

EXCLUSIVE BRAUN HINTS AT SCHUEY SUCCESSION PLAN



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BTCC
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“I’m not counting my chickens: I’ve lost this thing far more times than I’ve won it”

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AUTOSPORT (USPS 454230) is published weekly by Haymarket Magazines Ltd, c/o Mercury International Ltd of 365 Blair Road, Avenel, New Jersey 07001. For subscription rates please contact:

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Tel: 1-866-918-1446, Email: haymarket@imsnews.com
Periodicals paid at Rahway, NJ.
Postmaster please send address correction changes to AUTOSPORT, c/o Mercury International at above address.

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Frontline Ltd, Park House, 117 Park Road, Peterborough, Cambs, PE21 2TS.
Tel: +44 (0) 1733 555161. Printed in England by Wyndeham Heron Ltd.
Cover and centre sections printed by CSM Impact, Basingstoke. Colour origination: Colour Systems, 90-92 Pentonville Road, London N1 9PS (editorial and advertising). ISSN 0269-946X. AUTOSPORT, incorporating Autoclassic, is published weekly by Haymarket Consumer Media, Teddington Studios, Broom Road, Teddington, TW11 9BE, UK.

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Magic Monza will serve up a title-battle thriller



MONZA. The very mention of the name conjures up epic imagery of grand prix cars at the upper echelons of their performance envelope. The limits always seem more marginal here and, while Spa was the ultimate test of driver skill in the European season, this is perhaps the efficiency of their machinery is examined the most.

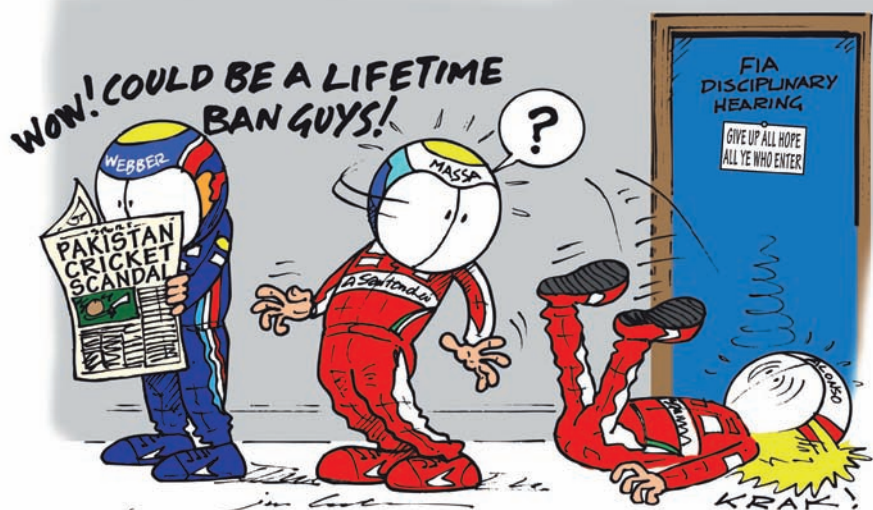
While we don't expect a blockbuster finish like 1971, where the top five were covered by just over half a second, this weekend has all the potential hallmarks of a classic, too. The championship fight took many a turn and a twist in Belgium, and Lewis Hamilton's hopes receive a huge boost as he took the points lead.

But to make that sumptuous victory count, he needs to follow it up with another to exert pressure on Red Bull. Don't write off Mark Webber and Sebastian Vettel at Monza, though. As Mark Hughes points out (p20) if Red Bull can get its f-duct to function as effectively as McLaren's does, it could be in with a shout.

And don't forget Lewis binned it at Monza on the final lap last year. Like I said, the limits seem more marginal here.

Charles Bradley, deputy editor

BAMBER'S WEEK





BTCC

Tin-tops come Forth around Knockhill

With the Forth Road Bridge in the background, the spectacular Scottish circuit of Knockhill is always one to inspire the snappers when the British Touring Car Championship visits. The driving is as rustic as the setting, which means maximum entertainment. Here's local star Gordon Shedden leading the pack in his Honda.

Picture: Ebrey/LAT



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Monza win critical for H

Hamilton must back up his Belgian GP win



POINTS	
1	Hamilton 182
2	Webber 179
3	Vettel 151
4	Button 147
5	Alonso 141

MASON/GETTY

Championship leader needs to extend his advantage over Red Bull rivals before final five races. By EDD STRAW

Lewis Hamilton's Formula 1 World Championship hopes hinge on him scoring his second successive win in Sunday's Italian Grand Prix at Monza.

Following on from the Belgian GP at Spa, Monza is the second high-speed circuit at which the long straights theoretically favour the McLaren-Mercedes.

McLaren has traditionally been strong in Italy – in the past five years it has won twice and scored more points than any other team.

After Monza, the final five races

of the season are mainly expected to favour the Red Bull-Renault. A victory this weekend would provide Hamilton with at least a 10-point buffer over Red Bull's Mark Webber heading into the following Singapore Grand Prix.

McLaren is slated to introduce a major update in Singapore later this month, that it hopes will allow it to take the fight to Red Bull.

McLaren may head into the coming weekend as favourites, but Hamilton's bid for victory faces several major challenges.

ALONSO ON A MISSION

Ferrari's Fernando Alonso is set to be Hamilton's biggest threat at Monza, and will likely take a win-or-bust approach.

The Spaniard's Belgian GP crash leaves him 41 points off Hamilton, and he knows that he cannot afford any more poor results. "If things go badly it won't be over, but it would be a hard knock for team morale," said Alonso.

Ferrari is to experiment with a revised f-duct set-up during Friday's practice sessions.

THE RED BULL THREAT

Red Bull's weakness on top speed means that the Italian GP should be almost impossible for Webber or Sebastian Vettel to win, unless problems strike McLaren or Ferrari. But the team could still be a podium contender, as it was at Spa.

To do so, Red Bull must turn around a dismal Monza record. In the five races that it has started at the Lombardy circuit, the team has scored only two points. But Webber claimed pole position in a rain-affected qualifying session in

The title run-in

AUTOSPORT's grand prix editor MARK HUGHES on the tracks that come after Monza



SINGAPORE (MARINA BAY)

Won't suit McLaren, but expect Ferrari to take the fight to Red Bull due to its strength under braking.



JAPAN (SUZUKA)

Long-duration high-speed corners mean this could be a repeat of Hungary dominance for Red Bull.



SOUTH KOREA (YEONGAM)

Appears to have a mix of medium-speed corners, and a big straight. Red Bull should have a small edge.



BRAZIL (INTERLAGOS)

Unlikely that Red Bull will dominate. Bumpy surface will probably hurt McLaren more than Ferrari.



ABU DHABI (YAS MARINA)

A fairly standard mix of medium-speed corners and chicanes should allow Red Bull to set the pace.

Hamilton hopes

AUTOSPORT SAYS...

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Lewis Hamilton won his first world championship title two years ago, but he's coming of age in 2010. He's leading this year's championship not purely through speed, which has always been prodigious, but because of his relentlessness. It's that quality that might allow him to win the title in what is demonstrably not the best car.

It wasn't like that two years ago, when his title run was blighted by several blunders – notably losing the ability to see anything red, be it a car or a light, in the Montreal pitlane. This year, he has been close to immaculate.

A Hockenheim free-practice shunt and his passing of the safety car in Valencia stand as his only unforced errors (running off the road at Spa on slicks in the wet was excusable). He has finished in the top six in every race where the car has not let him down. Not one point has been squandered.

Team-mate Jenson Button has played his part. He's occasionally lacked the final two tenths of a second, but he's kept Hamilton honest – and proved the benefit

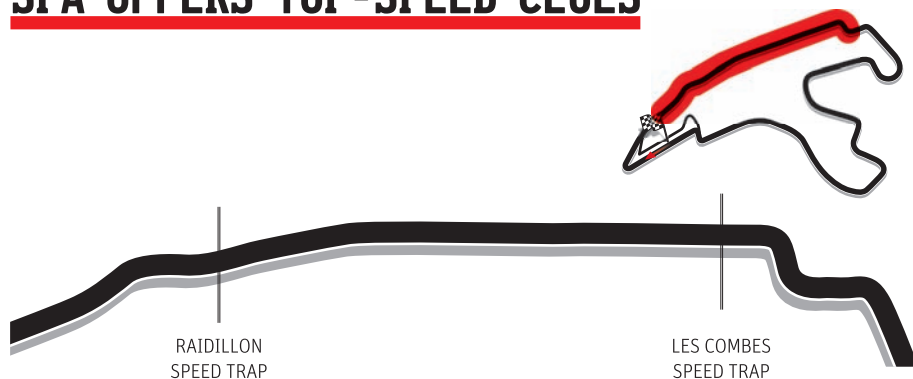
of subtlety over brute force. It's too early to count Button out of the title race, but his wipe-out at the hands of Sebastian Vettel at Spa was probably the killer blow. Had he kept going, he might have capitalised on Hamilton's own incident to win.

But now reigning champion Button is set to see out the year as Hamilton's wing man. He couldn't have a better one.



Hamilton might need Button

SPA OFFERS TOP-SPEED CLUES



SPEED-TRAP figures from qualifying for the Belgian GP reveal Red Bull's top-speed weakness. Webber and Vettel were strong at the exit of Raidillon thanks to shorter gearing than their rivals, but struggled in the next speed trap, located 145 metres before Les Combes. That equates to Button gaining 4.8km/h over Vettel.

EXIT RAIDILLON

Massa (Ferrari)	312.9km/h
Vettel (Red Bull)	307.8km/h
Button (McLaren)	307.4km/h
Hamilton (McLaren)	307.3km/h
Webber (Red Bull)	306.2km/h
Alonso (Ferrari)	303.5km/h

ENTRY LES COMBES

Button (McLaren)	320.0km/h
Hamilton (McLaren)	318.6km/h
Massa (Ferrari)	318.3km/h
Alonso (Ferrari)	316.0km/h
Vettel (Red Bull)	315.6km/h
Webber (Red Bull)	315.1km/h

McLaren topped Spa speed charts



Belgium and finished second, giving team principal Christian Horner confidence that a good result is a realistic expectation.

"Monza will be a tough race," admitted Horner. "But at Spa we didn't expect to be as strong as we were, and hopefully at Monza we can do likewise."

KERB HOPPING

Hamilton's biggest problem in practice could be finding a set-up that works over the kerbs at Monza's three chicanes.

Along with top speed, car performance over the kerbs is the biggest factor in lap time at Monza. Traditionally this is a McLaren strength, but this year's MP4-25 has generally been set up stiffer than its predecessors. Finding a way to attack the kerbs without compromising performance in the faster corners – such as the crucial Parabolica onto the start/finish straight – could be its biggest challenge.

THE WILD CARDS

Renault is expected to be a podium contender at Monza, despite the French manufacturer's engine



Monza is also a 'must-win' race for Alonso

lacking top-end power.

The team's new f-duct design improved lap time by half a second at Spa, and lead driver Robert Kubica is a potential spoiler for the title contenders in the final six races of the season.

Renault has yet to decide if it will run its f-duct at Monza, but has traditionally gone well at the track.

Force India could also be a wild card with its aerodynamically-efficient, Mercedes-engined chassis in the hands of Adrian Sutil and local Vitantonio Liuzzi.

P17
COULTHARD'S
ITALIAN GP
PREVIEW

ROLL OF HONOUR

Victory in the Italian Grand Prix would make Lewis Hamilton the seventh driver to win all five of the classic races on the current F1 calendar:

Monaco, Britain, Germany, Belgium and Italy.
Juan Manuel Fangio • Jackie Stewart • Niki Lauda • Ayrton Senna • Alain Prost • Michael Schumacher



Prost leads Schumacher, Senna at Monaco in '93

Korean track set to prod

Karun Chandhok was the first man to drive new track last weekend, and he expects it to host an exciting race

The new Korean Grand Prix venue will produce a dramatic race with lots of overtaking, according to Karun Chandhok after the Indian became the first driver to lap the Yeongam track in a Formula 1 car last Saturday.

The 26-year-old HRT-contracted driver demonstrated a Red Bull, lapping the full circuit ahead of the inaugural Korean GP on October 24. Despite rumours that the track would not be ready in time, Chandhok believes that the race will go ahead and that it will be one of the better tracks on the calendar for overtaking.

“There are three definitive places to overtake, which is more than most circuits that we go to,” Chandhok told AUTOSPORT. “After the slow corners and long straights of the first part of the lap, from Turn 7 onwards it’s actually fast and challenging for the drivers. As a race, it has enormous potential.”

However, Chandhok believes that the track operators have a lot of work to do between now and the first race in seven weeks’ time. The laying of the top surface of asphalt is due to be completed today, with work on the kerbing to take place at the start of next week.

“The circuit is in a much better state than everyone has been telling me,” says Chandhok. “There are three main issues. One is the access



Chandhok demo-ed a Red Bull at new venue

roads into the track, not the ones from the main road but from the outside of the track into the paddock. Another is that they have some temporary grandstands to put up, but that is easy to do.

“The third thing is that the final top surface of the asphalt has to go down. They can’t finish the kerbs until that is done as they need to be ground down to the right level.”

Chandhok also confirmed that, contrary to recent rumours, the pit complex is complete and that the team buildings, which he describes as “bigger than my house” are also complete and feature working air conditioning systems.

“It’s not perfect, and it’s probably not going to be perfect for the race, but I don’t think that there’s any doubt that the race will take place,” he said. “There may not be so many luxuries in the first year, but there will be enough for the race to run and then the organisers can build on it.”



The Indian racer is sure the track will be ready

CHANDHOK'S TRACK GUIDE

URNS 7/8

It’s an uphill run to Turn 7, which is a fast right/left that is a lot like the new Abbey/Farm section at Silverstone. It will be a big-balls corner.

URNS 9/10

You will probably drop down to fifth for this downhill section. It’s a bit blind in the first part, then you have to get the car back across the track and down to second gear. That will make it quite unstable under braking.

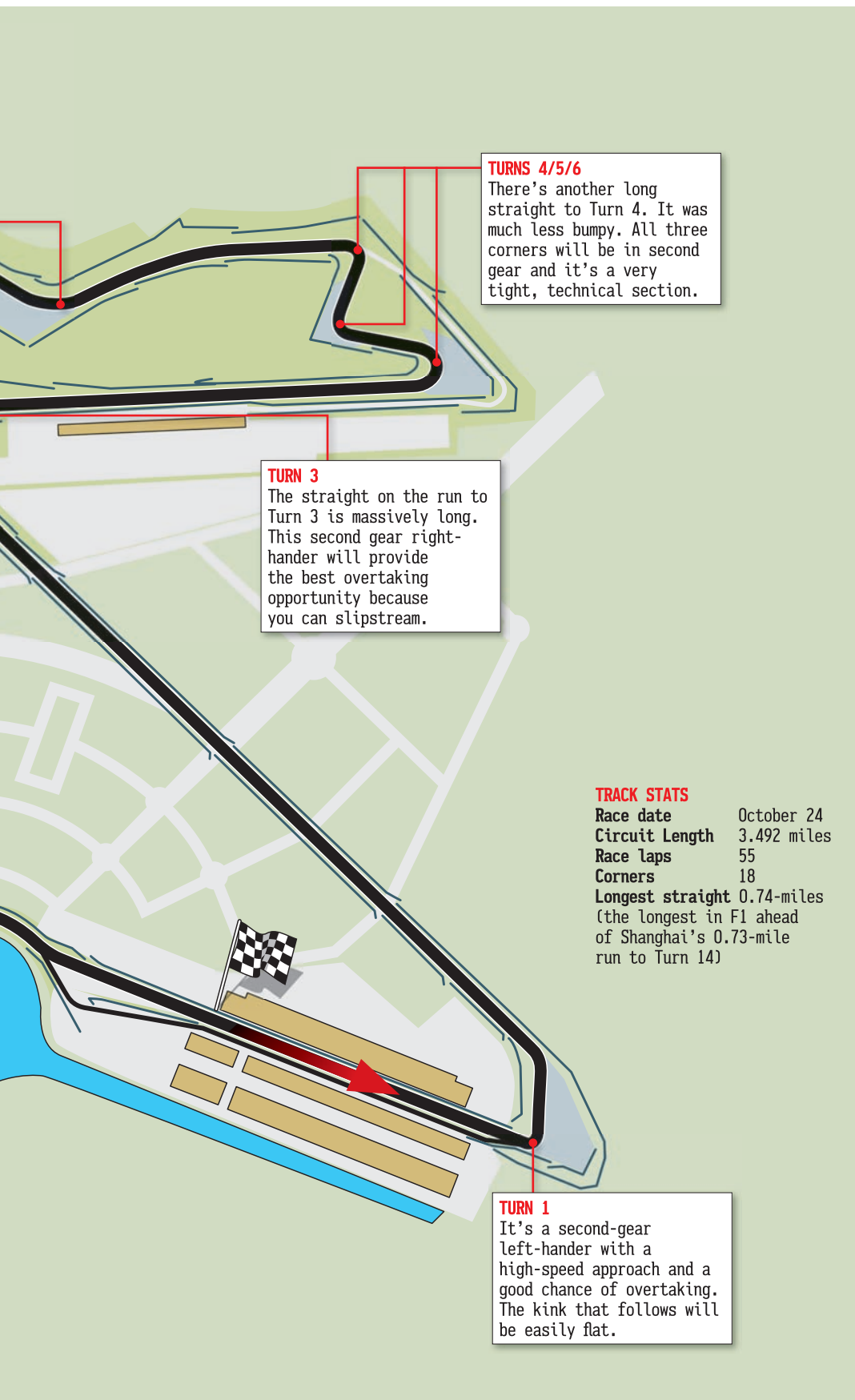
URNS 11/12/13

The track map is quite deceptive as one turn runs right into the next. Turn 11 is a very long corner - you will enter in probably fifth gear and then as it tightens you will drop to fourth or third. Turn 12 is a tricky, off-camber corner with mid-corner to exit oversteer. Then Turn 13 will probably be flat in fourth gear in qualifying

URNS 14-17

You enter this section probably in third gear for this medium speed section, then drop down to second gear for Turn 15. It’s downhill from 14 to 15, but then you start to climb up into Turn 16, which has a big bump at the apex. The corner bringing you back onto start/finish is easy flat

Once thrilling GP



TURNS 4/5/6
There's another long straight to Turn 4. It was much less bumpy. All three corners will be in second gear and it's a very tight, technical section.

TURN 3
The straight on the run to Turn 3 is massively long. This second gear right-hander will provide the best overtaking opportunity because you can slipstream.

TRACK STATS
Race date October 24
Circuit Length 3.492 miles
Race laps 55
Corners 18
Longest straight 0.74-miles
(the longest in F1 ahead of Shanghai's 0.73-mile run to Turn 14)

TURN 1
It's a second-gear left-hander with a high-speed approach and a good chance of overtaking. The kink that follows will be easily flat.

60 SECONDS WITH

KARUN CHANDHOK

HRT driver



Do you expect the Korean track to be popular with the drivers?

I really enjoyed it. I did a six-lap run and was really starting to get into it. The high-speed bits are very enjoyable and it's challenging, especially with the off-camber corners and gradients. The track is quite bumpy in places, but I'm told that this will be improved when they put the final track surface down.

How easy will it be to find a good set-up?

There are some seriously long straights, so you can find a little time by taking off some of the downforce. I don't know what the final grip level will be like, but the track configuration is a mixed bag with a trade-off between straightline speed and the downforce you need for the faster corners from Turn 7 onwards. It will be a bit like the Valencia street circuit.

The track looks quite narrow in places on the video footage...

It's narrow in places, but not stupidly so. It's narrower than I expected, and it has a real street-circuit feel with the walls through some parts of the track, but it's wide enough. It's wide enough for there to be plenty of overtaking.

What is the run-off like?

The walls are really close to the track, which was the thing that really struck me as soon as I arrived at the track. As in Valencia, there is run-off where you need it on the outside of the fast corners, but there's a chance that you might see a safety car in the grand prix.

What will it mean for the championship fight?

Sector 1 is a bit like Spa's sector one – a slow corner and a long straight, so that's more McLaren and Ferrari territory. But once you get to Turn 4, it's back in Red Bull's window, so it should be a good track for Mark Webber and Sebastian Vettel.



Karun Chandhok was talking to AUTOSPORT F1 editor **Edd Straw**



Chandhok was first driver to visit track



SWEET 16 FOR JEFFRI

Sixteen-year-old Formula BMW Pacific racer Nabil Jeffri became the youngest driver to test a current F1 car when he drove for Lotus at Duxford aerodrome last week. He drove in one of the team's aerodynamic test days.

Brawn keeps faith in Schumacher

Mercedes GP team boss hints at future management opportunity for seven-time champ

Ross Brawn has backed Michael Schumacher to confound the critics who have written him off as a spent force in Formula 1.

The Mercedes team principal talked to AUTOSPORT this week about the 41-year-old's future with the team beyond his driving career, and revealed: "It's our intention to develop his role. I'm not going to do this forever and we have to develop a succession plan."

Brawn also believes Schuey still has a lot to offer behind the wheel.

"He has still got something in him to surprise people," said Brawn. "He's a very strong character and he's very motivated. He hasn't let his head drop even though he's frustrated at times because we are not achieving what we want."

"There are times when Michael finds the car difficult and he can't do the things that he wants with it. He is finding the general tendency of the car very difficult. He is also faced with an extremely fast team-mate [Nico Rosberg] so if he is not able to perform it is exposed."

Despite being outperformed by Rosberg 10-3 in qualifying, Schumacher has shown signs of recapturing his old form — he finished fourth in the Spanish and Turkish Grands Prix.

Brawn is confident that the German is still enjoying F1 and that he remains committed to turning around the team's fortunes.

"When you reach a certain stage of your career, the challenge of

finding solutions to these situations is what motivates you," said Brawn. "We've had a difficult year with a lot of frustrations and it would be very easy to just walk away, but you want to come back and put the car and team where you want it to be. It gives you much more motivation than the winning years."

Schumacher recently admitted in a BBC interview with David Coulthard that he believes it is not possible for him to achieve the performance level he produced at his peak. But he insisted his pace is still good enough to compete.

"How can a 41-year-old be as good as a top-level 25 or 30-year-old?" said Schumacher. "It's impossible. What I definitely have is a lot of experience and a very high level of speed. In normal race pace, I'm absolutely there against these young boys."

Rosberg praised for increased input

Nico Rosberg has learned to make an all-round contribution to a Formula 1 team since joining Mercedes, according to team principal Ross Brawn.

Brawn hailed Rosberg's work rate and his ability to communicate with the team about what he wants from the car.

"Nico has recognised that it's not a case of turning up on a Thursday, get given a car and then go home on a Sunday night," Brawn told AUTOSPORT. "He spends a lot of time at the factory and I value him highly both as a driver and as someone who can move the team forward."

"He's articulate and has a very deep understanding of what he wants from the car. He's also very quick and pretty consistent."



Brawn says Schuey has big Merc future



Rosberg is working hard for Mercedes

THOMPSON/GETTY

➔ P34 MERC'S F1 MISERY

Ferrari set for verdict



Massa had to yield to Alonso

THE FIA World Motor Sport Council was expected to rule on Ferrari's German Grand Prix team orders yesterday (Wednesday), after AUTOSPORT closed for press.

Felipe Massa and Fernando Alonso swapped places in the closing stages of the race and was found guilty of breaching Article 39.1 of F1's Sporting Regulations, which states that "team orders which interfere with a race result are prohibited" and Article 151 (c) of the International Sporting Code, which prohibits "any fraudulent conduct or any act prejudicial to the interests of any competition or to the interests of motor sport."

AUTOSPORT.COM
FOR THE VERDICT & REACTION

Kobayashi retained by Sauber for 2011



Japanese racer will stay at Sauber in '11

SAUBER HAS re-signed Kamui Kobayashi for the 2011 season.

The ex-Toyota driver has finished in the top 10 in five of the past seven races, taking a best finish of sixth at in the British GP. Team principal Peter Sauber is impressed with his driver's 21 points.

"I am absolutely satisfied with what he is delivering," Sauber told AUTOSPORT. "He is achieving the results that we expected and the interaction between the team and driver works well.

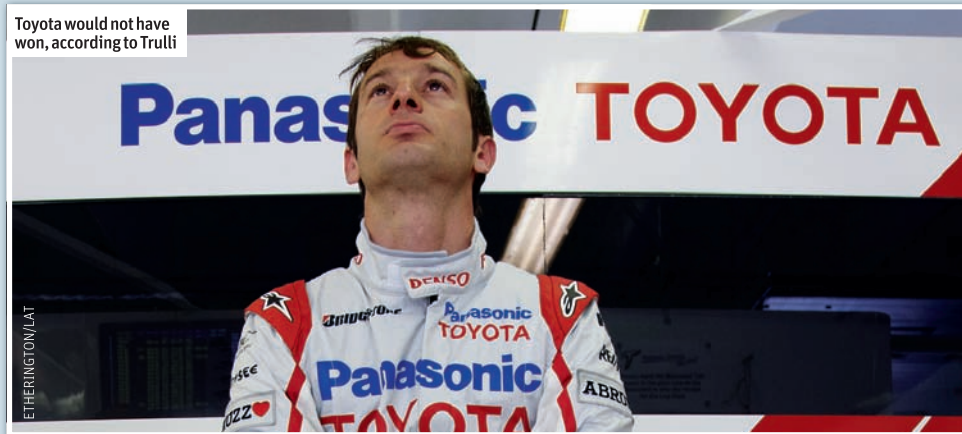
We never had any doubts about working with him again."

The team has yet to make a decision on who will partner Kobayashi. Although current team-mate Pedro de la Rosa has outqualified the Japanese 7-6, he has only finished in the points once.

GP2 race-winner Sergio Perez is also a contender for the seat, as is current Sauber development driver Esteban Gutierrez, who is set to seal the inaugural GP3 crown at Monza this weekend.

Trulli doubted Toyota's potential

Toyota would not have won, according to Trulli



FORMER TOYOTA driver Jarno Trulli does not believe that the Japanese marque would have been able to have scored its maiden grand prix win had it remained in Formula 1 this year.

The team had high hopes for the TF110, which was built but never raced. But the Italian, who drove for Toyota from 2004-09, believes that the team was not ready to win.

"I think that Toyota would

have done the same as before – fight in the top 10 and sometimes deliver some tremendous performances but never able to beat the top teams," he said. "Red Bull are on another planet so I don't think we would have won."

The 36-year-old, who claimed seven podium finishes and two pole positions for Toyota, added that the team never felt that it was able to win

a race without luck on its side.

"The structure was not made to win races," he said. "It was made to enforce a Toyota mentality. Probably, the team would have been able to win a race, but it would be in the future because it was too slow in certain things.

"Toyota proved to be good and I was happy in the team but we never had that little extra bit to be quickest."

THIS WEEK IN F1



McLAREN Jenson Button has not given up on retaining the world championship despite dropping to 35 points behind team-mate Lewis Hamilton. "In reality, 35 points is not that much," he said.



MERCEDES Michael Schumacher believes that the team will struggle at Monza this weekend despite having the best engine on the grid. "I expect this to be a real challenge for us, but we will see what we can achieve," he said.



RED BULL Mark Webber will demonstrate a Red Bull Formula 1 car in the Australian Festival of Speed event at Barbagallo in Western Australia on November 28. Red Bull junior driver Daniel Ricciardo will also attend.



FERRARI The FIA is investigating why Felipe Massa's out-of-grid box start at the Belgian Grand Prix was not referred to the stewards. There was no report from marshals flagging up the offence.



WILLIAMS Technical director Sam Michael has no doubts that the team will run its f-duct in the Italian GP at Monza. "There is a massive drag difference," he said. "I don't understand why you would not do it."



RENAULT Robert Kubica drove a Renault Clio Super 1600 and won the two-wheel-drive class on the Rally d'Alpi Orientali in north-east Italy last weekend.



FORCE INDIA Reserve driver Paul di Resta will return to action in Free Practice 1 at Monza after sitting out the Belgian GP weekend. The Scot didn't run at Spa to allow the race drivers to evaluate the blown-diffuser package.



TORO ROSSO The team evaluated its version of the f-duct concept in a straightline test at Vairano on Monday. Swiss Sebastien Buemi was on driving duty.



LOTUS The revived outfit will celebrate its first birthday at Monza this weekend. The team, which last appeared at Monza during the 1994 season, was granted a grid slot for 2010 on September 15 last year.



HRT The financial position of the team is getting better, according to team principal Colin Kolles. "With more sponsors on board the situation is improving," he said. The team also confirmed that it has no plans to drop Sakon Yamamoto, who is now set to see out the season.



SAUBER Pedro de la Rosa is downbeat about the team's prospects for the Italian Grand Prix as the car has struggled for top speed on fast circuits. "It is not somewhere that should suit our car too well," he said.



VIRGIN Lucas di Grassi has become part of a group of minority shareholders in the Addax GP3 team. The Brazilian finished third for the outfit in GP2 in 2008.

Dr. Rüdiger Rutz, Head of Driving Dynamics Testing and Analysis.

“The only limits I accept are the laws of physics.”

“The best or nothing” is Gottlieb Daimler’s fundamental principle that drives each and every employee at Mercedes-Benz. It’s a dynamic and ongoing aspiration; expressed in an E-Class Coupé suspension, it lets you drive the way you want and adapts to any situation.

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Straight talk David Coulthard

Britain's all-time leading F1 points scorer

From sensational Spa to magical Monza – F1's second trip to an historic GP venue in as many weeks is a real treat. And in Italy, home to the fastest track on the calendar, McLaren should be feeling good...

From an historical standpoint, there's nothing like going from Spa to Monza. Having had the chance to race and win grands prix at both venues, as well as Monaco and Silverstone, for me they were the classics that meant more than anywhere else. I have a great sense of pride about that.

Monza is not as emotionally challenging as Spa but, because of the ultra-low downforce configuration, to produce a tidy lap is just as difficult. The cars aren't quite as scary these days as when we used to hit the brakes at

with the way the thing stops. They have got to feel confident going into this weekend, whereas for Red Bull it's a question of a good, solid points-scoring weekend, as Monza doesn't particularly play to its strengths.

It won't be lost on McLaren that, unless it's got big upgrades that are coming on-line for the following five races, then this should be a track where both Lewis and Jenson will be targeting victory. It will get harder for them after this race weekend.

that he will handle all the criticism coming his way. When you're young, you don't dwell on things, you just get on with it.

On the receiving end of that crash, Jenson's post-race attitude was a reminder of what he's all about. He's so comfortable with himself now he's a world champion, and you could see the bitter disappointment that he'd had crucial points taken away.

He wants to win back-to-back titles, and deliver that with another team, so I don't see any

“McLaren has to feel confident – Monza doesn't suit Red Bull”

220mph in the late '90s, but it's the fastest venue on the calendar.

It should be a track that McLaren goes well at, because of the strengths of its car and engine, and both Jenson Button and Lewis Hamilton seem very comfortable

McLAREN v RED BULL AT THE TOP

As the countdown begins to the end of the season, obviously Lewis will want to win again to solidify his lead at the head of the points standings. I thought it was remarkable when we heard him talking to his team on the radio at Spa – he sounded like he was lying on a sun lounger chatting on his mobile! He was so chilled, in Spa of all places, where there can be a downpour around the very next corner.

I also found Mark Webber quite remarkable at Spa. I couldn't believe how sorted he looked after the summer break, and he looked like a man driving to a gameplan. He delivered the pole, and despite his bad start, he'll be happy with the way the race unfolded and his position in the championship.

Sebastian Vettel is now in more need of points than Mark because of what happened at Spa. He made a mistake and took that on the chin, and my gut feeling is

resting on laurels there. He'll be fired up for a big weekend.

ALONSO NEEDS TO DELIVER

In Fernando Alonso's case, you have to say he's made mistakes this year, which we don't really expect. He's normally one of the most solid performers out there. Is he having to drive out of his skin? Is that Ferrari perhaps tricky to drive? Only he knows.

Anything less than the title just isn't good enough when you're a double world champion. Of course, to cement your place in the history of Ferrari, Monza is the place you need to win at – in front of the tifosi.

You can almost hear the old echoes around the trees at Monza of Maseratis and Ferraris screaming around the banking. Anyone who goes there should put themselves in the mind of the drivers who used to risk their necks racing on the old track.

All that history, all that passion. What a place! ❧



FERRAROLI/AT

TRACK GUIDE



Barrichello's inside line

EXCLUSIVE



The three-time Italian Grand Prix winner offers the lowdown on one of grand prix racing's classic tracks

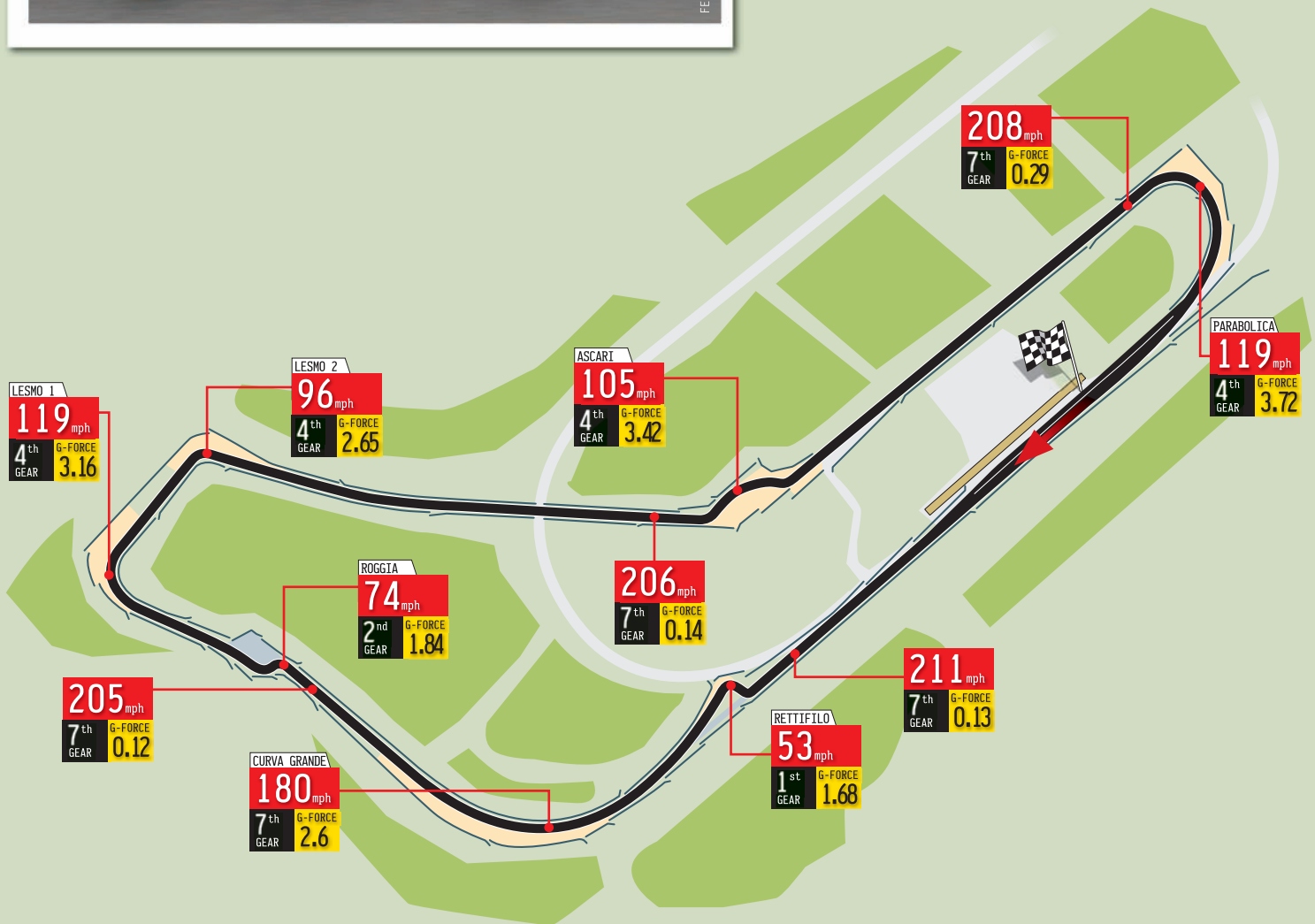
After Spa, it's great to go to another historic circuit at Monza. It's a track that is technically not as easy as you'd expect, even though it looks like it is simply a question of going flat-out.

You have the shade from the trees on the track, the bumps and the kerbs to deal with, so it's not easy. I've won there three times, so I really like the place and have some special memories.



LOW-DOWNFORCE BATTLE

It's not so different to drive an F1 car with very low downforce levels, but it really stands out on the first lap. With no drag, you press the throttle and it seems like the engine is much more powerful than before. But after that it's normal.



CHALLENGE OF THE LESMOS

Parabolica (below) is one of the most challenging corners, but it's very wide. So I think that the two Lesmo corners are quite difficult. You have to be brave, but carry good speed through the kerbs and at the exit.



SET-UP DEMANDS

You want the car to be fast on the straights, but the place where you really make up time is under braking and going over the kerbs. The kerbs are very hard on the car, but you need to attack them hard to be fast. At some point in the race, you have to try and start looking after the car otherwise you could have problems.



MONZA WEATHER

	24C FRIDAY SHOWERS
	24C SATURDAY SUNNY
	21C SUNDAY SUNNY

TYRE CHOICE

Super-Soft	Soft	Medium	Hard
Unused	Option	Unused	Prime

UNUSUAL FEELING

The car slides around a little more because of the track. It also feels really narrow – especially in the tunnel on the run to Ascari.



BEST MEMORY

Last year's win was very special for me because I wasn't in a Ferrari environment. The public was still cheering for me and it was a flat-out race. I did exactly what I needed to do – I had to overtake Heikki Kovalainen at the start and I had to hit my pace on a one-stop strategy.



OVERTAKING

The track is a touch narrow, which makes it a little bit more difficult although it is possible to pass into the first chicane. But it's very hard to follow the car in front at Parabolica. But it's one of those circuits where if you have a half-a-second advantage you might be able to do it, whereas to talk about overtaking in Monaco you probably need two-and-a-half or three seconds!



TRACK GUIDE

NUMBER OF LAPS	53	CIRCUIT LENGTH	3.60m	RACE DISTANCE	190.596m
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2009 POLE POSITION

LEWIS HAMILTON

2009 WINNER

RUBENS BARRICHELLO

ITALIAN GP PREVIEW



MARK HUGHES



Key questions

What the Italian GP will tell us

- Whether the f-duct is the way to go for Monza's straights?
- If Hamilton can complete his must-win Belgian/Italian double?
- If it's dangerous to write-off Red Bull as a Monza contender?

Hamilton knows that he must make hay at Monza, but the question is to f-duct or not to f-duct?

Finding the lap-time balance between f-duct or no f-duct will be an interesting endeavour at Monza. Basically, the skinnier the rear wing you run the less benefit there is from the duct. With such a small wing, you need every bit of downforce you can squeeze from it – and the f-duct invariably costs you a bit of downforce. Is that costing you more in lap time than you're gaining from the increased straightline speeds the duct gives you? It will vary from car to car.

This race is, of course, critical in the destiny of the title now that we're at the countdown stage of the season. It's probably the last sure-fire McLaren track so Lewis Hamilton desperately needs to add another victory in anticipation of not being in as good shape at the five final tracks. Should Lewis win again, he'll need as many others as possible between him and the Red Bull guys – and that could be where Jenson Button comes in. But what of the Ferraris? They under-delivered at Spa but they're unlikely to do that in two consecutive races. Having Fernando Alonso big in his mirrors might be great championship news for Hamilton, but it probably won't feel like that.

But let's not downplay the Red Bull. Yes, its

extra margin of downforce over the others comes at some price in drag, given that much of it is generated by the upper body, but it's not impossible that the various f-duct strategies bring it very much into play.

What if they find they can afford to lose the downforce their f-duct costs them? On smaller things have titles turned.

Could Alonso do McLaren a favour?



Webber must improve on his 2009 first-lap off this year



GARY ANDERSON TECHNICAL CONSULTANT



SET-UP GUIDE

As far as aerodynamics are concerned Monza is unique. It requires a set-up that allows top speeds of around 350km/h with much smaller rear wings than usual. This type of aero set-up means that in the slow-to-medium speed corners the cars are producing a lot less downforce so they slide around much more. Mechanically the car requires a softer set-up to allow the drivers to monster the kerbs through the chicanes. This leads to instability under braking – a problem that's then multiplied by the lack of downforce. The big stops also put a huge stress on the brakes.

TV AND RADIO LISTINGS

FRIDAY SEPTEMBER 10

0855-1035 Free practice 1 LIVE (BBC red button and onLine)

1255-1435 Free practice 2 LIVE (BBC red button and onLine)

SATURDAY SEPTEMBER 11

0955-1105 Free practice 3 LIVE (BBC red button and onLine)

1210-1410 Qualifying LIVE (BBC1 & Radio 5 Live Sport Extra)

SUNDAY SEPTEMBER 12

1210-1515 Grand Prix LIVE (BBC1 & Radio 5 Live)

AUTOSPORT TIPSTERS

Four AUTOSPORT journalists have been given an imaginary £50 and carte blanche to bet their way through the season. Lewis Hamilton paid well for Mark Glendenning and Andrew van de Burgt at Spa, but opinion is split over whether it will be a McLaren or Ferrari day at Monza. Edd Straw has backed Lewis to win from pole, while Jonathan Noble thinks it could be a big day for Felipe Massa.



Hamilton's odds are 7/4



JONATHAN NOBLE
GROUP F1 EDITOR

£5 each way on Massa 16/1

CURRENT TALLY
£46



EDD STRAW
F1 EDITOR

£20 Hamilton to win and to take pole position 8/1

CURRENT TALLY
-£61



ANDREW VAN DE BURGT
EDITOR

£10 Hamilton to win 7/4

CURRENT TALLY
-£1



MARK GLENDENNING
DEPUTY F1 EDITOR

£10 Alonso to win 4/1

CURRENT TALLY
£74

RACE ODDS

Driver	Odds
Hamilton	7/4
Vettel	4/1
Alonso	4/1
Webber	5/1
Button	7/1
Massa	16/1
Kubica	25/1
Sutil	33/1
Rosberg	66/1
Schumacher	66/1
Barrichello	150/1
Liuzzi	150/1
Petrov	150/1
Hulkenberg	250/1
Kobayashi	400/1
De La Rosa	400/1
Buemi	500/1
Alguersuari	500/1
Kovalainen	2500/1
Trulli	2500/1
Glock	3000/1
Yamamoto	5000/1
Senna	5000/1
Di Grassi	5000/1

Odds supplied by William Hill

2009 RESULTS

POS	DRIVER	TEAM
1	Rubens BARRICHELLO	Brawn-Mercedes
2	Jenson BUTTON	Brawn-Mercedes
3	Kimi RAIKKONEN	Ferrari
4	Adrian SUTIL	Force India-Merc
5	Fernando ALONSO	Renault
6	Heikki KOVALAINEN	McLaren-Mercedes
7	Nick HEIDFELD	BMW Sauber
8	Sebastian VETTEL	Red Bull-Renault

POLE HAMILTON (McLaren) 1m24.066s

Barrichello executes his one-stop strategy to perfection to leapfrog the two-stoppers at the front. Hamilton crashes out of P3 on the last lap.

2008 RESULTS

POS	DRIVER	TEAM
1	Sebastian VETTEL	Toro Rosso-Ferrari
2	Heikki KOVALAINEN	McLaren-Mercedes
3	Robert KUBICA	BMW Sauber
4	Fernando ALONSO	Renault
5	Nick HEIDFELD	BMW Sauber
6	Felipe MASSA	Ferrari
7	Lewis HAMILTON	McLaren-Mercedes
8	Mark WEBBER	Red Bull-Renault

POLE Sebastian VETTEL (STR) 1m37.555s

Vettel takes a surprise dominant win from pole in wet conditions, earning Scuderia Toro Rosso (nee Minardi) its only grand prix victory.

2007 RESULTS

POS	DRIVER	TEAM
1	Fernando ALONSO	McLaren-Mercedes
2	Lewis HAMILTON	McLaren-Mercedes
3	Kimi RAIKKONEN	Ferrari
4	Nick HEIDFELD	BMW Sauber
5	Robert KUBICA	BMW Sauber
6	Nico ROSBERG	Williams-Toyota
7	Heikki KOVALAINEN	Renault
8	Jenson BUTTON	Honda

POLE Fernando ALONSO (McLaren) 1m21.997s

The McLarens were the class of the field, dominating from the front row. A puncture drops Hamilton to sixth, but he charges back to complete a one-two.

2006 RESULTS

POS	DRIVER	TEAM
1	Michael SCHUMACHER	Ferrari
2	Kimi RAIKKONEN	McLaren-Mercedes
3	Robert KUBICA	BMW Sauber
4	Giancarlo FISICHELLA	Renault
5	Jenson BUTTON	Honda
6	Rubens BARRICHELLO	Honda
7	Jarno TRULLI	Toyota
8	Nick HEIDFELD	BMW Sauber

POLE Kimi RAIKKONEN (McLaren) 1m21.484s

Schumacher overshadows his own victory by announcing his impending retirement after claiming a 90th career victory from second on the grid.

2005 RESULTS

POS	DRIVER	TEAM
1	Juan Pablo MONTOYA	McLaren-Mercedes
2	Fernando ALONSO	Renault
3	Giancarlo FISICHELLA	Renault
4	Kimi RAIKKONEN	McLaren-Mercedes
5	Jarno TRULLI	Toyota
6	Ralf SCHUMACHER	Toyota
7	Antonio PIZZONIA	Williams-BMW
8	Jenson BUTTON	BAR-Honda

POLE Juan Pablo MONTOYA (McLaren) 1m21.054s

Raikkonen is relegated 10 places for an engine change and is still in the mix for victory on a one-stop strategy when he suffers a puncture.

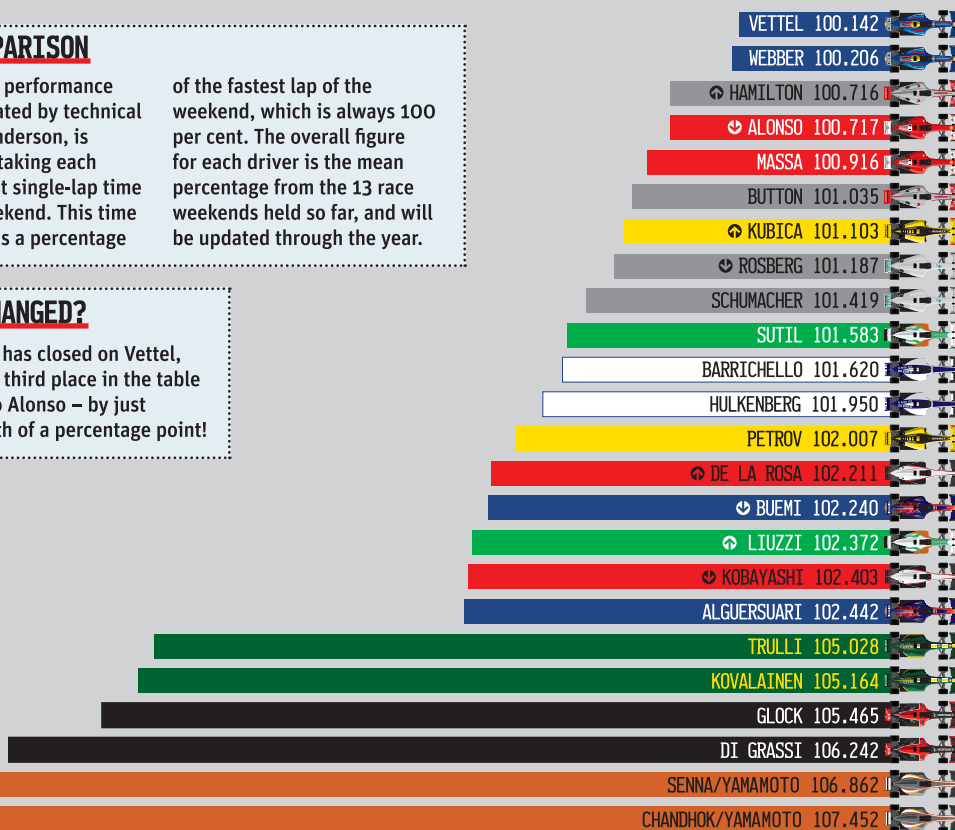
PACE COMPARISON

AUTOSPORT's performance index, formulated by technical editor Gary Anderson, is generated by taking each driver's fastest single-lap time from each weekend. This time is expressed as a percentage

of the fastest lap of the weekend, which is always 100 per cent. The overall figure for each driver is the mean percentage from the 13 race weekends held so far, and will be updated through the year.

WHAT'S CHANGED?

While Webber has closed on Vettel, Hamilton took third place in the table from Fernando Alonso – by just one-thousandth of a percentage point!



Mazda3 MPS
ZOOM
 zoom-zoom



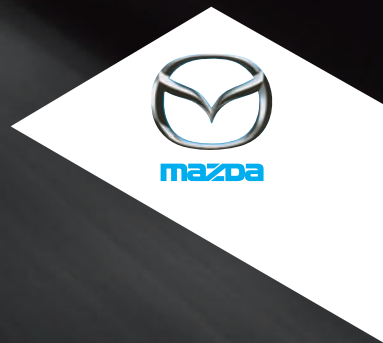
A - B PDQ

The dramatic Mazda3 MPS has arrived with rapid acceleration and mind-blowing torque that truly pins you back in your seat. Fused with exceptional levels of grip and handling, it gives you a drive experience to relish. The

sports bucket seats hold and support you, providing a strong backbone when you're experiencing that blistering pace and power. And now, with typical **5.9% APR*** over 3 years, the thrill is even more affordable.

For a test drive visit www.mazda.co.uk/mps or call 0845 402 5523

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36 monthly payments of	£399.00	Customer Deposit	£3,237.25
On the Road Price	£22,595.00	GFV (Optional Final Payment)	£6,196.50
Mazda Customer saving	£1,000.00 [†]	Amount of Credit	£18,357.75
Revised OTR	£21,595.00	Total amount payable by customer	£23,797.25
		Miles per annum	12,000
		Excess Mileage charge	14.9p per mile
Mazda3 MPS		Typical 5.9% APR*	



The official fuel consumption figures in mpg (l/100km) for the all-new Mazda3 MPS: Urban 21.4 (13.2), Extra Urban 37.7 (7.5), Combined 29.4 (9.6). CO₂ emissions (g/km) 224. Retail sales only. Subject to availability at participating dealers only on vehicles registered between 1 July and 30 September 2010. *5.9% finance available on all Mazda3 models over 3 years. [†]Customer saving available from Mazda3 MPS Specialist dealers. At the end of the Personal Contract Purchase there are 3 options: (i) Renew: Part exchange the vehicle, where equity is available, (ii) Retain: Pay the Guaranteed Future Value (GFV) to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to the condition of the vehicle. Finance subject to status. Terms and conditions apply. Applicants must be 18 or over. Guarantees/Indemnities may be required. Mazda Financial Services RH1 ISR. Details correct at time of going to print.



MPH Mark Hughes

AUTOSPORT grand prix editor

Was it the hand of The Almighty that guided Lewis Hamilton through the Rivage gravel trap at Spa? Or does simply having faith make a driver quicker?

Stephen Hawking has recently claimed there is no need to invoke God to explain the creation of the universe. So, who was it that had his hand over Lewis Hamilton as he skated through the gravel trap at Rivage but came out the other side, still in the lead? Lewis says it was 'The Lord'.

The belief in a divine being is in many ways a comfortable one for a racing driver to hold. It allows for a certain level of fatalism; a 'what will be, will be' attitude that might allow him to be bolder than he otherwise might if he was taking full responsibility for outcomes. You'd surely need to believe it deeply though, with every grain

of your being, to enable that; to simply adopt a belief in God as an aid to making you a more effective racing driver would surely not work. The faith would need to come before, or at least be bigger, than the will to be a racing driver.

Alain Prost's big difficulty with racing against Ayrton Senna was, he says, Ayrton's apparent belief that God would always look after him. Prost believed it was this that allowed Senna to take risks that he found unacceptable. Whether Ayrton really did believe that, or whether he projected that idea as part of his armoury, is a moot point, but we shouldn't forget that he was killed in a racing car.

There was always a big disconnect between Ayrton's religious beliefs and his willingness to put the other guy – and himself – in danger if that driver had the temerity to resist him. There is no such disconnect with Hamilton who generally races aggressively but cleanly. As a 12-year-old karting kid, he was asked during an interview why he thought he was so quick. He replied that he didn't know, that he would arrive at a corner and the answer just came and he'd go with it. He gave similar replies when asked how he was so good at second-guessing what the driver he was trying to pass was going to do before he did it. These answers had the overtones of religious belief in them.

But, like Hawking's explanation of the creation of the universe, God is not required as an explanation. That's not the same as saying it isn't God; just that God is only one of a number of candidate

explanations. The way Lewis feels the answer only as he arrives at the situation is surely the same way other non-religious but very gifted drivers feel. One notable point about Hamilton's approach, though, is that he is very 'reactive'; he will put himself in situations not really knowing how it's going to pan out, just feeling that somehow he will do the right thing. This much was apparent just passengering with him in a McLaren-Mercedes SLR around a wet Silverstone last year. It had been raining hard, puddles and rivers everywhere, but the surface was changing by the lap. Yet he would just commit, then let his feel sort out the consequences. Sometimes he'd be surprised, find less grip than he was expecting, and then just say "whoah!" and rescue it from the edge of disaster. Yes, he was putting on a show, but watching him driving in anger, his approach looks much the same.

But does his faith really play any part in this? There's a school of thought that says so long as you believe that something is beneficial then that in itself makes it so. So if Lewis were to read Stephen Hawking's *The Grand Design* – out today, incidentally – would it undermine his faith and if so, would that in turn reduce his belief that he could always pull off the 'impossible'? Probably not.

Hawking attributes the creation of the universe as a natural consequence of gravity and that ours is just one of billions of universes. Could gravity also be what allowed Hamilton's escape at Rivage? ❧



Hamilton's instinctive style is all about faith

“Does faith really play any part in Lewis's ‘reactive’ approach?”



ORECA P2 REVEALED

The French ORECA organisation has released images showing how its 2011 cost-capped LMP2 contender will look. Team boss Hugues de Chaunac believes that he can sell between “five to seven” of the ORECA O3 chassis for next season.

ALMS

Audi considers ALMS return

German manufacturer believes that it could combine American comeback with assault on Intercontinental Cup

Audi has revealed that it is evaluating mounting its first full campaign in the American Le Mans Series since 2008.

The German manufacturer’s motorsport boss Wolfgang Ullrich said Audi is “looking into whether it makes sense and whether it can be handled” alongside its attack on the new seven-race Intercontinental Le Mans Cup in 2011.

“We are thinking, at least, of returning to the ALMS and working on preparations, but it is not decided,” he said. “We have no 100 per cent go for next year’s programme because it is still the end of the summer.”

Ullrich explained that the ALMS, a series in which Audi triumphed

every year from 2000 to 2008, remains an attractive proposition.

“It is a great championship with great race tracks and great marketing opportunities,” he continued. “There is a good TV package and good racing over there.”

Should Audi commit to the ALMS next season, it could attract other manufacturers into the series, Ullrich believes.

“I am quite convinced that if we give a sign that we are going to return to the ALMS there will be other brands who have been looking at it for some time that will think about it also,” he said.

It is unclear whether Audi’s factory team, Joest Racing, would be able to do both the ILMC and

the 10-round ALMS with the forthcoming R18 LMP1 prototype. Audi’s most recent campaigns in America were masterminded by the now-disbanded Champion Racing team.

A return to the ALMS is more likely than a full attack on its European counterpart, the Le Mans Series, according to Ullrich.

“America is one very important market covered by one company, Audi of America,” he explained. “It is more difficult to get the money together for Europe because we would be dealing with five different national companies, each of which only gets one race. That makes it much more difficult to find a solution.”

AUDI IN AMERICA BY THE NUMBERS

- 69** Total number of wins by the R8, R10 and R15
- 11** Occasions on which the Audi R8 was defeated in the ALMS events in its six-and-half-year competition career
- 505** The chassis number of the ‘winningest’ R8 chassis in the ALMS. It notched up a total of 15 victories
- 8** Years Audi went unbeaten at the Sebring 12 Hours
- 14** Drivers who have scored outright ALMS victories driving for Audi

A1GP

Grubmuller buys A1GP Lola cars

THE REMAINDER of the fleet of A1GP Lola chassis has finally been sold by the liquidators.

Fourteen Lolas used in the World Cup of Motorsport between 2005 and 2008 have been bought from the liquidator of A1GP Holdings by Walter Grubmuller Sr. He has purchased them primarily as a source of spares for the Charouz-run Gravity team for which son Walter Jr

races in the AutoGP series.

The remainder of the assets of A1GP, including the Ferrari-powered cars used in the 2008-09 season and the intellectual property rights, are still for sale.

Tim Bramston, administrator for A1GP Operations, is aiming to sell everything required to relaunch A1GP as a whole. He said there is no deadline for a sale.

“It is more about getting people who have expressed interest to commit to a purchase,” he said. “There are a number of parties in the wings, including new ones.”

Bramston said that the “price has come down significantly” from an original figure that was close to £10 million.

A1GP Lolas have been snapped up



ILMC

Jaguars to enter Petit and Zhuhai races

THE FACTORY Jaguar RSR team will enter a pair of its XKR GT2 contenders in the final two rounds of the new Intercontinental Le Mans Cup.

RSR, run by long-time US sportscar entrant Paul Gentilozzi, will run two cars for the first time at next month's Petit Le

Mans endurance at Road Atlanta, the final round of the American Le Mans Series. It will then race in the Chinese round of the Automobile Club de l'Ouest's initiative at Zhuhai in November.

Gentilozzi said there are two reasons why RSR will race at Zhuhai.

"The first is that Jaguar is expanding into China and it is an important market for the future," he said. "We also feel under obligation to support the ACO, because it was kind enough to grant us an entry for Le Mans even though we hadn't completed a full season."

Jaguar is one of six manufacturers to sign up for the ILMC. It joins Peugeot and Audi (in LMP1) and BMW, Porsche and Ferrari in GT2.

Gentilozzi will not contest this weekend's Silverstone ILMC opener, the AUTOSPORT 1000Km.

"It was too difficult logistically to come to Silverstone considering all the changes we are making," he said. "We are introducing new parts at every race."

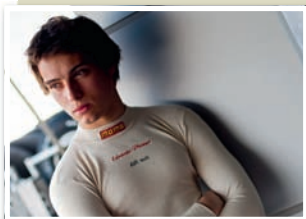
RSR Jaguar regulars Marc Goossens and Ryan Dalziel will share one car at Petit and Zhuhai. Gentilozzi will race the second with a driver whose identity will be revealed shortly.

RSR plans two ILMC starts



BOYD/LAT

IN BRIEF



PISCOPO TO TRIDENT

Auto GP championship leader Edoardo Piscopo will make his GP2 main series debut at Monza this weekend. The Italian (above) will drive for Trident Racing, in place of Johnny Cecotto Jr. Piscopo tested for the team in late 2009.

KOREAN F3 CONFIRMED

The return of the Korean Formula 3 Superprix has been confirmed for this year. The event, which was last held on a street circuit in Changwon in 2003, will move to the new Yeongam Formula 1 track. It will take place on November 28, one week after the Macau Grand Prix.

BALTIMORE FOR ALMS

The American Le Mans Series race on the Baltimore street circuit has been confirmed for September 3. The event will share the bill with the IndyCar Series.

GIROIX BACK FOR LMS

Sportscar stalwart Fabien Giroix will drive his Team First

Lamborghini Gallardo GT2 car at Silverstone for the AUTOSPORT 1000Km this weekend. The Frenchman will share with historic racer Roald Goethe.

SALEEN DRIVERS SORTED

Former F1 driver Zsolt Baumgartner and ex-Australian F3 Champion James Winslow are joining the LMS for the AUTOSPORT 1000Km. They will share the Atlas/FS-run Saleen S7R GT1 car with Carlo van Dam.

TECH 1 BANKS ON RED BULL

Formula Renault 3.5 team Tech 1 Racing hopes to retain its links with Red Bull's junior programme for 2011. Tech 1 currently runs Daniel Ricciardo and Jean-Eric Vergne.

MURPHY TO PRACTICE

Greg Murphy (below) will take part in practice for the Phillip Island 500 this weekend so the injured V8 Supercar driver's fitness can be assessed. If unfit, he will be replaced in the Paul Morris Holden squad by Daniel Gaunt, who tested for the team last week.



GP2

Pantano to develop new GP2

New GP2 car will have Pantano input



STALEY/GP2

FORMER GP2 champion Giorgio Pantano has returned to the category as a development driver for the next-generation Dallara chassis.

The 2008 champion raced in the series for four years. GP2 technical boss Didier Perrin believes that his experience will be invaluable.

"Giorgio is obviously a very experienced driver, which helps us expand our data," he said. "We started with Ben Hanley, who has been great. But drivers use the car in different ways, so it's good to have a variety."

Pantano added: "I'm very pleased that I was asked to help participate in the development of this car, because I have always enjoyed driving GP2 cars. I have been quite impressed with its handling, and I will be working hard to help make this car a success."

AUTOSPORT SAYS...

GARY WATKINS
INTERNATIONAL
EDITOR-AT-LARGE



Allan McNish summed it up recently: "It wasn't a world championship, but it was in a sense, because the world was watching."

In case you were wondering, McNish was talking about the American Le Mans Series. Not the ALMS circa 2010, but when the championship in its pomp. For me, that's the early noughties, when Audi was taken on at various times by BMW, Cadillac and Panoz, and the classic 2007 and '08 seasons when Audi and Porsche went head to head. The harsh truth is that, despite the rhetoric from the series bosses, the ALMS is now a pale imitation of its former self.

It doesn't matter how many manufacturers are slugging it out in GT2 and how good the racing is down the field, the ALMS needs the factory heavyweights vying for outright victory, not a motley selection of privateers.

Should Audi return and be joined by another big gun in LMP1, the ALMS can return to its former glory, regardless of the new Intercontinental Cup. The size of the American automotive market and the nation's motorsporting heritage, combined with the fact that the series is an established and well-promoted product, means that there must be room for both.



Porsche/Audi duel was classic

REMEMBER WHEN...

MARCH 18, 2000



LAT

...Audi took its first ALMS win? The Audi R8 won on its debut at the Sebring 12 hours in 2000. Frank Biela, Tom Kristensen and Emanuele Pirro led home Michele Alboreto, Dindo Capello and Allan McNish for a 1-2



Stewards didn't notice Huff was pushed into Farfus by Menu

WTCC

WTCC

Drivers want FIA stewards rethink

WTCC frontrunners want an ex-driver to help officials after black flag ruins Huff's title hopes in Germany

Leading World Touring Car Championship drivers have called for the series to follow Formula 1's example and add a former driver to the stewards' panel, amid growing frustration over the inconsistency of decisions.

Chevrolet driver Rob Huff's title hopes were effectively ended when he was black-flagged after hitting the rear of Augusto Farfus's BMW several times as the pack braked for the first corner (see report, page 58). He was given a drive-through penalty, then black-

flagged when his team kept him out while it attempted to appeal.

Huff said the initial hit was caused by Farfus braking early, and that subsequent contact came when he was punted into the BMW by the cars behind him. The Briton has now led calls for a driver's perspective to be brought into the decision-making process.

"I just don't understand the penalty," he told AUTOSPORT. "I think I speak for everyone in the championship when I say we

want a drivers' perspective in the stewards' room. There are circumstances where it's difficult for non-racing drivers to read the situation from our point of view.

"I would like to see an ex-touring car driver involved in the stewarding, like F1 has done."

Farfus was the victim in the incident, losing his lead and dropping to third, but the Brazilian agreed with Huff that the consistency of the decision making needs to be improved.

"You are on a knife edge the

whole time and you never know which way [decisions] will go," he said. "To watch the racing and to have someone making these decisions who doesn't know what it is to be inside a racing car, is very difficult. Definitely I would support it [a former driver in the stewards' room]."

Farfus's BMW team-mate, triple world champion Andy Priaulx, added: "It would give all the drivers more confidence in the system to know there is an experienced driver having an input."



The Brit wants more consistent decisions

WOODLAT

WTCC

Honda team's plans hit by engine delays

HONDA'S ENTRY in the 2011 World Touring Car Championship, through its South American arm, is now unlikely due to problems with engine supply.

A team put together by Honda Argentina is eager to join the series next season, and is rumoured to already be in negotiations with established WTCC drivers. But the plan could now be scuppered by delays in securing an engine.

The championship will adopt 1.6-litre turbo engines next year, but Honda specialist Mugen is believed unlikely to

complete a unit in time. The manufacturer will not allow its cars to be raced with any other powerplant.

WTCC promoter Marcello Lotti told AUTOSPORT: "The Honda Argentina team is ready to go but there is a problem from Honda on the engine side. The entry might not be in time for next year."

● Lotti will travel to Japan in the coming weeks in an attempt to convince Toyota to consider a WTCC programme alongside its potential World Rally comeback.



Honda WTCC move has hit a setback

IN BRIEF



RAHAL BACK TO FISHER

IndyCar nomad Graham Rahal (above) returned to Sarah Fisher Racing for last weekend's race at Kentucky Speedway. Rahal's multi-race deal with Newman/Haas Racing did not include Kentucky.

NEW HAMPSHIRE IRL TEST

Former IndyCar champions Tony Kanaan and Scott Dixon took part in a test at New Hampshire Speedway last week. The test was to help series organisers determine the downforce package that will be used when the track returns to the schedule in 2011.

YASUKAWA BACK FOR MOTEGI

Former IndyCar regular Roger Yasukawa will return to the series for the next round at Motegi. The Japanese-American driver will take Conquest Racing's second seat, which has been occupied by Tomas Scheckter for the past two races.

CLIO CHAMP WANTS BTCC

New Clio Cup champion Dave Newsham wants to race in the final British Touring Car Championship round at Brands Hatch (see p86). AUTOSPORT understands that he has held talks with the WSR and Motorbase BMW squads, and Triple 8.

SCHEIDER RESULT CONFIRMED

Dunlop has confirmed that the tyres used by Timo Scheider in the DTM race at Zandvoort were fully compliant with the rules. The German's podium finish had been in doubt due to a missing barcode on one of his tyres.

BMW OFFERS ITS ENGINE

BMW has confirmed that it will supply the new 1.6-litre turbocharged petrol engine to its customer teams for next year's World Touring Car Championship. SEAT is also keen to make its powerplant available to its customers.

VOLVO WTCC VERDICT CLOSE

Volvo is set to decide in the next two weeks whether it will enter the WTCC in 2011. The Swedish car maker has contested several one-off events in recent years, mostly at Brands Hatch (below).



FORMULA RENAULT 3.5

Italian team steps up to join Renault field

ITALIAN FORMULA 3 frontrunning team BVM Target is set to join the Formula Renault 3.5 grid next year. The squad will fill the series' 13th slot, left vacant since SG Formula closed its

doors prior to this year's opening round.

Team boss Giuseppe Mazzotti said: "Renault has granted us an entry, and we plan to join the end-of-season tests at Motorland Aragon and Barcelona. We

have two new cars."

A decision on drivers has yet to be taken, but the team has close links with Pons Racing's FR3.5 driver Daniel Zampieri – BVM Target claimed the 2009 Italian Formula 3 crown with the

Ferrari Academy driver.

"Zampieri's father has helped us with this adventure," said Mazzotti, "but Daniel's future will be up to Ferrari. It will depend on whether he stays on the programme or does GP2."



INDYCAR

Briscoe's IRL drive in doubt



Briscoe has had a tough season in '10

RYAN BRISCOE'S IndyCar drive with Team Penske is believed to be in doubt unless the team can find the funding to remain at three cars for next year.

Penske has all three of its drivers contracted for next year. But while Will Power's car has a full-time sponsor, those of Briscoe and Helio Castroneves have primarily carried Penske logos.

Roger Penske's son Jay, co-owner of the De Ferran Dragon Racing team, has been linked to a deal with Briscoe, who raced for Penske Jr at Indianapolis in 2007. When asked about the possibility, Penske Jr said: "That's a great question. No comment."

Penske president Tim Cindric said that the plan was to remain a three-car team for next year.

"We're doing our best to make sure all three cars have sponsorship next year," he said. "We won't have two cars sponsored by 'Team Penske' [as in 2010]."

INDYCAR

Dixon to help Dario bid



Dixon is backing Dario for title

DARIO FRANCHITTI'S IndyCar team-mate Scott Dixon has vowed to help the Scot win a third title.

Reigning champion Franchitti has made up 62 points on series leader Will Power in the past two races. He now sits just 17 points behind the Australian, with two races remaining and 106 points still on offer. Dixon, 83 points back, has an outside chance of the title, but he has given his backing to Franchitti.

"Dario's my team-mate and I'll try to help him as much as I can," said the Kiwi. "It's unfortunate for Will, but that's part of racing. I think it's perfect – it makes it more exciting."

"It's a long shot for me in the championship, so it's going to be tough unless the others hit trouble. If I was a betting man, of course I'm going with Dario."

Team Penske driver Power, who has led the standings for all but one race this year, has admitted that a title run-in against Chip Ganassi Racing star Franchitti will be tough.

"We have our work cut out for us, but we still have the lead," said Power. "Dario knows how to win championships, he knows how to win races. He's mistake-free, very fast, and he's experienced. I've just got to be a little bit better than that."



DTM

BMW told to make up its mind

Marque's conditional entry to the German series is trying the patience of Mercedes boss Norbert Haug

Mercedes has hit out at BMW for its approach towards returning to the DTM in 2012.

BMW announced in April that it intended to join Mercedes and Audi in the German-based series when new technical regulations come into force in 2012, but that it would only fully commit to the series if certain criteria were met by the organisers.

While it appears very likely that BMW will follow through with its intended move to the DTM, it has still not been confirmed. And Mercedes-Benz motorsport

boss Norbert Haug has called on the manufacturer to make a decision either way.

"I don't want to hear about conditions of entry; we could all give lots of conditions," said Haug. "But we don't make demands. We are open to any manufacturer that wants to look at the DTM, and if they want to join they can join. That should be the end of it. We look forward to new competitors. But we are not here to please BMW."

Haug also revealed that BMW is targeting drivers and engineering

staff with current DTM experience. Test cars for the next-generation rules are expected to be up and running by early next year, meaning that any new entrants do not have very long to start putting a development team together.

"They are trying very hard to get people from us," he said. "Not just drivers, but engineers too. It is an open market, but we would not do it in the same way that they have."

Japanese manufacturer Nissan has also been looking into the

possibility of racing in the DTM. Haug says he would welcome even more competition, but he does not feel it is imperative to have multiple new manufacturers.

"The interest of several manufacturers demonstrates that Mercedes and Audi were absolutely right in sticking with the DTM," he said. "We would be happy if more manufacturers came, but quality has always been more important than quantity."

 **P48 DTM BRANDS HATCH**

NASCAR

Ekstrom set for oval race

Ekstrom is going back to the US



MATTIAS EKSTROM was set to make his oval-racing debut in the NASCAR Sprint Cup at Richmond this weekend as AUTOSPORT closed for press.

The two-time DTM champion flew to the US earlier this week to participate in a test at North Wilkesboro Speedway. Providing his performance satisfied the Red Bull team and NASCAR officials, he

would be allowed to race on the 0.75-mile oval this weekend.

"It's not just a case of me asking to do an oval and everyone saying it's okay," said Ekstrom. "You need a special licence to race at that level on ovals – like the superlicence in F1. I don't think the Jimmie Johnsons and Jeff Gordons get the credit they deserve for what they do."

Ekstrom had his first oval test with Red Bull at the half-mile Gresham Motorsports Park last month. Audi has given him its blessing to race at Richmond, but it has reiterated that he remains under contract to the manufacturer for next year. The Swede finished 21st on his NASCAR debut at Sears Point earlier this year.

DTM

No team orders for Merc

MERCEDES HAS promised to allow its lead drivers to fight each other for the DTM title for the remainder of the season.

The top three drivers in the championship – Bruno Spengler, Paul di Resta and Gary Paffett – are covered by 13 points with four rounds remaining. The leading Audi driver is Timo Scheider, but he is now 23 points back.

Team tactics are usually rife in the series. But Mercedes will not favour one driver over the other two in what is effectively an exclusive title fight among team-mates.

Marque sports boss Norbert Haug said: "Our drivers will be allowed to fight. This is the way we like to go racing, and it will stay like that for the rest of the year."

The decision has been welcomed by Britons di Resta and Paffett, who are

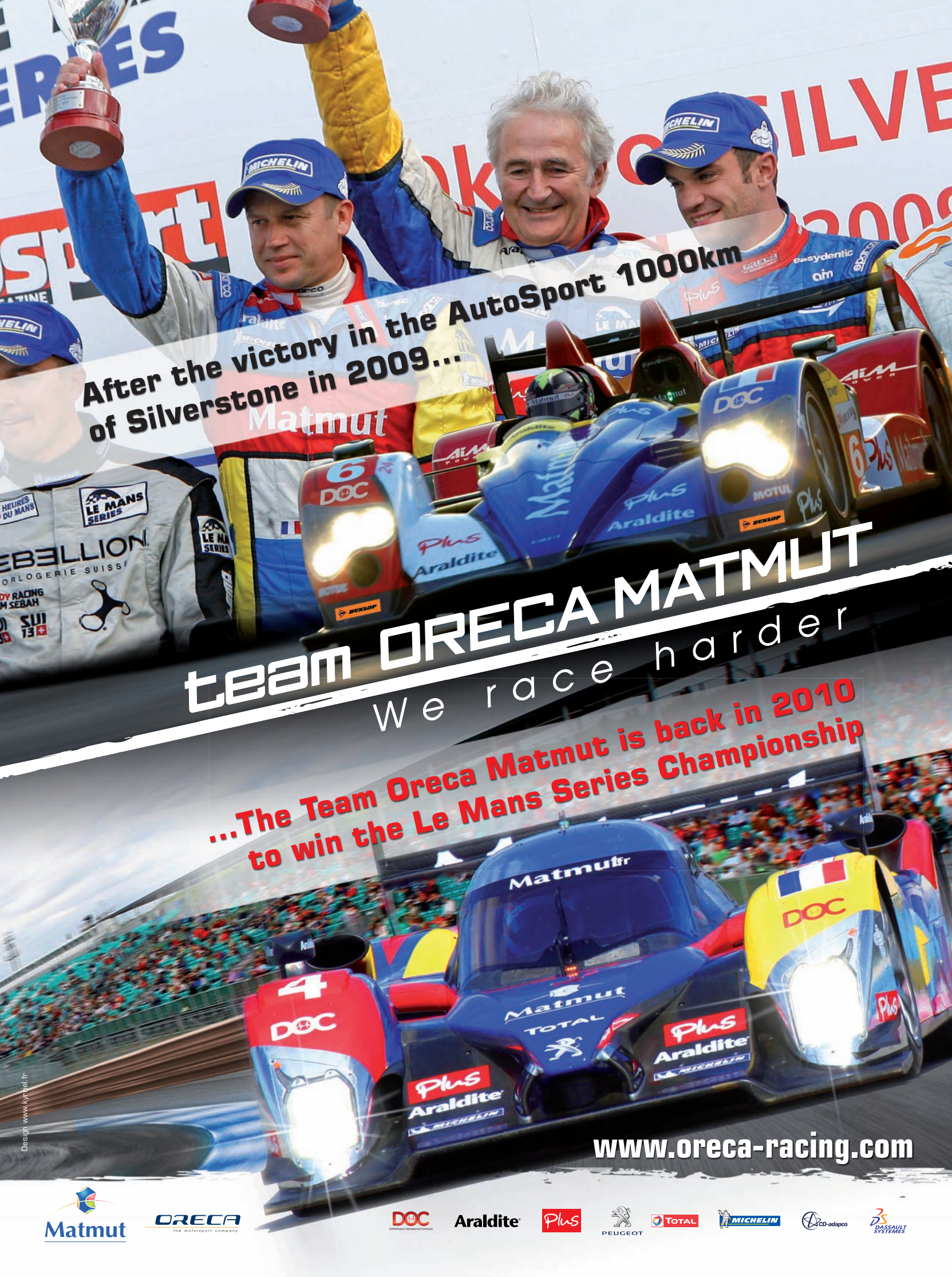
chasing Canadian Spengler.

"I'm glad we can keep fighting," said di Resta. "Hopefully I can keep up the momentum I have now to keep making up ground. Nine points is a big gap, but he's catchable."

Paffett added: "Now Audi looks out of the fight we can have a clean fight with each other, so it should be fun."



Brits will chase Spengler for title



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Fords have run with gas power in 2010

BTCC

Arena evaluating petrol switch

Team considers converting from its LPG engines back to a more conventional set-up to stay on the pace in 2011

Arena Motorsport could ditch its controversial liquefied petroleum gas engines and switch back to petrol-powered units for next year's British Touring Car Championship.

The Littlehampton-based squad has won six races with its LPG-powered Ford Focus STs this year, thanks to the efforts of Tom Chilton and Tom Onslow-Cole, and its cars have regularly been the fastest in a straight line.

But team principal Mike Earle is concerned that future rule changes

could make its current powerplants significantly less competitive.

"It's an evaluation we're doing," Earle told AUTOSPORT. "It's highly likely that the regulations governing engines powered by alternative fuels [such as LPG] will be modified for next season in a manner that would probably make it less beneficial to us."

Earle said that Arena's engine partner Mountune, which has developed the LPG unit, could convert its current powerplant to run petrol next year, with 2-litre

turbocharged petrol units a key part of 2011's low-cost rules.

"We'd do our own version of an NGTC engine, or would at least get Mountune to do it," he added. "They could certainly modify our current engine to take petrol, but we have to know what kind of turbocharger we'll be running first, because that hasn't been set yet."

Fellow frontrunning teams and drivers believe the Focus has had too much of a straightline speed advantage this year and that series organiser TOCA has not done

enough to peg its performance.

However, Earle, whose squad leads both the independent drivers' [with Onslow-Cole] and teams' championships said that any move away from LPG power would not be in response to the discontent of its rivals.

"Not at all," he said. "The biggest determining factor, actually, is that Ford does not have a turbocharged LPG engine in its product range. So doing a petrol engine would help align us more with them, and that could be very useful for the future."

FORMULA 3

Carlin rules out Euro Series return

LEADING BRITISH F3 squad Carlin is unlikely to return to the Euro Series next year, despite the championship's intention to introduce a brand new Kumho tyre next season and level the playing field.

Team boss Trevor Carlin said earlier this year that his team quit the Euro Series at the end of 2009

largely because he felt the experience that the established teams had with the Kumho rubber gave them an unfair advantage over newcomers.

That advantage is likely to disappear next year when the South Korean tyre manufacturer introduces a new compound for 2011 (see AUTOSPORT, August 26), but Carlin

says his team won't be heading back.

"We're not looking to do the Euro Series next year," he told AUTOSPORT. "The last thing we want at the moment is another championship. We just want to consolidate what we've got and then build on the successful platform we currently have."



Carlin left Euro F3 after 2009

STALEY/LAT

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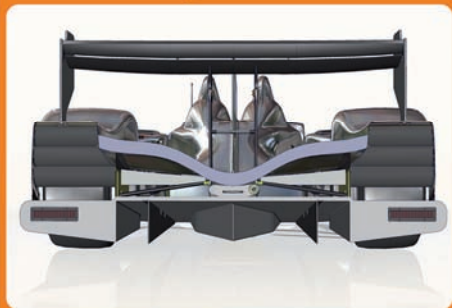
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Live TV to make WRC return

Real-time televised stages – with bonus points on offer – are set to return to next year's World Rally Championship

Live television stages are set to return to the World Rally Championship next season – with bonus points on offer to the driver who sets the fastest time.

WRC television chief Neil Duncanson says the time is right for another crack at an area of the media that the WRC has struggled to get right in the past.

The last significant effort to make live stages work was in 1999, when the Tour de Corse and Rally Finland ran stages at the end of the event with additional points on offer. The idea was scrapped at the end of the season.

Duncanson is sure the time is

right to see made-for-television stages return to the WRC. He said: "We're very keen to have more live coverage next year. We're pushing really hard to have a live stage at a set time at every rally."

"The problem we've had before is that the stages weren't meaningful. A superspecial in a stadium at the end of the rally where no driver is going to be driving very hard: who cares? What we want is for the stages to have their own points, so you know everybody will be pushing. There's been a lot of debate on the points, but five [points for a win], four, three, two, one is what's being put forward. It

needed to be meaningful with good points – people will fight for that."

Duncanson added that the stages used would be a mix of city sprints – such as the Trier test on Rally Germany – and real stages. The plan is expected to be discussed at the World Motor Sport Council meeting in Italy tomorrow (Friday).

Duncanson added that the WRC's television production company, North One, was also looking to deliver complete rallies live on the internet.

"You can't schedule that on normal television," he said. "But it's perfectly achievable, it's just a cost issue of doing it. We're looking at

running live stages with heli-telly [helicopter footage] and maybe a couple of whole events next season.

"The opportunity for people to sit on the internet in their homes and watch a rally live from start to finish is coming. The technology's there."



The WRC is ready for live TV again

FIRST PIC

MINI TEST SCHEDULE UNDERWAY

The MINI Countryman WRC has begun its rigorous testing schedule, running in Britain and Portugal this week.



WRC

Muller to make a point

FORMER WORLD Touring Car Champion Yvan Muller can score points when he makes his WRC debut on next month's Rally of France, according to Petter Solberg – the man whose Citroen Xsara WRC he will drive.

Muller has tackled the Dakar Rally and won countless Andros Trophy ice-racing titles in the past, but the French rally will mark his WRC debut.

"I think he will be very good," said Solberg. "He'll have a great car. I never did an asphalt event in the Xsara, but I have done plenty of shows [on asphalt] and it's very good. I don't see why a guy of his calibre can't score points."

Muller comes from the Alsace region where the Rally of France runs. He said: "It's a great opportunity to explore the roads of my home region."

DAKAR

New Race Touareg ready to rally

VOLKSWAGEN'S LATEST Race Touareg will make its competitive debut on the Silk Way Rally, which starts on Saturday.

Only double world champion Carlos Sainz will drive the Race Touareg 3, with team-mates Nasser Al-Attiyah, Mark Miller

and Giniel de Villiers running older-spec RT2s.

"This is an enormously important event for us," said VW's motorsport director Kris Nissen. "It's the only competition we'll do before Dakar next year. It's a chance for us to sharpen our senses after eight months away

from competition."

The 2800-mile event (of which 1250 are competitive) starts from St Petersburg and finishes a week later in Sochi.

VW will not be in for any major competition in Russia, with the remainder of the entry list made up of private cars.

WRC
Pirelli: WRC comeback possible

DESPITE THE decision to call time on its World Rally Championship participation, Italian tyre firm Pirelli insists it will keep the door open for a possible return to the series.

Pirelli elected not to put its name forward for consideration by the FIA as a potential tyre supplier for next season when the deadline passed last week.

Michelin has thrown its hat into the ring and it is thought near-certain the French tyres will be fitted to Citroens, Fords and Minis in 2011.

Having supplied the WRC with a control tyre for the last three years,



Pirelli has not ruled out a return to WRC

Pirelli cited a lack of direction in the rules as the main reason for the decision to not run in WRC next season.

Pirelli motorsport director Paul Hembery said: "We would never rule out a return to the WRC. It could be that we sit out the coming year

and review the new [tyre] regulations the FIA is discussing for 2012. This could be just one year out [of WRC].

"There have been three significant rule changes in nine months and, possibly, an even bigger change coming in 2012. These rules leave

a lot to be desired and we have communicated these limitations to the FIA. It feels we're not wanted in the sport, but we leave with our heads held high, knowing we have supported the WRC through some of the most difficult economic conditions ever."

IN BRIEF

LOEB READY TO GO SEVEN-UP

Sebastien Loeb will clinch his seventh consecutive World Rally Championship in Sapporo if he wins Rally Japan this week – and all his rivals finish sixth or lower. He won the

title in Japan in 2005 (above) and became the world's most successful driver there (with 27 wins) in 2006.

SCOTLAND CHANGES

The Achray stage on the second day of Rally of Scotland (October 15-17) has been scrapped in favour of Clashmore, a new and more accessible stage. Sunday's remote service has also been switched from Callander to Aberfoyle and the time of the Stirling Castle finish brought forward to 1504.

CATALUNYA GRAVEL READY

The Catalunya Rally organisers have revealed details of the mixed-surface opening day on the October 21-24 event. Of the three stages on day one, only the nine-mile La Ribera d'Ebre stage is all gravel. The day's opener, Terra Alta (22 miles) switches from asphalt to gravel five times. Les Garrigues starts on the dirt, switches to asphalt before finishing on the loose. The other

two days are all asphalt. The cars will run in gravel trim with Pirelli gravel tyres on the opening day.

MIKKELSEN FOR FRANCE

Andreas Mikkelsen will contest next month's Rally of France in a Skoda Rally Team Italia Fabia S2000. The Norwegian will use the event to gauge his pace against the SWRC-class competition.

PRIMAT'S RALLY OUTING

Aston Martin Le Mans racer Harold Primat is hoping to drive a Citroen DS3 as a course car on next month's Rallye du Valais round of the European Rally Championship.

CAVE'S LATVIAN LANCER

Tom Cave, 18, will contest Rally Latvia (September 24-25) in an MML-prepared Mitsubishi Lancer.

LATVALA AND THE MONSTER

Ford WRC star Jari-Matti Latvala will make his second public appearance of the year in the UK next Saturday (September 18), when he drives Ken Block's Monster Ford Focus RS WRC (below) at Rallyday at Castle Combe in Wiltshire.



WRC
Citroen to hang on to Solberg



Big seller: Solberg is a big hit with Citroen

PETTER SOLBERG'S hopes of remaining in the World Rally Championship next season have been boosted by the hike in Citroen sales in his home country.

Citroen Norway has reported a 67 per cent increase in car sales since last season – with the importer insisting that their deal with Solberg is key to that hike.

Citroen Norway's Oystein Johansen said: "It is difficult to say this increase is all due to our partnership with Petter, but it is very important and we want it to continue next season. Petter has a very special way with people. He's got time for everybody, he's a member of the family. This is why we want to continue for next season – we are 100 per cent committed for 2011."

It is now thought increasingly likely that Solberg will remain with Citroen next season, although the French firm has admitted building enough DS3 WRCs for the first round will be a challenge.

AUTOSPORT SAYS...

**DAVID EVANS
RALLIES EDITOR**

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It's not often that professional sportsmen aren't too concerned about winning. But Sebastien Loeb's not too fussed whereabouts he stands on Sunday's Rally Japan podium.

Yes, he's got a world championship to win but, understandably, he's keen to string the title 'race' out for another event so he can celebrate in the streets he grew up on in next month's Rally of France.

Well, tough. Just get on with it. Do what you have to do, collect your seventh title and 60th world rally win and move on. If Loeb does win a third world title in Japan this week, just imagine the end of year we could be looking at.

Providing Citroen team principal Olivier Quesnel keeps his end of the bargain, with the drivers' title bagged (and the manufacturers' theirs to lose) his men will be allowed to race. And race hard.

It would be Seb versus Seb at home then Seb versus Sordo in Spain. And an all-out scrap with Ford's Finns in Wales. So, here's to a Loeb party in Sapporo on Sunday.

And, finally, I know I've banged this drum before, but I'm going to give it one last bash. After investing millions in the sport – and had their offer of further millions snubbed by the sport's governing body, Pirelli is leaving the WRC. The sport is going to be poorer without the Milan firm. Quite literally.



Loeb would rather be crowned in France

WRC PREVIEW

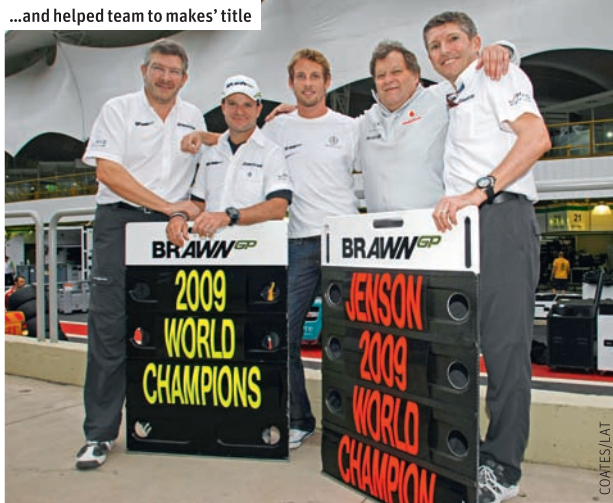
Event	Rally Japan
Round	10/13
Based	Sapporo
Date	September 9-12
Stages	26
Surface	Gravel
Competitive miles	188
Last winner	M Hirvonen ('08)
Championship leader	Sebastien Loeb



Button won '09 drivers' title for Brawn...



...and helped team to make '09 title



Brawn tempted Schumacher out of temporary retirement



HOW THE SILVER ARROWS MISSED THE TARGET



Schuey has struggled to find sweet spot on return



Haug is convinced things will work out for Mercedes



Title sponsor Petronas has boosted sizeable budget



Mercedes' full-blown return to F1 has been disappointing thus far. *EDD STRAW* looks at the reasons why

It was supposed to be a turn-key championship contender, a low-cost short-cut to instant glory. Dubbed 'Team Germany' in-house, the Teutonic dream was irresistible, what with Michael Schumacher and old Ferrari cohort Ross Brawn reunited at the heart of the regenerated Silver Arrows. But the fantasy of a get-rich-quick Mercedes factory team revival, 55 years after Juan Manuel Fangio sealed the last crown for the three-pointed star, hasn't become reality. Yet.

Talk was of fighting for titles when Mercedes acquired a controlling stake (75.1 per cent) in Brackley-based world champion team Brawn GP.

"That was triggered mainly by our partner McLaren making the decision to build a sports car [the MP4-12C] when our new SLS was in the pipeline," explains Mercedes motorsport boss Norbert Haug, who has set up the team to be financially autonomous based on sponsorship and prize money revenue (it even pays for its engines!). Two months after the buyout, Schumacher warned that "it would be too optimistic to think that we are going for a victory in our first race". So it proved, but after fighting for podium scraps early doors, devoured by a ravenous Nico Rosberg in Malaysia and China, form has deteriorated rather than improved.

Pre-season, talk was of a 'big four' comprising Ferrari, McLaren, Mercedes and Red Bull, but that rapidly became a trio and Mercedes is now glancing anxiously over its shoulder at a resurgent Renault team that is only 23 points behind in the constructors' championship and closing.

The crude conclusion is that Merc's arrival has reduced a title-winning team to merely a decent outfit. The reality is that the foundations of this year's disappointment were laid long before the takeover, especially as the new ownership has not made a huge difference to the way the team is run, beyond imbuing it with a profoundly German sensibility.

"You reap what you sow the year before in terms of car performance and our priority in 2009 was to secure the long-term future of the company and to win the championships," explains Brawn. "There was very little capacity to develop the 2010 car. We also went through a major reorganisation last year, making 300 people redundant, ▶

Merc's MGP W01 hasn't flown for the right reasons



GETTY

Merc has Red Bull, McLaren, Ferrari and Renault to beat



GETTY

Michael's only '10 retirement came in April's Malaysian GP



GETTY





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AND I AM SUCH STUFF
AS DREAMS ARE MADE ON



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Official fuel consumption figures for the Alfa Giulietta range: Urban 26.2 – 51.4 mpg (10.8 – 5.5 l/100km); Extra Urban 48.7 – 76.4 mpg (5.8 – 3.7 l/100km); Combined 37.2 – 64.2 mpg (7.6 – 4.4 l/100km). CO₂ emissions 177 – 114 g/km.

*When compared to the Alfa 147 range.



Rosberg (left) has so far outpaced Schuey

◀ so our structure wasn't optimised. We've paid the price for circumstances and that was possibly predictable."

There was another consequence from '09. Brawn and Jenson Button were not crowned because they had the best machinery, but because they got the best out of a good car much earlier than the rest. Resources that would have been used to develop the dreadful 2008 Honda were poured into what became the Brawn BGP 001. Described, justifiably, as the most expensive F1 car ever, it won six of the first seven races.

Thereafter, it slipped down the order to a level not too dissimilar to this year's Merc. Perhaps that early success, combined with chronic tyre warm-up problems, masked some of the shortcomings of that car that have been carried over into the 2010 Mercedes MGP W01. It's well-known that the weight distribution at the start of the season didn't work well with the narrower front Bridgestones, hence the introduction of the long-wheelbase version for May's Spanish Grand Prix. Even so, the Merc is no Red Bull.

"It could be that some of the strengths or weaknesses of last year's car have carried through," says Brawn. "When you are leading, you think that

you've done a good car but then one or two go faster and suddenly you've done a bad car. It's all relative."

But results are absolute, and next year's target is to win races. More worrying than the lack of pace for Mercedes is its inconsistency and the difficulties that it has had implementing concepts like the exhaust-blown diffuser and the f-duct.

"We can produce a better car," says Brawn, who is not talking about vast personnel changes but operational and structural modifications. "We have seen the areas that we need to improve and I've seen the solutions that we are putting in place. The blown diffuser and the f-duct rear wing expose the weaknesses of the team, which we are rectifying. It has been frustrating, but we know what we need to do."

Talking of weaknesses, questions remain over the driver line-up, both inside and outside the team. With out-of-contract world champion Button poached by McLaren in a deal that snowballed from pie-in-the-sky to reality in just a few days, Merc was left with unproven Nico Rosberg and the returning Schumacher. Rosberg's contract allowed Mercedes to farm him out to another team had Button ▶

MERCEDES' MONEY MATTERS

IT WAS no surprise when a 75.1 per cent takeover of Brawn was announced in mid-November, with Daimler AG (owner of Mercedes) holding 40 per cent and Abu Dhabi-listed Aabar Investments PJSC 35.1 per cent. A total of US\$185m (£120m) was believed to have changed hands.

Team principal Ross Brawn and CEO Nick Fry, who headed the original buy-out of Honda, are believed to hold 15.8 and 9.1 per cent respectively after the remaining four shareholders sold to the Daimler/Aabar conglomerate.

Within weeks Petronas was announced as title sponsor, in

the process joining MIG FX, Henri Lloyd (clothing) and Graham watches. They were rewarded with both titles in year one, and access to Michael Schumacher in 2010.

In May, software company Autonomy joined as secondary sponsor, adding \$10m to a season-opening portfolio estimated at \$50m.

With Daimler's \$95m and \$6m from Aabar, plus FOM (TV) income of \$52m and a Bridgestone subsidy of \$6m, Mercedes GP has a 2010 war chest of \$219m (£140m) – shy of McLaren/Red Bull (\$280m), and well south of Ferrari's \$420m.

Dieter Rencken

“It could be that some of the strengths or weaknesses of last year's Brawn BGP 001 have carried through”
Ross Brawn

Since returning to F1 in 1994, first as a supplier to Sauber, Mercedes engines have won 73 out of 283 races – an impressive strike rate of 25.7 per cent



Year	Wins	Championship	Points
1994	0	8th	12 points
1995	0	4th	30 points
1996	0	4th	49 points
1997	3	4th	63 points
1998	9	1st	156 points



Schuey finished P4 at Turkey (above) and Spain

SCHUEY: FROM DRIVER TO MANAGER?

ONE MINUTE you're the centre of everything, a leader, the man of the moment. The next, you're the regimental goat. In his time as a Ferrari consultant, Michael Schumacher made sporadic appearances in the Formula 1 paddock following his first retirement at the end of 2006, wandering from garage to motorhome every now and then and popping up on the pitwall.

It was never entirely clear just why he was there, other than to be a mascot. But with Mercedes, his post-driving career should be far from caprine.

"It's our intention to develop his role," explains Mercedes team principal Ross Brawn. "One of the important areas of discussion with Michael was his future. We don't know what it is yet, but we do know that we want him to be involved. I'm not going to do this forever and we have to develop a succession plan. I don't know what Michael's ambitions or objectives are when he does stop racing

again, but his future involvement with Mercedes could take many forms, including a strong involvement still with the F1 team."

Michael Schumacher – team principal? Maybe. He certainly has the requisite F1 knowledge and experience, even if he has no management pedigree to speak of. Although 55-year-old Brawn stops a long way short of saying that he will hand the reins over to Schuey a few years hence, the suggestion is that he might be very good at it.

"I don't want to suggest that [he could be a team principal] because I've never discussed that with him. A senior executive role within a team is a full-time task and, while he's very devoted and committed in his driving, that's not the same as coming into the office every day.

"It would be well within his capabilities, but I don't know if it's something he wants to do. It's very much a discussion for the future," says Brawn.



How long will Brawn be around?



Engineer Andy Shovlin has benefitted...



...from Schuey commitment

1999 (7 wins)

Mercedes returns to team (co-)ownership for the first time since 1955, buying 40 per cent of McLaren. Hakkinen seals back-to-back drivers' titles, but team misses out on makes' crown.

Constructors' championship:
2nd, 124 points

2000 (7 wins)

The German manufacturer gets a harbinger of things to come as Hakkinen loses his title to Ferrari's Michael Schumacher. The next title would be eight years away...

Constructors' championship:
2nd, 152 points

2001 (4 wins)

Schumacher wins the title at a canter with almost twice the points of McLaren-Mercedes driver David Coulthard as Hakkinen slides out of F1 after a lacklustre final season.

Constructors' championship:
2nd, 102 points

2002 (1 win)

Coulthard's against-the-odds victory at Monaco is the only success McLaren-Mercedes enjoys as Ferrari utterly annihilates the opposition.

Constructors' championship:
3rd, 65 points

2003 (2 wins)

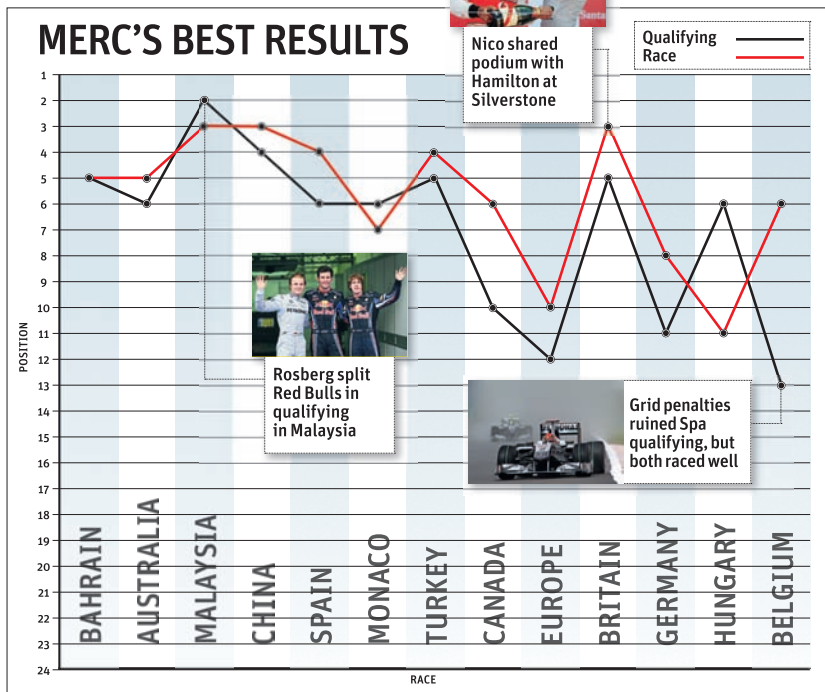
A blown engine while leading the European GP arguably costs Kimi Raikkonen the world title, although the failure of the never-raced McLaren MP4-18 is also a major factor.

Constructors' championship:
3rd, 142 points

2004 (1 win)

Only Raikkonen's Spa brilliance can salvage a win from a dismal season during which engine failures, and therefore grid penalties, and DNFs are a regular occurrence.

Constructors' championship:
5th, 69 points



Rosberg has finished on the podium three times

◀ signed and Schumacher been willing to partner the Brit, which would have given the team the continuity to assess its true pace. "I thought about it from the start," says Haug of Schumacher.

Schumacher's performances have been patchy as he has struggled to reconcile the narrower front Bridgestone tyres with his favoured 'pointy' driving style that requires strong front-end grip. But in Spain and Turkey, for example, something approaching Schuey of old resurfaced, suggesting that he can roll back the years. Balanced against that is a weight of mediocre weekends that supports the view of those who believe that age has blunted his once razor-sharp edge. It will need Mercedes to produce a winning car to answer the Schumacher-mark-two question definitively.

But Schumacher's role is about more than just driving. As well as having an off-track future (see sidebar), he is a crucial building block as Brawn attempts to build up the team. A recreation of the great Ferrari dynasty?

"It goes without saying that we are trying to create those results," says

Brawn. "Michael is a very important part of the process, particularly at this stage of the team because there is a lot of building to do for the future. You can compare it with Ferrari, although I don't see that it's the same."

It's also worth noting that, for Brawn, this is partly a continuation of the project that he started late in 2007 when recruited as Honda's team principal after a sabbatical from F1.

"It is to some degree," he says. "We are starting to develop the technical liaison with Mercedes. Honda was a very integrated part of the F1 programme. It's not Mercedes' intention to be as involved in the project technically, but we are looking to make more connections."

Something that Honda failed spectacularly to achieve, save for one rain-assisted win in Hungary in 2006. Mercedes has shown no signs of going the way of Honda, and after spending 2009 fire-fighting, Brawn sees the team as a work in progress – especially with the Resource Restriction Agreement kicking in next year.

"It's not an excuse, but if you look at

"We know how to achieve our objectives and I'm absolutely convinced we will achieve them"

Norbert Haug

the current size of the teams in pro rata terms, that's where we are [Mercedes GP employs 400 people]," says Brawn. "RRA is going to come towards us and our organisation is going to be stronger. There's a lot more time, effort and planning going into next year's car."

And there needs to be. No matter how efficient the team is, or how well it pays for itself, the Mercedes board expects results to justify its outlay.

"We know how to achieve our objectives and I'm convinced we will achieve them," says Haug.

It's hard to argue. But if the 2011 car isn't in the mix for wins, the pressure will continue to build in Stuttgart.

Mercedes' first foray into F1 in 1954/55 lasted only two seasons. For this team to last substantially longer than that, Brawn needs the MGP Wo2 to be a frontrunner. ☒

2005 (10 wins)

The 10th anniversary of the McLaren-Mercedes partnership heralds a return to form, although engine fragility is to blame as Raikkonen loses the title to Fernando Alonso.

Constructors' championship: 2nd, 182 points

2006 (0 wins)

Mercedes starts the 2.4-litre V8 powerplant era underwhelmingly, failing to win a race for the first time since the 1996 season. Reliability isn't so strong with the new unit, either.

Constructors' championship: 3rd, 110 points

2007 (8 wins)

A season that starts with high hopes for the title dissolves amid intra-team rivalry and the spy controversy, but McLaren-Mercedes could easily have taken both championships.

Constructors' championship: disqualified from 2nd

2008 (6 wins)

Hamilton clinches the title with that infamous pass on dry tyre-shod Timo Glock in the dying seconds of the race, but the constructors' crown eludes Mercedes.

Constructors' championship: 2nd, 151 points

2009 (10 wins)

For the first time since the McLaren partnership started, Mercedes supplies customer teams in Brawn and Force India. Jenson Button and Brawn win the title.

Constructors' championship: 1st, 172 points (Brawn)

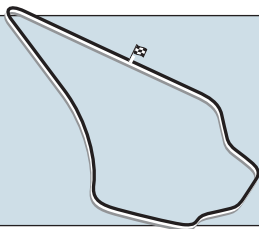
2010 (5 wins)

Mercedes acquires 75.1 per cent of the Brawn team to create its first full factory team in 55 years and drops its McLaren share to just 11 per cent.

Constructors' championship: 2nd, 329 points (McLaren)

KNOCKHILL

 Great Britain
September 4-5
BTCC
Round 8/10



AT A GLANCE - WINNERS

- Race 1 **Gordon Shedden**
- Race 2 **Matt Neal**
- Race 3 **Jason Plato**
- Pole position **Alex MacDowall**



Collard leaps his BMW

Shedden: foot down and 'dab of oppo'



Sheds gets sideways for home win

Knockhill circuit's very own Gordon Shedden (his father-in-law owns the track) survived a bash from Alex MacDowall to win, but Jason Plato ended the day on top

QUALIFYING

MacDowall as O'Neill mirror-gazes

Qualifying was a tale of what might have been for Tech-Speed Honda driver Paul O'Neill. Second in practice, he had high hopes of challenging for pole, and lay second when Andy Neate's crash at Duffus Dip brought out the red flags.

A tenth of a second would have given him and Tech-Speed a maiden front-row start. Instead, an errant mirror lying on the track at the chicane took his focus off the apex and cost him that vital tenth, leaving his Honda Integra down in sixth.

Pole went – for the second time in three rounds – to Alex MacDowall's Chevrolet, with Knockhill commercial supremo Gordon Shedden's Honda alongside him on the front row: good for the race-day takings!

Matt Neal and Jason Plato shared row two ahead of Steven Kane, a season's best fifth.



MacDowall enjoys Scotland contours

Two weeks ago, all the talk in the British Touring Car Championship was of flagrant

team orders and of the disparity between turbocharged and normally-aspirated engines at the sharp end of the grid.

So it was great to follow Silverstone with Knockhill, where the BTCC got back to what it does best: good, old-fashioned racing of the highest order.

The happiest man leaving the circuit on Sunday night was undoubtedly Chevrolet driver Jason Plato, after a race three victory helped him to consolidate his championship lead over hard-charging Honda men

Matt Neal and Gordon Shedden, both of whom were also race winners.

Plato's well-judged move on Tom Onslow-Cole for the lead of the curtain closer increased his advantage to 20 points, with only the six races at Donington Park and Brands Hatch to go. If current runner-up Neal or fourth man Shedden fancy taking the championship trophy back to Team Dynamics' Pershore base, they'd better hope for a failure of seismic proportions in the Plato camp between now and October 10.

It was clear from the opening practice session that the Chevy and Honda squads were going to be the teams to beat in Scotland.

For the second time in three rounds it was Alex MacDowall on pole position, the Chevy youngster making the most of having no success ballast to outqualify team leader Plato by three places – even if that amounted to a time advantage of little more than 0.1s. MacDowall's start was a good one – a surprise given his recent getaways – but Shedden's was better and the other front-row starter swept around the outside of the Cruze into Duffus Dip to take the lead. It was a hairy move, the local boy being tagged by MacDowall and having to rescue the almighty tank-slapper that followed.

The order between the top two did not change for

RACE RATING

★★★★★

Good old proper racing. What the BTCC and Knockhill do best



I needed the luck of the Irish today. I didn't have it"

Rob Collard couldn't believe it when Steven Kane survived a Paul O'Neill hit in race two



Jamie O'Leary reports

KEY MOMENTS

Qualifying MacDowall defeats home hero Shedden for pole in unballasted Chevrolet
Race 1 Shedden hangs onto massive MacDowall-induced slide at first corner and drives off to win

the next 26 and a bit laps, and that resulted in Shedden's fourth win of the season and his first at Knockhill in four years.

Any hopes of doubling up were ended by team-mate Neal on lap 10 of race two. Carrying 27kg less success ballast than Shedden after his fourth place in race one, Neal was on a mission after locking onto the leading Civic's tail.

His move for the lead was silky smooth as he glided into the hairpin and outbraked Shedden, right-front wheel ever so briefly locking upon turn-in.

Shedden clung on grimly to Neal's tail and looked quicker, if more squirmy, than the 2005 and '06 champion, the Scotsman

taking a far more aggressive line through the chicane – regularly cutting it by a full car width more than the man ahead of him.

While that chicane aggression allowed the pair to complete Honda Racing's third one-two of the year, it punished him in race three as he spun onto the infield on lap three and needed a safety car to bring him back into the pack.

While he was doing that, and Neal was adding a third place to his hefty points haul for the weekend, Plato was out front.

The championship leader had done what he could on full ballast in race one to take sixth. There was a lovely piece of defensive – but not over-defensive –



Kane got a punt from Chilton in second race

EBREY/LAT

driving early on as he hung erstwhile chief title rival Onslow-Cole out to dry over two corners, forcing the Arena Ford driver to drop four places. But whatever you dish out, you have to be prepared to take in the BTCC: when Plato ran wide at the hairpin a few laps in, Steven Kane's Motorbase BMW went by and then the other Arena Ford of Tom Chilton forced

the Chevy aside into the McIntyre's right-hander.

After finishing sixth, Plato repaid the favour to Chilton in race two, tagging the blue-and-white Ford to the back into the hairpin and pouncing on its lost momentum up the start/finish straight to take third. His move for the lead on Onslow-Cole in the final race was even more perfectly executed as Plato ran away to his 58th BTCC win.

but showed his growing maturity to pull his Cruze over to the extreme left of the track as he prayed for acceleration, to avoid being rammed from behind. He added ninth and seventh places to round off his most successful BTCC weekend points-wise.

Throughout the weekend, it looked like the only man with any chance of taking the fight to the Civics and Cruzes was Paul O'Neill with his Tech-Speed Honda Integra-R.

O'Neill missed out on a front-row spot by just a tenth of a second and, from sixth on the grid, he was that little bit closer to the midfield mayhem than he would have liked. It bit him in race one, when he made a poor start and then had to divebomb Jeff Smith's Triple 8 Vauxhall at McIntyre's when the debutant failed to move out of the way while a string of drivers queued up to lap him. What should have been fifth place became eighth; bent steering didn't help either.

It bit him even harder in race two, when Kane and Chilton tangled ahead of him at the Leslie's left-hander, the Motorbase BMW recovering from a massive slide just in time to give the Integra an almighty bash that sent it into the gravel at McIntyre's. But for that hit, he'd have ▶

THE INSIDE LINE

Collard gets taken out – by a 'rescue' vehicle!

Marshals getting into a bit of strife was the order of raceday for those stationed at the McIntyre's right-hander.

The opening act occurred during race two. Rob Collard was innocently fired off by the spinning David Pinkney, and his BMW was attached to a tow line. Thanks to some over-aggressive throttle work from the driver of

the rescue vehicle, the BMW ended up in the tyres and an irate Collard was no doubt down a few more hundred quid in repair bills.

"The driver just floored the throttle and it was like I was being taken by some V8 muscle car," Collard said. "My car was switched off so I couldn't steer it and he just pulled me straight into the

tyrewall! Ridiculous! This track needs a JCB with a forklift front, like they have at Rockingham."

It got worse. The marshals did not load Pinkney's car onto a trailer correctly, the car's weight being spread over its left wheels and undertray as the right rear hung over the side. Mercifully this was spotted before anything went awry.

When an optimistic Jeff Smith torpedoed Pinkney in race three at the same spot, the 4x4 vehicle assigned to drag the Vectra away managed to get itself bogged down in the mud, resulting in a few extra (time-consuming and dull) laps behind the safety car.



Collard: it never rains but it pours

GRUFFITHS/LAT



Not a great day for Triple 8

AT A GLANCE - FASTEST LAPS

- Race 1 Alex MacDowall
- Race 2 Tom Chilton
- Race 3 Paul O'Neill



GRIFFITHS/LAT

Shedden leads Jordan; Chilton and Jackson off



Matt Neal: he likes to put it sideways

◀ probably finished fifth and that would have put him on the second row for the reversed-grid race. As it was, he finished 10th, but the frenetic scenes that took place ahead of him left him fourth by mid-distance. Fastest lap was well-earned, but scant consolation for the Scouser, who wasn't his usual chirpy self afterwards. "It's just a shame," he said. "I really thought the pace was there for a win. And it's been a long time since I've won one [seven years, in fact]. While O'Neill took the fight to the leaders, the

Arena Fords that had set the pace at Silverstone did not show anything like that speed at Knockhill, the latest boost and air-restrictor penalties imposed two weeks ago taking effect here. "This track was never going to suit the cars like Silverstone," said team boss Mike Earle. "Perhaps it shows that TOCA has got the performance balance about right." The BMW threat at Knockhill was about as significant as it's been all year. Motorbase man Kane was the strongest challenger and drove a clever first race.

After qualifying in a season's best fifth place, he waited for the front-wheel-drive cars ahead of him to overwork their tyres, and then used the rear-wheel-drive machine's lightness on its tyres to pounce on Neal for third late on. Had it not been for Chilton spinning the BMW into the path of O'Neill at Leslie's in race two (for which the Ford man was reprimanded), there could have been another podium for Kane. Instead it was fifth, but any hopes of lining up just behind team-mate Mat Jackson on the reversed grid were dashed when a

KEY MOMENTS

- Race 2 Neal beautifully outrakes Shedden for lead at hairpin and holds him off afterwards for Honda one-two**
- Race 3 Plato plans his move for the lead over four corners and passes Onslow-Cole at Butcher's**

differential broke on the warm-up lap, forcing him into the pits. Jackson's weekend had been a bad one. Mired in 12th on the grid for race one after snapping a driveshaft in qualifying, he was in among the thick of the action. Fined for spinning James Nash's Triple 8 Vauxhall off at Leslie's in race one, he made it as high as sixth next time out, and was rewarded with a front-row spot for the finale. That particular chance of glory was then ruined when he and Onslow-Cole got together heading into the chicane on the first lap, sending Jackson through the gravel on the exit and dropping the BMW to fifth, while Chilton and Shedden collided further back. The unluckiest man in Scotland was WSR's Rob Collard. Slowed up at

Duffus Dip in race one by Onslow-Cole's sideways moment, he was tapped up the rear by Andrew Jordan and ended up in the tyres. Race two was even worse (see panel, p41), while he at least rescued something with a drive from last to sixth in the finale. Jordan, meanwhile, was an ill man at Knockhill. He and a number of team members woke up with food poisoning on Saturday morning, and for a time he was in doubt to drive his Eurotech Vauxhall. A plan to field his father (and BTCC race winner) Mike in free practice was thwarted by the rulebook, so he carried on. All looked to be worthwhile when he lay third for much of race three, but a wide moment at Clark – caused when a borrowed damper broke – put paid to that. ☒



EBREY/LAT

Plato took win in race three to boost points

AT A GLANCE - LAP LEADERS

- Race 1 **Gordon Shedden**
- Race 2 **Shedden/Matt Neal**
- Race 3 **Tom Onslow-Cole/Jason Plato**

“It’s like being behind a caravan on a bank holiday”
Jason Plato describes following one of the LPG-powered Focuses at Knockhill

DRIVER BY DRIVER

JASON PLATO (6/3/1)



Class act did what he could with 45kg and sprinted to reversed-grid win with lighter car.

ALEX MACDOWALL (2/9/7)



Another pole, a career-best second place and his all-round top BTCC weekend to date.

MATT NEAL (4/1/3)



Back to winning ways after abject summer. Beautifully clean move on Shedden for R2 lead.

GORDON SHEDDEN (1/2/9)



Home hero was great in first two races, but spun needlessly in R3. Safety car helped him to points.

JAMES NASH (R/11/11)



Struggled on first time here in tin-top. Unlucky to be spun out of top 10 by Jackson in R1.

JEFF SMITH (14/15/14)



Debutant showed decent speed on Saturday, but angered most of the field with his Sunday driving.

ROB COLLARD (R/R/6)



Punts from others put him out of races one and two. Bad weekend rescued with good drive to P6 later.

ANDY NEATE (12/12/13)



Nearly didn't start R3 due to illness, but battled on. Quality crash brought out red flags.

MAT JACKSON (10/6/5)



Nothing weekend after driveshaft snapped in quality. First-lap off in R3 ended victory fight.

STEVEN KANE (3/5/R)



Could maybe have had two wins after preserving tyres well. Diff broke before R3 start.

TOM CHILTON (5/4/10)



Outdrove team-mate Onslow-Cole all weekend, but did have less ballast until R2.

TOM ONSLOW-COLE (7/7/2)



Ill on raceday, but plugged on regardless. Fine podium on track that doesn't suit the Focus.

PAUL O'NEILL (8/10/4)



Had the pace to win all weekend, but not the luck. Fastest lap in R3 an indication of that.

JOHN GEORGE (R/13/12)



Would have been ninth in R3 but for safety car. Has shown vast improvement since break.

ANDREW JORDAN (9/8/8)



Food poisoning on Friday night blighted weekend. On course for R3 podium before running wide.

DAVID PINKNEY (11/R/R)



The cause of the R2 safety car, but a victim in incident that led to another in R3.

TOM BOARDMAN (R/14/R)



Switched to TOCA engine and suffered worst weekend of year, blighted by overheating.

SHAUN HOLLAMBY (13/16/15)



A rare triple finish and his best Indie points haul to date. Golf revisions paying off.



NEXT ROUND
Donington Park (GB)
September 18-19

RESULTS

British Touring Car Championship, Knockhill (GB), September 4-5, round 8 of 10

GRID	DRIVER	TIME
1	MACDOWALL	53.001
2	SHEDDEN	53.073
3	NEAL	53.099
4	PLATO	53.120
5	KANE	53.160
6	O'NEILL	53.172
7	CHILTON	53.173
8	COLE	53.357
9	COLLARD	53.383
10	JORDAN	53.458
11	NASH	53.685
12	JACKSON	53.700
13	PINKNEY	53.920
14	GEORGE	54.119
15	BOARDMAN	54.191
16	SMITH	54.297
17	NEATE	54.450
18	HOLLAMBY	54.725

RACE 1 - 27 LAPS, 34.325 MILES				
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME/REASON
1	Gordon Shedden (GB)	Honda (Team Dynamics)	Honda Civic	25m26.498s
2	Alex MacDowall (GB)	Chevrolet (RML)	Chevrolet Cruze	+1.592s
3	Steven Kane (GB)	Motorbase Performance	BMW 320si	+5.630s
4	Matt Neal (GB)	Honda (Team Dynamics)	Honda Civic	+6.303s
5	Tom Chilton (GB)	Arena Motorsport	Ford Focus ST	+6.520s
6	Jason Plato (GB)	Chevrolet (RML)	Chevrolet Cruze	+6.949s
7	Tom Onslow-Cole (GB)	Arena Motorsport	Ford Focus ST	+17.256s
8	Paul O'Neill (GB)	Tech-Speed Motorsport	Honda Civic	+17.308s
9	Andrew Jordan (GB)	Eurotech Racing	Vauxhall Vectra	+18.190s
10	Mat Jackson (GB)	Motorbase Performance	BMW 320si	+18.329s
11	David Pinkney (GB)	Pinkney Motorsport	Vauxhall Vectra	+20.948s
12	Andy Neate (GB)	WSR	BMW 320si	+21.175s
13	Shaun Hollamby (GB)	Amd Milltek Racing	Volkswagen Golf	+35.060s
14	Jeff Smith (GB)	Triple 8 Engineering	Vauxhall Vectra	-1 lap
R	Tom Boardman (GB)	Special Tuning UK	SEAT Leon	21 laps-overheating
R	Rob Collard (GB)	WSR	BMW 320si	18 laps-accident
R	James Nash (GB)	Triple 8 Engineering	Vauxhall Vectra	12 laps-accident
R	John George (GB)	Tech-Speed Motorsport	Honda Integra-R	2 laps-acc damage

DRIVERS' CHAMPIONSHIP		
POS	DRIVER	PTS
1	Plato	202
2	Neal	182
3	Onslow-Cole	178
4	Shedden	169
5	Chilton	143
6	Kane	134
7	Jackson	124
8	O'Neill	117
9	Collard	106
10	Jordan	72

RACE 2 - 27 LAPS, 34.325 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Neal	27m56.927s	4
2	Shedden	+0.487s	1
3	Plato	+3.161s	6
4	Chilton	+5.293s	5
5	Kane	+8.876s	7
6	Jackson	+9.293s	10
7	Onslow-Cole	+9.811s	7
8	Jordan	+10.242s	9
9	MacDowall	+10.829s	2
10	O'Neill	+17.484s	8
11	Nash	+18.526s	17
12	Neate	+23.700s	12
13	George	+25.344s	18
14	Boardman	+29.189s	15
15	Smith	+31.333s	14
16	Hollamby	+42.304s	13
R	Collard	0 laps-accident	16
R	Pinkney	0 laps-accident	11

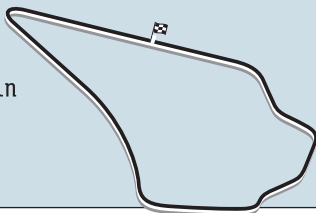
RACE 3 - 27 LAPS, 34.325 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Plato	26m18.277s	5
2	Onslow-Cole	+1.675s	1
3	Neal	+1.994s	7
4	O'Neill	+4.995s	10
5	Jackson	+5.337s	2
6	Collard	+5.967s	17
7	MacDowall	+7.037s	9
8	Jordan	+8.182s	8
9	Shedden	+9.318s	6
10	Chilton	+10.916s	4
11	Nash	+11.284s	11
12	George	+13.301s	13
13	Neate	+14.834s	12
14	Smith	+20.922s	15
15	Hollamby	+22.638s	16
R	Boardman	9 laps-oil leak	14
R	Pinkney	8 laps-accident	18
R	Kane	0 laps-differential	3

KEY R=Retired
Race 1 Winner's average: 80.95mph. Fastest lap: MacDowall, 53.313s, 85.84mph.
Race 2 Winner's average: 73.69mph. Fastest lap: Chilton, 53.302s, 85.86mph.
Race 3 Winner's average: 78.29mph. Fastest lap: O'Neill, 53.788s, 85.08mph.

KNOCKHILL

Great Britain

September 4-5
TOCA supports
Round 8/10



FORMULA RENAULT AT A GLANCE

- Race 1 Tom Blomqvist
- Race 2 Robert Foster-Jones
- Poles Blomqvist/Foster-Jones
- FLs Blomqvist/Ollie Millroy



First win for Foster-Jones

FORMULA RENAULT UK & CLIO CUP ROUND 8

Newsham crowned Clio champ

It couldn't have been more perfect. Renault returned to Knockhill last weekend after a three-year absence, and the first TOCA champion to be crowned this season was able to brandish the Saltire on the podium to celebrate his success in the ancient Kingdom of Fife.

He might have been born in South Wales, but Dave Newsham is based in Inverness now, and the 43-year-old vending-machine magnate made those long trips to the races worthwhile by notching up wins 11 and 12 for 2010, and securing that coveted title. He did it in style, his ever-amazing pace on cold tyres allowing this graduate of the cut-and-thrust Scottish Legends series to establish a demoralising lead on the first lap in both races.

Newsham stroked his Team Pyro car to two easy victories. Behind him, Lee Pattison was the best of an anaemic field (just 10 cars). The JHR Developments-run Yorkshireman just managed to keep second early in the opening race – “I spent half the time on t’grass; I felt

like a dick” – and once settled he fended off Clio returnee Ed Pead.

A clash at the hairpin eliminated Sam Tordoff, Mike Robinson and Steven Hunter, allowing James Dixon into fourth.

On Sunday, Pead chiselled his way ahead of fast starter Tordoff, whose gloomy season continued when he slowed with bent steering.

Clios might be done and dusted, but Formula Renault UK is a proper title fight. Anglo-Swede Tom Blomqvist made it three in a row, before Essex lad Robert Foster-Jones claimed his maiden victory.

These two set the pace, wrapping up a pole and a second each in qualifying. While Fortec Motorsport man Blomqvist clearly enjoyed the extrovert style that is encouraged on the rustic Scottish circuit – and had three wild offs at the chicane to prove it – Foster-Jones looked more controlled in his CRS Racing car.

Blomqvist, gifted on cold tyres, could not be held in race one. Foster-Jones appeared to have the pace to reel him in initially, but



Newsham sealed the Clio title with two rounds left

the Fortec set-up seemed to stay strong for longer, and that was echoed in the performances of Blomqvist's team-mates Riki Christodoulou (who held off Harry Tincknell for third) and Alex Lynn (the innocent victim of a clash between Manor team-mates Ollie Millroy and Lewis Williamson, and who rejoined a lap down after pitting for a new front wing).

Such pace could not benefit Blomqvist in race two. His win had put him just a few points behind series leader Tamas Pal Kiss, but the Hungarian bounced back from a tough first race to make a superb start to race two. He went down the inside of Blomqvist into Duffus Dip, and as the two bumped wheels Blomqvist was forced across the gravel and down to sixth.

A safety car erased Foster-Jones's lead, and on the second lap after the

restart he made an error at the Clark right-hander. That gave Kiss a run into the hairpin, but Foster-Jones was not giving way. The two clashed, Kiss went up on two wheels, and Millroy snuck through into second. Down the hill to the tight McIntyre right-hander, Kiss stuck his nose in and snatched second back – a typical move by this opportunist driver, and one that could rescue him the title...

“I saw his front wing inside and knew I needed to give him space...” grinned Millroy. Kiss beamed: “That was race was brilliant! Well done to Robert.”

Foster-Jones topped a very happy podium after surviving two safety-car periods and relentless pressure from Kiss – a stylish and impressive drive by the reigning British KF1 karting champ: “I don't want it to sound bad, but I've been in high-pressure situations in karting.”

Lynn had run third early on before a slip dropped him behind Millroy. An attack from Williamson with two laps remaining meant that the 16-year-old also dropped behind Blomqvist. The circuit was expected to suit the Highlander's acrobatic style, but he never hooked it up in qualifying. Astonishingly, he went from 10th to fourth in three laps in race one, but his move on Tincknell

was too ambitious and he harpooned the unwitting Millroy; then, with damage affecting his steering, he inadvertently nudged Fabio Gamberini into a roll.

It was even worse for Williamson's team-mate and fellow title contender Will Stevens, whose silky method will pay more dividends in the final two rounds at Silverstone and Brands Hatch.

● Marcus Simmons

RESULTS

Renault Clio Cup (22 laps) 1 Dave Newsham; 2 Lee Pattison +3.846s; 3 Ed Pead; 4 James Dixon; 5 James Colburn; 6 Jake Packun. **Fastest lap** Dixon 57.840s (79.12mph). **Race 2**

(22 laps) 1 Newsham; 2 Pattison +2.084s; 3 Pead; 4 Dixon; 5 Mike Robinson; 6 Colburn. **FL** Colburn 57.719s (79.29mph) **record**. **Points** 1 Newsham 497; 2 Pattison 375; 3 Sam Tordoff 325; 4 Robinson 290; 5 Colburn 281; 6 Packun 230.

Formula Renault UK (24 laps)

1 Tom Blomqvist; 2 Robert Foster-Jones +3.117s; 3 Riki Christodoulou; 4 Harry Tincknell; 5 Nick Yelloly; 6 Tamas Pal Kiss; 7 Marlon Stockinger; 8 Will Stevens; 9 David McDonald; 10 Michael Lyons. **FL** Blomqvist 48.438s (94.48mph) **record**. **Race 2** **(27 laps)** 1 Foster-Jones; 2 Kiss +0.798s; 3 Ollie Millroy; 4 Lewis Williamson; 5 Blomqvist; 6 Alex Lynn; 7 Tincknell; 8 Stockinger; 9 Yelloly; 10 Stevens. **FL** Millroy 48.995s (93.41mph). **Points** 1 Kiss 390; 2 Blomqvist 378; 3 Williamson 363; 4 Stevens 355; 5 Tincknell 325; 6 Millroy 262.



Blomqvist made it three wins in a row

PORSCHE CARRERA CUP AT A GLANCE

- Race 1 **Tim Harvey**
- Race 2 **Michael Caine**
- Poles **Caine x 2**
- FLs **Caine/Glynn Geddie**



I didn't perform yesterday in qualifying, but the real Tim Harvey came to the races today" Harvey after mega win in race one

REPORTS TOCA KNOCKHILL

» For more reports see p90
SportsExtra Page 85

OTHER BTCC SUPPORTS SEP 4-5

Caine drinks to a Harvey wallbanger

Michael Caine took the biggest points haul from the Porsche Carrera Cup weekend at Knockhill, but this was also the weekend on which Tim Harvey proved that any flickering hopes Caine may harbour of the title are probably going to be in vain.

First, an illustration of pure class: Harvey, from third on the grid, relentlessly wore down Caine until half-distance, when he ducked and dived into the Clark right-hander, forced Caine to defend into the following hairpin, then cut back and surged through on the inside down to Duffus Dip before steering his Redline Racing machine to victory. Beautiful.

"That was good – that was a lot about pride," grinned Harvey. "I felt that I wasn't doing any justice to myself or the team if I sat in second. It gave me a lump in my throat to win that."

Second, an illustration of luck (followed by skill): running second on the second lap in race two, Harvey fell off the road on coolant dropped by a first-lap smash. Just behind, Glynn Geddie also slid through the gravel, while Euan Hankey grabbed a big slide. Harvey banged into the tyrewall but found his way back on track and rescued fourth place, just ahead of

team-mate Michael Meadows, with flat-spotted Michelins and no front splitter. If he wasn't going to be champion, surely that Porsche would have stayed stuck in the Fife scenery...

That race turned into a romp for Caine and his Motorbase Performance car, while team-mate Charlie Bateman made his first podium visit of 2010, but could not keep a rejuvenated Hankey at bay. That second place made up for disaster in race one for Hankey, who went out after a clash with Parker team-mate Stephen Jelley. Fellow Parker man Geddie chased the leading duo in race one, and set fastest lap on his recovery later on.

Interloper Rory Butcher decimated the Pro-Am 2 class and starred overall (third-fastest lap in race two!). Behind him, Tony Gilham snatched Pro-Am 1 from Jonas Gelzinis at the death in race one, then did the double later on.

The distinctive Knockhill characteristics often mix up the order, but the annual visit of the G50s produced an unusual result with all three race wins being taken by non-scoring guest drivers. There was evidence of the title contenders being aware of the need not to go for outright position against Nigel Moore and Jonathan



Harvey (3) and Geddie (7) slide off as Caine leads

Adam, and the weekend's true victor was Frank Wrathall, who snatched the championship lead.

Moore has struggled on his return to the championship that he won as a 16-year-old two years ago. This weekend he set the pace and was the immediate benefactor in race one when Adam was given a drive-through penalty for jumping the start. Wrathall shadowed the former champion but admitted to struggling with his brakes in the latter stages.

While Wrathall seemed unconcerned about trailing Moore to finish second in race two, his fellow championship rival Carl Breeze was left frustrated. Breeze's weekend went steadily downhill and, despite taking a fourth in the first race, he dropped to 10th- and ninth-place finishes in the other races.

Adam profited from the top four being reversed for the final race and he blasted into the lead. His only true challenge waned on lap 10 when Moore ran wide. By this point Adam had already clocked up his second fastest lap of the weekend and he cruised home to the win.

The battle for the Ginetta Junior Championship looks set to build to a dramatic conclusion as a poor weekend for Louise Richardson allowed Jake Hill's two second-place finishes to bring the gap between second and third down to just four points. At the top of the standings, Tom Ingram's two wins have given him a breathing space going into the final four races.

Hill acknowledged the need for consistency while, in contrast, Richardson had to go all-out to recover from a clash with Adam Bonham. Hill looked as if he could match Ingram's pace over one lap, but struggled to match his confidence at the limit and it was this that allowed Ingram to retake the lead in race two. The championship leader's overtaking move required maximum commitment, as Hill edged him onto the grass on the back straight. Nevertheless, he kept his foot in and got past at Clark to secure a deserved win.

● M Simmons & J Crawford

RESULTS

Carrera Cup (32 laps) 1 Tim

Harvey; 2 Michael Caine +2.689s; 3 Glynn Geddie; 4 Charlie Bateman; 5 Rory Butcher; 6 Michael Meadows.

Class winners Butcher; Tony Gilham. **Fastest lap** Caine 51.381s (89.07mph). **Race 2 (30 laps)**

1 Caine; 2 Euan Hankey +2.785s; 3 Bateman; 4 Harvey; 5 Meadows; 6 Butcher. **CW** Butcher; Gilham. **FL** Geddie 51.819s (88.32mph).

Points 1 Harvey, 316; 2 Caine, 289; 3 Jelley, 187; 4 Geddie, 177; 5 Hankey, 172; 6 Ollie Jackson, 144.

Ginetta G50 Cup (16 laps) 1 Nigel

Moore; 2 Frank Wrathall +3.206s; 3 Benji Hetherington; 4 Carl Breeze; 5 Freddie Hetherington; 6 Adam Morgan. **FL** Jonathan Adam 53.215s (86.00mph). **Race 2 (24 laps)**

1 Moore; 2 Wrathall +1.060s; 3 B Hetherington; 4 Adam; 5 Morgan; 6 F Hetherington. **FL** Moore 53.212s.

Race 3 (24 laps) 1 Adam;

2 Moore +8.600s; 3 Wrathall; 4 B Hetherington; 5 Morgan; 6 Aaron Williamson. **FL** Adam 53.411s (85.68mph). **Points**

1 Wrathall, 608; 2 Breeze, 599; 3 B Hetherington, 421; 4 Tom Sharp, 401; 5 Morgan, 382; 6 F Hetherington, 326.

Ginetta Juniors (12 laps) 1 Tom

Ingram; 2 Jake Hill +5.484s; 3 Tom Howard; 4 Seb Morris; 5 David Moore; 6 Adam Bonham. **FL** Ingram 1m03.035s (72.60mph). **Race 2**

(12 laps) 1 Ingram; 2 Hill +4.879s; 3 Louise Richardson; 4 Bonham; 5 Maverick Domene; 6 Howard.

FL Ingram 1m03.289s (72.31mph).

Points 1 Ingram, 442; 2 Richardson, 387; 3 Hill, 383; 4= Jody Fannin & Howard, 289; 6 D Moore, 254.

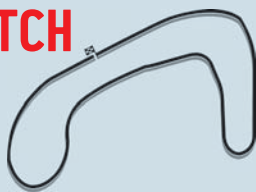


Moore (25) starred as Wrathall (66) scored

BRANDS HATCH

Great Britain

September 4-5
F3 EURO SERIES
Round 7/9



- Race one Edoardo Mortara
- Race two Antonio F da Costa
- Pole Laurens Vanthoor
- Fastest laps Marco Wittmann, da Costa



L-to-r: Vanthoor, Mortara and Wittmann



Mortara (5) goes around outside of race-one poleman Vanthoor (14)

Mortara pens Signature performance

French squad seals the teams' title at Brands Hatch on a weekend it registered its first-ever podium lock-out in the Euro Series

Six wins from 13 starts, and five Saturday-race successes on the bounce, ensured Edoardo Mortara's dominance of the Formula 3 Euro Series continued at Brands Hatch. A first-corner exit on Sunday interrupted his charge to the title, but

that is now surely a formality with only two rounds remaining. Following a disappointing qualifying session on Friday afternoon, Mortara produced a sparkling start on Saturday to scamper into the lead from third spot on the grid, as his Signature Dallara-Volkswagen squad

locked out the podium. "He showed them who is the boss today," smiled Signature supremo Philippe Sinault, who confirmed that it was his team's first-ever 1-2-3 result in the series. From third on the grid, Mortara takes up the story: "The reaction was great and there was no wheelspin, so the launch was perfect. It was my best start of the season, and I stayed flat-out through the first corner. It was pretty tight, but I'm here to take as many victories as I can, so I

took the risk to win." The 'risk' was the wheel-to-wheel run through Paddock Hill Bend with poleman (and team-mate) Laurens Vanthoor, after he'd outraged the squad's third entry, Marco Wittmann. Vanthoor said: "My start was quite normal, no risks, but he made a better one. I was also full-throttle into Turn 1, but there was no space so I had to lift." Having clipped the kerb on the inside, Vanthoor had the option of nerfing Mortara as they slid towards

the exit. Was Sinault concerned about the chance of a collision between his cars? You bet. "I had been worrying about it for the last 24 hours!" he quipped. Once ahead, Mortara scarpended off to a dominant victory. He eschewed his usual tactic of backing off mid-race, as he felt his car was "incredibly consistent and fast - I felt good in it", although his 3.7-second winning margin belied just how commanding his victory was as he coasted through his final lap.

QUALIFYING

Vanthoor takes surprise top spot

⌚ This was unexpected: Edoardo Mortara has made a habit of taking pole position since Valencia in May, but he could do no better than third at Brands as he couldn't find the sweet-spot on his second set of tyres. Instead, it was team-mate Laurens Vanthoor - a Brands rookie - who stepped up to the plate for his maiden pole by 0.031 seconds from Marco Wittman. "I didn't expect that here," he said. Valtteri Bottas had paced free practice, and was on top of the qualifying times when he dropped it at McLaren and spun into the wall. All three Signature cars, plus Prema's Daniel Juncadella, jumped ahead of him he helplessly looked on. His ART team-mate Alexander Sims was sixth fastest.

Bottas heads Signature duo during second race



Vanthoor took pole in evening sunshine



RACE RATING

★★★★★

As expected, overtaking moves were scarce. But at least there were a couple of talking points



The start will be the most important moment of the race. When that works out, then everything is possible"

Poleman Vanthoor predicts what Mortara got right

REPORT
EURO F3 BRANDS

Charles Bradley reports

KEY MOMENTS

Qualifying Vanthoor and Wittmann outshine Mortara for once, while Bottas spins away his pole chances
Race 1 Stellar start from Mortara leads to fifth consecutive win as Signature locks out the podium
Race 2 Vanthoor punts Mortara out of the race at first corner

"Once I realised I was in front at the exit of the first corner, I was screaming in my helmet," he admitted. "I knew the job was done."

He wasn't the only driver to make a blinding start: ART's Valtteri Bottas leaped from fifth to third (front-row starter Wittmann tumbled to fourth, Prema's Daniel Juncadella fell from fourth to fifth) and exerted huge pressure on Vanthoor in the first half of the race. Vanthoor was suffering from a handling imbalance, which manifested itself at Paddock, causing him a few heartstopping slides.

His biggest moment came at the start of lap 20, forcing him to chop across the bows of Bottas's Dallara-

Mercedes on the run up the hill to Druids. Bottas tried to drive around the outside there, a move that failed.

Nine laps later, Bottas's challenge for second ended when he outraked himself at Graham Hill Bend and ran wide, so a grateful Wittmann squeezed past on the run to McLaren to complete the Signature lock-out. "It was quite a nice present," the German smiled. Behind fourth-placed Bottas, his ART team-mate Alexander Sims tailed him home after he jumped ahead of Juncadella when the Spaniard ran wide at Graham Hill Bend on lap 28.

Carlos Munoz (Mucke) and Antonio Felix da Costa (Motorpark) were the



ART cars are jumped by Juncadella (left) in race two

other points scorers, as the majority of the paltry 13-car grid failed to provide a position change after the opening lap. That said, da Costa grabbed the reversed-grid pole from team-mate Mika Maki with a robust lunge at Druids on lap one.

Metaphorical fratricide was the order of Sunday's opening corners, as Mortara attempted his around-the-outside trick on Vanthoor at Paddock only to find his team-mate was not as accommodating as the day before and punted him up in the air and into the gravel.

"I think he was a bit pissed off with what I did yesterday," suggested Mortara, who ended his race in the tyrewall. "I had to try, and I think I was in front of him, so I don't think it was a very clever way for him to drive." Team boss Sinault shrugged it off as a racing

incident: "It was Edo's risk, and he wasn't as successful as he was in race one."

More intra-team contact was made at Druids between Sims and Bottas, who both made great starts to run third and fourth through Paddock. Sims took the inside line for Druids, with Bottas on his outside, but the Finn pinched Sims's line, causing them to collide. "He must've expected me to disappear or to hit the 'invisible' button," said Sims. "I had nowhere to go, and my front wheel got stuck on his rear wheel."

The entwined team-mates quickly detached, with Juncadella being the main beneficiary – sweeping past them both around the outside at Graham Hill Bend to take third – with Bottas slumped to seventh.

Bottas apologised after the race, but Sims would remain unimpressed.

Up front, da Costa had made a decent getaway from pole and pulled away from fellow front-row man Munoz to the tune of 2.6 seconds. The race was so dull that the chequered flag official must have dozed off and waved it a lap too late (the duration was reduced by a lap following an aborted start) – either way, the confused drivers completed an extra tour, just in case.

Behind Juncadella, Bottas and Wittmann, there was one race-order change when Vanthoor ran wide at Graham Hill Bend, gifting sixth place – and the final point – to Motorpark's Matias Laine. ❧

NEXT ROUND

Oschersleben (D), Sep 18-19



Da Costa scored his third reversed-grid win on trot

RESULTS

Formula 3 Euro Series, Brands Hatch (GB), September 3-5, round 7 of 9

GRID	
1 VANTHOOR 40.696	2 WITTMANN 40.727
3 MORTARA 40.804	4 JUNCADILLA 40.839
5 BOTTAS 40.873	6 SIMS 40.937
7 LAINE 40.952	8 MUNOZ 41.030
9 MAKI 41.072	10 PLA 41.112
11 MARROC 41.192	12 DA COSTA 41.194
13 MERHI 41.061*	

RACE 1 - 41 LAPS, 49.145 MILES					
POS	DRIVER	TEAM	CAR	TIME	GRID
1	Edoardo Mortara (I)	Signature	DVW F308	28m19.770s	3
2	Laurens Vanthoor (B)	Signature	DVW F308	+3.761s	1
3	Marco Wittmann (D)	Signature	DVW F308	+4.406s	2
4	Valtteri Bottas (FIN)	ART Grand Prix	DMB F308	+4.746s	5
5	Alexander Sims (GB)	ART Grand Prix	DMB F308	+5.723s	6
6	Daniel Juncadella (E)	Prema Powerteam	DMB F308	+7.369s	4
7	Carlos Munoz (CO)	Mucke Motorsport	DMB F308	+16.439s	8
8	Antonio Felix da Costa (P)	Motopark Academy	DVW F308	+17.160s	12
9	Mika Maki (FIN)	Motopark Academy	DVW F308	+24.372s	9
10	Matias Laine (FIN)	Motopark Academy	DVW F308	+25.762s	7
11	Roberto Merhi (E)	Mucke Motorsport	DMB F308	+26.025s	13
12	Nicolas Marroc (F)	Prema Powerteam	DMB F308	+26.737s	11
13	Jim Pla (F)	ART Grand Prix	DMB F308	+31.183s	10

Key: D=Dallara; VW=Volkswagen/Spies; MB=Mercedes Benz/HWA

RACE 2 - 55 LAPS, 65.926 MILES				
POS	DRIVER	TIME	GRID	
1	Da Costa	39m17.350s	1	
2	Munoz	+2.638s	2	
3	Juncadella	+3.357s	3	
4	Bottas	+4.512s	5	
5	Wittmann	+5.509s	6	
6	Laine	+10.280s	10	
7	Vanthoor	+10.912s	7	
8	Sims	+12.099s	4	
9	Maki	+30.704s	9	
10	Merhi	+30.880s	11	
11	Marroc	+31.391s	12	
12	Pla	+39.862s	13	
R	Mortara	0 laps-accident	8	

CHAMPIONSHIP		
POS	DRIVER	PTS
1	Mortara	87
2	Wittmann	63
3	Bottas	51
4	Sims	48
5	Merhi	43
6	Vanthoor	35
7	Da Costa	31
8	Juncadella	21
9	Munoz	16
10	Kevin Magnussen	8

KEY R=Retired
Race 1 Winner's average speed: 104.085mph. Fastest lap: Wittmann, 40.953s, 105.369mph.
Race 2 Winner's average speed: 100.687mph. Fastest lap: Da Costa, 41.201s, 104.713mph.
 *5-place grid penalty

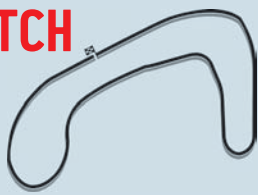
BRANDS HATCH

Great Britain

September 3-5

DTM

Round 7/11



AT A GLANCE

→ Winner Paul di Resta

→ Pole position di Resta

→ Fastest lap Miguel Molina



Molina starred with P4 and fastest lap

Paul bearer of glad tidings on home soil

Mercedes man Paul di Resta hadn't won since Brands a year ago. The Scot did it again - and in style

Paul di Resta had this race in his pocket by Saturday lunchtime. So dominant had the Scot looked in free practice and qualifying, that all of his rivals knew they didn't stand a chance of beating him in a fair contest 24 hours later. He need not have bothered with the 98-lap race on Sunday, they should have just given him the trophy beforehand and let the others battle over second place.

Never before had a DTM paddock been so unanimous in its admiration for one driver's dominance. Di Resta charged off into the lead on the first lap, and set about ending any sort of contest at the front as soon

as possible. He lapped nearly half a second faster than anyone for the first 20 laps. By the time the first round of pitstops was out of the way at half distance his lead was a whopping 13 seconds over his championship-leading team-mate Bruno Spengler, and that was despite encountering some uncooperative backmarkers. From then on he just had to bring it home.

"I definitely wanted to clear off at the start and give a clear indication of my pace," said the winner, who referred to the second half of his race as a "cruise".

"We arrived here with a car that was superb," he added. "We didn't have to do many laps with it in practice because we were

QUALIFYING

Scot free to dish out a drubbing

Paul di Resta set the tone for the weekend by topping all four segments of qualifying on his way to pole position. His margin over the field was so big that he took pole despite running onto the grass coming out of the final corner.

Bruno Spengler was satisfied with second, while Timo Scheider was next up, and the only Audi in contention.

Ralf Schumacher took fourth, having just pipped Gary Paffett to the final spot in Q4. However, the German's Q4 lap was erratic, so he was never a factor in the fight for pole.

Di Resta dominated to take an easy pole



Di Resta's C-class pulls clear on the opening lap

so confident that the performance was there. Everything just gelled perfectly this weekend, and hopefully we've made a point in the title race."

Di Resta did make his point, but Spengler could take comfort in the fact that he minimised the damage by coming home best of the rest. His second place meant that he left England with the same lead he had when he arrived - just with a different driver leading the chase now.

Spengler, who has never been particularly happy on the Brands Indy circuit since the DTM first visited Kent in 2006, had a little bit more to worry about in his mirrors than the runaway leader did. The Canadian

was kept honest by Timo Scheider, who was the strongest driver in a 2009-spec Audi for the third race running. Scheider had a slight edge over Spengler early in the race, but that was down to a fresh set of tyres. The Audi didn't quite have the speed on used rubber, and Spengler's strength towards the end of his stints kept him ahead during both sets of pitstops. Spengler may have taken a serious beating from di Resta, but he was clearly happy with his day.

"The first time I came here it was a disaster, but it gets better every year," said the championship leader. "It was always going to be hard against Paul. On the first lap I could tell that I couldn't

push as hard as he could. I was just sliding. So instead of trying to keep up with him and making mistakes, I decided to settle into my pace. I knew I couldn't do anything about him.

"We were not the fastest today, but my car was consistent over a run. That was the key to making sure Timo didn't pass me. So in the end I'm happy with these points."

Scheider had got used to fighting di Resta for victory at Brands Hatch. The German had taken a narrow victory over the Scot on the way to his first title in 2008, and di Resta had managed to reverse the result 12 months ago. But this time, even Scheider was powerless.

RACE RATING

★★★★★

This race really didn't need to be 98 laps - these cars can't pass on the Indy circuit



It was a lot of laps. Thankfully I was out front so I could just get into a rhythm"

Winner Paul di Resta had a pretty dull Sunday afternoon drive around the Brands Indy layout

REPORT DTM BRANDS HATCH



Glenn Freeman reports



Scot's first win for 12 months was a big relief

LAT

GARY HAWKINS

"Paul was amazing this year - he was in his own world and he deserves this," said the reigning champion. "I have to be happy with P3, but the gap was still too big to Mercedes. The balance of my car got worse as the race went on, but I had another positive performance - the third one in a row."

Scheider's challenge was spent as the race entered its closing stages. Up to that point he'd kept Gary Paffett's Mercedes at a safe distance behind him. So when he noticed that someone had jumped the Briton in the second round of stops, he was quick to get on the radio to find out who it was. To his surprise, it was Audi's rookie Miguel Molina. The Spaniard had

run ninth in the opening stint, but he stayed out longer than anyone during both rounds of pitstops. Running in clear air he was able to set a stunning pace, and he even snatched fastest lap from di Resta shortly before coming in for his second stop.

"We knew after the warm-up that the car was going to be really good," said Molina. "When I was alone on the track my pace was fantastic, so we thought that our best option was to go long. We saw that it worked the first time so we stuck with it. The car was perfect, so it was easy to drive at that speed."

Such was Molina's speed that he then cruised up to the back of Scheider. There

was little surprise that his progress ended there, but by then the Spaniard was more than satisfied with his afternoon. He described fourth place as "enough", and he wasn't about to anger his bosses by roughing-up the lead Audi.

While Scheider had been surprised by Molina's rise through the field, Paffett had been all-too aware of his pace. The '05 champion had been warned of the threat by his team, but he was powerless to do anything about it. The resulting fifth-place finish dropped him behind di Resta in the standings, and he now lies 13 points adrift of Spengler.

"From Saturday morning we started having problems

with oversteer, and that became the story for the rest of the weekend," said Paffett. "Paul seemed to have his car right on the edge, but mine was always just over the edge. I knew I was in a battle with Molina before he pitted, but I couldn't go any faster. I couldn't do any better than fifth with what I had today."

Paffett could at least take comfort in the fact that his title hopes are still alive. The same can't be said for Mattias Ekstrom, who ruled himself out of contention after retiring on Sunday. The Swede hadn't quite delivered in qualifying, but he was optimistic of making up ground in the race. That optimism didn't last long, as contact with Ralf

Schumacher on the run to the first turn gave Ekstrom's Audi suspension damage that would force him out of the race. Schumacher had made a pig of a start from fourth on the grid, and as Ekstrom drove by on the inside before Paddock Hill Bend, he received what he described as "a clear strike" on his left-rear wheel from the ex-F1 man.

"For some reason Ralf decided to turn hard right," said Ekstrom. "Something was bent after that, but I thought I had survived. Then a little bit later I felt it break."

There was more to come as well. As Ekstrom hobbled into Paddock Hill Bend at the start of lap three he kept off line, trying simply to ▶



Spengler kept his points lead intact

“Realistically, the championship is over. There is no chance for me now so I will just have fun”
Mattias Ekstrom doesn't expect to claw back his 24-point deficit in the title race

Ekstrom's woes have put paid to title hopes



◀ get his car back to the pits. But as Susie Stoddart arrived at the corner at full racing speed she was unable to avoid smashing into the right-rear of the Audi.

Another Brit in the wars on home ground was Oliver Jarvis. The Audi driver was equally as critical of Schumacher's first-lap tactics as Ekstrom, as he'd had a clash of his own with the German just seconds later. He raced on to finish sixth, but he suspected that his car had suffered damage in the incident.

“Ralf just turned right as if there was nobody on the inside of him,” said Jarvis. “I think it damaged the front of the car, which

also affected the handling at the rear because I lost the balance. So I was lacking a lot of performance, and I was overheating the tyres. It wasn't a fun race.”

Schumacher, for his part, said that he didn't think any of the contact made at the start had involved any particularly hard impacts. Mercedes motorsport boss Norbert Haug apologised for the fate suffered by Ekstrom, but added that there had been no intent.

Defending sixth place was pretty straightforward for Jarvis, even with his crippling lack of pace. As ever, the Brands Indy circuit became a no-passing zone on a DTM weekend (Ford

INSIDE LINE

F1 'retirement home' proves fulfilling after all



DC finished 12th after massive jump start

THE DTM has hardly looked like a haven for ex-Formula 1 drivers in recent years. Jean Alesi grew tired of the politics and didn't take well to being demoted to a one-year-old car. Heinz-Harald Frentzen didn't like the team tactics. Mika Hakkinen was outraged by some bizarre decisions by the stewards. Then Ralf Schumacher came along to fill the F1-driver void, and in his first two years he failed to shine.

Drivers reaching the end of their top-line careers must have thought the series wasn't such a great place to delay retirement. But in 2010, Schumacher has finally got a handle on his car, and David Coulthard has come along and shown some form in his rookie year. “The level of the drivers in the DTM is so high today,” says Schumacher. “So it does take time to learn and get on the pace.”

Coulthard adds that every weekend is an education. “Even if I follow another car through just one corner, I learn something,” says the Scot. “I can drive around on my own thinking I'm doing things right, and then I see that the experienced guys are doing it differently. But it's fun to learn.” Both seem pretty happy, and keen to stay on for 2011. Maybe F1 drivers have a home here after all.

support races aside). So, despite constant pressure from Martin Tomczyk for almost 70 laps, Jarvis was never in much trouble.

“I couldn't see a way to overtake Olly without putting us both in danger,” said Tomczyk. “So I just backed off and drove the whole race behind him. If I could have got in front of

him I think I could have got close to Paffett as well. My car was good today – we don't know why it was so bad in qualifying.”

Alex Premat completed the points, ahead of a frustrated Mike Rockenfeller and Jamie Green. Rocky believed that traffic and a poor strategy call had prevented him from making

a Molina-like charge up the order. For Green, it was a day where the '08 Mercedes that has served him so well on occasions this year just wasn't up to the task. ❌

NEXT ROUND
 Oschersleben (D)
 September 19

RESULTS

DTM, Brands Hatch (GB), September 3-5, round 7 of 11

GRID	
1	DI RESTA 41.278
2	SPENGLER 41.330
3	SCHNEIDER 41.513
4	SCHUMACHER 41.751
5	PAFFETT 41.291
6	EKSTROM 41.413
7	JARVIS 41.437
8	MOLINA 41.447
9	GREEN 41.446
10	TOMCZYK 41.453
11	PREMAT 41.498
12	ENGEL 41.544
13	ROCKENFELLER 41.551
14	COULTHARD 41.826
15	LEGGE 41.662
16	STODDART 41.775
17	CHENG 41.784
18	WINKELHOCK 41.873

98 LAPS, 117.465 MILES					
POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Paul di Resta (GB)	HWA	Mercedes C-class (2009)	1h10m05.552s	1
2	Bruno Spengler (CDN)	HWA	Mercedes C-class (2009)	+7.443s	2
3	Timo Scheider (D)	Abt Sportsline	Audi A4 (2009)	+10.258s	3
4	Miguel Molina (E)	Abt Sportsline	Audi A4 (2008)	+10.719s	8
5	Gary Paffett (GB)	HWA	Mercedes C-class (2009)	+12.780s	5
6	Oliver Jarvis (GB)	Abt Sportsline	Audi A4 (2009)	+23.830s	7
7	Martin Tomczyk (D)	Abt Sportsline	Audi A4 (2009)	+23.986s	10
8	Alexandre Premat (F)	Team Phoenix	Audi A4 (2008)	+25.689s	11
9	Mike Rockenfeller (D)	Team Phoenix	Audi A4 (2008)	+26.193s	13
10	Jamie Green (GB)	Persson Motorsport	Mercedes C-class (2008)	+26.573s	9
11	Maro Engel (D)	Mucke Motorsport	Mercedes C-class (2008)	+26.951s	12
12	David Coulthard (GB)	Mucke Motorsport	Mercedes C-class (2008)	+31.748s	14
13	CongFu Cheng (PRC)	Mucke Motorsport	Mercedes C-class (2008)	-1 lap	17
14	Katherine Legge (GB)	Team Rosberg	Audi A4 (2008)	-1 lap	15
R	Markus Winkelhock (D)	Team Rosberg	Audi A4 (2008)	75 laps - suspension	18
R	Ralf Schumacher (D)	HWA	Mercedes C-class (2009)	30 laps - steering	4
R	Susie Stoddart (GB)	Persson Motorsport	Mercedes C-class (2008)	7 laps - suspension	16
R	Mattias Ekstrom (S)	Abt Sportsline	Audi A4 (2009)	2 laps - acc damage	6

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Spengler	52
2	di Resta	43
3	Paffett	39
4	Scheider	29
5	Ekstrom	28
6	Green	23
7	Rockenfeller	12
8	Molina	11
9	Jarvis	11
10	Premat	9

KEY R=Retired. Winner's average: 100.551mph. Fastest lap: Molina, 41.896s, 102.994mph.

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Team TNT



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1st Place

Oliver Campos / Kosta Kanaroglou
Oliver Campos



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Menno Kuus
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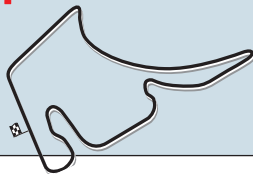


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HOCKENHEIM

Germany
September 4-5
Formula Renault 3.5
Round 7/9



AT A GLANCE

- **Winners Daniel Ricciardo/Esteban Guerrieri**
- **Pole Ricciardo/Guerrieri**
- **Fastest laps Guerrieri x 2**

REPORT FR 3.5 HOCKENHEIM



Peter Mills
reports



Ricciardo wasn't hanging around

FORMULA RENAULT 3.5 HOCKENHEIM (D), SEPTEMBER 4-5, RD 7/9

Ricciardo shares it with Guerrieri

Entering the Formula Renault 3.5 Series' maiden visit to Hockenheim, Esteban Guerrieri had a daunting recovery to stage in the title race. Having missed three rounds, the Argentinian's title chances were little more than a long shot. But victory and a second place at the pine-enclosed venue were a satisfying response for Guerrieri's ISR crew after the disappointment of enforced withdrawal from the previous meeting at the Hungaroring.

Red Bull Formula 1 reserve Daniel Ricciardo

was also playing catch-up, although still very much in contention. A dominant victory in Saturday's low-downforce race propelled the Tech 1 Racing man to within grasp of Mikhail Aleshin's points lead, only for a perplexing pitlane speeding offence to quash the Aussie's ability to score on Sunday.

Aleshin returned from the series' eight-week layoff with a display not quite as potent as his efforts from earlier in the season. The weekend began strongly enough for the Muscovite, who achieved a competitive

third in qualifying for race one, behind Guerrieri and poleman Ricciardo. An attacking start to challenge front-row starter Guerrieri into Turn 1 was a prelude to Aleshin locking his brakes spectacularly into Turn 2 and losing several positions. Fortec's Jon Lancaster, finally enjoying a trouble-free race, Ferrari Academy driver Daniel Zampieri and the second ISR entry of Filip Salaquarda all pounced on the Carlin machine.

Salaquarda would be not long for the race. Approaching the daunting Turn 5, the Czech clashed with Zampieri. "It was very dangerous," said an unimpressed Salaquarda. "It was at least 150km/h there and he just pushed me off. I went to complain to stewards but they had no footage for evidence."

There were further scuffles towards the tail of field. Between a congested Turns 2 and 3, Junior Lotus Racing's Nelson Panciatici tangled wheels with Jan Charouz, sending the Renault F1 reserve skywards. Panciatici was dealt a sore hand in the clash, which precipitated a messy chain reaction of incidents. Championship outsider

Sten Pentus was among the retirements, the Estonian paying a heavy price for failing to find his regular 2010 form in qualifying.

The emergence of the safety car would have an adverse affect on Guerrieri. On the green, his tyres took time to reach optimum pressure. The difficulties allowed Lancaster to challenge for second, although the Leeds man was compromised by a short sixth gear. Having endured his fair share of penalties in the series, Lancaster backed off after receiving a warning flag for exceeding the track limits at the Nordkurve.

"I nearly lost the car over the kerb at Turn 1 and ran over the white line," said Lancaster. "As soon as I had the warning I backed off." Ricciardo was left with a comfortable win, while down in sixth Aleshin rued his race pace: "I did flat spot the tyres, but main problem today was the balance."

In an indication of their pace to come in high-downforce spec, Comtec pairing Stefano Coletti and Greg Mansell had made good progress, gaining close to a dozen positions between them in the opening encounter. The

pair would line up on the second row for race two, behind Zampieri and poleman Guerrieri.

At the lights, Zampieri executed a great start to lead into Turn 1. Guerrieri had complained of using insufficient throttle getting away in race one, and second time around admitted to being slowed by a premature up-change.

It would be the only criticism able to be levelled at the Argentinian this afternoon. The ISR driver recovered the lead exiting the hairpin three corners later, and duly delivered his fourth victory of the season.

Mansell's race ended after contact with Lancaster at Turn 2. Father Nigel joined Salaquarda in his disappointment over the quality of the circuit cameras, which failed to pick up the incident. Comtec team-mate Coletti chased Zampieri until the Italian dived into the pits for his mandatory stop. Coletti stayed out three laps longer, but lost the possibility of jumping into second after running wide and losing a couple of seconds. The matter became irrelevant when Zampieri was disqualified for a weight infringement post-race.

British Formula 3 champion Jean-Eric Vergne's weekend got off to a poor start. The Frenchman was sent to the back row of the grid on Saturday morning for track limit indiscretions, but he bounced back to pick up a promising sixth in race two.

RESULTS

Race 1 1 Daniel Ricciardo, 30 laps in 46m47.111s; 2 Esteban Guerrieri, +2.917s; 3 Jon Lancaster; 4 Daniel Zampieri; 5 Mikhail Aleshin; 6 Greg Mansell; 7 Stefano Coletti; 8 Albert Costa; 9 Nathanael Berthon; 10 Anton Nebilitskiy. **Race 2 1 Guerrieri**, 31 laps in 46m47.925s; 2 Coletti, +5.891s; 3 Berthon; 4 Aleshin; 5 Jean-Eric Vergne; 6 Sten Pentus; 7 Filip Salaquarda; 8 Lancaster; 9 Julian Leal; 10 Federico Leo. **Points 1 Aleshin, 111**; 2 Ricciardo, 101; 3 Guerrieri, 85; 4 Pentus, 74; 5 Coletti, 59; 6 Costa, 56.



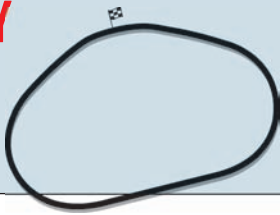
Zampieri leads, as Jon Lancaster collects Mansell

RENAULT-SPORT

KENTUCKY

USA

September 4
IndyCar Series
Round 15/17



AT A GLANCE

- Winner **Helio Castroneves**
- Pole position **Ed Carpenter**
- Most laps led **Dan Wheldon**
- Lead changes **11**



Wheldon led most laps en route to third place

Fuel strategy paid off for Castroneves and Penske

Helio's gamble wins Kentucky derby



A loose wheel led to an off-sequence strategy, which led to victory for the Brazilian veteran. But it wasn't all good news for Penske on Saturday night

QUALIFYING

Carpenter feels on top of the world

➤ All signs pointed to Will Power's ninth pole of 2010 until part-timer Ed Carpenter upset the Team Penske points leader's appcart by outpacing him over the two-lap aggregate by 0.0234 seconds to take his maiden Indycar pole.

Panther's Carpenter said: "I'm trying to keep my career going, so every minute I'm in the car I have to do the best I can." His team-mate Dan Wheldon was third fastest, 0.0522s down on the pole time, ahead of Ganassi's Scott Dixon. Other surprisingly quick times were set by Hideki Mutoh and Bertrand Baguette, who were fifth and sixth respectively.

An unhappy Dario Franchitti was down in 11th, while Ryan Hunter-Reay spun into the Turn 2 wall.



Carpenter spoiled Power's afternoon

A pitlane cock-up usually doesn't win you races, quite the opposite in fact, but Helio Castroneves' victory in Saturday night's Kentucky Indy 300 owed much to a wheelnut that wasn't tightened properly.

Just a week after a mistake by Team Penske's over-the-wall crew had cost Will Power a haul of precious points at Chicago (Power's Kentucky squad featured three new faces, including a new refueller), it seemed that it was Castroneves' turn to suffer this time. But his strategist and team president, Tim Cindric, spotted the opportunity to roll the dice on his fuel strategy. It was

a long shot, and just one caution between his final stop on lap 148 and the chequered flag would ruin it.

The fact he won by over 13 seconds reflects the fact the yellow didn't fly again.

The title fight was just as strategic, so points leader Power barely glimpsed title rival Dario Franchitti on track all night. But, once again, Franchitti came out on top in this oval endgame.

The lack of yellows meant everyone (bar Castroneves) required a late fuel stop to make the finish. Helio had stopped multiple times under the final yellow, to give him as much chance of making the finish on just one more stop, and this was the cornerstone of his win.

"When we had the issue

on the pitstop, Tim said, 'We have an opportunity to try something,'" said Helio, who ran out of fuel here in 2008. "It was a roll of the dice – this guy is the gambler! We didn't have much to lose, so it was up to me to make the mileage. I sat in the draft and saved fuel. At the end of the day, it counts like any other win."

Cindric added: "We thought we might be one lap short, so Helio backed off [he ran one lap near the end almost 20mph slower than his rivals]. In the end, he had enough to drive to Victory Lane, so I guess we had enough. He's the guy who never quits."

Castroneves' other dodged bullet came when Vitor Meira tried to lap

RACE RATING

★★★★★

Nothing like as exciting, or as scary, as the Chicagoland thrillfest

REPORT IRL KENTUCKY



I promised my fans on Twitter I would pass 11 cars on the first lap. It was only 10. I apologise to them all"

Tony Kanaan: disappointed with his first-lap charge

Chuck Bradbury Jr reports

KEY MOMENTS

Lap 96 Castroneves tops-up after extra stop for loose wheelnut

Lap 148 Castroneves makes his final pitstop of the race

Lap 196 Carpenter pits from lead, handing Castroneves the victory

Simona de Silvestro on the inside of Turn 3, and she moved down on him as Helio was on her high side. The two collided, but took out the following Penske of

Ryan Briscoe, rather than Castroneves, and all three slammed the wall hard. Briscoe suffered a bruised foot, as Meira and de Silvestro blamed each other

for causing the collision.

That caused the race's second caution; the first was Takuma Sato losing it all on his own at Turn 4 on the opening lap, and he crashed out for the ninth time this year.

As the splash-n-dash stops unfolded, the race was for second. It was won by polesitter Ed Carpenter, who was the last of the leaders to pit on lap 196 and had the shortest of fills to head home team-mate Wheldon in what could have been a sensational Panther

1-2. "For Dan and me to finish second and third is a little disappointing because we were so strong," said part-timer Carpenter. "Dan had a dominant car, and it's tough being in our position when you have a guy win on fuel mileage."

Wheldon added: "I am bummed that the race didn't turn out different. The ending was unfortunate; Penske pulled out one of their tricks."

Tony Kanaan grabbed fourth place for Andretti Autosport – from 26th on the grid – with three laps remaining, slicing past his buddy Franchitti to rob him of valuable points. Kanaan said what everyone was thinking: "I hate strategy races. Dan Wheldon deserved to win this."

Franchitti had dropped to as low as 15th early on. He was content but not overjoyed with fifth, given that Power finished eighth: "It was good to finish ahead of Will, but I would have liked a higher finish. Not a bad night."

While Power opted to save fuel near the end, to make his pitstop as late and as quick as possible, Franchitti

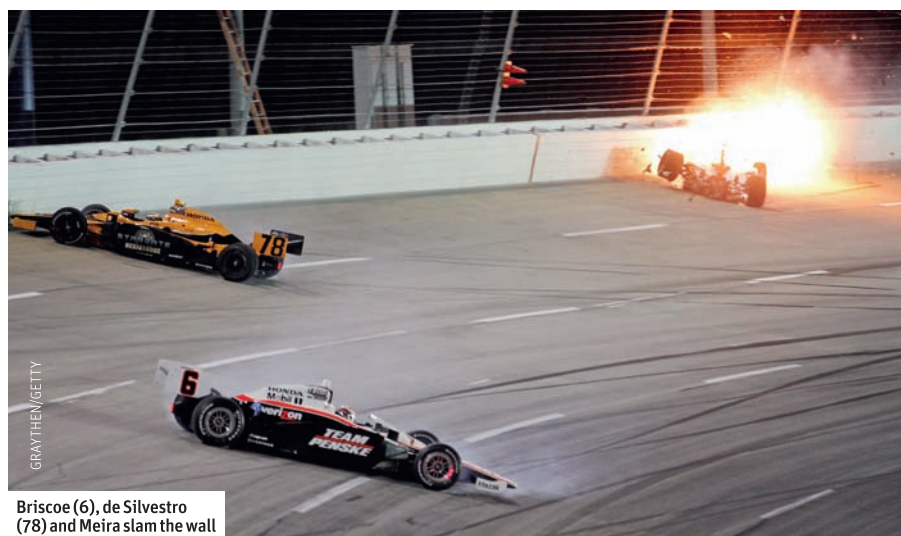
enjoyed his best stint of the evening, and acted as wing man to Dan Wheldon, who led the most laps to deny Power a couple of points. Of the other Brits, Justin Wilson finished 11th, two spots ahead of Alex Lloyd.

Earlier in the evening, Penske had requested that Wheldon work with Power, who led the middle stint after short-filling at the first round of stops, but that was met with a rebuttal. Power also suffered a big scare when he got loose on cold tyres with just over 50 laps to go, and just avoided brushing the Turn 4 wall.

"I think I hit some oil from an earlier incident between Turns 3 and 4," said Power. "I pushed up straight towards the wall – I was very close to hitting it."

On the subject of the championship, he added: "So I lost six points? Another bad oval result – not good. Man, I don't know. I just gotta go out there and be ahead of Dario. It's as simple as that."

It's Motegi next for the penultimate round – Franchitti's favourite oval. And Power, just 17 points ahead now, knows it. 🏆



Briscoe (6), de Silvestro (78) and Meira slam the wall

RESULTS

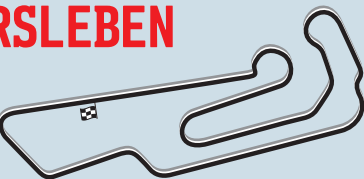
IndyCar Series, Kentucky Speedway (USA), September 3-4, round 15 of 17

GRID		200 LAPS, 296 MILES					CHAMPIONSHIP TABLE							
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID	POS	DRIVER	PTS						
1	CARPENTER	2	POWER	217.933mph	217.829mph	1	Helio Castroneves (BR)	Team Penske	Dallara-Honda	1h41m50.0059s	8	1	Power	552
3	WHELDON	4	DIXON	217.700mph	217.533mph	2	Ed Carpenter (USA)	Panther Racing	Dallara-Honda	+13.1597s	1	2	Franchitti	535
5	MUTOH	6	BAGUETTE	217.374mph	216.988mph	3	Dan Wheldon (GB)	Panther Racing	Dallara-Honda	+13.9214s	3	3	Dixon	469
7	MORAES	8	CASTRONEVES	216.879mph	216.857mph	4	Tony Kanaan (BR)	Andretti Autosport	Dallara-Honda	+13.9931s	26	4	Castroneves	448
9	BRISCOE	10	SHECKTER	216.600mph	216.589mph	5	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	+14.1968s	11	5	Briscoe	418
11	FRANCHITTI	12	MEIRA	216.533mph	216.434mph	6	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	+14.5669s	15	6	Hunter-Reay	404
13	TAGLIANI	14	SATO	216.391mph	216.265mph	7	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	+15.1025s	4	7	Kanaan	392
15	ANDRETTI	16	WILSON	216.173mph	215.944mph	8	Will Power (AUS)	Team Penske	Dallara-Honda	+15.6142s	2	8	Andretti	347
17	PATRICK	18	LLOYD	215.820mph	215.272mph	9	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	+15.8494s	17	9	Wheldon	346
19	SILVESTRO	20	MATOS	215.003mph	214.948mph	10	Bertrand Baguette (B)	Conquest Racing	Dallara-Honda	-1 lap	6	10	Wilson	335
21	FISHER	22	VISO	214.813mph	214.595mph	11	Justin Wilson (GB)	Dreyer & Reinbold Racing	Dallara-Honda	-1 lap	16	Winner's average: 174.407mph.		
23	TRACY	24	DUNN	214.270mph	213.343mph	12	Paul Tracy (CDN)	Dreyer & Reinbold Racing	Dallara-Honda	-1 lap	23	Fastest lap: Hunter-Reay, 24.2752s,		
25	RAHAL	26	KANAAN	212.364mph	210.831mph	13	Alex Lloyd (GB)	Dale Coyne Racing	Dallara-Honda	-1 lap	18	219.489mph.		
27	H-REAY			no t.time		14	Tomas Scheckter (ZA)	Conquest Racing	Dallara-Honda	-1 lap	10	Qualifying: positions set by average		
						15	Alex Tagliani (CDN)	FAZZT Race Team	Dallara-Honda	-1 lap	13	speed over two timed laps.		
						16	Raphael Matos (BR)	De Ferran Dragon Racing	Dallara-Honda	-1 lap	20			
						17	Hideki Mutoh (J)	Newman/Haas Racing	Dallara-Honda	-1 lap	5			
						18	Mario Moraes (BR)	KV Racing Technology	Dallara-Honda	-2 laps	7			
						19	Milka Duno (YV)	Dale Coyne Racing	Dallara-Honda	-5 laps	24			
						20	Graham Rahal (USA)	Newman/Haas Racing	Dallara-Honda	-5 laps	25			
						21	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	174 laps-suspension	27			
						22	Sarah Fisher (USA)	Sarah Fisher Racing	Dallara-Honda	134 laps-gearbox	21			
						23	Vitor Meira (BR)	AJ Foyt Racing	Dallara-Honda	79 laps-accident	12			
						24	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	79 laps-accident	9			
						25	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	79 laps-accident	19			
						26	EJ Viso (YV)	KV Racing Technology	Dallara-Honda	45 laps-rear brake rotor	22			
						27	Takuma Sato (J)	KV Racing Technology	Dallara-Honda	0 laps-accident	14			

NEXT ROUND
Motegi (J)
September 18

OSCHERSLEBEN

 Germany
September 4-5
WTCC
Round 8/11



AT A GLANCE

- Winners **Alain Menu/Andy Priaulx**
- Pole position **Augusto Farfus**
- Fastest laps **Menu/G Tarquini**



Indy runner Engstler gave his chasers a bit of a fright

Priaulx top of title-chasing trio


With a fifth and a win - his sixth of 2010 - Andy Priaulx edged closer to title rival Yvan Muller, while fellow points chaser Gabriele Tarquini missed out



Priaulx broke clear for race two victory

QUALIFYING

Brazilian bags a bonus for BMW

 It was supposed to be Rob Huff's weekend. He was quick in practice and then utterly dominant in the first segment of qualifying - more than half a second faster than anyone else on the dry track. But his hopes were scuppered by some unwelcome drizzle just before the start of Q2, which threw the form guide to that point out the window.

Augusto Farfus and Andy Priaulx made the best job of the first flying laps, while several others skated off the track. Huff managed to split them on his second attempt, and then banged into team-mate Alain Menu while rejoining after he half-spun off the track. Gabriele Tarquini slid his SEAT into the wall at Turn 3 as the circuit got wetter, bringing the session to an early conclusion.

Farfus nose-dived his BMW to pole



On a weekend when a lot of things went very wrong for some of the championship contenders,

Alain Menu scored his first victory of the season and Andy Priaulx claimed his sixth to move into the thick of the title hunt.

Gabriele Tarquini had one to forget, scoring no points after getting involved in a first-lap accident in race one, while Rob Huff has conceded his title hopes after being black-flagged while leading the same race.

Menu, meanwhile, ensured that his streak of winning at least one race per season has extended to five years. And Priaulx, with six races still to go, has already won more times this year

than he did in any of his championship seasons.

It was at the start of that first race that almost everything was decided: Huff didn't make a great getaway at the rolling start, so Farfus was allowed an unchallenged run to Turn 1 and Huff slotted in behind. Menu and Priaulx lined up behind Huff, with the SEATs of Tom Coronel and Tarquini on the outside. Oschersleben's Turn 1 seems to have been designed with first-lap accidents in mind, but this time the contact was triggered on the approach. Huff hit Farfus from behind as the Brazilian braked and, while Farfus regained control of his BMW, the concertina effect meant that Menu hit the back of Farfus, with

Tarquini and Priaulx clashing at Menu's rear. The chain reaction sent more jolts Farfus's way and he was pushed beyond the apex.

Huff and Menu escaped the scene unscathed in first and second, while Tom Coronel avoided the trouble on the outside to take third. Farfus rejoined in fourth, ahead of the fast-starting Michel Nykjaer and Yvan Muller, while Priaulx fell to 12th and Tarquini parked up with broken suspension.

That clash was great news for Muller, as it instantly promoted him against two of his nearest title rivals. The other was Huff, and Muller set about at least limiting the loss. He quickly demoted Nykjaer and then ran down and passed Coronel to settle into fourth.

RACE RATING

★★★★★

Surprisingly acceptable entertainment around the usually dull Oschersleben



“It was beyond my expectations to win, but that’s just how it’s fallen for us”

Priaulx admits to surprise over sixth win of 2010

REPORT WTCC OSCHERSLEBEN



Steven English reports

KEY MOMENTS

Qualifying Rain at the start of Q2 mixing things up and allowing the BMWs to come to the fore
Race 2 Huff receiving a black flag after a multi-car, nose-to-tail shunt at the first corner

But his fortunes would improve further when Huff was given a drive-through penalty for the first-lap contact. The Briton stayed out as his RML team attempted to remonstrate with the powers that be, but it proved fruitless and after his third time past the pits he was black-flagged. His frustration was fuelled when later penalties for most of the grid meant that had he taken the penalty earlier he'd have still finished sixth.

Once Huff had relented, Menu had it pretty easy for the last couple of laps to secure his first win of the year. Farfus was happy with second, but still felt he had deserved to win.

It was Muller who wore the biggest smile of the three after starting seventh, behind all three title threats, and beating them all.

Coronel finished fourth, but was one of 12 drivers hit with a 30-second penalty

for exceeding the 90km/h speed limit on the approach to the rolling start. So many drivers committed the offence that only Tiago Monteiro and Priaulx gained anything – moving up a place each to fourth and fifth. Priaulx's points came after another comeback drive from outside the top 10, this time to fifth (for third on the reversed-grid, standing-start race).

Front-row starters Norbert Michelisz and Nykjaer had both spoken of their hopes of making a good start and defending the lead for as long as possible – and hoping for a maiden series win. But their plan was foiled in the first 20 yards when Priaulx shot off the line and into a big lead by the time he reached the first corner. Michelisz and Nykjaer settled into second and third ahead of Monteiro, with Farfus jumping Muller and Coronel for fifth.

Muller only had one title rival to worry about this time, thanks to Huff and Tarquini both starting from the back. Sixth place would have been a bit more of a loss to Priaulx than he'd really like at this stage of the season, but fortunately for the Frenchman his former team-mate Monteiro was to inadvertently clear the road for him in just four laps.

First, Monteiro tried to take third from Nykjaer, but rather unsubtly shoved his SUNRED team-mate to one side. Farfus and Muller took advantage of Nykjaer's loss of momentum to attack him into the last corner and drag ahead on the main straight.

Monteiro was handed a drive-through penalty but before he had a chance to take it, he was having a go at Michelisz for second. He chucked his SEAT up the inside at the last corner but was too far back and the move just wasn't on. Michelisz was punted onto the grass and was down to ninth by the time he recovered. Monteiro then served his sentence, which promoted Farfus to second and Muller to third – reducing his weekend deficit to Priaulx to 10 points.

Nykjaer survived the attack by Monteiro to finish fourth, but Michelisz wasn't



Chevy boys Huff and Menu suffered differing fortunes

so fortunate. He was up to eighth after Monteiro took his penalty, but was caught by Tarquini and Huff, who were on their way up from the back. Huff passed him after tapping him wide – resulting in a suspended penalty – then Tarquini ran him off the road completely – which did not. Michelisz eventually finished 11th, rightly feeling like the victim of several crimes with no justice to help him.

Coronel was fifth ahead of Kristian Poulsen, who took a brace of independent-class wins, while Menu gifted seventh to team-mate Huff on the final lap.

What could have been a disastrous weekend for Muller after he slipped up in qualifying (making

a mistake on the damp surface and starting only seventh) turned into yet another weekend of relentless consistency and point-scoring.

Tarquini failed to score at all in a nightmare weekend for him and SEAT, while Huff should have won and elevated himself back into the title fight. Instead he lost more ground and now has a seemingly insurmountable distance between him and the top.

It was triple champion Priaulx who made the most of the opportunities and, as a result, lies just 11 points behind Muller, the man who ended his title run in '08. ☒

**NEXT ROUND Valencia (E)
September 18-19**

RESULTS

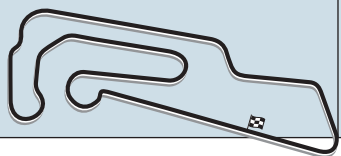
FIA World Touring Car Championship, Oschersleben (D), September 4-5, round 8 of 11

GRID		RACE 1 - 14 LAPS, 32.152 MILES						RACE 2 - 14 LAPS, 32.152 MILES						CHAMPIONSHIP TABLE		
POS	DRIVER (NATIONALITY)	TEAM	CAR	WEIGHT	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	PTS			
1	FARFUS	2 HUFF	1	Alain Menu (CH)	Chevrolet (RML)	Chevrolet Cruze LT	1190kg	22m50.427s	4	1	Priaulx	22m51.499s	3	1	Muller	229
1:38.070	1:38.176	2	Augusto Farfus (BR)	BMW Team RBM	BMW 320si	1195kg	+0.491s	1	2	Farfus	+2.729s	7	2	Priaulx	218	
3 PRIAULX	4 MENU	3	Yvan Muller (F)	Chevrolet (RML)	Chevrolet Cruze LT	1190kg	+4.738s	7	3	Muller	+8.740s	6	3	Tarquini	196	
1:38.186	1:38.445	4	Tiago Monteiro (P)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	+7.428s	9	4	Nykjaer	+10.304s	2	4	Huff	173	
5 TARQUINI	6 CORONEL	5	Andy Priaulx (GB)	BMW Team RBM	BMW 320si	1195kg	+7.845s	3	5	Coronel	+10.982s	5	5	Menu	145	
1:38.796	1:38.810	6	Tom Coronel (NL)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	+36.835s**	6	6	Poulsen	+11.989s	9	6	Farfus	145	
7 MULLER	8 GENE	7	Michel Nykjaer (DK)	SUNRED Engineering	SEAT Leon TDI	1210kg	+43.063s**	10	7	Huff	+16.691s	17	7	Monteiro	125	
1:38.869	1:39.994	8	Norbert Michelisz (H)	Zengo-Dension Team	SEAT Leon TDI	1210kg	+46.187s**	15	8	Menu	+17.243s	8	8	Coronel	119	
9 MONTEIRO	10 NYKJAER	9	Kristian Poulsen (DK)	Poulsen Motorsport	BMW 320si	1150kg	+46.449s**	17	9	Tarquini	+17.919s	20*	9	Turkington	60	
no time	1:36.654	10	Sergio Hernandez (E)	Scuderia Proteam Motorsport	BMW 320si	1195kg	+47.897s**	13	10	Gene	+19.193s	12	10	Michelisz	46	
11 BARTH	12 D'ASTE	11	Fredy Barth (CH)	SEAT Swiss Racing by SUNRED	SEAT Leon TDI	1210kg	+50.146s**	11	11	Michelisz	+20.295s	1				
1:36.844	1:36.881	12	Jordi Gene (E)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	+50.584s**	8	12	O'Young	+22.964s	19				
13 HERNANDEZ	14 ENGSTLER	13	Franz Engstler (D)	Liqui Moly Team Engstler	BMW 320si	1195kg	+1m02.077s**	14	13	Hernandez	+23.582s	10				
1:37.282	1:37.309	14	Mehdi Bennani (MA)	Wiechers-Sport	BMW 320si	1195kg	+1m04.005s**	18	14	Taniguchi	+35.324s	16				
15 MICHELISZ	16 O'YOUNG	15	Stefano d'Aste (I)	Scuderia Proteam Motorsport	BMW 320si	1195kg	+1m04.164s**	12	15	Engstler	+38.679s	13				
1:38.634*	1:37.532	16	Andrei Romanov (RUS)	Liqui Moly Team Engstler	BMW 320si	1165kg	+1m06.208s**	20	16	d'Aste	+47.949s	15				
17 POULSEN	18 BENNANI	17	Yukinori Taniguchi (J)	Bamboo Engineering	Chevrolet Lacetti	1120kg	+1m15.550s**	19	17	Romanov	+1m02.831s**	21*				
1:37.579	1:38.091	18	Rob Huff (GB)	Chevrolet (RML)	Chevrolet Cruze LT	1190kg	10 laps-black flag	2	18	Monteiro	+1m04.318s**	4				
19 TANIGUCHI	20 ROMANOV	R	Fabio Fabiani (I)	Scuderia Proteam Motorsport	BMW 320si	1195kg	6 laps-acc damage	21	19	Fabiani	+1m28.517s	18				
1:38.203	1:39.190	R	Darryl O'Young (PRC)	Bamboo Engineering	Chevrolet Lacetti	1120kg	5 laps-acc damage	16	20	Barth	-1 lap	11				
21 FABIANI		R	Gabriele Tarquini (I)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	0 laps-acc damage	5	R	Bennani	0 laps-accident	14				
1:41.877																

KEY R=Retired; *=grid penalty; **=30-sec penalty. Race 1 Winner's average: 84.46mph. Fastest lap: Menu, 1m36.543s, 85.63mph. Race 2 Winner's average: 84.39mph. Fastest lap: Tarquini, 1m36.890s, 85.33mph.

OSCHERSLEBEN

 Germany
September 4-5
Formula 2
Round 8/9



AT A GLANCE

- Winners Dean Stoneman x 2
- Poles Sergei Afanasiev/Stoneman
- Fastest laps Nicola de Marco/Kazim Vasiliasukas



Stoneman: I'll save the drink for later

Like a rolling Stoneman

The Briton was utterly peerless in the wet, and went on to take a double win and big points lead



L-r: Stoneman passes Vasiliasukas, Clarke, Bailly and Marinescu

QUALIFYING

Russian around to take pole

➔ Eastern Europeans Sergei Afanasiev and Kazim Vasiliasukas traded blows for pole in first qualifying – with Russian Afanasiev coming out narrowly on top from Lithuanian Vasiliasukas. “The tyres were past their best but it was okay because the track was quite cold,” said Afanasiev of his first F2 pole. “I was going really fast when I caught Stoneman so I decided to drop back and do my own laps... Boom, boom, finito.”

Title rivals Dean Stoneman and Jolyon Palmer were bit-part players in fifth and eighth. But it was the second session that was significant, and may well have been the moment that the championship was decided (see main report).



Afanasiev broke pole position duck

This year's FIA Formula 2 title – and coveted prize Williams F1 test drive – may well have been decided

in the final two minutes of a damp qualifying session in the fields of east Germany. In a season of close to 400 laps of racing, it could be that the prize was decided on none of them.

As the clock ticked down to close the second qualifying session, which was taking place on a damp but drying circuit, F2 rookie Dean Stoneman pulled a lap out of the bag to earn his sixth pole of the year.

Jolyon Palmer had just staged what might be the drive of his season earlier that day to limit his points loss to Stoneman, but now he had to respond again to stay in touch. He'd tumbled down to 14th on the timesheet as almost everyone improved on the

ever-drying track. On his final effort, his first sector time was half a second down on Stoneman's – pole wasn't on but he could still have been in touch. But then Plamen Kralev spun in the last two corners, causing yellow flags. Palmer lost two seconds in the final sector. Already six points behind after Saturday, pole versus the seventh row didn't look good.

Conversely, it had been in that earlier race that Palmer had been able to respond and keep himself in touch, from eighth. Stoneman was only three places higher in fifth, but that didn't matter for long. He judged the grip levels on the wet track to perfection and left his rivals standing – the Formula Renault UK graduate was in the lead halfway to Turn 1.

Stoneman's supremacy in the rain was hammered home as he moved two seconds clear on the first

lap, 3.3 after two, nine after seven... and he kept going until he was 15 seconds up the road with a third of the race still to run. He'd been taking risks while building the lead, dropping two wheels over the white lines and onto grass on more than one occasion. But he settled down eventually, and as the track dried in the latter stages he eased his way home to the biggest victory in the two-year history of new-era F2.

“I was pushing hard through the race, but I kept it smooth and stayed consistent – I had extra there if I needed it,” Stoneman reported afterwards.

Palmer did well to rescue a podium from his fourth-row start, or else Stoneman's weekend could have turned out even better than it did. With hindsight, Palmer's superb drive up the order was the only thing

RACE RATING

★★★★★

Plentiful action in the wet first race saved an otherwise two-star weekend



“I’ve moved a lot closer to the title with a 31-point lead - it’s good to have a race in hand”

Dean Stoneman is on the verge of the crown - and an F1 Williams test

REPORT F2 OSCHERSLEBEN



Steven English reports

Vasiliauskas couldn't catch Stoneman



Lariche bows out of the first race

the flag without closing up.

“I had the confidence to push in the wet and had a really good balance on the brakes, so I managed to overtake a lot of cars,” Palmer said. “I was happy to pull a podium back after qualifying.”

Race two was where Stoneman bagged his points advantage, but it was far from a cracker. He made another good start, quickly opened a 1.5s lead and kept it constant for 40 minutes.

Italian Nicola de Marco was second throughout, but was robbed of a podium when his car gave up with three laps to go. That pushed Vasiliauskas up to second and Afanasiev into the final podium place.

But the most significant action of race two was going on much further back. Palmer gained four places on the first lap and looked set to repeat his first-race charge up the order. Yet it was lap 10 of 23 before he could create an opportunity to overtake ninth-placed Ivan Samarin and, when he did, he overshot the first corner and lost three more places digging himself out of the gravel. Palmer eventually came home in 12th – a result that dropped him 31 points behind Stoneman with just 50 to play for. ❌

that has kept his title hopes alive heading to the final round at Valencia.

Palmer didn't make a great start and was down in seventh on the first lap. But he dived inside Mihai Marinescu at the last corner for sixth, passed Jack Clarke soon after and then took advantage of Benjamin Bailly running wide to snatch fourth.

By that time the gap to the battle for second – between Kazim Vasiliauskas and Sergei Afanasiev – was over eight seconds.

It helped that they were squabbling with each other as Palmer closed at over a second a lap. Afanasiev slipped up and off the road on the exit of Turn 3. He got back on ahead, but it gave Palmer the momentum and he took the place on the next run to Turn 1.

At first he continued to close on Vasiliauskas at a second per lap, but the Lithuanian responded and began matching his times. The more the circuit dried, the quicker Vasiliauskas got, and they circulated to

KEY MOMENTS

Race 1 Palmer's charge through the pack to the podium

Qualifying 2 Stoneman taking pole, with Palmer down in 14th

FINAL ROUND

Valencia (E), Sept 18-19

RESULTS

FIA Formula 2, Oschersleben (D), September 3-5, round 8 of 9

GRID	
1	AFANASIEV
2	VASILIAUSKAS
3	DE MARCO
4	BAILLY
5	STONEMAN
6	BRATT
7	CLARKE
8	PALMER
9	ENG
10	MARINESCU
11	EBRAHIM
12	SNOEKS
13	SAMARIN
14	TEIXEIRA
15	LARICHE
16	JU THEOBALD
17	JO THEOBALD
18	KRALEV

RACE 1 - 24 LAPS, 55.120 MILES			
POS	NAME	TIME	GRID
1	Dean Stoneman (GB)	40m11.982s	5
2	Kazim Vasiliauskas (LT)	+15.793s	2
3	Jolyon Palmer (GB)	+16.466s	8
4	Sergei Afanasiev (RUS)	+26.958s	1
5	Benjamin Bailly (B)	+37.213s	4
6	Will Bratt (GB)	+43.993s	6
7	Philipp Eng (A)	+50.776s	9
8	Kelvin Snoeks (NL)	+58.995s	12
9	Nicola de Marco (I)	+1m18.033s	3
10	Ricardo Teixeira (AO)	+1m21.057s	14
11	Armaan Ebrahim (IND)	+1m26.575s	11
12	Jack Clarke (GB)	+1m39.621s	7
13	Mihai Marinescu (RO)	+1m40.132s	10
14	Julian Theobald (D)	-1 lap	16
15	Plamen Kralev (BG)	-2 laps	18
16	Johannes Theobald (D)	-3 laps	17
R	Ivan Samarin (RUS)	12 laps - acc damage	13
R	Benjamin Lariche (F)	6 laps - spun off	15

GRID	
1	STONEMAN
2	DE MARCO
3	VASILIAUSKAS
4	AFANASIEV
5	BAILLY
6	BRATT
7	SNOEKS
8	MARINESCU
9	LARICHE
10	ENG
11	TEIXEIRA
12	EBRAHIM
13	SAMARIN
14	PALMER
15	JO THEOBALD
16	JU THEOBALD
17	KRALEV
18	CLARKE

RACE 2 - 23 LAPS, 52.823 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Stoneman	31m40.254s	1
2	Vasiliauskas	+1.966s	3
3	Afanasiev	+6.889s	4
4	Snoeks	+13.036s	7
5	Bailly	+16.245s	5
6	Marinescu	+17.076s	8
7	Bratt	+17.689s	6
8	Samarin	+24.617s	13
9	Eng	+24.901s	10
10	Ebrahim	+25.457s	12
11	Lariche	+25.990s	9
12	Palmer	+28.568s	14
13	Jo Theobald	+32.021s	15
14	Kralev	+37.575s	17
15	de Marco	20 laps - wiring	2
16	Teixeira	20 laps - electrics	11
R	Ju Theobald	1 lap - spun off	16
R	Clarke	0 laps - gearbox	18

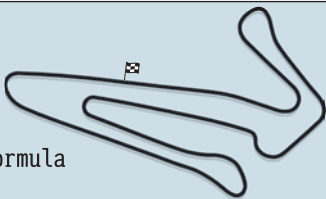
CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Stoneman	267
2	Palmer	236
3	Afanasiev	137
4	Eng	130
5	Vasiliauskas	128
6	Bratt	126
7	Bailly	124
8	de Marco	73
9	Clarke	63
10	Marinescu	60

KEY R - Retired.
Race 1 Winner's average speed 82.26mph. Fastest lap: de Marco, 1m39.164s, 83.37mph.
Race 2 Winner's average speed 100.07mph. Fastest lap: Vasiliauskas, 1m21.578s, 101.34mph.

ADRIA

Italy

September 4-5
SuperLeague Formula
Round 8/12



AT A GLANCE

- Pole Anderlecht (Rigon)
- Race 1 Anderlecht
- Race 2 Sevilla (Martinez)
- Super Final Anderlecht

Martinez was inspired to reversed-grid Sevilla win



Rigon scores on home ground

Anderlecht's Italian striker was the man on form as Superleague visited a tight-and-twisty venue

Joy for Rigon (right) and Wissel after Super Final

QUALIFYING

Martin loses out with a lock-up

➔ Davide Rigon scored Anderlecht's second pole position of the season after fending off a spirited effort by Beijing Guoan's John Martin.

A frustrated Martin lost over two tenths of a second during the final when he locked up going into the Turn 1 hairpin, and was nearly half a second behind Rigon at the flag.

Before that, Martin had charged through his semi-final, beating FC Porto's Alvaro Parente by 0.423s. Rigon repelled a spirited effort from Olympiacos's Ben Hanley in the other semi to win, despite the British rookie finishing the first sector 0.116s faster.



Superleague's first visit to Adria produced both an Italian victory for Anderlecht's Davide Rigon and a weekend of many firsts.

Four drivers made their debuts following a chaotic week of financial difficulties and, in the case of Narain Karthikeyan, cancelled flights. Of this quartet, ex-GP2 racer Ben Hanley did best to take a podium.

Both Sporting Lisbon and Bordeaux were without drivers, leaving just 15 cars – Superleague's smallest-ever grid – to take the green flag after Maria de Villota (Atletico Madrid) withdrew with a neck injury.

Marcos Martinez scored his maiden victory for Sevilla in race two, while Liverpool newcomer Frederic Vervisch made the Super

Final at his first attempt after a fighting drive.

But it was race one winner Rigon who scooped the €100,000 prize for the third time. The Italian's weekend, coupled with a collision between Yelmer Buurman (AC Milan) and Craig Dolby (Tottenham), lifted Anderlecht to within 12 points of Spurs, who are now back on top.

FIRST HALF

Rigon left a strung-out field for dead at the rolling start, pulling three car lengths on John Martin before the Beijing car had even crossed the line. Alvaro Parente (FC Porto) and Max Wissel (FC Basel) also jumped on the power early. Far from challenging for the lead as he had hoped, Martin was struggling to keep hold of second place.

Exiting Turn 1, the three cars were wheel to wheel on the back straight and, as the track narrowed, Parente on the outside ran out of track. A brilliant high-speed save on the grass cost him three places. As cars behind checked up to avoid him, a fast-starting Dolby briefly jumped into fourth before running wide at Turn 2 moments later.

After a hectic first lap, Rigon led Martin by 1.3s. The local boy had been on the pace all weekend, and reeled off a succession of fastest laps in the opening stages. Three seconds separated the leaders when they pitted together, but the ADR boys pulled off the stop of the year, and it was Martin who led Rigon out of the pits.

The Australian's advantage was short-lived.

RACE RATING

★★★★★

Thrills, spills and controversy on a track many considered too small for entertaining racing



It's looking good for the title, but if people can stop driving into me then I'll be quite happy"

Craig Dolby makes his frustrations clear after a collision with title rival Yelmer Buurman

REPORT SUPERLEAGUE ADRIA

James Gent reports



Debutant Hanley leads Rigon and Martin

A lap spent behind a yet-to-pit Duncan Tappy (Flamengo) brought Rigon right back onto his tail, and Martin had to defend when the Italian used his push-to-pass into Turn 2. Off line for the corner, Martin ran wide, allowing the Anderlecht car through on the inside. On fresh tyres, Rigon remained unchallenged to the flag.

Hanley, replacing the injured Chris van der Drift at Olympiacos, had quietly moved into third after the commotion at the start and finished third on his debut.

Dolby, on worn tyres, struggled to keep title rival Yelmer Buurman at bay early on. Several times the AC Milan car threatened to overtake, but each time the door was slammed shut. Buurman pitted early with the leaders, as Dolby made one more tour. When Dolby exited the pitlane, Buurman

and Parente were charging down the start-finish straight, and all three entered Turn 1 together. Parente squeezed through on the inside as Dolby clamped down on the apex, but the gap was gone when Buurman arrived and the two made contact.

Buurman's front-wing endplate punctured Dolby's left-rear tyre, much to the Brit's displeasure. "I gave them both enough room", he said. Buurman quickly pitted for a new nosecone, but it was a long way back to the pits for the stricken Tottenham car, and Dolby rejoined a lap down.

SECOND HALF

Spanish front-row men Celso Miguez (Olympique Lyonnais) and Martinez went wheel to wheel down the straight at the second rolling start. But into the first corner, Miguez's

attempts to block Martinez sent him off line, allowing the Sevilla car through.

On new tyres Martinez disappeared into the distance. Third-placed Dolby, unable to pass the struggling Miguez, was soon being pressured by Tappy, who had passed Hywel Lloyd (PSV Eindhoven) at the start around the outside of the first hairpin.

After passing Hanley at the start, Martin then repeated his race-one error into Turn 2 and fell to the back. But his error was mild in contrast to that of Julien Jousse (AS Roma), who piled into the back of fellow Frenchman Tristan Gommendy under braking at the same corner.

Up front, Dolby nearly collected Miguez on the main straight when gearbox problems slowed the Lyon car dramatically. Released, Dolby got the hammer

KEY MOMENTS

Race 1 Rigon retakes lead from Martin; Dolby and Buurman collide as title race overheats
Race 2 Vervisch passes Doornbos and Buurman before slowing to allow his team-mate back through
Super Final Hanley passes Martin to score another podium finish

down, but was still over five seconds ahead when the leaders made their stops. On old tyres, the East Midlander could not stop Martinez securing his first Superleague victory.

After a fight with Robert Doornbos (Corinthians), Parente left his stop very late, and benefited greatly as a result. Matching the leaders in clean air, he rejoined in fourth but was issued with a stop-go penalty after his pitcrew failed to change all four tyres, a clear breach of the regulations. A furious Parente fell to 11th.

Vervisch took fourth when Buurman left the door open at Turn 3. One lap later, Vervisch exited Turn 2 on only half throttle and ATECH-Reid team-mate Buurman was back past. Many in the paddock cried "team orders".

EXTRA TIME

Rigon and Martin were on the Super Final front row again, but both bogged

down even with new tyres. Wissel leapt into second from fourth and, but for loss of momentum while off line at Turn 1, could have grabbed the lead.

Despite keeping Rigon honest during the opening laps – with several half-dives down the inside – the Anderlecht driver soon got into his stride and Wissel couldn't get a run on the start-finish straight. He shadowed Rigon by nearly half a second to the flag.

Hanley missed the start, but on fresh rubber quickly caught Martin. On lap three, Hanley powered down the main straight, forcing Martin to cover the inside. On the switchback, Hanley had the better line on the run to Turn 2 – and the Brit was through on the inside for €50,000.

Martinez's chances were gone when he spun his rears on the line, while Vervisch finished last on old tyres.

In the race for the title, just one race victory now covers the top five clubs. ☒

RESULTS

Superleague Formula, Adria (I), September 4-5, round 8 of 12

GRID	
2 BEIJING 1:07.099	1 ANDERLECHT 1:06.644
4 O'PIACOS 1:06.960	3 PORTO 1:06.990
6 ROMA 1:07.180	5 BASEL 1:06.997
8 HTLAN 1:07.226	7 LIVERPOOL 1:07.200
10 FLAMENGO 1:06.929	9 TOTTENHAM 1:06.743
12 SEVILLA 1:06.945	11 GALATASARAY 1:07.018
14 CORINTH* 1:07.217	13 PSV 1:06.328
	15 LYON 1:07.743

RACE 1 - 40 LAPS, 67.158 MILES					
POS	CLUB	DRIVER	TEAM	TIME	GRID
1	Anderlecht	Davide Rigon (I)	Azerti	45m31.975s	1
2	Beijing Guoan	John Martin (AUS)	ADR	+3.675s	2
3	Olympiacos	Ben Hanley (GB)	GU Racing	+4.506s	4
4	FC Basel	Max Wissel (D)	GU Racing	+5.804s	5
5	AS Roma	Julien Jousse (F)	De Villota	+20.828s	6
6	FC Porto	Alvaro Parente (P)	Atech Reid	+21.769s	3
7	Liverpool	Frederic Vervisch (B)	Atech Reid	+31.809s	7
8	Corinthians	Robert Doornbos (NL)	Azerti	+36.555s	14
9	Galatasaray	Tristan Gommendy (F)	Epsilon	+36.623s	11
10	Flamengo	Duncan Tappy (GB)	ADR Alpha	+49.399s	10
11	AC Milan	Yelmer Buurman (NL)	Atech Reid	+55.204s	8
12	PSV Eindhoven	Hywel Lloyd (GB)	Atech Reid	+1m03.400s	13
13	Tottenham Hotspur	Craig Dolby (GB)	ADR	-1 lap	9
14	Sevilla	Marcos Martinez (E)	De Villota	-2 laps	12
15	Olympique Lyonnais	Celso Miguez (E)	LRS	34 laps-gearbox	15

RACE 2 - 40 LAPS, 67.158 MILES				
POS	CLUB	TIME/REASON	GRID	
1	Sevilla	45m53.970s	2	
2	Tottenham	+5.651s	3	
3	Flamengo	+9.576s	6	
4	AC Milan	+10.046s	5	
5	Liverpool	+10.567s	9	
6	Corinthians	+11.021s	8	
7	Basel	+11.975s	12	
8	Anderlecht	+12.529s	15	
9	Beijing	+13.223s	14	
10	Olympiacos	+20.156s	13	
11	Porto	+26.606s	10	
12	PSV	+35.556s	4	
13	Galatasaray	+38.273s	7	
14	Roma	+40.639s	11	
15	Lyon	12 laps-gearbox	1	

SUPER FINAL - 5 LAPS, 8.39M			CHAMPIONSHIP TABLES		
POS	CLUB	TIME/REASON	POS	CLUB	PTS
1	Anderlecht	5m36.851s	1	Tottenham	518
2	Basel	+1.025s	2	AC Milan	515
3	Olympiacos	+1.428s	3	Anderlecht	506
4	Beijing	+3.294s	4	Basel	472
5	Sevilla	+5.544s	5	Olympiacos	468
6	Liverpool	+6.782s	6	Flamengo	415
			7	Roma	380
			8	Porto	321
			9	Liverpool	311
			10	Beijing	298

Race 1 Winner's average speed: 88.50mph. Fastest lap: Wissel, 1m06.580s, 90.78mph. **Race 2** Winner's average speed: 87.79mph. Fastest lap: Doornbos, 1m06.944s, 90.28mph. **Super Final** Winner's average speed: 89.71mph. Fastest lap: Hanley, 1m06.646s, 90.69mph.

NASCAR SPRINT CUP ATLANTA (USA), SEPTEMBER 5, RD 25/36

Smoke clears for Stewart to win

Tony 'Smoke' Stewart ended his 2010 victory drought in Atlanta on Sunday night to secure his place in NASCAR's Chase for the Championship.

Stewart's Chevy was the class of the field in clear air, but he needed his Stewart-Haas pitcrew to get him out front at the final pitstop to beat nearest rival Carl Edwards (Roush Ford) in an 18-lap shootout to the finish. They did just that, and he outdragged Edwards off Turn 2 and pulled clear to win by over a second.

"We won this thing in the pits. That gave us the track position because we were awful in traffic," said Stewart.

"I didn't hit a restart all night until the last one. God, I've never been so happy to win a race in all my life!"

Edwards, who hasn't been a true frontrunner, since challenging for the 2008 title, until the last couple of months, said: "Tony had such a fast car at the end there, but we're back and scoring more points than anybody at the moment. We haven't been good for a while, but the last couple of months have been great."

Behind Edwards, Jimmie Johnson (Hendrick Chevy) finished third ahead of Jeff Burton's Richard Childress-run Impala. Kyle Busch bounced back from an early

pitlane speeding penalty, which put him a lap down in his Joe Gibbs-run Toyota, to finish fifth.

The first portion of the race featured a superb battle between Stewart and the Gibbs Toyota of poleman Denny Hamlin, who swapped the lead five times before Hamlin's engine exploded, sending him into a wild spin entering Turn 1.

Tyre wear was also an issue, with points leader Kevin Harvick suffering a left-front blow-out (he was classified 33rd) and Jamie McMurray also affected. McMurray rebounded to finish 15th in his Ganassi-run Chevy to keep his feint

Chase chances alive.

Clint Bowyer's seventh-place finish means he improved his 'on-the-bubble' points advantage over those trying to get into the top 12 positions. Ryan Newman, his closest challenger, finished eighth despite punting out Greg Biffle on lap 152, and later hitting Kasey Kahne so he tankslapped into Kurt Busch. Unimpressed, as he picked up a puncture, the 15-laps-down Kahne tried to spin Newman out late on.

● Chuck Bradbury Sr

RESULTS

1 Tony Stewart (Chevrolet Impala), 325 laps in 3h52m43s; 2 Carl Edwards (Ford Fusion), +1.316s; 3 Jimmie Johnson (Chevy); 4 Jeff Burton (Chevy); 5 Kyle Busch (Toyota Camry); 6 Kurt Busch (Dodge Charger); 7 Clint Bowyer (Chevy); 8 Ryan Newman (Chevy); 9 Juan Pablo Montoya (Chevy); 10 Marcos Ambrose (Toyota). **Points** 1 Kevin Harvick, 3585; 2 Jeff Gordon, 3366; 3 Kyle Busch, 3325; 4 Stewart, 3302; 5 Edwards, 3288; 6 Burton, 3261; 7 Johnson, 3247; 8 Kurt Busch, 3228; 9 Matt Kenseth, 3225; 10 Denny Hamlin, 3147; 11 Greg Biffle, 3110; 12 Bowyer, 3066.



The 'Smoke' lives up to his nickname

MARSHAWIGGETT/IMAGES



IN BRIEF

MEGANE TROPHY

Dutchman Nick Catsburg took the first race at Hockenheim (above), then finished second the following day to grab the points lead from TDS Racing team-mate Pierre Thiriet. That second race was won by the Oregon Team car of Swiss Stefano Comini. The two F4 Eurocup races were won by Belgian Stoffel Vandoorne.

NASCAR NATIONWIDE

Jamie McMurray took control over the final 40 laps to beat Kyle Busch at Atlanta on Saturday night and win in his JR Motorsports Chevrolet.

NASCAR TRUCK SERIES

A spin forced points leader Todd Bodine into a fuel-saving strategy at Kentucky Speedway, and that proved to be the right one. The Toyota driver, who beat Johnny Sauter, blamed Kyle Busch for the incident.

FORMULA BMW PACIFIC

Singapore-based British teenager Richard Bradley won three of the four races at Chinese circuit Guangdong in rain, shine and mixed conditions. An engine problem for Bradley let in Australian Jordan Oon to win the other race.

JAPANESE F3

Yuji Kunimoto's blanket domination of 2010 came to end at Okayama International, but second and fourth was enough for the TOM'S Dallara-Toyota man to wrap up the title. His team-mate, Japanese-Brazilian Rafael Suzuki, broke his duck to win both races.

INDY LIGHTS KENTUCKY SPEEDWAY (USA), SEPTEMBER 4, RD 12/13

Super Mann is new Superwoman

English girl Pippa Mann led from start to finish to win an Indy Lights Series race for the first time in her career in Kentucky.

A third-place finish for rookie JK Vernay virtually clinched the 2010 title – all he has to do is start the Homestead finale.

Mann defeated Canada's James Hinchcliffe by 6.8327

seconds, with Vernay followed by Adrian Campos Jr and Gustavo Yacamán.

The race was stopped following a three-car crash on the second lap. Philip Major spun in Turn 4 and was slammed into by ex-British F3 rival Stefan Wilson and Daniel Herrington. All were unhurt.

Once the race restarted on

lap 5, Martin Plowman tried to pass fellow Briton Mann for the lead in Turn 1 but was unable to complete the pass. That was the only time Mann would be challenged.

"I said yesterday that I hoped to run away and hide today in the race, but I was actually joking," said Sam Schmidt Motorsports driver Mann. "I didn't think

that was going to happen. Nobody could catch me."

● Bruce Martin

RESULTS

1 Pippa Mann, 67 laps in 34m11.5901s; 2 James Hinchcliffe, +6.8372s; 3 JK Vernay; 4 Adrian Campos Jr; 5 Gustavo Yacamán; 6 Charlie Kimball; 7 Martin Plowman; 8 Brandon Wagner; 9 Arie Luyendyk Jr; 10 Dan Clarke. **Points** 1 Vernay, 479; 2 Hinchcliffe, 431; 3 Charlie Kimball, 371; 4 Plowman, 364; 5 Sebastian Saavedra, 303; 6 Clarke, 291.

- 1 **Sebastian Vettel** <> 23,059
- 2 **Sebastien Loeb** <> 21,700
- 3 **Mark Webber** <> 21,207
- 4 **Lewis Hamilton** <> 20,100
- 5 **Jimmie Johnson** <> 18,164

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Tony Stewart moved up two spots to 21st courtesy of his Atlanta NASCAR win, while Carl Edwards (25) gained four. Series leader Kevin Harvick (13) fell two after blowing a tyre. A maiden Indy Lights win for Pippa Mann (464) gained her 56 places.

To see the full list, visit castrolriverrankings.com

QUICK RESULTS

→ Race 1 **James Thompson**
 → Race 2 **Theo Bjork**
 → Pole **Robert Dahlgren**

RACE RATING

★★★★★
 Race one battles provided plenty of spice - and drama

SCANDINAVIAN TOURING CARS JYLLANDS-RINGEN (DKK), SEPTEMBER 5, RD 3/4

Debut victory for 'rookie' Thompson

James Thompson marked his debut in the Scandinavian Touring Car Cup with a brilliant victory at Jyllands-Ringen in his Honda Accord.

The European Cup holder made a bad start from the front row of the opening race and found himself in third place behind the Polestar Volvos of polesitter Robert Dahlgren and Tommy Rustad.

The Hartmann Racing Honda driver wasn't content to stay there, and scythed his way past first Rustad and then Dahlgren with clean moves that brought him to the front in time for him to take the chequered flag.

It was a tremendous result for the two-time BTCC champion, who was in the car raced recently by

Wolfgang Tremel after Thompson caused serious damage to his usual machine in a crash in the last Danish championship round at Ring-Djursland.

"It's so close here in terms of the short track and the evenly-matched field," said a delighted Thompson. "You make one mistake and you're 10th, so it's really satisfying to get the win."

Richard Goransson was keen to repeat Thompson's trick. The West Coast Racing BMW racer triggered an incident that eliminated Jan Magnussen's Chevrolet and punctured one of the tyres of Jens Moller's SEAT, before he latched onto Rustad's tail.

Rustad defended resolutely; a little too resolutely, in fact. He



Volvos didn't stay ahead of Thommo

was given a drive-through penalty for his driving tactics, but Goransson had already passed him by then anyway. He then caught and passed Dahlgren before the flag to claim second.

Eighth place in race one gave Theo Bjork pole for the reversed-grid encounter, and the Flash Engineering BMW man made the most of it to lead all the way to the end and claim his first race win of any kind since

2008. Robert Schunssen was second ahead of Casper Elgaard and Goransson in a BMW 1-2-3-4.

The results left Dahlgren on top of the Scandinavian points with one round left, at Knutstorp in Sweden. The Swedish and Danish championships, for which the Jyllands-Ringen races also counted, are led by Goransson and Elgaard respectively.

● Morten Alstrup

RESULTS

Race 1 1 James Thompson (Honda Accord), 16 laps in 19m20.589s; 2 Richard Goransson (BMW 320Si), +3.181s; 3 Robert Dahlgren (Volvo C30); 4 Casper Elgaard (BMW); 5 Jason Watt (SEAT Leon); 6 Tommy Rustad (Volvo). **Race 2 1 Theo Bjork (BMW)**, 16 laps in 21m35.462s; 2 Robert Schunssen (BMW), +0.660s; 3 Elgaard; 4 Goransson; 5 Watt; 6 Thompson. **Points** 1 Dahlgren, 91; 2 Goransson, 87; 3 Schunssen, 67; 4 Fredrik Ekblom, 46; 5 Rustad, 41; 6 Bjork, 35.

V8 STOCK CARS INTERLAGOS (BR), SEPTEMBER 5, RD 7/12

Mauricio makes his million at home

Ricardo Mauricio won the V8 Stock Car Championship's showpiece race, the Goodyear One Million at Interlagos, and the ex-British F3 racer took home a handsome million reais (around £358,000) for doing so.

The 2008 champion's commanding victory did not look likely six laps into the race. He was embroiled in a battle for second with Caca Bueno, championship leader Atila Abreu, Valdeno Brito, Nono Figueiredo, Max Wilson and Rodrigo

Sperafico, while polesitter Marcos Gomes escaped into the distance, building a four-second lead in his Full Time Motorsports Peugeot.

Two laps behind the safety car eradicated Gomes's lead and allowed Mauricio to within 2s as the mandatory pit window opened. Using his push-to-pass button as he entered the pitlane, Mauricio closed right onto the leader's tail as the pair pitted together. The RC Competicoes Chevrolet mechanics were quicker than the Full Time ones,

and Mauricio exited ahead.

Gomes could not keep pace with Mauricio afterwards, something he put down to his own choice of tyre pressures, but he still finished second, ahead of Abreu (AMG Chevy) and Bueno (Red Bull Peugeot).

Second should have gone to Gomes's team-mate, Allam Khodair, who was the fastest man on the track. But he was underfuelled and had to make a late splash-and-dash stop, dropping to 13th place with four laps to go.

● Lito Cavalcanti

RESULTS

1 Ricardo Mauricio (Chevrolet Vectra), 35 laps in 1h06m06.659s; 2 Marcos Gomes (Peugeot 307), +2.592s; 3 Atila Abreu (Chevy); 4 Caca Bueno (Peugeot); 5 Thiago Camilo (Chevy); 6 Nono Figueiredo (Chevy). **Points** 1 Abreu, 110; 2 Mauricio, 96; 3 C Bueno, 75; 4 Max Wilson, 72; 5 Figueiredo, 66; 6 Daniel Serra, 61.



Slack pit work got Mauricio ahead

FORMULA RENAULT EURO CUP HOCKENHEIM (D), SEPTEMBER 4-5, RD 6/8

Like a rolling Estonian

Having been powerless to stop his series lead being whittled down prior to the summer break, Estonian Kevin Korjus re-established his authority in the Formula Renault Eurocup with a double win at Hockenheim.

Finnish karting graduate Aaro Vainio pressured Korjus in both races. Starting from the front row, he closed to within 0.2s of Korjus in race one, only to lose time at the hairpin on the penultimate lap. The second race was even closer, as Vainio briefly snatched the lead with an optimistic lunge three laps from home. Korjus repassed on the exit of the hairpin, but would come under attack again.

On the last lap, Tech 1 Racing's Vainio squeezed past the Koiranen Bros machine on the entry to the Mercedes Arena. With his hands full trying to avoid a crash, Vainio was unable to

complete the manoeuvre. Arthur Pic joined the duo on the podium in both races.

Formula BMW race winner Javier Tarancon showed well on his Renault debut. The Spaniard sampled the car for the first time in Friday's test, and picked up a pair of fourths.

Luciano Bacheta's weekend was compromised when his qualifying run was impeded by yellow flags. The Brit suffered contact at the start of race one, but fought to fifth in race two.

● Peter Mills

RESULTS

Race 1 1 Kevin Korjus, 17 laps in 28m18.762s; 2 Aaro Vainio, +1.289s; 3 Arthur Pic; 4 Javier Tarancon; 5 Miki Weckstrom; 6 Ludwig Ghidi. **Race 2 Korjus**, 17 laps in 28m17.240s; 2 Vainio, +0.466s; 3 Pic; 4 Tarancon; 5 Luciano Bacheta; 6 Ghidi. **Points** 1 Korjus, 130; 2 Pic, 109; 3 Bacheta, 88; 4 Vainio, 69; 5 Giovanni Venturini, 50; 6 Genis Olive, 49.

DAWN OF A NEW ERA

Audi and Peugeot have committed to the Intercontinental Le Mans Cup, which kicks off this weekend with the AUTOSPORT 1000Km at Silverstone. *By GARY WATKINS*



The ILMC is Peugeot 908's final hurrah

There are any number of reasons why all self-respecting sportscar fans should be at Silverstone for the AUTOSPORT

1000Km this weekend. And the chance to see Peugeot and Audi go head to head on British soil in the 2010 Le Mans Series finale is just one of them. The event is also the first round of the new Intercontinental Le Mans Cup. It's going to become something big, so make sure you can say you were there when it all began.

This year's ILMC pilot series incorporates Silverstone, the Petit Le Mans 1000-mile endurance at Road Atlanta and a new event, the Zhuhai 1000Km in China. Next season, it grows to seven races and incorporates not only the Sebring 12 Hours, the Spa 1000Km and a revival of the Fuji 1000Km, but also the Le Mans 24 Hours as a double-points round. It's easy to see why the ILMC is being described as a championship in all but name.

The ILMC grew out of discussions

between the manufacturers and the Automobile Club de l'Ouest, the organiser of the 24 Hours and the rulemaker for the series that bear the Le Mans name around the world.

"The manufacturers said that if they didn't win Le Mans, they had to wait a year before they could try again," says ACO president Jean-Claude Plassart. "Winning a round of the LMS or the American Le Mans Series clearly isn't the same, so we have given them a new platform that runs from March to November. I think they are very happy with this."

That's an understatement. Audi and Peugeot, the grandees of the LMP1 prototype division who've fought over Le Mans 24 Hours honours since 2007, have both signed up for this year's pilot races and are already committed to the full series in 2011.

For Audi Sport boss Wolfgang Ullrich, the ILMC is what he's been waiting for since the German manufacturer entered the prototype arena a decade ago.

"I have been pushing for this since 2000. It makes sense to combine the most important races in the ALMS and the LMS with new events in Asia,"



he says. "It is very important for the manufacturers, because it gives us a global platform."

The hope is that the establishment of the ILMC will encourage new manufacturers to join Peugeot and Audi in the LMP1 class. Plassart is confident that will happen, but admits that it "is not for the ACO to say who is coming and who is not".

Six manufacturers have signed up for the inaugural series. In addition to Peugeot and Audi, Porsche, Ferrari and BMW are committed to all three events. They will be represented by different teams on different continents in their chase of the GT2 manufacturers' crown. BMW, for example, will be represented by Schnitzer at Silverstone and Zhuhai and by Rahal Letterman Racing in the Petit Le Mans.

Jaguar is the final manufacturer participating in the series. Paul Gentilozzi's RSR squad is skipping Silverstone, but will have two cars out at Petit and then Zhuhai.

There is no drivers' title for this year, something that rankles a bit with Audi driver Allan McNish. He describes that

as "a bit frustrating" because the ILMC "is the kind of global series we drivers have been waiting for".

That could change, even as early as next year, according to ACO director general Remy Brouard. "It is important to think about a drivers' classification," he says. "We have not closed the discussion and it is still open for the 2011 season."

McNish and co clearly want the chance to compete for a world title and so does Peugeot.

Olivier Quesnel, the French marque's motorsports boss, has already stated that the ILMC should be known as the World Championship of Endurance. The big question is whether the ACO seeks a world title for the ILMC in the future.

FIA president Jean Todt said only 10 days ago that "endurance racing could be an area we are interested in", while pointing out that the governing body was "very restrictive in distributing world titles". Plassart suggests that it is premature to talk about the ILMC gaining world status.

"Our first job is to successfully launch the ILMC," he says. "Then we will see what happens." ❧

"I've pushed for the ILMC since '00 – it's important for the manufacturers"

Wolfgang Ullrich



Audi has waited 10 years for 'new series'

2010 ILMC CALENDAR

September 12
AUTOSPORT 1000km (Silverstone)

October 2
Petit Le Mans (Road Atlanta)

November 7
Zhuhai 1000km (China)

SILVERSTONE TIMETABLE

Friday, September 10
Practice: ILMC, SPEED, Classic Endurance Racing, Radical Masters; Qualifying: SPEED, Radicals, CER

Saturday, September 11
0900-1000 ILMC Free Practice
1010-1040 CER Qualifying
1055-1225 SPEED Race 1
1310-1330 ILMC Qualifying (GT1 & GT2)
1340-1400 ILMC Qualifying (LMP1 & LMP2)
1415-1500 Radicals Race 1
1515-1615 CER Race
1630-1800 SPEED Race 2

Sunday, September 12
0900-0920 ILMC Warm-up
0935-1020 Radicals Race 2
1155-1755 AUTOSPORT 1000km (170 laps or 6 hours) ILMC/LMS race
Tickets: www.silverstone.co.uk or 0844 3750 740

Saturday £15 (£11 in adv); Sunday £25 (£21 in adv); weekend £35 (£26 in adv)

AUDI SPORT TEAM JOEST

Audi R15-plus TDI

- #7 Allan McNish (GB)/Tom Kristensen (DK)
- #8 Rinaldo Capello (I)/Timo Bernhard (D)



Audi returns to the scene of its surprise victory in the 2008 Le Mans Series with two R15-plus turbodiesels, which run in high-downforce specification for the first time. That's significant, because a low-downforce, Le Mans-spec Audi wasn't so far away from a high-load Peugeot at Spa in May.

"Silverstone is a circuit where Audi is historically strong," says McNish, who shares the lead Audi with Kristensen in the three ILMC events. "I'm not going to be ballsy and say we'll be ahead of them, but we'll be snapping at their heels."

NEXT YEAR: Audi is already committed to racing in the ILMC with its new R18 LMP1 contender. Expect a two-car assault.

TEAM PEUGEOT TOTAL/TEAM ORECA MATMUT

Peugeot 908 HDi

- #1 Anthony Davidson (GB)/Nicolas Minassian (F)
- #4 Stephane Sarrazin (F)/Nicolas Lapierre (F)



Peugeot will be represented by two cars in all three ILMC races: that's one factory car and the works-backed ORECA squad at Silverstone and two factory entries in the other races. Factory driver Sarrazin remains with ORECA for this one and also has the target of wrapping up the LMS P1 drivers' title. The goal for Davidson and Minassian has to be outright victory. "From what we saw in the Paul Ricard and Spa LMS races, it's going to be close," says Minassian, who is racing the 908 for the last time. "We won't have a big advantage like we had at Le Mans."

NEXT YEAR: Again, Peugeot has signed up for the ILMC with its new hybrid, codenamed the 90X.

ASTON MARTIN RACING

Lola-Aston Martin B09/60

- #007 Adrian Fernandez (MEX)/Andy Meyrick (GB)/Harold Primat (CH)
- #009 Sam Hancock (GB)/Juan Barazi (DK)



The Prodrive-run AMR team makes another of its sporadic 2010 appearances. AMR doesn't have its big-name drivers on hand at Silverstone, so its participation on home ground is more about maintaining the momentum of the programme and keeping the team race-fit. Team principal George Howard-Chappell is modest in his aspirations for AMR's home event: "It's going to be very tough to compete with Peugeot and Audi."

NEXT YEAR: AMR's plans for 2011 remain fluid, but there's an open-top LMP1 contender powered by an all-new V8 on the stocks. That project is edging closer to getting the green light. Should that happen, expect a Le Mans-focused campaign next year.

YOU PICK THE NEXT STAR!

This is your chance to nominate the driver you feel most worthy for consideration to win the 2010 McLaren AUTOSPORT BRDC Award. The Award aims

to find Britain's most promising young driver, and reigning Formula 1 world champion Jenson Button is just one of the illustrious former winners of this prestigious prize.

To have your say in who wins this year, just fill in the form or send us a text. The nominees will be announced at the end of September, so vote now.



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Who is eligible?

DRIVERS MUST:

- Be over 16 and under 23 years of age on January 1, 2010.
- Have been born in

the United Kingdom and hold a British passport.

- Have competed in a single-seater championship up to and including British

F3 National Class (or European equivalent) and not in any higher category in the current calendar year.

CHAMPIONSHIPS TO CONSIDER

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OTHERS



“Winning the McLaren AUTOSPORT BRDC Award gave me the recognition I needed to get my name out there”
Jenson Button, 1998 winner

A LIST OF POSSIBLE NOMINEES

Luciano BACHETA

Tom BLOMQUIST

Dan CAMMISH

James COLE

Mitchell HALE

Jack HARVEY

Josh HILL

Scott MALVERN

Ollie MILLROY

Nigel MOORE

Jordan OAKES

Alice POWELL

Will STEVENS

Harry TINCKNELL

Kieran VERNON

Lewis WILLIAMSON



HOW TO VOTE

There are two ways to vote: by text message or by post

Text **ASVOTE**, name of driver, your name to **82540**

Each message is charged at 25p inc vat plus network charges and is available to all uk registered mobile users **Closing date: September 15**

Or fill out this coupon and send it to:

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Driver's name Race category
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Each reader may vote only once (no photocopies allowed) but it only takes one vote for a driver to be considered. Nominations close at midday on Wednesday September 15, 2010. Haymarket Media Group, publishers of AUTOSPORT, would like to contact you from time to time with offers and product information that we think would be of interest to you. By entering this promotion you are consenting to this. However, if you do not wish to receive such information via post, phone, SMS, or email, please write to Data Controller, Haymarket Circulation, Haymarket Media Group, Broom Road, Teddington, Middlesex, TW11 9BE or email datacontroller@haymarket.com stating McLaren AUTOSPORT BRDC Award in the subject line. Send this form (photocopies not accepted) to McLaren AUTOSPORT BRDC Award, AUTOSPORT, Haymarket Media Group, Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE.



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INTRODUCING Frank Kechele

The 24-year-old German is marking himself out as a sportscar star of the future

*"There are lots of quick guys,
but Frank is a complete driver
who's technically strong"
Kechele's boss Hans Reiter*



Kechele won at Spa in GT1 Reiter Lambo

You'd probably never heard of Frank Kechele before he made the headlines with victory in the Spa round of the FIA GT1 World Championship in July. Or rather you'd forgotten about him.

The German was a race winner in his domestic Formula 3 series in 2005 and won the 2007 Formula Renault North European Cup with the crack Motopark Academy squad. Then the age-old problem struck: a lack of finance dictated he could go no further in single-seaters.

Kechele disappeared into the sportscar hinterland, competing in the ADAC GT Masters series. He was a race winner in the German GT3 series in 2008 and, as a result, got a try-out with the Reiter Engineering Lamborghini squad at the Silverstone round of the new FIA GT1 World Championship in May. Hans Reiter knew all about Kechele because he'd raced one of his Lamborghini Gallardo



Spectacular shunt in FRenault, Donington '07

GT3s in 2008 and for some of 2009, but, as he points out, "A lot of people shine in GT3 cars."

Reiter, who engineered BMW's 1999 Le Mans 24 Hours winner, knows a talent when he sees one. "He was immediately quick in the GT1 car," explains the team boss. Which is why Kechele is now back in one of Reiter's Murcielago R-SVs for the rest of the season.

A MISSION ACCOMPLISHED

The Reiter deal means Kechele has now achieved one of the goals he set himself after finishing single-seaters.

"I had to find a way to earn my living from motorsport," he says. "I knew I couldn't find the budget to continue in formula cars year after year, so I accepted an offer from a small team in Masters, Argo Racing."

Kechele took a budget to Argo in 2008 and finished third in the championship with sportscar stalwart Harald Becker. That resulted in a free drive with the team in 2009, though the late delivery of the team's Audi R8 LMS prevented a tilt at the title.

The aim was to try to graduate to the world championship in 2011, but the call from Reiter ahead of the Silverstone race came nearly a year early. Third place with Jos Menten at Silverstone resulted in a return to the

line up at Brno and then, from Spa, a full-time ride alongside Ricardo Zonta.

COMEBACK NUMBER ONE

This isn't the first time Kechele has had to re-establish himself during his short motorsport career. He went straight from karts to FRenault in 2003 (starting out at 15 on a Danish licence), but his first seasons in car racing were blighted by serious illness that required surgery and eventually a year out after a stab at F3 in '05 in Germany.

"I needed a year off," he says. "It was something I should have done before to get myself completely right."

Then came the call to return to FRenault with Motopark...

WHERE NEXT?

Kechele is committing his future to Reiter: "Hans put his trust in me and I want to pay him back." But he's also looking at prototypes: "I have to make sure I'm ready for any opportunity."

Reiter thinks that his young charge has a bright future. "There are lots of quick guys, but the difference is that Frank is a complete driver who's technically strong," he says. "Give him a shitbox and he'll give you back a racing car."

"Frank could go all the way," he says. "All I can say is he's one of those guys who will always have a drive." ❧

FRANK KECHELE



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2003 6th, German Formula Renault (2 wins)

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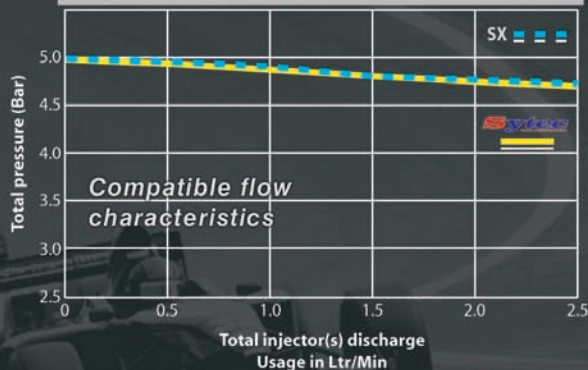
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Model Illustration



07177 1:24 Audi A4 DTM "Timo Scheider"



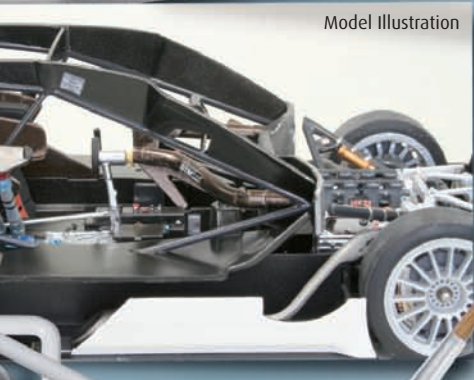
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07177 1:24 Audi A4 DTM "Tom Kristensen"



Model Illustration



Model Illustration

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07177/07176

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Clio Cup pacesetters target Porsche Carrera Cup, p86

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FEBREY/LAT



Mygale Formula BMWs will return to UK in 2011

BLOXHAM/LAT

Formula BMW cars race on in Young Guns switch

Mygale chassis to replace JKS in junior single-seater series for next season

FORMULA BMW cars have been saved from obsolescence and will race on in the British-based Young Guns championship.

BMW withdraws its support of its junior category at the end of this year, and an attempt by the British Automobile Racing Club to save the Formula 1-supporting Formula BMW Europe failed (see AUTOSPORT, September 2).

Now Young Guns, which used cars built by club-racing constructor JKS for its inaugural season this year, will switch to the Mygale Formula BMW chassis.

AUTOSPORT understands that the cars will keep their 1200cc BMW motorcycle engines, producing around 140bhp, but it is likely the BMW badges will be removed. The car will be known publicly as the Mygale FBo2.

Young Guns boss Martin Phaff hopes the move will help boost the Young Guns grid, which has not reached double figures at any stage this season. "It allows us to continue as a budget championship and increase numbers," he said. "There are a lot of cars about. It gives us the opportunity to get a really sensible grid and to push forward in 2011."

The series is likely to stay on the BARC's Dunlop Great and British package, meaning the cars will run

on Dunlops instead of Michelins, as used in Formula BMW. A car is due to be tested on Dunlops soon.

Phaff praised the efforts of JKS, but believes the chassis switch was too good an opportunity to miss. "JKS have worked their socks off and the car is a credit to them," he added, "but the BMW car offers a number of benefits. There is a ready availability of cars and it was designed for the marketplace we want to fill."

JKS boss Peter Allen is in the process of reclaiming loaned cars from some of the teams that competed in the inaugural season of Young Guns. He hopes to announce alternative projects for the

company in the near future.

"It came as a complete bombshell," Allen told AUTOSPORT. "I'm not pleased with it, but the decision has been made and we've just got to move on – simple as that."

"It's annoying that the time and effort and money we've put in has been pulled away, but we're still here and still fighting. We'll still do Monoposto and hillclimbs and I'm in discussions at the moment about other options."

Phaff also suggested Young Guns could link up with the Swiss-organised Formula Lista Junior series for a one-off event outside the UK in 2011.



OLIVER READ

JKS supplied the cars for the first Young Guns year

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner@haymarket.com



SINGLE-MAKE tin-top series aren't really my thing, but I was pleasantly surprised by one at Brands Hatch's DTM meeting last weekend.

The German-based Volkswagen Scirocco R-Cup, launched this year, provided great entertainment. The cars look good, there were more than 20 of them, and – perhaps most importantly of all – the 275bhp machines really moved around.

Watching them for the first time at Paddock Hill Bend, I was initially shocked by how much the rear ends shifted under braking. Even the 'Legends' racers – Mark Blundell, Johnny Herbert, Martin Brundle and Derek Bell – found the cars tricky, but it's a good way of seeing who is on it.

The best drivers were making the instability work for them. And, unusually for much of UK racing in 2010, the driving was pretty clean.

On top of all that, the idea of having a 'Legends' class gives the casual fan something to focus on, and the easy-to-follow use of limited boosts adds extra spice. They run on bio-natural gas too, with drastically reduced emissions.

The Renault Clio Cup has been strong over the years and the Trofeo Abarth series has fun-looking cars (though more of them are needed), but I don't think I've been as impressed by a field of front-wheel-drive racers for a long time.

It all left me hoping we see more of the Sciroccos in 2011.

Extra contact details

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Newsham is 2010 Clio Cup champion



Clio Cup/Carrera Cup

Newsham and Pyro eye Porsches

New Clio Cup champion to step up with Pyro into Carrera Cup if BTCC move falters

NEWLY CROWNED Renault Clio Cup champion Dave Newsham will graduate to the Porsche Carrera Cup with Team Pyro next season, if he does not raise the budget to contest the BTCC.

Newsham, 43, is working hard on a deal to skip the Clio Cup finale at Brands Hatch in October in favour of racing in the headlining BTCC.

“There are some spare cars knocking about for Brands,” said the Scotland-based racer. “My plan is to do BTCC next year so it would be good to get a race under my belt. I’ve been dreaming of racing in touring cars since I was a boy.”

If a BTCC campaign cannot be realised for next year, Newsham is set to remain with Pyro, the team that carried him to this year’s Clio title, in the Carrera Cup.

Pyro has already enjoyed success in the sportscar arena – it took Ascari drivers David and Godfrey Jones to the 2009 British GT title – and team boss Mark Hunt is targeting a two-car Carrera Cup line-up for 2011. Hunt said: “We could run a two-car Carrera Cup team alongside our four-car Clio Cup team.”

Pyro is also planning an assault on the new-for-2011 Clio Eurocup, which will

take in four rounds at World Series by Renault meetings.

Last weekend’s pilot race at Hockenheim attracted 34 entries, despite a clash with UK and Spanish rounds. Hunt said: “It’s 100 per cent we’ll be doing the European races and we’ll have up to six cars out there.”

The Eurocup champion will receive a prize drive in the Megane Trophy finale.

Ginetta Juniors

Swanwick out for rest of 2010

GINETTA JUNIOR racer Chris Swanwick has been banned from the remainder of the 2010 championship.

Swanwick, 16, was excluded from the Silverstone round on August 22 after being involved in numerous incidents. His licence was endorsed, taking him to a total of 11 penalty points for the year. Championship stewards used a discretionary power to exclude him from the rest of the season, starting with last weekend’s Knockhill round.

It is understood that Swanwick intends to appeal the verdict to the MSA, although this had not yet been formally made by last weekend.

Tom Ferrier, team manager at Team

Parker Racing, which runs Swanwick, said: “You can’t drive like that, but we feel it was overly harsh to ban him from the rest of the championship.”

“We weren’t happy with the way he drove, but points on his licence, exclusion from the race and maybe a suspended ban would have been fairer.”

“He’s only 16 and everybody makes

mistakes. We hope this doesn’t damage his reputation.”

Ginetta boss Lawrence Tomlinson said: “The consistent application of MSA rules has ensured that Ginetta Junior driving standards have been exemplary this year and we support the decisions that they make to ensure the safety of all Ginetta competitors.”



Formula Renault UK

Atech to stick with FRUK

TOP FORMULA Renault UK team Atech GP has moved to scotch talk that it will abandon the category next season.

The team, which runs current points leader Tamas Pal Kiss, is instead looking to expand from its current three-car line-up. Team boss David Hayle said: “We’re considering four cars for next year, and I’ve got three drivers from the current grid interested.”

Kiss, along with team-mates Marlon Stockinger and Nick Yelloly, could all graduate to Atech’s GP3 squad in 2011.

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Ginetta G50 Cup

Guest Adam scores G50 Cup win in his first race for almost a year

EX-BTCC RACER Jonathan Adam made a winning return to competition at Knockhill last weekend, driving in the Ginetta G50 Cup guest car.

In the former Renault Clio Cup and SEAT Cupra champion's first meeting for almost a year, Adam qualified on pole. A penalty for a jump-start limited him to eighth in race one before he charged to fourth in the second event.

The reversed-grid race three gave him pole, which he converted to victory.

"I think the experience of running the BMW in the BTCC last year obviously helped, but this is the first time I've run a GT style of car and that takes bit of getting used to," said Adam, who turned 26 over the weekend.

"I had a bit of creeping at the start of the first race and I got a penalty but I can't be too disappointed because I've been on it all weekend. Every time I've come back in I've been working with the team to tweak the set-up and get more out of it."

Adam lost his drive with the Motorbase BMW team at the end of last season, but is hoping to return to the BTCC: "I was disappointed not to get a programme together for this year but I'm working towards getting a budget to do it properly in 2011."

Adam had an eventful G50 Cup guest outing



British Formula Ford

Ford committed to MSV circuits

BRITISH FORMULA Ford will seek to continue racing at MSV venues next year, even if the circuit owner does not reach agreement with the British F3 Teams Association (FOTA).

Formula Ford appears at many SRO-promoted British F3/GT meetings. There is a chance the F3 calendar will not include Brands Hatch, Oulton Park or Snetterton in 2011, but Ford wants to keep them in its plans.

Series promoter Sam

Roach confirmed that British Formula Ford would appear on the SRO package but also said: "If SRO and [MSV boss] Jonathan Palmer don't come to an agreement we'd see

if there were other opportunities [at MotorSport Vision circuits] to supplement the F3 calendar.

"Brands is important to us because of the Festival and the history."

Ford wants to keep Brands



Renault Clio Cup

Pead's podiums on Clio comeback

THREE-TIME Renault Clio Cup runner-up Ed Pead returned to action at Knockhill last weekend.

The Westbourne Motorsport driver coach filled in for Patrick Collins, who was on the verge of becoming a dad.

"The decision only happened midweek because Patrick's wife's about to drop," said Supersport 600 motorcycle racer Pead, who finished third in both races.

Multiple Clio race-winner Stefan Hodgetts will make his seasonal series

debut in the next round at Silverstone with Mardi Gras Motorsport.

Two-time champion Paul Rivett, a winner there last month, will race again with Stancombe Engineering.



Pead took two thirds on Knockhill Clio return

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The voice of club motor racing



Wheatcroft drove ex-Ascar Ferrari

MICK WALKER

The joy at four-wheeled racing's return to Donington Park - a year after the VSCC's SeeRed at 70 meeting closed its saviour Tom Wheatcroft's chequered era - was widespread at last weekend's Masters Donington Revived! event. You could feel it in the paddock, and it was reflected in the action on the slightly revised national circuit.

In its 1977-2009 format, Donington was a superb drivers' track at every level. Happily, having enjoyed demonstrating Tony Hazlewood's DAF V8 SuperSaloon in the company of Doug Niven and Dave Taylor in the latter's steroidal VW Beetle-Chevrolet, I know the recent alterations have improved it and made it safer.

With his inspirational father no longer guffawing at his side (Tom died last October, aged 87), Kevin Wheatcroft was up against it in his late bid to reawaken the dormant giant. Just reinstating the circuit and modifying it to the MSA's satisfaction would have been a full-time winter job, thus attempting to strip away years of decay in late mid-season, with a small team, was a monumental task. That they strove throughout the event to improve its infrastructure, callously sabotaged in the wake of the last regime's British GP fiasco, was universally appreciated.

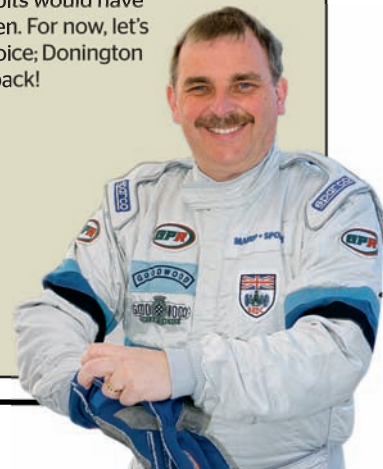
Supported by long-time family friends Hall & Hall, the company

that for decades fiddled the contents of Tom's toolbox, Wheatcroft Jr brought out a bunch of iconic cars from the museum - Nuvolari's Maserati, Moss's Lotus 18 and front- and rear-engined Vanwalls joined a pre-war V12 Auto Union, ex-Bira OSCA Maserati, ex-Siffert Lotus 49, six-wheeled Tyrrell, Lotus 79 and Gary Pearson's ex-Schumacher Benetton B193 on track - and personally gave Ascar's Ferrari 500 some stick in demos.

Adding to the sea of nostalgia were races for saloon cars of the '70s - replete with BMW CSLs and Ford Escort-BDGs, and sponsored by Robert Else, whose Lotus dealership backed the opening meeting in '77. A reunion of drivers and officials from that glorious May day included Alastair Lyall, who I saw win the opening race, local 'Superlooonatic' Mick Hill, Geoff Farmer and MG stalwart Roy McCarthy. There was also a retrospective put together by Neil Ward of Karting Legends, a new club that showcases that world's evolution from 1959-89.

It will be a while before the old place loses its tired look, but it will be much better for the BTCC's visit in a fortnight, and the VSCC's return next month. The plan is to pretty it up after the winter's earthworks - and build a kart track where the F1 pits would have been. For now, let's rejoice; Donington is back!

"I know the recent alterations have improved Donington and made it safer. Let's rejoice; it's back!"



Historic touring cars

Gardiner to race historic Cortina

FORMER GT racer Mike Gardiner is to switch to historic touring car racing and hopes to make his debut at Brands Hatch this weekend.

The ex-Ginetta champion and Dodge Viper racer has acquired the ex-Dan Cox Ford Lotus Cortina for HSCC events and a Ford Falcon for Masters meetings.

Gardiner had hoped to race a Radical SR8 in the Radical UK Cup this season with Phil Keen, but an old neck injury means that he now needs to drive cars that corner with less force.

"The loads on the neck will be considerably less in historic touring cars,"

said the 53-year-old, who tested the Cortina for the first time at Silverstone last week.

"I love racing and want to continue. I'm going to give it a go at Brands if the car is ready and I'm looking forward to it."

Gardiner hopes to race his Falcon for the first time at the Algarve in October, sharing with Keen. He then hopes to race the Cortina throughout the HSCC's 2011 season.

Also joining the Brands touring car grid this weekend will be former single-seater racer David Heale. He will drive a Hillman Imp in an eight-car class.

Gardiner will race ex-Cox Cortina



MICK WALKER



Coombs negotiates new chicane on way to record

Donington Park

Donington racing is go

New chicane praised as Donington Park's second revival continues



THE REVISED Donington Park national circuit hosted its first car-race meeting for a year last weekend with a three-day Masters Historic Racing festival.

Competitors hailed the new chicane, which turns about 100 metres earlier than its predecessor (at the dual-purpose Goddards corner).

The right-left combination has added about 20 metres to the lap length, but typical times in the major feature classes dropped by a second.

Bill Coombs, who won Sunday's Grand Prix Masters race in Peter Orlando's ex-Didier Pironi Tyrrell 009 left Masters Historic Racing's Donington Revived! event as the inaugural outright lap-record holder. His best lap of

1m02.809s represents an average speed of 113.43mph.

Coombs was impressed with the circuit. "I always thought Donington had pretty much everything – the Craner Curves are flat in fifth in these old tools [70s Formula 1 cars] – until you reached the [old] chicane, which was a bit of an afterthought," he said. "The new one is miles better. You can still outbrake people on the shorter straight, there's a choice of entry lines and the exit is excellent, with height and camber variations.

"It's brilliant now, and completes a spectacular lap. They [Donington and its contractors] have done a fantastic job in getting it ready [in such a short time]. I can't think of anywhere else where alterations have actually improved a track and the racing on it."

SPEED

Caffi to drive at SPEED for Wolf

FORMER GRAND Prix driver Alex Caffi is returning to Silverstone to drive a car that bears the name of the Wolf Formula 1 team of the '70s.

The 46-year-old will compete in this weekend's SPEED Series races at the wheel of a Honda-powered Wolf Group CN contender, built for the Italian Prototype series. He will drive the Avelon Formula-entered car alongside amateur driver Maurizio Fratti in the two 90-minute races that run in support of the AUTOSPORT 1000km Le Mans Series finale.

The Brescia-based Avelon squad, which is running two cars at Silverstone, owns the rights to the Wolf name and runs its cars in the black-and-gold colours of the Anglo-Canadian team's F1 chassis of 1977-79. The two Wolfs, which run in the invitation class because they are built around carbon monocoques, will take on seven chassis built by Ligier, one of its F1 rivals in the '70s.

Caffi said: "It's good that a couple of

famous old names from the past are racing together again. It is also good to come back to a real track like Silverstone. I'm interested to try the new layout."



Caffi is excited about chance to race at 'new' Silverstone

PHOTO: 4

Britcar 24 Hours

Ex-BTCC ace to share Aquila in Britcar Silverstone showpiece

A TOP-LINE driver line-up including former BTCC race winner Phil Bennett will race one of the Danish-built Aquila prototypes in next month's Britcar 24 Hours at Silverstone.

Bennett will be joined by two of the following three drivers, Robin Liddell, Tom Ferrier and Stefan Hodgetts, with car owner Nigel Mustill. The Aquila CR1, powered by a seven-litre Chevrolet Corvette engine, will be run by Tolman Motorsport and engineered by former SpecFab boss Dave Lampitt.

Ex-Thundersaloon driver Mustill, who has become the UK agent for Aquila's prototype and Formula Ford chassis, said: "I want good drivers because I know I've got a good car. On paper we should be quick and hopefully we should be reliable."

The car has been completely rebuilt since a fire during a test at Castle Combe, ahead of its scheduled race debut in Mustill's hands at the Wiltshire venue in June.

A works example raced in last November's night-time Britcar event at Brands Hatch.



Aquila is set for more race action

HAWKINS

IN BRIEF

SOUTH AMERICAN F3 race winner Yann Cunha is to make his Formula Renault UK debut at Silverstone next week. The 19-year-old Brazilian, who contested a British F3 round last month, will line up with CRS Racing. He plans a full British F3 campaign in 2011.

HISTORIC FF1600 champion Darren Burke made his front-wheel-drive debut in the Trofeo Abarth series at Brands Hatch last weekend (left). He took a best finish of seventh, while former Mini



Challenge frontrunner Craig Dawson took two fifth-place finishes.

FOR THE second time in 2010 there were no Van Diemens at a British Formula Ford round as the works team missed the Brands Hatch meeting last weekend. Van Diemen boss Lindsay Allen confirmed he hopes to be out for the next round at Donington Park and could run former team leader Garry Findlay.

A NEW class for slick-tyred cars will be introduced for the remaining three rounds of the VAG Trophy series. Most of the extra entries for this class, which will debut at Oulton Park this weekend and could become a permanent feature in 2011, are expected to come from competitors using ex-Cupra Cup SEAT Leons. Slickshod cars will start 30 seconds behind the rest of the field.



DUTCH MYGALE racer Pieter Schothorst was excluded from the British Formula Ford

meeting at Brands Hatch last weekend after pushing Tristan Mingay into the start/finish barriers in race one. Mingay's Ray (above) was too damaged to run for the rest of the weekend.

A MINUTE'S silence was held before the first MG Trophy race at Cadwell Park last Saturday as a mark of respect to MGCC president Bill Wallis following his death aged 87.

BRAZILIAN FABIO Gamberini crashed both Mark Burdett Motorsport cars in last weekend's FRUK round at Knockhill.

In the first he was launched into a roll (right) by Lewis Williamson.



The team prepared its vacant second car for the later race, but he was clipped by David McDonald and hit the barriers. McDonald was excluded.

VW Scirocco R-Cup

Blundell stars in 'Legends' outing at Brands

FORMER CHAMP Car and Formula 1 racer Mark Blundell was the leading Legends runner on his front-wheel-drive racing debut in the Volkswagen Scirocco R-Cup at Brands Hatch last weekend.

Blundell qualified third, ahead of fellow Legends Class drivers Johnny Herbert (sixth), Martin Brundle (10th) and Derek Bell (23rd), before dropping to fourth at the start. Herbert then passed him, but Blundell saved his 15 boosts (each giving 50bhp over the normal 275bhp) better than the rest and made a late charge.

He repassed Herbert at Druids and then drove



Blundell (following) scored a debut podium

around the outside of Maciek Steinhof at Paddock for third. The 44-year-old also set fastest lap.

Herbert finished fifth, Brundle seventh, while Bell came home 22nd.

"These cars are very enjoyable," said Blundell.

"They move about a bit and with the overboost you also need racecraft."

Herbert, who was making his series debut, said: "They do take some getting used to; they are tail-happy under braking. The answer is to let the tail go and slide them, a

bit like a kart. Some series regulars left-foot brake, but with my ankle [injured in his 1988 F3000 shunt at Brands] I can't do that."

● The series' visit to Adria on October 31 will feature a grid of non-motorsport celebrities.

Obituary

Trevor Twaites

1944-2010

TREVOR TWAITES, who crowned his racing career by winning the 1970 RAC British Sportscar Championship in a two-year-old Chevron B8, died peacefully at home last Sunday after a battle with cancer.

Twaites, whose family ran Woodkirk Garage in Dewsbury, first competed in '64, driving a Sunbeam Alpine at Harewood hillclimb, then racing it at Cadwell Park. The 1100cc Lotus 7 that followed was more competitive.

After a short spell with an Elan, Trevor bought the ex-Normand team/Robin MacArthur Lotus 23 in which he built a fine reputation, winning dozens of races from '65 to '67. His Chevron era, in an underfunded B8, then Lord Clydesdale's B16 and open prototypes, led to a shot at Formula 5000 with a Lola T330 in '73. Trevor fondly recalled this period and attended last year's HSCC reunion at Oulton Park.

He leaves wife Vicki and daughter Claire, and is also survived by mother Evelyn.

Historic F1

Verdon-Roe wins at Nogaro

DEFENDING FIA Historic F1 champion Bobby Verdon-Roe's victory at Nogaro last Sunday - at the Circuit Paul Armagnac's 50th anniversary celebration - leaves him with a three-point lead over Peter Meyrick with two rounds to go.

McLaren MP4/1B-mounted BV-R qualified on pole, but had to fight past Katsu Kubota (Williams FW07C-14) to claim the laurels. Joaquin Folch's Brabham BT49 blew its engine,

coating Meyrick's March 761 in oil, but the Briton took third in the eight-car field, the smallest in the series' 15-year history.

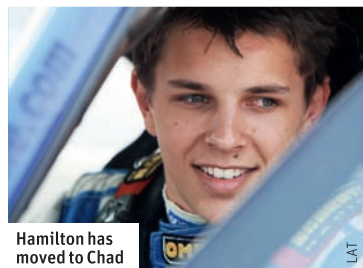
March racers Martin Stretton (742), Matthew Watts (772) and Meyrick (782) were 1-2-3 in both HSCC-run European Historic F2 rounds, while Californian commuter John Delane clinched the FIA Lurani Trophy Formula Junior title with two more class wins in his 1100cc Lotus 18.



McLaren defeated Williams in France

British GT

Hamilton quits Carrera Cup for British GT move



Hamilton has moved to Chad

ARCHIE HAMILTON, grandson of 1953 Le Mans winner Duncan, has quit the Porsche Carrera Cup and will make his British GT debut at Brands Hatch later this month.

Hamilton switched from single-seaters to GTs with Redline Racing this year, but will now race a Chad Racing Ferrari 430 Scuderia at Brands. His co-driver has yet to be named.

"I think British GT is an ideal next step for me to learn more about endurance racing," said the 19-year-old. "I tested with Chad in the old 430 last year and liked the feel so I was really pleased when [team boss] Piers [Masarati] offered me this drive."

Masarati added: "We have big plans in 2011 and Archie is one of the many drivers we are looking at."

Pye humbles them as Jamun dominates

JAMUN RACING dominated the Brands Hatch British Formula Ford races last weekend. After a season of tight racing and wins for several teams and drivers, the red Mygales had the edge during the DTM weekend, allowing Australian ace Scott Pye to finally move into the lead of the title fight.

By contrast, it was a struggle for Scott Malvern, who had led the standings since the first meeting in April. The Cliff Dempsey Racing Ray managed to take two fifths and a sixth, but the team was mystified by the lack of pace and needs to find an answer for the final five races.

Poleman Pye led race one all the way, but this was no easy run. Ever-improving team-mate Emil Bernstorff started alongside and never let Pye escape on his way to a fine second.

That was despite two safety-car periods, which allowed Enigma's Antti Buri to give the Dane something to think about. Ultimately, Buri lost out to Josh Hill out of Clearways with two laps to go.

Hill underlined his pace by catching the leading duo in the closing miles, and went even better in race two. Buri too was more of a factor after suspension tweaks by the team made him the only man capable of challenging Jamun.

The Finn attacked Pye, who wasn't entirely happy on cold tyres, on the outside of Paddock on lap three, but all that did was allow Hill through into second. Next time around, Hill got a good run out of Paddock and slotted neatly past Pye at Druids.

Despite pressure from

Pye, Buri and Bernstorff, Hill held on for his third win of 2010, while Malvern trailed home fifth after defending from an impressive Dan de Zille.

Pye learned his lesson in race three and held off Buri and Hill throughout. He was helped by the fight between the two, which got a little too fraught at times, contact being made more than once as they swapped places. The battle was settled when Buri, who would later unsuccessfully protest Hill's driving, ran wide at Clearways. That let Hill dive by into Paddock, forcing Buri out enough to allow Bernstorff through for another Jamun 1-2-3.

"Jamun are in another league," said Pye. "We've had a good testing programme that's worked in our favour here, and this is a handling track rather than a slipstreaming one like the last couple."

With this sort of form, Pye is going to take some stopping, and Malvern knows it. "Jamun has obviously found something," he said. "I feel I'm racing against something that's going to be very difficult to beat."

Former FFord racer Nick Tandy endured mixed fortunes in his bid to take the Porsche Carrera Cup Germany title. On the plus side, the Brit won on the series' UK debut, while

Tandy dominated German Carrera Cup



Only Buri (77) could challenge the Jamun trio

Uwe Alzen's title hopes all but disappeared along with a left-rear puncture.

On the minus side, while polesitter Tandy led from lights to flag, his closest pursuer throughout was rival Nicolas Armindo, meaning that Tandy's thoroughly dominant drive earned him just two points more than the series leader.

There were some concerned faces in the Konrad Motorsport garage when Armindo started to nibble into Tandy's lead at around half-distance. As quickly as it started, the threat went away, leaving the Frenchman under attack from Jeroen Bleekemolen (Konrad) and Martin Ragginger (Schnabl Engineering).

Three became two when a frustrated Ragginger ran out of fuel(!) with 10 laps to go. Title hopeful Alzen was never better than sixth, before the puncture dumped him well down.

For once, Tandy found he'd had a bit of good luck after the flag. A minor snafu at Paddock looked innocuous enough, but the Porsche's radiator failed as

he headed to the paddock...

Starting from pole, Kris Heidorn was never headed in a tense VW Scirocco Cup R encounter. He was around five seconds clear of Jann-Hendrik Ubben, who just held off wily veteran Mark Blundell.

The ex-Champ Car racer's frugal use of the boost button in the early stages left him with one shot for a final push. Points leader Maciek Steinhof was fourth after being on the receiving end of a superb round-the-outside pass by Blundell at Paddock. Blundell's fellow British

'legend' guest driver Johnny Herbert took fifth.

Steve Williams and Simon Phillips shared the spoils in a brace of Lotus Elise Trophy races, the second of which was peppered with incidents. When Adam Bewsey was tapped into a spin and the unfortunate John LaMaster clipped him and launched into a barrel roll, red flags flew. LaMaster was unhurt.

The Trofeo Abarth title hunt will go down to the finale at Monza, following Stefan Hodgetts' double defeat of leader Ben Winrow.

■ By K Turner & D Candler

Hodgetts beat Winrow twice



BRITISH FORMULA FORD (8 LAPS)

1 Scott Pye (Mygale SJ10). 2 Emil Bernstorff (Mygale SJ10) +0.125s; 3 Josh Hill (Mygale SJ10). 4 Antti Buri (Mygale SJ08); 5 Scott Malvern (Ray GR10); 6 Dan Cammish (Mygale SJ09); 7 Tio Ellinas (Mygale SJ09); 8 James Tucker (Mygale SJ09); 9 Dan de Zille (Mygale SJ10); 10 Jake Cook (Mygale SJ07). Fastest lap Hill 46.696s (92.41mph).

RACE TWO (23 LAPS) 1 Hill. 2 Pye +0.070s.

3 Buri; 4 Bernstorff; 5 Malvern; 6 de Zille; 7 Ellinas; 8 Tom Bradshaw (Juno JA2010); 9 Cammish; 10 Jeroen Slaghekke (Mygale SJ10). FL Bernstorff 46.348s (93.11mph) record. RACE THREE (21 LAPS) 1 Pye; 2 Hill +0.487s; 3 Bernstorff; 4 Buri; 5 de Zille; 6 Malvern; 7 Cammish; 8 Ellinas; 9 Slaghekke; 10 Cormac O'Neill (Ray GR08). FL Bernstorff 46.605s (92.59mph). POINTS 1 Pye, 479;

2 Malvern, 475; 3 Cammish, 377; 4 Buri, 368;

5 Hill, 351; 6 Ellinas, 346.

PORSCHE CARRERA CUP GERMANY (42 LAPS) 1 Nick Tandy; 2 Nicolas Armindo

+6.095s; 3 Jeroen Bleekemolen; 4 Christian Engelhart; 5 Stefan Wendt; 6 Stefan Rosina.

FL Tandy 46.344s (93.65mph) establishes record.

VW SCIROCCO R CUP (26 LAPS) 1 Kris

Williams; 2 Jann-Hendrik Ubben +4.486s; 3 Mark Blundell; 4 Maciek Steinhof; 5 Johnny Herbert; 6 Dennis Reiger. FL Blundell 52.346s (82.77mph) establishes record.

LOTUS ELISE TROPHY (22 LAPS) 1 Steve

Williams; 2 Marcus Jewell +0.300s; 3 Simon Phillips; 4 Tom Chatterway; 5 Gary Broad;

6 Craig Denman. FL Williams 54.191s (80.09mph). RACE TWO (20 LAPS)

1 Phillips; 2 David Alexander +3.047s;

3 Chatterway; 4 Adrian Beer; 5 Jewell;

6 Broad. FL Williams 54.002s (80.37mph) record.

TROFEO ABARTH (33 LAPS) 1 Stefan

Hodgetts; 2 Ben Winrow +1.200s; 3 Charlie

Butler-Henderson; 4 Josh Wakefield; 5 Craig

Dawson; 6 Paul Smith. FL Hodgetts 53.989s (80.39mph). RACE TWO (34 LAPS)

1 Hodgetts; 2 Winrow +5.000s; 3 Wakefield;

4 Butler-Henderson; 5 Dawson; 6 Smith.

FL Hodgetts 53.844s (80.61mph) establishes record.

CADWELL PARK MGCC September 4-5
Lincolnshire wins for Luti, Byrne and Bray



Luti was one of three MG Trophy victors

MG Trophy honours shared; Sibley wins four in two cars

PAUL LUTI, Simon Byrne and reigning champion Chris Bray shared the spoils in the MG Trophy triple-header at Cadwell last weekend after some hard-fought racing.

Byrne's lead in the first encounter was short-lived after he was caught out by cold rear tyres and his ZR190 hit the barriers at Mansfield on the opening lap. This made Luti the frontman in his LE500, a position he retained to the close. Bray had a race to forget, limping into the pits early on with damage to the left rear of his ZR190, while Ben Jacques and Doug Cole had a tremendous scrap for second that was settled in Cole's favour.

Next time out Byrne made no mistakes as he led from start to finish, but he was never allowed to relax as Jacques, Bray and Luti were always right in his wheeltracks. In the final contest, with Byrne a non-starter, Luti and Bray put on a brilliant display of high-speed, clean racing at the head of the field, with Bray just edging it.

In the initial Peter Best Insurance event for classes A, F and T, James Walpole, Simon Tinkler and James Darby soon edged clear. As Walpole consolidated his

lead, Darby pressed Tinkler for second before his MGB GT exited the fray just before half-distance. This left Walpole's B to romp to a dominant victory ahead of Tinkler and the distant Lew Bergonzi. The following day Tinkler made the race his own, although Darby kept him honest.

Simon Cripps' GTV8 was unchallenged in the opening contest for classes B, C and E, with Ollie Neaves having a lonely run to second. Well adrift of the leading duo, Blaine Neaves got the better of Barry Holmes in their own battle for third, but Blaine N was subsequently disqualified for a driving-standards misdemeanour.

Cripps made a poor start

in race two, allowing Ollie Neaves to sprint into an immediate lead. But Cripps wasn't to be denied – he retook the advantage at one-third distance and remained out front after mid-race Neaves pressure.

The experienced Paul Sibley gave a masterclass in both Midget Challenge

races. First time out, David Weston made second his own and in the later event he was posing a real challenge to Sibley until forced into retirement after losing third gear.

After qualifying three seconds faster than anyone else for the first BCV8 contest, it was no surprise that Sibley dominated both races. On each occasion Joe Parrington proved to be the best of the rest, although Sibley's winning margin in

the second event was almost a minute.

Reigning champion Andrew Ashton claimed the first Metro Cup race after overcoming erstwhile leader Mike Williams as they crested the Mountain just before half-distance. Following a mid-race safety-car period in the sequel, Williams immediately swept past the leading Ashton at Coppice and won comfortably from Simon White.

Sean Peters' Midget got the better of David Coulthard's polesitting ZR190 at the start of the Cockshott Cup race, but the title leader hit the front as they approached the Mountain for the first time. Coulthard remained ahead to the close, his task made easier by the retirement of Peters on lap 12.

David Beresford's MGB won both Equipe GTs contests, although Mike Harris (MGB) and John Andon (TR4) combined to keep him honest.

The Triumph TR5 of Mark Campbell romped home first in the Allcomers 60-Minute Pit Stop event.

By Graham Read



Tinkler (18) took a first and a second

MG TROPHY (15 LAPS) 1 Paul Luti (LE500); 2 Doug Cole (ZR190) +2.454s; 3 Ben Jacques (ZR190); 4 Mats Wahlgren (ZR190); 5 Philip Standish (ZR190); 6 Robin Walker (ZR190). **Class winners** Cole; Paul Streater (ZR160). **Fastest lap** Luti 1m41.435s (77.61mph).

RACE TWO (15 LAPS) 1 Simon Byrne (ZR190); 2 Jacques +0.443s; 3 Christopher Bray (ZR190); 4 Luti; 5 Wahlgren; 6 Cole. **CW** Luti; Streater. **FL** Bray 1m40.369s (78.44mph).

RACE THREE (15 LAPS) 1 Bray; 2 Luti +0.240s; 3 Cole; 4 Walker; 5 Standish; 6 Streater. **CW** Luti; Streater. **FL** Bray 1m40.629s (78.23mph).

PETER BEST INSURANCE CHALLENGE CLASSES A, F & T (14 LAPS) 1 James Walpole (MGB Roadster); 2 Simon Tinkler (MGB GT) +5.238s; 3 Lew Bergonzi (MGB Roadster); 4 John Binczyk (MGP); 5 John Wreghitt (MGB Roadster); 6 Peter House (MG TC). **CW** Binczyk; House. **FL** Walpole 1m49.732s (71.4mph).

RACE TWO (14 LAPS) 1 Tinkler; 2 James Darby (MGB GT) +3.317s; 3 Bergonzi; 4 Walpole; 5 Clive Jones (MGB GT); 6 Wreghitt. **CW** Binczyk; Jeff Marsden (MG TC).

FL Walpole 1m49.247s (72.06mph).

CLASSES B, C & E (14 LAPS) 1 Simon Cripps (MGB GT V8); 2 Ollie Neaves (MGB Roadster) +26.475s; 3 Barry Holmes (MGB GT V8); 4 Pat Fenn (MGB GT V8); 5 Peter Burchill (MG ZS); 6 David Smith (MG ZS180). **CW** Fenn. **FL** Cripps 1m45.325s (74.75mph).

RACE TWO (15 LAPS) 1 Cripps; 2 Ollie Neaves +3.246s; 3 Dan Ludlow (MG ZS); 4 Blaine Neaves (MGB Roadster); 5 Fenn; 6 Rob Spencer (MGB GT V8).

CW Ludlow. **FL** Cripps 1m44.075s (75.64mph).

MG MIDGET CHALLENGE (15 LAPS) 1 Paul Sibley; 2 David Weston +3.435s; 3 Richard Perry; 4 Dominic Mooney (Austin Healey Sprite); 5 Mark Turner (Austin Healey Sprite Mk1); 6 Graeme Adams. **CW** Mooney; David Pymm. **FL** Sibley 1m37.310s (80.90mph).

RACE TWO (12 LAPS) 1 Sibley; 2 Turner +16.299s; 3 Adams; 4 John Collinson (Austin Healey Sprite Mk1); 5 Tom Neat; 6 Richard Bridge. **CW** Turner; Nick Ashman. **FL** Sibley 1m38.338s (80.06mph).

BCV8 (15 LAPS) 1 Paul Sibley (MGB Roadster); 2 Joe Parrington (MGB GT V8) +15.093s; 3 Chris

Tilly (MGB GT V8); 4 Phil Walker (MGB GT V8); 5 Piers Townsend (MGB Roadster V8); 6 Simon Cripps (MGB Roadster). **CW** Walker; Cripps; Howard Grundon (MGB GT V8); Robert Croft (MGB GT). **FL** Sibley 1m38.059s (80.28mph).

RACE TWO (15 LAPS) 1 Sibley; 2 Parrington +56.718s; 3 Walker; 4 Townsend; 5 Bernard Foley (MGB GT V8); 6 Cripps. **CW** Walker; Cripps; Croft; Brian Smethurst (MGB GT V8). **FL** Sibley 1m38.396s (80.01mph).

MG METRO CUP (14 LAPS) 1 Andrew Ashton (Rover Metro GTI); 2 Mike Williams (Rover 100) +0.362s; 3 Paul Ashton (Metro); 4 James Dunkley (Metro Turbo); 5 Tony Howe (Metro); 6 Simon White (Metro). **CW** Lee McNamara (Metro); Terry Bracey-Wright (Metro). **FL** Williams 1m48.195s (72.76mph).

RACE TWO (13 LAPS) 1 Williams; 2 White +6.522s; 3 Howe; 4 P Ashton; 5 A Ashton; 6 Dunkley. **CW** McNamara; Bracey-Wright. **FL** A Ashton 1m47.984s (72.91mph).

COCKSHOTT CUP (15 LAPS) 1 David Coulthard (MG ZR190); 2 Peter Bramble (MGB Roadster) +43.096s; 3 Ian Wright (MG Midget);

4 Helen Waddington (MG ZR160); 5 Jeremy Toes (MG Midget); 6 Graham Prosser (MG Midget). **CW** Bramble; Wright. **FL** Coulthard 1m44.340s (75.45mph).

EQUIPE GTs (14 LAPS) 1 David Elliott Beresford (MGB); 2 Mike Harris (MGB) +3.875s; 3 John Andon (Triumph TR4); 4 Graham Shrigley-Jones (MGB Roadster); 5 John Yea (MGB Roadster); 6 Pete Foster (Triumph TR4). **CW** Andon; Clive Cocks (WSM Sprite). **FL** Beresford 1m48.573s (72.51mph).

RACE TWO (16 LAPS) 1 Beresford; 2 Andon +2.268s; 3 Harris; 4 Foster; 5 Shrigley-Jones; 6 Yea. **CW** Andon; Tony Wilson Spratt (WSM Sprite). **FL** Andon 1m49.157s (72.12mph).

ALLCOMERS 60 MINUTE PITSTOP RACE (34 LAPS) 1 Mark Campbell (Triumph TR5); 2 Ian Prior (MGB Roadster) +1m10.305s; 3 Ian Staines/Rob Griffiths (MG Midget); 4 Peter Burchill/Dan Ludlow (MG ZS); 5 Tom Sanderson (Rover Metro GTI); 6 David Smith/Alex Smith (MG ZS180). **FL** Campbell 1m41.197s (75.55mph).



Grand Prix Masters pack gets underway

SATURDAY EVENING'S scintillating

Gentleman Drivers endure demonstrated the action for which fast, flowing, Donington Park has been missed for a year as Kevin Wheatcroft and Masters Historic Racing opened the third chapter in its car racing story last weekend.

For a breathless hour, soloist Jon Minshaw and Gary Pearson grappled in their Jaguar E-types, but the Pearson car – brother John nursing a foot problem – faded in the second half. Mark Hales (in Jon Shipman's TVR Griffith) and the AC Cobras of Ollie Bryant and Rob Hall profited.

Bryant made it to second, despite fluctuating fuel pressure, which also surprised Minshaw at the revised chicane on the final lap. "I had to flick the other

pump on to see what was left," grinned Minshaw after his third win in a golden week.

Playing catch-up after father Rick's stop-and-go, Hall overhauled Hales' brakeless monster to go third, but somehow Mark retaliated to complete the podium. Behind Pearson, Ted Williams negated a huge deficit to pass Mike Wilkinson's E-type for sixth place.

The red hot Marcos-Volvo of Allen Tice and Chris Conoley triumphed in Sunday's sub-three-litre finale, passing the Healey 3000 of early hare David Smithies and Paul Campfield, who was so short of anchors that Billy Bellinger snatched second in Keith Ahlers' Morgan SLR. The sister SLR of Simon Orebi Gann/Rick Bourne finished sixth with a late flourish.



Rob Hall took two wins in shrieking V12 Matra

Eighth on Saturday's GP Masters grid, Arrows A4 debutant Rob Austin displaced Roger Wills' Wolf Williams on lap two and hurtled clear. Wills kept him in sight until Bill Coombs (Tyrrell 009, from 13th) and Steve Hartley (Arrows A6, from the back) shot past.

Coombs lost fourth gear, promoting Hartley to second, while Abba Kogan (Warsteiner Arrows A3)

drove a cracking race to fourth place, having usurped Wills with four laps to run.

New poleman Austin pitted with a sticking throttle on Sunday's installation lap, and there was no catching Coombs or Hartley. Austin, with only fourth and fifth gears operable, carved through to fourth, but could not deny Kogan a well-earned podium visit.

Both Interserie Revival races were magical demonstrations of Matra V12 pathos as – split by Frank Bradley's March 717 sledgehammer and Mike Wrigley's March-DFV 75S respectively – Rob and Rick Hall howled Abba Kogan's prototypes to one-three finishes. A promising Saturday duel between the gorgeous Lola-DFVs of Leo Voyazides and Carlos

GENTLEMAN DRIVERS OVER 3-LITRE (87 LAPS) 1 Jon Minshaw (Jaguar E-type); 2 Grahame & Oliver Bryant (AC Cobra) +14.869s; 3 Jon Shipman/Mark Hales (TVR Griffith); 4 Rick & Rob Hall (AC Cobra); 5 Gary & John Pearson (Jaguar E-type); 6 Gavin Henderson/Ted Williams (AC Cobra). **FL** Oliver Bryant 1m20.354s (88.66mph).

UNDER 3-LITRE (42 LAPS) 1 Allen Tice/Chris Conoley (Marcos 1800GT); 2 Keith Ahlers/Billy Bellinger (Morgan +4 SLR) +1m19.230s; 3 David Smithies/Paul Campfield (Austin-Healey 3000); 4 Chris Clarkson/Ted Williams (Austin-Healey 3000); 5 Tom Smith/Andrew Lawley (MGB); 6 Simon Orebi Gann/Rick Bourne (Morgan +4 SLR). **FL** Oliver Stirling (Lotus Elan S2) 1m25.335s (83.49mph).

GRAND PRIX MASTERS (23 LAPS) 1 Rob Austin (Arrows A3); 2 Steve Hartley (Arrows A6) +0.998s; 3 Bill Coombs (Tyrrell 009); 4 Abba Kogan (Arrows A3); 5 Roger Wills (Williams FW05); 6 Dan Collins (Lotus 91). **Class winners** Wills; Simon Hadfield (Amon F101); Rudolf Ernst (March 721). **FL** Austin 1m03.155s (112.81mph). **RACE TWO (22 LAPS)** 1 Coombs; 2 Hartley +3.305s; 3 Kogan; 4 Austin; 5 Wills; 6 Collins. **CW** Wills; Andrew Beaumont (Surtees TS16); Ernst. **FL** Coombs 1m02.809s (113.43mph) outright record.

INTERSERIE REVIVAL & PROTO '70s (23 LAPS) 1 Rob Hall (Matra MS670); 2 Frank Bradley (March-Chevrolet 707/717) +8.589s; 3 Rick Hall (Matra MS670); 4 Mike Wrigley (March-DFV 75S); 5 Steve

Hodges (Chevron-BDG B31); 6 Anthony Taylor (McLaren-Chevrolet M6B). **FL** Bradley 1m06.05s (106.96mph). **RACE TWO (24 LAPS)** 1 Rob Hall; 2 Wrigley +3.053s; 3 Rick Hall; 4 Leo Voyazides (Lola-DFV T280/2); 5 Hodges; 6 Sandy Watson (Chevron-BDG B19). **FL** Rob Hall 1m06.188s (107.64mph). **SPORTS RACING MASTERS & WSM BONNIER CLASS (46 LAPS)** 1 Alex Buncombe (Ford GT40); 2 Jason & Guy Minshaw (Chevron-BMW B8) +5.495s; 3 Edward Lovett (Chevron-BMW B8); 4 Steve Hodges (Chevron-BMW B8); 5 Hugh Colman (Chevron-BMW B8); 6 Adrian Newey (Ford GT40). **CW** Minshaw/Minshaw; Keith Ahlers (Cooper Monaco-Ford); Gary & John Pearson (Lotus 23B). **FL** James Cottingham (Chevron-BMW

B8) 1m16.152s (93.55mph). **1977 FIRST EVENT CELEBRATION (19 LAPS)** 1 Alex Elliott (BMW 35 CSL); 2 Mark Wright (Ford Escort RS1800) +0.101s; 3 Mike Wrigley (Ford Escort RS1800); 4 Grahame Bryant (Ford Capri RS2600); 5 Phil Perryman (BMW 35 CSL); 6 Tony Lees (Morgan +8). **FL** Wright 1m17.436s (92.00mph). **RACE TWO (16 LAPS)** 1 Wright; 2 John Young (BMW 35 CSL) +9.524s; 3 Oliver Bryant (Ford Capri RS3100); 4 Roger Wills (BMW 35 CSL); 5 Lees; 6 Mark Bates (Porsche 911S/T). **FL** Elliott 1m18.549s (90.70mph). **WORLD SPORTSCAR MASTERS (23 LAPS)** 1 Oliver Bryant (Lola T70-Chevrolet Mk3B); 2 Roger Wills (McLaren-Ford M1C) +5.730s; 3 David Gathercole (Coldwell-FVC C14); 4 Chris Beighton (Lola-Chevrolet T70 Mk3B);

5 Steve Tandy (Lola-Chevrolet T70 Mk3B/C); 6 John Crowson (Abarth-Osella PA1). **CW** Gathercole; Tim Cousins (Chevron-FVC B23); Adrian Newey (Ford GT40). **FL** Bryant 1m09.814s (102.05mph). **RACE TWO (24 LAPS)** 1 Bryant; 2 Gathercole; 3 Tandy; 4 Jon Finnemore (Lola-Chevrolet T70 Mk3B); 5 Chris Chiles Jr (Hamill-Chevrolet SR3); 6 Newey. **CW** Gathercole; Chiles Jr; Jamie Boot (Chevron-Mazda B16); Peter Hallford (Chevrolet Corvette). **FL** Tandy 1m13.160s (97.38mph). **PRE-'66 2-LITRE TOURING CARS & OLDIES BUT GOLDIES (30 LAPS)** 1 Leo Voyazides (Ford Lotus Cortina); 2 Sean & Michael McInemey (BMW 1800Ti) +2.2764s; 3 Henry Mann (Ford Lotus Cortina); 4 Barrie Williams/Ron

Maydon (Austin Cooper S); 5 Philip Burgess (Austin Cooper S); 6 Andy Harrison (Austin Cooper S). **CW** Williams/Maydon; Matthew Moore (Austin A40). **FL** Voyazides 1m26.375s (82.48mph). **PRE-'66 OVER 2-LITRE TOURING CARS (31 LAPS)** 1 Leo Voyazides (Ford Falcon Sprint); 2 Paul Radisich/Roger Wills (Mercury Comet Cyclone) +23.405s; 3 Rob Hall/Jason Minshaw (Ford Falcon Sprint DB); 4 Oliver & Grahame Bryant (Dodge Dart); 5 Chris Beighton/Jon Finnemore (Ford Mustang); 6 Paul Clayton (Ford Falcon Sprint). **FL** Hall 1m24.039s (84.77mph). **PRE-'66 MINIS (14 LAPS)** 1 Ron Maydon; 2 Philip Burgess +0.071s; 3 Mike Youles; 4 Andy Harrison; 5 Marc Earnshaw; 6 William Ward. **FL** Maydon 1m28.540s (80.46mph).

Monteverde ended abruptly when the Brazilian used the Greek's car as a brake at the chicane, putting both out.

Monteverde was less popular still when, having blasted his T70 Spyder round the outside of Redgate corner to lead the Sports Racing Masters event, he dropped it. In the ensuing melee ex-F3 star Martin O'Connell (in Sandy Watson's Chevron B8) rammed Paul Radisich (in Roger Wills' McLaren M1B) into the spinning Lola. All three were out immediately.

Alex Buncombe emerged ahead and completed a superbly stylish victory in the JD Classics Ford GT40. James Cottingham (Chevron B8) reeled in Jason Minshaw's second-placed example before a brake seal blew. Guy Minshaw replaced his brother and pulled away from Edward Lovett as B8s filled the gap to Adrian Newey's GT40 in sixth.

Cosworth BDG-engined Escorts challenged BMW 'Batmobiles' in the 1977 flashbacks. Alex Elliott growled his ex-works Toine Hezemans/Dieter Quester CSL past Mark Wright's fast RS1800 Mk2 Klaus Ludwig replica early on Saturday, before Wright fought back.

When Wright started weaving, out of fuel, Elliott pounced to win on the line. Mike Wrigley (RS1800 Mk1) bagged third after Roger Wills' Schnitzer CSL retired. Wright beat John Young's CSL in the damp on Sunday, but red flags flew when Wrigley was inadvertently tagged into

the pitwall by Ollie Bryant (Capri RS2600).

Bryant (Lola T70 Mk3B) won both World Sportscar Masters bouts, Saturday's after a tussle with Roger Wills' McLaren M1B. Bryant was dominant in Sunday's drizzle, in which most of his rivals spun. Fourth-placed Jon Finnemore's heart-stopping 'triple axel' over the line – without clouting anything – was remarkable. David Gathercole screamed his Coldwell to third on day one, and second after Richard Evans pitted John Crowson's Abarth-Osella 24 hours later.

Leo Voyazides won both Touring Car races, piloting his Lotus Cortina and Ford Falcon faultlessly. After Voyazides broke free from the Alan Mann Racing-liveried Cortinas of Henry Mann and Paul Radisich (halted by a misfire), Sean McInerney forged his BMW 1800Ti into the two-litre runner-up spot, which father Michael protected.

The V8 race was defused when pursuer Rob Hall pitted the Martin Melling-owned Falcon, stuck in fourth gear. But Hall, then Jason Minshaw, brought it back to third, behind the Roger Wills/Radisich Mercury Comet.

Only seven Minis started their exclusive race, but six were initially entrenched in the lead battle. Ron Maydon passed Philip Burgess with a mega penultimate lap, but had to do it again last time round for victory. "Every dog has its day," beamed the Masters boss.

■ **By Marcus Pye**



Double for Bond

Bond's Elan shot to two victories

▶ **DESPITE A** hectic late summer schedule, which includes three meetings in three weeks, the CSCC sported healthy grids for its trip to Silverstone last weekend.

First up was a packed race for the Swinging Sixties, where Paul Turnbull's TVR Tuscan and regular frontrunner John Muirhead's Lotus powered ahead at the lights, as fastest qualifiers Simon Lane (Chevy Camaro) and Josh Sadler (Lotus Seven) bogged down. Muirhead quickly reeled Turnbull in, moving ahead when the TVR made its mandatory stop.

But a 90-second success penalty at his own stop soon dropped Muirhead down the order, before late retirement cut short his recovery. Instead, it was Stephen Bond's Lotus Elan that eclipsed the field. Having taken the lead by leaving his pitstop to the last moment, a rapid turnaround helped Bond

rejoin with an unassailable lead. Meanwhile, despite losing time with a moment on lap 23, Turnbull stole second on the final lap.

Bond used similar tactics to win again in Classic K. Having tracked leader Paul Castaldini's Jaguar E-type for 13 laps, he inherited an eight-second cushion after his rival spun at Brooklands. The gap became almost a minute when the Jaguar pitted shortly after, and having once more left it late to stop, Bond emerged with enough in hand to complete the double.

Aston Martin engineer Chris Porritt won a frenetic Magnificent Sevens race. Having taken the fight to early leader Patrick Havill, Porritt moved ahead just before Havill suffered a puncture. He then found himself battling the evergreen Doug Newman when the pair emerged from their mid-race pit visits. Porritt secured victory as failing brakes dropped Newman out

of contention.

Long-time leader Alex Harrison recovered from a late spin to nip past Chris Palmer and secure XJS honours at the front of the combined Jaguar race. Engine dramas for Richard Dorlin handed the Saloon victory to Derek Pearce.

Success penalties in the form of longer pitstops proved decisive in the Tin Tops, as pacesetters Alan Broad and Simon Taylor dropped back after their driver changes. Instead, the rapid Peugeot 306 of Jerry Hampshire demoted Robert Dyball late on to claim the laurels.

Paul Conway was a comfortable winner of the Future Classics in his Morgan. Meanwhile, in his first race for two years, Alan Price surged from 21st (after gearbox problems in qualifying) to fourth in his Triumph TR7. It could have been second, but for a late spin that dropped him behind Jamie Masarati and Nick Olson.

■ **By Oliver Timson**

SWINGING SIXTIES (34 LAPS) 1 Stephen Bond (Lotus Elan 26R); 2 Paul Turnbull (TVR Tuscan V8) +44.793s; 3 Gideon Hudson/Josh Sadler (Lotus Seven); 4 Nigel Edwards/Myles Castaldini (Marcos GT); 5 David Thomas/Jim McLoughlin (Ford Capri MkI); 6 Al Fleming (Lotus Elan 26R). **Fastest lap** John Muirhead (Lotus Seven) 1m07.711s (87.14mph).

CLASSIC K (34 LAPS) 1 Stephen Bond (Lotus Elan 26R); 2 Paul Castaldini (Jaguar E-type) +61.46s; 3 Al Fleming (Lotus Elan 26R); 4 Peter Colborne-Baber/Steven Colborne-Baber (Jaguar E-type); 5 Mark Potter (Austin Healey BN7); 6 Peter Tognola (Porsche 911). **FL** Bond 1m09.701s

(84.65mph).

MAGNIFICENT 7s (37 LAPS) 1 Chris Porritt (Caterham 7); 2 Carl Woodwiss (Caterham CSR260) +33.143s; 3 Andy Toone (Caterham 7); 4 Doug Newman (Caterham HI Busa); 5 Jonathan Mitchell/Andy Bourn (Caterham C400); 6 Paul Fines-Allin (Caterham 7). **FL** Newman 1m02.032s (95.11mph).

XJS & JAGUAR SALOONS (14 LAPS)

1 Alex Harrison (XJS); 2 Chris Palmer (XJS) +33.375s; 3 Lawrence Coppock (XJS); 4 Stewart Lyddall (XJS); 5 Derek Pearce (MK II); 6 Gail Hill (XJ40). **FL** Harrison 1m09.633s (84.73mph).

TIN TOPS (34 LAPS) 1 David Cox/Jerry Hampshire (Peugeot 306); 2 Mark Livens/

Robert Dyball (Honda Civic Type R) +62.74s; 3 Nigel Ainge/Alan Broad (Honda Integra DC5); 4 Nigel Tongue (MGZR ZR); 5 Joe Gatt/Tom Gannon (Honda Integra DC5); 6 Russell Hird (MGZR ZR160). **FL** Ainge/Broad 1m07.779s (87.05mph).

FUTURE CLASSICS (34 LAPS)

1 Paul Conway (Morgan +8); 2 Miles Masarati/Jamie Masarati (Porsche 911 Turbo) +10.469s; 3 Nicholas Olson (Lotus Esprit S3); 4 Alan Price (Triumph TR7); 5 Mark Koeberle (Porsche 944 Turbo); 6 Tony Maryon (Porsche 911S). **FL** Conway 1m06.572s (88.63mph).



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OULTON PARK BRSCC September 4
Five Caterham winners; Gough's FF1600 glory



Johnson (08) gets close to Moulden in Roadsport A

BOURNE PHOTOGRAPHIC

Superb dicing in Caterham meet

THE BRSCC'S Caterham Motorsport Raceday delivered club racing at its best at Oulton Park last Saturday.

In Caterham Roadsport A, JJ O'Malley took an early lead and held on to win, shaking off challenges from Jamie Orton and Jonathan Ramsey. Graham Johnson led on the final lap of race two, but contact at Shell hairpin with O'Malley dumped Johnson to sixth

and put O'Malley out, so early pacesetter Orton won. Lee Wiggins and Reece Somerfield set the pace in the first Roadsport B race, but Somerfield continued straight on at Knickerbrook on the last lap, dropping him from the podium. The win went to Jeremy Webb from Wiggins and Martin Addison. Race two was shortened thanks to a safety car. After the restart, Somerfield led from Wiggins and Webb, and

they remained in this order. James MacLachlan wrapped up the inaugural Caterham Supersport title with two more wins in his DPR motorsport-run machine. Nathan Lindop pushed him hard, finishing just 0.05s shy in race two. The battle for the Northern FF1600 post '89 title took a dramatic twist, with race honours split between circuit specialist Stuart Gough and Aussie Jordan Skinner. Skinner

took a lights-to-flag victory in race one, after Gough made a slow getaway. Gough took the lead of the sequel at Cascades on lap two. Skinner tried to regain the advantage at Knickerbrook, but clipped the tyre wall. This mistake put him out of the race, dented his points lead and handed Star of Oulton honours to a delighted Gough. John Farrell completed a double victory from lights-to-flag

in the pre-1990 split. The Alfa Romeo race was cut short by an extended safety-car period, after seasonal debutant Louise West crashed her powerful 33 at the exit of Britten's chicane. Neil Smith scored another win in his ex-WTCC Alfa 156. Paul Bishop qualified over three quarters of a second clear in the XR Challenge, but had to work hard for a narrow race win. **■ By Andy Wycherley**

CATERHAM ROADSPORT A (15 LAPS)

1 JJ O'Malley; 2 Jamie Orton +0.420s; 3 Jonathan Ramsey; 4 Graham Johnson; 5 Antony Sidney-Woollett; 6 Magd Mohafef.

Fastest lap Richard Boughton 1m57.407s (82.54mph). **RACE TWO (15 LAPS)**

1 Orton; 2 Ramsey +0.042s; 3 Lee Moulden; 4 Boughton; 5 Ian Payne; 6 Johnson. **FL** Johnson 1m57.533s (82.45mph).

CATERHAM ROADSPORT B (10 LAPS)

1 Jeremy Webb; 2 Lee Wiggins +0.124s; 3 Martin Addison; 4 Reece Somerfield; 5 Ben Whibley; 6 Chris Lay. **FL** Whibley 1m59.942s (80.79mph). **RACE TWO (9 LAPS)**

1 Somerfield; 2 Wiggins +0.044s; 3 Webb; 4 Addison; 5 Whibley; 6 Steve Day. **FL** Wiggins 1m59.995s (80.76mph).

CATERHAM SUPERSPORT (15 LAPS)

1 James MacLachlan; 2 Nathan Lindop +0.227s; 3 Paul Begley; 4 Robert Smith; 5 Stephen Appleton; 6 Robert Cooper. **FL** Smith 1m58.323s (81.90mph).

RACE TWO (16 LAPS) 1 MacLachlan; 2 Lindop +0.055s; 3 Keith Ashworth; 4 Begley; 5 Rodney Arnold; 6 Smith. **FL** Begley 1m57.980s (82.14mph).

NORTHERN FF1600 POST '89 (11 LAPS)

1 Jordan Skinner (Ray GRK10); 2 Stuart Gough (Ray GR507) +1.121s; 3 Douglas Crosbie (Van Diemen RF00); 4 Neil Patten (Van Diemen RF99); 5 Chris Chisnall (Van Diemen RF00); 6 Daniel Wells (Van Diemen RF91).

Class winner Wells. **FL** Gough 1m48.290s

(89.49mph). **RACE TWO (6 LAPS)** 1 Gough; 2 Crosbie +9.398s; 3 Patten; 4 Chisnall; 5 Martin Short (Van Diemen RF00); 6 Mike Bennett (Swift SC93F). **CW** Bennett.

FL Gough 1m48.783s (89.08mph). **NORTHERN FF1600 PRE-1990 (11 LAPS)**

1 John Farrell (Raynard 89FF); 2 Lee Hannam (Raynard 88FF) +7.953s; 3 Nigel Dolan (Van Diemen RF86); 4 Bruce Evans (Raynard 84FF); 5 William Alterman (Raynard 89FF); 6 Phillip Bisgrove (Van Diemen RF86). **CW** Dolan. **FL** Farrell 1m51.447s (86.95mph).

RACE TWO (8 LAPS)

1 Farrell; 2 Hannam +0.659s; 3 Dolan; 4 Evans; 5 Bisgrove; 6 Alterman. **CW** Dolan. **FL** Hannam 1m50.918s (87.37mph).

ALFA ROMEOS (8 LAPS)

1 Neil Smith (156 World Touring Car); 2 Andy Page (Giulietta Turbo) +3.548s; 3 Chris Snowdon (33 16v); 4 Stephen Dymoke (156); 5 John Griffiths (156); 6 Chris Healey (GTV). **CW** Snowdon; Griffiths; Healey; Paul Plant (156). **FL** Smith 1m50.589s (87.63mph).

FORD XR CHALLENGE (6 LAPS)

1 Paul Bishop (Fiesta XR2); 2 Simon Robinson (Fiesta XR2) +0.393s; 3 Simon Sheridan (Fiesta XR2); 4 Steve Poole (Fiesta XR2); 5 Andrew Lennie (Escort XR3i); 6 John-Ian Jones (Escort XR3i). **CW** Lennie. **FL** Robinson 2m05.529s (77.20mph).

PRESCOTT HILL CLIMB September 5
First win for Price, Force and bike engine

Price cuts it to score landmark victory

USING SUPERIOR car control and an agile chassis in atrocious conditions, Welsh former rally driver Eynon Price stormed to a maiden win. Price's personal Prescott landmark was also the first win for a Force chassis and

the first ever win by a modern motorcycle-engined single-seater. "I have been doing a rain-dance all season and wet conditions at this tight course played into my hands," said Price. He later took advantage of a still-damp track for fourth in

the second run-off. Taking the best result since his dreadful Craigtantlet crash earlier this year, Trevor Willis won the final run of the day on a slippery track. "My first two meetings after Craigtantlet were at climbs where my relative lack of power worked against me," said Willis. "So on this tight, twisty and relatively

slow track, with a wet day, it worked my way." An overcautious Scott Moran came away pointless. Martin Groves was unable to fully capitalise, but still stretched his points lead to 20 over his arch-rival. Scott's veteran father Roger added to his impressive record of scoring in 27 of the 28

rounds so far this year, having never been lower than sixth in 27 run-offs. Mike Manning got his rallycross Ford Puma into the first run-off, aided by the wet affecting later runners. It was the first time a tin-top has done this in four years. With two non-finishers in that run-off, he scored a point. **■ By Eddie Walder**

Agile Force proved potent in the wet



EDDIE WALDER

ROUND 27 1 Eynon Price (1.6 Force-Suzuki PC) 44.89s; 2 Trevor Willis (2.8 OMS-Powertec) 45.45s; 3 Rob Turnbull (3.5 Gould-Cosworth HB GR55) 45.46s; 4 Martin Groves (3.5 Gould-NME GR55) 45.84s; 5 Roger Moran (3.5 Gould-NME GR61X) 45.92s; 6 Steve Owen (1.6 OMS-Suzuki 25) 46.73s; 7 Deryk Young (4.0 Gould-Judd GR51) 47.21s; 8 Will Hall (1.6 Force-Suzuki PC) 47.23s; 9 Chris Merrick (4.0 Gould-Judd GR55) 47.75s; 10 Mike Manning (2.0t Ford Puma 4WD) 49.30s; 11 Tom New (4.0 Gould-Judd GR55) 50.45s; Oliver Tomlin (4.0 Pilbeam-Judd EV MP97) Fail.

ROUND 28 1 Willis 40.25s BTD; 2 Groves 40.47s; 3 Richard Spedding (1.6 Force-Suzuki PC) 40.86s; 4 Price 41.10s; 5 Turnbull 41.55s; 6 R Moran 41.71s; 7 Hall 41.96s; 8 John Bradburn (3.5 Gould-Cosworth HB GR55) 42.95s; 9 Paul Ranson (3.5 Gould-NME GR55) 43.15s; 10 Merrick 43.21s; 11 Owen 43.34s; Lee Adams (1.6 GWR-Suzuki Raptor) Fail. **POINTS** 1 Groves, 230; 2 Scott Moran, 210; 3 R Moran & Willis, 182; 5 Merrick, 129; 6 Tom New & Ranson, 108. **Class winners** Chris Rogers (1.8 Renault Clio) 57.59s; Paul Gill (8.0 Dodge Viper) 48.59s

record: Dave Wilson (2.0 Caterham-Vauxhall) 44.96s; Andrew Russell (1.1 Ginetta-Imp G15) 54.79s; Mark Hobbs (1.7 Ford Fiesta) 52.25s; Donald McCaskill (2.3 Mitsubishi EV05) 48.51s; Andy Tomkins (3.2 Porsche 911) 54.77s; Phillip Montgomery-Smith (1.3 Fisher Fury) 52.14s; Mark Dempster (2.0 Imagination-Vauxhall PH1) 48.99s; Manning 46.96s; Robert Capper (0.6 Nemesis-Honda FC) 51.41s; Simon Rutland (1.0 Force-Suzuki PC) 52.71s; Spedding 45.69s; John Chalmers (2.0 Ralt-Cosworth BDG F302) 47.35s; Willis 45.28s.

YOUR SAY

What you think of the motorsport news of the past week



Four cylinders aren't enough for F1

So the next set of regulations are close to being finalised for F1. Full marks for the ideas regarding fuel flow meters as it will show steps are being taken to make the sport 'green.' Also well done for realising the ideal way to help increase overtaking is to use ground effect.

However, I'm dismayed by the possible choice of engine. One of the best things about F1 is the noise the cars make. A four-cylinder 1.6-litre turbo... So it could well sound like a Formula Palmer Audi. Oooh wow.

Also, why does the engine power have to come down again? 650bhp isn't that much more than a GP2 car.

Christoph Gardiner, by email

EDITORIAL CONTACT mail@autosport.com

It's great to know all the discussions about points systems over the winter have made absolutely no difference.

We are now 13 races into a great season, and if the points system had been left alone then the first 13 places would remain unchanged.

All the change has done is confuse the history books; who would have thought Lewis Hamilton would score, in 13 races, double the points his idol Ayrton Senna scored in his last championship year?

Alex O'Sullivan
By email

Rules are there to try to create a level playing field for everyone. If, as Mark Hughes suggests (September 2), the 'no team orders' rule is treated as a 'casual' rule, then it should be removed, but until then it exists.

We, the great unwashed fans, wish to see our sport as far removed from any malpractice as possible, so what we see at the circuits, and on TV, we can believe in.

Steve Woodall
By email

As usual, Mark Hughes is spot-on when explaining the history of team orders in F1 (September 2).

It was all going fine until Ferrari made that stupid and selfish decision in Austria 2002. The FIA then reacted with their ban – although we all know a few teams have since got around this with clever strategy that upset no one.

However, come Hockenheim 2010 and Ferrari again upsets the applecart with another clumsy decision, breaking the rules its actions created.

Roger Gollicker
Sandbach, Cheshire

How many more times are we going to have to listen to Jason Plato boohooing about the speed of the Fords in the BTCC?

It's all got very predictable: he has a bad race and it's moan, moan, moan. Even after winning race three at Knockhill, it was still the same!

Change the record Jason and get on with it.
Gavin Moffitt
By email

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TOP FIVE ON OUR WEBSITE

1. **MASSA GRID ERROR PROMPTS FIA PROBE**

2. **TOMIZAWA KILLED IN MOTO2 ACCIDENT**

3. **GROUND EFFECT, TURBOS SET FOR F1 RETURN**

4. **WILLIAMS: F-DUCT FOR MONZA A NO-BRAINER**

5. **CHANDHOK COMPLETES KOREAN DEMO RUN**

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ROAD ANGEL PROFESSIONAL CONNECTED

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CORRECTIONS AND CLARIFICATIONS

● Rubens Barrichello's last win was at Monza 2009 (August 26, p15), not in the European GP. Thanks to Matthew Traynor for spotting the error.
● John Page pointed out that Queen Elizabeth II was crowned in 1953, not 1952 (August 26, p53). 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

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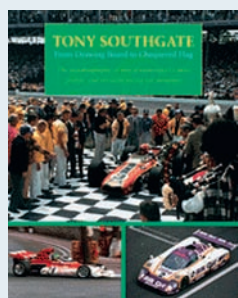
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Manufactured by Minichamps, these fantastic Brawn-Mercedes BGP 001 replicas commemorate the 2009 Brazilian Grand Prix – the race in which Jenson Button clinched the world championship after a storming drive to fifth from 14th on the grid.

Both scales are limited editions, the 1:43 version to 6333, the 1:18 version to just 4209. Thanks to a couple of one-off sponsors for the Interlagos event, Brawn had a considerably more colourful car in that race than at any other time of the season!

As usual with Minichamps products, the detail is excellent, particularly on the large-scale model.



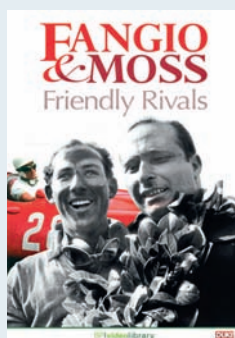
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HOT ON THE WEB THIS WEEK

YOUTUBE: NORDSCHLEIFE ON-BOARD IN MERC W125



SEARCH FOR: Nürburgring - Hermann Lang (9:42)

In 1962, pre-war GP ace Hermann Lang drove the Mercedes W125 around the Nordschleife – sadly, rather slowly – with the multi-angle (including on-board) footage narrated by period star Graham Hill.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

SILVERSTONE

AUTOSPORT 1000Km

LMS Rd 5/5; ILMC Rd 1/3

September 11-12

Admission £15 Saturday,

£25 Sunday, £35 weekend

Tel: 0844 3728 200

The AUTOSPORT 1000Km will be a battle of the big guns at the front, with Le Mans giants Audi and Peugeot both

entered for this first round of the new Intercontinental Le Mans Cup, although not in contention for the regular LMS title. Anthony Davidson teams up with Nicolas Minassian in a Peugeot 908, while Audi has two Joest-run R15s for Allan McNish/Tom Kristensen and Timo Bernhard/Dindo Capello. Britain is well represented in LMP2 and GT2 as well, so there's lots to get excited about.



Top-level sportscars return to Silverstone

GIBSON/LAT

BRANDS HATCH

HSCC/SEMSEC

September 11-12

Admission £12 Sat,

£12 Sun

Tel: 01474 872331

Spectators have the chance to sample two very different meetings in two days at the Kentish amphitheatre. Fresh from its super-successful Oulton Park Gold Cup two weeks ago, the HSCC delivers a nine-race programme on Saturday, featuring Historic FF2000, '70s Road Sports, Formula Junior, Historic Touring Cars, Historic FF1600, Historic Road Sports, Classic F3, Classic Racing Cars and the Guards Trophy. The largely Lydden-based SEMSEC takes over on Sunday with its own nine-race line-up.

MONDELLO PARK

LMC

September 11-12

www.mondello.ie

Mondello's biggest event of the season features this weekend – the annual Leinster Trophy meeting for Formula Vee.

CADWELL PARK

CSCC

September 11-12

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OULTON PARK

MSVR

September 11

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September 11-12

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£15 Sun, £20 weekend

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British Rallycross

September 12

Admission £12

www.rallycross.com

Ferraris will be crowd darlings at Monza



FORMULA 1 WORLD CHAMPIONSHIP

Rd 14/19

Italian Grand Prix

Monza, Italy

September 12

www.formula1.com

GP2 SERIES

Rd 9/10

Monza, Italy

September 11-12

gp2series.com

GP3 SERIES

Rd 8/8

Monza, Italy

September 11-12

www.gp3series.com

FORMULA BMW EUROPE

Rd 8/8

Monza, Italy

September 11-12

www.bmw-motorsport.com

PORSCHE SUPERCUP

Rd 10/10

Monza, Italy

September 12

www.porsche.com

NASCAR SPRINT CUP

Rd 26/36

Richmond, Virginia, USA

September 11

www.nascar.com

WORLD RALLY CHAMPIONSHIP

Rd 10/13

Rally Japan

Sapporo, Japan

September 10-12

www.wrc.com

AUSTRALIAN V8 SUPERCARS

Rd 9/14

Phillip Island 500

Phillip Island,

Victoria, Australia

September 11-12

www.v8supercars.com.au

SUPER GT

Rd 7/8

Fuji, Japan

September 12

supergt.net/en

GRAND-AM

Rd 12/12

Miller Motorsports Park,

Utah, USA

September 12

www.grand-am.com

Television

THURSDAY SEPTEMBER 9

1030-1100, 2350-0020 **Eurosport**
WTCC: Oschersleben highlights
1515-1615 **ESPN**
VW Scirocco Cup: Brands Hatch
Featuring Martin Brundle, Johnny Herbert, Derek Bell and Mark Blundell.
1615-1715 **ESPN**
DTM: Brands Hatch
1700-1730 **Eurosport 2**
Maserati Trofeo: Oschersleben
1715-1815 **ESPN**
F3 Euro Series: Brands Hatch

FRIDAY SEPTEMBER 10

0855-1035 **BBCi LIVE**
F1: Italian GP first practice
1130-1230 **Motors TV**
FPA: Rockingham
1255-1435 **BBCi LIVE**
F1: Italian GP second practice
1500-1600 **Motors TV**
British F3: Snetterton
1700-1800, 2220-2325 **Motors TV**
WRC: Rally Japan day one

SATURDAY SEPTEMBER 11

0955-1105 **BBCi LIVE**
F1: Italian GP third practice
1210-1420 **BBC1 LIVE**
F1: Italian GP qualifying
1330-1430 **ITV4**
Motorsport UK
1430-1500 **ITV4**
WTCC: Oschersleben highlights
1500-1630 **ITV4**
BTCC: Knockhill highlights
1645-1730 **Eurosport & 2030-2115**

Eurosport 2

GP2: Monza race one
1700-1800, 2220-2325 **Motors TV**
WRC: Rally Japan day two
0000-0430 **Open Access 3 LIVE**
NASCAR Sprint Cup: Richmond

SUNDAY SEPTEMBER 12

0800-0900 **Eurosport 2**
GP3: Monza
Race one coverage followed by race two live.
0900-1025 **Eurosport 2**
GP2: Monza
1015-1045 **Eurosport**
GP3: Monza race two
1045-1130 **Eurosport LIVE**
Porsche Supercup: Monza
1130-1245 **Eurosport LIVE**
LMS: Silverstone
The first stint of the AUTOSPORT 1000Km.
1210-1510 **BBC1 LIVE**
F1: Italian GP
1700-1800, 2220-2325 **Motors TV**
WRC: Rally Japan day three
1730-1800 **Eurosport LIVE**
LMS: Silverstone
1800-1900 **Dave**
WRC: Rally Japan round-up
1800-1815 **Eurosport**
Motorsports Weekend
2045-2150 **Motors TV**
British GT: Snetterton

MONDAY SEPTEMBER 13

1830-1930 **Sky Sports 2 & 2100-2200 Sky Sports 3**
NASCAR: Richmond highlights
Action from the Air Guard 400.

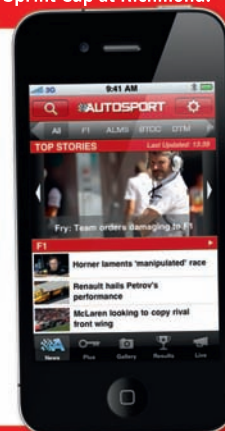
Online

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Coming up on the web this week

ITALIAN GRAND PRIX

Formula 1's world title race is really hotting up, so make sure you don't miss a thing with AUTOSPORT.com. We'll bring you all the latest news and photos throughout the Italian GP weekend, as well as live commentary of every session, reaction and analysis. Away from Monza, there's the AUTOSPORT 1000Km at Silverstone plus the WRC in Japan and NASCAR Sprint Cup at Richmond.



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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



This is *Gears & Tears*, US-style. So more swearing and fighting

MONDAY NIGHTS won't be the same; this week was the season finale of *Gears & Tears*, BBC1's fly-on-the-shed-wall about BriSCA F1 stock car racing.

The showdown in this 40-year-old war between the Lancashire Smith family and the Yorkshire Wainmans was the silver roof title (or, to me and you, points champion). Holder Frankie Wainman Jr is distracted in the build-up by teaching his son, confusingly-named Frankie Jr Jr, how to drive his Ministox car, which – as 'Finchey' Finch tells us – is "stock car racing's brutal kindergarten".

Lesson one goes thus: Son: "What do I do?"

Father: "Start it up"
Son trundles around.
Father: "Into second!"
Son returns to pits.
Father: "You're not braking are you?"
Son: "Are you s'posed to use them?"
Father: "Yeah."
Son: "Oh, right."
More sparkling dialogue is bantered at Camp Smith, as recent world champion Andy is hoisting his engine into the car: "I bet Jenson Button doesn't have to do this, he just goes on his yacht." His cheeky mechanic chimes in: "With his fit missus."

Andy's brother Stuart, the one who sounds a bit like Peter Kay, is gutted

that his elder brother has taken his British title. He has to remove the chequered flag from his roof. "Like downgrading your mobile phone, innit?" He has the last laugh, however, winning the silver roof in the final event. Wainman gives it his all, encouragement coming from brother Danny on the sidelines – "Kill 'im Frankie!" – but the only thing murdered is Jr's own title hopes.

If I've got a criticism of the series, it's that it wasn't as rough-arsed as

"Wainman gives it his all, with encouragement coming from his brother on the sidelines - 'Kill 'im Frankie!'"

I'd expected (hoped). All the people seemed nice enough, and the families had (grudging) respect. But with History Channel's US show *Madhouse*...

This show sets NASCAR back about 25 years, as the drivers featured in the Modified division at the Bowman Grey oval swear and fight in front of the cameras for a season.

Random quotes: "You've started a ****ing war... He's a piece of white trash! You keep my daddy out of this..." Etc.
Revved Up

THE WEEK IN PICTURES

The lensmen pounding the beat, from Donington Park to Kentucky

SAVIOUR SAVOURS THE MOMENT

In 1977, Tom Wheatcroft rode on Gunnar Nilsson's Lotus 77 at Donington's reopening. At the weekend, son Kevin re-enacted it



THAT'S ONE WAY TO GET CAUGHT SPEEDING IN THE PITLANE

Ex-F1 racer Scott Speed exited Sunday's NASCAR Sprint Cup race at Atlanta in fiery fashion when his Toyota's engine blew



COX/GETTY

THIS IS ENGEL-LAND, MARO

Merc DTM driver Maro Engel is no stranger to Brands Hatch thanks to his British F3 days. He's still not sussed Druids, though



LAT



HARDLY THE NEATE-EST LINE THROUGH DUFFUS

BTCC racers John George and Andy Neate go off-roading during last weekend's tin-top action at Knockhill



GENTLEMAN (AND LADIES) - START YOUR ENGINES

Rain showers meant practice time at Kentucky Speedway was at a premium for the IndyCar Series pack last weekend. All 27 of them dive into action as the green flag flies

FROM THE ARCHIVE

Colin McRae, Knockhill BTCC, 1992



McRae (50) sizes up Neal's BMW (12)

"It was inevitable. [McRae] wasn't used to competing with others around him. But I doubt he lost even a minute of sleep"

Alan Gow

AS LAST weekend's British Touring Car Championship bashathon proved, Knockhill never fails to produce excitement when the series makes its annual trip north of the border.

Its first visit to the Fife circuit was 18 years ago, and the meeting featured the only BTCC appearance by a driver who was to become more famous than the rest of the field put together.

That man was 23-year-old Colin McRae, the reigning British Rally Champion, who cut his teeth in circuit racing by putting his Prodrive BMW 318 15th on the grid, just a second adrift of team leader Alain Menu.

In his first season as BTCC superno that year, Alan Gow remembers the weekend well. "He wasn't the massive draw back then that he would have been three years later," Gow recalls. "So the interesting thing for me was how an obviously very quick rally driver would go against the BTCC guys.

"To be honest, it was difficult to tell how quick he was because it was only a one-off outing. I don't remember anyone being awe-struck by any special talent he showed that weekend, but I'm sure he'd have been

competitive given time."

McRae's tenacity brought him eighth place in the early afternoon, but there was more to come. This was one of the BTCC's early double-header events, so there was a second race later on.

To McRae's delight it came with lashings of rain, and fans were treated to a brief glimpse of the kind of car control in low-grip conditions that would make him World Rally Champion a little over three years later.

He flung the rear-wheel-drive BMW around for all it was worth. Up the field he charged, reaching as high as fifth and fancying a shot at lead duo Tim Harvey and Jeff Allam. But it didn't last, and he was disqualified after taking off Matt Neal's Team Dynamics BMW at Taylor's hairpin.

"That was inevitable," says Gow. "He simply wasn't used to competing with other drivers close around him. To be fair to him, he didn't argue the point.

"He knew he'd made a mistake and, similarly, I don't think he cared too much about the penalty either. It wasn't a career move for him, so I doubt he lost even a minute of sleep."

THIS WEEK IN...



SEPTEMBER 14, 2006

AFTER MICHAEL Schumacher announced his retirement from Formula 1, we published a commemorative issue celebrating his remarkable record of achievement, including an eight-page pictorial tribute, former team-mate Martin Brundle's account of Schumacher's brilliant-yet-controversial career, plus analysis of his 'forced' retirement and the deal that would bring Kimi Raikkonen to Ferrari.

In other news, Australian motorsport was left reeling by the death of Peter Brock (below). The multiple touring car champion and nine-time Bathurst winner, 61, was killed when he lost control of the Daytona Cobra Coupe in which he was contesting the Targa West Rally in Western Australian.



NEXT WEEK



Will the Red Bulls be tamed at Monza?

ITALIAN GP

Title battle shifts up a gear at F1's fastest track *On sale Sep 16*

PLUS

GP2 Monza; WRC Japan; AUTOSPORT 1000KM; Goodwood Revival preview

ALAIN PROST

■ Mexican Grand Prix, Mexico City ■ June 24, 1990 ■ Ferrari 641/2 ■ Qualifying compromise leads to perfect race



LAT ARCHIVE

Prost blew rivals away for second Ferrari F1 victory

THERE WERE several races that I could choose from, but if had to pick one it would be between Mexico 1990 and Adelaide '86. Maybe Mexico was something stronger from me. The main thing was that, although the car was okay, I was struggling with the qualifying tyres. I decided to concentrate much more on the race set-up during qualifying and, in fact, not use any qualifying tyres.

The decision, first of all, not to qualify on qualifying tyres and concentrate on the race set-up is never easy, but I was sure that it was the right decision. So I was obviously surprised and disappointed to start 13th. You know, I was expecting to be maybe fifth, sixth or seventh, but 13th was quite hard. To be honest, when I qualified I said to my race engineer, "Don't worry," but nobody believed me at the time.

In this type of team, when you have a car capable of the front row and you're fighting for the championship, and you then qualify 13th, sometimes people do not understand. Even if they trust

"One of the team said, 'Nobody wins from 13th on the grid!' I overtook everybody with my better set-up"

what you're doing it's not that easy, especially in the Latin teams. But the race was perfect.

In the warm-up in the morning I did everything that I wanted to. I remember being with the race engineer and the guy from the engine department and I said, "I will win the race." One of them said,

"Nobody wins the race from 13th!" The good thing was that I overtook everybody. Nobody stopped because of reliability problems.

All of the frontrunners had the same tyres, so I think my set-up was better in terms of handling. Mexico City was very bumpy and very tiring physically because of

that. I decided to run with less downforce. This was to try to push much less on the car and not to go too strong on the bumps. This would also ask a little bit less of the tyres and I would have a good speed on the straight. That was the main reason for my advantage in the race, but this set-up simply didn't work in qualifying.

During practice optimise what you have, and it worked out. But, of course, I still had to drive. I had to overtake, because the first lap I think was 14th or 15th, but I saw very quickly that the car was braking perfectly. It was really one of my best races, or should I say, my best weekends. ✖
Alain Prost was talking to Peter Mills

IN PROFILE



ALAIN PROST was born on February 24 1955. Following karting success, the Frenchman claimed the prestigious Pilot Elf Award at the Winfield Racing school. As reigning French and European F3 champion, Prost was signed by Teddy Mayer's McLaren F1 team for 1980. World championships followed with McLaren in '85, '86 and '89) and Williams in '93. As well as his McLaren years, title assaults were also staged with Renault ('81-83) and Ferrari ('90-91). Prost took over Ligier in '97 and ran it until the end of '01, with little success under his own name. He now competes in the Andros Trophy.

NEXT
WEEK

Mario
DOMINGUEZ



AUTOSPORT

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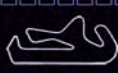
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ALGARVE
16-17 JULY



HUNGARORING
21-22 AUGUST



SILVERSTONE
10-11-12 SEPTEMBER



www.lemans-series.com



Porsche Carrera Cup GB

Rounds 15 and 16, Knockhill, September 4-5

Race wins for Tim Harvey and Michael Caine

Double pro-am1 win for Tony Gilham

Double pro-am2 win for Rory Butcher

Overall podiums for Glynn Geddie, Euan Hankey and Charlie Bateman

'Driver of the weekend' award for Charlie Bateman

'Team of the weekend' award for Celtic Speed

Round 15 results

- 1 Tim Harvey (Red Line Racing)
- 2 Michael Caine (Motorbase Performance)
- 3 Glynn Geddie (Team Parker Racing)
- 4 Charlie Bateman (Motorbase Performance)
- 5 Rory Butcher (Celtic Speed)
- 6 Michael Meadows (Red Line Racing)

Round 16 results

- 1 Michael Caine (Motorbase Performance)
- 2 Euan Hankey (Team Parker Racing)
- 3 Charlie Bateman (Motorbase Performance)
- 4 Tim Harvey (Red Line Racing)
- 5 Michael Meadows (Red Line Racing)
- 6 Rory Butcher (Celtic Speed)

Provisional points positions after round 16

Overall

1	Tim Harvey	316
2	Michael Caine	289
3	Stephen Jelley	187
4	Glynn Geddie	177
5	Euan Hankey	172
6	Ollie Jackson	144
7	Charles Bateman	135
8	Tony Gilham	117
9	Michael Meadows	116
10	Jonas Gelzinis	113
11	Ahmad Al Harthy	85
12	Tom Bradshaw	74
13	Archie Hamilton	69
14	Michael Leonard	24
=	Glenn McMenamin	24
16	George Brewster	21
17	Steve Parish	15
=	Liam Griffin	15
19	George Richardson	14
20	Mark Hazell	11

Pro-am1 category

1	Ollie Jackson	163
2	Jonas Gelzinis	125
3	Tony Gilham	118
4	Ahmad Al Harthy	85
5	Archie Hamilton	69
6	Michael Leonard	24

Pro-am2 category

1	Glenn McMenamin	123
2	George Brewster	121
3	Mark Hazell	100
4	George Richardson	92
5	Paul Mace	70
6	Richard Denny	61

Team championship

1	Red Line Racing	432
2	Motorbase Performance	424
3	Team Parker Racing	349
4	Addison Lee Motorbase	159
5	Collins ReDesign Racing	117
6	Juta Racing	113

For more information on the Porsche Carrera Cup GB visit

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