

REVEALED



HOW RED BULL IS BENDING FLEXI-WING RULES

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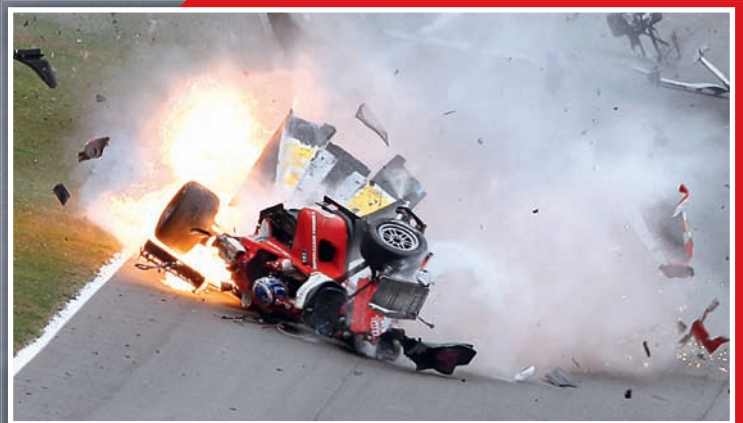


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Vettel left fuming after safety car penalty
McLaren's fading championship challenge



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CHAMPIONSHIP




Rounds 7 & 8 - BRANDS HATCH GP CIRCUIT - 31st July/1st August

OVERALL CHAMPIONSHIP LEADERS

Position	Driver Name	Car Make/ Model	TOTAL
1st	Keith Webster	BMW M3 E36	204
2nd	Alex Martin	Porsche 997 GT3	202
3rd	Marco Pullen	Ferrari 360 GTC	185

FORTHCOMING ROUNDS

Rnd. 11&12	Oulton Park	11th Sept
Rnd. 9&10	Brands Hatch GP (rescheduled)	18th & 19th Sept
Rnd. 13&14	Spa Francorchamps	1st/2nd/3rd Oct
Rnd. 15&16	Silverstone	16th & 17th Oct

GROUP CHAMPIONSHIP POINTS

Driver Name Car Make/ Model Total

Group One:

Alex Martin	Porsche 997 GT3	202
Gary Eastwood	Ferrari 430 GTC	175
Leon Price	Ferrari 430 GTC	170
Danny Winstanley	TVR Tuscan GT	164
Andy Ruhan	Porsche 997 GT3	163
Toby Tarrant-Willis	Porsche 996 GT3	114
Steve Quick	Ferrari 430 GTC	100
Jim Geddie	Porsche 997 GT3	91
Don Grice	BMW M3 V8	70
Andy Purdie	Porsche 997 GT3	60
Phil Dryburgh	Porsche 997 GT3	54
Chris Randall	Lotus Europa	54
Will Goff	Porsche 997 GT3	47
Peter Cook	Porsche 997 GT3	43
John Wilson	TVR Cerbera	43
Doug Setters	Lotus Exige	41
Paul Cope	Venturi 400 GTR	40
Fraser Robertson	Porsche 996 RSR	39
John Gaw	Porsche 997 GT3	35
Colin Simpson	Marcos Mantis	24
Ian Hartley	Ferrari 430 GTC	23
Jamie Martin	BMW M3 E92	0
Alun Edwards	Porsche 996 RSR	0
Michael Saunders	TVR Cerbera	0

Group Two:

Keith Webster	BMW M3 E36	204
Marco Pullen	Ferrari 360 GTC	185
Michael Symons	BMW M3 E46	178
Colin/Sam Mowle	KTM X-Bow mod	159
Chris Bentley	Porsche 996 GT3	149

Driver Name Car Make/ Model Total

Group Two continued:

Robert Koenig	Porsche 996 GT3	135
Michael Dwane	Ferrari 360 GTC	133
David/Rob Fern	Lotus Elise Sport	110
Francis Galashan	Porsche 996 GT3	108
Sarah Bennett-Baggs	BMW M3 E46	92
John Taylor	Porsche 996 GT3	85
David Back	Ferrari 360 GTC	80
James McAllister	BMW M3 E46	79
Winston Graham	Marcos Mantis	65
Paul Cope	Venturi 400 GTR	56
Benjamin Harvey	X-Bow GT4	53
Rupert Martin	Porsche 996 GT3	50
Colin Broster	Porsche 996 GT3	34
Paul Winter	Porsche 996 GT3	24
Craig Wilkins	Ginetta G50 Cup	0
Bjorn Gustavson	Ginetta G50 mod	0
Anders Gustavson	Ginetta G50 mod	0
Tim Speed	Porsche 996 GT3	0
Marc Charlton	Lotus Sport Exige	0
Patrick Charlton	Lotus Sport Exige	0
Barclay Dougall	BMW M3 E46	0

Group Three:

Tom Andrew	KTM X-Bow	167
Dan Norris-Jones	Lotus Exige	156
David Botterill	Porsche 944 Turbo	133
Adrian Watt	BMW M3 E36	80
David Hathaway	Ferrari 360 Challenge	75
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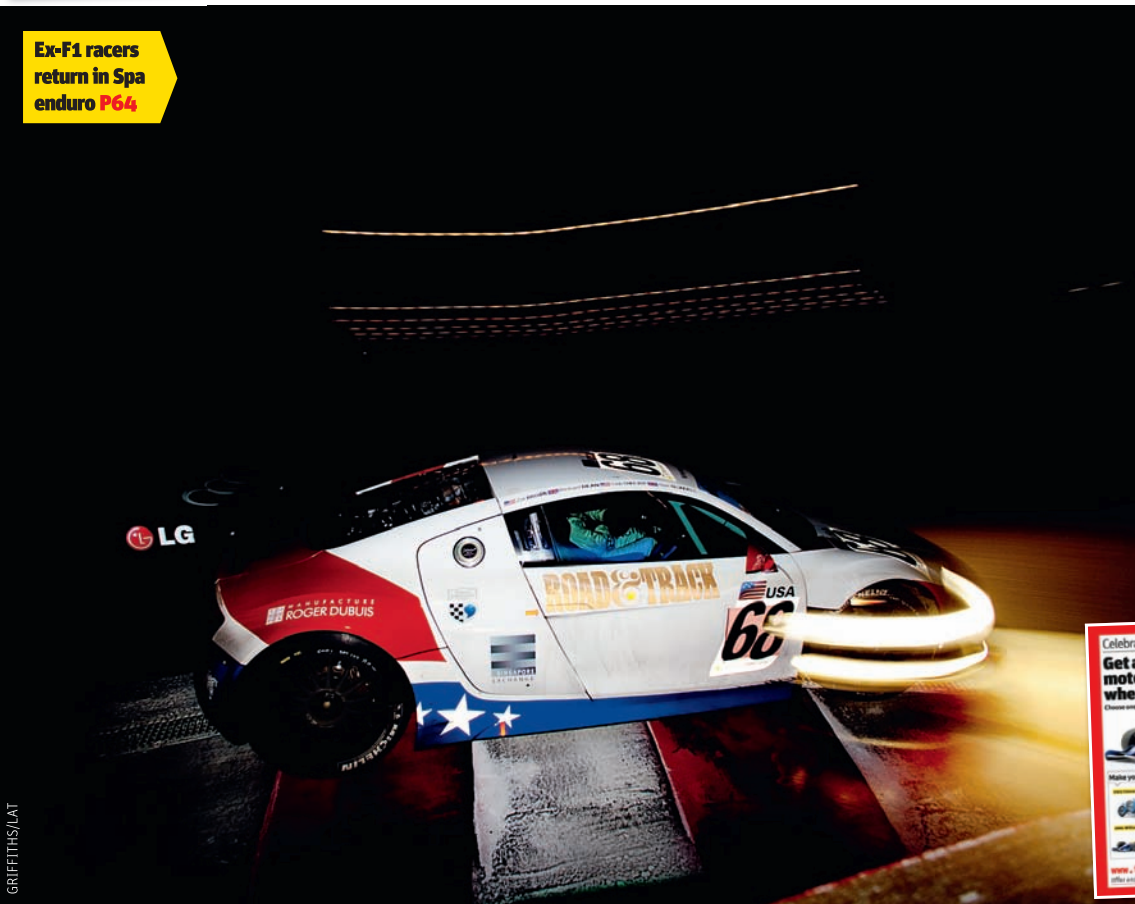
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Schumacher gets away with it once more



TWELVE RACES in to his comeback and we're yet to see the best of Michael Schumacher, but we've certainly seen the dark side of the seven-time champion.

His block on Rubens Barrichello, running his former team-mate to within millimetres of the pitwall, went beyond the acceptable limit of defensive driving. A punishment was certainly justified, but does a 10-place grid penalty send

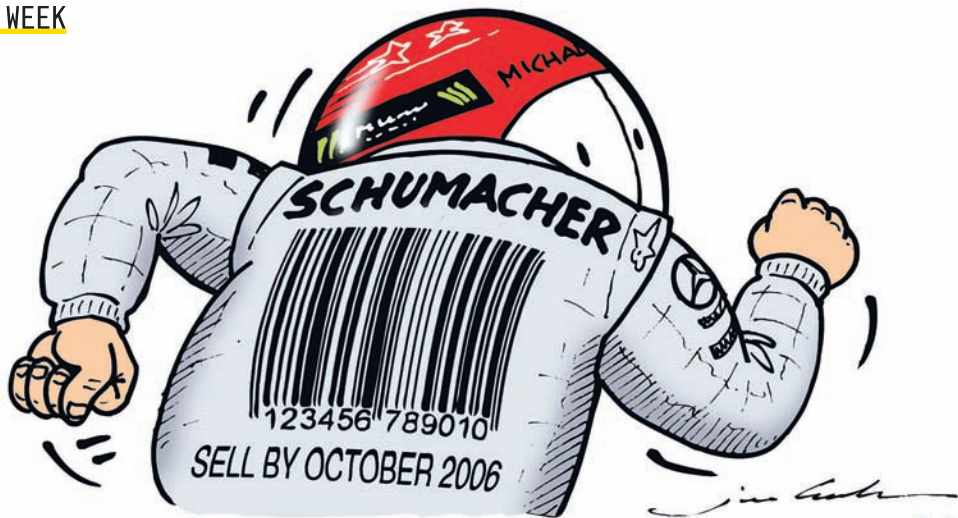
out a strong-enough message? In AUTOSPORT's opinion, no. The level of driving standards across the board has been quite appalling for many years now, with 'professional' rough housing somehow seen as acceptable. This filters down from the top. If Schumacher, and Senna before him, get away with it, why would an aspiring F1 racer in GP3 or F3 think it was unacceptable to behave the same way.

You don't need to look far to see the potential outcome of the Schuey/Rubens tussle. At Brands Hatch, Superleague Formula racer Chris van der Drift was lucky to escape with only broken bones after tagging a rival and hitting a bridge support.

The stewards had the perfect opportunity to send out the right message and ban Schumacher, but they bottled it.

Andrew van de Burgt, editor

BAMBER'S WEEK



... DANGEROUSLY PAST IT!!

WRC

Ford flies while photographer flees

Rally Finland was a pretty emotional event for the factory Ford squad. Jari-Matti Latvala won it for the first time in the Focus RS WRC, but his teammates Mikko Hirvonen and Khalid Al Qassimi both crashed out. And the Arab driver gave this photographer a bit of a scare in the process. Read the full report on page 48.

Picture: www.mcklein.de



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No change for 'flexi' Red Bull

Championship-leading team is certain that its car will pass any new legality tests set by the FIA. By EDD STRAW



FRONT WING COMPARISON

The Red Bull wing appears to be lower than McLaren's. Despite this, the height of the undertray of both cars is the same.



Red Bull will not modify its car despite the FIA increasing the intensity of its front wing deformation test in the wake of the flexible bodywork controversy.

TV footage from Hungary showed the front wings of Red Bull and Ferrari to be running closer to the ground than those of their rivals, though checks have shown both cars to be legal. Red Bull team principal Christian Horner is adamant that no changes will need to be made to the RB6.

"Based on the correspondence that the FIA has sent us, we believe that our car still meets those criteria," Horner told AUTOSPORT. "Our car has always been within the regulations. The FIA are within their rights to increase the loads used for the tests and we don't have any issues with what they are proposing. It won't affect the performance of our car."

Rival teams, chiefly McLaren and Mercedes, have questioned the legality of the Red Bull RB6 and the Ferrari F10, with several sources suggesting that the key to running the wing lower is the ability to lift the front of the undertray while the car is travelling at speed.

SCALE OF DEFLECTION

On top of the visible flexibility, Red Bull's front wing appears to be running lower than rival teams believe to be possible.

FIA investigations, conducted by technical delegate Charlie Whiting, have shown no flexibility either in the nose or the front wing supports, which would allow this to happen. With the front wings running approximately 25mm lower than the 85mm above the reference plane that is mandated, this would mean that the plank attached to the underside of the car would be

running under the ground unless the tea tray [the leading edge of the floor] was flexing upwards.

The likes of McLaren cannot understand how this is happening without extensively damaging the plank through heavy bottoming out when the car is at lower speeds (see Expert View, right), leading inescapably to the conclusion that the floor is flexing.

McLaren team principal Martin Whitmarsh said: "If you try and explain what is happening, either you can explain it by hugely raked cars, but the ride height would be over 100mm [at the rear of the car] and there's no evidence of that. Or, by some means, the outer edge of those wings is lowering more than we expect, or the front of the floor is moving up further than we expect.

"If we believed that such gross movement of the bodywork was

permissible, then we would have done that."

OTHERS NEED TO CATCH UP

Red Bull has become embroiled in several eligibility rows this season, and earlier in the year had to remove aero-profiled suspension parts deemed not to be legal.

At the start of the season, rival teams suggested that Red Bull appeared to be running a pseudo-active ride system. The FIA issued a rule clarification after the Chinese Grand Prix, but Red Bull insisted that no changes were made to the car – and then dominated in the Spanish and Monaco Grands Prix that followed.

With the Red Bull and Ferrari having been declared fully legal, the challenge is for the rest of the grid to understand how they are achieving such an effect to close the gap to 2010's outstanding car.

FLEXIBLE BODYWORK RULES EXPLAINED



Vertical stay between front of floor and chassis must be rigid

THE FORMULA 1 technical regulations detail the extent to which the bodywork may flex, and the procedures to test this.

According to article 3.17.1, the front wing is allowed to “deflect no more than 10mm vertically when a 500N [50kg] load is applied vertically to it 800mm forward from the front wheel centre line and 795mm from the car centre line.” This is tested by a vertical force from a 50mm diameter ram close to the outside edge of the front wing.

The force of this test will be doubled to 1000N (100kg) under regulation 3.17.8, in which “the FIA reserves the right to introduced further load/ deflection tests on any part of the bodywork which appears to be (or is suspected of) moving while the car is in motion.”

A deflection of 20mm will be allowed to ensure that the deflection rate is linear to the force applied and there is no aero elasticity. The forward edge of the floor is also regulated by a

test in article 3.17.5, which states that “bodywork may deflect no more than 5mm vertically when a 2000N [200kg] load is applied vertically to it at a point which lies on the car centre line and 380mm rearward of the front wheel centre line.”

This is designed to prevent the undertray from lifting. This regulation also stipulates that any stay between the floor and chassis (above) must be rigid and have no mechanical parts.

EXPERT VIEW

GARY ANDERSON
TECHNICAL CONSULTANT



It's plausible that the floor of the car could move. But the 200kg load test for the undertray, and the fact that at times when the car is going slower the plank will be dragging along

the ground, suggests that it's not the case because you're only allowed 1mm of plank wear. You could achieve it by lifting the floor mechanically, but that would be flat-out cheating.

The TV pictures clearly show the Red Bull wing deflecting. The load test allows 10mm deflection under a 50kg test. That wing will generate 500-600kg of downforce. If the stiffness is linear, that could be at least 50mm of flex on each side.

The benefit is in the whole car. McLaren has a very stiff wing, so

when it stalls you lose downforce, the load on the suspension reduces and the ride height comes up. Then the front wing works again and pushes it back down – hence the bouncing. So you run the car stiffer, which means you have to put the tyre pressure up, reducing the contact patch.

The Red Bull wing just reduces the deflection when it stalls and doesn't touch the suspension. It's about improving the whole car, not just about extra downforce because you have to be able to use it.



Front wing is helping the rest of the car

➔ **P17**

MARK HUGHES ON RED BULL

AUTOSPORT SAYS...

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There's a subtle difference between a Formula 1 car that is legal, and one that is not *illegal*. I'd hazard a guess that the majority of successful grand prix cars over the years fall into the latter category – certainly in recent decades as the rule book has grown. That might sound morally ambiguous, but as Adrian Newey has said in the past “there's no such thing as the spirit of the regulations rule” and if Red Bull has once again outsmarted its rivals, all credit to the team.

A “not illegal” car is one that passes every possible test that can be applied to it to ensure its legality. The Red Bull RB6, and the Ferrari F10 for that matter, have been placed under enormous scrutiny in recent weeks and have not been found to be illegal. Yet slow-motion TV comparisons produced by FOM and broadcast during the Hungarian Grand Prix weekend

suggest that a way has been found to run the front wing lower than the regulations intend. McLaren is baffled, but you can bet that Martin Whitmarsh's team would be doing exactly the same thing if they could work out how to do it “not illegally”.

It's very unlikely that the more stringent tests will move the Red Bull and the Ferrari into the illegal category. As Mark Webber forcefully pointed out after his win, they've just been cleverer than the rest. And that's exactly what F1 is about.

Hats off to Red Bull. Again.



McLaren needs Red Bull tricks

MILESTONES



Mark Webber celebrated his 150th grand prix start with victory at the Hungaroring last weekend. He also invaded the podium after his first race, when he'd taken fifth place for Minardi on home soil in Australia (above)

Schumacher move under fire

Former champion's "robust" defence of final points position attracts storm of criticism – and FIA sanction



➔ P30 HUNGARY REPORT

Barrichello made the passing move stick

Michael Schumacher is under pressure over his defensive driving tactics after FIA stewards found him guilty of unfairly impeding former team-mate Rubens Barrichello in the closing stages of the Hungarian Grand Prix.

Barrichello called over the radio for Schumacher to be disqualified from the race after the Mercedes driver pushed him towards the pitwall as they fought over 10th place at the start of lap 65. Although Barrichello completed the move, he called it "the most dangerous thing that I've ever been through." He was forced to cut across the pit exit and over a strip of grass to avoid locking wheels with Schumacher.

"I was lucky that the wall finished because I was millimetres from it," said Barrichello. "If we touched

there, then I think he would flick over and go into the wall head on. So it was more of a danger for him. I couldn't move any more to the right because the wall was there, and if you take a photograph of the wall and us there is not [space for] a hair in there. It is unbelievable. You would not expect after so many races someone to do that."

Schumacher eventually apologised for the move in a statement on Monday, but he



Schu apologised for his blocking

repeated his claim that he was only trying to defend his position rather than put Barrichello in any danger.

"I indicated pretty early that I would move towards the inside and not simply give up the line, and there was just enough space for him to pass me without us touching each other," said Schumacher. "But after watching the incident again, I must say the stewards were right. The move was too hard."

Mercedes team principal Ross Brawn was one of the few to defend Schumacher, suggesting that he "was moving to the inside to encourage Rubens to the outside."

It's the second time this season that Schumacher's racing tactics have been investigated by stewards. No action was taken after a clash with Felipe Massa during the Canadian Grand Prix forced the Brazilian to go off track.

IN THE PADDOCK...

The post-race reaction to the Schumacher swerve in Hungary

PATRICK HEAD



"We've seen Michael defend very robustly in the past, but at that speed this was too robust"

NIKI LAUDA



"To put another competitor in danger like that is totally unnecessary. I don't understand why he does these things"

DAVID COULTHARD



"If he didn't want Rubens to go on the inside, he should have moved earlier. For all his greatness, Michael just doesn't know how to give it up"

ROSS BRAUN



"It was a tough move by Michael and a tough decision by the stewards. I don't think that Michael was trying to put Rubens in the wall"

RUBENS BARRICHELLO



"If Michael does that then it means kids can do that – and that is where it is wrong in my opinion"

Renault error cause of pit shunt

ROBERT KUBICA'S pitlane collision with Adrian Sutil during the Hungarian Grand Prix was caused by Renault's lollipop man being unsighted after the Mercedes of Nico Rosberg shed a wheel.

The team was fined \$50,000 for the unsafe release. Kubica, who soon retired with suspension damage, also served a drive-through penalty. Renault's lollipop man – believed to be chief mechanic Gavin Hudson – was unable to see him.

Team principal Eric Boullier told AUTOSPORT: "He's done it for many years and never made a



mistake. He made a misjudgement. He saw the two cars coming and believed that the [second] car was a Sauber and would be pitting [before reaching the Renault box]. He realised when he lifted the lollipop that there was a Force India [as well].

"When you have a safety car and all of the cars pit, there's always a risk of a

crash in the pitlane. We were lucky that no-one was injured."

Mercedes was also fined \$50,000 for its unsafe release of Rosberg. Team principal Ross Brawn blamed the mistake, which forced Rosberg to retire, on a lost wheel nut.

"It appears that as the guy came away with the wheelgun it spat the

wheelnut out and he didn't see it disappear," said Brawn. "So he went back on and fired the gun, but realised that the nut wasn't there and came out to grab the other gun and the rear jack guy thought he'd finished, dropped the car and away he [Nico] went. We will have a look at how we can prevent it happening again."

Petrov aids 2011 hopes with points

RENAULT TEAM principal Eric Boullier has called on Vitaly Petrov to build on his fifth-place finish in the Hungarian Grand Prix as the Russian bids to retain his Renault drive in 2011.

The 25-year old put in the best performance of his rookie season at the Hungaroring last weekend, a month after Boullier said that he must score points regularly to remain with the team alongside Robert Kubica next year.

"I asked him in the past to stop making mistakes and this weekend he did his job very well," Boullier told AUTOSPORT. "The confidence he gets from this weekend is good as it will help him to grow and score more points."

"Vitaly didn't do any F1 until five months ago so we must give him credit for learning because it's challenging. His learning curve is very good. Let's see if he can carry on with this."

A decision on whether Petrov will remain at the team in 2011 is unlikely to be made until at least the end of the European season in September.

IN BRIEF



NEW MONACO DEAL

Bernie Ecclestone signed a new 10-year deal last week with Monaco Grand Prix organisers that will keep the event on the calendar until 2020. Next year's race will be held on May 29.

US TEAM PULLS OUT

The American Cypher Group has withdrawn its application to become Formula 1's 13th entrant in 2011. The team was unable to raise the required funds to continue with its plans, but has not given up hope of entering F1 in the future.

WARWICK BACK AGAIN

Derek Warwick returned to action in Formula 1 as one of the FIA's four stewards for last weekend's Hungarian Grand Prix. The 1992 world sportscar champion and former Renault driver was also a steward at the Spanish Grand Prix.

BERNIE'S TEAM FEARS

Bernie Ecclestone has cast doubts over whether certain teams will make the end of the 2010 campaign. "I would not be surprised if one or two of them did not make the end of the season," he told The Daily Telegraph. "There are a couple of teams in Formula 1 who really shouldn't be there."

SUTIL TRIES DIFFUSER

Force India ran its exhaust-blown diffuser for the first time at last weekend's Hungarian Grand Prix. Adrian Sutil was pleased with the first run of the system during Friday practice, but did not use it on Saturday or race day.

DRIVERS IN TROUBLE

The FIA issued four reprimands to drivers who failed to stay above the minimum time for their in-laps during qualifying for the Hungarian Grand Prix. Vitaly Petrov, Sakon Yamamoto, Timo Glock and Lucas di Grassi were all pulled up for breaching the rule, which was introduced after Lewis Hamilton ran dry on his slowdown lap in qualifying at Montreal.

THE TOP SIX... Moves you didn't see coming

When it comes to moves that border on the unacceptable, Schuey has a lot of 'previous'...

1 JEREZ 1997
Schumacher is disqualified from the 1997 championship for driving into title rival Jacques Villeneuve at the European Grand Prix. Villeneuve survives to take the crown, while the Ferrari retires



2 ADELAIDE 1994
After thumping the wall exiting the previous corner, the hobbled Schumacher turns in on title rival Damon Hill at the following right-hander. Both retire, giving the German his first title



3 MONTREAL 1998
Schumacher emerges from a pitstop and moves from the left to the right of the track, pushing Heinz-Harald Frentzen off the circuit. No action taken, but the pit exit white line is introduced as a result



4 SILVERSTONE 2003
Pushes Fernando Alonso's Renault onto the grass at close to 200mph on the Hangar Straight. No action is taken, but Renault technical director Mike Gascoyne calls it "disgraceful"



5 NURBURGRING 2001
Shows that he won't give his own brother an inch as he moves over on Ralf Schumacher at the start of the European GP. The younger Schuey chooses to back off rather than hit the wall



6 MACAU 1990
Mika Hakkinen only needs to finish behind Schumacher to win the Macau F3 Grand Prix on aggregate when he attempts to pass him. Schumacher moves to his right, chopping Hakkinen's front wing and putting the Finn into the wall



McLaren's title hopes fading away

Disappointing performance in Hungary costs Hamilton and Button crucial ground in the championship

Lewis Hamilton has warned that McLaren must raise its game if it is to remain a title contender after losing its lead in the championship last weekend.

The team had its least competitive race of the season at the Hungaroring, scoring only four points through Jenson Button's eighth place and qualifying 1.7 seconds off pacesetter Red Bull. Hamilton's gearbox failure allowed race winner Mark Webber to knock him off the top spot in the drivers' championship for the first time since the McLaren driver took the lead with victory in June's Canadian

Grand Prix. Now that Red Bull leads the constructors' championship, McLaren's title hopes could hinge on recreating the 'flexible' bodywork run by Red Bull and Ferrari (see cover story), depending on the outcome of new scrutineering tests.

"If we continue for the rest of the season over one second behind, then inevitably it's going to be hard for use to win the championship," said Hamilton. "[Team principal] Martin Whitmarsh has said that hopefully something will be made clear, so either we change our approach or someone else will change theirs."

Button is optimistic that the team will be able to close the gap, even though McLaren's racing operations will be closed for two weeks during F1's summer break.

"I didn't have the grip," said Button after the Hungarian Grand Prix. "It's something that we've got to work on and I know that the team are working flat out on improving the car."

McLaren has not been a victory contender since Valencia. Since introducing an exhaust-blown diffuser upgrade at Silverstone it has struggled to get the best out



FERRARO/LAT

Recent races have been difficult



ETHERINGTON/LAT

Button lacked grip in Hungary

of the package. After running the same specification floor at both Hockenheim and the Hungaroring, they expect to bring new tweaks for the Belgian Grand Prix.

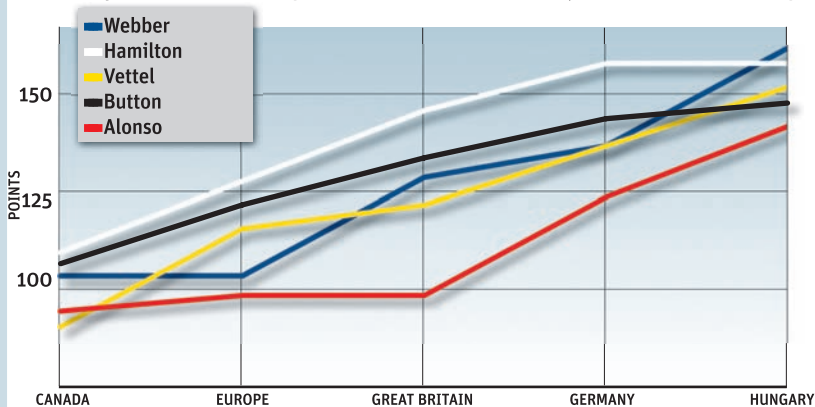
McLaren's struggles have allowed Ferrari to emerge as Red Bull's closest challenger. Although Fernando Alonso, who has closed to within 20 points of the world championship lead, finished second in Hungary, team principal Stefano Domenicali emphasised that there is still a big gap.

"One week ago we were there [at the front] and this week we were more than one second behind," he said. "So we need to be prudent, we need to understand and try to find more downforce."

"The circuit conditions of Spa-Francorchamps and Monza at the next two grands prix will be totally different and we need to see the combined effect of the different aero configuration of the car plus the different aero requirements of the tracks."

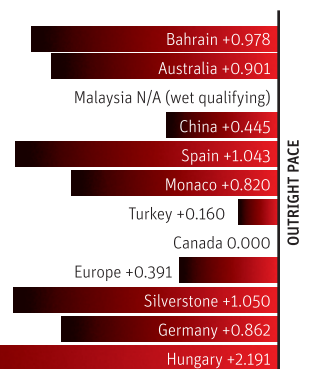
LOSING THE LEAD

How the points race has changed since McLaren's last victory in Canada, five races ago



THE GAP TO THE FRONT

Since taking pole position for the Canadian Grand Prix with Lewis Hamilton, McLaren has fallen away from the outright pace on race weekends. This graph shows the MP4-25's deficit as a percentage at every race this season



Bigger KERS for 2013

THE NEXT generation Formula 1 engine, which will be introduced for the 2013 season, will include a powerful KERS system.

The need to adopt green technologies is one of the main philosophies behind the concept of the 2013 engine. Current F1 regulations allow a KERS unit to produce only 80bhp for 6.7secs per lap – although an agreement between the teams outlaws its use. But from 2013 the KERS power will be increased and is likely to be used without any such restrictions.

The FIA expects to have a final engine package agreed by next month. The fundamental details of the unit have been agreed, with a 1600cc, forced induction, four-cylinder engine set to be signed off.

AUTOSPORT understands that the absolute latest that the technical regulations can be finalised is the end of 2010, in order to give the statutory notification required for so significant a change of technology.

Boost for Texas US Grand Prix plans



US GP organisers have major backer

ORGANISERS OF the 2012 United States Grand Prix in Austin, Texas, have allayed fears over whether the event will take place by announcing the track location and a billionaire backer for the project.

The track will be located close to Austin Airport, south east of the city, and is set to take advantage of the natural topography to create a circuit with significant elevation change. In total, the track is expected to cost \$250 million to build, with discussions ongoing for

the city of Austin's Major Events Trust fund to put \$25 million into the project. This would cover the \$21 million race sanctioning fee payable to Bernie Ecclestone and would be repaid to the government through sales taxes.

Billionaire businessman Red McCombs will also back the project, and has the wealth to finance the whole venture independently. However, he is expected to pull in additional investment from within the state.

Ferrari has team orders doubts

FERRARI TEAM principal Stefano Domenicali has questioned the attitude towards team orders in Formula 1, hinting that there is tacit acceptance that the ban can be breached provided it is not done too blatantly.

Ferrari has been called to a disciplinary hearing of the FIA World Motor Sport Council in Paris on September 8 to explain its actions at the German Grand Prix, where Felipe Massa handed the lead to Fernando Alonso. AUTOSPORT understands that depending on the outcome of the hearing, the team orders ban regulation could be modified ahead of the 2011 season.

"It is a matter for discussion," said Domenicali when asked whether the rule should be changed. "We don't have short memories. Sometimes it seems that we apply more pressure on cosmetics rather than other subjects. It's a matter of principle. We believe that it's a team sport."

As well as questioning whether the regulation has a place in F1,



Massa played team game for Alonso

Domenicali's reference to "short memories" is directed at other teams that have applied team orders in the past.

HRT team boss Colin Kolles suggested that using team orders is "fine with me as long as it is according to the regulations".

However, few rival team bosses expressed the same opinion.

Renault team principal Eric Boullier was among those suggesting that Ferrari should have been more discreet.

"The rule came up to avoid the Austria 2002 situation," he told AUTOSPORT. "You can do it very discreetly, by playing with your engine for example. I don't see the need to do it very obviously."

THIS WEEK IN F1



McLAREN Team co-owner Ron Dennis has said he finds it "slightly infuriating" when drivers Jenson Button and Lewis Hamilton "build in the media the perception that we're giving them cars that are less capable of winning."



MERCEDES The team plans one more major upgrade package this season, which is expected to be brought in for the Singapore Grand Prix. Mercedes is also directing increased resources towards its 2011 challenger.



RED BULL Team principal Christian Horner accepted the penalty issued to Sebastian Vettel for being too far behind race leader Mark Webber when the Hungarian Grand Prix was restarted under the safety car. Vettel blamed radio problems for not realising that the restart was due to happen that lap.



FERRARI The Scuderia will bring a new aero package to Belgium. Team principal Stefano Domenicali said: "We have some developments to suit the downforce levels of Spa."



WILLIAMS F3 Euro Series racer Valtteri Bottas will drive during the two-day rookie driver test in Abu Dhabi in November. The Finn has conducted some straightline test work for the team this year as part of his third driver deal.



RENAULT The Enstone-based team is set to introduce its version of the f-duct concept at the Belgian Grand Prix later this month. Renault had originally ruled out using the system.



FORCE INDIA The team was hit with a fine of €5000 at the Hungarian Grand Prix after fitting a set allocated for free practice three to test driver Paul di Resta's car in free practice one.



TORO ROSSO The first major upgrade package of the season was applied to the car in Hungary last weekend. The developments included a new front and rear wing and a new floor.



LOTUS Heikki Kovalainen believes that the T127 will get faster this season despite the team's focus being on its 2011 car. He cited setup directions involving different weight distributions as being potentially beneficial.



HRT Team principal Colin Kolles has not ruled out ex-Red Bull and Jaguar racer Christian Klien, who drove in Friday practice for the Spanish and European Grands Prix, racing for the team later this season. "That's a possibility" he said.



SAUBERT The Swiss outfit celebrated its 300th grand prix entered with its first double points finish of the season in Hungary. The team has started a total of 297 races, since it did not race at Monaco 1994, Brazil 2000 or USA 2005.



VIRGIN Technical director Nick Wirth believes the team must increase its downforce by one-fifth to match the slowest established teams. "We need another 20-odd per cent more downforce to get into Q2," he said.

200



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Highlights on Eurosport
and Eurosport 2



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MOTION & EMOTION



MPH Mark Hughes

AUTOSPORT grand prix editor

Mark Webber wasn't interrogated last weekend quite so thoroughly as Fernando Alonso was at Hockenheim, but other teams are determined to carry on asking questions about Red Bull's front wing

At the Hockenheim post-race press conference Fernando Alonso took the heaviest barrage of any Formula 1 driver, ever. Searing attacks on his integrity, questioning whether his would be a 'dirty championship', sarcastic comparisons to his aided win at Singapore 2008 – and he sat there emotionless in his responses.

He's been referred to by some as 'Teflonso' because nothing ever seems to stick to him, but actually that nickname also perfectly describes the way the abuse just washed off him, had no effect whatsoever on his bearing. He sat patiently waiting for it to finish



then walked off, recognised a friendly face, gave a broad smile and a big high-five. This was not the body language of a man in the slightest bit bowed – and there's probably much insight there into a mental strength that could yet be crucial in the destiny of the world championship.

Yes, he demands to be at the centre of a team's efforts, is aggressively insistent on that and

has the hissy fits whenever events get in the way of that – and people in the main find such traits unattractive. But whether we like them or not is entirely irrelevant.

He's the opposite of the man he replaced, Kimi Raikkonen – and that is *why* he has replaced him; Kimi would no more have asked for Massa to be moved aside than he would insist on extending an engineering meeting because there was a lot of data he needed to understand. Alonso's aggressively proactive approach towards his own needs is what gets a team pivoted around him – but it can only work with a support driver, not another of similar temperament. That is what Ferrari felt it needed in the post-Brawn/Todt era and that is what it has got. Here's the aggravation that goes with that. Sure, Raikkonen was much lower maintenance, but he was just too passive for the team's needs.

Alonso's will is unbending, but his front wing is apparently not. As we moved to the Hungaroring, rival teams were still trying to work out how the front wing assemblies of both the Ferrari and the Red Bull could be lowering themselves under load. It was visible on the FOM camera footage, apparently by as much as 25mm – well below the 85mm from the ground it must be when measured statically. This is different from the flexibility across the wing's span which allows the endplates to move closer to the ground and for which there is an FIA static load test. No, instead this is about the whole assembly moving closer to the ground – for which there is currently no test.

The nose and wing assemblies of the two cars were inspected closely by the scrutineers post-Hockenheim and no linkage was found. Yet for the wings to be running as close to the ground as they clearly are would imply that part of the car's underside would have to be 15mm below the surface! Which it clearly cannot be.

The inference is that the 'tea tray' (the leading section of the floor) is bending upwards under load to accommodate running the car low enough to get that wing so close to the ground. Yet that part of the car is subjected to a 200kg push-off test, implying that it has aero-elastic properties: rigid at 200kg, not so at higher loads out on track.

"Each millimetre is worth a point of downforce," said McLaren's Martin Whitmarsh, "and the difference you are looking at here is potentially a second of lap time."

So it was that the 'tea trays' of the Red Bull and Ferrari became the focus of attention last weekend. No linkages were found there either, meaning that technically it wasn't illegal. This week's victor Mark Webber wasn't questioned quite as aggressively as Alonso, but on the subject of the latest theory about the Red Bull's superiority, he was feisty. "Oh yeah, our front wing? It's worth at least a second, probably two. Last time it was our blown diffuser. Sure that was worth about four seconds. Before that it was our adjustable ride height – probably a couple of seconds there, too!"

Nevertheless, the FIA has informed the teams that it will change the deflection test from the Belgian Grand Prix onwards. ☒

**“Alonso's will is unbending,
but his wing is apparently not”**



NGTC test hack will be based on Avensis

BTCC

BTCC's Toyota blueprint

Toyota rules out tin-top comeback in the short-term despite providing basis for future car development

Toyota will not return to the British Touring Car Championship next year, despite the Japanese marque's Avensis car being announced as the development platform for the series' 2011 Next Generation Touring Car regulations.

BTCC organiser TOCA this week revealed that its NGTC prototype would be built around the Avensis bodyshell in the coming weeks, with the new low-cost rules package set to be fully introduced next year.

But Toyota says it has not evaluated a return to the series in which it last ran a factory team 15 years ago.

A spokesman for Toyota GB said that it was "highly unlikely" that an entry would be lodged for 2011 as a manufacturer squad or even as a supplier of customer equipment.

"That's not on the agenda for now," he said. "Toyota GB has a

great relationship with TOCA and when the opportunity came up to help them out with the Avensis, which is built in Britain, and which is an ideal platform for their new low-cost rules, we were glad to oblige.

"We are effectively a parts supplier for a development project. Nothing more."

Toyota has a proud history in the BTCC, having taken 18 race wins and three drivers' titles courtesy of Win Percy in 1982 and Chris Hodgetts in 1986-87.

Its most recent victory came via Julian Bailey at Knockhill in 1993, while a factory campaign has not been run since '95.

"It would be a local-level decision regarding the BTCC in 2012"

Toyota spokesperson

However, a BTCC programme as a works entry, or as a supplier to customers, has not been ruled out for 2012.

"It would be a local-level decision as to whether to do anything in Britain 2012," the spokesman added. "So that would not require board approval from Japan. But nobody has even hinted at that yet, and if they did, it would have to be looked at in far more depth before we committed to anything."

BTCC series director Alan Gow said: "Toyota has made a generous and highly valued contribution to this project. The Avensis is an ideal platform for the new car; it's fully suited to the NGTC ethos and, like the BTCC regulations, is proudly built in Britain."

AUTOSPORT understands that the first prototype shell is currently at the build stage and that the roll cage has already been completed.

It is currently on-schedule for a shakedown in mid-September.

Two-time champion James Thompson will conduct the development driving, which will include competing in the free practice sessions at the final round of the season at Brands Hatch on October 9.

Gow is bullish about the Avensis platform



ALMS

ALMS takes to the streets

TWO NEW street circuits are set to join the American Le Mans Series schedule next season

The ALMS is known to be talking to the IndyCar Series about joining its event on the streets of Baltimore in Maryland next summer and officials in Oklahoma City announced in March that they were in discussion with the US sportscar series.

It is understood that the ALMS's negotiations with both venues have come to, or are close to coming to, fruition in time for 2011.

ALMS boss Scott Atherton confirmed that discussions

about races in Baltimore and Oklahoma City had taken place, but refused to speculate on any changes to the ALMS calendar for next year.

It is likely that the Baltimore event, scheduled for the weekend of August 6-7, will replace Lime Rock as the ALMS event in the key north-east market. The tight 1.5-mile track has been deemed unsuitable for modern prototypes by many drivers.

The Oklahoma event would likely take Lime Rock's date on the schedule over the Independence Day Weekend at the beginning of July.

ALMS has raced on Long Beach streets



NASCAR

Ambrose closes on Petty switch for 2011

MARCOS AMBROSE has been linked with a move to Richard Petty Motorsports for 2011 after confirming his plans to leave the JTG Daugherty team at the end of the season.

The two-time V8 Supercar champion is strongly rumoured to be on top of the shortlist to join AJ Allmendinger,

Elliott Sadler and Paul Menard at RPM as the replacement for Hendrick Motorsports-bound Kasey Kahne, who is vacating the #9 car.

Ambrose issued a statement in which he also left open the possibility of a return to Australia, however this is thought to be extremely unlikely.

Ambrose's departure from JTG ends a five-year relationship with the team, with which he has competed in all three of NASCAR's top divisions. Former Sprint Cup and Nationwide Series champion Bobby Labonte has already been signed up to fill Ambrose's seat at the Toyota squad.

"JTG Daugherty Racing

is a solid race team that has come close to winning races with Marcos Ambrose, and I'm looking forward to developing our new partnership in 2011," Labonte said.

JTG Daugherty currently competes as a single-car team, although it does have a technical partnership with Michael Waltrip Racing.



Ambrose will leave JTG after five years together

AUTOSPORT SAYS...

JAMIE O'LEARY
BTCC
CORRESPONDENT

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TOCA's announcement that Toyota's Avensis will form the basis of its NGTC prototype is tremendous news. Manufacturer involvement, despite series boss Alan Gow saying otherwise, is the lifeblood of touring car racing, and not just in Britain.

And don't be taken in by denials of a BTCC return from Toyota either. The manufacturer obviously sees PR value in donating the bodyshell of a British-built car to GPR Motorsport for the development of the NGTC prototype. But it must also be aware of the marketing benefits of a race programme in the BTCC (more visibility, more cars sold, more built at Burnaston perhaps. The economy is growing, after all).

Additionally, why devote resources to someone else's project unless there's an end gain for yourself? This has got to be the first stage in a masterplan from Toyota to make a works return to UK motorsport.

A future return for Toyota and maybe even Ford and Vauxhall in the next two years as well – NGTC rules must appeal to them – would leave more people than just Gow rubbing his hands with glee.



Vauxhall could be tempted back to the BTCC

SPORTSCARS

Ratel planning new GT2 series

FIA GT boss Stephane Ratel has proposed a new series using the same rules as the Spa 24 Hours for next season.

Ratel is planning to revive his idea of an FIA GT2 European Championship, which was scrapped for this year through a lack of cars, but to allow other classes onto the grid. He wants GT2, GT3, GT4 and invited national class cars to race together in up to five three-hour events at top-line circuits, provisionally starting at Monza on April 18.

"It is true the GT2 European series was a failure for this year, but the Spa 24 Hours has not been a failure," said Ratel. "We have taken away the GT1 cars but still increased the grid. The idea is to do something very open based on the Spa idea. I believe there is a big pool of GT3 cars out there."

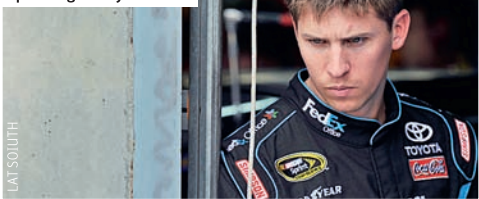
GT2 and GT3 cars ran together at in Belgium



NASCAR

NASCAR critical drivers revealed

Hamlin was fined for speaking out by NASCAR



DENNY HAMLIN and Ryan Newman have been identified as the two Sprint Cup drivers who were fined by NASCAR earlier this year for publicly criticising the series (see AUTOSPORT, July 29).

Neither driver would disclose the amount of his fine, however Newman hinted that his had followed remarks that he'd made after crashing at Talladega in April, while Hamlin was sanctioned for comments he'd made on Twitter.

The pair is thought to have been the first to feel the sharp end of NASCAR's crackdown on public criticism, and while the series has drawn fire for the secretive nature in which the penalties were applied, Newman said that he was in favour of discretion.

"The secret part of it is a good thing," Newman insisted. "There are people in the garage area who want to talk about the negative aspects of our sport and that's not a good thing."

REMEMBER WHEN...

SEPTEMBER 22, 1996



...Toyota last appeared in the BTCC?

Toyota's last BTCC appearance came at the 1996 season-finale at Brands Hatch, where Lee Brookes wrapped up the Independents Cup title in the Carina E



Van der Drift was lucky to escape serious injury



The rollhoop was snapped by the force of the huge impact

SEQUENCE: DANNY@DD-PHOTOGRAPHY.CO.UK

SUPERLEAGUE FORMULA

Van der Drift has lucky escape

Olympiacos driver survives terrifying airborne accident at Brands Hatch after hitting the back of Julien Jousse

The strength of Superleague Formula's Panoz-Elan chassis has been praised after Olympiacos driver Chris van der Drift suffered no life-threatening injuries in a frightening 140mph crash in Sunday's seventh round at Brands Hatch, when he hit the bridge before Pilgrim's Drop.

Van der Drift, 24, sustained a broken right leg and ankle, two broken fingers, broken ribs and a fractured and dislocated shoulder after his car was sent airborne over

the back of Julien Jousse's Roma entry in a race-two battle over fifth place. He hit the bridge support, splitting the car in two, and was then sent spinning down the track, briefly catching fire.

Van der Drift's car was traveling faster than Jousse's because he was deploying its push-to-pass system, which gave an extra 1000rpm. Jousse slightly shifted his line, which sparked the impact, although stewards later exonerated him from any intentional blocking move.

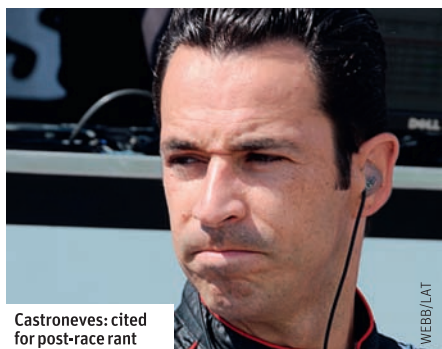
"I saw him behind me and stayed on the right, and he used his push-to-pass but hit my right-rear," said Jousse. "I exited the [previous] corner slowly, because my tyres were destroyed, and left only one metre or so to the right, but that's the side he chose to try a move. No way was there an opportunity there. I thought he'd pass me on the left."

"The track is difficult there, and it's easy for the car to move around by 50 centimetres over the bumps."

The Panoz DPO9 chassis was developed by the team who produced its IndyCar Series and Champ Car design. It was crash tested to Formula 1 safety standards, witnessed by FIA observers, in 2007.

"All credit to the tub," said leading team boss Anthony Reid. "It's a strong car and this accident shows it's a safe car."

Van der Drift underwent surgery on his ankle on Monday and was expected to be released from hospital later this week.



Castroneves: cited for post-race rant

WEBB/LAT

INDYCAR

Castroneves on notice after Edmonton rage

HELIO CASTRONEVES has been fined \$60,000 and placed on probation for the rest of the season following his post-race outburst at Edmonton two weeks ago.

The Penske driver was stripped of his victory after he failed to serve a

drive-through penalty for blocking team-mate Will Power's move for the lead on a late restart. Castroneves then confronted IndyCar officials, for which he was punished after meeting with IRL senior figures.

IndyCar's chief race steward Brian Barnhart defended the "no blocking" rule, but he added that it could be reviewed.

"Our rule against blocking is there from a safety aspect," he said. "But we're also trying to

improve the entertainment value. If you allow cars to defend, you're going to have a boring event. But with the new wheel interlocking prevention technology on the 2012 car, we will be re-evaluating this rule in the future."

IN BRIEF



CARROLL BACK FOR MORE

Adam Carroll will make his second IndyCar Series start with Andretti Autosport at Mid-Ohio this weekend. The former A1GP and GP2 race winner was able to log over 100 laps at the American circuit in testing last week. He was classified 16th in his debut with the team at Watkins Glen.

FANTIN FOR SILVERSTONE

Brazilian Pietro Fantin, who qualified fifth on his British Formula 3 debut at Rockingham last month, will contest the Silverstone rounds on August 14-15. Fantin, who won on his Sud-Am F3 debut last weekend, will again drive for Hitech Racing.

GANASSI'S CARBON TEST

Chip Ganassi Racing experimented with carbon fibre brakes in a test at Mid-Ohio last weekend, at the request of the IndyCar Series. The test was to evaluate the brake materials for possible implementation on the series' 2012 chassis.

MANN OUT FOR MID-OHIO

Pippa Mann will miss this weekend's Indy Lights race at Mid-Ohio after having surgery on a broken hand. The Briton suffered the injury in free practice at Toronto, but she raced there and at Edmonton before having the operation. She currently lies 11th in the standings.

RENAULT AWARD FOR SUD-AM

Renault will award the driver leading the Sud-Am F3 Championship after the Piriapolis round in October with a Formula Renault 3.5 test at Motorland Aragon.

GP3 NEWCOMERS

Three drivers made their GP3 debut in Hungary last weekend. Adrien Tambay covered for the injured James Jakes at Manor, while Marco Barba filled a similar role for Simon Trummer at Jenzer. At Carlin, Antonio Felix Da Costa (below) stood in for Lucas Foresti, who was racing in the British F3 round at Spa.



GP2 SERIES

Bianchi, Tung wait on assessments

JULES BIANCHI and Ho-Pin Tung were facing further medical assessments after the pair suffered spinal injuries in an accident at the start of the GP2 Series feature race at the Hungaroring.

Both sustained fractured vertebrae in the crash, and Bianchi's ART squad and Tung's team DAMS are awaiting further medical advice before deciding

upon possible replacements for the upcoming rounds at Spa and Monza.

Tung was released from hospital on Monday, although the Dutch-Chinese driver will undergo a further medical evaluation in two weeks. Renault F1 team principal Eric Boullier, who has links to DAMS in its capacity as Renault's junior team and also serves

as CEO of Gravity, which includes Tung in its stable of drivers, hinted during a TV broadcast that Romain Grosjean would replace Tung if required. Grosjean took the seat of Jerome d'Ambrosio in the team at Hockenheim last month.

Bianchi's injury is thought to be more serious, with the Ferrari junior driver currently expected to be out for a minimum of four weeks, although he was due to undergo another assessment when he returned to France yesterday (Wednesday).

Although the accident occurred at relatively low speed, the injuries were triggered as a result of Bianchi's nosecone being knocked off just before he was hit by Tung's car. With the main front crash structure missing, the impact of the crash was transmitted through his seat via the chassis and into his back.

No date for Bianchi comeback yet



STALEY/GP2

SUPERLEAGUE/BTCC

Walker eyes BTCC

LIVERPOOL COULD be forced into the Superleague Formula transfer market after James Walker revealed that Brands Hatch may have been his last race in the series this year.

Walker lies 11th in the points for the club that won the title with Adrian Valles last year.

"Whether we'll be at the next one, I'm not sure," said Walker. "We needed to get into the money race [at Brands] because we've spent the Magny-Cours

and Assen prize money. So we'll have to see if we can continue."

Walker has been linked with making his British Touring Car Championship debut at Silverstone later this month, and tested for the Triple Eight Vauxhall team earlier this year.

One driver who could replace him is former Champ Car race winner Mario Dominguez, who told AUTOSPORT he intends to race at the next event at Adria, but was unsure with which club.

Walker could switch to BTCC



SUPERLEAGUE

SUPERLEAGUE FORMULA

Montagny unhappy

EX-FORMULA 1 racer Franck Montagny returned to the Bordeaux Superleague Formula seat at Brands Hatch at the weekend, but his future participation with the club remains in doubt.

Montagny, who won the second race at Jarama in June, skipped the previous Zolder race weekend while he sought assurances from the Barazi-Epsilon-run team and was also unhappy with the way certain aspects of the series is run.

Following fifth and 14th place finishes at Brands, Montagny again reported that

he was "upset" with his situation. His race two was compromised when the team gave pitstop priority to Tristan Gommendy, whose radio wasn't working, and delayed Montagny's stop – which might have cost him a place in the Super Final money race.

"We had good pace here, we were fast, but I think we gave away a podium finish at least," he said. "I like the series, I like the cars, but I'm quite upset again with the team. I was screaming at them to let me pit, but it was a big mess and lack of communication."

MILESTONES



Jean-Eric Vergne gave Volkswagen its 100th win in the British F3 championship at Spa last weekend. The first came from Dave Scott at Brands Hatch in 1982 at the wheel of his Mint Engineering-run Ralt



Prema's Juncadella (l) joined British F3 field

EBREY/LAT

FORMULA 3

Euro teams consider switch to British F3

Falling Euro Series numbers could prompt a defection to domestic championship

Leading Formula 3 Euro Series teams could join the British championship next season.

The Euro Series has suffered a precipitous drop in numbers this year, with 13 competitors, whereas the British F3 Championship has maintained over 20 cars. Euro Series teams ART Grand Prix, Prema Powerteam and Mucke

Motorsport entered the British round at Spa last weekend, boosting the field to 26, and could be back for full campaigns in 2011.

ART boss Frederic Vasseur confirmed he will stay in the category next year, but which championship he chooses will depend on the strength of the Euro Series. "Formula 3 is very important to ART," he said.

"We built our company on it and I want to be in it.

"We are currently waiting on the Euro Series proposal. All the European teams will have to make a decision to find drivers for the Euro Series or for British F3.

"If there is no Euro Series we will do British. It's a competitive championship with strong teams and it makes sense to be on the

grid with lots of cars."

Prema's Rene Rosin is also considering a switch, despite already having a presence in the Italian series. "It depends on the Euro Series," he said. "We are all thinking we need to keep our eyes open. If the numbers are the same next year we will look at coming to Britain. It's the best championship with this kind of car and it makes no sense to increase the number of cars we run in the Italian series."

Leading British F3 team boss Trevor Carlin welcomed the possibility of increased competition. "It'd be fantastic for British F3 and really cement its position as the preeminent training ground for aspiring Formula 1 drivers," he said.

IN BRIEF

LOLA LMP2 UNVEILED

Lola has confirmed it is building a coupe version of its 2011-spec LMP2 contender. The B11/80 (right) will have a longer wheelbase than the open-top B11/60 in order to accommodate more engine options.



COLIN GOES MAINSTREAM

Following his string of three podiums in four races, Colin Turkington has been stripped of his independent status in the World Touring Car Championship. Despite using the same machinery as others in the class, he is now only eligible for outright honours so as "not to unbalance the competition".

Buenos Aires and Guangdong will go before the FIA World Motor Sport Council for approval next month.

NAVARRA REPLACES DURBAN

The Durban round of the FIA GT1 World Championship is set to be replaced by a race at the new Circuit Navarra in Spain on October 24. Series boss Stephane Ratel remains hopeful the South African fixture will return to the calendar in 2011.

NEW RACES FOR WTCC IN 2011

Argentina and mainland China have been included on a WTCC's draft calendar for the first time. The proposed 2011 rounds at

BRITISH F3

Webb antics criticised

BRITISH FORMULA 3 frontrunner Oliver Webb has been criticised for his aggressive defending at Spa-Francorchamps last weekend.

The Fortec driver led early in race three, but came under attack from title rival Jean-Eric Vergne. Webb changed direction several times, forcing the Frenchman to use the grass to get by. Webb then used similar tactics on James Calado before moving across on Carlos Huertas as they fought for third.

Huertas held his ground and contact was made. Webb's race ended in the barriers. Race stewards took no action, but Vergne said, "It was too much. You're only supposed to make one move. It was really dangerous."

Webb responded: "With Vergne, we just didn't have the pace to keep him behind. With Carlos we got too close, and by the time I realised he had two wheels on the grass we touched and then I crashed."

Webb crashed after contact with Huertas



EBREY/LAT

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BMW GT programme is safe until 2011

DTM

BMW axe to swing ahead of DTM

Motorsport boss confirms that WTCC or sportscar effort will have to make way for planned DTM programme

BMW will have to cut one of its existing motorsport programmes if and when it enters the German-based DTM touring car series.

The firm's motorsport chief Mario Theissen explained that if BMW's proposed DTM entry goes ahead in 2012, then the resources would not be available to continue its factory involvement in the World Touring Car Championship and its sportscar assault with the M3. Three programmes, he said, "would be too much" and added

"priorities would have to be set".

BMW has yet to reveal whether it will continue to race as a factory entrant in the WTCC beyond this season and its involvement in GTs is confirmed only through 2011.

Theissen would not speculate on which programme would make way for the DTM, but he explained that the decision to develop a powerplant to the new Super 2000 engine formula should not be taken as a sign that it would continue in the WTCC as a factory.

He said that development of the

1.6-litre turbo engine, which will also power the Mini World Rally Car, was conceived to allow customers to continue to race the BMW 320si around the world.

Continued involvement in GT racing almost certainly hinges on whether the Munich marque will be able to race its DTM M3 in other arenas, including the important US market for which the M3 GT was conceived. The DTM is talking to Grand-Am about a link-up for the future.

BMW's GT campaign has

been given new impetus by the establishment of the Le Mans Intercontinental Cup. It has committed to all three rounds of the inaugural LMIC this year.

Theissen said: "The Intercontinental Cup is something new and we want to support it. I am convinced the concept will find favour with spectators in 2010 and beyond."

Schnitzer will field a solo M3 at Silverstone and Zhuhai. The Rahal team will represent BMW at Petit Le Mans as scheduled.

WTCC

Asia adopts S2000

JAPAN'S AND China's national touring car series will adopt the FIA's Super 2000 regulations from 2012.

Both countries will host a round of the World Touring Car Championship alongside their own events, as well as races in each other's countries. The move is designed to increase

the number of national competitors who enter rounds of the WTCC.

WTCC promoter Marcello Lotti said: "It is good for the national championships to have the same rules. We're happy to support them."

The two countries also plan to create a Super 2000 Asian Touring Car Championship from 2014.

MERC SLS GT3 RACER BREAKS COVER

The new Mercedes SLS GT3 2011 contender is already testing in the hands of DTM legend Bernd Schneider



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WRC

Saab eyes 2012 WRC entry

Legendary rally manufacturer has already met with series bosses about a possible rally return

Saab is the latest manufacturer to be linked to the World Rally Championship after the company's chairman Victor Muller met with high-ranking officials from the sport.

The Spyker-owned car maker has been tipped for a part-entry to the WRC in 2012 before a full commitment in the following season. The platform for Saab's return to the WRC is expected to be an as-yet-unnamed, entry-level car that would have similar dimensions to a Mini.

AUTOSPORT's sources have confirmed contact from Saab, stating: "The initial meeting has happened and there's a huge amount of enthusiasm from all concerned. From what we understand, Saab is looking at the World Rally Championship

as the perfect platform to launch a new product and to rebuild the brand. Like Mini, Saab has a great heritage in the sport and a return to the WRC makes a lot of sense."

There is speculation that the new Saab, which would be expected to

"We could have four, possibly five, manufacturers competing in the WRC in 2012. Watch this space..."

WRC promoter Simon Long

be badged as a 9-1 or 9-2 WRC, would run the same BMW 1.6-litre turbo engine that Mini's all-new Countryman WRC will use.

In a week packed with good news for the WRC, Volkswagen is reckoned to have made the decision

to move into the WRC in time for a full programme in 2013, running a selection of events with a Scirocco-based WRC in 2012.

Volkswagen is currently committed to a four-car Dakar entry for next season, but once that is finished the focus is expected to switch to the firm's first significant WRC effort.

WRC promoter Simon Long said: "We have been talking to VW and it seems they're heading in the right direction. Obviously, a lot depends on Dakar and what happens there. If they come in 2012, fantastic.

"As for other manufacturers, we're having discussions with one or two. We are meeting with another major manufacturer in Germany, there's every possibility we could have four manufacturers – and possibly five – for 2012. It's

a case of watch this space I think. Mini's announcement last week has given people a lot of confidence in the sport. The messages we're getting from the meetings with potential manufacturers are all positive: we've got the technical regulations right and the costs are achievable. People are realising that they need to advertise their way out of the tough times we've been through – and WRC offers the perfect place to do that."

Saab: top WRC name in the 1960s



WRC

Hirvonen: crash won't affect me

FORD DRIVER Mikko Hirvonen says his Rally Finland crash will not affect a 'flat-out' approach to the rest of the year.

Last year's Rally Finland winner crashed out spectacularly from this season's event on Friday. Despite the shunt, Hirvonen said he is pleased with the progress the team has made.

"We had the pace," he said. "That much was clear and that's the positive. Okay, I cocked-up on this one, but we're going to be flat-out again, starting with the next round in Germany. The crash hasn't distracted me or scared me or anything. It's one of those things."

IRC

Peugeot in IRC quit threat

PEUGEOT SPORT director Olivier Quesnel has threatened to pull the 207 S2000 out of the 2011 Intercontinental Rally Challenge if Skoda persists with a factory entry in next year's series.

The Frenchman is unhappy at the Czech manufacturer's presence with two factory cars for Juho Hanninen and Jan Kopecky, leaving Peugeot's importer teams such as Peugeot UK's

Kris Meeke to fight on what Quesnel sees as unfair terms.

"Why would I keep going in IRC just to say: 'Well done Skoda?'" said Quesnel. "This is supposed to be a series for the importer, not the manufacturer. I said to the IRC organiser we will not be there next year if they [Skoda] stay with the big team. It makes no sense for us."

WRC

Two-day rally format praised

THE WORLD Rally Championship's first two-day event – last week's Rally Finland – has received unanimous backing.

The organisers of the Jyväskylä-based event decided to cut Sunday's mileage out of the route completely after it was discovered the costs of running a third day outweighed the revenue received from the spectators in the stages.

Citroën's Olivier Quesnel said: "This was a good change. It can be

good to do this on more events, but it has to be the right events."

Finnish rally legend Markku Alen said he thought the format should be taken up by all WRC rounds: "This is more like the old days. It is shorter, which means much more maximum attack all the time. Maybe some drivers say the days are too long, but when I was driving that's what it was always like. You had fewer stages so all the drivers had to push harder in each one."

WRC
Gronholm WRC comeback gathers pace

MARCUS GRONHOLM'S return to the World Rally Championship has taken a significant step forward with the Finn now being liked to at least two manufacturers for next season.

Gronholm was an interested spectator on last week's Rally Finland, where he admitted to discussions on a return to the series

next season.

Gronholm was in Britain last week for a feature for AUTOSPORT, and during his time in the country he met and spoke with Prodrive about the firm's recently announced Mini project. In addition to a possible Mini seat, there is also strong speculation linking Gronholm with a

Volkswagen drive in 2011 and 2012.

Gronholm said: "Okay, I did meet them [Prodrive] and yes, there is some interest in returning to WRC. The sport is coming back a little bit now, there is some good interest from the manufacturers."

Prodrive managing director Richard Taylor added: "When Marcus

was with Prodrive for AUTOSPORT's feature, it was natural we would talk. We're talking to lots of people, but nothing is decided and we're in no rush. We'll need a test driver soon, but we'll make that decision when we need to."

A source close to VW said: "Marcus is of interest to any marque thinking about WRC."

KING KANKKUNEN CALLS IT A DAY WITH POINTS PAY-OUT AT HOME

Four-time world champion Juha Kankkunen says last week's Rally Finland, his 22nd start on his home WRC round, was also his last. He drove a Stobart Ford Focus RS WRC to eighth place



IN BRIEF



PROTON GLITCH SORTED

Proton team principal Chris Mellors is confident his team has cured the engine trouble that hindered the Satria S2000s of Alister McRae and Chris Atkinson earlier this year. Both cars ran well on the Rally of Queensland APRC round last weekend, setting 15 fastest times from 18 stages. But a smashed sump ruled out McRae, while Atkinson 'drowned' his car in a ford.

FORD TO TEST FIESTA AGAIN

Ford is about to embark on its latest six-day test of the new Fiesta RS WRC. The 1.6-litre-engined car will be running in gravel and asphalt trim in the south of France this week, with Ford WRC regulars Matthew Wilson and Henning Solberg driving.

FORD BOYS BACK OUT

Last week's Rally Finland winner Jari-Matti Latvala was back in a Ford rally car earlier this week, testing the BDA-engined Escort he will drive on the Lahti Historic Rally this weekend. His team-mate Mikko Hirvonen will also be back in action this weekend, driving a Focus RS WRC at the Helsinki Motorsport weekend.

ALEN MISSES HOME EVENT

Anton Alen was forced to scrub his entry on last week's Rally Finland after he was unable to source a gravel-specification Fiesta S2000 for his home WRC round. The former Abarth driver is hoping to contest Rally Scotland in October.

LOIX GETS FACTORY CAR

Freddy Loix will drive a third factory Skoda Fabia S2000 on this weekend's Rali Vinho Madeira.

TANAK MAKES IT HOME

After crashing out of the lead on the final day in Turkey and Portugal, Ott

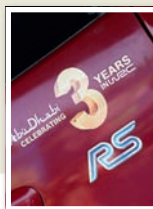
Tanak won P-WRC on Rally Finland last week. All five of the Pirelli Star Drivers finished in the P-WRC points for the first time.

BREEN READY FOR PSD

Craig Breen has received Ireland's nomination for the Pirelli Star Driver Northern European Shootout. The event runs on the Snapphane Rally in Sweden on August 14. He will face competition for a place in a global PSD shootout from a driver from Finland, Sweden, Germany, Norway and Britain. The MSA has not yet decided who it will send.

ABU DHABI TURNS THREE

Ford's celebrations after Jari-Matti Latvala won last week's Rally Finland were even more timely as the Jyväskylä event was the third anniversary of the Blue Oval's association with Abu Dhabi. The cars carried decals to reflect the association.



AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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There might have been a few more lines around them, but the eyes still had it. They were as blue and determined as they'd ever been.

The impact of Juha Kankkunen's return had to be seen to be believed in Jyväskylä last week. The four-time world champion was, for one last time, among his people. And he didn't let them down. And Rally Finland didn't let him down.

Finland is always great. But last week's 60th anniversary surpassed everything.

To mark the 60th, a Rally Hall of Fame was set up in the headquarters building. This was a collection of cars, photographs and press coverage of the last six decades. I went in on Thursday morning. And came out on Saturday! It was that kind of place.

I couldn't understand a word of the cover stories on the yellowed pages of Keski-suomalainen, Finland's daily paper, but they captivated none the less. AUTOSPORT was well represented as well, with reproductions of covers and reports from the day. The opening line of the 1965 report was a classic: 'Boy, those Finns are really mad!'

Nothing has changed. And Jari-Matti Latvala is the latest in the line of madmen. His win was the perfect end to the perfect celebration. If anybody was left wanting more, Scandinavia's biggest ever firework display at midnight on Saturday did the job.

AUTOSPORT featured in Finnish Hall of Fame



IRC PREVIEW

Event	Rally Madeira
Round	8/12
Based	Funchal
Date	August 5-7
Stages	21
Surface	Asphalt
Competitive miles	185
Last winner	Giando Basso
Championship leader	Juho Hanninen



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HUNGARIAN GP

Hockenheim

ROUND 12/19

LAPS 70

WINNER

Mark Webber
1h41m05.571s

POLE POSITION

Sebastian Vettel
1m18.773s

FASTEST LAP

Vettel
1m22.362s

RACE RATING

★★★★★

Light on actual
overtaking, but
fairly eventful

DRIVERS STANDINGS

Webber	161pts
Hamilton	157pts
Vettel	151pts

MILESTONE

- Webber's 150th
F1 start and
Red Bull's 100th
- First time
Mercedes GP has
failed to score



SEBASTIAN F TO MIND THE



VETTEL CLOSES GAP

Vettel had the Hungarian Grand Prix under control until he “fell asleep” behind the safety car, allowing team-mate Mark Webber to grab a win and the points lead. By MARK HUGHES

QUALIFYING

Vettel beats Webber to pole and not even Ferrari can get close to Red Bull

⤴ The engineer from the rival team was stunned by Red Bull's pace: "One-point-two seconds faster than the rest? Do you know how much extra downforce you need to get that? About 20 per cent more!" Through the twists of the middle sector alone the RB6 was 0.725s faster than the next best – Fernando Alonso's Ferrari. Through turns eight and nine it was in fourth gear, one up on everyone else.

"It was a bit like Barcelona," said Mark Webber, "in that we knew the other guys probably weren't going to get a crack at us today and so whichever between me and Seb did the lap was going to be on pole." Vettel did the lap – a stunner on his first Q3 run. Webber didn't. "It was all about tyre prep, and I didn't get the best preparation. First I had Lewis and on the next lap Kubica was finishing his lap."

Vettel, by contrast, was in the zone. Asked to explain the car's vast superiority, he couldn't. All he knew was that it felt fabulous. "The bumps here are harsh and the car is nervous. It moves a lot. When it does this you need the confidence – and this car gives it to you; it just works." Watching it out on track, what was remarkable was how on the many bumpy exits of the faster corners, the other cars would be pulled out wide, drivers balancing throttle against grip; whereas the Red Bull would do a single side-step then be slammed back down hard into the track, full grip restored almost instantly. It looked every bit like a car with 20 per cent more downforce.

Although Hungary's average lap time is relatively slow, that middle sector features the sixth gear blast of turn four, the accelerating medium-quick turn nine, the fast kink of 10, and what for other cars is the fourth gear constant throttle of 11 but which for the Red Bull was fifth even before the apex. At these sorts of speeds its downforce advantage multiplies. Throw in the various bumps and how much time the extra downforce buys you over these, and the Hungaroring unexpectedly provided the biggest Red Bull superiority yet seen.

Third fastest Alonso said his Ferrari felt fine; well balanced and consistent, just as it had in Hockenheim. "But in six days we've gone to being as fast or faster to being 1.2s behind. They are in a different race." Alonso was at least relieved to be on the clean side of the grid this time, especially important given that Felipe Massa in the sister car was fourth, on the dirty side. Felipe was driving as if on a mission, but maybe asking too much of the car. Neither Red Bull nor Ferrari were using their f-ducts here, as they lost more lap time through missing downforce than they gained through higher straightline.



All smiles for Sebastian on Saturday afternoon...

COATES/LAT



Petrov outqualified Kubica for first time

McLaren, on the other hand, has no optimum non-f-duct rear wing, the car having been designed to run with the feature from the start. One theory said this was hurting them here and maybe it was. But the MP4-25 again appeared ill-suited to the bumps, as it has done all season. Lewis Hamilton wrung the car's neck to get it through to Q3 on the prime tyres and then qualified fifth on the options, half a second off Alonso.

Jenson Button failed to get out of Q2 by a couple of thousandths, stuck back in 11th. He'd not been keen on the idea of only running the super-softs for the first time in Q3, because they had a very different balance to the mediums. So he chose to dummy run them in Q2 – and hated the balance they brought. "It was unstable on corner entry but the handling traits were so different between entry and exit that it

left me nowhere to go." Yet again his over-sensitivity to any imbalance had hurt him and Hamilton's gung-ho adaptability had made a big difference.

The best Mercedes was a full second slower than Alonso's Ferrari but that was still good enough to put Nico Rosberg sixth. There was some technical disarray as the team tried to isolate the car's shortcomings and the Silverstone-spec floor was combined with the rear wing introduced at Hockenheim. Rosberg dealt with what he had and put together a great lap, whereas Michael Schumacher tried radically changing the set up around a different weight distribution, making things yet worse and leaving him 0.8s off Rosberg and back in 14th.

Vitaly Petrov outqualified Robert Kubica for the first time. The two Renaults were seventh and eighth, Kubica unable to

repeat his time from Q2 despite a fresh set of super-softs, unhappy with the balance.

The remaining two shootout qualifiers, Pedro de la Rosa's Sauber and Nico Hulkenberg's Williams, had used up their fresh super-softs in getting through. Rubens Barrichello lined his Williams up only 12th, having not been able to get his tyres up to temperature for his crucial Q2 run because of traffic on his out lap.

Force India's weekend was complicated by running its new blown floor on Adrian Sutil's car on Friday and reverting to standard for the rest of the weekend. The car wouldn't respond to the softer tyre either, leaving Sutil back in 13th, 0.4s quicker than traffic-compromised teammate Tonio Liuzzi who started three places further back. Liuzzi was sandwiched by the Toro Rossos, Sebastien Buemi marginally quicker than Jaime Alguersuari.

Kamui Kobayashi failed to graduate his Sauber from Q1 and was further penalised five places for ignoring the red light requiring him to stop for a weight check. Timo Glock gave Virgin some cheer by being fastest of the new teams.

➔ **P40 RESULTS**
ALL THE STATS FROM
THE HUNGARORING

A small graphic element featuring a red arrow pointing right, followed by the text 'P40 RESULTS ALL THE STATS FROM THE HUNGARORING'. To the right of the text is a small, stylized image of a blue and yellow Formula 1 car.



Massa was on a mission but couldn't match Alonso



RACE CONDITIONS

The race was held in hotter and sunnier conditions than the rest of the weekend, with an ambient temperature of 29C and a track temperature of 39-46C.

Mark Webber is an unusual phenomenon, a racing driver with a wide range of interests – and a knowledge of Formula 1 that predates his participation in it. Back in 1998 he was racing in the FIA GT championship when Michael Schumacher produced one of his virtuoso F1 performances by conjuring a magical sequence of qualifying-style laps around the Hungaroring to steal victory from Mika Hakkinen's McLaren.

"I actually thought back to that drive of Michael's when I had the clear track ahead of me and had to do the times," said Webber after pumping out the sequence of his life. That clear track came from a lucky break with the safety car, but once handed that bit of luck Webber grabbed it with the ferocious surety of a man with his eye on the prize.

Ironically, Schumacher triggered the piece of luck that tipped things Webber's way last Sunday. Had

Michael not tagged Tonio Liuzzi's front wing going into Turn 1 at the start, the lump of Force India endplate would not have flown adrift 13 laps later through turn 11, the safety car would not have been triggered, and Sebastian Vettel's 12s lead would surely have been converted into an easy victory.

The race never looked like belonging to anyone else until that fateful intervention. A software glitch in the clutch program had been isolated and corrected since his last two mediocre starts and this time he was away perfectly. Fernando Alonso's Ferrari was even better away from third and comfortably out-accelerated Webber, starting on the dirty side, to be sitting it out on the outside for the lead. Vettel cut across the Ferrari's bows as they exited, his RB6's right-rear kissing distance from the F10's front-left – but it was enough: Seb was up and away, perfectly placed to exploit the stunning performance of the car, near enough a second a lap faster than the Ferrari, actually up a gear through Turns eight and nine.

"I felt like I was in one of the new teams' cars by comparison," said Alonso. But that was still comfortably enough to keep Webber behind, such is the dire lack of

passing opportunities here. Webber was left to curse: "I thought here we go again, Budapest. I've spent many races stuck behind a car for the whole duration here."

So he went into fuel save mode, which on a hot day such as this involves more than just leaning off the mixture. It means keeping a respectful distance back, to keep the airflow to the radiators. It gave the tyres an easier time, too – and on a scorching day with a track temperature reaching 46C, nobody was really sure how the super-softs were going to stand up. They'd

looked good for a half-distance stint in the practices, but those were held on significantly cooler days.

Vettel, a long gap getting longer all the time, sun beating down into the heat soak of the amphitheatre and the vast crowd within. Alonso, driving on the limit but allowing not a chink of daylight in his defences, a shrewd, hard competitor. Webber, frustrated but patient, waiting for an opportunity to open up around the pitstops: "It was like a chess game as to how we'd jump the Ferrari."

All he needed was clear air. It didn't matter if it was before his ▶



Barrichello had a great first lap



Gearbox fault put Hamilton out

CHARNIAUX/APBCC



Wheel meet again: pit error cost Rosberg

TEFLAT



Vettel shadowed Alonso to the finish

COATES/LAT




Barrichello was livid with Schumacher

BATCHELOR/APBCC

DRIVER BY DRIVER by Edd Straw

1  **4/10**
Rating

JENSON BUTTON
McLaren-Mercedes MP4-25-03
Start: 11th Finish: 8th
STRUGGLED FOR grip all weekend, missing the Q3 cut. Slipped to 15th at the start, but a pitstop just before the safety car allowed him to climb to ninth. Picked up one more place when Barrichello's marathon first stint ended.

2  **8/10**
Rating

LEWIS HAMILTON
McLaren-Mercedes MP4-25-04
Start: 5th Finish: DNF
THAT HE was quite happy even to make Q3 tells you everything you need to know about Hamilton's McLaren. Slipped behind Petrov at the start, but passed him a lap later. Jumped Massa in the safety car pitstops before his gearbox failed.

3  **3/10**
Rating

MICHAEL SCHUMACHER
Mercedes MGP W01/02
Start: 14th Finish: 11th
STRUGGLED TO match Rosberg and blamed taking an alternative set-up direction for being 0.8s off. Ran 13th early on, and climbed to 10th after Barrichello's late stop. Earned Spa grid penalty for swerving at Barrichello.

4  **7/10**
Rating

NICO ROSBERG
Mercedes MGP W01/04
Start: 6th Finish: DNF
PUT IN a great final lap in qualifying to take sixth on the grid, but slipped behind Petrov at the start. Pitted with the bulk of the field on lap 15, but confusion over a lost nut during the stop meant that he was released before a wheel was fixed.

5  **9/10**
Rating

SEBASTIAN VETTEL
Red Bull RB6-2
Start: 1st Finish: 3rd
MOVED THE goalposts by a good few tenths of a second with a brilliant pole position lap, and kept it tidy in the first corner to keep Alonso behind. Blamed radio problems for being too far behind the safety car at the restart, earning a penalty.

6  **10/10**
Rating

MARK WEBBER
Red Bull RB6-3
Start: 2nd Finish: 1st
WAS MISSING a few tenths in terms of outright speed to Vettel, which was reflected in the four-tenths gap in qualifying. Stayed out during the safety car, then put in a stunning stint to emerge from the pits well ahead of Alonso.



Alguersuari left fluid on the line



Trulli overhauled Glock early on



Button spent the opening lap battling Force Indias

◀ stop or after – just enough to use the car’s performance. “When you have a car as fast as the Red Bull you can use any strategy you want,” pointed out Alonso.

Another small gap before Felipe Massa’s Ferrari, pursued closely by the McLaren of Lewis Hamilton. Lewis had felt a vibration as he drove to the grid which he thought was brake-related. It was inspected, nothing was found, either on the data or the car. Turned out it was the gearbox. He’d got off to a good start, was even nibbling away at Webber and Massa as they headed towards Turn 1, then cautious on the un-trusted brakes – and the space to his inside was filled by the

flew off – and the race turned on a piece of track debris.

Button had just pitted, McLaren trying to find him some clear air and there was a nice slot to drop him into. That turned out to be perfect timing, for the safety car was scrambled just after he left the pits.

Vettel, with a lead of 12s and still stretching, only noticed the big ‘SC’ light on the board to the left as he approached the final turn. The team had called him in but there was a radio glitch. He’d already passed the conventional entry to the pit road and clattered over the kerb. He believed he’d just rescued his race from Ferrari-Valencia-style safety car oblivion, forced to do the extra lap while the rest pitted. But with hindsight, he’d actually have been better staying out. Pretty much everyone came in – but not Webber.

“VETTEL ONLY NOTICED THE BIG ‘SC’ BOARD AS HE APPROACHED THE FINAL TURN. THE TEAM HAD CALLED HIM IN BUT THERE WAS A RADIO GLITCH”

yellow of Vitaly Petrov’s Renault. Next lap, Petrov tank-slapped his way out of Turn 1 and Hamilton drove clean around his outside to take up the chase of Massa.

Petrov had more than enough pace to pull away from Nico Rosberg. A queue formed behind the Mercedes comprising Robert Kubica, the two Williamses of Rubens Barrichello and Nico Hulkenberg – and Pedro de la Rosa’s Sauber. Jenson Button was bundled down to 15th at Turn 1 by a lairy Michael Schumacher.

That’s pretty much how it all would have stayed, high-speed stalemate and a dominant victory for Vettel. Would Webber ever have jumped Alonso? Well, he’d have probably pitted before the Ferrari, banked all on clear air. Ferrari, though, was sure of how easy the F10 is on its tyres and was planning to stay out long. How that might have played out would likely have depended upon the breaks in the traffic. But then Liuzzi’s endplate

“The only way we were going to get him past the Ferrari was to do something different,” said team boss Christian Horner, “and he’d been doing such a brilliant job looking after the tyres that we thought if we gave him a clear track he might get the gap needed to clear it.” It was far from a sure thing.

The other guy staying out was Barrichello. He’d been one of very few to start the race on the harder tyre. The car was quick on it and it made sense to run a long stint. There were still 56 laps left – too much for the super-soft, perhaps.

Actually the track seemed the safest place to be, for with a line of 11 cars heading down the pitlane things inevitably got fraught. Vettel and Alonso got comfortably underway again, Massa backed the pack up a little in order that he didn’t need to be stacked in the Ferrari pit, but Hamilton jumped him regardless because there was an inevitable delay getting Massa’s tyres out from the garage after Alonso departed. Petrov was ▶

7  **5/10**
Rating

FELIPE MASSA
Ferrari F10-284
Start: 4th Finish: 4th
ONCE AGAIN not in the same class as Alonso, qualifying three tenths off his team-mate. Held fourth despite starting on the dirty side of the grid. Regained fourth after Hamilton’s retirement but couldn’t challenge Vettel.

8  **10/10**
Rating

FERNANDO ALONSO
Ferrari F10-285
Start: 3rd Finish: 2nd
HAD LITTLE to complain about with his car, beyond the fact that it was a mammoth 1.2 seconds off Red Bull in qualifying. The start was his only chance of snatching a win, but his attempt to go around the outside of Vettel failed.

9  **8/10**
Rating

RUBENS BARRICHELLO
Williams FW32-04
Start: 12th Finish: 10th
TRAFFIC ON his out-lap in Q2 meant that his tyres weren’t up to temperature. Started on primes, a strategy that was ruined by the safety car. Despite that, rejoined after his stop in 11th and barged past Schumacher for final point.

10  **8/10**
Rating

NICO HULKENBERG
Williams FW32-01
Start: 10th Finish: 6th
COULDN’T REPEAT his Q2 time in Q3, leaving him 10th on the grid after a competitive showing throughout practice. Held his own throughout the race, taking sixth after Kubica, Rosberg and Hamilton dropped out.

11  **6/10**
Rating

ROBERT KUBICA
Renault R30-03
Start: 8th Finish: DNF
A DIFFERENTIAL problem, plus going for a second warm-up lap on the option tyres before his final Q3 attempt, meant he qualified behind Petrov for the first time. Ran in eighth, only for his pit crew to release him into the path of Sutil.

12  **9/10**
Rating

VITALY PETROV
Renault R30-04
Start: 7th Finish: 5th
STILL UNDER pressure to deliver in qualifying, he had his first outstanding Saturday afternoon performance in F1. Made a good start to run fifth ahead of Hamilton, but lost out at Turn 2 a lap later. Flawless afternoon from there.

◀ quickly underway again but for Rosberg it was a disaster.

As the right-rear wheel man undid the nut, it was thrown out from the gun. He put the gun down in order to grab a replacement nut and the lollipop man mistakenly thought he'd finished and signalled Nico to go. The Mercedes accelerated up the pitlane, the wheel came adrift and rolled through the Sauber pit crew just as de la Rosa was arriving, thence into the Williams enclave where it hit mechanic Nigel Hope. He was slightly injured but is a sturdy lad and was back on duty after a quick trip to the medical centre. But Rosberg was done for the day.

“THE QUESTION WAS WHETHER WEBBER'S SUPER-SOFT TYRES WOULD WITHSTAND THIS SORT OF PUNISHMENT FOR LONG ENOUGH TO GET THERE”

As that drama was unfolding, Kubica's wheels were changed and he was waved out – directly into the path of Adrian Sutil's Force India and they collided heavily.

Vettel – second on the road behind his still-to-pit team-mate Webber – had yet to realise his intermittent radio fault. So there was no audible reminder 'safety car in this lap' as it pulled off into the pit entry road at the end of lap 17. It was only at this point Vettel realised the race was about to restart – and Webber was already accelerating hard. Seb accelerated in response but was still over 150 metres behind as they crossed the start/finish line.

The regulations state you must be within 10 car lengths of the car ahead upon resumption of racing – a rule there to stop teams using their second cars to back the pack up. Vettel had transgressed this rule and was therefore investigated.

Hamilton rolled to a halt from fourth out of Turn 2 on the 23rd lap, the McLaren's gearbox having failed.

A few laps later Vettel's drive-through penalty was confirmed. Hamilton had been close enough that he could probably have got ahead of the Red Bull when it pitted. As it was, Massa just failed to do so. It was a momentous punishment for Vettel's small error, one that turned the race and could yet do the same to the championship. It meant that Webber's challenge of leapfrogging Alonso was now for the victory.

Vettel had no idea why the penalty was imposed and gesticulated furiously as he drove down the pitlane, exiting on lap 32 3.7s behind Alonso. Webber, driving out of his skin, was 14.3s clear of the Ferrari. The magic number was

19.5s. If he could get it out to that, theoretically he'd be able to pit and exit still ahead. He'd been given a 3s head start through Vettel's tardiness, but with a clear track ahead of him he'd since been averaging over 0.7s faster than Alonso, who in turn was absolutely on the Ferrari's limit, trying to prevent Webber getting to that magic number.

The question was whether Webber's super-softs would withstand this sort of punishment for long enough to get there. "We knew the option tyre was pretty sturdy but I still had to find the limit of driving flat out but without going off the edge," he explained. "If I'd lost either end of the car I would not have had enough of a gap over Fernando. The front left tyre was not enjoying the last 10 laps, particularly in the last corner. I was pretty happy with the way I drove there. I knew I needed to put some decent, consistent, solid laps in and pick the back markers off."

It took Vettel only five laps or so to get himself upon Alonso's tail and this probably aided Webber further by forcing Fernando to concentrate on his mirrors. "They were so much faster than us,"



DRIVER BY DRIVER by Edd Straw

14  **6/10**
Rating

ADRIAN SUTIL
Force India VJM03/03
Start: 13th Finish: DNF
TRIED OUT Force India's new exhaust blown diffuser kit on Friday before swapping back. Missed Q3 by just under three tenths, and after running 12th in the early stages was a points contender before Kubica was released into his path.

15  **5/10**
Rating

VITANTONIO LIUZZI
Force India VJM03/01
Start: 16th Finish: 13th
BLAMED TRAFFIC and a moment in the last corner for qualifying four tenths off Sutil, and reckoned that making Q3 wasn't out of the question. Damaged his front wing in the first corner, later triggering the safety car when a larger piece fell off.

16  **7/10**
Rating

SEBASTIEN BUEMI
Toro Rosso STR5-02
Start: 15th Finish: 12th
FOUND THE car better balanced in qualifying than it had been during practice. Lost ground at the start after lifting to avoid being put off the track by Schumacher, but didn't have the speed post-pitstop to pass the Mercedes for 11th.

17  **6/10**
Rating

JAIME ALGUERSUARI
Toro Rosso STR-03
Start: 17th Finish: DNF
WAS EXPECTING a little more from the upgraded Toro Rosso, but reckoned that he got as much as he could out of the car in Q2 after going only a tenth slower than Buemi. Dropped to 18th on the opening lap, then his engine blew.

18  **7/10**
Rating

JARNO TRULLI
Lotus T127-04
Start: 20th Finish: 15th
JUST SHADED by Kovalainen in qualifying, and said he didn't get the best out of his tyres. Passed his team-mate and Glock at the start. Team opted to keep Trulli out under the safety car, so he rejoined behind Kovi after his stop.

19  **6/10**
Rating

HEIKKI KOVALAINEN
Lotus T127-01
Start: 19th Finish: 14th
JUST MISSED out on new team pole position, blaming lack of running on Friday for his not getting the best out of his T127. The race started badly as he slipped behind Trulli and di Grassi, but he benefitted by pitting as soon as the safety car deployed.



Vettel couldn't get his head round the penalty

AGYDÍJ 2010



Alonso was pleased to hold second

Alonso said, "but we were rescued by the nature of this circuit. If he had been that much faster on a normal track I couldn't have held him behind for more than a couple of laps. I knew that here, so long as I always put my car in the right place and concentrated on getting out of the last corner well onto the pit straight, he wouldn't get by."

Webber had reached the target gap by the 38th lap, the tyres still hanging on, helped by the now heavily rubbered-in track. He was anxious that they allow him to build the gap further for a few laps in order to have a margin for the pit crew. There was a delicate balance to tread here because in staying out he was making himself vulnerable to a safety car that could potentially wipe away his hard-won margin. They finally brought him in at the end of lap 43, by which time he was around 24s clear. The stop went beautifully and as he accelerated back into the fray there were high-fives all round. All Webber had to do now was reel off the remaining 27 laps.

Behind Massa, Barrichello had still to pit and the real net fifth place runner was the remarkable Petrov, driving immaculately. Spaced closely behind him were Hulkenberg, de la Rosa, Button and Kamui Kobayashi. The latter had driven a great aggressive first lap from penultimate place on the grid, passing seven cars, and upon resumption of racing after the safety car had overtaken Schumacher. It was a great performance that together with de la Rosa's drive showed the recent progress made by Sauber.

"Its low speed corner performance was always the weak point and it's now much better," said Pedro, delighted after taking seventh and his first points of the year.

Button had the lowest-key race imaginable, although in mitigation it is almost impossible to pass around here. Almost but not quite – as

Barrichello was about to demonstrate emphatically.

Rubens finally made his stop on the 55th lap and rejoined just a few seconds behind Schumacher's 10th-placed Mercedes. With just 15 laps of fuel in the tank and a brand new set of super-softs, Rubens was flying when he rejoined. Two seconds or more faster than Schuey, he was on his old team-mate's tail very quickly and the tension of their history was almost tangible as he tracked the gripless Merc try and that. A few times Rubens tried a move down the inside and Schuey resorted to his naughty worst: where he hangs around in the middle of the track, waits until the other guy commits to a side, then closes the door. Barrichello was getting angry.

With four laps to go, he got a beautifully clean run on to the pit straight and was now sucked into the Mercedes' slipstream. Michael again didn't commit to a side and was looking in his mirrors, waiting for Rubens to make a move. As they headed down past the pits at 190mph, the Williams dived right, between Schumacher and the pitwall – and Michael began to move over on him. "I couldn't get out of it at that point," said a furious Barrichello, "otherwise we would have interlocked wheels, and anyway there was no way I was giving way."

His right-rear tyre was virtually touching the pitwall and only at the last millisecond did Schumacher admit defeat and move aside. Most considered him fortunate to receive only a 10-place grid penalty at Spa from the stewards.

Alonso was justifiably proud of an incredibly tenacious second while Vettel was a hugely disgruntled third: "Maybe you can argue that we did something wrong against the regulations, but then I don't know. At the last race there was also something that is written in the regulations and it wasn't followed. Nothing happened. This week..."

20  4/10 Rating

SAKON YAMAMOTO

HRT F110-01

Start: 24th Finish: 19th
FIRST THINGS first, let's clear up the confusion – Yamamoto is in the car on merit. Showed surprisingly well against Senna, though he wasn't able to match the Brazilian's race pace. Might have to dip into his merit wallet to return at Spa.

21  7/10 Rating

BRUNO SENNA

HRT F110-02

Start: 22nd Finish: 17th
STRUGGLED TO find a good set up throughout the weekend, although was probably chasing performance that is beyond the car. Kept the new team frontrunners in sight early on, but didn't quite have the speed to get involved.

22  9/10 Rating

PEDRO DE LA ROSA

Sauber C29.04

Start: 9th Finish: 7th
UNLIKE HIS team-mate, de la Rosa is something of a Hungaroring specialist. Made Q3 in a car that, until recently, struggled in slow corners. Dropped two places at the start, but capitalised on problems for others to take a well-earned seventh.

23  7/10 Rating

KAMUI KOBAYASHI

Sauber C29.02

Start: 23rd Finish: 9th
COMPLAINED OF lack of grip all weekend, falling in Q1 and being penalised five places for missing the weight check. Made up for it by passing seven cars on the opening lap. Jumped more places during the chaotic safety car pitstops.

24  6/10 Rating

TIMO GLOCK

Virgin VR-01/03

Start: 18th Finish: 16th
DIDN'T SHOW Lotus-beating pace until it really mattered, in qualifying, but was still struggling with the way the car was reacting to the bumps. Was hung out to dry on the outside of the first corner and dropped behind the Lotuses and di Grassi.

25  6/10 Rating

LUCAS DI GRASSI

Virgin VR-01/04

Start: 21st Finish: 18th
A MISTAKE on his first flying lap on Saturday afternoon damaged the floor and ruined his qualifying. Made up for it with a flying start, almost passing Trulli on the first lap. A loose wheel forced him to make an extra pitstop.

Drawing board

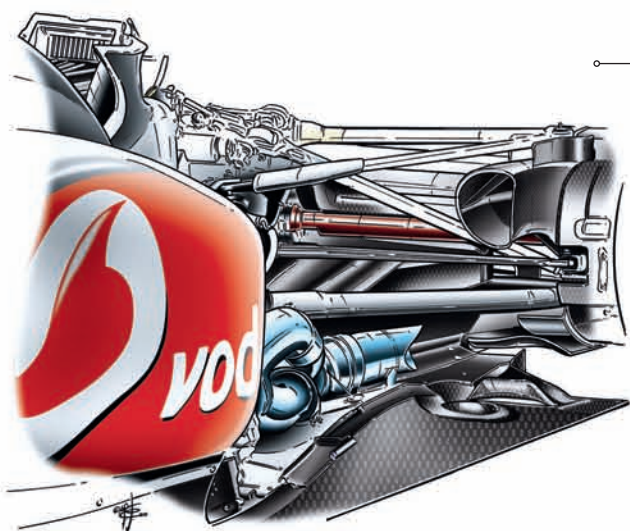
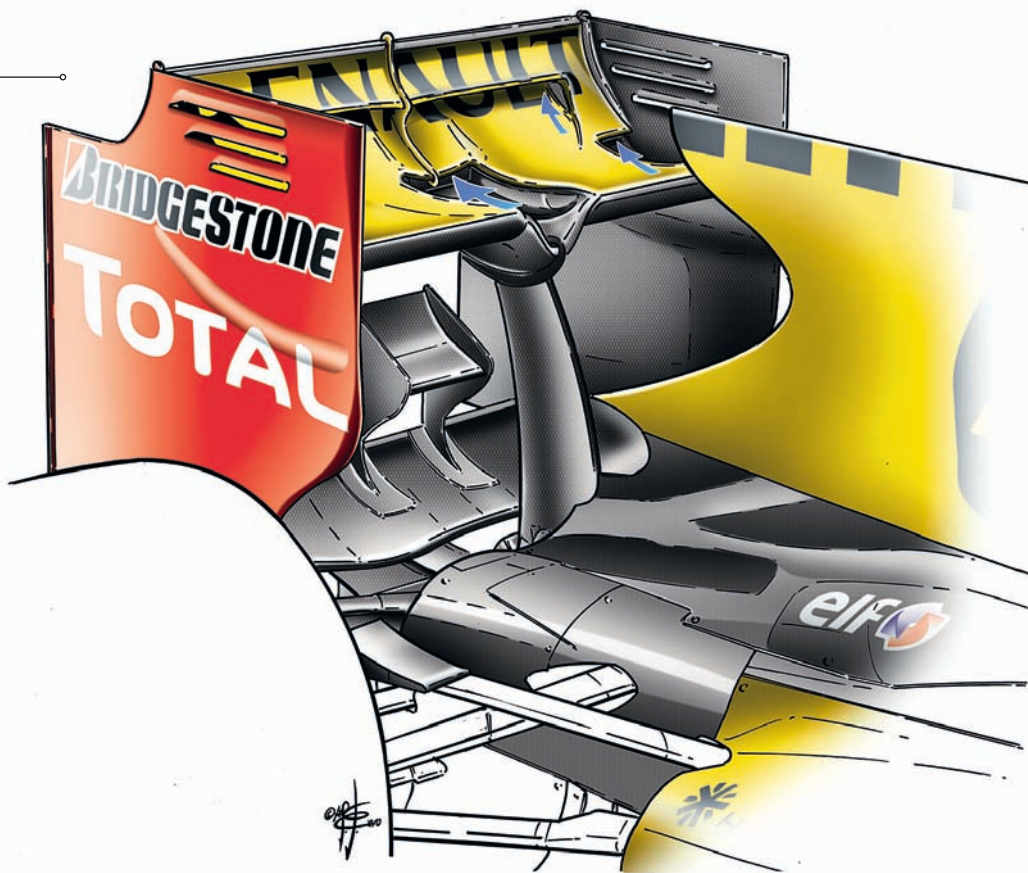


Gary Anderson, Mark Hughes and Giorgio Piola examine some of the technical upgrades that appeared on cars at the Hungaroring

RENAULT REAR WING

➔ Renault introduced a new rear wing ahead of its planned introduction of the f-duct in Spa.

GARY ANDERSON: Since McLaren introduced the f-duct rear wing the aerodynamics engineers from all of the other teams have been burning the midnight oil. With a reasonable amount of lateral thinking it has left us with a wing system that overcomes the regulation "maximum of two closed sections". This Renault example introduced for Hungary is an example of that head scratching. The central inlet on the upper surface is within the allowable +/- 75 mm of the centre line; this not only feeds through to the under-surface in this area, it also feeds a slot gap all across the under-surface, in effect making the assembly a three-piece wing. To equalise the internal pressure and get the wing to work efficiently across its width, the two outer inlets also feed this slot gap. The upper flap has its own slot gap which goes across the majority of the wing's width with a small outer section left – legalising the two outer inlet ducts on the main plane. The result is a more aggressive profile, which is good for high downforce tracks.

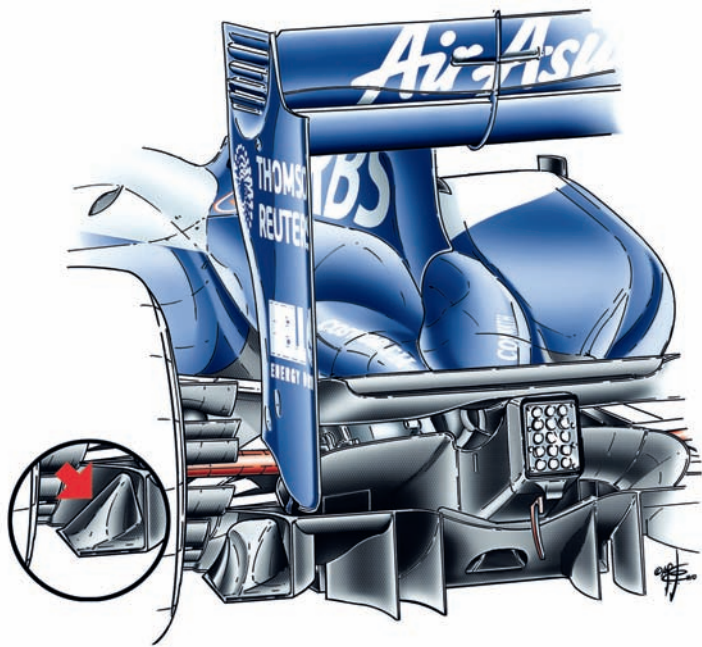


McLAREN FLOOR

➔ McLaren continues to make detail improvements to its exhaust-blown floor, with a newly contoured section just behind the exhaust outlet.

GARY ANDERSON: McLaren has struggled since trying to introduce its version of Red Bull's exhaust-blown diffuser. In both its standard and blown diffuser form the MP4-25 looks aerodynamically very pitch sensitive, and because of this McLaren seems to run the car stiffer than looks ideal. This leads to it bouncing around on its tyres much more than any other car. The Red Bull looks like it can be run softer, which allows a lower tyre pressure, which in turn increases the

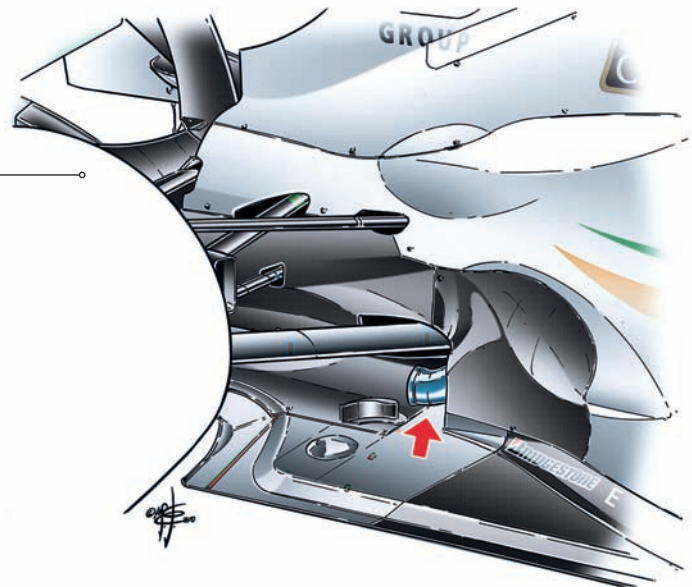
contact patch area. If the car's aerodynamic platform remains stable this gives more overall grip. In an effort to address the instability McLaren has modified its exhaust-blown diffuser. The area just behind where the exhaust flow exits is now contoured upwards; this will allow the exhaust flow to work the underneath of the outer diffuser 'foot', thereby increasing the potential downforce. I believe McLaren has too critical an operating window for both its front wing and diffuser. When any surface is working at a critical level it is impossible for the airflow to recover when the car is moving around.



WILLIAMS DIFFUSER

➔ Williams has re-optimised detail parts of its diffuser around the recently introduced blown floor concept.

GARY ANDERSON: This pod section on the outer footplate of the diffuser connects the airflow that runs between the rear wheel and diffuser to the low pressure area behind the tyre. Previously it was pyramid shaped but has now been re-optimised for the recently introduced blown floor. Also visible are the array of turning vanes on the inner face of the brake duct. These devices will produce some downforce direct on the upright assembly, making it very consistent. The pod and turning vane together will prevent the airflow just being sucked beneath the foot plate, allowing the diffuser to draw it from further upstream, creating a bigger low pressure area under the floor.

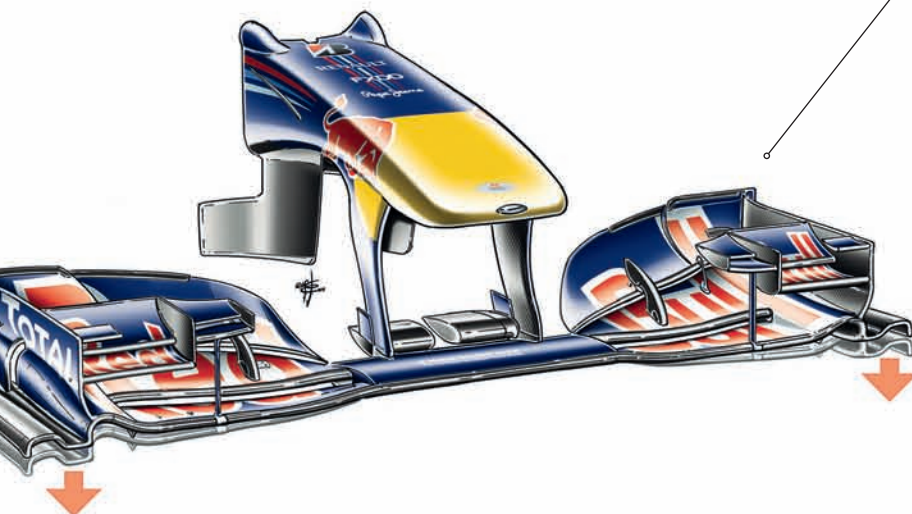


FORCE INDIA BLOWN FLOOR

➔ Force India tested its new exhaust blown-diffuser during Friday practice, although only one was ready and was fitted to Adrian Sutil's car. This was the purposes of data gathering only with regard to both downforce and temperature and was removed from Saturday onwards. It is expected to be raced at Spa.

GARY ANDERSON: Exhaust-blown diffusers are in vogue but as this picture of Force India's version shows, they do not really change the diffuser itself. The exhaust outlet is just ahead of the rear tyre and exits down the gap between the

tyre and the inner vertical wall of the diffuser. Increasing the speed of the airflow in this area means that more air is dragged over the floor tray in front of the rear tyre, so less air is sucked under the floor by the diffuser. Getting this all working correctly means that the diffuser will be sucking harder on the underfloor, increasing the speed of the air that is coming through from the front and in turn creating more downforce. Exiting the exhaust into this area also means that when on full throttle it helps fill up the low pressure area behind the rear tyre, reducing the drag.



RED BULL FRONT WING

➔ Red Bull tweaked its endplate design for the high downforce demands of the Hungaroring.

GARY ANDERSON: The endplates have a duct in the horizontal foot plate but the inlets at the leading edge of the flaps have now gone. This may only be a high downforce Hungary version, since everyone will have been looking for as much total downforce as possible. Having inlets at the leading edge of the flaps costs some downforce, especially at low speed, but will offer more consistent airflow and in turn be more consistent at high speed; since the Hungaroring has plenty of low-speed corners, the need for extra downforce would outweigh such inconsistency. The duct allows some flow through to the area that suffers from airflow separation. The leading and outer edge of the endplate is required to have a minimum of a 5mm radius to reduce the risk of cutting someone else's tyre; the round section on the outer edge of the foot plate complies with this regulation, but still allows the design to have a sharp outer edge on the foot plate itself. This sharp edge sets up a better vortex which helps seal the end plate to the ground, making the wing work much more efficiently.

HUNGARIAN GP RESULTS



PRACTICE 1 - Friday

POS	DRIVER	TIME
1	VETTEL	1m20.976s
2	WEBBER	1m21.106s
3	KUBICA	1m22.072s
4	BUTTON	1m22.444s
5	BARRICHELLO	1m22.601s
6	DE LA ROSA	1m22.764s
7	ALONSO	1m22.772s
8	ROSBERG	1m22.777s
9	SCHUMACHER	1m22.792s
10	HULKENBERG	1m22.966s
11	SUTIL	1m23.003s
12	MASSA	1m23.007s
13	PETROV	1m23.249s
14	KOBAYASHI	1m23.327s
15	DI RESTA	1m23.520s
16	BUEMI	1m23.780s
17	ALGUERSUARI	1m23.868s
18	HAMILTON	1m24.075s
19	TRULLI	1m25.032s
20	KOVALAINEN	1m25.210s
21	GLOCK	1m25.990s
22	DI GRASSI	1m26.686s
23	SENNA	1m26.990s
24	YAMAMOTO	1m28.157s

Weather: overcast

PRACTICE 2 - Friday

POS	DRIVER	TIME
1	VETTEL	1m20.087s
2	ALONSO	1m20.584s
3	WEBBER	1m20.597s
4	MASSA	1m20.986s
5	PETROV	1m21.195s
6	HAMILTON	1m21.308s
7	KUBICA	1m21.375s
8	HULKENBERG	1m21.623s
9	BUTTON	1m21.730s
10	SCHUMACHER	1m21.773s
11	DE LA ROSA	1m21.809s
12	BARRICHELLO	1m21.844s
13	ROSBERG	1m22.039s
14	KOBAYASHI	1m22.212s
15	ALGUERSUARI	1m22.469s
16	SUTIL	1m22.507s
17	BUEMI	1m22.602s
18	LIUZZI	1m23.138s
19	TRULLI	1m24.553s
20	GLOCK	1m25.376s
21	DI GRASSI	1m25.669s
22	SENNA	1m26.745s
23	YAMAMOTO	1m26.798s
24	KOVALAINEN	1m27.705s

Weather: overcast

PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	WEBBER	1m19.574s
2	VETTEL	1m20.058s
3	ALONSO	1m20.724s
4	KUBICA	1m21.066s
5	MASSA	1m21.264s
6	HAMILTON	1m21.376s
7	PETROV	1m21.399s
8	ROSBERG	1m21.422s
9	BUTTON	1m21.473s
10	HULKENBERG	1m21.513s
11	BARRICHELLO	1m21.705s
12	SCHUMACHER	1m21.939s
13	DE LA ROSA	1m22.151s
14	KOBAYASHI	1m22.337s
15	ALGUERSUARI	1m22.427s
16	BUEMI	1m22.508s
17	SUTIL	1m22.918s
18	LIUZZI	1m23.708s
19	DI GRASSI	1m24.547s
20	TRULLI	1m24.576s
21	KOVALAINEN	1m24.623s
22	GLOCK	1m24.805s
23	SENNA	1m26.479s
24	YAMAMOTO	1m27.176s

Weather: dry



THE GRID

1 VETTEL RED BULL 1m18.773s super-soft	2 WEBBER RED BULL 1m19.184s super-soft
3 ALONSO FERRARI 1m19.987s super-soft	4 MASSA FERRARI 1m20.331s super-soft
5 HAMILTON McLAREN 1m20.499s super-soft	6 ROSBERG MERCEDES 1m21.082s super-soft
7 PETROV RENAULT 1m21.229s super-soft	8 KUBICA RENAULT 1m21.328s super-soft
9 DE LA ROSA SAUBER 1m21.411s super-soft	10 HULKENBERG WILLIAMS 1m21.710s super-soft
11 BUTTON McLAREN 1m21.292s super-soft	12 BARRICHELLO WILLIAMS 1m21.331s medium
13 SUTIL FORCE INDIA 1m21.517s super-soft	14 SCHUMACHER MERCEDES 1m21.630s super-soft
15 BUEMI TORO ROSSO 1m21.897s medium	16 LIUZZI FORCE INDIA 1m21.927s medium
17 ALGUERSUARI TORO ROSSO 1m21.998s medium	18 GLOCK VIRGIN 1m24.050s super-soft
19 KOVALAINEN LOTUS 1m24.120s super-soft	20 TRULLI LOTUS 1m24.199s super-soft
21 DI GRASSI VIRGIN 1m25.118s super-soft	22 SENNA HRT 1m26.391s super-soft
23 KOBAYASHI SAUBER 1m22.222s* super-soft	24 YAMAMOTO HRT 1m26.453s medium

* 5-place grid penalty

QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m20.417s	1m19.573s	1m18.773s
2	WEBBER	1m21.132s	1m19.531s	1m19.184s
3	ALONSO	1m21.278s	1m20.237s	1m19.987s
4	MASSA	1m21.299s	1m20.857s	1m20.331s
5	HAMILTON	1m21.455s	1m20.877s	1m20.499s
6	ROSBERG	1m21.212s	1m20.811s	1m21.082s
7	PETROV	1m21.558s	1m20.797s	1m21.229s
8	KUBICA	1m21.159s	1m20.867s	1m21.328s
9	DE LA ROSA	1m21.891s	1m21.273s	1m21.411s
10	HULKENBERG	1m21.598s	1m21.275s	1m21.710s
11	BUTTON	1m21.442s	1m21.292s	-
12	BARRICHELLO	1m21.478s	1m21.331s	-
13	SUTIL	1m22.080s	1m21.517s	-
14	SCHUMACHER	1m21.840s	1m21.630s	-
15	BUEMI	1m21.982s	1m21.897s	-
16	LIUZZI	1m21.789s	1m21.927s	-
17	ALGUERSUARI	1m21.978s	1m21.998s	-
18	KOBAYASHI	1m22.222s	-	-
19	GLOCK	1m24.050s	-	-
20	KOVALAINEN	1m24.120s	-	-
21	TRULLI	1m24.199s	-	-
22	DI GRASSI	1m25.118s	-	-
23	SENNA	1m26.391s	-	-
24	YAMAMOTO	1m26.453s	-	-

Weather: dry

QUALIFYING

Head to head		
BUTTON	4	8
SCHUMACHER	2	10
VETTEL	7	5
MASSA	3	9
BARRICHELLO	8	4
KUBICA	11	1
SUTIL	10	2
BUEMI	10	2
TRULLI	6	6
CHANDHOK/YAMAMOTO	4	8
DE LA ROSA	7	5
GLOCK	11	1

HOW DO F1'S BEST STACK UP AGAINST THE REST?

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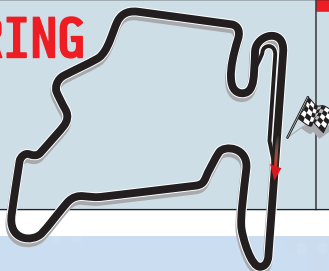
HUNGARORING

Hungary

July 30-August 1

GP2

Round 7/10



AT A GLANCE

- Race 1 **Pastor Maldonado**
- Race 2 **Giacomo Ricci**
- Pole position **Sam Bird**
- Fastest laps **Maldonado/Herck**



Ricci bagged his maiden GP2 win

Pastor lucks in



Some almost freakishly good fortune enabled Pastor Maldonado to notch up a fifth consecutive feature race win of 2010

Race 1's winner was black-flagged in race 2

QUALIFYING

Bird on the wing

Sam Bird's pace was finally rewarded with pole position in Hungary, although he did have to contend with the suspicion that he'd done so under yellow flags.

The flags were displayed at the final corner in the final two minutes following a spin by Jerome d'Ambrosio, although the stewards determined that Bird had backed off sufficiently over the third sector of his pole lap, and his time of 1m27.864s was allowed to stand. iSport's Davide Valsecchi bumped team-mate Oliver Turvey from P2 at the last moment.



Bird's lap passed stewards' scrutiny

Were someone to ask you to look at a list of the drivers and teams that have been powerhouses in GP2 and pick which would be the first to score five consecutive feature race wins, chances are that you'd spend a fair bit of time working through the likes of Hamilton, Rosberg, Hulkenberg and Pantano before settling on Pastor Maldonado and Rapax.

Yet the Venezuelan extended his streak in Hungary with a win that he later described as his best of the season. It's not that Maldonado is capitalising on a weak field – if anything, the series is more competitive in 2010 than it has been in the past couple of years, not less. And in performance terms he had

a relatively understated weekend, too, being shuffled back to fourth in qualifying. But he did have almost freakishly good luck, and enough pace to capitalise.

Factor in how spectacularly some of his rivals managed to hamstring themselves, and it didn't even matter that Maldonado had a stinker of a race on Sunday and got himself black-flagged. The job was already done, and the prospect of the championship being wrapped up early for the second year in a row seems increasingly probable.

The first signs that the feature race would be something out of the ordinary came when iSport's Davide Valsecchi wasted a front-row start by stalling on the dummy grid. That forced the field to take

another installation lap, only for polesitter Sam Bird's car to cut out as he approached his grid spot. That was the front row gone, and the race hadn't even started yet.

When it did, Maldonado made a good start to lead Racing Engineering's Christian Vietoris into the first corner, but not far behind them all hell was breaking loose. ART's Jules Bianchi had run wide at Turn 2 and spun back onto the track. A passing Dani Clos took Bianchi's nosecone off, and the spinning Frenchman was then hit head-on by the DAMS of Ho-Pin Tung. Rodolfo Gonzalez finished things off by rear-ending Tung a moment later.

Since both Bianchi and Tung needed medical attention the race was

RACE RATING

★★★★★

Wall-to-wall drama right through the weekend



Today I honestly think I had the best car. I was not pushing"

Giacomo Ricci on DPR's first win since 2005

REPORT GP2 HUNGARY



Mark Glendenning reports

red-flagged, forcing a delay of almost 20 minutes. Neither driver was able to return for the sprint race.

The field eventually restarted behind the safety car and was uncorked after a single lap of yellows. Maldonado set about building a gap that grew to almost 12s, only to lose it when the safety car was summoned yet again on lap 26. This time it was for Alberto Valerio, who found himself stuck in the run-off area at the final corner after contact while scrapping with Luiz Razia for 10th.

Once again luck was on Maldonado's side, though, because in between himself and Vietoris was the lapped Vladimir Arabadzhiev, who'd endured penalties for both a jump-start and pitlane speeding. When the safety car re-entered the

pits for the restart Maldonado immediately took off, but not only did Arabadzhiev not go with him, he also made it impossible for anyone to pass him after they'd crossed the safety car line. The Bulgarian later reported that he'd had radio problems, but the consequence was an instant 3.0s lead for Maldonado.

This was not good news for Vietoris, although he had his hands full trying to keep Sergio Perez in check. He succeeded and took a deserved second ahead of Perez, with Oliver Turvey, Giedo van der Garde, Jerome d'Ambrosio, Michael Herck and Giacomo Ricci taking the remaining points.

Valsecchi's efforts to recover from his startline blunder fell just short of rewarding him with a point,

Tung and Bianchi had a scary head-on shunt



while Bird's fightback culminated in a late pass on Luca Filippi to take a frustrated 13th.

It didn't take long for DPR's fairytale front row to go slightly sour on Sunday when Herck found himself unable to select first gear prior to the installation lap. That left Ricci the only front-row starter of the

weekend to make a proper getaway, and he capitalised by streaking into the lead. He completed the race virtually unchallenged to claim his first-ever win in the main series, and the first for DPR since 2005.

Jerome d'Ambrosio was in good shape for an equally straightforward second, but the Belgian suffered a hydraulic pump failure at mid-distance. Given the pace he'd demonstrated after having been sidelined in favour of Romain Grosjean in Germany, he deserved better.

There were plenty of long faces elsewhere, with Perez triggering an accident that inadvertently removed himself and both Rapax cars. He hit Valsecchi while trying to pass for fifth,

and was then tagged by Razia, causing terminal damage to both cars. Bird braked to avoid it and was tapped by Maldonado, who proceeded to spend several laps driving around with a broken front wing. After a black and orange flag failed to draw him into the pits, he was black-flagged. Bird escaped that incident unharmed only to complete a miserable weekend for ART by losing his hydraulics.

Vietoris fought off van der Garde for second, leaving Valsecchi, Turvey and Filippi to scoop up the remaining points. It was Filippi's first score since replacing Josef Kral. ❏

THE INSIDE LINE

Jerome shows he hasn't missed the boat



If the idea of Romain Grosjean's one-off GP2 comeback in Germany was to give DAMS' Jerome d'Ambrosio a wake-up call, the stratagem succeeded.

It's hard to imagine how tough being dropped for the Hockenheim weekend must have been for d'Ambrosio. But the impact was dramatic, for in Hungary he was quicker than he'd been all

year – or last year – and he was only denied a podium by a mechanical problem. He'd been given two rounds to prove his claim to the seat, and based on Hungary his future is looking brighter.

NEXT ROUND

Spa (B), August 28-29

RESULTS

GP2 Series, Hungaroring (H), July 30-August 1, round 7 of 10

GRID	DRIVER	TIME
1	BIRD	1:27.864
2	VALSECCHI	1:27.907
3	TURVEY	1:27.976
4	MALDONADO	1:28.134
5	VIETORIS	1:28.225
6	VALERIO	1:28.245
7	PEREZ	1:28.273
8	RICCI	1:28.277
9	HERCK	1:28.337
10	V.D. GARDE	1:28.357
11	BIANCHI	1:28.375
12	D'AMBROSIO	1:28.378
13	CLOS	1:28.483
14	PIC	1:28.536
15	ERICSSON	1:28.613
16	TUNG	1:28.622
17	RAZIA	1:28.710
18	LEIMER	1:28.718
19	ZAUGG	1:28.727
20	FILIPPI	1:28.924
21	CECOTTO	1:28.968
22	ARABADZHEV	1:29.141
23	CHILTON	1:29.219
24	GONZALEZ	1:30.129

RACE 1 - 37 LAPS, 100.697 MILES				
POS	NAME	TEAM	TIME	GRID
1	Pastor Maldonado (VY)	Rapax	1h18m45.734s	4
2	Christian Vietoris (D)	Racing Engineering	+5.865s	5
3	Sergio Perez (MEX)	Barwa Addax	+6.511	7
4	Oliver Turvey (GB)	iSport International	+7.109s	3
5	Giedo van der Garde (NL)	Barwa Addax	+10.225s	10
6	Jerome d'Ambrosio (B)	DAMS	+12.044s	12
7	Michael Herck (RO)	DPR	+12.487s	9
8	Giacomo Ricci (I)	DPR	+12.941s	8
9	Davide Valsecchi (I)	iSport International	+13.538s	2
10	Luiz Razia (BR)	Rapax	+14.381s	17
11	Charles Pic (F)	Arden International	+18.640s	14
12	Marcus Ericsson (SV)	Super Nova Racing	+21.705s	15
13	Sam Bird (GB)	ART Grand Prix	+25.344	1
14	Luca Filippi (I)	Super Nova Racing	+28.060s	20
15	Adrian Zaugg (ZA)	Trident Racing	+29.716s	19
16	Dani Clos (E)	Racing International	+30.498s	13
17	Max Chilton (GB)	Ocean Racing Technology	+32.154s	23
18	Vladimir Arabadzhiev	Scuderia Coloni	+ 1 lap	22
R	Alberto Valerio (BR)	Scuderia Coloni	24 laps - accident	6
R	Fabio Leimer (CH)	Ocean Racing Technology	14 laps - engine	18
R	Johnny Cecotto Jr (VY)	Trident Racing	9 laps - accident	21
R	Jules Bianchi (F)	ART Grand Prix	0 laps - accident	11
R	Ho-Pin Tung (CN)	DAMS	0 laps - accident	16
R	Rodolfo Gonzalez (VY)	Arden International	0 laps - accident	24

RACE 2 - 28 LAPS, 76.197 MILES				
POS	DRIVER	TIME/REASON	GRID	PTS
1	Ricci	42m56.588s	1	77
2	Vietoris	+7.097s	7	51
3	Valsecchi	+16.712s	9	43
4	van der Garde	+19.708s	4	39
5	Turvey	+20.655s	5	34
6	Filippi	+22.383s	14	26
7	Clos	+26.885s	16	25
8	Zaugg	+30.078s	15	21
9	Pic	+31.327s	11	21
10	Ericsson	+39.394s	12	20
11	Leimer	+40.610s	20	20
12	Valerio	+43.010s	19	20
13	Cecotto	+49.669s	21	20
14	Arabadzhiev	+57.900s	18	20
15	Gonzalez	+1m10.829s	22	20
16	Chilton	+1m11.873s	17	20
R	d'Ambrosio	12 laps - hydraulics	3	20
R	Bird	9 laps - hydraulics	13	20
R	Herck	9 laps - gearbox	2	20
R	Maldonado	6 laps - black flag	8	20
R	Razia	2 laps - accident	10	20
R	Perez	2 laps - accident	6	20
DNS	Bianchi	driver injured		20
DNS	Tung	driver injured		20

CHAMPIONSHIP TABLES		
POS	DRIVER	PTS
1	Maldonado	77
2	Perez	51
3	Clos	43
4	Bianchi	39
5	van der Garde	34
6	Bird	26
7	Turvey	25
8	Pic	21
9	Valsecchi	21
10	Razia	20
11	Leimer	20
12	Ericsson	20
13	Arabadzhiev	20
14	Gonzalez	20
15	Chilton	20
16	d'Ambrosio	20
17	Bird	20
18	Herck	20
19	Maldonado	20
20	Razia	20
21	Perez	20
22	Bianchi	20
23	Tung	20

KEY R=Retired. *Grid penalty.
Race 1 Winner's average speed: 76.709mph. Fastest lap: Maldonado, 1m30.767s, 107.969mph.
Race 2 Winner's average speed: 106.463mph. Fastest lap: Herck, 1m30.764s, 107.972mph.

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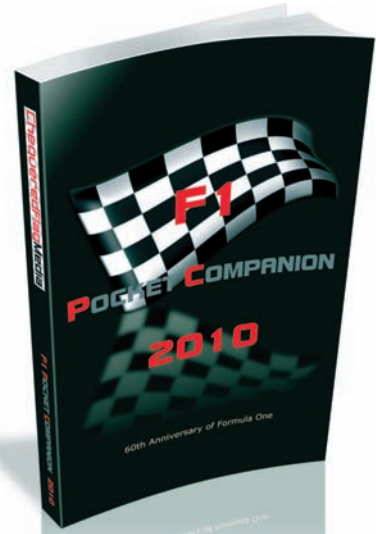
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RACE RATING

★★★★★

Good to see some more teams finding form, but professional racing

Muller and Rossi steal the limelight

No wins this time for runaway title-chase leader Gutierrez

Pretty much everything you need to know about Esteban Gutierrez's season thus far can be summed up in the fact that he had a mathematical chance of sealing the inaugural GP3 Series title in Hungary with two rounds to spare. That he didn't do so wasn't a great shock, as such premature success was reliant upon some unlikely permutations. But rather more unexpected was that for the first time since the opening round in Barcelona, he didn't win a race.

Yet even on a weekend that was quiet by the Mexican's usual standards he still managed to score points in both races and claim another podium, suggesting that this blip will merely delay the inevitable.

The story of the weekend was not so much Gutierrez – for a change – as it was the fact that Hungary provided a clear sign that

teams other than ART and Status are starting to consistently get it together.

One such team is Jenzer, whose efforts were again spearheaded by Nico Muller. There was literally nothing between Muller and Gutierrez in qualifying, with the pair setting identical times. Muller was given the pole by virtue of having set the time first, but the fact that the top four were covered by 0.07s illustrated just how tight things were.

Muller made the most of his grid advantage by leading away at the start. His cause was helped by second-placed Gutierrez having to defend against Robert Wickens, who'd made a great getaway from fourth and nearly took two places before he'd left the first corner. The Canadian did briefly move into third, but Tech 1's Stefano Coletti quickly reclaimed the position and the leaders settled back into their starting order.

As far as the battle for the

lead was concerned, that was the end of the story. Muller opened up a gap of 3s, and while Gutierrez gradually reeled him in during the closing stages, he never got close enough to pose a threat.

Things might have been different had Gutierrez not run wide at Turn 1 on the second lap, costing some time, but he recovered without losing a place.

With the lead duo having vanished up the road, Coletti's main concern became keeping Wickens in check. It took some doing, but the Monagasque's 0.3s

margin over his rival at the finish was enough to secure his second podium in as many weekends.

Dean Smith was fifth for Carlin and Addax's Mirko Bortolotti should have been right behind him, but the Italian's car suddenly slowed in the final corner with a fuel pressure problem. That handed the place to Smith's team-mate Alberto Felix Da Costa, who was making his debut in place of Lucas Foresti, and the third Carlin of Josef Newgarden in seventh. ART's Alexander Rossi was promoted to eighth, setting up an all-American front row for the sprint race.

Both Rossi and Newgarden made decent starts on Sunday, with Smith moving up to third, only to be passed by Wickens. Da Costa spun in the middle of Turn 1 and was fortunate to avoid being hit.

The early part of the race was marked by two silly accidents, the first occurring when Addax's Felipe Guimaraes launched himself over the back of MW Arden's Michael Christensen at the start of the second lap, and the next when Doru Sechelariu pitched ART's Pedro Nunes

into a barrel-roll at Turn 15 a lap later. All drivers escaped injury.

Up at the front, Rossi was gradually building a gap over Newgarden, but most of the work was done for him when the latter retired with a fuel problem two laps before the end. That freed Rossi to take a comfortable 4.9s win over Wickens, with Smith completing a hugely encouraging weekend for Carlin by taking third. Coletti finished fourth, with Gutierrez and Muller claiming the final points. *Mark Glendenning*

RESULTS

RACE 1 Nico Muller, 16 laps in 26m27.400s; 2 Esteban Gutierrez, +1.450s; 3 Stefano Coletti; 4 Robert Wickens; 5 Dean Smith; 6 Antonio Felix da Costa; 7 Josef Newgarden; 8 Alexander Rossi. Fastest lap: Gutierrez, 1m38.280 at 99.715mph.

RACE 2 Rossi, 16 laps in 26m27.165s; 2 Wickens, +4.962s; 3 Smith; 4 Coletti; 5 Gutierrez; 6 Miller; 7 Adrian Quaife-Hobbs; 8 Mirko Bortolotti. Fastest lap: Wickens, 1m38.332 at 99.662mph.

POINTS: 1 Gutierrez, 75; 2 Wickens, 45; 3 Muller, 36; 4 Rossi, 33; 5 Rio Haryanto, 21; 6 James Jakes, 21; 7 Stefano Coletti, 18; 8 Dean Smith, 18.



Muller celebrates pole-to-flag victory in race 1

Guimaraes takes off after impact with Christensen





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PORSCHE SUPERCUP HUNGARORING (H), AUGUST 1, RD 8/10

Tandy, Edwards score one-two as Brits rule roost

Nick Tandy took his second Supercup victory of the season after a well-judged drive in Hungary, while Sean Edwards finally had a trouble-free weekend to make it a British one-two. Tandy now has 112 points to the 122 of leader Rene Rast.

It was an all-Brit front row after qualifying as well, with Tandy taking pole from Edwards, and Rast relegated to third. After missing two races while on ALMS duty, Rast's team-mate Jeroen Bleekemolen earned fourth, ahead of Norbert Siedler and Jan Seyffarth.

Tandy got away safely in front, but Edwards pushed him hard around the first corner. Indeed, he briefly got ahead at Turn 2, before Nick slipped back past. Behind them there was

drama at the next right-hander when Norbert Siedler leaned on Stefan Rosina, and both men went spiralling into the gravel.

However, that was tame compared with the next corner, where team-mates Matt Halliday and William Langhorne tangled with Alex Zampedri and Sebastiaan Bleekemolen. All four cars rode wildly along the barriers, sending piles of tyres flying across the track, all but blocking it.

The safety car came out with Tandy leading Edwards, Rast, Jeroen Bleekemolen, Jaap van Lagen and Kuba Giermazik. The debris field was so big that it took a full six laps before the track was clear and the field was released. Tandy got a good jump on Edwards, and he led by 0.9sec at the end of the first proper racing lap.

Tandy eased to second Supercup victory



In truth, the safety-car period rather took the momentum out of the race, and it didn't help that there was a permanent yellow at the scene of the crash, due to barrier damage.

As the remaining laps ran out Tandy did a good job to manage his tyres and his race, and stayed more or less a second clear of Edwards, doubling his advantage by the last lap.

Rast was content to run around and pick up points for third, ahead of Bleekemolen, Van Lagen and Giermaziak. The main interest surrounded the battle for seventh between Patrick Huisman and Seyffarth, with the Dutchman just getting the nod. Meanwhile, Tim Bridgman had a solid run to 10th.

● Adam Cooper

RESULTS

1 Nick Tandy, 14 laps in 29m08.515s; 2 Sean Edwards, +2.056s; 3 Rene Rast; 4 Jeroen Bleekemolen; 5 Jaap van Lagen; 6 Kuba Giermaziak; 7 Patrick Huisman; 8 Jan Seyffarth; 9 Sascha Maassen; 10 Tim Bridgman.
Fastest lap Tandy, 1m51.502s (87.894mph).
Points 1 Rene Rast, 122; 2 Nick Tandy, 112; 3 Rosina, 89; 4= Siedler/Bleekemolen, 88; 6 Van Lagen, 80

FORMULA BMW EUROPE HUNGARORING (H), JULY 31-AUGUST 1, RD 6/8

Championship rivals Frijns and Harvey take a victory apiece



Frijns won race one and was second in race two

Jack Harvey headed to Hungary leading Robin Frijns by 23 points and returned from the old Eastern Bloc with his advantage untouched after splitting the victories with his title rival. The "stalemate", as Harvey described it, suited the championship leader well, preserving his cushion at the head of the standings with four races remaining.

Frijns took first blood, dominating the opener from pole position. Harvey, who had started second after Carlos Sainz Jr was penalised one grid slot for driving outside the bounds of the track, spent the first few laps repulsing the son of the double world rally champion. Thereafter, he matched Frijns's pace, but

was never able to shave more than a tenth or two off his three-second lead, despite closing up on the final lap as the field tip-toed its way through the oil slick left by Timmy Hansen's blown engine.

It was Harvey's turn to lead from start to finish in race two. Well, almost from start to finish. Sainz briefly passed the poleman at Turn 1. Wisely, Harvey left him room then cut back inside as the Spaniard ran wide.

It took Frijns only one lap to climb from third to second, diving up the inside of Sainz into Turn 2. But Harvey then reeled off a string of fastest laps to eke out a 1.2-second lead by half distance. In the final three laps, Frijns faded badly with

a loss of rear-end grip, giving Harvey an easy run to the flag.

● Edd Straw

RESULTS Race 1 1 Robin Frijns, 13 laps in 24m16.970s (87.270mph); 2 Jack Harvey, +1.460s; 3 George Katsinis; 4 Carlos Sainz Jr; 5 Christian Ledogar; 6 Daniil Kvyat; 7 Fahmi Ilyas; 8 Jeff Tarancon; 9 Facundo Regalia; 10 Hannes van Asseldonk. **Fastest lap** Frijns 1m51.027 (87.348mph). **Race 2 1 Harvey**, 13 laps in 24m20.926s (87.148mph); 2 Frijns, +4.631s; 3 Sainz; 4 Timmy Hansen; 5 Van Asseldonk; 6 Ledogar; 7 Suvanto; 8 Maciej Bernacik; 9 Regalia; 10 Katsinis. **Fastest lap** Harvey 1m51.373s (87.996mph). **Points 1 Harvey**, 302; 2 Frijns, 279; 3 Sainz, 201; 4 Hansen, 180; 5 Regalia, 154; 6 Tarancon, 131; 7 Ledogar, 125; 8 Katsinis, 121; 9 Van Asseldonk, 108; 10 Ilyas, 88.



RALLY FINLAND

Jyvaskyla

ROUND 8/12

WINNER

Jari-Matti Latvala
2h31m29.6s

RALLY RATING

★★★★★

Awesome down-to-the-wire event, with enormously popular local winner

DRIVER STANDINGS

Loeb	166pts
Ogier	118pts
Hirvonen	115pts

MILESTONES

- * Latvala: youngest winner in Finland
- * 60th anniversary of Rally Finland



David Evans reports



WWW.MCKLEIN.DE

And so, Ford's emotional rollercoaster of a season continues. Down and out after Bulgaria, Malcolm Wilson's men bounced back in amazing fashion in Jyvaskyla last Saturday. Jari-Matti Latvala became the youngest driver to win Rally Finland, while his team-mate Mikko Hirvonen quite literally bounced the sister Focus up the road, rolling five times after a monster shunt in Urria. Latvala absorbed the pressure of having four Citroens following him — three of them pretty much breathing down his neck

— to turn in a drive of awesome maturity. It was New Zealand all over again for the immensely likeable 25-year-old. Having said all that, equal credit has to go to Sebastien Ogier, who edged Sebastien Loeb for second place in only his second Rally Finland in top-flight machinery — and his first time in the Citroen Total World Rally Team. Ogier has now beaten Loeb on the last three gravel rallies in the WRC.

DAY ONE (83.39 miles)

SUNNY - AMBIENT TEMPERATURE RANGE

ON STAGES 19-37C

In Bulgaria earlier this month, there was nothing

for Ford to cheer. Finding the rhythm to beat a Citroen, any Citroen, was like asking a dyscalculia sufferer to crack a couple of simultaneous equations. Friday morning in Finland was a different story. The Focus-driving Finns were in their backyard, back on the fast and the loose. Back to their best.

Hirvonen couldn't hide his smile at the end of SS2, Urria, which, according to last year's winner, is eight miles of the best motoring planet earth has to offer. Bulgaria was forgotten.

"I could've gone even quicker," he promised with a determined glint in his eye.

So, in Jukojarvi, the next stage, he did just that. With the Thursday night opener and two Friday stages down, Hirvonen was 4.9 seconds up on his nearest challenger, Petter Solberg. A gap like that sounds like nothing, but in Finland, margins are measured in tenths and, in those terms, Hirvonen was 49 up. And smiling.

Loeb was third and already confessing that it looked like he was in for a tough day.

"He's flying," frowned the Frenchman, looking at the four seconds Hirvonen had taken out of him in SS3. The loss of the front splitter on his C4 hadn't helped

towards the end of the stage — but it was the first corner of the next stage where Loeb really missed it.

Talking at the end of SS4, he said: "I went off the line in [stage] four; and into the first corner the car wouldn't turn in. I thought: 'Shit this is really slippery!' In the second corner I almost went off and thought: 'Fuck! What's going on?' Then I understand, there's no downforce from the splitter. It was so difficult. I couldn't turn at all. The car was undriveable."

In fairness, it wasn't undriveable. What was undriveable was the number-three Focus that

LATVALA'S LOCAL LIFT-OFF

Jari-Matti Latvala took a famous win in Finland to lift Ford's spirits after Mikko Hirvonen's spectacular early-event shunt

Latvala: Rally Finland's youngest winner flew

was parked on its side just over halfway through the second run at Urria.

Out front and pulling away, Hirvonen had dropped it in spectacular fashion; a proper Finland accident that destroyed his Focus after he rolled it five times at close to 100mph.

Just as he had three hours earlier, Hirvonen had set his Ford up to fly over the right-hander over a jump. He'd pulled fifth gear, dialled in the opposite lock and taken off. He'd landed here time after time – he could do it with his eyes shut. And soon enough, his eyes would be shut. For some reason, the Ford

landed and turned left.

"I knew as soon as it landed, it was over," said Hirvonen. "We hit the bank and that was it, we were rolling. I don't understand why, but the car just turned violently to the left. That's my favourite place to drive in the world and now this. It's so disappointing. We had the pace to win here."

While Finland caught its breath, stunned at the shock of losing one of its own, there was worse to come for the nation as Ogier – a relative 1000 Lakes rookie – went fastest in the stage. Imagine that. How precocious of the Rally of Portugal winner; no doubt

he'd sussed the Rubik's Cube in no time too.

The good news for the monstrous crowds lining the roads and enjoying the hottest weather in Finland for 80 years was that Jari-Matti Latvala's Ford was only 3.1sec off the lead. Latvala had jarred his back in the first stage of the morning and then struggled to find the flow in the second stage. But, in stage five, his mojo showed itself again. Dani Sordo won the stage, but Latvala's second-fastest time was enough for him to edge ever closer to the lead.

Fastest through Lankamaa and Sirkkamaki, the first

two after lunch, and Latvala was there. In 2007, Latvala led for a stage, but never really looked like staying there. When he hit the front last Friday, he had that steely look in his eye. In Finland they talk of the inner steel as *sisu*. Latvala showed some on Friday, but he'd have to find even more on Saturday.

"It's an incredible feeling to lead this rally at the end of the day," he said. "Incredible. But now we have to see what is tomorrow..."

The only disappointment for Latvala was the pace Loeb showed through Myhinpaa, a real favourite among the Finns, where the Frenchman was fastest both times to show that, although fourth overnight (and 32sec off the lead), he was anything but out of this battle.

"I hope Loeb doesn't find that same speed he found in New Zealand," said Latvala with a concerned smile.

It was another Citroen that posed the more immediate problem – another two Citroens, in fact – the private version of Solberg and Loeb's team-mate Ogier who was an amazing third overall at the end of Friday.

Solberg was a man in two minds when he turned in at the end of day one, nine seconds off the lead.

"I'm not going to be crazy tomorrow," he said. "I want to be third in the world championship and I can't throw that away. But then again, this is Finland.

Anyway, it's nice to be the fastest Citroen, ahead of the new works driver. The trouble for me was that stage, Munpaa, Minpaa, how do you say the thing?"

"Myhinpaa," came the reply from an indignant local journalist.

"Yes, that one," said Solberg. "I can't even say the bloody thing. I hadn't been there before and it was easily the toughest Finland stage ever. It was so technical, so many corners over crests, it was just never ending. I dropped time in there both times."

Ogier was 12sec down on Solberg and just hoping for

a good night's sleep. "Last night I had something in my eye," he said. "Every time I tried to shut my eye it was burning. It was terrible, I just couldn't sleep. Well, it's hard to sleep with your eye open! I was so tired this morning, it was a bit better in the afternoon. But I'm so happy to be third. It's incredible. And look at my car, it's still all there!"

Loeb was fourth, with his eyes firmly fixed on a podium move first thing in the morning, followed by whatever else he could manage through the rest of the day.

"The afternoon was a bit better," he said. "But in the first stage after lunch, there was a lot of loose gravel around – it was tough."

Fifth-placed Sordo admitted he'd found the narrower stages difficult on his debut in the Citroen Junior Team.

"In stage eight my notes were very bad," he said. "And I have some understeer. It's not so nice. I prefer the wide, the big road."

Matthew Wilson was second Ford in sixth place, the Englishman suffering from steering problems for much of the day. He was, however, half a minute up on his superstar Stobart team-mate Juha Kankkunen. The four-time world champion would have been closer, had it not been for his urgency to get on with his first Rally Finland for eight years: he jumped the start and was hit with a 10-second penalty on SS1.

POSITIONS AFTER LEG ONE	
1 LATVALA/ANTTILA	1h10m30.7s
2 SOLBERG/PATERSON	+9.1s
3 OGIER/INGRASSIA	+21.8s
4 LOEB/ELENA	+32.0s
5 SORDO/MARTI	+43.7s
6 WILSON/MARTIN	+2m35.3s

DAY TWO (71.83 miles)

RAIN THEN SUNSHINE - AMBIENT

TEMPERATURE RANGE ON STAGES 16-31C

Literally, the second that Latvala stepped out of the Scandic Hotel in the centre of Jyvaskyla at 5am on Saturday morning, the rain began to fall. And it didn't stop. As the puddles grew in Ford's service area, the Finn's smile widened. He knew the rain would bind the gravel together, ensuring there would be less and less road ▶

◀ sweeping for him as the first man into the stages.

Unfortunately, after being baked hard by Finland's hottest summer in the history of hot summers, when the rain stopped, the road dried out quickly. And Ogier was quickest out of the blocks to make clear his intentions. Fastest in the opener, he moved past Solberg and into second on Saturday's second stage. Latvala's advantage had actually increased thanks to the Citroen in-fighting, but the advancing Citroen Total World Rally Team Sebastiens had an altogether more menacing look about them than Solberg. The Norwegian was struggling for feel and experience of Kolonkulma and Vaarinmaja, never having driven them competitively before. Solberg would drop back from the big battle, ending the day fourth.

Sick of seeing his split times turned red by the C4s, Latvala let rip in Surkee, pulling an incredible 7.3sec out of everybody.

"I was actually quite angry," said Latvala. "After the first two, I was watching the time slip to them, so I thought I would make my attack. There was a little bit more damp in this stage than the first two, so the grip was better. I had been braking too early in the first ones, it wasn't so good."

Ogier's own attack hadn't come without concern. "I like the first stage this



Ogier had the measure of his Citroen team-mate Loeb again

morning," he said. "It's where I made my first scratch time in Finland last year (when it was known as Kavala). I like it, so I pushed, but I had a moment. The car flew and was flying on its side – it's not so nice like this. After that, it's okay."

Latvala was now 22.5sec up on Ogier, with Solberg 6.1 down and Loeb a further four off the Norwegian.

Just when there was a vague possibility of the

world overlooking Loeb, the six-time champion reminded everybody why he's won 58 times at this level. Fastest times in Leustu and Himos were enough for him to leap-frog Solberg and play himself into the fight for the win. With three stages to go, Loeb was 21 down on the leader and admitting he'd done his bit. "I'm fighting for the podium," he said, "that's all."

Not that they doubted

Loeb's honesty, but Latvala and Ogier weren't about to back off on the strength of Loeb raising the white flag. Instead, they tightened their belts and launched themselves back at the scenery. Ogier fastest in SS17, and reducing the gap to 10.6sec.

"I'm trying," said Ogier. "I have to finish for the team, but, you know..."

The impassive look on the Frenchman's face

summed up the sentence he failed to finish. Words weren't necessary. He was in the middle of the classic dilemma. Yes, he could fight, but don't forget the team wanted the 18 points for second.

The spirit at Ford as Latvala headed out for the final loop was extraordinary. Three weeks earlier they'd plumbed the depths of despair and now Latvala shouldered the hopes of an expectant and adoring team. The support was incredible, the atmosphere gladiatorial. Despite feeling his driving was too wayward, Latvala did the work through Leustu 2, chipping another half second out of Ogier.

With just the 13 miles of a second run through Himos standing between himself and history, Ford's younger Finn wasn't going to drop this one – not with 11.1sec in hand. To cheers that could be heard from Jyvaskyla to Helsinki, he crossed the line to score his first Rally Finland win.

"I have been dreaming about this since I was a small boy," he said. "This is my dream. I thought after

STAGE TIMES

SS1 LAAJAVOURI 1 (2.67 MILES)

Fastest: P Solberg 2m33.2s
Leader: P Solberg

SS2 URRIA 1 (7.92 MILES)

Fastest: Hirvonen 5m55.8s
Leader: Hirvonen

SS3 JUKOJARVI 1 (13.85 MILES)

Fastest: Hirvonen 10m33.7s
Leader: Hirvonen

SS4 URRIA 2 (7.92 MILES)

Fastest: Ogier 5m52.9s
Leader: P Solberg

SS5 JUKOJARVI 2 (13.85 MILES)

Fastest: Sordo 10m28.7s
Leader: P Solberg

SS6 LANKAMAA (15.45 MILES)

Fastest: Latvala 12m03.3s
Leader: P Solberg

SS7 SIRKKAMAKI 1 (4.00 MILES)

Fastest: Latvala 3m04.4s
Leader: Latvala

SS8 MYHINPAA 1 (9.64 MILES)

Fastest: Loeb 7m07.8s
Leader: Latvala

SS9 SIRKKAMAKI 2 (4.00 MILES)

Fastest: Latvala 3m01.4s
Leader: Latvala

SS10 MYHINPAA 2 (9.64 MILES)

Fastest: Loeb 6m59.8s
Leader: Latvala

SS11 LAAJAVOURI 2 (2.67 MILES)

Fastest: Solberg 2m35.1s
Leader: Latvala

SS12 KOLONKULMA (6.43 MILES)

Fastest: Ogier 5m06.4s
Leader: Latvala

SS13 VAARINMAJA (18.20 MILES)

Fastest: Loeb 14m46.9s
Leader: Latvala

SS14 SURKEE 1 (12.17 MILES)

Fastest: Latvala 9m56.4s
Leader: Latvala

SS15 LEUSTU 1 (13.26 MILES)

Fastest: Loeb 10m08.8s
Leader: Latvala

SS16 HIMOS 1 (12.81 MILES)

Fastest: Loeb 10m28.5s
Leader: Latvala

SS17 SURKEE 2 (12.17 MILES)

Fastest: Ogier 9m53.6s
Leader: Latvala

SS18 LEUSTU 2 (13.26 MILES)

Fastest: Latvala 9m59.9s
Leader: Latvala

SS19 HIMOS 2 (12.81 MILES)

Fastest: Ogier 10m15.7s
Leader: Latvala



Kankkunen took P8 on first WRC event since 2002



Hirvonen destroyed his Focus on second run through Urria

S-WRC

Hanninen heads a Skoda Fabia podium lock-out



Hanninen led a Skoda 1-2-3 in Super 2000

⌚ Lunchtime on Friday and the Super 2000 battle was living up to its billing. Ford driver Jari Ketomaa was 1.3 seconds up on countryman Juho Hanninen. Lunch done, it was a different matter. Ketomaa's Fiesta wouldn't fire up for 25 minutes, leaving Hanninen to ease his way to victory.

Hanninen had to wait until SS5 for his first fastest time, but even then Skoda's IRC leader was unconcerned by Ketomaa's initial speed. When the winner of the previous two S-WRC rounds hit electrical trouble, Hanninen modified

his pace to those around him on his way to a second straight Group N win on Rally Finland.

Matti Rantanen moved up to second on his debut in a Fabia, but his hopes of challenging the leader went awry when he lost a wheel against a rock on the first Saturday stage. A disgruntled Per-Gunnar Andersson took advantage of the troubles ahead. Never happy at being unable to challenge Hanninen, P-G eventually settled for second. Patrik Sandell secured Skoda's 1-2-3 with third, despite losing his brakes in stages nine and 10.

the last-but-one stage, when my driving wasn't great, but I took time from him [Loeb], I thought I should be okay. Hey, I won Rally Finland!"

Ogier was soon over the disappointment at missing out on the win.

"This is an incredible result for me," understated the man who was only driving these parts for the third time – and only the second time in a C4. Not even the senior Sebastien managed a performance

like this one so quickly.

As much as the locals were delighting in another successful defence of fortress Finland, they were casting a wary eye in Ogier's direction.

Loeb was – as ever – gracious in defeat. "This was not my rally. I lost contact when I lost the splitter yesterday and I couldn't get it back."

Having started the day contemplating a fight for the win, Solberg was a slightly disconsolate fourth,

pointing out that his result did deliver more valuable points. Sordo was fifth, with Wilson sixth, despite more steering trouble on the Stobart Focus.

Understandably, Wilson's smile was a mile wide at the finish. The Wilson household probably hadn't been the cheeriest of places since coming down the mountain from Borovets, but that all changed on Saturday night. Jari-Matti Latvala was their hero who led them from zero. ☑

RESULTS

Rally Finland, July 30-31, round 8 of 13

19 SPECIAL STAGES, 192.814 MILES				CHAMPIONSHIP TABLE			
POS	NO	DRIVER/NAVIGATOR	CAR	TIME	POS	DRIVER	PTS
1	4	Jari-Matti Latvala/Mikka Anttila	Ford Focus RS WRC09	2h31m29.6s	1	Sebastien Loeb	166
2	2	Sebastien Ogier/Julien Ingrassia	Citroen C4 WRC	+10.1s	2	Sebastien Ogier	118
3	1	Sebastien Loeb/Daniel Elena	Citroen C4 WRC	+26.0s	3	Jari-Matti Latvala	105
4	11	Petter Solberg/Chris Patterson	Citroen C4 WRC	+30.7s	4	Petter Solberg	90
5	7	Dani Sordo/Marc Marti	Citroen C4 WRC	+1m45.0s	5	Mikko Hirvonen	86
6	5	Matthew Wilson/Scott Martin	Ford Focus RS WRC08	+5m43.7s	6	Dani Sordo	77
7	15	Mads Ostberg/Jonas Andersson	Subaru Impreza WRC	+5m50.8s	7	Matthew Wilson	48
8	12	Juha Kankkunen/Juha Repo	Ford Focus RS WRC08	+7m49.0s	8	Federico Villagra	26
9	51	Juho Hanninen/Mikko Markkula	Skoda Fabia S2000	+9m05.7s	9	Henning Solberg	25
10	53	Per-Gunnar Andersson/Anders Fredriksson	Skoda Fabia S2000	+10m15.7s	10	Mads Ostberg	16
OTHERS				MANUFACTURERS' POINTS			
25	8	Kimi Raikkonen/Kaj Lindstrom	Citroen C4 WRC	+23m15.3s	1	Citroen Total WRT	265
R	3	Mikko Hirvonen/Jarmo Lehtinen	Ford Focus RS WRC09	SS4-acc	2	BP Ford WRT	210
					3	Citroen Junior Team	145

CLASS WINNERS A8 Latvala/Anttila; N4 Hanninen/Markkula. Starters/finishers 99/61; Leader: SS1 P Solberg; SS2-3 Hirvonen; SS4-6 P Solberg; SS7-19 Latvala

RALLY SUMMARY Last week's Rally Finland provided the World Rally Championship with its first two-day event of the modern era. Virtually all the stages were used last year, with only four miles of brand new roads. The Killeri Superspecial was not included this season.

S-WRC - Round 3 of 6			
POS	DRIVER/NAVIGATOR	CAR	TIME
1	Juho Hanninen/Mikko Markkula	Skoda Fabia S2000	2h40m34.6s
2	P-G Andersson/Anders Fredriksson	Skoda Fabia S2000	+1m10.7s
3	Patrik Sandell/Emil Axelsson	Skoda Fabia S2000	+19m.3s

P-WRC

Tanak finally breaks his Production-car duck

⌚ Finally! Ott Tanak, one of the world's most talented young drivers, has won a round of the P-WRC. And, in the end, he made it look easy on one of the hardest rounds of the series.

The 22-year-old Pirelli Star Driver has not had an easy year, crashing out of the Group N lead late in Turkey and Portugal put him under extreme pressure in Jyväskylä. But he delivered. The Estonian Mitsubishi driver was in a race with Juha Salo and Jukka Ketomaki, but when Salo hit a bank and damaged his

suspension, Tanak was out front. Ketomaki recovered from two punctures to make it back to second in his Lancer.

There was more PSD joy for Hayden Paddon who collected third, his second consecutive P-WRC podium following his Rally NZ win. The Kiwi's result came after engine failure for Patrik Flodin's Subaru. The Swede's exit was far less spectacular than fellow Impreza driver Alessandro Bruschetta's. He rolled eight times in Lankamaa – watch it on YouTube, it makes Mikko Hirvonen's crash look lame.

P-WRC - Round 5 of 9			
POS	DRIVER/NAVIGATOR	CAR	TIME
1	Ott Tanak/Kuuldar Sikk	Mitsubishi Lancer X	2h46m50.5s
2	Jukka Ketomaki/Kai Rtsberg	Mitsubishi Lancer X	+1m28.3s
3	Hayden Paddon/John Kennard	Mitsubishi Lancer X	+1m37.7s

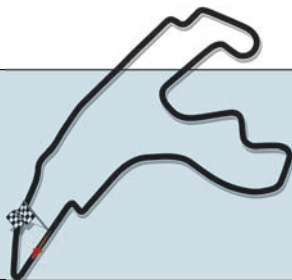
SPA

Belgium

July 30-31

World GT1

Round 5/10

**AT A GLANCE**

→ Qualifying race

Jos Menten/Xavier Maassen

→ Championship race

Ricardo Zonta/Frank Kechele

A win and a second for Lambo pair Zonta (right) and Kechele



Reiter Lambo took first World GT1 win in Belgium

Lambo does the slaughtering at Spa

The Reiter Engineering Lamborghini Murcielago of Ricardo Zonta and Frank Kechele finished second in the qualifying race, then went one better in the main event

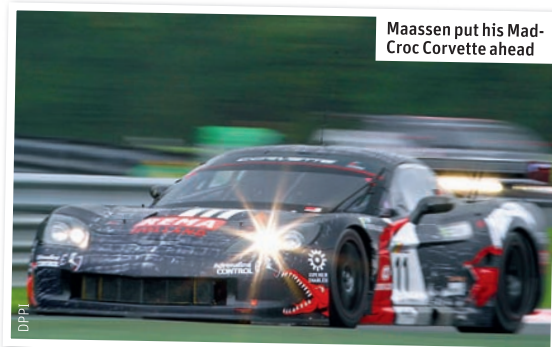
QUALIFYING

Maassen breaks duck 'at home'

➤ Xavier Maassen may be Dutch, but he still regards Spa as his home track. That's why he couldn't think of a better place to notch up his first pole as a sportscar driver.

"This is my home track because it's where I've done a lot of my racing," said Maassen, who hadn't topped qualifying since his Formula Renault days. "It's good to do it here after knocking on the door for the whole season."

The pole was probably even sweeter because he edged out another Dutchman, Nicky Pastorelli, to claim the top spot.



Maassen put his Mad-Croc Corvette ahead

DPP

It's been a long haul for the Reiter Engineering Lamborghini squad. Its involvement in FIA GT racing dates back to 2001, but at Spa on Saturday it finally claimed its first victory in the renamed FIA GT1 World Championship. Ricardo Zonta and Frank Kechele had a bit of luck along the way, but their Murcielago and two others had the pace to run right at the front.

That was the biggest satisfaction for team boss Hans Reiter, the architect of Lamborghini's GT campaigns for a decade. The victory, to go with the All-Inkl.com Lambo team's triumph at Zhuhai in 2007,

was almost incidental.

"The win doesn't mean as much as you might think," said Reiter. "To have our cars running 1-2-3 at one point in the main race was the big satisfaction."

The Lambo Murcielago R-SV has been fast on occasion throughout the first half of the new world championship and led both races at Paul Ricard in July. Yet at Spa the two Reiter entries and the best of the All-Inkl.com cars had a new-found consistency.

That wasn't the result of new developments, though there were a couple of tweaks ahead of Ricard following a test at the Salzburgring, rather, said Reiter, "a better understanding" of the car.

"You have to remember

this is really our first full season racing a Lambo," explained Reiter.

Former FIA GT Champion Zonta qualified third to Xavier Maassen's Mad-Croc Chevrolet and Nicky Pastorelli in the All-Inkl.com Lambo. He and ADAC GT Masters graduate Kechele held second through the Qualifying Race on Friday evening behind Maassen and Jos Menten.

Zonta vaulted ahead of Maassen at the start of the Championship Race on Saturday afternoon, before losing out to the Chevrolet and a fast-starting Peter Kox, driving the sister Reiter car, on lap six.

Kechele quickly dealt with Christopher Haase, whose Reiter Lambo had run into engine problems,

RACE RATING

★★★★★

The main event was a combative affair with a bit of everything



When I looked at the timing screen and saw we were in the lead, I thought I was dreaming”

Matech Ford driver Richard Westbrook after handing over to Thomas Mutsch

REPORT WORLD GT1 SPA



Gary Watkins reports

and then moved past Thomas Mutsch after a late-race safety car to seal the victory.

“It was an important one for the team,” was the laconic Brazilian’s take.

The Lamborghini was at it most competitive this season at Spa, but it wasn’t the best car around the Ardennes circuit. The Chevrolet Corvette C6.R, or rather the DKR-run Mad-Croc Racing entry, held that honour.

Late stand-in Menten converted Maassen’s pole into the lead of the Qualifying Race on Friday and then his team-mate was able to control the second half of the race to take the victory laurels. The main event looked like going the same way, even though Maassen lost out to Zonta at the start.

The Dutchman’s lead was short-lived, however, with a puncture putting him out of the race two laps later. It was a bitter blow for a driver who has been knocking on the door of a

podium all year.

“We deserved to win today and as far as I was concerned we had it in our pocket,” said Maassen. “We had the best car; Jos, me and the team have a lot of experience here at Spa and we nailed the set-up.”

Maassen and Menten controlled the race from the front, but the car that ended up second came all the way from the back of the grid. Altfred Heger had qualified the Vitaphone-run Hegersport Maserati MC12 dead last.

“Maybe I’m a little old to get the speed out of the car straight away in qualifying,” said the 52-year-old, just five races into his comeback.

Heger and team-mate Alex Muller, who was brought into the line-up days before the race, finished 13th on the road in the Qualifying Race and made more progress in the main event. They still needed a couple of strokes of luck to make it to second. The safety car helped, as did the retirement of the

Michael Krumm/Peter Dumbreck Sumo Power Nissan GT-R, which lost drive into Les Combes with two laps to go.

Muller had had little problem passing Mutsch in the fastest of the Matech Ford GTs at Spa. Mutsch had briefly led the race after taking over following an impressive opening stint by team newcomer Richard Westbrook, who had just three dry laps aboard the Ford GT prior to the Qualifying Race, and a super-fast pitstop.

The Anglo-German pair ended up third, which maintained the latter’s second place in the championship. Former team-mate Romain Grosjean, now sharing with Neel Jani, failed to trouble the scorers at Spa.

Erstwhile championship leaders Andrea Bertolini and Michael Bartels salvaged seventh place from a weekend that had started out disastrously. Bertolini had gone ultra-stiff on set-up in qualifying to try to



Ford, Lamborghini, Nissan, Maserati and Aston scrap

counter the 40kg of success and 55 kilos of performance ballast aboard his Maserati, and found himself with “zero grip”. The result was 21st place on the grid.

A return what Bertolini called “a traditional MC12

set-up” allowed Bartels and the Italian to make progress up the order, but a Maserati victory was never on the cards. It was another Italian car, albeit one developed for racing in Germany, that did the business last weekend. ☒

RESULTS

GT1 World Championship, Spa-Francorchamps (B), July 29-August 1, round 5 of 10

24 LAPS, 104.448 MILES

POS	DRIVERS	TEAM	CAR	TIME
1	Ricardo Zonta (BR)/Frank Kechele (D)	Reiter Engineering	Lamborghini Murcielago R-SV	1h01m02.392s
2	Altfred Heger (D)/Alex Muller (D)	Hegersport (Vitaphone)	Maserati MC12	+3.253s
3	Richard Westbrook (GB)/Thomas Mutsch (D)	Matech Competition	Ford GT	+6.675s
4	Enrique Bernoldi (BR)/Miguel Ramos (P)	Vitaphone Racing	Maserati MC12	+7.074s
5	Frederic Makowiecki (F)/Thomas Accary (F)	Hexis AMR	Aston Martin DBR9	+7.936s
6	Tomas Enge (CZ)/Darren Turner (GB)	Young Driver AMR (Fischer)	Aston Martin DBR9	+8.274s
7	Andrea Bertolini (I)/Michael Bartels (D)	Vitaphone Racing	Maserati MC12	+9.741s
8	Bert Longin (B)/Nico Verdonck (B)	Vitaphone Racing	Maserati MC12	+10.591s
9	Nicky Pastorelli (NL)/Dominik Schwager (D)	All-inkl.com Munnich	Lamborghini Murcielago R-SV	+10.784s
10	Jonathan Hirschi (CH)/Clivio Piccione (MC)	Hexis AMR	Aston Martin DBR9	+13.921s
11	Warren Hughes (GB)/Jamie Campbell-Walter (GB)	Sumo Power GT	Nissan GT-R	+14.140s
12	Karl Wendlinger (A)/Henri Moser (CH)	Swiss Racing Team	Nissan GT-R	+14.346s
13	Mike Hezemans (NL)/Marc Hennerici (D)	Phoenix Racing/Carsport	Chevrolet Corvette C6.R	+15.056s
14	Romain Grosjean (F)/Neel Jani (CH)	Matech Competition	Ford GT	+15.354s
15	Markus Palttala (FIN)/Renaud Kuppens (B)	Marc VDS Racing	Ford GT	+19.486s
16	Seiji Ara (J)/Max Nilsson (S)	Swiss Racing Team	Nissan GT-R	+23.695s
17	Oliver Gavin (GB)/Pertti Kuismanen (FIN)	Mad-Croc Racing (SRT)	Chevrolet Corvette C6.R	+33.139s
R	Michael Krumm (D)/Peter Dumbreck (GB)	Sumo Power GT	Nissan GT-R	22 laps-transmission
R	Christoffer Nygaard (DK)/Stefan Mucke (D)	Young Driver AMR (Fischer)	Aston Martin DBR9	19 laps-withdrawn
R	Peter Kox (NL)/Christopher Haase (D)	Reiter Engineering	Lamborghini Murcielago R-SV	15 laps-engine
R	Marc Basseng (D)/Christophe Bouchut (F)	All-inkl.com Munnich	Lamborghini Murcielago R-SV	11 laps-wheel hub
R	Maxime Martin (B)/Bas Leinders (B)	Marc VDS Racing	Ford GT	10 laps-acc damage
R	Xavier Maassen (NL)/Jos Menten (NL)	Mad-Croc Racing (DKR)	Chevrolet Corvette C6.R	8 laps-puncture
R	Andrea Piccini (I)/Anthony Kumpen (NL)	Phoenix Racing/Carsport	Chevrolet Corvette C6.R	3 laps-electrics

GRID

1 MAASSEN 2:17.605	2 PASTORELLI 2:17.812
3 ZONTA 2:18.082	4 LONGIN 2:18.322
5 HEZEMANS 2:18.373	6 MARTIN 2:18.471
7 HIRSCHI 2:19.062	8 NYGAARD 2:19.755
9 HAASE 2:19.626	10 RAMOS 2:19.630
11 JANI 2:19.762	12 ACCARY 2:19.883
13 MUTSCH 2:20.048	14 KUMPEN 2:21.387
15 NILSSON 2:21.575	16 KUISMANEN 2:22.808
17 BOUCHUT 2:19.663	18 TURNER 2:19.680
19 KRUMM 2:19.720	20 HUGHES 2:19.745
21 BERTOLINI 2:19.753	22 WENDLINGER 2:20.170
23 PALTTALA 2:20.490	24 HEGER 2:20.939

QUAL RACE: 25 LAPS, 108.800 MILES

POS	DRIVERS	TIME
1	Menten/Maassen	59m59.600s
2	Kechele/Zonta	+1.895s
3	Hennerici/Hezemans	+23.371s
4	Mucke/Nygaard	+27.771s
5	Verdonck/Longin	+35.518s
6	Schwager/Pastorelli	+36.972s
7	Mutsch/Westbrook	+41.228s
8	Haase/Kox	+50.582s
9	Dumbreck/Krumm	+51.892s
10	Leinders/Martin	+52.956s
11	Turner/Enge	+53.016s
12	Ramos/Bernoldi	+56.667s
13	Muller/Heger	+1m07.900s
14	Piccione/Hirschi	+1m08.500s
15	Kuppens/Palttala	+1m11.600s
16	Bouchut/Basseng	+1m13.700s
17	Moser/Wendlinger	+1m26.200s
18	Nilsson/Ara	+1m26.600s
19	Kuismanen/Gavin	+1m29.200s
20	Campbell-Walter/Hughes	-1 lap
R	Jani/Grosjean	23 laps-accident
R	Accary/Makowiecki	7 laps-acc damage
R	Kumpen/Piccini	2 laps-electrics
R	Bartels/Bertolini	1 lap-acc damage

CHAMPIONSHIP TABLE

POS	DRIVER	PTS	POS	DRIVER	PTS
1	Bartels/Bertolini	83	6	Zonta	42
2	Mutsch	77	7=	Makowiecki	40
3	Grosjean	62	7=	Hennerici	40
4	Kechele	46	9	Accary	38
5	Heger	43	10	Dumbreck	37

KEY R=Retired. Winners’ average: 102.67mph. Fastest lap: Gavin 2m20.965s, 111.15mph. Qualification race winners’ average: 108.82mph. Fastest lap: Maassen 2m20.107s, 111.83mph. Driver listed on grid set qualifying time. First-named driver in each car in table started the race. Finishing order of qualification race determined grid for main race.



Biffle's victory ends a 65-race winless streak

NASCAR SPRINT CUP POCONO (USA), AUGUST 1, RD 21/36

Biffle is back on form for Ford

A week ago a call to take four tyres cost Greg Biffle a shot at winning the Brickyard 400. This time his Roush team fitted just two new Goodyears, and an easy victory at Pocono was the reward.

It was the first win for a Ford this season and ended Biffle's own personal winless streak of 65 races.

The crucial change came after the race was red-flagged following two huge crashes suffered by Kurt Busch and Elliot Sadler. Busch was wiped out after being tipped from behind by Jimmie Johnson, which sent him into the wall via a clip from Clint Bowyer.

In the ensuing chaos, Sadler was hit in the rear sending him crashing into the inside wall at the point where the barrier was bent at 90 degrees. He hit it head-on with such force that it ripped the engine out of his Petty Ford, and knocked the wind out of Sadler, who slumped to the ground after extracting himself from the wreckage.

In the time it took to repair the damaged barriers it rained and delayed the restart even further.

When the action finally got back underway, it was the non-stopping Penske of Sam Hornish that led from Biffle. But Biffle was soon

out in front and building a commanding lead. Hornish initially held on strongly in second, but in the final five laps his old tyres couldn't compete and he slumped to 11th.

Tony Stewart was the best placed of the cars that took four new tyres, and started the restart eighth. But his fresh rubber advantage didn't kick in until it was too late to challenge Biffle, although he was able to charge his way into second.

Carl Edwards made it a good day for injured team owner Jack Roush, who is recovering from a plane crash, by taking third,

while it was another strong race for points leader Kevin Harvick (Childress Chevy), who extended his gap over defending champion Johnson by taking fourth.

Johnson and Hendrick team-mate Jeff Gordon had earlier dominated the race, and Gordon looked set to take the win ahead of the final caution. But taking on four tyres dropped him back to 10th and he never fully recovered, eventually finishing sixth. Joe Gibbs' Denny Hamlin, who had a brief stint in the lead, was fifth.

Johnson also lost out during the scramble

following the final caution and finished back in 10th.
● Connell Sanders Jr

RESULTS

1 Greg Biffle (Ford Fusion), 200 laps in 3h46m51s; 2 Tony Stewart (Chevrolet Impala), +3.598s; 3 Carl Edwards (Ford); 4 Kevin Harvick (Chevrolet); 5 Denny Hamlin (Toyota Camry); 6 Jeff Gordon (Chevrolet); 7 Mark Martin (Chevrolet); 8 Jeff Burton (Chevrolet); 9 Martin Truex Jr (Toyota); 10 Jimmie Johnson (Chevrolet) **Points** 1 Harvick, 3080; 2 Gordon, 2891; 3 Hamlin, 2820; 4 Johnson, 2803; 5 Burton, 2757; 6 Kyle Busch, 2724; 7 Kurt Busch, 2722; 8 Tony Stewart, 2719; 9 Matt Kenseth, 2682; 10 Carl Edwards, 2666; 11 Greg Biffle, 2652; 12 Bowyer, 2564.



- 1 **Sebastian Vettel** <> 22,927
- 2 **Sebastien Loeb** ▲ 20,883
- 3 **Mark Webber** ▲ 20,297
- 4 **Lewis Hamilton** ▼ 19,995
- 5 **Jimmie Johnson** <> 17,817

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Denny Hamlin didn't take his usual Pocono win, so dropped a place to 12th, while Kevin Harvick (15) maintained his climb by gaining three spots. The performances of others around him meant Greg Biffle (25) lost a spot, despite taking victory.

To see the full list, visit castroldriverrankings.com

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British F3> NEWS



Unstoppable?

Jean-Eric Vergne was amazing at Spa scoring a first for the season hat-trick. The Frenchman extended his lead in both the British F3 International Series and in the Sunoco Daytona Challenge as a result. Porsche on top at Rockingham leaving the Ferraris, Vipers and Moslers trailing. Can things change for the next round? You bet that all other British F3 and GT teams are working as hard as ever to catch up.



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BRITISH GT CHAMPIONSHIP



Sunoco Drivers of the Weekend

British F3 – Daniel McKenzie - Rockingham

British F3 – Hywel Lloyd - Spa

Craig Wilkins - Rockingham – British GT



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& Battle for Daytona



Who will race a Daytona Prototype at the 2011 Rolex 24 At Daytona®?

The Sunoco Rolex 24 At Daytona Challenge has reached a nail-biting halfway mark. Carlin's Jean-Eric Vergne really does seem to have Red Bull wings; Spa put him back over the ton and on 103.33 points, 13.33 ahead of his closest rival, 360 Racing's Ross Kaiser. Mtech's Matt Griffin and Team WFR's Jody Firth are on 69.29 and 68.20 in third and fourth respectively.

Appropriately, the Fantastic Four in the Sunoco Daytona Challenge represent the four competing series: British F3, Radical, British GT and SPEED. These, and the other 91 drivers in the Sunoco Daytona Challenge, are competing for a race seat in a DP at the 2011 Rolex 24 At Daytona – the US-endurance race.

The inaugural Challenge, competed for last year, was won by Derek Johnston in his MSW Racing Radical. In the Rolex 24, Derek's adopted team – multi-Rolex 24 winners Doran Racing – came tenth in class after a blistering start and calamitous mechanical problems. It's a cautionary tale. Jean-Eric has had the lead for some time, yet even the best-laid plans can go awry. The dream race is scheduled for the last weekend in January. Will Jean-Eric be in the hot seat?

Upcoming Sunoco Daytona Challenge events

British F3	Thruxton	7-8th August
British F3/GT	Silverstone	14-15th August
Radical UK Cup	Brands Hatch	14-15th August
British F3/GT	Snetterton	28-29th August
Radical UK Cup	Thruxton	28-29th August
Radical UK Cup	Silverstone	11-12th September
Speed	Silverstone	11-12th September
British F3/GT	Brands	25-26th September
British GT	Donington	16-17th October

The Sunoco Rolex 24 At Daytona Challenge is provided by Daytona International Speedway and promoted by Anglo American Oil Company Ltd. Follow the battle at www.aaoil.co.uk/racing.

Participating series



Current standings *

1st 103.33pt  Jean-Eric Vergne Carlin British F3	2nd 90.00pt  Ross Kaiser 360 Racing Radical
--	---

3rd 69.29pt  Matt Griffin Mtech British GT	4th 68.20pt  Jody Firth Team WFR Speed
---	---



* correct as of 2 August 2010

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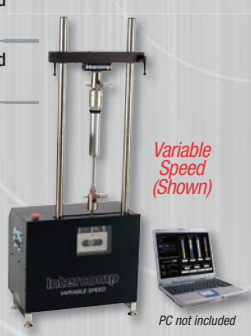


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IN BRIEF



NASCAR NATIONWIDE

Kyle Busch's dominance of the Nationwide Series continued at Iowa Speedway last weekend as he charged to his sixth win from seven starts, and his ninth victory of the season. Busch (above) led 209 of 250 laps to cross the line well clear of Kevin Harvick and Jason Leffler.

NASCAR TRUCKS

Elliott Sadler fought off Kasey Kahne in a green-and-white chequered finish to win the first-ever NASCAR Truck Series race to be held at Pocono. It was Sadler's first win in the Truck division, meaning he has scored victories in all three of NASCAR's top classes.

ARCA SERIES

Robb Brent cruised to his career-first ARCA win in the Weis Markets 125 at Pocono, leading the last 15 laps to finish ahead of Dakoda Armstrong and Craig Goess.

USF2000

Tonis Kasemets and Sage Karam took a win each at Autobahn Country Club. Karam and Patrick McKenna completed the race one podium, with McKenna and Kasemets doing the honours in race two.

STAR MAZDA

Mikael Grenier and Conor Daly took a win apiece in the Star Mazda round at Autobahn Country Club in Illinois. Grenier drove a perfect race from pole to win ahead of Caio Lara and Daly (below). The latter performed a similar lights-to-flag effort in race two to further extend his championship lead.



SUD-AM F3 CHAMPIONSHIP VELOPARK (BR), JULY 31-AUGUST 1 RD 4/9

Hitech star dominates SudAm

Pietro Fantin became the new star of the South American Formula Three Championship with two wins in the three races held at the Velopark circuit.

After beating series leader Bruno Andrade to pole by 0.2s, Fantin, driving for the Brazilian arm of the British Hitech team, led the opening race until the 17th lap, when he fell victim to the wet tarmac.

New leader Andrade resisted the pace of Yann Cunha and Luiz Boesel for four more laps, but he also spun and bent his rear right suspension after touching Cunha's car. As a result, Boesel crossed the line unopposed, more than 20 seconds ahead of a crawling Cunha and Angolan F3 Light driver Duarte Ferreira.

Damp conditions meant

that the second race began behind the safety car. Starting from eighth on the reversed grid, Fantin took it easy before getting rid of the F3 Light Cars that had occupied the two first rows.

From there it was only a matter of time before he passed Boesel and Cunha, who had been busy battling between themselves, and with that done Fantin went on to claim his maiden win in the series. Boesel spun out with four laps to go, leaving Cunha to come home 3.0s behind the leader. Ferreira took third once again.

Starting once again from pole position, this time on a dry track, Fantin took the lead easily when Andrade encountered engine problems and went on to set a string of fastest laps



Fantin took two wins out of three

on his way to an unopposed win. Andrade managed to cross the line in second, 14s down the road, and his life was made easier when the pursuing car of Cunha slowed with a suspension problem. Cunha's dramas allowed Ferreira through to complete his hat-trick of third places in the weekend's races.

● Lito Cavalcanti

RESULTS

Race 1 1 Luis Boesel, 25 laps in 35m08.392s; 2 Yann Cunha, +20.266s; 3 Duarte Ferreira; 4 Fernando Rezende; 5 Francisco Diaz;

6 Ronaldo Freitas. **Race 2 1 Pietro Fantin**, 27 laps in 35m09.111s; 2 Cunha, +3.140s; 3 Ferreira; 4 Mateus Laba; 5 Rezende; 6 Boesel. **Race 3 1 Fantin**, 36 laps in 33m13.497s; 2 Andrade, +14.291s; 3 Ferreira; 4 Laba; 5 Diaz; 6 Rezende. **Points** 1 Andrade, 183; 2 Cunha, 167; 3 Boesel, 142; 4 Nilton Molina, 109; 5 Rezende, 86; 6 Leonardo Souza, 81.

*Nelson Piquet Jr was ninth in the main category of The Go Kart Brazilian Championship, held at the Arena Park Circuit. The champion was Victor Franzoni, who will receive part-funding for a season in Felipe Massa's new Formula Future category for 2011.

SEAT EUROCOPIA BRNO (CZ), JULY 31/AUGUST 1, RD 4/6

Weber and Dudukalo take charge at Brno

Gabor Weber took a popular victory in the closest thing he'll have to a home round of the SEAT Leon Eurocup last weekend at Brno.

Just a couple of hours drive from his homeland, the Hungarian took the lead from polesitter Diego Puyol at the start and quickly built himself a lead.

His escape was aided in the early laps by his Zengo team-mate Duarte Felix da Costa's pressing of Puyol, and then completed when da Costa slipped ahead of Puyol on the third lap. Weber continued to build his lead from there, while Puyol gathered himself for a comeback at da Costa late in the race – though the Portuguese held him off for the last two laps to seal a Zengo 1-2.

Alexey Dudukalo

dominated Sunday's race, moving easily clear of Puyo – who in turn had a clear run to second after da Costa and Marcos de Diego clashed mid-way through.

There was no repeat of Saturday's joy for Weber, who retired with suspension damage following contact with Pepe Oriola. Eoin Murray rounded out the podium after jumping Michael Rossi late on.

● Steven English

RESULTS

Race 1 1 Gabor Weber, 10 laps in 22m28.230s 2 Duarte Felix Da Costa, +10.476s; 3 Diego Puyo; 4 Francisco Carvalho; 5 Petr Fulin; 6 Andrea Larini. **Race 2 1 Alexey Dudukalo**, 10 laps in 22m49.281s; 2 Puyo, +5.323s; 3 Eoin Murray; 4 Michael Rossi; 5 Pepe Oriola; 6 Larini. **Points** 1 Rossi, 34; 2 Weber, 32; 3 Murray, 30; 4 Dudukalo, 24; 5 Larini, 19; 6 Lourenco Beirao da Veiga, 19.

VLN NURBURGRING (D), JULY 31, RD 7/10

History in the making

Arnold/Menzel broke record



Lance David Arnold and Christian Menzel took a historic win for the Haribo Manthey Porsche team in last weekend's VLN round by becoming the first squad to break the 1000km mark in a six-hour touring car race at the Nurburgring.

The duo led a Manthey 1-2-3, with Timo Bernhard, Arno Klasen and Christian Hohenadel taking second ahead of Armin Hahne, Jochen Krumbach and Marc Gindorf.

The early part of the race had been led by the Phoenix Racing Audi R8 line-up of Frank Stippler, Hans Stuck

and Luca Ludwig, but they retired with accident damage on lap seven.

RESULTS 1 Lance David Arnold/Christian Menzel (Porsche 911 GT3), 42 laps in 6h06m56.091s; 2 Timo Bernhard/Arno Klasen/Christian Hohenadel (Porsche), +22.872s; 3 Armin Hahne/Jochen Krumbach/Marc Grindorf (Porsche); 4 Klaus Abbelen/Sabine Schmitz/Niclas Kantenich/Edgar Althoff (Porsche); 5 Michael Zehe/Marco Schelp/Alexander Roloff; 6 Andzej Dzikevic/Roland Botor/Simon Patrick (Porsche).

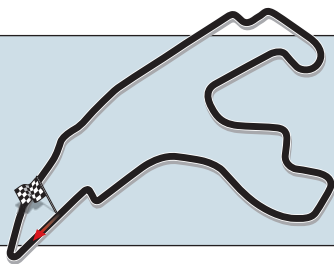
Points 1 Alexander Bohm/Carsten Knechtges/Philipp Leisen, 65.94; 4 Christoph Breur/Elmar Deegener/Jurgen Wohlfarth, 63.56.

SPA

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24 Hours

**AT A GLANCE**

- **Winners R Dumas/J Bergmeister/
M Ragginger/W Henzler**
- **Pole position Gianmaria Bruni**
- **Fastest lap Dirk Muller**



Porsche quartet celebrate victory

BMW blunder hands Porsche plaudits

Schnitzer's leading BMW M3 was cruising to the finish when a late steering failure handed the win to the Scuderia Italia-run Porsche 911 GT3-RSR



Scuderia Italia 911 took last-gasp win

BMW's bid for its 22nd Spa 24 Hours victory, 45 years on from its maiden win, fell 40 minutes short on Sunday. The Stuttgart marque, back at Spa with a car capable of overall victory for the first time since the 1990s, had the win in its grasp when a steering failure handed the race to Porsche and the quartet of factory drivers who shared Scuderia Italia's 911 GT3-RSR.

Jorg Bergmeister, Wolf Henzler, Romain Dumas and Martin Ragginger knew they didn't win the classic enduro, which was billed this year as the FIA GT2 European Cup, on pace. They understood all too

well they had been on the receiving end of a giant slice of good fortune when the leading Schnitzer BMW M3 went off the circuit at the Fagnes chicane in the final hour and lost all of its one-and-a-bit-lap lead, and then some.

"We did the perfect race, but we couldn't beat the BMW," said Romain Dumas, who added a second 24-hour win at Spa to his 2010 Le Mans crown. "We only won because they had a problem, and that was something we weren't expecting."

That problem came with a touch under 40 minutes remaining and at a time when the leading BMW, driven by Dirk Muller, Dirk Adorf and Dirk Werner, was

cruising in Werner's hands.

"I was driving in safety mode, cruising around and not using the kerbs," he said. "I turned into the second part of the Fagnes and there was nothing I could do, the car went straight. We were lucky it didn't happen somewhere quick like Blanchimont."

Schnitzer had to fix lead M3's steering



A steering arm had failed and, though there was little or no other damage, changing the broken track rod lost the car three laps. That dropped the Bimmer to third, behind the Scuderia Italia Porsche and the lead Imsa Performance 911 GT3-RSR driven by Patrick Pilet,

Patrick Long, Raymond Narac and Richard Lietz.

It didn't matter that the 'Dirks' won the GT-N class for BMW (the M3 isn't GT2 homologated under FIA rules, so had to run in what was in effect an invitation class). The German manufacturer was in Belgium in search of an overall win in an event that it once made its own.

The 24-hour classics, at Nurburgring, Le Mans and Spa, have been at the core of BMW's European programme with the V8-engined M3 this season. Its Le Mans Series campaign with the car has been incidental in comparison. Witness its decision to skip the most recent round of the LMS at the Algarve.

RACE RATING

★★★★★

An engaging race that had a bit of everything - thrills, spills, comebacks and a twist in the tale



We're not holding anything back, but the BMWs are a bit quicker, probably one to two seconds a lap"

Jorg Bergmeister (Scuderia Italia)

REPORT SPA 24 HOURS



Gary Watkins reports



Bruni leads the pack from pole in AF Ferrari



Phoenix Audi was in the hunt until crashing

LE MEUR/DPP1



ProSpeed 911 was forced out after this off

DPP1

BMW and Schnitzer opted to miss the Algarve race in favour of testing, something it was dramatically short of with its European-spec M3 ahead of the Le Mans 24 Hours in June. Schnitzer managed three days of testing between its disastrous return to Le Mans and the Belgian 24-hour classic. Schnitzer boss Charly Lamm described the runs as "the first proper testing the car has done".

The two Schnitzer M3s looked like different cars compared with those at Le Mans. Or more accurately compared with their opposition at the French 24-hour race.

"I was driving in safety mode, cruising around. There was nothing I could do"

Leader Dirk Werner suffered sudden steering failure

Some fine-tuning at Spa and then Vallelunga probably had something to do with it, as did losing the performance penalty that robbed the car of 30bhp ahead of Le Mans, but much more important were the tyres the BMWs were running. It was a complicated situation (see sidebar) that threatened for a while to overshadow what was an engaging race.

Whatever the rights and

wrongs of the situation, there were only two cars that could live with the BMWs. The best of the AF Corse Ferraris in the dry and the lead Phoenix Audi R8 LMS GT3 car in the wet.

Gianmaria Bruni led early on in the AF car he had qualified on pole and then led the Italian team's charge back into contention after a lap had been lost in the second hour when team-mate Toni Vilander had clashed with a slower car.

The car, in which Belgians Eric van de Poele and Bert Longin joined the AF regulars, had the pace to make it back onto the lead lap in hour seven, and that's where it stayed

until just before 5.30am on Sunday morning.

The lead Phoenix R8, with a line-up packed with Audi factory drivers, was the only GT3 car to challenge for the overall victory. It failed to keep up in the early stages, but once the rain arrived on Saturday evening it was eased back into contention by an impressive driver squad comprising Marcel Fassler, Lucas Luhr, Mike

Rockenfeller and Anthony Kumpfen.

"In the wet we are by far the quickest," said Luhr, who together with Fassler took the car into the lead when conditions were at their worst during the night. "For sure our ABS helps, but we don't feel the weight so much in the wet. Don't forget we have a very heavy car."

The Audi tipped the scales at 1335kg, the BMWs at 1245kg and the Porsches and Ferraris at 1200kg. The GT3 Audis had more power, which included a performance break worth somewhere in the region of 60bhp, but that had a devastating effect on the car's fuel consumption.

"Our real problem is that we do five laps less than a BMW or a Porsche on the fuel," said Fassler. "That means we are doing one stop more every five stops. We cannot win like that."

The Phoenix car was still just about in the mix at 5.30am when van de Poele and Kumpfen, running second and fourth respectively, were eliminated from the race in one fell swoop. The Audi was turned around by a backmarker at the left-hand kink before Blanchimont and straight into the AF Ferrari. Both cars retired. ▶

KEY MOMENTS:

HOUR 2 The 'Dirks' BMW takes the lead for the first time. It stays in front for most of the way

HOUR 14 Best Ferrari and fastest Audi eliminated in same accident

HOUR 23 Trackrod fails on leading BMW. Scuderia Italia takes lead

Jota Aston scoops debut GT4 win

➤ The British Jota Sport team only got its hands on its GT4 Aston Martin V8 Vantage in the run-up to Spa, yet it walked off with the class silverware despite having to beg for spares.

The Jota Aston, driven by team regulars Sam Hancock and Simon Dolan and historic racers Roger Wills and Joe Twyman, suffered a series of electronic glitches linked to the car's fly-by-wire throttle. The team used

the two spare throttle assemblies it had in stock, only to be hit by the same problem again.

Team boss Sam Hignett's solution was to find a V8 Vantage road car in the paddock and beg its owner to allow his team to delve in with spanners. It paid off: Jota may have finished 165 laps behind the winners, but its V8-engined machine was 38 laps clear of the next GT4 finisher.



Jota Aston took easy GT4 victory

DPP1

“ I think we had the fastest Porsche this weekend, but we lost the race with small problems”

Patrick Pilet (Imsa Performance)



Traditional Spa rain came during the night



Imsa Porsche spent too long in the pits to win

Team boss Amato Ferrari, whose car ran under the joint banner of AF Corse and Vitaphone Racing in this event, had no doubts that his lead machine had the pace to win.

“We came back from a lap down, so we had the speed but not the luck,” he said. “We had a big chance for victory today.”

As for the tyres, he pointed out that AF had experience of running the customer Michelins last year. On the other hand, he explained, this year’s

version is different and his team didn’t try them until first free practice on Friday.

The retirement of the only Ferrari and the only Audi capable of winning this race made the ‘Dirks’ clear favourite for BMW. They slowly pulled clear of the Scuderia Italia and Imsa cars (which now flew the Porsche flag alone after the ProSpeed car retired shortly after midnight). By two-thirds mark, the leading BMW was a full lap ahead.

The second Bimmer,

driven by Jorg Muller, Uwe Alzen and Pedro Lamy, slipped out of contention shortly after midnight. It had already lost two laps with a misfire resulting from a glitch with the electronic gear-cut early in the race, when it failed to restart in the pits.

“We were working on everything and all of a sudden it fired up,” explained Lamm. “We don’t really know what the problem was.”

The second M3 eventually ended up fourth

at the finish, five laps behind its sister car. It was, however, a further nine laps up on the second AF Ferrari. Driven by former Daytona 500 winner Michael Waltrip, Robert Kauffmann, Nicola Cadei and Marco Cioci, it didn’t have the driver line-up to trouble the front-runners but did run like clockwork throughout the race.

The same could be said of the class-winning Muhlner Motorsport Porsche 911 GT3-R, which claimed GT3 honours with sixth overall. Former FIA GT3 European

Eddie Cheever, who shared the car with team co-owners Zak Brown and Richard Dean and Mark Blundell, was almost flung into the tyres at Eau Rouge, but made it back to the pits in one piece. The car resumed in ninth place after a long stop, its eventual finishing position.

“Third place [in class] goes to the mechanics,” said Cheever. “They took the steering apart and changed everything.”

The Belgian WRT Audi team, set up by multiple Spa 24 Hours winner Vincent

“Third place [in class] goes to the mechanics. They took the steering apart and changed everything”

Eddie Cheever dedicates third in GT3 to UA Audi crew

Champions Gilles Vannelet and Arnaud Peyroles and Jurgen Haring and Dimitrios Konstantinou had been battling with the best of the United Autosports Audi R8s for the GT3 lead when the Anglo-American squad’s lead entry encountered power steering problems.

Vosse for this season, led the GT3 class into the 19th hour, only for the only remaining car from its three entries to run into fuel-pressure problems. A long stop dropped the car to 13th at the end.

That was just ahead of two second-string GT2 Porsches. The British

INSIDE LINE

It was BMW versus the rest in the battle over who ran which tyres in Belgium

BMW was, uniquely at last weekend’s Spa 24 Hours, running on Dunlop tyres; its rivals from Porsche and Audi on Michelins. Nothing wrong with that you might say, except that the rules dictated that each rubber supplier represented must make its products freely available, a regulation Michelin followed to the letter.

That’s why the Michelins teams run on a customer tyre rather than the so-called ‘confidential’ or development tyre that the factory-assisted teams use in the Le Mans Series and the American Le Mans Series. The difference in performance between a confidential and customer Michelin around Spa was estimated to be somewhere around a couple of seconds.

The BMWs were routinely a second to a second and a half quicker

than the rival Porsches, which is why Scuderia Italia driver Jorg Bergmeister summed it up with this statement: “Let’s just say, if you put the confidential tyre on our car, we’d be at the same pace as the BMWs.”

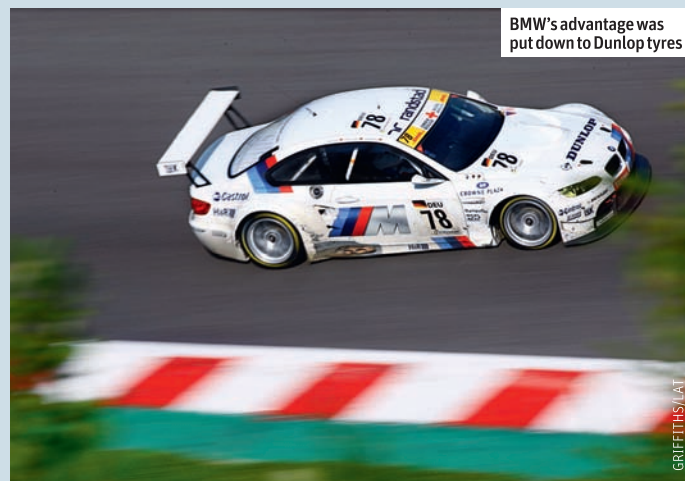
It appears certain that a significant proportion of BMW’s advantage last weekend was down to tyres. The next question was whether the rubber the BMWs were running on, which were reputed to be of 2009 ALMS spec, was freely available for purchase.

More than one Porsche team suggested that was not the case after they had got on the phone to Dunlop, though the FIA appeared satisfied with the British tyre manufacturer’s presence in the race.

“Dunlop has lodged paperwork with the FIA that says the tyre is the same as used in the Dutch Supercar

Challenge,” said FIA GT boss Stephane Ratel. “If the teams are not happy about it, they should protest.” The Porsche teams weren’t happy,

but in the end there no protest was forthcoming, almost certainly as a result of the events of the last 40 minutes of the race.



BMW’s advantage was put down to Dunlop tyres

GT4 AT A GLANCE

- **Winners Simon Dolan/Sam Hancock/Roger Wills/Joe Twyman**
- **Pole position Alex Buncombe**
- **Fastest lap Sam Hancock**



Running a GT4 car is much harder than running an LMP car”
Sam Hignett (Jota Aston Martin team boss)

Trackspeed Porsche was running an impressive sixth place when the clutch failed. A hour and 10 minutes were lost while it was replaced, resulting in a 11th place finish for the car driven by Carl Rosenblad, Sebastian Asch (son of Roland), Tim Bergmeister and team boss David Ashburn.

The second Imsa Performance 911 GT3-RSR had a similar failure. The French team managed to change the clutch in just over 50 minutes, but Jean-Philippe Belloc, Richard Balandras, Christophe Bourret and Pascal Gibon ended up 12th.

The lead Imsa car was not without its problems, which is why it ultimately finished second. The French team opted to change brake pads during the night, taking the advantage of a safety-car period to do so, in the belief that Scuderia Italia would have to do likewise.

That turned out not to be the case. Scuderia Italia was basing its calculations on the Le Mans 24 Hours and correctly reasoned that it could forgo a pad change on a track where brake consumption is significantly less than on the Circuit de la Sarthe. Imsa's other problem



was a fuel pick-up issue that resulted in the car doing three laps less between refuelling than its Italian rival.

Scuderia Italia beat Imsa by virtue of spending less time in the pits, always one of the keys to endurance racing. Another commodity

that successful sportscar teams seem to have in abundance – good fortune – gave it overall victory ahead of BMW.

RESULTS

Spa 24 Hours, Spa-Francorchamps (B), July 29-August 1

GRID	DRIVERS	TIME
1	BRUNI	2:22.403
2	MULLER	2:22.549
3	FASSLER	2:22.807
4	PICCINI	2:23.022
5	KOX	2:23.252
6	ALZEN	2:23.531
7	PILET	2:23.960
8	HOLZER	2:24.456
9	ORTELLI	2:24.659
10	MENTEN	2:24.775
11	B'WEISTER	2:24.887
12	MARTIN	2:25.270
13	VOSSE	2:25.388
14	BOUVY	2:25.702
15	SOUGNEZ	2:25.706
16	DEAN	2:25.745
17	MECKER	2:25.764
18	ANDRE	2:25.964
19	MALTRIP	2:27.072
20	D'ONCKER	2:27.193
21	JOHANSSON	2:27.220
22	V'SPLUNT	2:27.488
23	BEROUJON	2:28.826
24	BELLOC	2:28.983
25	MORTIMER	2:29.203
26	ASHBURN	2:29.328
27	GIBROT	2:29.366
28	RENARD	2:29.978
29	LESOUДИER	2:30.147
30	HARING	2:30.761
31	LICH'HOYER	2:30.761
32	FUMAL	2:31.199
33	CORONEL	2:31.351
34	GROSSMAN*	2:32.729
35	V'STRATEN	2:37.182
36	BARFF	2:39.099
37	HANCOCK	2:40.789
38	DEMAY	2:43.154
39	BR'D COOR	2:43.349
40	N'GRADE	2:47.881

POS	DRIVERS (NATIONALITY)	TEAM	CAR	CLASS	RESULTS	GRID
1	Jorg Bergmeister (D)/Romain Dumas (F)/Martin Ragginger (A)/Wolf Henzler (D)	BMS Scuderia Italia	Porsche 911 GT3-RSR	GT2	24h00m27.341s	11
2	Patrick Pilet (F)/Raymond Narac (F)/Patrick Long (USA)/Richard Lietz (A)	IMSA Performance Matmut	Porsche 911 GT3-RSR	GT2	+1m16.822	7
3	Dirk Muller (D)/Dirk Werner (D)/Dirk Adorf (D)	BMW Motorsport	BMW M3	GTN	-1 laps	2
4	Uwe Alzen (D)/Jorg Muller (D)/Pedro Lamy (P)	BMW Motorsport	BMW M3	GTN	-7 laps	6
5	Michael Waltrip (USA)/Nicola Cadei (I)/Zak Brown (USA)/Eddie Cheever (USA)	AF Corse	Ferrari 430 GT	GT2	-22 laps	19
6	Jurgen Haring (D)/Dimitrios Konstantinou (D)/Arnaud Peyroles (F)/Gilles Vannelet (F)	Muhlner Motorsport	Porsche 911 GT3-R	GT3	-23 laps	30
7	Paul van Splunteren (NL)/Nick Hommerson (NL)/Louis Machiels (B)/Phil Bastiaans (NL)	ProSpeed Competition	Porsche 911 GT3-RSR	GT2	-26 laps	22
8	Maxime Martin (B)/Bas Leinders (B)/Marc Duez (B)	Marc VDS Racing Team	Ford GT	GT3	-29 laps	12
9	Richard Dean (GB)/Mark Blundell (GB)/Zak Brown (USA)/Eddie Cheever (USA)	United Autosports	Audi R8 LMS	GT3	-38 laps	16
10	Stefan Johansson (S)/Alain Li (PRC)/Mark Patterson (USA)/Emil Assentato (USA)	United Autosports	Audi R8 LMS	GT3	-40 laps	21
11	David Ashburn (GB)/Carl Rosenblad (CH)/Sebastian Asch (D)/Tim Bergmeister (D)	Trackspeed	Porsche 911 GT3-RSR	GT2	-41 laps	26
12	Jean-Philippe Belloc (F)/Christophe Bourret (F)/Pascal Gibon (F)/Richard Balandras (F)	IMSA Performance Matmut	Porsche 911 GT3-RSR	GT2	-43 laps	24
13	Stephane Ortelli (MC)/Kurt Mollekens (B)/Stephane Lemeret (B)/Francois Verbist (B)	WRT Belgian Audi Club	Audi R8 LMS	GT3	-44 laps	9
14	Alex Mortimer (GB)/Peter Bamford (GB)/Matt Griffin (GB)	Team RPM	Ford GT	GT3	-49 laps	25
15	Jos Menten (NL)/Oskar Slingerland (B)/Maxim Soulet (B)/Julien Schroyen (B)	Prospeed Competition	Porsche 911 GT3-R	GT3	-53 laps	10
16	Vincent Radermecker (B)/Romain Grosjean (F)/Diego Alessi (I)/Ron Marchal (NL)	Gravity International	Mosler MT900	GTN	-75 laps	17
17	Lukas Lichtner-Hoyer (A)/Marco Seefried (D)/Vitus Eckert (A)/Martin Rich (GB)	Jet Alliance Racing JMBH	Porsche 911 GT3 Cup	GTN	-80 laps	31
18	Christian Beroujon (F)/Andre Alain Corbel (F)/Thomas Duchene (F)/Salam Bernard (F)	Sport Garage	BMW Alpina B6	GT3	-100 laps	23
19	Raphael van der Straten (B)/Karim Al Azhari (UAE)/Jose Close (B)/Erik Qvik (B)	VDS Racing Adventures	Ford Mustang FR500C	GTN	-110 laps	35
R	Gael Lesoudier (F)/Romain Brandela (F)/Thierry Prignaud (F)/Thierry Stepec (F)	Sport Garage	BMW Alpina B6	GT3	417 laps-engine	29
21	Didier Andre (F)/Ronald Goethe (F)/Mike Wainwright (GB)/Gregoire Demoustier (F)	Gulf Team First	Lamborghini Gallardo LP560-4	GT3	-131 laps	18
22	Sam Hancock (GB)/Simon Dolan (GB)/Roger Wills (GB)/Joe Twyman (GB)	Team Jota	Aston Martin V8 Vantage	GT4	-165 laps	37
R	Fabien Giroix (F)/Frederic Fatien (F)/Jean-Pierre Valentini (F)/Anthony Beltoise (F)	Gulf Team First	Lamborghini Gallardo LP560-4	GT3	374 laps-engine	27
24	Pascal Melissen Grade (B)/Sebastien Viale (F)/Michel de Coster (B)/Rik Remmans (B)	Excelsior	Aston Martin V8 Vantage	GT4	-203 laps	40
25	Jean-Michel Gerome (B)/Patrick Deblauwe (B)/Rene Bruggmans (B)/Didier Grandjean (B)	Patrick Deblauwe	Porsche 911 GT3 Cup	GT4	-208 laps	41
26	Eddy Renard (B)/Tim Verbegt (B)/Koen Wauters (B)/Jeff van Hooydonk (B)	Brussels Racing	Aston Martin DBRS9	GT3	-213 laps	28
R	Andrea Piccini (I)/Alexander Margaritis (GR)/Marc Hennerici (D)/Henri Moser (CH)	Phoenix Racing	Audi R8 LMS	GT3	325 laps-	4
R	Gianmaria Bruni (I)/Bert Longin (B)/Eric van de Pole (B)/Toni Vilander (FIN)	AF Corse	Ferrari 430 GT	GT2	295 laps-	1
R	Marcel Fassler (CH)/Anthony Kumpen (B)/Lucas Luhr (D)/Mike Rockenfeller (D)	Phoenix Racing	Audi R8 LMS	GT3	294 laps-	3
R	Eric de Doncker (B)/Renaud Kuppens (B)/Markus Palttala (FIN)	Marc VDS Racing Team	Ford GT	GT3	249 laps-no fuel	20
R	Phillippe Broodcooren (B)/Rene Marin (B)/Bruno Barbaro (I)/Christoff Corten (B)	EBRT/Level Racing	Porsche 911 Cup	GTN	235 laps-	39
R	Marco Holzer (D)/Richard Westbrook (GB)/Marc Lieb (D)/Marc Goossens (B)	Prospeed Competition	Porsche 911 GT3-RSR	GT2	207 laps-acc dam	8
R	Armand Fumal (B)/Gianluca de Lorenzi (I)/Jerome Thiry (B)/Mark J Thomas (CDN)	Muhlner Motorsport	Porsche 911 GT3-R	GT3	135 laps-trans	32
R	Frederic Bouvy (B)/Christian Kelders (B)/Jean Luc Blanchemain (F)/David Tuchbant (F)	WRT Belgian Audi Club	Audi R8 LMS	GT3	127 laps-fuel	14
R	Raymond Coronel (NL)/Hoevert Vos (NL)/Jeroen Schotthorst (NL)/Harric Kolen (NL)	First Motorsport	Porsche 911 GT3 Cup S	GTN	91 laps-engine	33
R	Peter Kox (NL)/Marc Hayek (CH)/Ettore Bonaldi (I)/Jeffrey Lee (RC)	Reiter Engineering	Lamborghini Gallardo LP560-4	GT3	63 laps-engine	5
R	Vincent Vosse (B)/Greg Franchi (B)/Frank Stippler (D)/Frank Biela (D)	WRT Belgian Audi Club	Audi R8 LMS	GT3	57 laps-eng fire	13
R	Ludovic Sougnez (B)/Remy Brouard (F)/Philippe Noziere (F)/Christophe Kerkhove (F)	ProSpeed Competition	Porsche 911 GT3-R	GT3	43 laps-gearbox	15
R	Jerome Demay (F)/Christophe D'Ansembourg (B)/Pierre Grivegneee (B)/Pierre Merche (B)	Brussels Racing	Aston Martin DBRS9	GT3	25 laps-accident	38
R	Rob Barff (GB)/Lucas Ordonez (E)/Alex Buncombe (GB)/Chris Buncombe (GB)	RJN Motorsport	Nissan 370Z	GT4	23 laps-gearbox	36

KEY R=Retired. Winners' average: 98.075mph.
Fastest lap: Dirk Muller, 2m21.430s, 110.750mph.
First-named driver in each car in table started the race. List of qualifying drivers not available.

SPA 24 HOURS UNITED WE STAND

United Autosports recruited three ex-F1 racers to its ambitious, all-new sportscar squad at Spa. *KEVIN TURNER shadowed them for 24 hours*

Ex-Formula 1 drivers going endurance racing is not new, but there were several unusual things about the line-up Audi team United Autosports put together for last weekend's Spa 24 Hours. Not only had it brought three former grand prix drivers to compete in the event for the first time, the Anglo-American squad managed to get two of them out of retirement.

Eddie Cheever, Mark Blundell and Stefan Johansson might never have quite managed to win a world championship F1 race between them, but 24 podiums, numerous sportscar successes and eight Indycar victories isn't a bad tally.

Despite having his own Grand-Am squad, Cheever hadn't raced for over three years before arriving at Spa, while Mark Blundell's last outing was Le Mans in 2003, in which he finished second for Bentley.

The men that got the trio together are UA bosses Zak Brown and Richard Dean, who shared the number 68 Audi R8 LMS with Cheever and Blundell.

Motorsports marketing guru Brown and experienced racer Dean formed UA for 2010 to compete in FIA GT3 and Britain's Ginetta G50 Cup. The team is only six months old and Spa was by far its biggest challenge so far. With the three ex-F1 men having had just a few hours in the Audi before the event, the first task was to get up to speed.

Perhaps unsurprisingly, therefore, UA couldn't match the Phoenix and WRT Audi squads in qualifying, but still lined up 16th and 21st.

"It's a culture shock because I've been out of a car for seven-odd years," said Blundell, now 44, before the race. "I've not really driven this type of car before. There's not a great deal of downforce, it's very heavy, and it's on skinny tyres so it goes against the grain of what I was brought up on."

Cheever wasn't too concerned. "We're not the most focused team in terms of going for times because there are lots of us that need to learn the car," said the 52-year-old American after qualifying. "I'm taking a laid back approach, but if you don't cock up and do stupid things you're always looking good at the end."

Despite more recent experience of Spa and international sportscar racing, Johansson still had to get used to the differences between an LMP machine and the road-based GT3.

"I've mostly driven high-downforce cars, so it's a little bit of an adjustment," reckoned the 53-year-old Swede, who shared the team's second car with Alain Li, Mark Patterson and Emil Assentato. "You can't be as aggressive with these cars."

Come the race, Johansson briefly caught Dean in the opening hour before dropping slightly back, and it was the 68 car that made the most progress.

Although Dean set the pace in qualifying, the old hands improved with each run in the car. Cheever had a particularly fine stint on slicks during rain showers on Saturday evening, and the car moved relentlessly up the order as trouble hit those ahead.

Just after three-quarters distance it moved into fifth overall and the lead in GT3. Almost immediately Cheever suffered an electronics issue that required a reboot, but the team was still in contention.

Cheever put on a charge and was just seven seconds behind the class-leading Porsche when the power steering failed in Eau Rouge, giving him a huge moment. "We were trying to catch up and the car decided to go straight – it was a very unpleasant experience," he said after bringing the car back to the pits for more than 45 minutes of repairs. "The car was going very well and the more I drove the more comfortable I was, so I'm very

"This weekend has proved to me – and maybe a few others – that there's still life in the old dog yet"
Mark Blundell



Brown, Blundell, Cheever, Dean got on class podium



All-new team suffered very few dramas at Spa

DOUBLE TROUBLE

Cheever gets fined – again

Arriving at Spa, Eddie Cheever reckoned he'd only been fined once during his long racing career, in Belgium for the Grand Prix in 1982. But on his return, he managed to double the tally in qualifying.

"We ran out of fuel, so we tried to put fuel in the car and the officials were angry we'd refuelled outside the pitlane," he says. "They dragged us up at 4.05am and started asking me all these questions. Finally they said, 'Any questions?' and I said, 'Yes, what the fuck am I doing here?' And we got the €250 fine."

Cheever left the team to pay that particular penalty, but in 1982 he had to put his hand in his own pocket.

"The only other time I've had a fine was here [in Belgium], with [FIA president] Jean-Marie Balestre, who was also the president of the French Drivers' Association. I came late to the 1982 GP drivers' meeting by five minutes and he said, 'I am going to fine you \$5000 for being late,'" recalls Cheever in his best French accent.

"After me in comes Laffite and he gets a kiss and a hug! I said, 'You've got to be kidding – I'm getting a fine and you're giving him a hug.' And he says, 'If you keep talking I will make the fine bigger.'"

"I said, 'I will pay the fine if I don't have to listen to your bullshit.' He said okay, so I stood up and left the briefing, and I got a \$10,000 fine."



Cheever's Belgian visits have been a bit pricey



disappointed right now."

Despite the setback, Cheever/Blundell/Brown/Dean got on the GT3 podium with ninth overall. That's just one place ahead of Johansson, whose car suffered no mechanical problems but was thrown off the road by his less experienced co-drivers on a number of occasions, one of which brought out the safety car.

UA's efforts compared well with the other Audis: Phoenix lost both its R8s and WRT only got one of its three entries home in a delayed 13th place.

Blundell was certainly impressed and felt the event might have been enough to make him consider more 'comebacks'.

"This is the first 24-hour event this

team has done and they've brought home an Audi one-two," he said. "There are a lot of other Audis in this pitlane that didn't quite get to the end.

"Everyone has worked well together and the team did a tremendous job. The last time I was racing there was a lot of pressure. A lot was required and there were a lot of expectations. Although those things are still there in a team like this, we all went about it with a smile on our face, and that made the difference.

"I certainly think I'll put a bit more work in on my side and get back into better shape. This weekend has proved to me – and maybe a few others – that there's still life in the old dog yet. The

lap times weren't that bad, everything went okay and I didn't put it off.

"The whole thing's been the most enjoyable experience."

Cheever and Johansson felt the same and already there is the possibility of the trio returning as part of the team's attack at Spa for next year's round-the-clock marathon, as well as the day-and-night enduro around the Nurburgring.

The final word went to Dean: "They've been fantastic to work with," he admitted. "They're a bit rusty, but you can see the quality and experience."

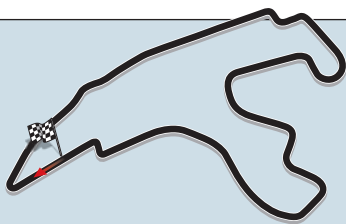
With a bit of luck we'll see more of those traits as part of the team's attack in 2011. ❧

ALAN PETERSON/GRIFFITHS

United Autosports ran two Audi R8 LMS racers

SPA

Belgium

July 30-31
BRITISH F3
Round 6/10

- Race 1 **Jean-Eric Vergne**
- Race 2 **Vergne**
- Race 3 **Vergne**
- Poles **Vergne/Oli Webb**
- FLs **Vergne/Nasr/Vergne**



Sims climbed from P16 to podium in race three

Vergne cleans up for Carlin

The championship-leading Carlin driver won all three races in Belgium to move further ahead

Carlin knows a thing or two about providing rapid Formula 3 cars around Spa. The team's focus on finding downforce for minimum drag pays off around the fast sweeps of the Belgian GP venue and Jean-Eric Vergne used his Carlin Dallara to devastating effect last weekend.

The Frenchman became the first man to win all three races during a British F3 weekend and went from being title favourite to champion in waiting. On a weekend of great racing, Vergne's cause was helped by the trials and tribulations of his Fortec rival Oliver Webb, who started well but struggled more and more before ending up in the wall.

Vergne was beaten away

from pole in race one by team-mate James Calado and then Webb slipstreamed past on the run to Les Combes. The Fortec driver ran off the road when he got there, but rejoined in front of Vergne, with Calado pulling clear as Webb defended.

Vergne made it by approaching Les Combes on lap two and then set off after Calado. It took him four laps to catch him before the Red Bull driver towed past on the run out of Eau Rouge at half-distance. Calado stayed close, but could not carve out an opportunity to retaliate, leaving Vergne to score Volkswagen's 100th British F3 win as an engine manufacturer.

The battle behind was closer. Despite a great performance in qualifying,

QUALIFYING

Vergne and Webb share the prizes

Despite James Calado's practice pace, it was title rivals Oliver Webb and Jean-Eric Vergne who topped qualifying at Spa.

Vergne set the pace for much of the session, setting three sub-2m15s laps that ensured he secured race-one pole for the second-best times. But he didn't have enough fuel to go for a final run when Adderley Fong's car stopped out on track and brought out the reds.

That meant Fortec pair Webb and Daniel McKenzie were able to attack in the last five minutes, Webb snatching the feature-race pole by 0.020sec from Vergne, and McKenzie slotting into third ahead of Hitech's Gabriel Dias.

Webb took pole for the third race



Can anyone stop Vergne from winning the title?

Webb struggled with oversteer in the race. Rupert Svendsen-Cook applied more and more pressure before slipping by to secure a Carlin 1-2-3, and Webb had another Carlin car – Adriano Buzaid's – on his tail at the flag. Vergne drew seventh for the reversed-grid race, handing pole to Raikkonen Robertson's Felipe Nasr. But anyone hoping to follow Vergne's gradual progress through the field was to be disappointed as the Frenchman completed a remarkable first lap in second place.

Nasr, electing to fit fresher tyres rather than the standard practice of using

rubber from race one, grabbed the lead at the start. Buzaid attacked him at Les Combes, but was forced wide and spun, delaying those behind. That allowed Vergne – who had already grabbed two places by La Source – to slip into second.

He wasted little time in taking the lead, going by on the run out of Eau Rouge. Despite Nasr setting fastest lap as he kept the pressure on, Vergne became the first man to win two reversed-grid races this season.

An impressive Daniel McKenzie (Fortec) completed the podium after surviving a last-corner attack from Calado. The

Carlin driver spun but got to the line just ahead of the chasing pack.

That pack was led by the struggling Webb, who had Mucke Motorsport's Carlos Munoz and Svendsen-Cook right behind him.

"Something feels broken and we don't know what it is yet," said a disappointed Webb after taking fifth. "It was hard to keep it on the track."

Webb was determined to bounce back in Saturday's feature race. As team-mate McKenzie wasted his fine qualifying effort by stalling, Webb slotted into the lead ahead of Vergne, who was clearly faster.

Webb's defence was

Calado (right) led the field away in race one



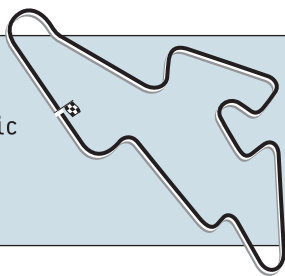
BRNO

Czech Republic

July 31-August 1

WTCC

Round 7/11

**AT A GLANCE**→ **Winners Rob Huff/Andy Priaulx**→ **Pole position Huff**→ **Fastest laps Farfus/Tarquini**

Farfus and Huff wage war in race two combat

Huff gets back in the title hunt

Victories for Andy Priaulx and Rob Huff at Brno came at a vital stage of the season for their championship hopes



Huff took first WTCC win of 2010 at Brno

QUALIFYING

Huff blows the house down

➤ **Rob Huff has been a frustrated man so far this year, with no wins or poles but four second place finishes and three front row starts. As the battle at the head of the championship heats up, his opportunities may be fewer and farther between – since his RML team-mate Yvan Muller is at the top of the table.**

But at the scene of his maiden series win – four years ago – he took the first steps to putting it right. With Muller qualifying only eighth, Huff hooked up his only hot lap of Q2 and took pole pretty comfortably in the end.

Huff took pole by a couple of tenths



It was Britain's weekend in the Czech Republic as Rob Huff and Andy Priaulx scored vital victories for each of their season's hopes.

Huff hadn't won yet this year and considerable daylight was beginning to form between him and Chevy team-mate Yvan Muller in the title race. A maximum score for Huff and a non-score for Muller was just what the Briton needed if the remainder of his season wasn't to be compromised in this most team-focused of series.

Priaulx, meanwhile, has now won five out of 14 races for BMW this year – already equalling his highest ever season total, and more than he scored in two of his

world championship-winning campaigns. He's keeping himself in the hunt, despite an average qualifying placing of ninth in a car that is struggling badly for single-lap pace.

It was Huff that took the Czech pole – another first for 2010. He ran the rolling start according to plan, kept Gabriele Tarquini on his outside down to Turn 1 and turned in with his lead still intact. That was all it took, really, since Tarquini was never in a position to risk a move – especially with Muller out of the equation on the fourth lap.

A first lap crash, which wiped out Tom Coronel and Jordi Gene, wounded Priaulx and delayed Fredy Barth and Kristian Poulsen, triggered a caution period. Rather than

this incident, it was the restart from it that had the bigger effect on the race.

Colin Turkington and Norbert Michelisz touched on the way into the first corner, and Turkington's BMW was flicked straight on, across the line. Yvan Muller was unfortunate to be on that line at the time and Turkington bounced off his Chevrolet. Michelisz landed in the gravel and retired, Muller had to make for the pits and repairs, and Turkington escaped, although with damage to his left front.

The incident opened a hole behind the leading four, allowing Huff, Tarquini, Alain Menu and Augusto Farfus a race of their own. Tarquini chanced a look around the outside at

RACE RATING

★★★★★

Decent but not spectacular. There have been better, there will be worse



“It’s a special day for BMW, and for me to win them their 50th race”

Andy Priaulx on another career milestone

REPORT WTCC BRNO



Steven English reports

KEY MOMENTS

Race 1 Huff fends off Tarquini at the rolling start

Race 2 Turkington and Priaulx jump the SEATs off the line

Turn 5, but Huff’s defence made it clear that he wasn’t giving up his position easily.

“Finally!” said Huff, breathing a sigh of relief at an overdue win. “It was exactly what I needed at this part of the season to gain some points.”

Behind the first four, Turkington’s damaged BMW was holding up pretty much the rest of the field. He finally began to draw away at the front after Priaulx sparked up a squabble with the SEATs

of Michel Nykjaer and Tiago Monteiro. Priaulx eventually cleared both, and

Turkington rewarded him by surrendering fifth place at the end. Monteiro fell further back, with Darryl O’Young stepping up to claim the reversed-grid pole.

The front row of O’Young and Nykjaer didn’t last long up front – barely 100 yards. The BMWs of Turkington and Priaulx shot off the second row and led easily into the first corner, while O’Young dropped to sixth

and Nykjaer departed into the gravel and out of the race after just four corners.

So race one runner-up Tarquini was already third by the end of the first lap, and the BMWs quickly switched places. Priaulx disappearing into another unassailable lead to boost title hopes that seemed distant just two months ago.

“It’s getting close, it’s exciting,” he said. “I had a couple of DNFs at the beginning of year that hurt me a lot. Now I feel back in the fight. But we need to improve – we’re not fast enough in qualifying. We need to be able to win race one and control our destiny.”

Behind, Tarquini soon came to attack Turkington, but ran wide at his first attempt and allowed Menu to slip ahead. The Chevrolet had a run at the BMW early, but soon ceased to really threaten. Tarquini edged away from Huff and Farfus behind, but his race was over before he could get back on terms with Menu and Turkington. The Italian had felt a problem with his engine during the first race but there hadn’t been time to fix it between the races and he wasn’t surprised to have to park it.

A valuable opportunity to regain ground on



Priaulx built unassailable lead in the second race

championship leader Muller was lost and Tarquini was not happy: “We didn’t have time to replace [the injector] because the repair time started before the car was back to the [pit] box – we only had seven minutes instead of 15. This is completely unfair and it has cost me. I knew I had this problem, you think maybe it is strong enough to finish the race, but it was not.”

With the SEAT out of the running, the top three was set. It was down to Huff and Farfus to contest fourth. There was a touch of door banging and a flying wing mirror or two as Farfus got down the inside into Turn 1, but ran a whisker wide and Huff squeezed back through.

O’Young initially thought he’d taken his second independent class win of the day in seventh place, but

he was later stripped of his position in the first race as punishment for shoving Monteiro wide to claim the reversed-grid pole. That gave the first win to Poulsen.

Starting from the back after his problems in race one, Muller could only make it back to 12th. This time last year a no points weekend at Brands Hatch seriously hurt his title charge and gave Tarquini the lift he needed.

Twelve months later and another blank for Muller brings both Tarquini and Priaulx well within range. All three have a month to think about where they stand before the next round at Oschersleben, where Priaulx has won five times and BMW 14 out of 16. ❏

NEXT ROUND Oschersleben (D) September 5

Turkington led at the start of race two



RESULTS

FIA World Touring Car Championship, Brno (CZ), July 31-August 1, round 7 of 11

GRID		RACE 1 - 12 LAPS, 40.289 MILES					RACE 2 - 10 LAPS, 33.574 MILES					CHAMPIONSHIP TABLE		
POS	DRIVER (NATIONALITY)	TEAM	CAR	WEIGHT	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	PTS	
1	HUFF		Chevrolet Cruze LT	1190kg	28m46.901s	2	1	Priaulx	22m22.054s	4	1	Muller	199	
2	TARQUINI		SEAT Leon TDI	1210kg	+0.796s	1	2	Turkington	+2.254s	3	2	Tarquini	194	
3	TURKINGTON		Chevrolet Cruze LT	1190kg	+2.036s	5	3	Menu	+3.353s	6	3	Priaulx	183	
4	FARFUS		BMW 320si	1195kg	+2.345s	4	4	Huff	+5.347s	8	4	Huff	167	
5	MENU		BMW 320si	1195kg	+12.874s	11	5	Farfus	+5.724s	5	5	Menu	116	
6	MICHELISZ		BMW 320si	1165kg	+13.202s	3	6	Monteiro	+7.501s	10	6	Monteiro	113	
7	CORONEL		SEAT Leon TDI	1210kg	+14.256s	10	7	O’Young	+10.212s	1	7	Farfus	109	
8	MULLER		BMW 320si	1145kg	+15.680s	12	8	Barth	+11.698s	13	8	Coronel	101	
9	GENE		SEAT Leon TDI	1210kg	+16.524s	14	9	d’Aste	+12.581s	11	9	Turkington	60	
10	NYKJAEER		BMW 320si	1155kg	+18.780s	18	10	Coronel	+16.584s	21	10	Barth	45	
11	PRIAULX		BMW 320si	1155kg	+20.905s	13	11	Hernandez	+19.233s	12				
12	POULSEN		SEAT Leon TDI	1210kg	+21.363s	16	12	Muller	+20.016s	19				
13	HERNANDEZ		SUNRED Engineering	1165kg	+22.484s	19	13	Gene	+20.555s	22				
14	MONTIEIRO		Liqui Moly Team Engstler	1135kg	+24.250s	17	14	Michelisz	+20.837s	20				
15	O’YOUNG		Wiechers-Sport	1120kg	+26.554s	20	15	Vaulkhard	+23.840s	16				
16	BARTH		Chevrolet Lacetti	1155kg	+39.022s	21	16	Bennani	+52.069s*	15				
17	BENNANI		Chevrolet Lacetti	1120kg	+45.467s*	15	17	Romanov	+52.309s	17				
18	D’ASTE		BMW 320si	1155kg	+1m24.872s	22	18	Tarquini	8 laps-injector	7				
19	ENGSTLER		Chevrolet Cruze LT	1190kg	6 laps-acc dam	8	19	Poulsen	8 laps-accident	9				
20	VAULKHARD		SEAT Leon TDI	1210kg	3 laps-accident	6	20	Fabiani	8 laps-spin	18				
21	ROMANOV		SEAT Leon TDI	1210kg	0 laps-accident	9	R	Engstler	4 laps-spin	14				
22	FABTANT		SEAT Leon TDI	1210kg	0 laps-accident	7	R	Nykjaer	0 laps-spin	2				

INDEPENDENTS’ TROPHY

POS	DRIVER	PTS
1	Hernandez	96
2	d’Aste	78
3	Turkington	73
4	O’Young	68

KEY R=Retired; EX=Excluded. Race 1 Winner’s average: 83.99mph. Fastest lap: Farfus, 2m12.167s, 91.44mph. Race 2 Winner’s average: 83.99mph. Fastest lap: Tarquini, 2m12.737s, 91.05mph. *30-second penalty

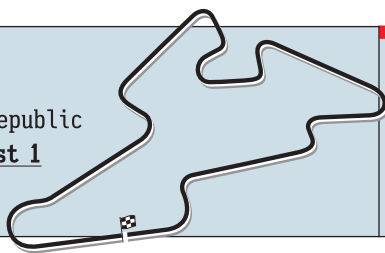
BRNO

Czech Republic

July 31-August 1

Formula 2

Round 7/9

**AT A GLANCE**→ **Winners Nicola de Marco/****Jolyon Palmer**→ **Pole positions Stoneman**→ **Fastest laps De Marco/Palmer**

Palmer topped the podium on Sunday

De Marco sets record straight

A year after blowing his chance at Brno,

Nicola de Marco took a flawless victory



Palmer's start was the key to the second race

QUALIFYING

Stoneman has it all in hand

🕒 **The best times are always set on the second set of tyres, so it wasn't until Jolyon Palmer went quickest on a 1m46.1s that things came alive. Dean Stoneman lowered the benchmark, then Nicola de Marco chopped off another tenth. Just when it looked as though everyone was done, Stoneman found more. De Marco retaliated to within a tenth but spun on his next lap and the wind was gone from his sails.**

The second session was decided 10 minutes before the end when Stoneman posted a lap nobody could touch and sat in the pits as the clock ticked down.



Stoneman topped both sessions

Nicola de Marco had every right to feel as though he had unfinished business with the Brno circuit on arriving for this year's race.

Thirteen months earlier, he'd taken his maiden pole position at the track but his car broke down before the start. When given a second chance in race two a day later, he spun out of the lead and threw away a first win. But he'd also have been forgiven for not expecting another chance this weekend – he arrived lying just 12th in the standings.

De Marco was the only driver near Stoneman's pace in qualifying, and his hopes were given a boost when Stoneman got wheelspin at the start and gifted him the lead – but it was far from being over that easily. The Italian knew he'd have to get his head down to repel the attentions of the title

contender, and that's what he did. It was Stoneman that couldn't live with de Marco's consistency.

The leader posted a string of similar lap times in the early stages, while Stoneman was able to match him only sporadically, losing two-tenths here and four-tenths there. Soon the gap was out to a couple of seconds and all de Marco had to do was bring it home, seemingly an easier task than those he'd accomplished in getting there, but it was this test he had failed here 12 months earlier. There were no slip ups this time, though.

"It was really important for me, my first win in F2 and especially here at Brno," said de Marco. "For the championship, winning is impossible. But I will try to make more race wins."

Behind the leaders, Sergei Afanasiev was a solitary third throughout, while

Benjamin Bailly was granted a quiet race in fourth once he'd seen off the challenge of a fast-starting Philipp Eng, who zapped past at the start. But Bailly had it back by the exit of Turn 3, thus leaving Eng in the grasp of Jolyon Palmer.

For a while it looked as though Palmer wasn't going to get an opportunity to overtake, but he leapt on a chance at Turn 3 on lap 13 and Eng was forced to give way. He tried to fight back at the double right-handers at Turns 5 and 6, and things got a little tight for a moment, but Eng did yield in time.

Race two came down to the start. Stoneman knew he'd have to make a better getaway than he had on Saturday when he lost to de Marco, and afterwards he was adamant that he had. But it still wasn't good enough to retain his lead as Palmer shot away from the

RACE RATING

★★★★★

Helped by the feelgood factor of de Marco, and great to see Palmer and Stoneman toe-to-toe again



It was really special to win here after my mistake lost the win last year”

Nicola de Marco on his maiden victory

REPORT F2 BRNO



Steven English reports

De Marco took charge of the first encounter



Stoneman couldn't make good on pole



KEY MOMENTS

Race 1 Stoneman's poor start versus de Marco's good one

Race 2 Stoneman's good start versus Palmer's even better one

inside of the front row and led into the first corner.

From there on it was a war of tenths, as the gap inched out and back in again. The fifth lap was decisive as a small mistake from Stoneman and tidy middle sector from Palmer made half a second's difference, and Stoneman never recovered. It was still five more laps before the lead increased to over a second, but Palmer was in control. Stoneman chipped away and had it back to

under 0.6s a couple before the finish, but it was never going to be enough. Win number five for Palmer and his slender championship lead was restored.

“That was all about the start – it was a perfect getaway,” Palmer said. “I couldn't pull away from Dean, but we were both pulling away from third, so I just made sure not to make any mistakes and keep him behind.

“I felt a bit of pressure but I was confident that as

long as I didn't make a mistake he wasn't going to pass me. I was pretty relieved when the chequered flag came, but I was in control.”

The race was as static behind the leaders as it was between them, with Eng and Kazim Vasiliauskas's first lap scrap one of the only other movements. The Lithuanian jumped Eng off the line for third, but it lasted just a couple of corners. Eng had a run on the straight towards Turn 3 and forcing him to the outside still wasn't enough for Vasiliauskas. Eng braved it around the outside of the left-hander, placing his car on the inside for the switchback into Turn 4.

Vasiliauskas dropped back, but heading Afanasiev and Bailly, but he would have the final podium spot back by the end when Eng's car rolled to a halt halfway round the last lap.

The championship race is even tighter now with just two rounds remaining. Stoneman's second place on Saturday moved him ahead of Palmer, but it lasted just 24 hours before Palmer's victory restored his advantage. Four points between them with 100 still on offer. 🏆

NEXT ROUND

Oschersleben (D)

RESULTS

FIA Formula 2, Brno (CZ), July 31-August 1, round 7 of 9

GRID	DRIVER	TIME
1	STONEMAN	1:45.597
2	DE MARCO	1:45.642
3	AFANASIEV	1:45.921
4	BAILLY	1:46.102
5	PALMER	1:46.142
6	ENG	1:46.212
8	GLADDIS	1:46.308
10	BRATT	1:46.612
11	MARINESCU	1:46.626
12	CLARKE	1:46.709
13	LARICHE	1:46.773
14	EBRAHIM	1:46.812
15	VASTIL'KAS	1:46.925
16	KOWALSKA	1:46.964
17	SAMARIN	1:46.984
18	THEOBALD	1:47.670
19	KRALEV	1:48.135

POS	NAME	TIME	GRID
1	Nicola de Marco (I)	36m20.232s	2
2	Dean Stoneman (GB)	+3.090s	1
3	Sergei Afanasiev (RUS)	+5.793s	3
4	Benjamin Bailly (B)	+7.995s	4
5	Jolyon Palmer (GB)	+13.976s	5
6	Kelvin Snoeks (NL)	+22.877s	7
7	Will Bratt (GB)	+23.437s	10
8	Jolyon Palmer (GB)	+15.810s	7
9	Ricardo Teixeira (AO)	+27.931s	9
10	Benjamin Lariche (F)	+28.668s	13
11	Kazim Vasiliauskas (LT)	+31.507s	15
12	Tom Gladdis (GB)	+35.125s	8
13	Julian Theobald (D)	+51.216s	18
14	Ivan Samarin (RUS)	+53.320s	17
15	Plamen Kralev (BG)	+1m08.359s	19
16	Mihai Marinescu (RO)	+1m25.435s	11
R	Natalia Kowalska (PL)	13 laps-spun off	16
R	Jack Clarke (GB)	0 laps-accident	12
R	Armaan Ebrahim (IND)	0 laps-accident	14

GRID	DRIVER	TIME
1	STONEMAN	1:45.603
2	PALMER	1:46.126
3	ENG	1:46.144
4	VASTIL'KAS	1:46.202
5	DE MARCO	1:46.302
6	AFANASIEV	1:46.730
7	LARICHE	1:46.836
8	BAILLY	1:46.864
9	BRATT	1:46.961
10	MARINESCU	1:46.980
11	GLADDIS	1:47.048
12	SNOEKS	1:47.087
13	EBRAHIM	1:47.187
14	CLARKE	1:47.270
15	SAMARIN	1:47.328
16	THEOBALD	1:47.923
17	TEXEIRA	1:47.964
18	KOWALSKA	1:48.244
19	KRALEV	1:48.373

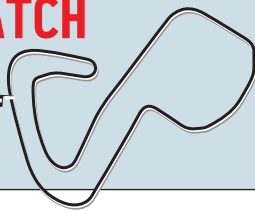
POS	DRIVER	TIME/REASON	GRID
1	Palmer	31m04.799s	2
2	Stoneman	+2.194s	1
3	Vasiliauskas	+11.258s	4
4	Afanasiev	+12.805s	6
5	Bailly	+14.156s	8
6	de Marco	+19.813s	5
7	Lariche	+20.953s	7
8	Snoeks	+21.517s	12
9	Clarke	+24.268s	14
10	Bratt	+26.292s	9
11	Marinescu	+30.509s	10
12	Gladdis	+30.950s	11
13	Ebrahim	+33.897s	13
14	Kowalska	+39.745s	18
15	Theobald	+43.701s	16
16	Samarin	+52.871s	15
17	Kralev	+1m05.803s	19
18	Eng	-2 laps	3
R	Teixeira	2 laps-acc damage	17

POS	DRIVER	PTS
1	Palmer	221
2	Stoneman	217
3	Eng	122
4	Bratt	112
5	Afanasiev	110
6	Bailly	104
7	Vasiliauskas	92
8	de Marco	71
9	Clark	63
10	Ebrahim	56

KEY R=Retired.
Race 1 Winner's average speed 110.87mph. Fastest lap: de Marco, 1m48.246s, 111.65mph.
Race 2 Winner's average speed 110.18mph. Fastest lap: Palmer, 1m48.913s, 110.97mph.

BRANDS HATCH

Great Britain
July 31-August 1
SUPERLEAGUE FORMULA
Round 7/12



AT A GLANCE

- Pole **Sevilla (Martinez)**
- Race 1 **Beijing Guoan (Martin)**
- Race 2 **PSV Eindhoven (Karthikeyan)**
- Super Final **Beijing (Martin)**



Karthikeyan (right) and Rigoponder ponder fate of van der Drift

Martin big on Brands awareness

Australian John Martin hit the back of the net twice with former champs Beijing Guoan, winning race one and the big-cash play-off



Martin (left) charges down inside of Martinez

QUALIFYING

Martinez beats Martin by a whisker

There were only two-hundredths of a second in it, but that was all Brands Hatch rookie Marcos Martinez needed to record a shock pole position for Sevilla over John Martin of Beijing Guoan. Slides at Paddock and Surtees did for Martin in the head-to-head final: "I lost a couple of tenths there according to the dash," he reported. "We were trying to dial out the oversteer all weekend."

Impressive Andy Soucek, a winner here in F2, would start third for Sporting Lisbon, after losing to Martin in the semi-final. Home hero Craig Dolby, who was annoyed to be beaten by Martinez, would start fourth. "I was fastest loser, but I ran wide at Turn 1," said Dolby.



Pole was unexpected for Spaniard Martinez

John Martin loves Brands Hatch, and on Sunday it loved him back. A brave lunge at the first corner by the Beijing Guoan racer was the catalyst for victory in race one, and while the second event didn't go to plan (he finished dead last) a blinding standing start in the Super Final resulted in a €100,000 payday.

But last weekend will be remembered as the one when Chris van der Drift hit the bridge at Pilgrim's Drop. Kiwis aren't meant to fly, but when he went over the back of Roma's Julien Jousse it led to the biggest accident in this championship's three-year history – with echoes of Johnny Herbert's horrible Formula 3000 crash there in 1988. Fortunately, van der Drift's injuries were

relatively slight when the severity of the shunt was taken into account.

In the title race, the lead switched between AC Milan's Yelmer Buurman and Tottenham's Craig Dolby twice during the weekend, with Buurman leaving Brands on top by just two points.

FIRST HALF

After the calamitous second rolling start at Zolder, a crash almost happened again when van der Drift checked up, causing the following Franck Montagny (Bordeaux) to lock-up when those around him were flat-out. Amazingly, a calamity didn't happen, and surprise poleman Marcos Martinez led the pack on the charge to Paddock. Fellow front-row starter Martin felt Martinez had

jumped the start and gone before the reds went out.

With his dander up, Martin swerved to his right behind the leader and lunged down the inside of Martinez at Paddock. This was close – they exited the corner with barely a fag paper's width between them – but Martin clung to his inside line and sealed the deal by Druids.

Behind them, Andy Soucek (Sporting Lisbon) got the jump on Dolby at the start, but the Englishman pulled off a typically ballsy move around the outside at Paddock. Buurman had been fancying his chances of demoting Dolby, but became boxed in by his Atech Reid-run colleague, and rued: "My team-mate braked about 100 metres too early – I had nowhere to go."

RACE RATING

★★★★★

Close racing, brave passes, an on-track title fight and monumental shunt on a classic British track



The car was absolutely mint. It was so easy to drive, I coulda read a book out there! This feels better than winning at Jarama. Happy days”
John Martin was delighted with his wins

REPORT

SUPERLEAGUE BRANDS HATCH



Charles Bradley reports

Dolby overcame Martinez in race one



RACE 1 KEY MOMENTS

Lap 1 Martinez gets the jump at the start, but Martin sweeps past him into Paddock Hill Bend

Lap 6 Karthikeyan spins off at Sheene, ensuring pole for race 2

Lap 24 Martinez falls off at Paddock, gifting second to Dolby

Lap 34 Martinez runs out of fuel

Martinez kept Martin honest over the first lap, but the Aussie soon got into his stride, pulling out a 4sec lead before the mandatory pitstop window opened.

Dolby kept the pressure on Martinez during the opening stint, having a sniff at the inside of Sheene on the opening lap, but his best attempt at lining up a pass led to him flirting with the Paddock gravel trap, with Soucek and Buurman next up. Tristan Gommendy had made a cracking start to jump from 10th to sixth for Galatasaray, while Montagny passed van der Drift for seventh, the latter suffering from brake problems — no doubt connected to him setting his rear pads alight on his installation lap!

The pitstops didn't really enliven the race. Martin rejoined with a 3.8sec lead over Martinez, while Dolby lost ground with a slightly tardy stop, but he flew on his new rubber to make up for it, his fastest lap at this

point one of the swiftest of the entire weekend. Almost 3sec behind Martinez when he rejoined, the gap closed rapidly between them.

Gommendy was the big loser in the stops, mowing down his right-rear tyre changer. This delayed Barazi-Epsilon team-mate Montagny's stop for a couple of laps while they dusted themselves down. He rejoined where Gommendy should have, in sixth.

Dolby's pressure on Martinez paid dividends when the Spaniard slid into the Paddock gravel trap on lap 24, gifting the Brit second place. Further back, a near-identical moment for Julien Jousse handed eighth to Max Wissel (FC Basel).

Martin's lead was 6.1sec when ADR team-mate Dolby was promoted to second, and although the gap closed to 5.1sec over the next seven laps, Dolby struggled to lap Maria de Villota of Atletico Madrid, which led to some colourful language over the radio, but

at least it took his mind off his right wrist — still painful from his Zolder wreck. He would drop back to 7.4sec in arrears by the finish, this enough for him to wrest the title lead from Buurman by one point.

Martinez retired from third place when the fuel-pressure problem that dogged both his and team-mate Jousse's car all weekend, struck again with three laps remaining. Fellow Spaniard Soucek was promoted to the podium (“I felt sorry for him,” he lied), although he had to worry about Buurman snapping at his heels at the end.

Montagny finished fifth, ahead of Wissel and van der Drift. Gommendy passed Duncan Tappy (Flamengo)

for eighth after the Brit tried — but failed — to pass Jousse around the outside of Hawthorn. James Walker pulled off some great passing moves on his way to 10th (after a disastrous start when his tyre warmers weren't plugged in) having copied team-mate Buurman on set-up for the races.

SECOND HALF

The rolling start was a scruffy affair, as poleman Narain Karthikeyan (PSV Eindhoven) nailed it as soon as he dared. The Indian had spun out early in race one, guaranteeing him the pole for the reversed-grid race, and the fresh tyres he had for both stints meant he sprinted well clear on a track he always excels

around. Second-placed Martinez was left to battle with team-mate Jousse, who too had been forced out in race one due to a lack of fuel pressure.

Race-one winner Martin was an also-ran in this one, as a three-abreast moment with Dolby and Soucek at Druids resulted in his front wing being knocked off. For a second, it lodged itself under his car, sending him towards the tyrewall. It quickly dislodged itself in the gravel, so he avoided an impact that could have compromised him for the big-money race.

Karthikeyan was over 7sec clear when he pitted, and despite a sticking right-rear wheelnut, he rejoined safely in the virtual lead. He cruised to a 12sec win, adding another category to his impressive Brands victory CV: “I'm very happy to have been so dominant,” he said. “Doing NASCAR one week, and Superleague the next, it's quite confusing you know!”

Nobody wanted second place: Martinez spun out of it at Westfield, rejoining in eighth, while Jousse couldn't hang onto it either, as his tyres went off in the closing stages. Rigon passed him with a great move on the exit of Surtees, using his push-to-pass to sprint around him on his left-hand ▶



LFC's Walker battled hard for little reward

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Tristan Gommendy sums up van der Drift's shunt

REPORT
SUPERLEAGUE BRANDS HATCH



Charles Bradley reports

The remains of van der Drift's Olympiacos car



◀ side (this is where van der Drift went wrong later).

Tappy then got Jousse with a blinding pass around the outside of Hawthorn three laps later to record his third podium in three race weekends. Alvaro Parente (Porto) further demoted Jousse on the back straight, but it was van der Drift's attempt to pass him a lap

later on the run towards Pilgrim's Drop that went dreadfully wrong (see sidebar) and brought out the red flags to rescue him.

Van der Drift's wreckage came to rest in the dip on the back straight. A following James Walker said: "I saw the yellows and lifted, but two cars in front of me parted, and there he

was, right in front of me – I nearly collected him."

In the title fight, Buurman just kept Dolby at bay in a great battle for 12th place. Craig's best effort was an around-the-outside lunge at Paddock, but the Dutchman held on to take the points lead back – again, by just a solitary point.

RACE 2 KEY MOMENTS

Lap 1 Karthikeyan leaps into lead from pole position; Martin goes off at Druids but keeps going
Lap 10 Doornbos loses fourth place due to gearbox problems
Lap 30 Van der Drift goes over back of Jousse at Pilgrims Drop and hits bridge. Race stopped

EXTRA TIME

The Super Final, as usual, was decided in the opening few seconds. Tappy started on pole, having impressively scored the most points so far, but he'd never practised a standing start in this car before, and unsurprisingly wheelspun the 750bhp machine off the line. Martin also got wheelspin, but "then it hooked up, and I thought 'sweet!'"

Martin rocketed into the lead, chased by a fast-starting Rigon, Dolby and Tappy. Dolby had a big slide at Paddock, got into a turf war with Parente at

Druids, and inadvertently allowed Buurman to slip past him to extend his series lead by a further point. His attempts to make up for this included a massive slide at Clark Curve, as his car was damaged earlier by running over van der Drift's debris, so he had to settle for fifth.

Martin and Rigon had both saved new tyres for this race, but Martin was the faster and won by 3.2sec. Tappy was "best of the rest" on old tyres, but finished ahead of the title protagonists and the delayed Parente. 🏆

THE INSIDE LINE

The moment Superleague Formula held its breath



For a split-second, the TV screen flashed up the last image Chris van der Drift's on-board camera would ever capture. Tree-tops and sky at a moment of impact, as 750kg of racing car interfaced with a concrete bridge support at about 140mph.

When his car came to rest after a crazy sequence of somersaults, quite a few

hundred yards down Pilgrim's Drop, its occupant was lying motionless in his battered, but intact, carbonfibre survival cell.

"Thank God we insisted on the full FIA crash tests," said competition director Robin Webb of the Panoz-Elan chassis. "Drivers complain that this car is heavy, but that's why. It's heavy because of all the safety engineered into it."

Julien Jousse, whose car van der Drift had hit, said: "I stayed on the right, and thought he'd pass me on the left. My tyres were finished, he was much quicker and I had no more push-to-pass, so I wasn't thinking to protect my position. He made the wrong decision; I just hope he recovers quickly."

The Kiwi's injuries are multiple but not life-threatening (see news).



RESULTS

Superleague Formula, Brands Hatch (GB), July 31-August 1, round 7 of 12

GRID

1 SEVILLA
2 BEIJING
3 SPORTING
4 SPURS
5 AC MILAN
6 OLYMPIACOS
7 ROMA
8 BORDEAUX
9 BASEL
10 GALATASARAY
11 PSV
12 FLAMENGO
13 PORTO
14 ANDERLECHT
15 LIVERPOOL
16 CORINTHIANS
17 LYON
18 A MADRID

RACE 1 - 36 LAPS, 82.836 MILES

POS	CLUB	DRIVER	TEAM	TIME	GRID
1	Beijing Guoan	John Martin (AUS)	ADR	45m20.096s	2
2	Tottenham Hotspur	Craig Dolby (GB)	ADR	+7.438s	4
3	Sporting Lisbon	Andy Soucek (E)	Atech Reid	+14.766s	3
4	AC Milan	Yelmer Buurman (NL)	Atech Reid	+15.706s	5
5	Bordeaux	Franck Montagny (F)	Epsilon	+17.256s	8
6	FC Basel	Max Wissel (D)	GU Racing	+42.073s	9
7	Olympiacos	Chris van der Drift (NZ)	GU Racing	+53.117s	6
8	Galatasaray	Tristan Gommendy (F)	Epsilon	+53.881s	10
9	Flamengo	Duncan Tappy (GB)	ADR Alpha	+57.014s	12
10	Liverpool	James Walker (GB)	Atech Reid	+57.671s	15
11	FC Porto	Alvaro Parente (P)	Atech Reid	+58.883s	13
12	Olympique Lyonnais	Franck Perera (F)	LRs	+59.546s	17
13	Anderlecht	Davide Rigon (I)	Azerti	-1 lap	14
14	Atletico Madrid	Maria de Villota (E)	ADR Alpha	-1 lap	18
15	Corinthians	Robert Doornbos (NL)	Azerti	-2 laps	16
16	Sevilla	Marcos Martinez (E)	De Villota	33 laps-fuel	1
17	AS Roma	Julien Jousse (F)	De Villota	33 laps-fuel	7
18	PSV Eindhoven	Narain Karthikeyan (IND)	Atech Reid	5 laps-accident	11

RACE 2 - 25 LAPS, 66.729 MILES

POS	CLUB	TIME/REASON	GRID
1	PSV	36m47.240s	1
2	Anderlecht	+12.736s	6
3	Flamengo	+17.948s	10
4	Porto	+20.842s	8
5	Roma	+21.661s	2
6	Olympiacos	+21.921s	12
7	Atl Madrid	+27.021s	5
8	Sevilla	+31.135s	3
9	Lyonnais	+31.762s	7
10	Liverpool	+32.586s	9
11	Basel	+33.372s	13
12	AC Milan	+34.282s	15
13	Tottenham	+34.403s	17
14	Bordeaux	+35.149s	14
15	Sport'g Lisbon	+37.016s	16
16	Beijing	+1m10.379s	18
17	Galatasaray	20 laps-c lutch	11
18	Corinthians	12 laps-gearbox	4

SUPER FINAL - 5 LAPS, 11.5M

POS	CLUB	TIME/REASON
1	Beijing	6m16.188s
2	Anderlecht	+3.223s
3	Flamengo	+6.693s
4	AC Milan	+8.035s
5	Tottenham	+8.782s
6	Porto	+12.275s

CHAMPIONSHIP TABLE

POS	CLUB	PTS
1	AC Milan	463
2	Tottenham	461
3	Anderlecht	427
4	Olympiacos	406
5	Basel	405
6	Flamengo	357
7	Roma	338
8	Porto	276
9	Sporting Lisbon	271
10	Bordeaux	258

KEYR=Retired. NS=Non-Starter.
Race 1 Winner's average speed: 109.625mph. Fastest lap: Dolby, 1m13.460s, 112.75mph.
Race 2 Winner's average speed: 108.829mph. Fastest lap: Tappy, 1m14.023s, 111.89mph.
Super Final Winner's average speed: 110.091mph. Fastest lap: Martin, 1m13.849s, 112.16mph.

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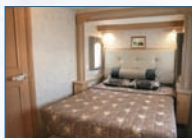
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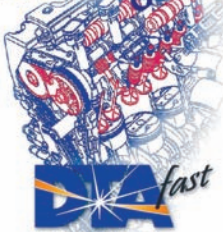
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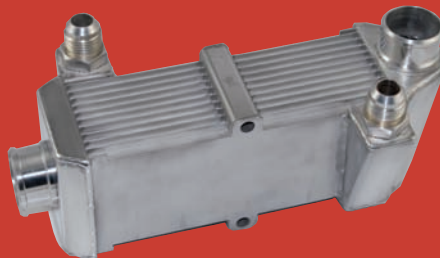
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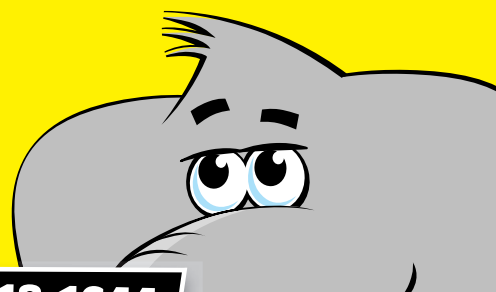
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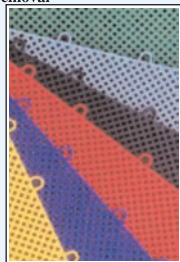
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MAWP-SPORT



Donington is on schedule to hold 2010 race events

Donington inspection plan after latest track repairs

Race return to Leicestershire circuit moves closer as work progresses

» DONINGTON PARK is closer to holding races again after essential construction work was completed last week, and the track is now set for an inspection.

The Leicestershire circuit's new leaseholder, the Adroit Group's Donington Park Limited subsidiary, is investing £2million in the circuit after the damage caused by Donington Ventures Leisure Ltd's failed British Grand Prix bid.

It must now pass an inspection to obtain a licence, and an FIA visit is to take place within the next week.

Apart from the repairs, Donington has also been modified to meet the FIA's latest safety standards. The right-hander at Goddards on the National layout is now 85-metres earlier than before.

Steve Watton, operations director of Donington Park Ltd, said: "We've all been working very hard over the past two months and the circuit is complete and driveable."

"The FIA inspection is the next big step. We've had an extremely positive response from the FIA and the MSA, and have agreed a further programme with

them to bring the track back to international standards. Certain things had gone by the wayside, so we are playing catch-up, but the FIA is being very helpful."

Donington is scheduled to host a classic motorcycle event on August 13-15 after an Auto Cycle Union inspection this week. It is then due to hold its first general car test day since the repairs on Wednesday August 18 on the revised National circuit.

There will be a further test day that week, on Friday August 20, primarily reserved for competitors taking part in the Donington Revival Grand Prix Masters event, on September 3-5.

Donington and Masters Historic Racing, which is organising the race meeting, are searching for drivers who competed in the first post-WW2 event at the circuit, in 1977.

All original competitors who make contact with the Masters office with proof of their 1977 entry will receive two free paddock access tickets to attend.

Any of those drivers still racing will also be invited to enter the Masters 1977 Opening Revival race for 1970s saloon and GT cars.

Former Super Saloons racer Doug Niven is already expected to attend.



Adroit's Steve Watton (l) and David Broome, and Kevin Wheatcroft (r) are resurrecting Donington Park

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner@haymarket.com



LAST WEEK The Motor Sports Association held its annual Race Championship Control Panel meeting, in which the status of all national and club racing championships is discussed.

The MSA is cagey about what goes on, but the important thing is that the right decisions are made. And that means culling weak series.

Clearly this is not a new idea, so how could the MSA go about that rationalisation of British racing?

It was suggested to me recently that there could be a set number of permits for, say, tin-top championships. Different clubs and series could bid for those places and the most successful ones - by which I mean those that attract the best grids, not those that have the most money, or best connections - are granted that tender for a set period.

Once we have established the number of healthy series Britain is able to maintain, this approach would end the profusion of racing series, which currently dilutes fields and spectator numbers.

Perhaps it could also get around any anti-competition laws that might concern the MSA, as anyone would be able to apply for one of the tenders.

I'd like to hear from anyone who has their own ideas, so email me at kevin.turner@haymarket.com.

Extra contact details

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British GT

BTCC ace rejoins British GT

Steven Kane to share Chad Ferrari with Iain Dockerill in Silverstone's two-hour enduro

BRITISH TOURING Car racer Steven Kane will return to British GT at Silverstone later this month, driving a Chad Racing GT3 Ferrari 430 Scuderia.

Kane, who drives a Motorbase BMW in the BTCC, will share the Ferrari with Chad stalwart Iain Dockerill. They are a frontrunning partnership in Belgian GT. "I'm looking forward to it and the plan

is certainly to go for the win," said Kane, who raced a Jaguar in British GT at Rockingham in 2007. "I'm pretty new to the Ferrari. I tested it a while ago and I raced it at Spa."

Chad manager Piers Masarati, who has been running three Ferraris in British GT this year, said: "Iain likes to do enduros so the two-hour race is appealing.

"We're hoping this will give us a boost

because British GT hasn't gone as well as we wanted, but the Ford GT and Porsche will be hard to beat because they have better fuel mileage and can have their pro drivers in for longer."

Masarati did not rule out further British GT runs for the pair. "We may do another race, but we'll see how it pans out," he added.

Kane will be joined on the grid by

Vantage Racing's Aston Martin DBRS9, which will make its series debut in the hands of sportscar racer Stuart Hall and team boss Tom Black.

Team manager Hugh Chamberlain said: "We are very happy finally to have the car ready to race. Silverstone will be a good test for the car, which is completely new to us. Depending on how things go, we may do more British GT races."

Sports 2000 Duratec

Jenvey jumps back into old car

REIGNING SPORTS 2000 Duratec champion Mike Jenvey will finish the season in his title-winning Gunn TS6 after parting company with the works March O9R programme.

Alan Hudd's March Racing Academy recruited the double Formula Vee champion to help develop its new car into a race winner (see AUTOSPORT, January 21), but the marriage has lasted only three races in a winless season that has thus far been dominated by Neil Burroughs in the new Gunn TS10/11.

"The way we wanted to approach development was very different, so we decided we would part ways," said Jenvey. "I don't know if I'll be back out in

the March - it's been a tricky few months - but we're still getting on and I'm hopeful there will be an opportunity to work with them again."

Jenvey qualified his Gunn three-tenths adrift of poleman Burroughs for round four at Oulton Park last weekend,

before going on to set a new lap record and finish second to the points leader.

Matt Manderson is hopeful of further outings after replacing Jenvey in the March O9R and finishing third in his first race for over a year. "This opportunity was too good to pass up," he said.



Lola

Historic Lola race dropped

THE ALL-LOLA historic race planned for this weekend's British Automobile Racing Club meeting at Thruxton has been postponed.

The event had been aimed at T70 and two-litre Lola models, but AUTOSPORT understands the congested nature of the historic calendar - with the Le Mans and Silverstone Classics and Nurburgring Oldtimer within five weeks of each other - has resulted in a low entry.

Lola now hopes to run a race for its historic sportscars sometime next season.

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Formula Renault UK

Christodoulou rejoins Fortec for Formula Renault UK assault

RIKI CHRISTODOULOU will join Fortec's Formula Renault UK line-up for the rest of this season.

Christodoulou has sat largely on the sidelines since finishing fifth in British F3 for Fortec in 2009. After a planned graduation to Formula Renault 3.5 fell through, he returned to FRenault UK at Croft in June with rival outfit CRS.

He has now rejoined the squad with which he won races in Formula Renault in 2007 and 2008.

"Fortec has come up with a good deal, enabling me to return to racing full-time, so I've grasped the opportunity with both hands," said Christodoulou. "I need to be out racing regularly. Although it's not an ideal scenario, stepping down to the Renault series having graduated to Formula 3 last year, it's a case of needs must."

Fortec boss Richard Dutton hopes the addition of Christodoulou to the team's driver line-up will help return it to race-winning form.

"We've been working all year on getting him back racing," he said.

"He's a good lad and I rate him as a driver, so hopefully this is an opportunity to get back to winning races and him into Formula Renault 3.5 in the future."



Christo won FRenault races in 2007 and '08

South African Formula Ford

Wolk closes on Ford Festival prize

ROBERT WOLK moved another step closer to a place at the Brands Hatch Formula Ford Festival with two wins in the South African series at Kyalami last weekend.

Wolk's Mygale beat polesitter James Temple off the line in heat one to win unchallenged. He finished ahead of Briton Steve Morris, Temple and Werner Scholtz. Title challenger Matthew Merton, who had started the meeting 23 points adrift of Wolk in the

standings, lost ground with after taking sixth.

Multiple champion Wolk again led from the lights in the second heat, taking another victory, ahead of Temple.

Wolk's lead in the

championship is now 35 points. The South African championship switched to the Duratec engine for this season and the champion will win a prize drive in the Brands Hatch Formula Ford Festival.



TONY ALVES

Wolk's Mygale won both races

British Formula Ford

Karters earn Formula Ford tests

A TRIO of kart racers will test British Formula Ford machinery at the end of the season as their prize for finishing on the podium at the recent Kartmasters event.

Jordan Chamberlain, Mark Litchfield and Tom Grice will each take part in the end-of-season Formula Ford 'sampler day' after finishing 1-2-3 in the KF2 category of the Kartmasters Grand Prix at the PF International circuit in Lincolnshire.

"I am sure Jordan, Mark and Tom

will have a fantastic time when they sample a Formula Ford for the first time," said series manager Penny Mattocks. "All three drove brilliantly and I am sure [will] have long careers."



Litchfield, Chamberlain and Grice on podium

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Diamond Jubilee featured plenty of Combe argy bargy

JOY BUNSTON

Castle Combe circuit's Diamond Jubilee celebrations went off with a bang last weekend - too big a bang for some competitors who returned home nursing mementos of contact with the Wiltshire scenery, not least battered cars. 'Twas ever thus at super-fast venues but, as always, the best racing thrilled a strong spectator turnout.

For the first time officially I was commentating as part of the Combe team, although I'd done guest races for the likes of Richard Davies and others since the 1980s. But last Thursday my wife, Fiona, and I were equally honoured to be invited to Howard and Pat Strawford's 60th birthday party in their eponymous pavilion, among the many modern facilities added over their 40-year 'reign'.

It only struck me afterwards that the date - July 29 - was the 43rd anniversary of my first visit to Castle Combe, for the Austin Healey Club race meeting in 1967. I was nine, and Fi not yet a twinkle in her parents' eyes, but that remarkable coincidence made the occasion even more poignant.

The depth of affection for the Strawfords - patron saints of club racing and saviours of a historic circuit initially beleaguered by financial woes, and bugged by local opposition and petty bureaucracy even since they won permanent planning permission for an indispensable contributor to the

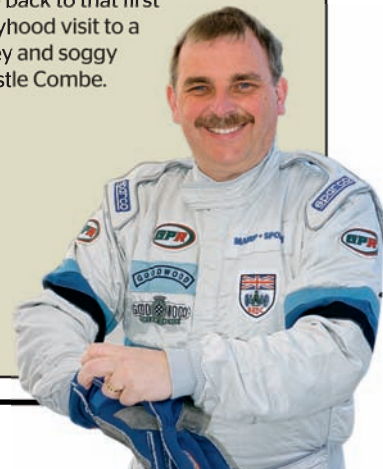
rural economy - was palpable. Many key figures from the venue's battles, including planning expert Martin Chick (and Paul Lawrence, who wrote the Combe book that all devotees should have) had come from far and wide.

Nigel Greensall, the ultimate lap-record holder on the original circuit (the deviations, "don't call them bloody chicanes," were added in 1999) gave an eye-rolling description of his 130mph lap in the V10-engined Formula 1 Tyrrell 022, then set off overnight to Le Mans, where he was due on track at 0900. An effort beyond the call of duty...

At the big race meeting itself, members of the Bristol Motor Club - which grew out of the BMC & LCC, organisers of racing at Combe from its precarious inception in 1950 - led a track parade of cars from the period to the present on Sunday. Stalwart racers David Franklin and Terry Osborne enjoyed themselves, while fellow Bristolians Ted Williams, Chris Clarkson and David Smithies competed.

Among the old cars present were the ex-Gerry Millington Milliunion 500, immaculately restored, and the HRG, which John Skinner raced at the opening meeting. For me, though, the sight of 'Frogeye' Sprites, Healey Silverstones and Ford Mustangs competing took me back to that first boyhood visit to a grey and soggy Castle Combe.

"The depth of affection for the Strawfords, patron saints and saviours of the track, was palpable"



AMOC

Club legend to sell Aston fire-breather

ASTON MARTIN

club racing legend David Ellis has put his Super GT race-winning GT700R up for sale.

Ellis, who dominated AMOC Intermarque racing in the 1980s with his original V8 machine, has campaigned the 700bhp six-litre Aston since 2007.

The car has been a winner in the now defunct AMOC Super GT series, and Ellis now hopes someone else can take the machine on to fulfil its potential.

"It deserves more time and money than we can give it and I'm not getting any younger," said the 65-year old. "It needs

young blood in the seat. It has terrific potential and there's quite a bit more to come."

Although the number of series the car is eligible for is small, the V8 machine did appear in an Intermarque race, starting from the back, and Ellis believes the car could take a number of powerplants and be modified for series such as Britcar.

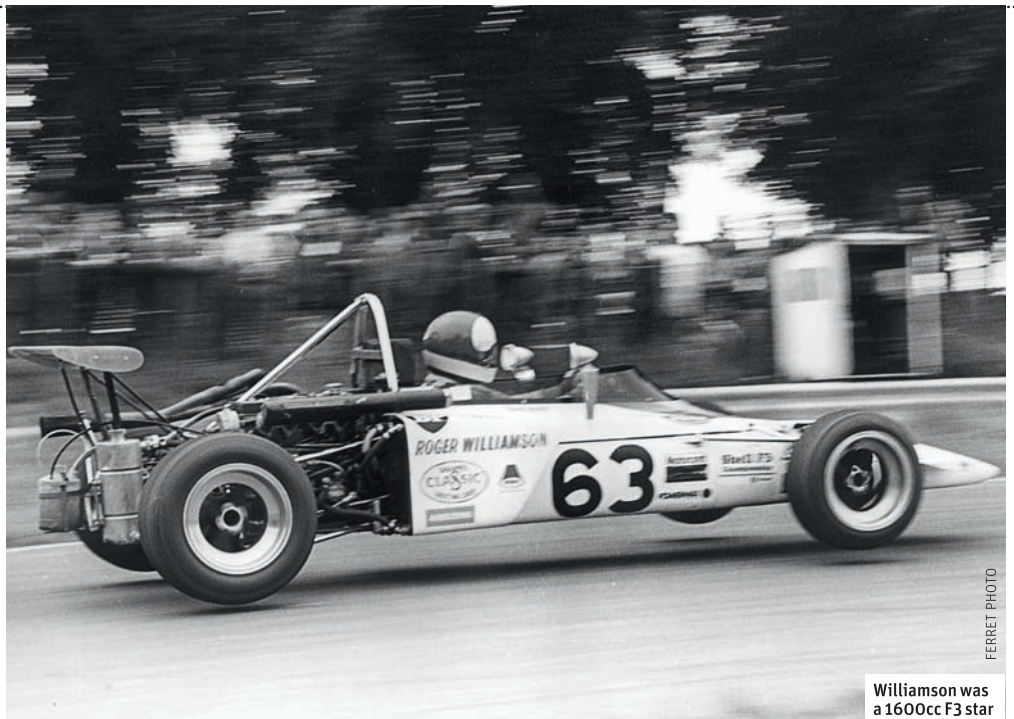
If he cannot sell the car, Ellis has not ruled out racing it again.

He is also considering rebuilding his original V8 Aston. "I still have the old car, which deserves to be put back together," he said.



700bhp monster needs 'young blood'

MICK WALKER



Williamson was a 1600cc F3 star

FERRER PHOTO

Classic F3

HSCC to boost old F3s

Historic Sports Car Club calls on owners of 1600cc Formula 3 machines to attend Brands Hatch event as part of category revival



FORTY YEARS on from the birth of 1600cc Formula 3, the Historic Sports Car Club is planning to boost the category with an event at Brands Hatch in September.

The 1600cc era of F3 fell between the one-litre cars of 1964-'70 and the two-litre machinery of the Classic F3 era, 1974-'80. The air-restricted category was instrumental in the emergence of British stars Tony Brise, Tom Pryce, Roger Williamson, Ian Taylor and Mike Wilds.

The HSCC's revival will start at its Brands meeting on September 11, at which not only will several cars be competing in the CF3 event, but everybody with a 1600cc car is invited to attend.

The club's target is to have between 10 and 20 cars (up from five this year) – with Lotus twin-cam, Renault Gordini and Ford pushrod engines – racing regularly from 2011 in the Classic F3 Championship. The 1600cc class received a boost this year when it was included in the recent Monaco GP Historique.

CF3 chairman Reg James said: "These are pretty and effective cars from Lotus, Ensign, GRD and March. We know that there are lots of inactive chassis in the UK.

"If anyone has a car, whatever its condition – be it a Monoposto, a hillclimb special, immaculate and on the button, a long-term project, or a pile of tubes – we would love them to bring it to Brands, put it on show and meet up with the Classic F3 competitors."

Spaceframe Escort racer hits the track

Former Radical driver Matt Moore tested the new Sonny Howard-built Ford Escort spaceframe racer at Brands Hatch last week. It has a 300bhp Cosworth unit, but the machine can take a variety of engines



GARY HAWKINS

Castle Combe Saloons

Bigger saloons to race at Combe

CASTLE COMBE'S long-running Saloon Car Championship could be opened up to larger capacity machinery, to attract a wider variety of vehicles next season.

Current competitors have been canvassed for their opinions on a proposal to introduce a class for cars over three litres, such as former subscriber Ian Craig's new BMW M3, which made its debut in last weekend's

Eurosaloons event at the circuit.

Organisers also hope to rekindle interest in the four-wheel drive turbocars, all but one of which have gone elsewhere this season.

Following a period of consultation and discussion, it is likely that draft regulations will be formalised by the Castle Combe Racing Club (for ratification by the MSA) after the August Bank Holiday Monday round.



There could be more big saloons at Combe in 2011

OLIVER LEAD

IN BRIEF

FORMER RACER Steve Guglielmi won the penultimate round of the Time Attack Pro series at Cadwell Park last weekend.



The Lotus Exige driver (left) set a time of 1m31.903s to take the spoils.

RADICAL RACER Graham Hill won the SPEED Class C event at Oulton Park last month, not Gary Ramsdale and Sean Mellors as reported. Hill's car will appear at the Wings and Wheels event at Dunsfold on August 29-30.

INTERNATIONAL SPORTSCAR racer Stuart Moseley stepped back to Sports 2000 at Oulton Park last weekend, but failed to start the race. The 32-year-old qualified the Motus Mk14 (designed by his grandfather Keith and built by his father Dud) 14th, but problems with his Duratec engine kept him out of the race.

NIPPON CHALLENGE organisers have launched a new class to boost numbers during the economic downturn. The Red Dragon Race Club has linked up with Honda specialist SPD Automotive and parts brand Buddy Club to offer newly built race-prepared Honda Civics at less than build cost.

BELGIAN RACER Bert Smeets has joined Sports 2000 Duratec this season in a Juno. Smeets elected to buy the Juno when he was unable to find anywhere to race his ex-Le Mans Triumph TR7V8. "I want to be out with the TR, but there is nowhere to race it," he said.

REIGNING MGOC Champion Stuart Plotnek and his new Elise S1 bagged second and third-place finishes on their debut in the Lotus Cup Europe Production Class at Brands Hatch last Sunday (right).



CATERHAM GRADUATES racer Graeme Smith plans to contest the penny farthing world championship in Knutsford in September. "It's a three-hour race and it only takes place once every 10 years," he said.

FORMER F3 racer Graham White died last month, aged 72. The former flying instructor competed successfully in club races against the likes of Bev Bond, Mo Nunn and Tony Lanfranchi in the 1960s.

THE CLASSIC Sports Car Club will run two night races at its Donington Park meeting on October 31. There will be a 40-minute Inter-Series race for all five of the club's series, and a 15min event for Jaguar Enthusiasts Club racers.

Castle Combe Saloons

Combe Saloons suffers multi-car crashes

EIGHT CARS were involved in two spectacular accidents at the start of last Sunday's Castle Combe Saloons race, but their drivers all escaped serious injury.

In the first, Geraldine Duff's Rover 25 flipped and landed upside down on the

grid, having clipped the rear corner of Rick Rowles' Honda Civic Type R, which had stalled at the lights.

Seconds later, and with far more violence owing to increased momentum, Julian Ellison's Volvo S40 T4 was sent barrel-rolling left after a

chain-reaction shunt at Folly.

The sometime Combe race winner's unique machine came to rest perpendicular to the track with its tail perched on top of the tyre wall and its rear wheels three feet in the air. Adrian Slade was able to

patch up his MG ZR for the restart, but the cars of Matt Smith (Rover 200), Nick King (Suzuki Swift) Anne King (MGZR) and Russell Akers (Vauxhall Corsa) were sidelined by the shunt.

Brian Cox's Mitsubishi Evo 5 eventually won the race.

Superkarts set the pace at Combe Jubilee
Jason Dredge (0) took his second British Superkart title by winning at Castle Combe last Sunday. Paul Platt (111) beat him in Saturday's opening leg



Croft Nostalgia Weekend

Saloon ace to Croft for single-seater race

JIM EVANS, a crowd favourite at Croft with a series of special saloon cars in the 1970s, will start his first single-seater race in 30 years at the Darlington circuit this Saturday.

Evans - whose last race in an open-wheeler was in a Formula 1 Shadow DN9B in 1980 - lines up alongside son Richard in Chevron B40s in the Derek Bell Trophy rounds, which bring F5000 and F2 cars to the HSCC's first Croft

Nostalgia Weekend.

The biggest historic racing event at the Darlington venue in many years has attracted an entry of almost 200 cars, and also features a big classic car show, aircraft and military vehicles and an aerobatics display.

As at Goodwood's Revival meeting since 1998, spectators are being encouraged to wear period costume, in Croft's case from the 1940s to the '70s.

Formula Vee

Tubb to make race return

FORMULA VEE racer Perry Tubb will make his return to the category at Silverstone on August Bank Holiday weekend, almost five months after a back-breaking crash at Mallory Park.

The former Pirtek Marauder driver broke his right heel and two bones in his back when he crashed heavily at Shaw's

Hairpin in April's Formula Vee Championship round.

The ex-soldier underwent surgery on his heel and spent several weeks in a back brace following the crash, which caused extensive damage to car and barriers after Tubb struck the inside wall head-on.

He is set to return in the GAC normally campaigned by Jenny Anderson and will test the car for the first time at Silverstone in mid-August.

"Coming back is a bit scary, but I'm looking forward to it," said Tubb. "I don't expect to break records, just enjoy it and see how I feel for next year."

Tubb will swap Marauder for GAC



Historic Rally Championship

Flatters hat-trick for Solloway and Golding



Solloway/Golding took Mk2 victory

MARK SOLLOWAY and Den Golding completed a hat-trick of wins on the Harry Flatters Historic Rally over the Epynt ranges last Sunday.

The Ford Escort Mk2 pair worked ahead of David Stokes/Guy Weaver after early rain to take a clear victory.

"I kept a cool head on the first stage and the car ran faultlessly all day," said

Solloway, who drove the Ford Escort Mk2 used by ex-WRC champion Bjorn Waldegard on the Midnight Sun Rally in Sweden last month. Solloway's Historic Rallysport team built the car from a bare shell a month ago.

Stokes/Weaver dominated Category Two, while Rikki Proffitt and Peter Scott (Porsche 911) won Category One.

ANNUAL CLASSIC FOUR HOUR RELAY RACE

SNETTERTON PARK SUNDAY 3RD OCTOBER

The MG Car Club will be running its annual 'British Motor Heritage Classic 4 Hour Relay Race' at Snetterton on Sunday 3rd October 2010.

The MG Car Club will invite entries from 26 teams, this being the number of garages available at the circuit. As in previous years, teams will consist of a minimum of 3 and a maximum of 6 cars with a minimum of 3 and maximum of 6 drivers. (i.e You may have 3 cars and 6 drivers or 6 cars and 3 drivers!)

The event is open to saloon or sports cars having a minimum of two seats It is the organiser intention to field a grid of appropriate cars and is hence restricted to vehicles whose declared lap time at the circuit is no faster than 1 min. 15 seconds!

Full details, including regulations, entry forms and team reservation forms can be downloaded from the Club's web site www.mgcc.co.uk – just click on "Race Zone" on the right hand side of the home page.

ENTRY FEE ONLY £750

For up to 6 cars

60 MINUTE 'ALLCOMERS INVITATION RACE'

CADWELL PARK SUNDAY 5TH SEPTEMBER

The MG Car Club is inviting entries for a 60 minute one or two driver pit stop race which will take place on the Sunday afternoon of its two day Cadwell Park meeting in September.

The even is open to appropriate saloon or sports cars having a minimum of two seats and the organisers will invite participation from entries received.

Closing date for entries is Friday 20th August and the supplementary regulations and entry forms can be downloaded from the Club's web site www.mgcc.co.uk – just click on "Race Zone" on the right hand side of the home page.

ENTRY FEE ONLY £265

(Or £195 if you're in another race on the same day)

In order to help those travelling a distance, practice will be just before lunch with the race at approximately 16.00hrs



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BRANDS HATCH SUPERLEAGUE SUPPORTS
July 31-August 1

Frenchman stars on Brands debut



Rautureau (3) recovered from an off for Lotus win

THE SUPPORT race programme to the Superleague cars at Brands Hatch was a blend of new and old, with the former coming out best thanks to a stunning victory by French visitor Romain Rautureau in the first of a brace of cracking Lotus Cup Europe races.

Despite it being his maiden visit to the Kent venue, Rautureau was second fastest in qualifying, but a slow getaway left him chasing second-row starter Steve Williams. Further places were lost when an around-the-outside manoeuvre at Paddock went wrong.

Keeping up momentum, Rautureau ploughed through the gravel and rejoined down in sixth.

Staging a wonderful recovery drive, he picked

off rivals one by one until arriving on Williams's tail again on lap eight.

He closed up on the run to Hawthorn, which they took side by side, and they were still level through Westfield. Rautureau eased ahead into Sheene, but Williams wasn't finished yet. Staying with the Frenchman, three laps later he retaliated.

Into Paddock for the final time, Williams dived through but Rautureau redressed the situation at Westfield to win by just 0.345 seconds. "Eees a very difficult circuit!" exclaimed the jubilant winner. Simon Deacon just took the final podium spot having wrestled it away from Christophe Lisandre.

Rautureau laid the early foundations for a double victory in the later race, but a recalcitrant gearbox soon

dashed his hopes. Williams won this one by 12 seconds from Lisandre, who exacted his revenge on a battle-scarred Deacon.

The GT Cup drew its biggest ever entry, although opening-lap chaos in race one pruned the numbers somewhat. Chris Randall (Lotus Europa) clung to the lead like a limpet, but despite his efforts he eventually gave best (by just 0.93s) to invitation-class Porsche 997 driver Mike Donovan.

"There wasn't a moment to relax," said a breathless Donovan. Fellow Porsche drivers Mark Sumpter and Andy Purdie were ready to pounce from third if the front two faltered.

An unlucky eighth in race one (he was a gravel-trap visitor along with TVR Tuscan driver Danny Winstanley), Alex Martin

Donovan's 997 won a breathless GT Cup race



made amends by winning the later race from Purdie, who made light of 40kg of ballast but conceded by just 0.293s.

Donovan was third, mere inches ahead of Sumpter. Randall led, but lasted just one lap before a puncture pitched him into a race-ending spin. The Class 3 battles between double winner Dan Norris-Jones and Tom Andrew were super stuff.

Orrington dentist David Mercer made a welcome return from illness to bag a thinly supported one-hour Group C/GTP encounter. The Spice SE90 driver did it the hard way, being forced to take a 30-second stop/go penalty, in addition to the more conventional four-minute duration stop, after a pit crew glitch.

"I blame the wife, she timed it," quipped Mercer, who led home Paul Livesey (also in a Cosworth-

powered Spice) and the ex-Geoff Brabham V6-engined Nissan NPT1 of Stefano Rosina. The Duncan McKay/Robin Ward Spice ran second, but slipped to a class-winning fourth, one lap adrift.

Hot on the heels of his double Formula Junior wins at the Silverstone Classic, Jon Milicevic added two more to his CV, the Towcester garagiste untouchable from the outset of qualifying.

Michael Hibberd and Urs Eberhardt (the Swiss driver well detached and strangely off the pace all weekend) led the chasers both times.

Also of note were the drives of double Class B winner Stuart Roach, who power-slid his front-engined Alexis to some quite incredible angles in his pursuit of the rear-engined cars.

■ By Dud Candler

LOTUS CUP EUROPE

(11 LAPS) 1 Romain Rautureau (2-Eleven); 2 Steve Williams (2-Eleven) +0.345s; 3 Simon Deacon (2-Eleven); 4 Christophe Lisandre (2-Eleven); 5 Tom Chatterway (2-Eleven); 6 Mark Gooday (2-Eleven). **Class winners** John Rasse (Exige Cup 255); BJ Chong (Elise); Marcus Jewell (Elise). **Fastest lap** Rautureau 1m38.717s (83.90mph). **RACE TWO (12 LAPS)** 1 Williams; 2 Lisandre +120.44s; 3 Deacon; 4 Gooday; 5 Chatterway; 6 Gregory Rasse (Exige Cup 255). **CW** Rasse; Chong; Jewell. **FL** Williams

1m40.035s (82.80mph). **GT CUP (15 LAPS)** 1 Mike Donovan (Porsche 997); 2 Chris Randall (Lotus Europa) +0.938s; 3 Mark Sumpter (Porsche 997 GT3); 4 Andy Purdie (Porsche 997); 5 Andy Ruhan (Porsche 997 GT3); 6 Gary Eastwood (Ferrari F430 GTC). **CW** Randall; Marco Pullen (Ferrari F360 GTC); Dan Norris-Jones (Lotus Exige). **FL** Donovan 1m32.231s (89.80mph). **RACETWO (16 LAPS)** 1 Alex Martin (Porsche 997); 2 Purdie +0.293s; 3 Donovan; 4 Sumpter; 5 Ruhan; 6 Leon Price (Ferrari

430 GTC). **CW** Donovan; Colin Broster (Porsche 996); Norris-Jones. **FL** Donovan 1m32.526s (89.52mph). **GROUP C/GTP (39 LAPS)** 1 David Mercer (Spice SE90); 2 Paul Livesey (Spice SE89) +23.791s; 3 Stefano Rosina (Nissan NPT1); 4 Robin Ward/Duncan McKay (Spice SE88C); 5 Richard Bateman (Spice SE90); 6 Jonathan Pay (Tiga GT286). **CW** Ward/Mckay; Nathan Kinch (Spice SP92); David Upton/Don Miles (Jaguar XJRS). **FL** Kinch 1m22.278s (100.67mph). **FORMULA JUNIOR (15 LAPS)**

1 Jon Milicevic (Cooper T59); 2 Michael Hibberd (Lotus 27) +3.638s; 3 Urs Eberhardt (Lotus 27); 4 Andrew Hibberd (Lotus 22); 5 Chris Drake (Brabham BT6); 6 John Chisholm (Gemini Mk3A). **CW** Chisholm; Stuart Roach (Alexis Mk2); Andrew Taylor (Ervooy Mk1); Michael Ashley-Brown (Volpin). **FL** Milicevic 1m40.934s (82.06mph). **RACE TWO (15 LAPS)** 1 Milicevic; 2 M Hibberd +18.727s; 3 Eberhardt; 4 Drake; 5 Chisholm; 6 A Hibberd. **CW** Chisholm; Roach; Taylor. **FL** Milicevic 1m41.073s (81.95mph).

Guardsmen top Diamond Jubilee



Lovett's B8 leads enthralling Guards Trophy encounter

REPRESENTING six decades of high-speed thrills at Castle Combe celebrated its Diamond Jubilee in style. Indeed, Sunday's HSCC Guards Trophy and Historic Formula Ford races, and the circuit's Saloon and FF1600 championship rounds will be talked about for years.

The Guards sports racing and GT battle between emerging talent Edward Lovett, fast Scot Nick Fleming and wily tactician Andy Newall, ducking and weaving their gorgeous Chevron B8s between loftier Lotus Elans, Jaguar E-types, Marcoses and MGBs, enthralled spectators of all ages.

Lovett led narrowly in John Lepp's 1969 car until the pitstops, whereupon Newall howled on, sticking with team manager John Brewin's proven long-stinting strategy. Local motor group chief Lovett's hopes of a first win faded when he spun on his out lap at Quarry ("cold brakes"), but that merely upped his determination.

Ed slashed the deficit to Newall, and was almost with the ex-FF1600 racer when a grassy moment at

Old Paddock decided the outcome. With Fleming sidelined, Newall bagged his third win in two seasons with the JCB Excavators car. Behind Lovett, Steve Hodges (B8) overhauled Graeme Dodd's Ginetta G16 for third.

The Marcos-Volvos of Charlie Allison and Peter Thompson (originally built in nearby Westbury) scrapped in the GT division until the latter's wilted, and Philip Nelson clawed his example from the back to grab second ahead of Stephen Bond's Elan 26R. Top early sports racer was Clive Wilson's Elva Mk7, overcoming several Lotus 23Bs and a Merlyn Mk6.

Sussex veteran Brian Cox — who raced Minis in the '60s with resident commentator David George — scored a Combe Saloon double in his Mitsubishi Evo. Following a cataclysmic start in which two cars rolled and six more were damaged (see Sports Extra News), Sunday's landmark 72nd victory matched Cox's age!

Both races were tough. Kevin Bird (SEAT Leon) and defending champ Jason Cooper (Ford Fiesta) filled Cox's mirrors and Bird's late challenges in the

flame-belching turbocar came up just short. Nick Charles moved to second in the title race, a point behind Russell Poynter-Brown, as Will Burns completed a Class D hat-trick.

Former Historic FF2000 champion Nelson Rowe's return shocked Darren Burke, whose total domination plans were re-appraised when the vet edged pole. The duo traded places sensationally in the event's finale until the nose of Rowe's Crossle became deranged and he obeyed the 'meatball' flag. As Burke made it eight from eight, Rowe hurtled back from the pits to snatch fastest lap last time round. Ian Ashley topped a four-way fight for second, re-passing

young Ben Mitchell on the final tour.

A representative Masters 1950s field opened the nostalgiafest, but the Jaguar XK120s of Andrews Wenman and Moore were uncatchable. Nigel Webb pursued them in his rorty Jaguar Mk1 saloon, but its smoky engine grenaded with Neil Cunningham up and the Kiwi gyrated into the infield at Quarry.

Graham Love said his XK150 coupe "needed a better driver" at the pitstops, and hotshoe Phil Keen charged it back to third, passing Chris Keith-Lucas' XK120 roadster and Mark Daniell's enterprisingly driven A40.

Big Healeys were Combe favourites in the 1960s, primarily due to John

Chatham's lairy exploits in DD300, thus fellow Bristolians David Smithies and Chris Clarkson's dominance of the decade's enduro was appropriate in the 3000 racer that Chatham started building in '89. Their joy was complete when Joan Fry, 81, — widow of '60s Mini to Ferrari and Ford GT40 racer Ron — presented the trophy on her first visit since '68!

Period Anglia racer Ted Williams chased initially, in Gavin Henderson's ex-Sebring Shelby Cobra, but Stephen Bond shot his Lotus Elan through to second, passing Rob Hartley's Mustang, which briefly had Mike Wrigley's version for company. Peter Sugden (ex-Dick Protheroe Jaguar E-type, CUT 8), almost caught Hartley, but Patrick Blakeney-Edwards' progress in Anthony Galliers-Pratt's low-drag E was the most spectacular.

Sunday's '50s and '60s race was a walkover for Graeme Dodd (Ginetta G16). Vince Woodman — Combe Lotus Cortina ace in '64 — jumped the start in 450bhp Ford Capri-GA, the resultant penalty promoting Ross Maxwell's Chevron B8 to second.



Another 'hole shot' start in his Radical Prospirit propelled Andrew Shanley to Saturday's Combe Sports & GT victory, despite an oil leak. Loss of compression in the faithful Suzuki engine forced a non-start on Sunday, leaving Josh Fisher's Mantis unopposed. Darcy Smith was runner-up both days in his new PR6.

Top qualifier Tim Wilson knew Robin Welsh had been docked 10 seconds for jumping the start of the lively Production BMW race, but could not resist trying to wrest the lead on the road. It bit him, for the Esses glory bid went wrong and Rob Smith and Mike Tovey mugged him. Welsh was demoted to sixth.

The matt black AJEC stealth bombers of Laurie Kilby (Mitsubishi Evo 9) and Guy Higgs (BMW M3) topped Saturday's Euro Saloons event. Rapid '70s Formula Fordster Grahame Tilley spun his intriguing Subaru-powered Saker GT in avoidance of Higgs' wayward machine at The Esses, promoting the

ecstatic Ilsa Cox to third in her hot SEAT.

Sunday's race ended the same way on the road, despite Kilby having clonked the Quarry conveyor belting having cannoned off Simon Jackson's MG ZR! Higgs was excluded for over exuberance — after Peter Challis' Nissan Primera super tourer was fired into the barriers — which left Keith Butcher second in his ex-David Leslie Nissan.

Paul Conway drove his Morgan +8 beautifully to oust Paul Anderson's Porsche 928 for HSCC '70s Roadsports victory. In the wake of the V8s, Peter Shaw repelled Julian Barter in their customary TVR confrontation.

Colin Tester (Ford Sierra Cosworth) narrowly outran Roger Kneebone (BMW M5) in Saturday's Project 8 thrash, a dress rehearsal for Sunday's Racing Saloons round in which the result was identical.

Some very dubious driving standards in Sunday's Ford Fiesta 'helped' cars off at Quarry on the first lap of each race, and caused three safety car interludes and a red flag! Jeremy Gumbley won both, while morning casualty David Grady broke the two-litre ST lap record later. The Cockill brothers, Ed and Harry, flexed their muscles with hard-earned 1800cc Si and 1400cc Zetec doubles.

By Marcus Pye



72-year-old Cox took his 72nd win

CASTLE COMBE FF1600 Allen wins as rivals clash



Resident Fordsters get underway

Third win is the key to Allen's title hopes

MARCUS ALLEN was nervous going into the seventh of nine Castle Combe FF1600 championship rounds. He'd levelled the win tally with Felix Fisher and Ben Norton last time out, but with a 100 per cent finishing record his 38-point advantage would be just 13 with the mandatory dropped score factored in.

But Allen's brilliant win on Sunday, with Robert Hall sniffing at his gearbox in the latest Swift, displayed all the hallmarks of a champion driver.

The young Swift SC92 pilot is now clear favourite for the crown, for a second clash in 15 days between Norton and Fisher — at Bobbies this time — meant further non-scores. They slumped to fourth and fifth in the table respectively, outpointed by Andrew Jones and Steven Jensen.

Both Norton's Spectrum and Fisher's Van Diemen had repaired well between events, but Norton's engine blew after five laps in the Thursday shakedown. The spare, an unknown quantity, was good enough to land pole — with Allen, Jones and Fisher within half a second — on Saturday.

Allen made the perfect start, with Jones, Norton and Fisher in tow, but Fisher and Jensen bustled Norton back to fifth second

time round. When Jones made a mistake on lap six, and Fisher and Norton clattered into the crops, triggering a brief safety car interlude, Jensen and Adam Higgins jinked through to pursue Allen, his 3.8-second advantage now erased.

Hall attacked as Jensen slipped, and for the last five laps Allen drove faultlessly to stand his ground as Hall set fastest lap. Higgins, Jensen, Jones, Nathan Ward, David Vivian and Tom Barrow were line astern behind.

"I was lucky to get away at the start, but Rob did an awesome move to get second and put up one hell of a fight. I thought he was going to have me," beamed Allen, who extended his perfect Class B score.

Class C leader Kyle Tilley, who was matching Allen's feat going into the weekend, knocked a corner off his Van Diemen RF87 in qualifying. He started from the back, but team chief Brian Soule — in his first outing for several seasons — pipped him by a scant 0.3sec in the final reckoning.

CASTLE COMBE FF1600 (12 LAPS)

1 Marcus Allen (Swift SC92F), 2 Robert Hall (Swift SC10) +0.218s, 3 Adam Higgins (Van Diemen RF90), 4 Steven Jensen (Spectrum O11C), 5 Andrew Jones (Ray GR507), 6 Nathan Ward (Swift SC95). **Class winners** Hall; Brian Soule (Van Diemen RF89). **Fastest lap** Hall 1m12:156s (92.30mph).

HSCC GUARDS TROPHY (31 LAPS)

1 Andy Newall (Chevron-BMW B8), 2 Edward Lovett (Chevron-BMW B8) +7140s, 3 Steve Hodges (Chevron-BMW B8), 4 Graeme Dodd (Ginetta-BMW G16), 5 Nick Thompson/Sean McClurg (Chevron-BMW B6), 6 Hugh Colman (Chevron-BMW B8).

Class winners Charles Allison (Marcos-Volvo 1800GT), Clive Wilson (Elva-Lotus t/c Mk7), Peter Sugden (Jaguar E-type), Martin Richardson (MGB).

Fastest lap Nick Fleming (Chevron-BMW B8) 1m13:591s (90.50mph).

CASTLE COMBE SALOONS (12 LAPS)

1 Brian Cox (Mitsubishi Evo 5), 2 Kevin Bird (SEAT Leon) +1:887s, 3 Jason Cooper (Ford Fiesta ST), 4 Julian Ellison (Volvo S40 T4), 5 Tony Dolley (Peugeot 206 GTI), 6 Nick Charles (Peugeot 106 GTI).

CW Bird, Cooper; Will Burns (Ford Fiesta), FL Cox 1m17:016s (86.47mph).

RACE TWO (9 LAPS)

1 Cox; 2 Bird; 3 Dolley; 4 Cooper; 5 Charles; 6 David Kift (Peugeot 106 GTI). **CW Bird**; Cooper; Burns. **FL Bird** 1m16:328s (87.25mph).

HSCC HISTORIC FF1600 (10 LAPS)

1 Darren Burke (Macon MR8), 2 Ian Ashley (Lola T200) +20:438s, 3 Ben Mitchell (Merlyn Mk20), 4 Benn Simms (Alexis Mk4), 5 Simon Toynne (Lola T200), 6 John Bladon (Merlyn Mk11A). **FL Nelson Rowe** (Crosse 16F) 1m13:710s

(90.35mph).

MASTERS 1950s INVITATION (30 LAPS)

1 Andrew Wenman (Jaguar XK120), 2 Andrew Moore (Jaguar XK120) +32:137s, 3 Graham Love/Phil Keen (Jaguar XK150), 4 Mark Daniell (Austin A40), 5 Melvin Floyd/Chris Keith-Lucas (Jaguar XK120), 6 Matthew Moore (Ford Mustang), 4 Peter Sugden (Jaguar E-type), 5 Nick Naismith/John Young (Aston Martin DB4), 6 Anthony Galliers-Pratt/Patrick Blakeney-Edwards (Jaguar E-type). **FL Smithies** 1m22:309s (80.91mph).

MASTERS 1960s INVITATION (31 LAPS)

1 David Smithies/Chris Clarkston (Austin-Healey 3000), 2 Stephen Bond (Lotus Elan 26R) +11:715s, 3 Robert Hartley (Ford Mustang), 4 Peter Sugden (Jaguar E-type), 5 Nick Naismith/John Young (Aston Martin DB4), 6 Anthony Galliers-Pratt/Patrick Blakeney-Edwards (Jaguar E-type). **FL Smithies** 1m22:309s (80.91mph).

1950s & 1960s CARS (10 LAPS)

1 Graeme Dodd (Ginetta-BMW G16), 2 Ross Maxwell (Chevron-BMW B8) +14:670s, 3 Vince Woodman (Ford Capri-GA), 4 David Smithies (Austin-Healey 3000), 5 George Douglas (Ginetta-BMW G16), 6 Simon Drabble (Merlyn-Lotus t/c Mk6). **FL Dodd** 1m14:694s (89.16mph).

CASTLE COMBE SPORTS & GT (15 LAPS)

1 Andrew Shanley (Radical-Suzuki Prospirit), 2 Darcy Smith (Radical-Suzuki PR6) +3:364s, 3 Josh Fisher (Mantis-Vauxhall), 4 Simon

Tilling (Radical-Suzuki SR3 RS), 5 Mike Roberts (Radical-Suzuki SR3 RS turbo), 6 Andy Tidy (Radical-Suzuki Prospirit). **CW Mark Funnell** (Lotus Exige); Stuart Dixon (Caterham Superlight). **FL Fisher** 1m05:294s (102.00mph). **RACE TWO (5 LAPS)** 1 Fisher; 2 Smith +4:192s, 3 Tilling; 4 Roberts; 5 Tidy; 6 Funnell. **CW Funnell**; Keith Dunn (Caterham C400). **FL Fisher** 1m05:158s (102.21mph).

PRODUCTION BMW (11 LAPS)

1 Rob Smith (320i); 2 Mike Tovey (320i) +1:018s; 3 Tim Wilson (320i); 4 Liam Crilly (318i); 5 Nick Barke (320i); 6 Robin Welsh (320i). **FL Wilson** 1m23:590s (79.67mph).

EUROSALOON & SPORTS CARS (17 LAPS)

1 Laurence Kilby (Mitsubishi Evo 9); 2 Guy Higgs (BMW E36 M3) +1:943s; 3 Ilsa Cox (SEAT Leon Cupra); 4 Keith Butcher (Nissan Primera); 5 Grahame Tilley (Saker GT); 6 Mark Chilton (Porsche 911 GT2). **CW Higgs**; Cox; Tim Clarke (Renault Clio). **FL Kilby** 1m10:944s (93.87mph). **RACE TWO (17 LAPS)** 1 Kilby; 2 Butcher +2:097s; 3 Cox; 4 Doug Ellwood (Marcos Mantis); 5 Chilton; 6 Richard Hawken (Nissan Primera). **CW Butcher**; Nick Hayes (SEAT Cupra); David Pierce (Renault Clio). **FL Kilby** 1m10:865s (93.98mph).

HSCC '70s ROADSPORTS (15 LAPS)

1 Paul Conway (Morgan +8); 2 Paul Anderson (Porsche 928) +1:466s; 3 Peter

Shaw (TVR Tuscan); 4 Julian Barter (TVR 3000M); 5 Charles Barter (Datsun 240Z); 6 Stewart Richardson (Lotus Europa). **CW Shaw**; Richardson; Will Morton (Alfa Romeo GTV); Ken Morrison (Lancia Fulvia). **FL Conway** 1m20:729s (82.49mph).

PROJECT 8 (9 LAPS)

1 Colin Tester (Ford Sierra RS Cosworth); 2 Roger Kneebone (BMW M5) +1:206s; 3 Tim Sweet (BMW E36 M3); 4 Robert Sadler (BMW E36 M3); 5 Julian Newman (BMW M5); 6 Neil Boswell (Rover 220 Turbo). **FL Tester** 1m17:478s (85.96mph).

RACING SALOONS (11 LAPS)

1 Colin Tester (Ford Sierra RS Cosworth); 2 Roger Kneebone (BMW M5) +1:3145s; 3 Peter Seidon (BMW E36 M3); 4 Robert Sadler (BMW E30 325i); 5 Tim Sweet (BMW E36 M3); 6 Dave Hickton (Opel Ascona). **CW Sadler**; Mike Tovey (BMW E30 320i). **FL Tester** 1m17:006s (85.81mph).

FORD FIESTA (11 LAPS)

1 Jeremy Gumbley (ST); 2 David Abbott (ST) +0:901s; 3 David Nye (ST); 4 Nicholas Bowers (ST); 5 Nicholas Pope (ST); 6 Edward Cockill (Si). **CW Cockill**; Harry Cockill (Zetec). **FL Gumbley** 1m20:164s (83.08mph).

RACE TWO (6 LAPS)

1 Gumbley; 2 Rory Bryant (ST) +4:280s; 3 Nye; 4 David Grady (ST); 5 John Findlay (ST); 6 Edward Cockill. **CW Cockill**; Harry Cockill. **FL Grady** 1m19:376s (83.90mph) **record**.



RICHARD STYLES

Hare (81) and Kestenbaum fight as Nigel Lingwood gets launched

Stephen by a Hare's breadth before rival strikes back



THE BARC's bumper 18-race programme boasted some close dicing and healthy grids last weekend, not least in a compelling Classic FF1600 opener.

Championship leader Stuart Kestenbaum clung on to his lead for all bar the final few yards. In a nail-biting finish, Stephen Hare slingshotted past him to steal victory on the line. Behind them, there was frantic battling throughout the field, with Paul Walton shading Class B leaders Andrew Smith and Steve Bradley in a terrific tussle for third.

Hare looked set for further success in race two when he slipped past Kestenbaum to lead at the Bomb Hole. But Stuart was not about to let another win get away, and he swept back up the inside at the Esses three laps later to reclaim an advantage he was not to lose.

Having been jumped at the start by reigning champion Peter Harper, poleman Mark Charteris worked hard to reclaim the initiative in the first of two

outrights for the Classic Clubmans. He got his reward as the leader began to suffer from not having changed the brake balance on his Connaught between the morning's wet qualifying and the dry race.

Charteris's decisiveness through backmarkers brought his target in sight, and he duly swept past at Russell a lap later. A rotation at Sear consigned Harper to a distant second. Steve Chaplin's late retirement handed the final podium spot to Malcolm Jackson, while Paul Webb edged local racer Dan Eagling to win Class B.

Charteris made it a double in the restarted race two, assuming the lead after Harper spun off at Coram and retired shortly after. While Charteris wrapped up the win, a delighted Chaplin capped his recovery from the back by taking second.

Despite starting only ninth, Paul Gibson underlined the speed of the new Clubmans Proto Class by storming up to second behind the only other Proto of Adrian Lester on the

opening lap. When failing brakes forced Lester into retirement, Gibson opened up a winning lead, well clear of second-placed Jonathan Hair.

Meanwhile, having qualified last after a puncture in practice, Russell Munns sprinted onto the back of third-placed Daniel Gibson, before trying a last-lap move as they raced side-by-side through Coram. Neither was willing to give quarter, and the inevitable collision gifted the place to Barry Webb.

Paul Gibson appeared destined for another dominant win in race two before spinning into

retirement at Russell on lap 10. His stranded car triggered red flags, and on the restart Hair clinched outright victory with relative ease.

An early spin by closest rival Lance Pritchard allowed Richard Wallington to escape to a convincing victory in the first Classic FF2000 encounter. It was blood and thunder behind in the battle for second though, as Nigel Corry held off the attentions of Tom Pope and Tony Hancock.

Having suffering fuel problems in race one, championship frontrunner Ian Pearson looked to be back in control in the sequel, leading easily for

three laps. But a sick-sounding engine forced him out and handed Hancock his second win of the year. Pope finished a close second on the road, but was subsequently excluded along with two others for failing a ride height check.

Despite sprinting up the order from sixth and 13th respectively to challenge leader Rod Birley in the Dunlop/MN Saloons, the potent Nissan Skylines of Mark Biggers and Darren Bly had to settle for the minor places after excursions at the Esses. Bly's moment came after grabbing the lead into the corner on lap four, only to



Whittaker (3) and Kempton took a win apiece in BMWs

RICHARD STYLES



Gibson spins and is hit by Phillip Allen, allowing Hair past

spin off on the exit.

While Birley picked his way past the marooned Bly, Biggers took his chance to leapfrog ahead. But the loss of four-wheel drive forced him into some grassy moments, handing a 10th win of the year to Birley. There were no mistakes for Bly in race two, as he resisted Birley's attentions for a hard-earned win.

Once he'd pulled clear of his pursuers in the opening Kumho BMW race, Garrie Whittaker proved untouchable. David Kempton and Tom Webb fought hard for second until Webb fell off at the Esses just as he looked like finding a way past. He retired soon after,

promoting Thomas Knight to a lonely third.

Whittaker threw everything he could at Kempton in their second outing, but couldn't dislodge him from his long-held lead. Meanwhile, a determined Webb bounced back from his earlier retirement by slicing through from 23rd on the grid to an impressive third.

A couple of months after struggling to a pair of third places in the BRSCC F3 series' previous visit to Norfolk, Alex Craven put the record straight with a dominant victory in the opening race ahead of Chris Needham. Race two was shaping up for another

terrific battle between the pair until they swept together into the Bomb Hole on lap three and collided as Craven fought for the inside line. With Craven retiring on the spot and Needham incurring a lengthy pit visit, Mark Harrison inherited his first win of the season.

Chris Davison continued his domination of the Westfields with a pair of comfortable lights-to-flag victories. Chris Gould survived the race-long pressure of former champ Nick Flowers to claim second in race one, but hit problems in race two, allowing Flowers to secure the runner-up spot.

■ By Oliver Timson

SNETTERTON FORMULA RENAULT BARC



Reilly took his first victory

First win for Reilly as Hale extends lead

HAVING MADE three podium visits already this year, but none of them to the top step, an ecstatic Joseph Reilly punched the air in delight after holding off Silverstone winner Alice Powell and championship leader Mitchell Hale for his maiden victory in Formula Renault BARC.

Reilly had capitalised on a hesitant start by poleman James Theodore to lead him into Riches, with Luke Wright, Powell, Josh Webster and Hale filling out the top six. While Reilly settled into his stride, Wright piled more pressure on Theodore and stole second with a bold move into Russell on lap six. Theodore was clearly in no mood to concede, fighting back as they sped towards Riches. But with neither giving ground, they collided, forcing both into retirement.

Although their drama handed Reilly some welcome breathing space, he couldn't afford to relax with the rapid Powell now promoted to second and a charging Hale up to third. The pair reeled Reilly in with remorseless intent, and with four laps to go the trio were line astern. Undaunted, Reilly proved steadfast in his defence, securing his maiden win in his first season of single-seater racing.

"Absolutely amazing – that's the hardest race of

my life – I got the gap on Theodore at the start to lead but then had to survive the pressure," beamed the winner.

Despite starting on the front row for race two, Reilly couldn't make it a double as a slow start dropped him to fourth. By contrast, Hale showed his class by converting pole into an impressive lights-to-flag victory.

Having soaked up early pressure from second-placed Wright, Hale set a new fastest time on lap 11 and thereafter edged away to secure the third win of his campaign.

A recovering Reilly pulled a good move on Kasper Krogh at Riches to claim third on lap four, before setting off after second-placed Wright. He soon loomed large in Wright's mirrors but found no way past. Powell and Theodore completed the top five ahead of a free-falling Krogh.

Hale's third victory of the year means he now has a 16-point lead over closest rival Powell with four rounds still to go.

FORMULA RENAULT BARC (14 LAPS)

1 Joseph Reilly, 2 Alice Powell +0.502s, 3 Mitchell Hale, 4 Josh Webster, 5 Matt Draper, 6 James Birch. **Fastest lap** Hale 1m07.793s (103.65mph). **RACE TWO (14 LAPS)** 1 Hale, 2 Luke Wright +1.958s, 3 Reilly, 4 Powell, 5 James Theodore, 6 Kasper Krogh. **FL** Hale 1m07.909s (103.47mph). **POINTS** 1 Hale, 222, 2 Powell, 206, 3 Webster, 154, 4 Wright, 146, 5 Reilly, 145, 6 Theodore, 133.

CLASSIC FF1600 (10 LAPS)

1 Stephen Hare (Van Diemen RF81), 2 Stuart Kestenbaum (Van Diemen RF79) +0.097s, 3 Paul Walton (Crosse 25F), 4 Andrew Smith (Van Diemen FA73), 5 Steve Bradley (Van Diemen FA73), 6 Colin Williams (PRS RH01). **Class winner** Smith. **Fastest lap** Hare 1m18.482s (89.53mph).

RACE TWO (10 LAPS)

1 Kestenbaum, 2 Hare +0.193s, 3 Walton, 4 Bradley, 5 Ian McMillan (Crosse 45F), 6 David Brise (Royale RP21). **CW** Bradley. **FL** Hare 1m18.855s (89.11mph).

CLASSIC CLUBMANS (17 LAPS)

1 Mark Charteris (Mallock Mk20/21), 2 Peter Harper (Connaught U2 Mk20B/21) +0.850s, 3 Malcolm Jackson (Mallock Mk20B), 4 Steve Campbell (Raffo 77C), 5 Robert Crozier (Mallock Mk11), 6 Paul Webb (Mallock Mk16B). **CW** Webb, Robert Yarwood (Ladybird Clubmans Mk16B). **FL** Charteris 1m10.568s (99.57mph).

RACE TWO (10 LAPS)

1 Charteris, 2 Steven Chaplin (Phantom P79) +16.228s, 3 Jackson, 4 Campbell, 5 Webb, 6 Dan Eagling (Penfold). **CW** Webb. **FL** Charteris 1m10.744s (99.33mph).

CLUBMANS (17 LAPS)

1 Paul Gibson (Nemesis K10 Proto), 2 Jonathan Hair (Mallock Mk36 Beagle) +49.577s, 3 Barry Webb (Mallock Mk23B), 4 Alex Champkin (Vision V85/9), 5 Peter Richings (Mallock Mk30PR), 6 Richard Gilmour (Mallock U2). **FL** Paul Gibson 1m11.575s (98.17mph).

RACE TWO (14 LAPS)

1 Hair, 2 Russell Mums (Mallock Mk28/30) +3.809s, 3 Webb, 4 Marcus Bicknell (Mallock Mk26 SG EB), 5 Daniel Gibson (Nemesis K9), 6 Richings. **FL** Hair 1m13.364s (95.78mph).

CLASSIC FF2000 (12 LAPS)

1 Richard Wallington (Van Diemen RF83), 2 Nigel Corry (Van Diemen RF82) +6.202s, 3 Tom Pope (Van Diemen RF82), 4 Tony Hancock (Van Diemen RF82), 5 Jon Finch (Van Diemen RF82), 6 Phil Walker (Van Diemen RF82). **CW** Colin Wright (Reynard SF79). **FL** Andy Huxtable (Van Diemen RF83) 1m13.986s (94.97mph).

RACE TWO (12 LAPS)

1 Hancock, 2 Wallington +4.462s, 3 Lawrence Denne (Van Diemen RF82), 4 Huxtable, 5 Chris Levy (Van Diemen RF83), 6 Jeremy Main (Reynard SF79). **CW** Main. **FL** Pearson

1m13.648s (95.41mph).

DUNLOP MN/SALOONS (12 LAPS)

1 Rod Birley (Ford Escort WRSC), 2 Darren Bly (Nissan Skyline) +4.393s, 3 Mark Biggers (Nissan Skyline), 4 Craig Davies (Ford Sierra), 5 Raymond Barrow (Ford Escort), 6 Stratton Mackay (Subaru Impreza). **CW** Biggers, Barrow, Andrew Woods-Dean (Renault Megane), Ricky Coomber (Honda Integra DCS), Graham Richardson (Vauxhall Nova). **FL** Bly 1m12.853s (96.45mph).

RACE TWO (13 LAPS)

1 Bly, 2 Birley +1.257s, 3 Biggers, 4 Davies, 5 Barrow, 6 Mackay. **CW** Biggers, Barrow, Bill Richards (Rover Mini Clubman), Coomber. **FL** Bly 1m13.042s (96.20mph).

KUMHO BMW (16 LAPS)

1 Garrie Whittaker (M3 E36), 2 David Kempton (M3 E36) +1.801s, 3 Thomas Knight (M3 E36), 4 Ian Crisp (E36 M3 EVO), 5 Stephen Pearson (M3), 6 Colin Whitmore (M3). **CW** Des Thresh (E36 M3), Sean Foley (318i). **FL** Tom Webb (E36) 1m16.196s (92.22mph). **RACE TWO (16 LAPS)** 1 Kempton, 2 Whittaker +0.218s, 3 Webb, 4 Crisp, 5 Knight, 6 Pearson. **CW** Thresh, James Cook (E36

M3), Stephen Lanfermeijer (318i). **FL** Whittaker 1m16.071s (92.37mph).

BRSCC FORMULA 3 (16 LAPS)

1 Alex Craven (Dallara F304), 2 Chris Needham (Dallara F302) +12.708s, 3 Mark Harrison (Dallara F301), 4 Mark Terry (Dallara F302), 5 Jon Gray (Dallara F302), 6 Louis Hamilton-Smith (Dallara F301). **CW** Christopher Willie (Dallara F396). **FL** Craven 1m05.250s (107.69mph).

RACE TWO (18 LAPS)

1 Harrison, 2 Hamilton-Smith +4.392s, 3 Nicholas Robinson (Dallara F398), 4 Kat Impey (Dallara F302), 5 Terry, 6 James Ledamun (TOMS 036F). **CW** Ledamun. **FL** Terry 1m06.718s (105.32mph).

WESTFIELDS (15 LAPS)

1 Chris Davison, 2 Chris Gould +15.655s, 3 Nick Flowers, 4 Martin Gartside, 5 Harry Gordon-Finlayson, 6 Mark Pasquill. **FL** Davison 1m19.641s (88.23mph).

RACE TWO (15 LAPS)

1 Davison, 2 Flowers +9.601s, 3 Gartside, 4 Gordon-Finlayson, 5 Pasquill, 6 Gould. **FL** Davison 1m19.297s (88.61mph).

PEMBREY 750MC July 31-August 1
Sutton and Farmer win; Ferguson takes two

Double trouble for Vee man Anderson

IT LOOKED to be a foregone conclusion for Ben Anderson in Formula Vee when he secured pole for both races in the double-header at Pembrey last weekend, but he was to be denied success twice.

The AUTOSPORT man started strongly in race one, battling hard with Martin Farmer in his similar GAC. The two swapped top spot time-after-time in the initial bout, several seconds ahead of Peter Belsey (Spyder Mk2) in third. Fortune did not favour Anderson though, when the left rear wheel of his car came off, ending his race and delaying Farmer.

A storming Ashley Sutton, up from 12th on the grid, stole the advantage as Anderson spun and he

went on to finish just over a second clear of Farmer. Disappointment befell Declan McDonnell when his GAC expired with a distributor cap malfunction, after taking third in qualifying.

Following his win on Saturday, Sutton was confident of a repeat performance, but his attack from the middle of the field was curtailed when his throttle cable snapped. Misfortune was again set for Anderson, too.

Following a spirited battle with Farmer and Belsey, Anderson prevailed and crossed the line first. After the chequered flag had been waved however, it was deemed that Anderson had jumped the start and he was handed a 10-second time penalty that dropped him to third.



Anderson (left), Farmer (3) and Belsey lead race two

Farmer and Belsey were thus promoted. As a result, Farmer extends his lead at the head of the championship table.

David Heavey (Leystone JH004) put in a stellar drive from the rear of the grid in consecutive races, having failed to show for qualifying and having never previously raced at the Welsh circuit.

The Irishman came home with seventh in race one and fourth in race two.

Joe Ferguson romped home with two wins in Stock Hatch and Joe Fletcher made do with second on both occasions. Pre-event championship leader Josh Cook suffered intermittent brake failure and a cracked piston, putting him out of

contention for points. More woe came the way of Joel Shipton who managed fourth in the opening heat before a fuel pump mishap meant he would have to spectate for two of the three remaining encounters

Financial worries meant that erstwhile points leader Dominic Mooney would not be present for the MG Midget races. A series of engine blow-ups has forced him back to the drawing board to source the root of the problem.

The top-three finishing positions were identical in both races. Paul Sibley proved unassailable at the front, leaving David Weston and Edward Reeve to second and third respectively.

Richard Perry suffered

gearbox woes after holding third in race one, forcing him to abandon race two, while Dean Stanton had to be taken to hospital after a scrap for sixth with Tom Neat left him cascading end-over-end on the outside of Paddock.

The Contour of Paul Rogers had a free reign at the front of each RGB race. Surprisingly, Derek Jones headed the chasing pack despite snapping a bottom wishbone mount in practice and wrestling with oversteer throughout the weekend. Jones got second and fourth in the first and second races respectively. John Cutmore managed second in the final race and Mathew Green (Spire GTR) took the bottom step of the podium twice.

Ferguson took a Stock Hatch double



FORMULA VEE (13 LAPS) 1 Ashley Sutton (Storm 2007); 2 Martin Farmer (GAC) +14s; 3 Peter Belsey (Spyder Mk2); 4 Stephen Glasswell (Storm); 5 Paul Taylor (GAC); 6 Dave Hodkin (AHS Dominator). **Class winner** Ian Jordan (Sheane). **Fastest lap** Sutton 1m03.75s (82.22mph). **RACE TWO (13 LAPS)** 1 Farmer: 2 Belsey +5.62s; 3 Ben Anderson (GAC); 4 David Heavey (Leystone JH004); 5 Glasswell; 6 Declan McDonnell (GAC 03). **CW** Dan Brigham (Sheane). **FL** Anderson 1m03.77s (82.20mph). **STOCK HATCH (12 LAPS)** 1 Joe Ferguson (Citroen Saxo VTR); 2 Patrick Fletcher (Citroen Saxo VTR) +2.91s; 3 Matt Digby (Citroen Saxo VTR); 4 Jon Maybin (Citroen Saxo VTR); 5 Andrew Foley (Citroen Saxo

VTR); 6 Shaun Hagen (Citroen Saxo VTR). **CW** Lee Scott (Ford Fiesta XR2i). **FL** Ferguson 1m09.69s (75.21mph). **HEAT (12 LAPS)** 1 Jeff Humphries (Peugeot 106 Rallye); 2 Jake Farndon (Citroen Saxo VTR) +0.81s; 3 Hagen; 4 Joel Shipton (Citroen Saxo VTR); 5 Terry Roughton (Citroen Saxo VTR); 6 Rory Cooper (Citroen Saxo VTR). **CW** Scott. **FL** Shipton 1m10.08s (74.79mph). **RACE TWO (12 LAPS)** 1 Ferguson; 2 Fletcher +2.49s; 3 Wayne Harris (Citroen Saxo VTR); 4 Foley; 5 Humphries; 6 Maybin. **CW** Scott. **FL** Ferguson 1m09.64s (75.27mph). **HEAT (4 LAPS)** 1 Hagen; 2 Humphries +0.71s; 3 Josh Cook (Citroen Saxo VTR); 4 Roughton; 5 Tom Molyneux (Peugeot 106 Rallye); 6 Farndon. **CW** Scott. **FL** Hagen 1m10.12s (74.75mph).

MG MIDGETS (13 LAPS) 1 Paul Sibley (MG Midget); 2 David Weston (MG Midget) +0.15s; 3 Edward Reeve (MG Midget); 4 Gil Duffy (MG Midget); 5 Mark Turner (Austin Healey Sprite); 6 Dean Stanton (MG Midget). **CW** Turner; Tim Storrar (Austin Healey Sprite). **FL** Sibley 1m05.19s (80.40mph). **RACE TWO (11 LAPS)** 1 Sibley; 2 Weston +0.76s; 3 Reeve; 4 Turner; 5 Nigel Pratt (MG Midget); 6 Tom Neat (MG Midget). **CW** Turner; Storrar. **FL** Weston 1m04.96s (80.69mph). **RGB (14 LAPS)** 1 Paul Rogers (Contour Cars RGB09); 2 Derek Jones (Fisher Fury) +24.87s; 3 Mathew Green (Spire GTR); 4 Duncan Marshall (STM Phoenix); 5 John Cutmore (Spire GTR); 6 Gary Goodyear (Raw Fulcrum). **CW** Jones; Alastair Boulton (Stuart

Taylor Phoenix). **FL** Rogers 1m00.64s (86.44mph). **RACE TWO (14 LAPS)** 1 Rogers; 2 Cutmore +13.41s; 3 Green; 4 Jones; 5 Goodyear; 6 Lee Baverstock (STM/Rainbird Phoenix). **CW** Green; Boulton. **FL** Rogers 1m01.64s (85.04mph). **750 FORMULA (18 LAPS)** 1 Bill Rutter (Darvi Mk5); 2 Dave Robson (SDAR/83) +0.43s; 3 Roger Rowe (Centaur Mk20); 4 Bob Simpson (SS/F); 5 Nathaniel Cooper (Davis T7); 6 Peter Bove (ADR 750F). **CW** Collins. **FL** Robson 1m04.23s (81.61mph). **RACE TWO (7 LAPS)** 1 Rowe; 2 Simpson +0.73s; 3 Rutter; 4 Robson; 5 Bove; 6 Rod Hill (Mystic T4/21). **CW** Paul Collins (Darvi Mk5). **FL** Robson 1m04.46s (81.32mph). **SAXMAX (12 LAPS)** 1 Scott Moakes;

2 Chris Warburton +0.40s; 3 Jordan Willson; 4 Aaron Trigwell; 5 Myles Collins; 6 William Plant. **FL** Warburton 1m12.19s (72.61mph). **RACE TWO (12 LAPS)** 1 Warburton; 2 Collins +4.66s; 3 Moakes; 4 Anthony Whorton-Eales; 5 Willson; 6 Shane Stoney. **FL** Warburton 1m11.81s (72.99mph). **FORMULA 4 (15 LAPS)** 1 Robbie Watts (Van Diemen Raw 09); 2 Malcolm Scott (Van Diemen RF00) +2.43s; 3 Erwin Smiech (Van Diemen RM06); 4 Bryn Tootell (Van Diemen RF06/09); 5 Jennifer Scott (Van Diemen RF99); 6 Andrew Minnett (Van Diemen RF99). **CW** Matt Hayes (Jamun M97Z); Clive Yorath (Reynard SF84); David Woodsworth-Dale (Revelation 2009). **FL** Watts 57.69s (90.86mph). **RACE TWO (15 LAPS)** 1 Tootell; 2 Watts +6.34s; 3 M Scott; 4 Oliver Sirrell (Van Diemen RF97); 5 J Scott; 6 Hayes. **CW** Hayes; Yorath; Woodsworth-Dale. **FL** Watts 57.39s (91.33mph). **LOCOST (12 LAPS)** 1 Alastair Garratt. 2 Scott Mittell +0.10s; 3 Nicholas Morley; 4 Tom Collier; 5 Alex Von Ehrheim; 6 Paul Bryant. **CW** Mittell. **FL** Garratt 1m10.96s (73.87mph). **HEAT (12 LAPS)** 1 Morley; 2 Garratt +0.15s; 3 James Pinkerton; 4 Richard Jenkins; 5 Bryant; 6 Lynfel Owen. **CW** Bryant. **FL** Pickles 1m11.60s (73.21mph). **RACE TWO (12 LAPS)** 1 Collier; 2 Jenkins +4.83s; 3 Von Ehrheim; 4 Morley; 5 Mittell; 6 Owen. **CW** Morley. **FL** Von Ehrheim 1m10.73s (74.11mph).



STEVE JONES

Roger Rowe prevailed in race two for the 750 Formula and might have achieved a double if not for a spin that dropped him to third, behind Dave Robson, in the first race. Bill Rutter got the winner's garland ahead of Robson, who was assessing his SDAR/83 machine after an accident at Cadwell Park in the earlier rounds.

Citroen pacesetter Anthony Whorton-Eales came to a smoking halt after taking to the grass in the first of the Saxmax outings. Whorton-Eales held second place before his off at Hatchets allowed Chris Warburton to claim the place. Warburton was only just behind leader Scott Moakes at the flag.

Warburton got the better of the competition in the second race, over four seconds clear of Myles

Collins, who had Moakes close behind in third.

Erwin Smiech did well to take his Van Diemen RMO6 to third in the opening Formula 4 race, despite concerns about carburation and other engine issues. Smiech retired from fourth in the remaining race with undiagnosed engine clatter. Robbie Watts and Bryn Tootell claimed a win apiece, with Matt Hayes (Jamun M97Z) clinching Class C plaudits twice.

Alastair Garratt was elated at winning the first Locost final after snatching the win from Scott Mittell by a tenth of a second. Tom Coller took the honours in the closing race of the meeting, comfortably ahead of Richard Jenkins and Alex Von Ehrheim.

■ By Ben Bostock



The Contour of Rogers (12) was again supreme in RGB

STEVE JONES

MALLORY PARK BARC August 1
MG wins split; Addison Caterham dominates



MICK WALKER

McHugh Porsche took Trackday Trophy victory

MG and Porsche star at Mallory

MARTIN WILLS had mixed fortunes at Mallory Park last weekend. The MGOC Class F racer retired from his first race with electrical gremlins, handing victory to Paul Savage, before storming to a classy victory later in the day.

In the opening event, poleman Wills sprinted his MGF into an immediate lead ahead of Savage's similar machine, with Paul Wisbey jumping Ian Evans for third. The real action though lay in the tremendous scrap for sixth between Malcolm Hill and Paul Eales. This went on for lap after lap until the latter slowed on the seventh tour.

Following the demise of Wills two laps later, Savage was left to lead the field home, while Evans pressed Wisbey hard for the runner-up spot. To their rear, Hill completed the leading quartet and took the Class A honours.

Next time out Wills started at the back of the grid, but led by lap nine from Savage. Hill again took the Class A win after a great scrap with Jim Baynam and Will Sharpe.

The first contest for Classes B & Z was all about the battle for the lead between the ZRs of Nick Golhar and Jody Bowcott. Golhar held the early advantage, while Paul Clackett moved up to third on lap five with a brave move round the outside of Mark Halsall at Gerard's.

Bowcott edged ahead of Golhar three tours later before the latter reasserted his authority on the penultimate lap. With Bowcott disappearing in a cloud of smoke, Clackett was promoted to second, while fifth-placed Harjinder Bhambra claimed the Class B spoils. Subsequently Sharpe led Golhar home, with the victor's brother Henry the quickest Class B racer.

Gary Paterson set the early pace in the Club MSV Trackday Trophy event in his Ginetta G20, before Ben Littlewood's Renault Clio Cup hit the front on lap five. It was not to last though, as three tours later Jamie McHugh took the lead. McHugh had handed over to his father Tom at the compulsory pitstops and their Porsche 944 added to a Snetterton win in the previous round.

The experienced Mark Campbell had qualified his modified Lotus Elan on pole position for the initial Northern Saloon and Sports Car event, but a snapped differential towards the end of the session meant he was unable to race. This left Bill Addison to race against the clock in his mighty Caterham R400 Superlight, rather than against his fellow competitors, and he swept to a brace of dominant victories.

■ By Graham Read

MGOC CLASSES A & F (16 LAPS)
1 Paul James Savage (MGF VVC) +4.153s; 2 Paul Wisbey (MGF VVC) +4.153s; 3 Ian Evans (MGF); 4 Malcolm Hill (MGB GT); 5 Simon Kendrick (MGF VVC); 6 Will Sharpe (Midget).
Class winners Hill, Bob Fisher (MGB). **Fastest lap** Martin Wills (MGF) 56.543s (85.95mph).
RACE TWO (16 LAPS) 1 Wills; 2 Savage +2.630s; 3 Wisbey; 4 Evans; 5 Kendrick; 6 Hill. **CW** Hill, Fisher. **FL** Wills 55.796s (87.0mph).
CLASSES B & Z (16 LAPS) 1 Nick Golhar (ZR); 2 Paul R Clackett (ZS160) +11.564s; 3 Mark Halsall (ZR160); 4 David McDermott (ZR); 5 Harjinder Bhambra (ZS); 6 David Obree (ZR160). **CW** Bhambra. **FL** Golhar 56.517s (85.99mph). **RACE TWO (16 LAPS)** 1 Will

Sharpe (ZR); 2 Golhar +2.250s; 3 Clackett; 4 McDermott; 5 Obree; 6 Henry Sharpe (Maestro). **CW** H Sharpe. **FL** Will Sharpe 56.208s (86.46mph).
CLUB MSV TRACKDAY TROPHY (45 LAPS) 1 Jamie McHugh/Tom McHugh (Porsche 944 S2); 2 Gary Paterson/Richard Hardie (Ginetta G20) +11.846s; 3 Gary Littlewood/Ben Littlewood (Renault Clio Cup 172); 4 Martyn Astley/Andrew Jebson (Peugeot 306); 5 Ben Barry (BMW M3); 6 Paul Abercrombie/Ashley Davies (Renault Clio). **CW** Paterson/Hardie, Littlewood/Littlewood; Astley/Jebson. **FL** Paterson/Hardie 54.806s (88.67mph).
DDMC NORTHERN SALOON & SPORTS

CARS (18 LAPS) 1 Bill Addison (Caterham R400 Superlight); 2 Simon Mayne (Fisher Fury) +52.280s; 3 Brian Murphy (Ginetta G20); 4 Mark Benson (Renault Clio); 5 Paul Moss (Citroen Saxo); 6 Peter Dixon (Honda Civic 16VT). **CW** Mayne, Benson; Moss, Ian Humpish (VW Beetle Rsi); Brian Morris (Datsun 240ZG). **FL** Addison 50.245s (96.72mph). **RACE TWO (18 LAPS)** 1 Addison; 2 Mayne +44.273s; 3 Murphy; 4 Moss; 5 Humpish; 6 Dixon. **CW** Mayne, Moss; Humpish; Andrew Jebson (Peugeot 306); Morris. **FL** Addison 50.700s (95.85mph).



BOURNE PHOTOGRAPHIC

Keenan collects maiden win as title fight rages

Keenan's lurid MK Indy won in Sports/Saloons

DEFENDING CNC Heads Sports Saloon Champion Robert Spencer and former double champion Paul Dobson are both vying for this year's title, along with teenager Paul Ingram. All three took double class wins on their visit to the North Wales coast, with Spencer the overall victor on Sunday, after Danny Keenan took his maiden win on Saturday.

Having taken his first pole, Keenan's MK Indy Busa was only briefly headed in race one, with Dobson's Mazda RX7 charging past Simon Allaway's Esprit V8 and Spencer's Locosaki on lap

six. Allaway remained close in third, with Ric Wood's Audi V8 Star closing in, while a last-lap spin from Spencer dropped him to sixth behind Robert Chalmers' Caterham.

With Keenan an early casualty due to engine problems, Wood was heading for victory in race two until he tripped over a backmarker at the Hairpin and bent his steering. Spencer was thus left clear of a terrific battle for second. Wayne Schofield's Suzuki Cappuccino headed a five-car train until he was put on the grass at Rocket on lap 11, when Cam Forbes' Westfield squeezed out Peter Davies' Caterham.

Forbes just held the place in the charge to the flag, with Davies inches behind.

There were three different winners each day in the Legends. Peter Morton was first to taste victory on Saturday, having taken Lawrence Davey at Church on the second lap. John Higgins drafted past Stephen Treherne on the run to Rocket to take race two on the penultimate lap, but Treherne and Dean Brace shadowed him right to the flag.

Having shot from fourth to second in one move, Davey eased himself clear for a dominant win in the finale, leaving Lee Fitzpatrick to snatch

second from Niki Meredith on the last lap.

After Higgins had a fairly clear run from the front in Sunday's red flag shortened opener, the second race was the highlight of the weekend. Ross Marshall had flown off at Rocket, leaving Treherne, Fitzpatrick and Morton to battle wheel-to-wheel for the last four laps. Fitzpatrick and Morton both managed to draft past Treherne on the back straight with a lap to go, but an identical move a lap later left Fitzpatrick trailing in third as Morton took the spoils.

Davey led most of the finale but lost out to

Treherne with a lap to go. Fitzpatrick shot past them both into Rocket on the last lap, only for Davey to cut across his bows and snatch the win. Morton followed as Treherne's plug lead came off. He limped to third from the recovering Fitzpatrick.

Paul Turley took a dominant Caterham Mega Graduate win over Myles Packman, but roles were reversed in race two after Packman sneaked ahead into Rocket on lap seven.

There was a double win for James Sibbet in the Super Graduates. He led the first race from lap two, as Jamie Waring and Daniel Malkin scrapped for second, but managed to get away in the sequel, as Waring clinched another runner-up spot when Mick Whitehead spun at the final corner.

There was double glory for Graeme Smith too in the hotly contested Caterham Classic Graduates, while Paul Roddison and Mazda stalwart Paul Sheard shared the MaX5 spoils.

Nick Jarvis and Jordan Witt also split the wins in two races for the fledgling Chevron GR8 Challenge.

■ By Peter Scherer

CNC HEADS NORTH WEST SPORTS/SALOONS (10 LAPS)

1 Danny Keenan (MK Indy Busa); 2 Paul Dobson (Mazda RX7) +8.226s; 3 Simon Allaway (Lotus Daytona Esprit V8); 4 Ric Wood (Audi V8 Star); 5 Robert Chalmers (Caterham R400); 6 Robert Spencer (Stuart Taylor Locosaki). **Class winners** Allaway; Chalmers; Dobson; Stephen Hibbert (Lotus Sport Elise); Paul Ingram (Ford Fiesta XR2). **Fastest lap** Darren Smith (TVR Tuscan) 1m12.242s (77.24mph).

RACE TWO (14 LAPS) 1 Spencer; 2 Cam Forbes (Westfield SeiW) +12.912s; 3 Peter Davies (Caterham R400); 4 Wayne Schofield (Suzuki Cappuccino); 5 Dobson; 6 Chalmers. **CW** Peter Isherwood (Subaru Impreza); Forbes; Dobson; John Morris (Peugeot 206); Ingram.

FL Wood 1m33.158s (81.15mph).

LEGENDS (7 LAPS) 1 Peter Morton; 2 Lawrence Davey +0.247s; 3 Lee Fitzpatrick; 4 Stephen Treherne; 5 John Mickel; 6 John Higgins.

RACE TWO (9 LAPS) 1 Higgins; 2 Treherne +0.173s; 3 Dean Brace; 4 Ross Marshall; 5 Nick Brace.

RACE THREE (10 LAPS) 1 Davey; 2 Fitzpatrick +2.317s; 3 Niki Meredith; 4 Stephen Whitelegg; 5 Gareth Martin; 6 Higgins. **FL** Fitzpatrick 1m24.477s (66.05mph).

RACE FOUR (6 LAPS) 1 Higgins; 2 Davey +2.362s; 3 Morton; 4 Fitzpatrick; 5 Simon Belcher; 6 Matthew Pape. **FL** Higgins 1m45.489s (71.66mph).

RACE FIVE (7 LAPS) 1 Morton;

2 Treherne +0.181s; 3 Fitzpatrick; 4 Higgins; 5 Mickel; 6 Davey.

FL Higgins 1m45.190s (71.86mph). **RACE SIX (10 LAPS)** 1 Davey; 2 Morton +2.489s; 3 Treherne; 4 Fitzpatrick; 5 Higgins; 6 D Brace.

FL Morton 1m45.491s (71.66mph). **CATERHAM MEGA GRADUATES (16 LAPS)** 1 Paul Turley; 2 Myles Packman +2.552s; 3 Paul Hudson;

4 William Halley; 5 Martin Amison; 6 David Shaw. **FL** Chris Fox 1m16.799s (72.65mph). **RACE TWO (12 LAPS)** 1 Packman; 2 Turley +0.376s; 3 Trevor Carvey;

4 Andrew Smith; 5 Nicholas Haryett; 6 Hudson. **FL** Turley 1m40.366s (75.32mph). **CATERHAM SUPER GRADUATES (16 LAPS)** 1 James Sibbet; 2 Jamie Waring +0.289s; 3 Daniel Malkin;

4 Kenny Young. **CW** Reece Somerfield. **FL** Waring 1m18.637s (70.95mph). **RACE TWO (12 LAPS)** 1 Sibbet; 2 Waring +3.856s; 3 Shinner; 4 Malkin; 5 Mick Whitehead;

6 Andy Skinner. **CW** Simon Pashley. **FL** Whitehead 1m41.551s (74.44mph). **CATERHAM CLASSIC GRADUATES (14 LAPS)** 1 Graeme Smith; 2 Charles Fitzhugh +1.260s;

3 Graham Smith; 4 Jennifer Grace; 5 James Carvey; 6 John Parker. **FL** Graeme Smith 1m30.547s (61.62mph). **RACE TWO (11 LAPS)** 1 Graeme Smith; 2 Grace +0.107s; 3 Justin Cox; 4 Fitzhugh; 5 Parker; 6 Graham Smith. **FL** Graeme Smith 1m49.907s (68.84mph). **MAZDA MAX 5 (15 LAPS)** 1 Paul Roddison; 2 Nick Dougill +13.620s;

3 Jonathan Halliwell; 4 Nick Wright; 5 Ryan Cefferty; 6 Matthew Tidmarsh. **CW** Dougill. **FL** Roddison 1m23.886s (66.51mph).

RACE TWO (12 LAPS) 1 Paul Sheard; 2 Roddison +12.191s; 3 Dougill; 4 Wright; 5 Halliwell; 6 Matt Beard. **CW** Roddison. **FL** Roddison 1m48.008s (69.99mph).

CHEVRON GR8 CHALLENGE (25 LAPS) 1 Nick Jarvis; 2 Jordan Witt +22.489s; 3 Jeff Hodgson; 4 Andrew Wright; 5 David Witt; no other finishers. **FL** Jarvis 1m23.196s (67.07mph). **RACE TWO (25 LAPS)** 1 J Witt; 2 Hodgson/John Murphy +1.004s;

OULTON PARK BRSCC July 31-August 1
Mighty Minis to Tuckley; Gough wins FF1600

Tuckley wins by inches



Tuckley (55) and Inch fought out an epic race

FOR THE second time this season, Adrian Tuckley beat Louise Inch to victory by a tiny margin in an epic Mighty Mini race. This time the margin was four hundredths of a second as Tuckley got the better drag out of the final corner.

Inch made much of the running, but Tuckley was never more than a foot from her bumper and took the lead several times. After running neck-and-neck for 20 minutes, it all came down to the last lap at Lodge. Tuckley feinted to the inside, then dived wide and cut back in to get a marginally better drive for the sprint to the line and nosed ahead as they went past the flag.

"That's the way to do it," said Tuckley. "Louise is good to race against."

Inch was still pleased with the result after a fighting drive. "I'm really chuffed with that performance, every lap was

different," she said.

Earlier, the Super Mighty Minis had delivered a barnstorming race, with 0.9sec covering the top six at the flag, as Chris Morgan got to the line a tenth of a second before Patrick Ford. Having led for much of the race, Scott Kendall was elbowed back to third in the final ruckus.

Despite the very best efforts of Aussie teenager Jordan Skinner, Stuart Gough took a double win in the Post '89 division of the Northern FF1600 championship. The opener ran on a damp track and Skinner came back at Gough in the closing stages. Later in the afternoon, Jordan battled ahead in the early laps and led until they tangled for the second time this season, as Gough attacked at Knickerbrook.

"We interlocked wheels, there was nothing I could do," said Gough after being launched over the rear

of Skinner's car. While Skinner was out on the spot, Gough was fortunate to emerge with both his car and lead intact and was able to see off a challenge from Chris Chisnall to complete a double win.

John Farrell and Nigel Dolan shared honours in the Pre '90 double-header. Having lost his chance to attack Farrell in the closing stages of the opener due to a safety car, Dolan was mighty later as he beat Farrell and Lee Hannam to win by half a length.

Both Sports 2000 races went with form, although a late safety car period cost Neil Burroughs the margin he had established in his thus far dominant Gunn TS11. With a one-lap dash to the flag, Burroughs was able to maintain his

unbeaten lead to fend off Mike Jenvey, who was back in his Gunn TS6 for the first time this season. In the Pinto category, David Houghton made it four victories from five races as he won convincingly from Lee Mumford.

Oly Mortimer had to deal with a slippery track, a safety car and a late challenge from Vic Covey junior before securing victory in the first Scottish Mini Cooper Cup race.

Unfortunately, the reversed grid for the second race sparked a four-car shunt at Old Hall. With Louise Flitton requiring medical attention, the race was red flagged and then canned as the curfew approached.

Graham Cole and Tony Sinclair shared the Open Sportscar Series wins for Jade, with Sinclair taking the second race after Cole pulled off at Lodge with an engine bay fire.

■ **By Paul Lawrence**



Engine bay fire denied Cole an OSS double



Gough (leading) doubled up in post-'89 FF1600

MIGHTY MINIS (9 LAPS) 1 Adrian Tuckley; 2 Louise Inch +0.046s; 3 Matt Pinny; 4 Ben van den Bos; 5 Wesley Dunford; 6 Phil Bunn. **Fastest lap** Van den Bos 2m20.519s (68.96mph).

SUPER MIGHTY MINIS (9 LAPS) 1 Chris Morgan; 2 Patrick Ford +0.130s; 3 Scott Kendall; 4 David Young; 5 Elliott Stanford; 6 James Lyford. **FL** Kendall 2m10.726s (74.13mph).

NORTHERN FF1600 POST '89 (10 LAPS) 1 Stuart Gough (Ray GR507); 2 Jordan Skinner (Ray GRK10) +0.724s; 3 Mike Bennett (Swift SC93F); 4 Chris Chisnall (Van Diemen RFO0); 5 Simon Kinsey (Van Diemen RFO0); 6 Craig Currie (Van Diemen RF91). **Class winner** Bennett. **FL** Skinner 1m57.188s (82.69mph).

RACE TWO (9 LAPS) 1 Gough; 2 Chisnall +4.228s; 3 Mike Gardner (Van Diemen RF90); 4 Bennett; 5 Currie; 6 Kinsey. **CW** Gardner. **FL** Gough 1m49.285s (88.67mph).

NORTHERN FF1600 PRE '90 (9 LAPS) 1 John Farrell (Reynard FF89); 2 Nigel Dolan

(Van Diemen RF86) +1.417s; 3 Lee Hannam (Reynard FF88); 4 Jaap Blijleven (Reynard FF88); 5 Ian Ellis (Reynard FF89); 6 William Alterman (Reynard FF89). **CW** Dolan. Neil MacGregor (Van Diemen RF82). **FL** Dolan 1m52.572s (86.08mph).

RACE TWO (8 LAPS) 1 Dolan; 2 Farrell +0.074s; 3 Hannam; 4 Blijleven; 5 Ian Parkington (Royale RP26); 6 Andrew MacGregor (Van Diemen RF86). **CW** Farrell. Parkington. **FL** Dolan 1m53.344s (85.50mph).

SPORTS 2000 DURATEC (14 LAPS)

1 Neil Burroughs (Gunn TS11); 2 Mike Jenvey (Gunn TS06) +0.758s; 3 Matt Manderson (March O9R); 4 Miles Griffiths (Lola Wright); 5 Patrick Sherrington (MCR); 6 Harry Chapman (Lola TMS). **CW** Paul Tickner (Carbir CS2); Scott Guthrie (Carbir CS2). **FL** Jenvey 1m40.519s (96.41mph).

SPORTS 2000 PINTO (14 LAPS)

1 David Houghton (Van Diemen RFSC02); 2 Lee Mumford (Lola T492) +1.747s; 3 Alaric Gordon (Carbir CS2); 4 Jim McDougall (Tiga SC79); 5 Mike Fry (Lola T86/90); 6 Mike

Johns (Royale S2000M). **CW** Mumford; Fry. **FL** Houghton 1m48.353s (89.44mph).

SCOTTISH MINI COOPER CUP (10 LAPS)

1 Oly Mortimer; 2 Vic Covey Jr +1.919s; 3 Kenny Brewster; 4 Chris Smiley; 5 Alan Waugh; 6 Malcolm McNab. **FL** Mortimer 2m07.654s (75.91mph).

OPEN SPORTSCARS (12 LAPS) 1 Graham

Cole (Jade Trakstar); 2 Tony Sinclair (Jade 3) +23.437s; 3 Mike Jenvey (Gunn TS6); 4 Gaius Ghinn (Norma M20); 5 Andrew Kimpton (Jade 3); 6 David Brunson (AJEC 01).

CW Jenvey; Paul Steele (Radical SR3); John Gray (Jade); Verity Banks (ADR XP2). **FL** Cole 1m35.587s (101.38mph).

RACE TWO (9 LAPS) 1 Sinclair; 2 Jenvey +4.631s; 3 Kimpton; 4 Robin Brown (Radical Prosper); 5 Bill Henderson (Radical SR3); 6 Steele. **CW** Jenvey; Brown; John Wilkes (Global GT). **FL** Sinclair 1m36.860s (100.05mph).

YOUR SAY

What you think of the motorsport news of the past week



No surprise over Schuey's move

They say a leopard never changes its spots. Well, ladies and gentlemen, I give you Michael Schumacher. What he did on Sunday at the Hungaroring would have been potentially life-threatening in a kart race, let alone at the pinnacle of our sport. Somehow a 10-place grid drop for Spa doesn't seem like justice.

Sunday's Superleague race reminded us of the forces involved when two powerful single-seaters touch wheels. On another day we could have been mourning two fatalities. Thankfully, the sport had a let-off. Michael, if you genuinely believe you did nothing wrong, I fear for the other 23 drivers who share a grid with you.

Richard Stephenson
Leeds

EDITORIAL CONTACT mail@autosport.com

It is up to the sport's stewards to regulate track behaviour such as Michael Schumacher's much more energetically. Not least because of the example it sets to young competitors at all levels of the sport, and also for the drivers themselves to have some collective sense of ethical track behaviour that they all sign up to.

Personally I think Schumacher's license should be revoked for the remainder of the season so as to send out an appropriate message.

Gavin Ross
Alford, Aberdeenshire

Cigarette advertising is banned in F1. So why, for example, does Fernando Alonso's helmet and pit crew (back of shirts) still carry the Marlboro barcode cigarette advertisement?

Whenever the on-board camera behind Alonso's helmet is broadcast, the barcode is very visible.

Dr Peter Watson
Arnhem

Am I the only person left feeling no anger towards Ferrari after what happened in Germany?

I'm also left feeling confused towards some fans' reaction; it seems like some people really need to dig a little deeper when watching a race.

As for the argument some have raised about whether Ferrari is really crucial to the sport, in a word, yes, it is. For good or bad, Ferrari has dominated in terms of popularity.

James Singleton
Derbyshire

FIA stewards were last night conducting an investigation following damning video evidence showing excessive flex in Sebastian Vettel's bottom lip.

An anonymous source said: "The flex in Vettel's bottom lip on the podium in Hungary clearly exceeded acceptable limits.

"We haven't seen that amount of flex since Fernando Alonso tripped over his own lip after the Valencia race."

Martin MacBean
By email

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. **FIA TO RAMP UP WING TESTS FOR BELGIUM**

2. **FRONT TYRES DESIGN HURTING SCHUMACHER**

3. **BARRICHELLO: NO POINT IN SCHUMACHER CHAT**

4. **FOUR DRIVERS GIVEN REPRIMANDS**

5. **SCHUMACHER GETS 10-PLACE GRID PENALTY**

AUTOSPORT.COM PLUS

TOP STORY ONLINE

THE WORLD ACCORDING TO EDDIE IRVINE

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL PROFESSIONAL CONNECTED

This week's star letter will receive a Road Angel Professional Connected – the world's only safety camera alert device to use GPRS/GSM update technology while you drive.

For more details on Road Angel please visit www.roadangelgroup.com. Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

● Graham Hill won the 1966 Indianapolis 500 in a Lola T90, not a Lotus, as reported on July 29, p26.

● Mark Ashworth was the driver of the TVR that won the first Equipe GTS race at Pembrey last month and not Mike, as claimed in our report in the July 29 issue.

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

BRITISH WORLD CHAMPION STAMP COLLECTION

£13.50 + £1.45 P+P

<http://stores.ebay.co.uk/Royal-Mail-Stamp-Collections>

Royal Mail has produced this commemorative set of stamps to honour Britain's 10 world champions: Mike Hawthorn ('58), Graham Hill ('62 and '68), Jim Clark ('63 and '65), John Surtees ('64), Jackie Stewart ('69, '71 and '73), James Hunt ('76), Nigel Mansell ('92), Damon Hill ('96), Lewis Hamilton ('08) and Jenson Button ('09). Quibbles? No mention of Lotus ('68) on the Hill stamp and why the random sponsor reference for Hamilton's McLaren?



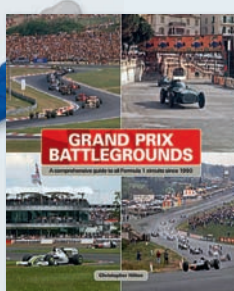
COLIN McRAE FLEECE

£30

colinmrae.com

No self-respecting child should go to nursery or school in anything but this Colin McRae fleece. The blue and white represent Scotland's bravest rally driver ever and the Jim Bamber cartoon tops it off.

Even better, some of the cash goes to the Colin McRae Vision – supporting all manner of good causes.



GP BATTLEGROUNDS BOOK

£40 (978 1844 256945)

[C.Hilton \(haynes.co.uk\)](http://C.Hilton(haynes.co.uk))

Grand Prix Battlegrounds is a colourful compendium of the 66 circuits to have hosted a championship GP since 1950. Each circuit features plenty of then-and-now pics, maps, memories and milestones, as well as drivers' recollections and eyewitness accounts of what went on in period.



BRITISH GP 1964 DVD

£19.99

dukevideo.com

Great colour footage of the first world championship GP at Brands Hatch, taken from the BP video library. The real hook, though, is the fascinating bonus film 'Time Between' – a fly-on-the-wall documentary following Graham Hill, Bruce McLaren, Innes Ireland and Mike Hailwood away from F1. It's a gem!

HOT ON THE WEB THIS WEEK

YOUTUBE: SPA WORLD SPORTSCARS 1990



SEARCH FOR: WSPC 1990: 480km of Spa – highlights (2:50)
The World GT1 Championship circus raced at Spa last weekend – the first time the Belgian track has hosted a world championship sportscar race since June 1990, when Sauber-Mercedes triumphed.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

SNETTERTON

TOCA
August 7-8
Admission Sat: £12;
Sun: £29; weekend: £29
(online purchase)
Tel: 01953 887303

The British Touring Car Championship returns to action after a seven-week summer break. Snetterton's long straights suit the grunt of the Arena Fords, so Toms Chilton and Onslow-Cole should be driving the cars to beat this weekend. The usual band of Formula Renault UK, Ginetta Junior, Clio Cup, Ginetta G50 Cup, and Porsche Carrera Cup fill the support card.



Snetterton should suit Arena Ford Focus duo

THRUXTON

BARC
August 7-8
Admission Sat: £9;
Sun: £20; weekend: £25
(advance purchase)
Tel: 01264 882211

British Formula 3 returns to Thruxton after a year's absence for three races on the high-speed Hampshire circuit. British and International truck racing, and Pick-ups, fill out the majority of the support bill, which is bolstered by two further races for the new Chevron GR8 Challenge.

CROFT

HSCC
August 7-8
Admission Sat: £12;
Sun: £15
Tel: 01325 721815

The Historic Sports Car Club visits the North East for the first time since 2006 for the inaugural 'Croft Nostalgia Weekend'.

The circuit's 'mini-Goodwood' features 16 races across two days, as well as classic car, motorcycle, military and air displays. Period costume is also encouraged.

SILVERSTONE

Bentley Drivers Club
August 7
Admission £10
Tel: 0844 3728 200

MALLORY PARK

British Rallycross
August 8
Admission £15
Tel: 01455 842931

CRAIGANTLET

British Hillclimb
August 7
www.top12runoff.co.uk

Expect Penske v Ganassi battle around Mid-Ohio



INDYCAR SERIES

Rd 12/17
Mid-Ohio, USA
August 8
www.indycar.com

DTM

Rd 5/10
Nurburgring, Germany
August 8
www.dtm.de

FORMULA 3 EURO SERIES

Rd 5/9
Nurburgring, Germany
August 7-8
www.f3euroseries.com

NASCAR SPRINT CUP

Rd 22/36
Watkins Glen, USA
August 8
www.nascar.com

INDY LIGHTS

Rd 9/13
Mid-Ohio, USA
August 8
www.indycar.com/fil

FORMULA NIPPON

Rd 4/7
Motegi, Japan
August 8
www.f-nippon.co.jp/en

AMERICAN LE MANS SERIES

Rd 6/9
Mid-Ohio, USA
August 7
www.americanlemans.com

GRAND-AM

Rd 10/12
Watkins Glen, USA
August 7
www.grand-am.com

INTERCONTINENTAL RALLY CHALLENGE

Rd 8/12
Rally Madeira, Portugal
August 6-8
www.ircseries.com

GERMAN F3 CUP

Rd 6/9
Assen, Holland
August 7-8
www.forme13.de

JAPANESE F3

Rd 5/8
Motegi, Japan
August 7-8
www.j-formula3.com

Television

THURSDAY AUGUST 5

1430-1730 **Motors TV**
Spa 24 Hours highlights
1630-1700 **Eurosport 2**
Maserati Trofeo
2010-2115 **Motors TV**
Formula Palmer Audi: Oulton Park

FRIDAY AUGUST 6

1200-1300 **Motors TV**
Ma5da MX5: Mallory Park
1300-1400 **Motors TV**
Formula Palmer Audi: Oulton Park
1930-2000, 2345-0015 **Eurosport**
IRC: Rally Madeira
1940-2010 **Motors TV**
AAA Saloons: Oulton Park
2010-2045 **Motors TV**
VW Cup: Rockingham
2325-0235 **Motors TV**
Spa 24 Hours highlights

SATURDAY AUGUST 7

0430-0455 **Five**
Motorsport Mundial
0730-0800, 1945-2015, 2245-2315
Eurosport
IRC: Rally Madeira
0900-1000, 1400-1500 **Dave**
WRC: World Rally 2010
1230-1330 **ITV4**
Motorsport UK
1330-1400 **ITV4**
WTCC: Brno highlights
1700-1730 **Motors TV**
Trofeo Abarth: Silverstone
1730-2010 **Motors TV**
BARC G&B: Castle Combe

SUNDAY AUGUST 8

0755-0820 **Channel 4**
British GT: Rockingham
1000-1030 **Eurosport 2 & 2345-0015**
Eurosport
IRC: Rally Madeira
1130-1800 **ITV4 LIVE**
BTCC: Snetterton
After the mid-summer break, expect the wing mirrors to fly in Norfolk.
1530-1730 **ESPN UK LIVE**
DTM: Nurburgring
Can anyone catch Merc's Bruno Spengler?
1700-1835 **Motors TV**
GP3: Hungaroring
1700-2300 **Open Access 3 LIVE**
NASCAR Sprint Cup: Watkins Glen
The second, and final, road course of 2010.
1835-1930 **Motors TV**
British F3: Spa
2000-0005 **Motors TV**
Race of Champions
The European regional final in the Algarve.
2000-2230 **Sky Sports 4 LIVE**
IndyCar Series: Mid-Ohio
The road course action continues.

MONDAY AUGUST 9

0800-1000 **Sky Sports 3 & 1630-1830**
Sky Sports 2
Indycar: Mid-Ohio
1830-1930 **Sky Sports 2 & 2200-2300**
Sky Sports 4
NASCAR: Watkins Glen
2235-2305 **BBC1**
Gears and Tears
Forget *Eastenders*, this fly-on-the-wall documentary is the best soap on the Beeb!

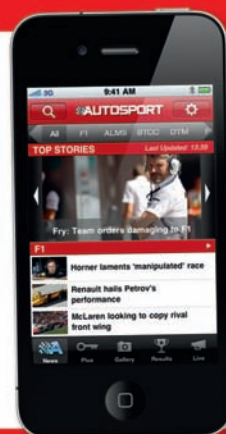
Online

AUTOSPORT.COM

Coming up on the web this week

NASCAR, IRL, BTCC, DTM & F3

Formula 1 might have entered its summer break, but there's still no shortage of motorsport action on AUTOSPORT.com. There's a road-course frenzy across the pond with NASCAR's visit to Watkins Glen, plus IndyCar and ALMS at Mid Ohio. In Europe there's BTCC at Snetterton, DTM (right) and Euro F3 at the Nurburgring and British F3 at high-speed Thruxton.



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REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage



Who'd like to see Schuey racing in this version of F1?

WHEN YOU think of the great racing rivalries it's Senna/Prost or Foyt/Andretti or maybe even McRae/Burns, but none of these spats has anything on the long-running antagonism that exists between the Wainmans and the Smiths.

Never heard of them? Well, you will now thanks to BBC1's new docu-drama *Gears and Tears* (Monday, 2235) that charts a year in the life of Britain's top two BriSCA Formula 1 Stock Car racing families.

The Wainmans are from Yorkshire, the Smiths from Lancashire and it's fair to say they don't like each other. This 'War of the Roses on wheels' dates

back to the 1970s when Stuart Smith and Frankie Wainman dominated the scene; now it's the turn of their sons, Frankie Jr, Stuart Jr and Andy Smith.

Episode 1 set the scene: with *The Office*'s Chris 'Finchy' Finch (Ralph Ineson) on voiceover duties, we were treated to some sepia-tinted footage of the dads in action, and taken around the workshop where the 700bhp beasts are put together using angle grinders and hammers.

So deep is the antipathy between the families, the wives battle to out-do each other in the catering arena too. On the Yorkshire side, beef stew.

"I think them barbecues are over-rated," said Wainman's missus in a thinly-veiled barb at Andy Smith's wife, the self-proclaimed queen of the BBQ. Her secret? "I soak the ribs in coca-cola, tomato ketchup and red sauce for about four hours. The meat just falls off the bone."

Full of such quality sustenance, their men take to the track for the first round of the season, the British Open at Skegness. Rocking into the paddock in their

£70,000 motorhomes, the warring families pitch up as far apart from one another as they can.

Andy Smith pulls out with broken suspension, leaving brother Stuart to uphold family honour. But it's Frankie Jr's day, and as his dad said: "Frank drove his ass off today." Jake Humphrey take note.

Next week promises shunts, cheating, bans and a pretty posh girl getting behind the wheel. It's quite literally car-crash telly. Don't miss it. *Revved Up*

"Next week promises shunts, cheating, bans and a pretty posh girl behind the wheel. It is literally car-crash telly"

THE WEEK IN PICTURES

The lensmen pounding the beat, from Hungary to Los Angeles



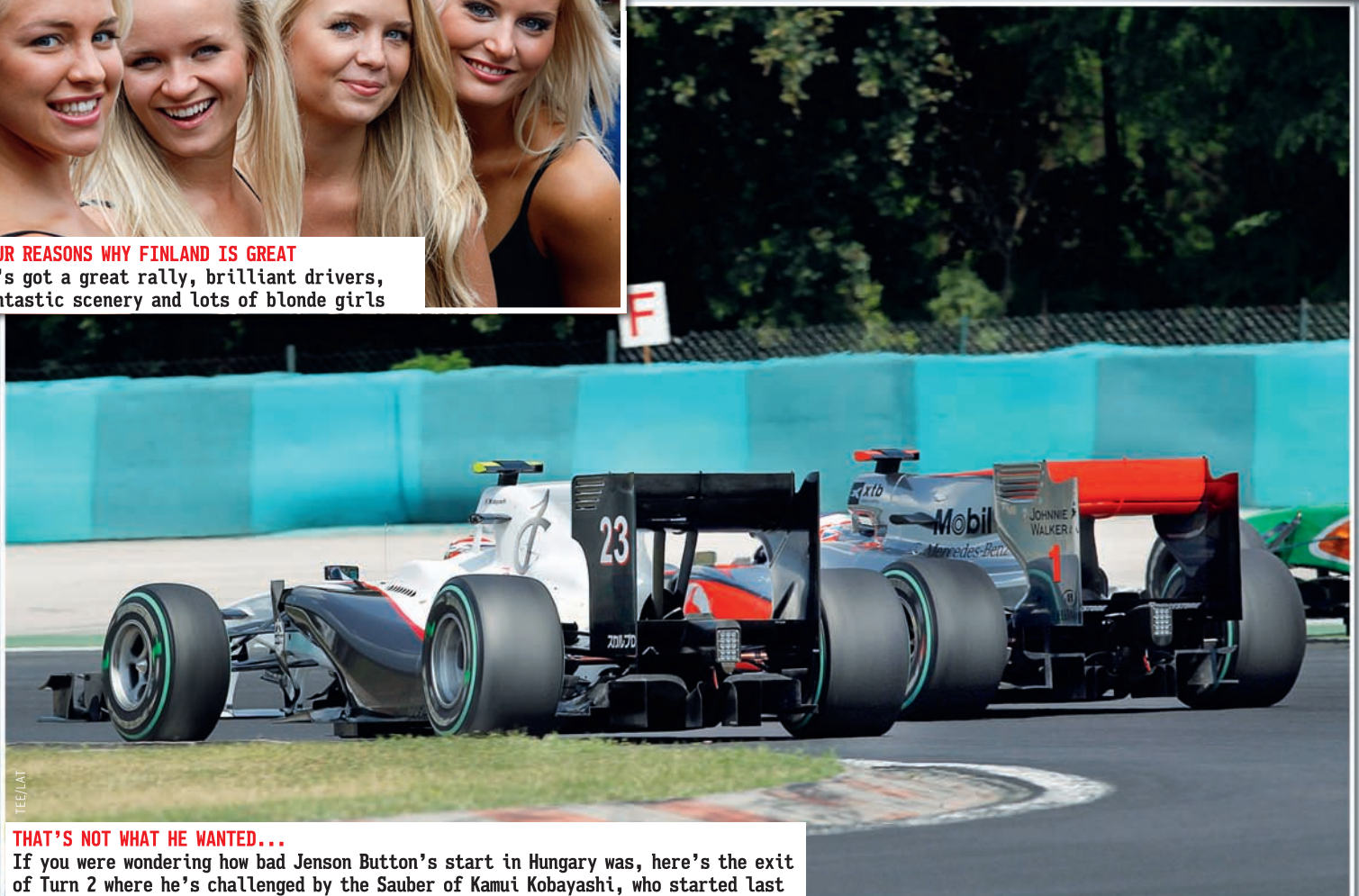
HAS HE GONE? I CAN'T BEAR TO LOOK
Ocean Racing Technology GP2 racer Max Chilton makes a rapid departure from the Hungaroring pits



RALLYCROSS, UNITED STATES-STYLE
It's blast-off in the X Games Super Rally final, with (left to right) Stephan Verdier, Tanner Foust, Brian Deegan and Samuel Hubinette. Foust won the event in his Ford Fiesta



FOUR REASONS WHY FINLAND IS GREAT
It's got a great rally, brilliant drivers, fantastic scenery and lots of blonde girls



THAT'S NOT WHAT HE WANTED...
If you were wondering how bad Jenson Button's start in Hungary was, here's the exit of Turn 2 where he's challenged by the Sauber of Kamui Kobayashi, who started last

FROM THE ARCHIVE

Marcus Gronholm, Rally Finland, 2007



"We came to the stop line and [co-driver] Timo [Rautiainen] said, 'If you drive like that again I get out of the car'"

Marcus Gronholm

Gronholm pushed hard for seventh win

WHEN MARCUS Gronholm beat fellow Finn and Ford team-mate Mikko Hirvonen to win Rally Finland in 2007, he became the first driver in the history of the championship to win a single event seven times.

The 2000 and '02 world champion established a narrow 4.4-second lead over Hirvonen on day one, before gradually edging away to win by 24.2sec after three days of flat-out running. Hirvonen pushed his team leader all the way, winning four (one jointly with Gronholm) of the 23 stages and never dropping more than five seconds to his rival on any one section.

Gronholm, who won 16 of the other 19 stages in his Focus WRC, was pushing so hard that it was actually on this event that he decided to quit the sport at the end of the season.

"That was a big event for me," recalls Gronholm. "Especially after the Ouninpohja stage, I thought, 'Maybe this is a little too much and maybe the time is right to stop.'"

"I came through that stage probably faster than I ever had before. At times, it was a little crazy. Only two times in my career

did [co-driver] Timo [Rautiainen] ever tell me that was enough – and this was one of them.

"We were coming to the stop line after the finish and he said, 'If you drive like that again I get out of the car.'"

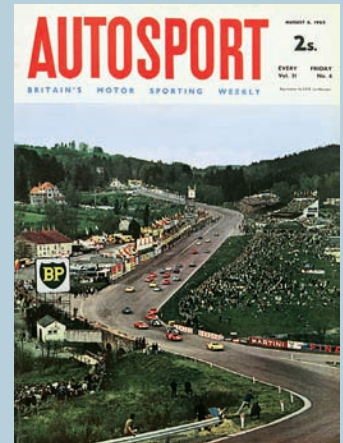
"But Ouninpohja is like that. If you have the confidence and you can make the car go 'wuuuuw' then it works. But if you are driving like 'hu, hu, hu, hu' and it's not flowing then it won't work. For me, on that event we were not lifting the throttle very often – oy oy oy, there were some moments!"

Gronholm pulled out nearly eight seconds on two runs through Ouninpohja, famous for its fearsome high-speed turns, blind crests and enormous jumps. Time gained though here ultimately undid Hirvonen's challenge.

"I think it was on this stage that Mikko had a little moment or was a little bit in the ditch and [team principal] Malcolm [Wilson] had a word.

"It was a big fight, but a really nice one for me to win and take the record. But to win it I had to push like hell, sometimes maybe too much, but that's Rally Finland for you." ❧

THIS WEEK IN...



AUGUST 6 1965

WE RAN a panoramic picture of Spa's Eau Rouge on the cover (above), from the start of May's Spa Grand Prix: a prototype and GT race dominated by Ferrari.

In F1, Jim Clark's Lotus was the car to have in the German GP at the fearsome Nurburgring (below). Clark became the first Brit to win a second world title by dominating the race. He beat Graham Hill's BRM despite over-revving his Coventry-Climax engine on lap one.

Elsewhere, Peter Gethin suffered engine failure while chasing F3 winner Chris Irwin at Crystal Palace, Tony Marsh switched from Coventry-Climax to V8 Oldsmobile power in his self-built car to lower his Longleat Hillclimb record by 1.28sec, and Rene Trautmann's Lancia won the Alpine Rally from Timo Makenin's Mini.



NEXT WEEK



Who's making all the right noises in F1 2010?

IT'S HALF-TERM!

Mark Hughes's expert analysis *On sale August 12*

PLUS

BTCC Snetterton; IndyCar Mid-Ohio; Brit F3 Thruxton; DTM/Euro F3 Nurburgring

ROLAND RATZENBERGER

■ Fford Festival, Brands Hatch ■ October 26, 1986 ■ Van Diemen RF86 ■ Cash-strapped victory



'Roly Rat' led every lap of the 1986 Festival final

WE HAD NO money whatsoever and the team I was with, Space Racing, had stopped competing. I was so desperate to do the rest of the British Formula Ford season though – because I knew I could finish second to Jason Elliott’s works Van Diemen – that I kept going on my credit card.

As the Festival approached, I had no money to test, so I just sat in the grandstand every Wednesday watching the others go round. That normally would have made me desperate, but for some reason I was really confident about winning.

Then something happened that changed everything. I had my first contact with BMW about a week before the Festival. I borrowed some money, flew to Munich and agreed a contract with Peter Flohr [for 1987]. As I knew I’d have an income as of January 1, I paid off my Barclaycard and got organised for the Festival.

Things started to go for me. Val Adaway did a deal with me that if I won, she’d wipe out the debts I had and pay for a test too. Then John Upchurch from Van Diemen called

“Favre’s mechanics threw a nappy at me on the grid, assuming I was scared. It made me want to win even more”

and said that I could have a new works chassis for the event too.

Space Racing, from whom I’d borrowed a transporter and tools for the second half of the season, turned up at Brands on the Monday before the Festival and demanded the stuff back. All I was left with was the racecar and a few rims and tyres. Eventually Chris Weller,

whose team had finished the F3 season, was on the phone and he agreed to help, even though he knew we couldn’t pay.

In Thursday testing I went quickest. We packed up knowing that we still had Minister’s ‘Rocket’ engine to bolt in. From then on everything was perfect. I qualified quickest on Friday, and sailed

through to the final.

Come Sunday we were on pole position, closely followed by Philippe Favre. On the grid his mechanics threw a nappy at me, assuming I was scared. This made me want to win even more.

It was a faultless race in which I didn’t lose the lead, covering my line well. A small error on the last corner almost saw Favre pass on the inside, but I had just enough momentum to cross the line first.

Favre was a very good loser and we partied late into the night.

The Festival had always seemed impossible to win, and to do it with no money – I’ll never forget that. ✕
Originally published on September 3 1992

IN PROFILE



ROLAND RATZENBERGER began his career in Fford, winning the 1985 Austrian and Central European titles, and finishing second in that year’s Festival at Brands Hatch. He won the event a year later, before graduating to British F3 – and the world and British touring car championships – for 1987. He then raced in F3000 and Group C in Japan, as well as at Le Mans on five occasions. His F1 break came with Simtek in ‘94, but he was killed in qualifying for the San Marino Grand Prix at Imola on April 30 1994, aged just 33.

NEXT WEEK

Raul BOESEL





Porsche Carrera Cup GB

Rounds 11 and 12, Snetterton, August 7-8

After a seven-week mid-season break, the Porsche Carrera Cup GB roars back into action this weekend for rounds 11 and 12 at the Snetterton circuit in Norfolk.

With nine wins from 10 races to date, Tim Harvey is riding high and will take a 39-point overall lead to the East Anglian track. However, Michael Caine – racing at his home track – will be one of the drivers determined to bring Harvey's winning run to an end. Meanwhile, the Team Parker Racing trio of Glynn Geddie, Euan Hankey and Stephen Jelley are all potential race winners.

In pro-am1, Norfolk-based Ollie Jackson has a slender seven-point lead over Jonas Gelzinis from Lithuania in a battle that is set to run all the way to the final race of the season. Other leading pro-am1 contenders include Tony Gilham, Ahmad Al Harthy and Archie Hamilton.

In the battle for pro-am2 Mark Hazell has just a four-point lead over Glenn McMenamin with George Brewster chasing hard, so it is all to play for.

With a superb 26-car field and the prospects of three battles within each race, it is going to be a great start to the second half of the season for the Porsche Carrera Cup GB.

For more information on the Porsche Carrera Cup GB visit www.porsche.com

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Model shown is Leon FR 2.0 TDI 170PS at £19,750 RRP. Retail sales only at participating dealers, not available with any other offer. Selected 2010 model year UK available stock only. Offer may be withdrawn at any time.

Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 26.4 (10.7) - 60.1 (4.7); extra-urban 42.8 (6.6) - 83.1 (3.4); combined 34.9 (8.1) - 74.3 (3.8). CO2 emissions 99 - 190 g/km.

www.seat.co.uk