Davies to slug it out for honours until Davies prevailed and took the win. The pair picked up where they'd left off at the start of race two, until Rigitz fell away to fourth and left Davies clear to win for the second time. With a better engine, Penrose made a valiant charge through from the back of the grid to salvage fifth.

Mike Peters's Midget dominated the MG Cockshoot Cup race to win by the biggest margin of the weekend, while Chris Jones overcame a clutch of nimbler XR2s to win both Ford XR races in his XR3i.

■ **By Rachel Bourne**



BOURNE PHOTOGRAPHIC

Jowsey's four wins at Anglesey included both Historic Formula Junior stanzas

CLUB FF1600 NW POST-'89 (13 LAPS) 1 Graham Carroll (Van Diemen RF90) 20m43.228s (79.05mph); 2 James Rigby (Van Diemen RF03) 20m43.770s; 3 David Grady (Van Diemen RF02); 4 Peter Barrable (Ray GRS05); 5 Josh Benson (Ray 92F); 6 Tom Bradshaw (Van Diemen DP08). **Fastest lap** Rigby 1m34.528s (79.97mph). **RACE TWO (13 LAPS)** 1 Carroll 20m32.545s (79.73mph); 2 Rigby 20m36.579s; 3 Grady; 4 Benson; 5 Bradshaw; 6 Rory Butcher (Van Diemen RF92). **FL** Carroll 1m34.218s (80.23mph).

CLUB FF1600 PRE-'90 (6 LAPS) 1 Lee Hannam (Reynard 88FF) 9m56.487s (76.04mph); 2 Nigel Thompson (Van Diemen RF88) 9m58.636s; 3 Douglas Crosbie (Van Diemen RF88); 4 Stuart Jones (Reynard 89FF); 5 Ian Parkington (Reynard 84FF); 6 Mario Sarchet (Van Diemen RF85). **FL** Hannam 1m36.637s (78.23mph). **RACE TWO (13 LAPS)** 1 Thompson 21m04.678s (77.31mph); 2 Hannam 21m05.006s; 3 Parkington; 4 Crosbie; 5 Sarchet; 6 Nigel Dolan (Van Diemen RF86). **FL** Crosbie 1m36.143s (78.63mph).

TVR CHALLENGE (13 LAPS) 1 Marc Hockin (Tuscan) 20m33.509s (79.67mph); 2 Dean Cook (Tuscan) 20m55.724s; 3 Sam Head (TVR); 4 Michael Saunders (Cerbera); 5 Ben Wright (Tuscan); 6 Cliff Jobson (T350R). **FL** Hockin 1m33.156s (81.15mph). **RACE TWO (13 LAPS)** 1 Cook 20m25.181s (80.21mph); 2 Hockin 20m44.778s; 3 Wright; 4 Head; 5 Saunders; 6 Neil Sampson (Tuscan). **FL** Cook 1m31.742s (82.40mph).

CLUB F3 (18 LAPS) 1 Edwin Jowsey (Dallara F302) 25m11.351s (90.03mph); 2 Chris Needham (Dallara F302) 25m26.148s; 3 Ray Rowan (Dallara F302); 4 Joe Crook (Dallara F302/03); 5 Mark Harrison (Dallara F301); 6 Chris Willie (Dallara F396). **FL** Jowsey 1m22.516s (91.61mph). **RACE TWO (18 LAPS)** 1 Jowsey 25m05.941s (90.36mph); 2 Needham 25m08.071s; 3 Rowan; 4 Crook; 5 Harrison; 6 Jon Gray (Dallara F304). **FL** Jowsey 1m22.683s (91.43mph).

HSCC HISTORIC FORMULA JUNIOR (12 LAPS) 1 Edwin Jowsey (Lotus 22) 20m34.342s (73.49mph); 2 Mark Woodhouse (Lotus 20/22) 20m46.968s; 3 Chris Drake (Brabham BT6); 4 John Chisholm (Gemini Mk3A); 5 Peter Morton (Lightning); 6 Jon Milicevic (Lotus 18). **FL** Jowsey 1m 41.011s (74.84mph). **RACE TWO (12 LAPS)** 1 Jowsey 20m36.411s (73.37mph); 2 Woodhouse 20m38.383s; 3 Morton; 4 Drake; 5 Milicevic; 6 John Delane (Lotus 18). **FL** Jowsey 1m 41.532s (74.45mph).

PORSCHE 924 (11 LAPS) 1 Matt Davies 20m07.297s (68.88mph); 2 Simon Regitz 20m11.439s; 3 Graham Heard; 4 Steven Brown; 5 Gary Chandler; 6 Richard Mowbray. **FL** Davies 1m48.638s (69.58mph). **RACE TWO (11 LAPS)** 1 Davies 20m 01.729s (69.19mph); 2 Brown 20m05.470s; 3 Heard; 4 Regitz; 5 Will Penrose; 6 Mowbray. **FL** Heard 1m47.892s (70.06mph).

MGCC COCKSHOOT CUP (11 LAPS) 1 Mike Peters (MG Midget) 19m51.891s (69.77mph); 2 Peter Bramble (MGB Roadster) 20m30.046s; 3 Alan Bates (MG BGT); 4 Paul Rigg (MGF); 5 Richard Sapcote (MG Midget); 6 Ian Wright (MG Midget). **FL** Peters 1m46.406s (71.04mph).

FORD XR (11 LAPS) 1 Chris Jones (XR3i) 20m14.545s (68.46mph); 2 Michael Blackburn (XR2) 20m16.354s; 3 Steve Poole (XR2); 4 Mark Robinson (XR2); 5 Phillip Wright (XR3i); 6 Simon Robinson (XR2). **FL** Blackburn 1m49.104s (69.29mph).

RACE TWO (11 LAPS) 1 Jones 20m06.233s (68.94mph); 2 Blackburn 20m07.425s; 3 M Robinson; 4 Wright; 5 Poole; 6 John-Ifan Jones (XR3i). **FL** C Jones 1m48.201s (69.86mph).

SPORTS 2000 PINTO (16 LAPS) 1 Andy Mathew (Shrike P16) 25m 20.021s (79.57mph); 2 David Houghton (Van Diemen) 25m21.365s; 3 Jim McDougall (Tiga SC79); 4 Paul Tickner (Carbir); 5 Damien Griffin (Lola T598); 6 Paul Streat (Swift DB2). **FL** Houghton 1m 33.554s (80.80mph).

SPORTS 2000 DURATEC (21 LAPS) 1 Richard Johnson (Van Diemen RF05) 30m49.885s (85.82mph); 2 Mike Jervey (Gunn TS6) 31m01.799s; 3 Robert Oldershaw (Juno S2000); 4 Mike Turner (Lola T87/90); 5 Harry Chapman (TMS-Lola); 6 Nick Bates (Lola B07/90). **FL** Johnson 1m 26.905s (86.99mph).

Perfect Graham Rules

GREAT & BRITISH
DUNLOP MOTORSPORT FESTIVAL

Racing at Castle Combe is always very exciting.

Throughout the weekend the Great & British Minis and Radicals delivered super-tight racing *but* King of the weekend was Graham Parsons with one pole and three race wins in the Mini Cooper Club Championship

Sunoco Drivers of the Day

Radical Club Cup – Simon Dolan

Radical UK Cup – Stuart Moseley





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BOULEY BAY & VAL DES TERRES
BRITISH HILLCLIMB CHAMPIONSHIP
July 17 & 19

MORAN MAINTAINS HIS MOMENTUM

THE ANNUAL trip to the Channel Islands resulted in Scott Moran increasing his championship lead by a further point to 41 over closest rival Martin Groves. Moran won both Jersey rounds and finished second in both Guernsey run-offs, while Groves took the Val des Terres events and a second and a third at Bouley Bay.

Moran was as unassuming as ever about his success and can only attribute his performances this year to "more use of the right foot", but his undoubted physical fitness must be a key factor.

Roger Moran (fourth and fifth; fifth and third) and Chris Merrick (third and second; two sevenths) were the other stars of the trip, Merrick getting as close as he ever has to taking his maiden win in the second Bouley Bay run. Trevor Willis also scored well, taking a total of 23 points, but he was unable to repeat his Island success of 2007.

Basil Pitt put in a gritty performance at Bouley Bay for seventh and sixth places, despite his wife Lorraine being admitted to hospital after suffering severe abdominal pain. He did not travel to the Guernsey rounds, and made his way home after she was transferred by air back to the mainland.

Groves's co-driver Paul Ranson had a trip to forget with a pair of eighth places at Bouley Bay. There was no improvement after the ferry ride, when he failed to qualify for round 19 and was down in sixth in the final run-off.

Jos Goodyear got off to a bad start by failing to qualify for round 17, when a mistake cost him several seconds, but came back with a terrific fourth in round 18. When he got to Guernsey he was stunningly fast with a third and fifth, moving him ahead of Ranson in the championship standings.

Island drivers always relish the annual chance to take on the championship regulars and Nick Saunders entered both events in his self-developed, Reynard-based, Suzuki-powered Reynick. He failed to qualify for the Bouley Bay run-offs, but at his home hill on Guerney he qualified for both. He scored with a ninth in the first and qualified a superb joint fourth fastest for the final stanza, but his final-drive chain cried enough in the run-off, preventing him from managing a repeat.

■ By Eddie Walder


EDDIE WALDER

Merrick had a successful visit to the Channel Islands, taking two podiums

BOULEY BAY ROUND 17 1 Scott Moran (Gould-NME GR61) 38.82s; 2 Martin Groves (Gould-NME GR55) 38.93s; 3 Chris Merrick (Gould-Judd EV GR55) 39.12s; 4 Roger Moran (Gould-NME GR61) 39.41s; 5 Rob Turnbull (Gould-Cosworth GR55) 39.55s; 6 Trevor Willis (OMS-Powertec) 39.59s; 7 Basil Pitt (Gould-NME GR55) 39.94s; 8 Paul Ranson (Gould-NME GR55) 40.34s; 9 Tom New (Pilbeam-Rover KV6 MP88) 41.12s; 10 Wallace Menzies (DJ-Suzuki Firehawk) 41.31s; 11 Paul Haimes (Dallara-Opel F301) 41.40s; 12 John Bradburn (Gould-Opel GR55) 42.18s.

ROUND 18 1 S Moran 38.77s BTD; 2 Merrick 38.93s 3 Groves 39.21s; 4 Jos Goodyear (Pilbeam-Judd MP97) 39.40s; 5 R Moran 39.89s; 6 Pitt 40.05s; 7 Willis 40.15s; 8 Ranson 40.19s; 9 Turnbull 40.31s; 10 New 41.55s; 11 Alastair Crawford (Gould-Judd GR37) 42.19s; 12 Haimes Fail.

Class winners Andrew de la Cour (Mini Cooper) 50.45s; Karl Marshall (Honda Civic) 52.16s; Dale Crowsley (Honda Civic) 49.10s; Lee Vivian (Ford Escort Cosworth) 48.09s; Allan Warburton (Caterham Seven) 47.85s; Andy Bougourd (OMS SC1) 43.64s; Geoff Guile (Pilbeam MP43) 43.57s; Richard Twinam (OMS-Suzuki 2000M) 44.06s; Eynon Price (OMS 2000M) 41.57s; New 40.29s; Groves 38.78s.

VAL DES TERRES ROUND 19 1 Groves 28.25s; 2 S Moran 28.71s; 3 Goodyear 29.04s; 4 Willis 29.28s; 5 R Moran 29.73s; 6 Haimes 29.86s; 7 Merrick 29.80s; 8 New 30.40s; 9 Nick Saunders (Reynick-Suzuki) 30.64s; 10 Menzies 30.65s; 11 Paul Buckingham (Dallara) 30.90s; 12 Price 31.48s.

ROUND 20 1 Groves 28.68s BTD; 2 S Moran 28.91s; 3 R Moran 29.42s; 4 Willis 29.66s; 5 Goodyear 29.82s; 6 Ranson 29.85s; 7 Merrick 30.28s; 8 Haimes 30.55s; 9 Menzies 30.92s; 10 New 31.04s; 11 Buckingham 31.37s; 12 Saunders Fail.

Class winners Saunders 29.90s; Bougourd 31.51s; Charlie Smith (Pilbeam MP43c) 31.83s; Mark King (Rocksan Special sandracer) 31.85s; Jackie Guile (OMS-Suzuki) 33.15s; Haimes 29.92s; S Moran 29.16s; Ian Nuttall (RAW Stryker) 35.52s; Mark le Cras (Westfield) 34.52s; John Dunne (Ford Escort) 35.63s; Steve Brehaut (Vauxhall Nova Special) 34.59s; Clint Blondel (Ford Escort) 35.21s.

Points 1 S Moran, 188; 2 Groves, 147; 3 Willis, 126; 4 R Moran, 118; 5 Merrick, 109; 6 Goodyear, 83.

MALLORY PARK
BARC
July 20

DAMAGE FAILS TO STOP DOGGED DOBSON

PAUL DOBSON recovered from a big crash in qualifying to take a spectacular win in the Sports Saloon Championship. Dobson wasn't injured in the incident, but the excursion at Gerards caused extensive damage to his Mazda RX7 and he wasn't totally convinced that he would get the car repaired in time for the race. "It's quite bad," he explained. "I hit the tyres side on."

It took a lot of work, but Dobson was able to take his place on pole for the start of the race, albeit in a rather battered car. When the lights went out, the Mazda man held onto the lead, keeping second-placed Chris Maries at bay as the cars streamed into the first corner. Dobson flew, and his lead was over three seconds by the start of lap nine. Maries was never far away, however, and he began steadily closing in. The gap was down to just over a second when, with the scene set for a nail-biting climax, Mark Proctor's Z-cars Mini ended up in the gravel at the hairpin. The resulting red flags signalled the end of the race and sealed the win for Dobson.

Maries, who was starting to lose first gear, was satisfied to have finished second. Third-placed Iain Gorrie was even more relieved as his Darrian's chain had broken moments before the race was stopped.

Brett Walter was delighted with his maiden win in the first of the MaX5 races. Polesitter Jonathan Halliwell made a good start, but Walter had taken the lead by the end of the first lap and remained unchallenged out front. Halliwell was securely in second, but contact between Tom Roche and Paul Sheard, who were battling for third, caused chaos at the hairpin. Sheard dropped down the order as a result but was able to battle his way back to take the final podium position.

The second Max 5 race was a non-championship event but there was still a fierce tussle for the win between the first eight cars. The lead swapped several times before Halliwell was able to secure the win.

There was a dramatic opening lap in the MG Owners' Club Classes A & F race. Stuart Plotnek kept his lead from pole but then had a spin at the hairpin, losing valuable places. Robin Walker took over at the front but seconds later he had his own spin. His car clipped the barrier, ending his race. Ian Deaves moved into the lead, but Plotnek was on a charge. Soon up to second, he went round the outside of Deaves to take the win after a great recovery drive.

■ By Beverley Morgan


DEVENT IMAGING

Walter won the MaX5 championship counter


DEVENT IMAGING

A crumpled car wasn't enough to stop Dobson taking a victory

SPORTS SALOONS (13 LAPS) 1 Paul Dobson (Mazda RX7) 11m06.418s (94.80mph); 2 Chris Maries (MK Indy Busa) 11m10.552s; 3 Iain Gorrie (Darrian GTB); 4 Robert Spencer (Mini Z Cars); 5 Peter Davies (Caterham R400); 6 Piers Grange (Ford Sierra). **Class winners** Maries; Davies; Dennis Crompton (BMW E30 M3); Phil Hall (Banks Europa). **Fastest lap** Dobson 49.409s (98.36mph).

MAX5 (14 LAPS) 1 Brett Walter 13m39.793s (82.99mph); 2 Jonathan Halliwell 13m40.544s; 3 Paul Sheard; 4 Tom Roche; 5 Charles Plumley; 6 Richard Breland. **FL** Joachim Ritter 57.753s (84.15mph).

RACE TWO (14 LAPS) 1 Halliwell 13m46.849s (82.28mph); 2 Sheard 13m47.570s; 3 Breland; 4 Wayne le Montais; 5 Nick Wright; 6 Walter. **FL** Halliwell 57.632s (84.32mph).

MGOC CLASSES A & F (14 LAPS) 1 Stuart Plotnek (F) 13m32.362s (83.75mph); 2 Ian Deaves (FWC) 13m34.833s; 3 Ian Evans (F); 4 Paul J Savage (FWC); 5 Peter Higton (F); 6 Stuart Philps (F). **CW** Jim Baynam (B Roadster). **FL** Plotnek 56.483s (86.04mph).

MGOC CLASSES B & Z (14 LAPS) 1 Simon Byrne (ZR) 13m12.463s (85.85mph); 2 Gary Smith (ZR 160) 13m12.648s; 3 Adrian Olsson (ZR); 4 Nick Golhar (ZR); 5 Trevor Dixon (ZR 160); 6 Paul Clackett (Maestro). **CW** Clackett. **FL** Byrne 55.806s (87.08mph).

CATERHAM GRADUATE CLASSIC (20 LAPS) 1 Graeme Smith 19m30.448s (83.04mph); 2 Adam Bettinson 19m30.571s; 3 Flick Haigh; 4 Matthew Gillbanks; 5 Toby Briant; 6 Charles Fitzhugh. **FL** Neil Skinner 53.849s (90.25mph).

CATERHAM SUPER GRADUATE (22 LAPS) 1 Edward Benson 20m00.317s (89.07mph); 2 Trevor Newman 20m00.847s; 3 Hugh Smith; 4 James Sibbet; 5 Mark Roberts; 6 Gareth Cordey. **FL** Roberts 53.241s (91.28mph).

CATERHAM MEGA GRADUATE (6 LAPS) 1 Jamie Elwood 5m22.276s (90.48mph); 2 George Longmuir 5m22.342s; 3 Paul Hudson; 4 Nick Frost; 5 Declan Dolan; 6 James Barlow. **FL** Keith Chanter 52.305s (92.91mph).

STAR OF MALLORY FF1600 (6 LAPS) 1 Peter Daly (Van Diemen RF04) 7m42.520s (63.04mph); 2 Simon Hadfield (Merlyn Mk20) 7m42.810s; 3 Dave Morgan (Royale RP21); 4 Steve Johnson (Van Diemen RF92); 5 Neil Hunt (Mondiale M93S); 6 Roger Millichamp (Swift 92). **FL** Millichamp 50.346s (96.53mph).

PHOTO FINISH

THE STORY BEHIND THE PICTURE

REMEMBER WHEN...
- **WHO** JAN LAMMERS
- **LOCATION** DONINGTON PARK
- **YEAR** 1980



Lammers took his only BMW M1 Procar win at Donington

LAST WEEKEND'S German Grand Prix heralded the revival of the fondly-remembered BMW M1 Procar Series as 18 of the monstrous machines thundered around Hockenheim for the first time since the end of the one-make series in 1980.

That 1980 season, which featured F1 frontrunners such as Alan Jones, Carlos Reutemann and Nelson Piquet, kicked off at Donington Park for what turned out to be the series' only visit to the Leicestershire venue.

One man still making his name in the upper echelons of international motorsport was Jan Lammers, the 1978 European Formula 3 Champion, who had spent the first few months of 1980 qualifying for just one grand prix in four attempts to that point.

And the Dutchman's Donington weekend did not get off to a good start either.

"The beginning of the F1 season was difficult, and then I had to miss the first day of practice at Donington because I was testing the ATS [F1 car] at Zolder," he recalls. "And we had lots of problems there.

"I arrived at Donington having missed practice and went out in the BMW in qualifying. I did two flying laps and came in and told the team that the ATS was bad, but that the BMW was even worse! It was just horrible. They said, 'Well Jan, you've just done a 1m12.1s, and the fastest time yesterday was an 11.9s.'

"I said, 'Give me some new tyres and I'll do an 11.2s.' I did a 10.9s and got pole."

There were no such dramas in the race as Lammers simply dominated proceedings in the BMW Nederland-entered car, maintaining his lead into Redgate on lap one and running away to a 12sec victory from Hans Heyer and that year's F1 title-winner Jones.

"It felt pretty easy actually," said Lammers, who was to win the Le Mans and Daytona 24 hour races later in his career.

"I liked the M1. It had a big engine in the middle, which gave out lots of torque. I had lots of successes in those kinds of cars later on, like with the TWR Jaguars. And it felt great to beat guys like Piquet and Reutemann, who had won grands prix too."

Lammers, although clearly as quick as anybody in the field, eventually finished fourth in the Procar standings after a number of problems – the strangest of which occurring when his fire extinguisher went off by itself while he was leading at Avus.

"I think the biggest problem was at Monaco," says Lammers. "Didier Pironi hit me hard and I went over a big kerb at the Hill Top Bar. Then I went straight on at Loews and I think the chassis got bent by that. It never felt so good for the rest of the year."

ANNIVERSARIES

JUL 24
Rick Gorne (b 1954)
Alan Jenkins (b 1947)
Tiago Monteiro (b 1976)
Johnny O'Connell (b 1962)
Lance Reventlow (d 1972)
Amanda Stretton (b 1973)
Lawrence Tomlinson (b 1964)

JUL 25
Guillaume Gomez (b 1969)
Mike Hezemans (b 1969)
Nelson Piquet Jr (b 1985)
Toni Vilander (b 1980)

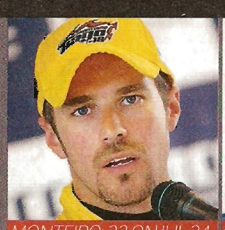
JUL 26
Antonio Ascari (d 1925)
Tim Birkin (b 1896, d Jun 22 1933)
Tony Fassina (b 1945)
Teddy Pilette (b 1942)
Emilio de Villota (b 1946)
Giorgio Scarlatti (d 1990)
Ernst von Delius (d 1937)

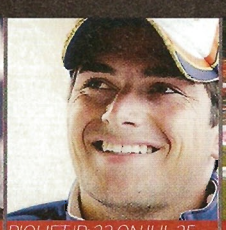
JUL 27
Philippe Alliot (b 1954)
Woolf Barnato (d 1948)
Benetton's final GP win (1997)
Chris Lawrence (b 1933)
Ricardo Rosset (b 1968)
Moises Solana (d 1969)

JUL 28
Fabian Coulthard (b 1982)
Yannick Dalmas (b 1961)
Chris Lambert (d 1968)
Pat Long (b 1981)

JUL 29
Fernando Alonso (b 1981)
Stig Blomqvist (b 1946)
Luigi Musso (b 1924, d Jul 6 1958)
Roger Williamson (d 1973)

JUL 30
Marko Asmer (b 1984)
Gerry Birrell (b 1944, d Jun 23 1973)
Neil Bonnett (b 1946, d Feb 11 1994)
Henry Ford (b 1863, d Apr 7 1947)
Mikko Hirvonen (b 1980)
Jacky Ickx's final GP win *(German GP 1972)*
Rodolfo Lavin (b 1977)
Bret Riley (b 1953)


MONTEIRO: 32 ON JUL 24

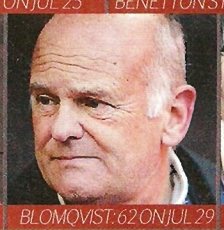

PIQUET JR: 23 ON JUL 25



BENETTON'S FINAL F1 WIN: JUL 27 1997



FERNANDO ALONSO: 27 ON JUL 29


BLOMQVIST: 62 ON JUL 29


HIRVONEN: 28 ON JUL 30

ALL PICS: LAT



Porsche Carrera Cup GB

Rounds 13 and 14, Oulton Park, July 26-27

The stage is set for two more thrilling races as the Porsche Carrera Cup GB heads for rounds 13 and 14 at Oulton Park (July 26-27).

At the top of the title race, Michael Caine (Team Parker Racing) and Tim Harvey (Red Line Racing) are tied on points and, with eight races to run, it is going to be a fantastic battle for the crown.

However, despite a mixed weekend at Snetterton last time out, Tim Bridgman (Team Parker Racing) is firmly in the title hunt and lies just 24 points behind the leaders. He can still challenge for the title along with Sam Hancock and Phil Quaife (Jota Sport).

In the pro-am1 category, the battle continues between Tony Gilham (ReDesign Racing) and Nigel Rice (Red Line Racing), while teenage sensation Glynn Geddie (Parr Motorsport) is setting the pace in the pro-am2 category.

Due to make her Carrera Cup debut at Oulton Park will be Pippa Mann (Team Eurotech), while Paul O'Neill, the local hero and former BTCC race winner at Oulton Park, will race the PCGB entry in the pro category.

For more information on the Porsche Carrera Cup GB visit
www.porsche.com

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