



Gallery enjoys a day on the track in France with Delta Racing...



Don't even *try* to deny it. I know you've been picturing yourself sharing a podium with the likes of Vettel, Button and Hamilton – the roar of the screaming crowds, sweat dripping from your brow, champagne-doused girls who once flocked around you running for cover.

Well step down from there a minute please, as there's no substitute for getting involved yourself, even if it is at a non-competitive event.

Established some 10 years ago and then in conjunction with the Classic & Vintage Racing Club by Denis Therezin and Stewart Barrow, Delta Racing, a name inspired by Denis's Lancia Delta HF rally car, began as a meeting of likeminded people seeking to push both themselves and their cars up to and beyond their limits. Competitors at a rally in Loheac, they spotted the tarmac circuit hidden away and enquired about hiring it out – these days it's a successful local business providing the whole trackday package at a great price to anybody

who wants to give it a try, regardless of experience, and with a choice of four venues at current.

The next two circuits on this year's calendar are the prestigious Maison Blanche and Bugatti circuits at Le Mans over the weekend of the 29th and 30th July and it's not too late to book so get in touch via www.delta-racing.co.uk if you haven't done already. Stewart's advice to anybody sitting on the Armco, undecided? 'Just come along! As long as your car is reasonable and reliable just come and learn about how the car handles'. It doesn't matter how fast or slow you are, Stewart says you see people's driving standards improve during the course of just one day and that it's far more valuable



Gerald Voisin
WEAPON OF CHOICE: Ferrari 360 Modena
TRACK EXPERIENCE: 3 years, but also raced Formula Ford single seaters in the late 1980s
HIGHLIGHTS: Camaraderie - everyone mucks in when a problem arises



Neil & Nick
WEAPON OF CHOICE: Renault Clio Cup
TRACK EXPERIENCE: Absolutely none, aside from a bit of karting in France
HIGHLIGHTS: Just being able to get out there and enjoy the track



Tony Olson
WEAPON OF CHOICE: Porsche 911 GT3
TRACK EXPERIENCE: 5 years, also raced Minis & Porsches in the 1970s
HIGHLIGHTS: Managing 153mph on the straight before reaching the braking zone



Larsen's lads
WEAPON OF CHOICE: Lotus 2-eleven & Mercedes C63 AMG
TRACK EXPERIENCE: Varies from a few years to absolutely none!
HIGHLIGHTS: Getting both cars back in one piece!



▲ A thorn between roses: You don't need a supercar to get involved, it just has to be reliable

for building experience than hillclimbs due to the sheer time you get behind the wheel in one day. I'm inclined to agree, and know people who feel that their performance up Bouley Bay has been improved following a Delta Racing trackday at Loheac purely because of the confidence you build in your vehicle.

Don't be deterred if you're not technically minded, as there will always be plenty of people present with a wealth of knowledge who are happy to help you learn how to rectify things if anything brakes. Speaking to the islanders at the Nantes trackday last month the overwhelming answer to the question 'what do you enjoy most about these events' was the camaraderie as well as the social element enjoying une bière ou trois back at the hotel once the day is over. The camaraderie was more than evident at Nantes when a Caterham 7 came unstuck, quite literally, as its throttle cable snapped. Twice. However, a crowd

of entrants soon mucked in to get it fixed in time for the return ferry crossing and the day was saved. If the worst comes to the worst though, a trailer is on hand to recover vehicles back to Jersey. Nothing is left to chance.

With a broad mix of vehicles, driver ability, background and experience as well as absolutely no elitism, these events are a must for any self-respecting petrolhead. Even the short blast through the French countryside and back on to the D137 to St Malo is a pleasure, but be careful – once the bug bites, there's little chance of it loosening its grip. See you at Le Mans in July.

For more information or to book call Stewart Barrow on 07797 789075, or visit www.delta-racing.co.uk

Audi: Third time lucky

79 years. 24 hours of non-stop racing. 250,000 spectators. One mad mile. An unholy rate of beer consumption. Welcome to the world's longest established endurance race: 24 heures du Mans.

With a party atmosphere to rival even some of the best names in live music festivals but without even a single drunken idiot looking to cause trouble despite alcohol consumption being as rife as windmills in the Netherlands, I recently discovered that the Le Mans 24 hour race just cannot be beaten.

There's no denying that it's mainly about the cars, with trade tents and displays shoehorned within the legendary track, but with a fairground, karting, slot-racing and PS3 tents as well as more eateries than you can shake a baguette at there is almost infinitely more to a June weekend at the Sarthe circuit than seating yourself in a grandstand and developing an RSI in your neck - even the campsites, roads and roundabouts in the area are a hive of activity, crowds gravitating to the roadside in droves to witness an afternoon, evening and night of good ole' fashioned tyre-smoking and larking about. With fireworks. And water pistols.

This year saw the favourite to win the LMP1 class, the number 1 Audi R18 TDI crashing spectacularly barely an hour into the race with Allan McNish at the wheel, with one of the sister cars also being taken out in a nothing short of breathtaking smash later in the evening after clipping yet another Ferrari. The number 9 Peugeot 908 in second place later had a pop at the remaining Audi just hours from the end resulting in the Peugeot race-director developing a sudden inability to speak English when quizzed by commentators. Strange, that.

Guernseyman Andy Priaulx's car, the number 56 BMW M3 GTS finished third in the GT class despite a huge accident in qualifying, although Corvette took the overall GT win yet again once the 24 hours of non-stop racing came to a drizzly close.