

ERROR-STREWN VETTEL UNDER FIRE

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CONTENTS

September 2 2010 – vol 201 no 10



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COVER IMAGE: Thompson/Getty
INSET: Coates/LAT, Thompson/Getty, Crippa/LAT & Abbott/Lat

NEWS

10 Vettel comes under fire

Error-strewn German facing title-fight pressure

12 Alonso title hopes fade

Ferrari ace loses ground after Belgian GP crash

14 Wing test gets thumbs up

Teams satisfied with new load test for Italian GP

18 IndyCar civil war

Teams express dissatisfaction over 2012 chassis decision

20 Hybrid world-title aim

FIA president Jean Todt wants blanket hybrid world-title formula for 2013

23 Nissan eyes DTM move

Japanese marque evaluating tin-top programme

25 Murphy in Bathurst doubt

Four-time winner battling to get fit for Aussie 1000km race

26 Meeke joins Mini

Northern Irishman confirmed for Mini WRC project

Is Sebastian Vettel throwing away title? P10



COVER STORY

ETHERINGTON/LAT

REPORTS

30 Belgian Grand Prix

Dominant display hands title lead back to Lewis Hamilton

42 GP2 Spa-Francorchamps

Six of the best for runaway points leader Maldonado

44 Belgian GP supports

GP3, Porsche Supercup and Formula BMW Europe

46 World of Sport

ALMS; Indy Lights; IRC; Grand-Am; NASCAR

52 IndyCar Chicagoland

Fuel/tyre gamble pays off for Dario Franchitti

54 British F3 Snetterton

It's lucky #13 for Vergne

56 British GT Snetterton

Brown/Ferrier and Cameron/Griffin give Ferrari a double

58 World GT1 Nurburgring

Aston Martin 'Young drivers' Turner and Eng win twice

Belgian GP: Vettel and Button lose ground P30



TEE/LAT

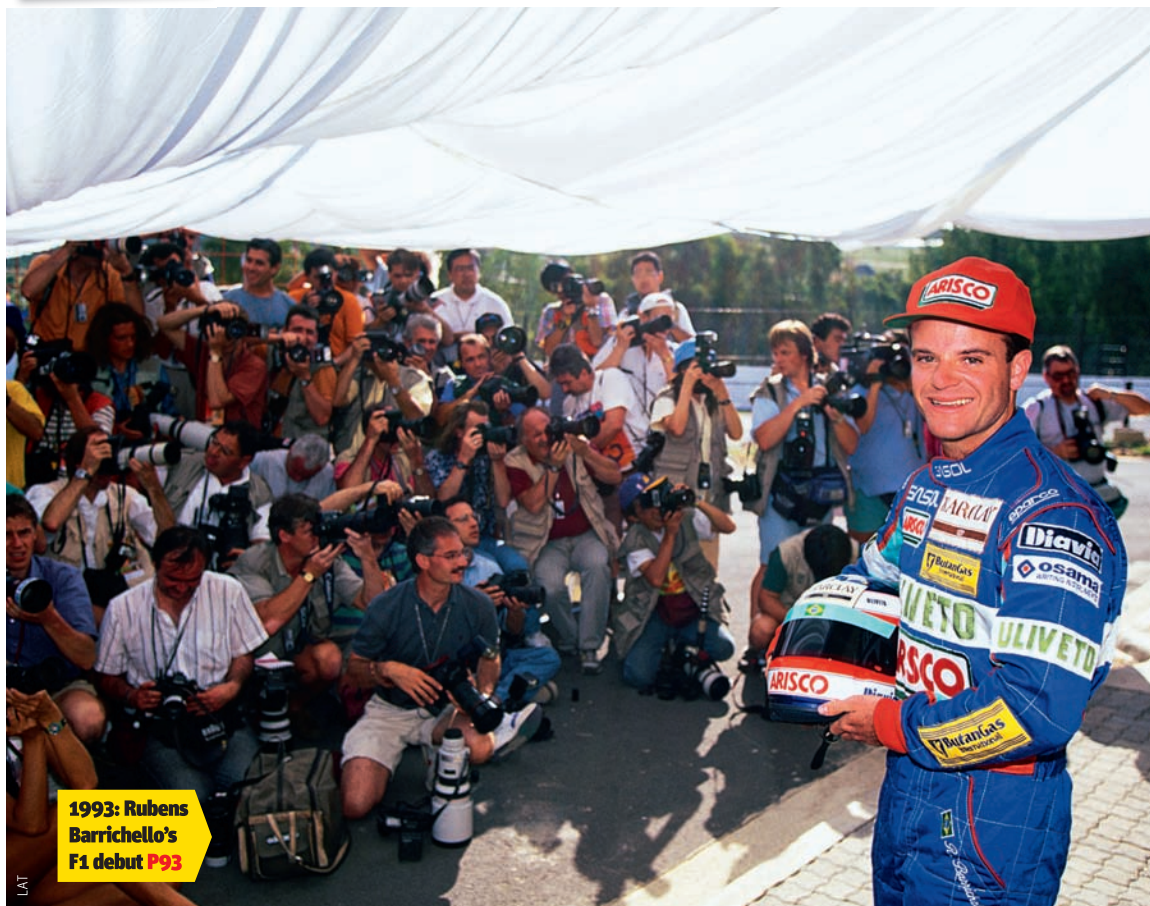


"I'm losing my efficiency - in 1995 it was 15 places! I'm having to improve, I guess"

MICHAEL SCHUMACHER, WHO MADE UP 14 PLACES AT SPA LAST WEEKEND, RECALLS A BETTER EFFORT

1.565

The time, in seconds, that separated Chicagoland IndyCar winner Dario Franchitti and 14th-placed finisher Danica Patrick. Now that's close racing! Report, p52



1993: Rubens Barrichello's F1 debut P93

FEATURES

93 Photo finish

Looking back 17 years to when Rubens Barrichello made his F1 debut, for Jordan, in 1993. 300 GPs later, he's still going strong

SUBSCRIBE...

to AUTOSPORT magazine and get a free McLaren F1 backpack. **P72**



SPORTS EXTRA

73 New class for GT3 racers

Older sportscars set for new-class reprieve

74 Mofaz for Renault UK

Renault 3.5 squad targets British series plan (right)

77 FBMW can't be saved

BARC unable to rescue single-seater series for 2011

78 Reports

Oulton Park HSCC; Rockingham BRSCC; Thruxton BARC; Mallory Park CSCC; Silverstone 750MC; Lydden British Rallycross; Gurston Down British Hillclimb; Castle Combe CCRC; Kirkistown 500MRCI

Fabulous Oulton Park Gold Cup P78



REGULARS

7 From the editor

8 Snapshot

17 Mark Hughes

72 Subscribe

And get a free McLaren Formula 1 backpack

88 Final drive

Letters and reviews

90 On track/on screen

The best motorsport action over the next seven days

92 The week in pictures

Arresting images from last weekend's international racing - and partying!

94 Race of my life

Bryan Herta, Laguna Seca CART, 1998 (below)





Fabialous (sorry about that).

Congratulations to the Škoda team on taking the top 3 places with the Fabia S2000 in the IRC Barum Czech Rally last weekend and sealing victory in the IRC manufacturers' title.

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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:

Tel: 1-866-918-1446, Email: haymarket@imsnews.com
Periodicals paid at Railway, 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 Wyndehelm Heron Ltd. Cover and centre sections printed by CSM Impact, Basingstoke. Colour original on: 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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Little Britain: still big on racing action



LAST WEEK we celebrated the past 60 years of the sport, and it appears the feeling is mutual as it paid us back with a sensational weekend of racing.

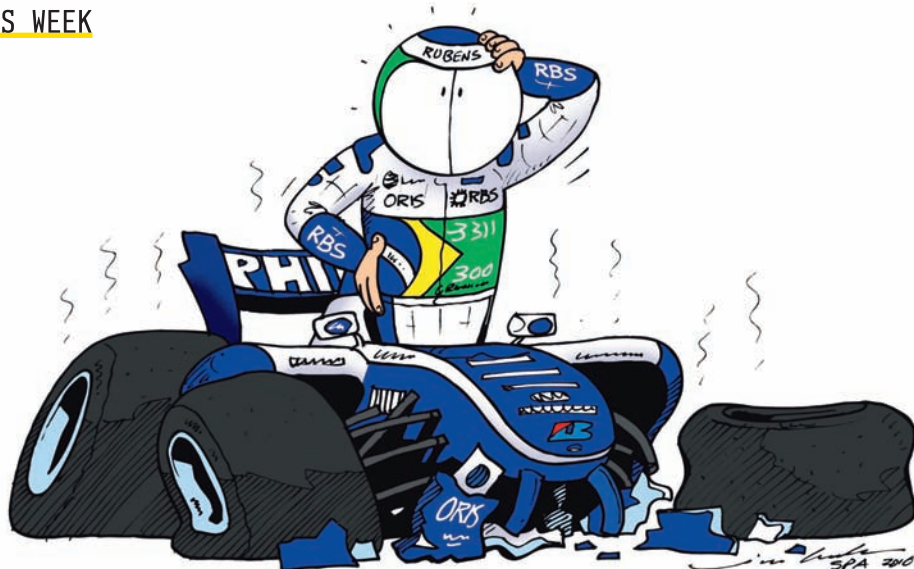
At Spa-Francorchamps, Lewis Hamilton kick-started AUTOSPORT's seventh decade with a supreme display of old-fashioned, on-the-edge car control as the fickle Ardennes climate played havoc with Formula 1's strategists. Lewis did a mighty job to keep it on the island – but only just! You can't win the world title at the moment, but you can certainly jeopardise your chances – just ask Sebastian Vettel and Fernando Alonso.

It's not the first time this year we've seen Vettel turn sharp right into a title rival (Jenson Button on this occasion) on a straight, and questions are now being asked of him as we approach the 'squeaky-bum time' of the title run-in.

The Spa showers blew over to the Nurburgring too, where Aston Martin dominated a couple of action-packed World GT1 races, while in America Dario Franchitti boosted his championship charge with victory in an epic race at Chicago, which coincided with rival Will Power suffering a nightmare.

Rule Britannia!
Charles Bradley, deputy editor

BAMBER'S WEEK



CONGRATULATIONS TO RUBENS BARRICHELLO ON HIS 299th AND A BIT GRAND PRIX



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BELGIAN GP

A picture sprays a thousand words

Lewis Hamilton returned to the top of the drivers' championship standings with a mesmerising performance at Spa last weekend. The McLaren driver led from start to finish in the wet/dry conditions and survived a brief off-track excursion to beat title rival Mark Webber and Red Bull by 1.5 seconds.

Picture: Dunbar/LAT



Vettel on verge of destro

Another calamity, this time in the Belgian Grand Prix at Spa, has raised questions over Red Bull star. By EDD STRAW



CRIPPA/LAT

Sebastian Vettel is looking increasingly likely to throw away his only remaining chance to become Formula 1's youngest world champion after losing another haul of points in last weekend's Belgian Grand Prix.

The 23-year-old came under fire

after losing control of his Red Bull while trying to pass title rival Jenson Button under braking for the chicane on lap 16. The impact put Button out of the race and forced Vettel to pit for a new nose. The German went on to finish a lapped 15th after also suffering a

puncture following another collision at the chicane, this time with Vitantonio Liuzzi.

McLaren team principal Martin Whitmarsh slammed Vettel's driving as "more reminiscent of junior formulae". Button said: "It was a very strange incident — I don't know what he was doing."

Question marks have been raised over Vettel's ability to deal with the pressure of a world championship fight. Three-time champion Niki Lauda suggested that "the pressure can paralyse because everyone expects you to be in front."

It is Vettel's third major error of the season. Last time out in the Hungarian GP, he earned a penalty after he failed to realise that the safety car was coming in amid radio problems. It was then deemed that he dropped too far behind teammate Mark Webber as the race restarted. Earlier in the season, he

triggered an accident with Webber that cost Red Bull victory in Turkey.

McLaren's Lewis Hamilton now leads the 2010 table, three points clear of Webber and 31 ahead of Vettel. Even so, Vettel believes he is still a strong title contender.

"During the season, it has been going up and down the whole time, so we have to see what happens," said Vettel. "It was my mistake and I'm sorry that I took Jenson with me and destroyed his race."

Red Bull team principal Christian Horner was quick to back his young charge, although he admitted that the German needs to have a clean race in next week's Italian GP.

"With Sebastian I hope that we have a slightly less incident-packed race at Monza," said Horner. "It [the Spa crash] was circumstances. Jenson had a slightly damaged car and was a lot slower, and Sebastian was surprised by how early he

Vettel is losing touch with Webber, Hamilton



LEATHERINGTON/LAT

ying title shot



End of line for Vettel's and Button's hopes?

HISTORY REPEATS ITSELF

Sebastian Vettel loses title to British rival after an error-strewn campaign... If you think that sounds like a dream headline for Lewis Hamilton on November 14 of this year, it is actually what happened in the F3 Euro Series of 2006, when Vettel was defeated by his team-mate, Scotsman Paul di Resta.

There was little to choose between the pair on outright pace, but it was di Resta's measured approach that reaped rewards as Vettel threw points away on at least four occasions.

The first error came while trying to snatch the lead from Sebastien Buemi at Oschersleben, where he spun. At Zandvoort, a rash move around the outside of the pack at the first corner sent him into the gravel. It was an error he repeated later on in the race as he tried to salvage some points.

The killer blows came during the penultimate weekend at the Le Mans Bugatti circuit. Vettel had closed the gap to just four points to di Resta but, as the Scot chalked up another win in race one, his German rival spun out of third place. Vettel then passed di Resta in race two, only to go off again and lose even more points.

Vettel drives onto the Zandvoort beach



THE TOP SIX... F1 TITLES THROWN AWAY

Sebastian Vettel isn't the first driver to hurt his own chances in the midst of a title battle:

1 LEWIS HAMILTON (2007)
Lost 18 points to champion Kimi Raikkonen in the final two races.

Big error was sliding into the gravel trap in the pit-entry lane in China on worn-out tyres, when he should have pitted earlier.



2 DAMON HILL (1995)
Had the car to go for the title, but made a string of high-profile errors. Collected



Michael Schumacher at Silverstone and Monza, and crashed out at Hockenheim and Nurburgring, losing big points.

3 NIKI LAUDA (1974)
Rough edges and impetuosity cost him the title in his first Ferrari year. Crashed

out trying to pass Jody Scheckter for the lead in Germany, and went off on the slippery surface while running first in Canada.



4 CARLOS REUTEMANN (1981)
It wasn't a mistake that cost him the 1981 title, but instead psychological



frailty. A lacklustre performance in the Las Vegas finale allowed Brabham's Nelson Piquet to steal the world title.

5 FELIPE MASSA (2008)
Everyone remembers his dignity in defeat in Brazil, but there were errors earlier

in his campaign. Spins in Melbourne and Bahrain, a disaster in the wet at Silverstone and hitting Hamilton at Fuji all cost him.



6 PETER COLLINS (1956)
Different days: Collins was in position to win the title at Monza when he was told to hand his Ferrari over to team-mate Juan



Manuel Fangio, who went on to take a fourth world crown. We doubt that even Felipe Massa would do that today.

VETTEL'S ERRORS IN 2010

Red Bull's protege has made a handful of clangers this year that have seriously hurt his title chances



TURKEY

Vettel edges over on Mark Webber while trying to pass for the lead, causing a high-speed collision and putting himself out of the race.
POTENTIAL COST: 25 POINTS



HUNGARY

Vettel drops too far behind yet-to-pit Webber as they approach a restart. Drive-through penalty that costs him a likely win.
POTENTIAL COST: 10 POINTS



BELGIUM

Loses it under braking and hits the side of Jenson Button at the chicane, forcing himself into the pits and earning a drive-through penalty.
POTENTIAL COST: 18 POINTS



Alonso harpooned by Barrichello on lap one

Alonso: don't rule us out for the title

Ferrari men reckon Spa disaster isn't the end. After all, 2007 looked a lost cause...

Fernando Alonso and Ferrari have been relegated to world championship outsiders after a disastrous Belgian Grand Prix.

The Spaniard and team principal Stefano Domenicali remained publicly upbeat after Alonso crashed out at Spa, leaving him 41 points off points leader Lewis Hamilton. The two-time champ had closed the gap to the top of the leaderboard from 47 points to 20 with a win and a second place in Germany and Hungary.

The team is continuing to push

to develop its car, and was due to try out its Monza-specification aerodynamic package this week, using one of its permitted straight-line test days at the Vairano circuit, prior to next week's Italian GP.

"It's more difficult, but it's not impossible," said Domenicali of the team's title chances. "I remember that in 2007 we were 17 points behind with two races to go [with eventual champion Kimi Raikkonen], so it's not more difficult than that.

"We need to understand exactly what happened in terms of the direction of the set-up that we took, or if the developments that we brought [to Spa] were right or wrong."

Alonso set the pace during Friday practice, but he qualified only 10th when rain meant he could not benefit from his final set of fresh option tyres.

He was hit by Rubens Barrichello's Williams at the chicane on lap one of the race, but had recovered to eighth place when he ran wide onto the artificial grass behind the Malmedy exit kerb and spun into the wall.

When asked by AUTOSPORT whether he felt that he had lost momentum in the championship fight, Alonso said: "No. There are five contenders for the championship – three of them didn't score at Spa and two of them did. Next race, maybe it's the opposite and we will be back in the position we had before this race.

"We need to do even better than before in the remaining six races."

Alonso, along with Sebastian Vettel, has now failed to score points in three of this season's 12 races. An engine failure in Malaysia, a penalty for overtaking Robert Kubica on the grass at Silverstone and his Spa crash have cost him significant points.

No margin for error on Ferrari engines

Fernando Alonso has admitted that Ferrari's engines must run "as normal" if he is to avoid serving a 10-place grid penalty later this season.

Drivers are restricted to eight engines, with a grid penalty for each extra one used. Alonso suffered two engine failures early in the campaign, and used his seventh unit of 2010 at Spa for last weekend's Belgian Grand Prix. The problems that caused those failures have been solved, but there is little margin for error.

"If everything goes as normal then there is no problem," said Alonso. "The plan for the engines is well under control at the moment and it should be enough with the engines that we have left."



Alonso insists title is still realistic



Alonso can't afford any mechanical gremlins

Petrov form holds up 2011 driver market

RENAULT HAS put a logjam into the Formula 1 driver market after deciding to defer any call on its second seat for 2011.

Russian rookie Vitaly Petrov scored his third consecutive points finish at last weekend's Belgian Grand Prix, despite

starting from the back of the grid after crashing in qualifying.

Petrov remains in contention to drive alongside Robert Kubica next year, with Lotus's Heikki Kovalainen and Force India's Adrian Sutil believed to be also on

the team's shortlist.

Virgin driver Timo Glock, who turned down a Renault seat for 2010 when the team's ongoing F1 participation was uncertain, has also been linked with the drive. But Virgin team principal John Booth confirmed at Spa that Glock would not be leaving the Manor Motorsport-run team.

"Speculation has been growing, but we've been quite clear," said Booth. "It's all fixed for next year and he's staying with us."

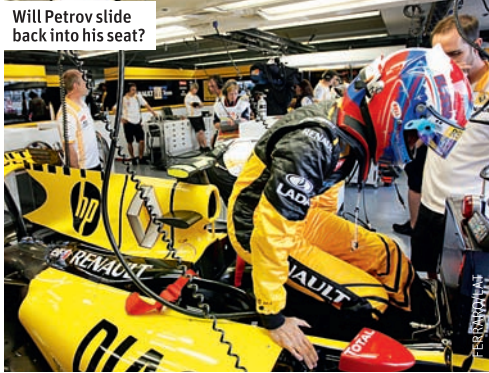
AUTOSPORT understands that the second year of Glock's contract allows Virgin to retain the German – provided it has achieved specified performance-

improvement targets.

Williams has also yet to confirm its 2011 driver line-up, although veteran Rubens Barrichello is believed to have already agreed to stay. The team has an option on rookie Nico Hulkenberg, who has impressed in recent races. The German confirmed at Spa that he is not talking to any other teams.

Sauber is also holding fire on its driver line-up while the Renault seat remains open. Kamui Kobayashi, who claimed his fifth points finish in the past seven races at Spa, is likely to be retained. But no decision has yet been taken either on him or team-mate Pedro de la Rosa.

Will Petrov slide back into his seat?



Lotus heading for split with Cosworth



Lotus used Renault engines in 1980s

LOTUS IS closing on a switch to Renault engines for 2011.

The team is currently in the first season of a three-year contract with Cosworth, but Renault has been pushing hard to recruit a second customer team alongside Red Bull.

Although a deal is believed to have been agreed in principle with the French manufacturer, Lotus is only expected to sign if a severance agreement can be sorted with Cosworth, which will demand full payment.

The Cosworth engine has impressed on its return to F1. It gives away top-end power to the benchmark Mercedes engine, but is quick enough for Cosworth-powered HRT driver

Sakon Yamamoto to have registered the sixth-fastest figure in the speed trap on the long straight at Spa in qualifying for last weekend's Belgian Grand Prix. The Williams-Cosworth of Rubens Barrichello posted top-five speeds in the other two speed traps.

Lotus has yet to make any public comment about a switch to Renault, but chief technical officer Mike Gascoyne admitted to considering alternatives for its future engine supply.

"As teams we always evaluate every option that's out there," said Gascoyne, "but at the moment we're very happy with the job that Cosworth have been doing."

Big step for Renault with f-duct



Kubica ran with the top teams

RENAULT'S F-DUCT made a successful debut at last weekend's Belgian Grand Prix, with team insiders estimating it to be worth more than half a second per lap.

Robert Kubica's third-place finish at Spa was Renault's first on a traditional road course since Fernando Alonso took the runner-up spot in the 2008 Brazilian GP, hinting that the team has solved its Achilles' heel of poor top-end speed.

"It worked perfectly from the first lap," said Kubica. "With the f-duct it seems easier to be more competitive."

Renault is the last of the frontrunning teams to introduce the system, having originally ruled it out at the season-opening Bahrain GP.

Once the Italian GP is out of the way, the f-duct is not expected to be provide such a boost as it did at Spa.

AUTOSPORT SAYS...

JONATHAN NOBLE
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In any fight as close as the one we're being treated to this season, the destiny of the title is invariably decided not by the points of downforce that teams can eke out of their car, but by the points that the man in the cockpit throws away on Sunday afternoons.

Keeping the scores consistently rolling in has always been crucial, but it matters much more in 2010. Not only because of the new points structure, but also due to the way the form has fluctuated from race to race between Red Bull, Ferrari and McLaren.

So if any of us had been asked before the season started to name the man who would make the fewest mistakes and maximise the opportunities that came his way, Fernando Alonso would have been at the top of the list.

But, just as Sebastian Vettel's title charge has been dented by personal errors, so Alonso now has to sit back and take stock of why it has not clicked for him. How costly were the jumped start in China, the practice crash in Monaco, the corner-cutting antics at Silverstone and the crash at Spa?

For us on the outside, it's baffling. While Vettel can pin the blame for his troubles on youthful exuberance, Alonso is someone we know can drive flawlessly. He's proved it in the past, so what's happened this year?

Perhaps it's desperation to win. Perhaps it's a case of trying too hard. Perhaps both. Only he knows.



Alonso: looking a bit desperate?

ROLL OF HONOUR

Mark Webber's pole position at Spa was the 25th for Australian drivers in the Formula 1 world championship. Jack Brabham claimed the first at Aintree in 1959. Alan Jones is the only other Aussie to have ever taken a pole position:

- Jack Brabham (13)
- Alan Jones (6)
- Mark Webber (6)



Brabham gallops for Aintree finishing post

New flexi-tests satisfy teams

FIA's moves to end recent controversy appear to have brought an end to complaints

Formula 1 teams have welcomed the FIA's decision to introduce a new load test to the 'tea tray' section at the front of the floor at next week's Italian Grand Prix.

The move was made in the wake of the recent flexi-wings controversy, during which McLaren led criticism of the design of the Red Bull RB6 and Ferrari F10. As well as a 200kg upward load being applied to the centre of the floor 380mm behind the front wheel centre line, the same test will also be applied 100mm either side to ensure that floors have not been designed to flex in areas that are not tested (see expert view). The FIA has also insisted that no joints or fixings that allow the floor to move will be permitted.

Williams technical director Sam Michael, whose team made changes to its tea tray for the Belgian Grand Prix to comply with the new load tests, praised the move.

"The change to the front part of the floor is really good," said Michael. "It's an offset load, so you won't be able to have a centre pivot. At the moment, a floor can twist, but it [the test] will stop that."

"We made some small changes, but there are other teams making much bigger changes."

McLaren team principal Martin Whitmarsh is confident this new test will prevent further controversy.

"The requirements for Monza will end what has been a misnomer," he said. "The bodywork is intended to be attached rigidly with no degree of freedom and when you look at floor stays that hinge, buckle, slide and have dampers, it seems bizarre."

Despite McLaren's confidence, Red Bull team principal Christian Horner does not believe that the increased tests to the front wing introduced for Spa, or the floor tests that will be run at Monza, will make any difference to his team.

"We have exactly the same front wing here as we had in Hungary," said Horner. "It's complete propaganda, and McLaren are the world champions at that. The [performance] difference between here and Budapest is that Spa has several kilometres of straight."

"The Monza tests will be no problem for us, but I think it will affect other teams."

EXPERT VIEW

GARY ANDERSON
TECHNICAL CONSULTANT

This new test will not suddenly make Red Bull uncompetitive.

Article 3.17.5 of the Formula 1 technical regulations states: "bodywork may deflect no more than 5mm vertically when a 2000N load is applied vertically to it at a point which lies on the car centre line and 380mm rearward of the

front-wheel centre line."

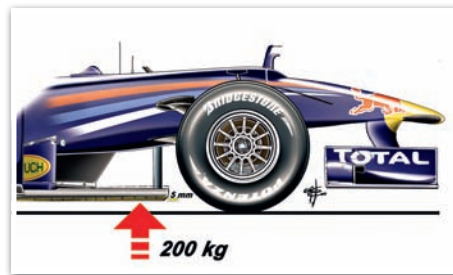
This test is applied to the floor of the car through a 50mm hole in the plank. If you were to make that part of the floor rigid enough to pass the test as it is in the rules, but the area around it flexible, then you could have the plank deflect upwards by 10mm. This would allow the front wing to



run lower because the plank is moved upwards to prevent it wearing.

The test change is logical, because you can make the floor pass the original test but still lift the undertray by 10mm. It's a plank-deflection test rather than a test of the undertray.

Monza will be difficult for Red Bull, but I still expect the RB6 to be setting the pace when we get to Singapore, as it is still the best car in the field.



Red Bull and Ferrari have been under scrutiny

2011 focus at Williams



FERRARO/LAT
FW32 has one update to come

WILLIAMS HAS diverted all of its aerodynamic development resources to its 2011 car after completing work on its final 2010 upgrade package.

The team's final upgrade for this year's FW32 will not appear on the car until the Singapore Grand Prix at the end of September. However, with the design work on it completed, Williams will be able to switch its efforts to 2011.

"The design focus from an aero point of view is fully on next year's car," said technical director Sam Michael. "The FW33 will be a completely different car because you've got some really big rule changes with no double diffusers, KERS returning, the moveable rear wing and Pirelli tyres."

Tilke insists Korea work is on course

New Korean venue nearing completion



THE INAUGURAL Korean Grand Prix remains set to go ahead on October 24 despite the track not yet being ready for FIA circuit homologation.

F1 team insiders indicated that they still have doubts over whether the Yeongam circuit will be completed in time. Pictures taken during the summer break showed large areas of the track with only a loose surface, but it is understood that the laying of asphalt is currently underway. Track designer Hermann

Tilke confirmed in Belgium that, although there is still work to be done, "it will be ready".

If the race were not to go ahead, sources indicate that it is unlikely a replacement will be slotted into the calendar. That is despite Qatar's Losail circuit being ready and willing to host a race at short notice.

Yeongam will take a major step towards readiness when on-loan HRT driver Karun Chandhok demonstrates a Red Bull there on Sunday. He is not expected to use the full circuit.

THIS WEEK IN F1



McLAREN Team principal Martin Whitmarsh has ruled out favouring Lewis Hamilton's bid for the title despite team-mate Jenson Button now being 35 points behind him in the standings after retiring from the Belgian Grand Prix.



MERCEDES The Ross Brawn-led team re-introduced its latest-specification blown-diffuser set-up at the Belgian GP. The decision followed changes to prevent the carbonfibre being warped by exhaust-gas temperature.



RED BULL Team principal Christian Horner believes that Robert Kubica should have been given a penalty for pushing Sebastian Vettel off the track on the run out of Raidillon early in the Belgian Grand Prix.



FERRARI Team principal Stefano Domenicali is confident that Ferrari will race with its f-duct at the Italian Grand Prix. "At the moment, it will stay on the car for Monza," he said. The team will make a final decision after free practice.



WILLIAMS Rubens Barrichello insists that he has never considered retiring from F1 having raced at the top level since 1993. "I've always worked to keep my dream alive and keep going," said the 38-year-old.



RENAULT The Enstone team has opted not to name a replacement third driver while GP2 racer Ho Pin Tung recovers from a back injury.



FORCE INDIA Paul di Resta sat out Friday-morning practice at the Belgian Grand Prix last weekend to allow Tonio Liuzzi and Adrian Sutil time to evaluate the team's blown diffuser. He will return to action at Monza next week.



TORO ROSSO Sebastien Buemi believes that the team must improve its qualifying performance if it is to boost its points haul this year. "We know where we have got to improve, especially in qualifying," said the Swiss driver.



LOTUS Chief technical officer Mike Gascoyne believes that it is more important for the team to get the best out of its 2011 design than to finish 10th in this year's constructors' race.



HRT Sakon Yamamoto is likely to see out the season with the Hispania team. The Japanese, who replaced Bruno Senna at Silverstone and then took Karun Chandhok's seat, is expected to be in the car until at least the Korean GP.



SAUBER The Swiss team has signed a new sponsorship deal with energy drink manufacturer Mad Croc. It also extended its deal with Burger King Spain for an extra race, covering last weekend's Belgian Grand Prix.



VIRGIN Team principal John Booth has played down suggestions from Bernie Ecclestone that the new teams could be struggling. "We have brought eight new sponsors to F1 this year and we have got a solid base to go forward," he said.

Mansell firm on drivers in Belgium

Drivers stayed on track at La Source



NIGEL MANSELL played a key role in ensuring that drivers did not gain an unfair advantage by using the asphalt run-off at the exit of La Source during the Belgian Grand Prix.

In recent years it has become the norm for cars to use the asphalt area beyond the kerb. Three drivers did so at the start of last year's race to gain an advantage, including winner Kimi Raikkonen.

Former world champion Mansell, making his second

appearance as a steward, is understood to have been vocal on the subject during the drivers' briefing. Several sources also indicated that he admonished seven-times world champion Michael Schumacher for talking while the group was being addressed.

Mansell, along with FIA race director Charlie Whiting, insisted that penalties would be issued for drivers going beyond the bounds of the track unless they were forced there. At the

start of the race (above), no drivers ran wide. Only Jaime Alguersuari was hit with a penalty for going off-limits during the race, issued for short-cutting the chicane to stay ahead of Tonio Liuzzi.

"Nigel has been a pretty strong, fair voice," said Liuzzi. "He made a clear statement."

Mansell could make further appearances as an FIA steward, a role that has also been filled by the likes of Derek Warwick, Alain Prost and Damon Hill.

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MPH Mark Hughes

AUTOSPORT grand prix editor

Motorsport's world council should grasp the nettle and make a once-and-for-all clarification of the difference between team orders and team strategy. Then F1 can finally move on

Amazing how the bit of routine competitive tension we saw from Ferrari at Hockenheim with the team orders conflict has snowballed into something striking at the very heart of the sport. As the team finds itself in the dock of the world council hearing next week, there are so many plots and sub-plots to consider.

Since the team orders rule was imposed eight years ago, the interpretation was always very loose. It wasn't meant to be otherwise. The only intention of the regulation was that teams didn't blatantly remove all visible competitive tension from a race

slightly longer pitstops for one guy, or a slower in-lap – or any number of even less visible means.

No one really minded. The casual viewer didn't notice, the specialist fans could but didn't mind because they understood what the sport was about and how it worked, how team orders in the chase of a championship was the most natural thing in the world. So were the casual fans being cheated? Well, in their very casualness they were willingly deceived. If they just wanted a bit of entertainment, then they'd been entertained. What was the problem?

Meantime if you invested the time in following F1 properly and in depth, you'd not only understand the delineation between individual and team competition and how it varied according to the situation, you'd also be able to see the joins, you'd notice that slower in-lap, read between the lines of the explanations afterwards.

It wasn't ideal that a regulation had to be imposed, because it obfuscated the reality. Without the rule there was no deceit necessary – willing or not. The casual fan didn't notice, the specialist fan had another layer of interest to look at and no one was doing anything illegal. But then Jean Todt went and took advantage of that delicate and widely-understood dynamic like an elephant in jackboots by insisting on a totally unnecessary and blatant exploitation of it. Barrichello objected and the whole thing was blown wide open, making necessary that very awkward rule – all for the benefit of the casual fan.

That rule cannot comfortably

sit within the ethos of racing – as it has been virtually since the sport was invented. Todt's actions resulted in the imposition of a rule that was always going to create a fault line for controversy – and at Hockenheim a few weeks ago it duly arrived.

The competitive emotions behind Rob Smedley's clearly reluctant instruction to his driver are just a natural part of racing – and that's what led to action being taken. It was a reluctant application of a rule that had been reluctantly introduced.

So at the council hearing a week on Wednesday, there is the opportunity to put this mismatch to bed once and for all. A clear and easily understood explanation of the distinction between team orders and team strategy, making clear why it is acceptable in some circumstances for a fight between team-mates to be neutralised, would rid the sport of this awkwardness and potential for derision.

If, on the other hand, the council decides to try to rigidly impose the letter of the regulation, then what is the evidence? Yes, we all understand what happened. But that's not the same thing as evidence. All Alonso did was overtake a car that had slowed. Why did Massa back off? What evidence is there that it was not his own decision? What proof is there that 'Fernando is faster than you' was a code for 'get out the way'?

If a harsh judgement is imposed without evidence and Ferrari decides to take it to the court of appeal, where evidence would weigh much more heavily, then things get very messy – and no one benefits. ❧



between its drivers – especially if that race was for the win. Otherwise people might question why they had invested time or money in watching the event. The sub-text was that no one really minded if a bit of manipulation went on as a team sought to maximise its championship chances – so long as it wasn't obvious to the casual viewer, such as at Austria 2002. So since then we've had

“No one minded manipulation – so long as it wasn't obvious”

INDYCAR

Showdown over new Indycar

Series bosses fight to prevent teams' revolt over the concept for the 2012 next-generation Dallara Indycar chassis



**P52 CHICAGOLAND
INDYCAR REPORT**

The Dallara-built car that may lead to IRL civil war

The IndyCar Series is on the verge of a dispute between team owners and series bosses over the 2012 chassis decision.

Reports began to surface over the Sears Point weekend two weeks ago that teams were unhappy with the decision to have Dallara produce the next-generation chassis from 2012.

The unrest amongst the owners intensified during the Chicagoland event last weekend, with teams claiming that the IRL had no right

to decide which car they are forced to buy without first consulting them.

IndyCar CEO Randy Bernard's seven-man ICONIC panel has also come in for criticism. Despite the teams being represented by De Ferran Dragon co-owner Gil de Ferran, they feel they were not given enough input into the decision.

There are also fears about costs increasing. Despite the initial price of the chassis and engine package being dramatically reduced compared with

the current Dallara-Honda package, teams are concerned about the cost of spare parts, especially as they will no longer be able to make many of their own parts for the car.

While the teams have not yet clarified their demands to Bernard and his colleagues, they are believed to be keen on delaying the introduction of the new car until the economy is stronger and they have more money available.

TEAMS UNITE

Team bosses have held meetings independent of IndyCar officials at the past two races. However, reports in America suggest that the number of disgruntled teams had already decreased by the time of the second gathering in Chicago last weekend. News of the second team meeting prompted Bernard to speak publicly to play down the rift.

"We're never going to agree on everything, but we believe that we need to be as one," he said. "And whenever we hear of things that start to break out there, we need to come together as one and work to build things. This has to be win-win for everyone so that we take the League

in the right direction."

Bernard also admitted that he was disappointed to see so many team bosses speaking anonymously to the media.

"It's hard to have an honest conversation if people won't put their names to their words, or if they won't talk to me directly," he said. "Everything I've heard is what I've read or has been passed on by my staff. I still don't have a clear picture on what they are asking for. A delay on the new car? A new chassis? I haven't received anything firsthand from them so it's hard to say. Everyone has my number and my email, and I go out of my way to be here for any of my owners to speak to. Communication is a two-way street."

THE WAITING GAME

It is understood that the teams have grown concerned by the lack of definitive details regarding the new package since the announcement in July. Tony Cotman, who is in charge of the 2012 technical package, is not expected to have defined the rules until mid-October at the earliest.

Team Penske president Tim Cindric said: "We just want to make decisions that are thought through. Maybe we can do this car in phases because of cash flow. The biggest things that need to be decided are economic rather than competitive."

● Bernard, de Ferran and Tony Purnell began their trip to Europe this week to discuss their 2012 plans with manufacturers. The trio will visit McLaren, Ferrari, Mercedes, Cosworth, Audi, Renault and Lotus.

Penske (l) and Ganassi have remained quiet



INDYCAR

Indy boss keen on Milwaukee, Elkhart Lake

THE MILWAUKEE Mile and Road America (Elkhart Lake) are two of the tracks from the heyday of IndyCar racing being targeted to rejoin the series' calendar.

IRL chief Randy Bernard is pushing hard to get Milwaukee back on

the schedule for 2011 after the race was dropped for this year. He also has a desire to take top level single-seater racing back to the famous Elkhart Lake road course for the first time since Champ Car last raced there in 2007.

"I want that [Milwaukee] event badly," said Bernard. "We have a tremendous fan base that feels like we left them behind, and I think this is a step to make sure that tradition stays part of IndyCar. But it has to be viable. So right now,

we're trying to figure out how we can make this event happen."

As part of his push for tradition, Bernard added that he understood the appeal of the four-mile Road America facility.

"Everybody wants Road America," he said. "But it isn't going to happen for next year. We would love to have an event there, but right now we're not in that position. We've not had any serious deliberation on it yet, but I need to spend some time and see what opportunities are there."

Reports in America suggest that IndyCar racing could also be heading back to the Fontana oval in 2011.



Milwaukee is close to 2011 return

ABBOTT/JAT

INDYCAR

No Penske 2012 design



Penske chassis last raced in 1999

PENSKЕ HAS ruled out the possibility of producing its own aero kit for the next-generation IndyCar chassis.

The American racing powerhouse has been considered one of the favourites to produce its own design when series bosses announced that teams would be able to create their own bodywork for the new car. With chassis carrying the name of the aero kit rather than Dallara, it would have led to a Penske-named car racing in American single-seaters for the first time since 1999.

However, Penske has been put off because of the rule that requires anyone who produces a bodykit to make it available to the entire grid should they wish to pay for it, therefore negating any potential advantage.

Penske driver Helio Castroneves said: "I heard something around but Roger [Penske] said no. He does not want to do it because if you do it for one car you've got to do it for the rest."

IN BRIEF



SCHECKTER AT CONQUEST

Tomas Scheckter (above) returned to the IndyCar Series last weekend at Chicagoland. The South African replaced Francesco Dracone in Conquest Racing's second car, alongside Bertrand Baguette. James Rossiter has been linked to the seat for the last two races.

CHICAGO QUALS TRIMMED

The IndyCar Series shortened its oval qualifying format for last weekend's race at Chicagoland. Each driver's qualifying run was cut from four laps to two, to save time due to the large number of cars (29) entered in the race.

DALY EYES EUROPE

Newly-crowned Star Mazda champion Conor Daly has expressed an interest in furthering his career in Europe rather than working his way up the ladder towards the IndyCar Series. The 18-year-old American is understood to be targeting a switch to GP3 for 2011.

IOWA GETS NIGHT RACE

Iowa Speedway's IndyCar Series race will be held at night in 2011. Circuit boss Craig Armstrong said that he had hoped for a night race since Iowa's first race in 2008.

BEATRIZ BACK AT D&R

Ana Beatriz became the latest driver to stand in for the injured Mike Conway at Dreyer & Reinbold Racing at last weekend's IndyCar race at Chicagoland.

CLOS INJURES BACK

GP2 race winner Dani Clos is confident he will be able to race at Monza next weekend despite suffering back injuries in the first race at Spa on Saturday. The Spaniard suffered a fractured vertebra in an opening-lap accident.

BUSCH EYES INDY RUN

NASCAR star Kyle Busch (below) has admitted that he would like to drive an IndyCar one day. The 25-year-old added that he would enter the Indianapolis 500 if he wins a NASCAR Sprint Cup title.



AUTOSPORT SAYS...

GLENN FREEMAN
NEWS EDITOR

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Welcome to IndyCar racing, Randy Bernard. After six months of quietly getting your feet under the table, learning about your new arena and generally being praised, you have now been subjected to the real initiation process. So, like all of your predecessors that have tried to lead American single-seater racing, it's time to take on the team bosses.

Sure, they claim they don't want to run the series. And they say that this 2012 chassis revolt is not about the rejected Delta Wing proposal that so many of them supported.

Even if it's true that they waited for more specifics and have grown tired of the silence, to suddenly complain about having to buy a new car for 2012 is bordering on ridiculous. They were aware that a new car was on the way for quite some time. And, as it turns out, it will be a pretty cheap one. Complaints about being left out of the decision process are also absurd. As they have proved this week, they can't resist leaking secrets to the media anonymously.

This could just be the team bosses testing the water with Bernard, so hopefully he won't budge too much. After all, surely the teams won't be stupid enough to try and take their toys elsewhere. We all know how that works out in the long run...

Spotlight now on IRL boss Bernard



MILESTONES



Last weekend's IndyCar Series race at Chicagoland was the 200th race to be run under the sanction of the Indy Racing League. Buzz Calkins won the first, at Walt Disney World Speedway, in 1996 (above)

FAST START FOR EVORA

The new Lotus Evora Cup GT4 (left) made a successful debut at the Nurburgring last weekend. Olly Hancock claimed pole position for the Lotus Motorsport-entered team in race one and ended up with a best result of fourth



EVERETT MEDIA

INTERNATIONAL

FIA worldwide hybrid masterplan

Governing body targeting blanket hybrid-system introduction to all sanctioned world championships for 2013

FIA president Jean Todt has outlined plans for hybrid technology to be introduced into all world championships inside three seasons.

Todt explained that motorsport must encompass new automotive technologies during a press conference at the last weekend's FIA GT1 World Championship

event at the Nurburgring. He stated his hopes that hybrid systems or KERS (Kinetic Energy Recovery Systems) will be used in championships other than Formula 1 in the near future.

"At the moment there is a lot of discussion about electric cars," he said. "We think energy-recovery hybrid cars are a good first step.

"We have the idea that we can have this in all FIA championships for 2013. For next year KERS will be used by F1 teams, which will be an important demonstration."

KERS will return to F1 after the end of a gentlemen's agreement between the teams not to use the technology in 2010.

Todt's statement on hybrids was met with a mixed response from participants in the other FIA world championships.

Eric Neve, motorsport boss at World Touring Car Championship entrant Chevrolet Europe, insisted that it was essential that hybrid systems did not lead to a significant increase in costs.

"That is an area where you could spend a lot of money," he said. "If there was open development it would not fit with the philosophy of the WTCC, but if there was an affordable common system, then we would support it."

Prodrive, which is developing the Mini for the World Rally Championship next year, echoed

Chevrolet's standpoint.

Prodrive managing director Richard Taylor said: "What we don't want is a ridiculously expensive system that we are left to develop on our own. If there is a universal piece of equipment at a standard price, then it would make sense."

Hans Reiter, whose eponymous company has developed the Lamborghini Murcielago for the FIA GT1 World Championship, questioned the idea.

"If you have one system, it would be nothing more than a marketing gimmick," he said. "The reason for running hybrids in motorsport is to increase the pace of development."

Reiter insisted that hybrid development should be the domain of big manufacturers. He said that "small teams like us don't have the resources".

Peugeot has already confirmed that its 2011 Le Mans contender will be a hybrid.



Todt visited World GT1 event last weekend

DPPI



P58 WORLD GT1 REPORT

IN BRIEF



PHOENIX LOSES OUT

The Phoenix/Carsport team (above) has lost its FIA GT1 World Championship teams points and its guaranteed entry for next season after failing to field two cars in last weekend's Nurburgring event. Its claims of force majeure, based on financial reasons, were rejected by FIA stewards.

LE MANS WINNERS IN PORSCHE

The Le Mans-winning line-up of Timo Bernhard, Romain Dumas and Mike Rockenfeller will race the Porsche 911 GT3-R Hybrid at Petit Le Mans next month. The car, which is not eligible for points, will be run by a combination of Flying Lizards and factory personnel.

STEPNEY IS SUMO BOSS

Former Ferrari head of performance development Nigel Stepney has taken over as team manager at the Sumo Power Nissan FIA GT1 World Championship team. The Briton, who will continue to engineer the Michael Krumm/Peter Dumbreck GT-R, replaces Allen Orchard.

DYSON LOOKING TO GRAND-AM

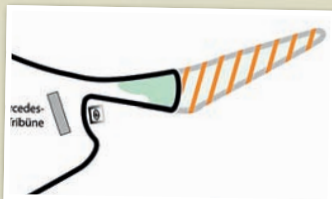
American Le Mans Series stalwart Dyson Racing is returning to Grand-Am for this year's season finale at Miller Motorsports Park on September 11. Team boss Chris Dyson explained that the team has the goal of "doing more races in 2011".

NO MORE GT1 FOR GAVIN

Oliver Gavin will not contest any more FIA GT1 World Championship races in the Selleslagh-run Mad-Croc Chevrolet Corvette C6.R. Team boss Patrick Selleslagh remains hopeful the Briton will return to the team in 2011 as part of an all-pro line-up.

DTM SHORTENS HOCKENHEIM

The DTM has announced that its second race at Hockenheim in October will take place on a shortened layout of the German track. The cars will not use the Spitzkehre hairpin, instead a double right-hander earlier on the lap (below).



ILMC

McNish and Kristensen to lead Audi

AUDI BIG GUNS Allan McNish and Tom Kristensen will spearhead the German manufacturer's attack on the three-event Intercontinental Le Mans Cup this autumn.

McNish and Kristensen will share an Audi R15 TDI at this month's AUTOSPORT

1000Km, Petit Le Mans in October and November's Zhuhai 6 Hours. A revolving cast of drivers will share the second car over the three races.

McNish said "I'm looking forward to driving with Tom in the series because there will be no learning process: we've

been working in close quarters for four years and know each other pretty well.

"With Tom concentrating solely on sportscars, he is driving better than he did 12 months ago in my opinion. He's back in his natural habitat."

There are two reasons behind the decision to revolve the drivers in the second car: the lack of a drivers' points classification in the ILMC; and a decision to return to the Le Mans 24 Hours next year with an unchanged driver line-up.

Rinaldo Capello, McNish's regular team-mate, will do all three races. He will share with Timo Bernhard at Silverstone and Romain Dumas at Zhuhai, and then join up with McNish and Kristensen for Petit Le Mans. Benoit Treliuyer, Marcel Fassler and Andre Lotterer will drive the second car in America.

Le Mans winner Mike Rockenfeller, whose 2010 focus is the DTM, is not due to contest any of the ILMC races with Audi.



Kristensen and McNish will pair up

WTCC

Chevy global engine progress

CHEVROLET IS the first manufacturer to publicly admit that it is ready to test a Global Race Engine.

The Chevrolet GRE, which will

power its World Touring Car Championship Cruze next year, was due to run on the dyno at RML's engine headquarters this week. The 1.6-litre turbo direct-injection powerplant has been designed in-house by Chevrolet Europe's long-term partner.

Chevrolet Europe motorsport boss Eric Neve explained that the lack of a "suitable block with direct injection in our range" had resulted in the decision to build a GRE, which is a bespoke racing engine. The Super 2000 units under development for touring cars and rallying at Ford, BMW and Citroen are road-based.

The new GRE is scheduled to test in a Cruze later this month.



Chevys will run GREs

AUTOSPORT 1000KM

Meyrick in Aston for Silverstone



Meyrick will join Aston for Silverstone event

UP-AND-COMING British sports car driver Andy Meyrick will drive for Aston Martin Racing in the AUTOSPORT 1000Km Le Mans Series event later this month.

Meyrick, who finished fourth at Le Mans in June with ORECA, will join AMR's lead entry driven by Adrian Fernandez and Harold Primat. The deal was agreed after a successful test in one of the AMR Lola-Astons at Donington Park last week.

The 24-year-old said: "To drive on home ground at Silverstone with Aston Martin is something special. This is my third top sportscar drive of the season [after Dyson Racing and ORECA], so it's turning out to be a good year."

Meyrick is now managed by former team owner Dave Price.

ILMC

OAK wants manufacturer deal

THE FRENCH OAK Racing team has outlined ambitious plans to land a manufacturer deal inside three years.

OAK owns the rights to the Pescarolo O1 LMP chassis and plans to start manufacturing cars from a new base at Le Mans. It will also contest the seven-race 2011 Intercontinental Le Mans Cup.

OAK team manager Francois Sicard said: "We plan to do the ILMC with

two cars and one will definitely be an LMP1 with fast, young drivers. If we want to attract a manufacturer, we must be involved in this new series."

OAK will be represented in all three ILMC pilot races this year and will take both its LMP2 Pescarolo-Judds to Petit Le Mans next month.

It is also planning to produce an all-new car for 2012 or 2013 that will carry the team's name.

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NISSAN NISSAN



DTM

Nissan eyes DTM entry

Nissan races in World GT1

Japanese manufacturer intrigued by plan for DTM-specification cars to race in multiple championships

Nissan has admitted that it is in discussions that could take it into the DTM. Company vice-president Carlos Tavares, whose remit includes motorsport, revealed that Nissan had "some interesting ideas for the future" and that it had entered into a dialogue with DTM organiser the ITR. His comments suggest that Nissan could be the Japanese manufacturer touted to join the series by the ITR when new rules come on stream in 2012. "We have had discussions with the ITR, but we have not made any

decisions so far," he told AUTOSPORT. "The DTM is interesting for many reasons, one of which is its success in terms of spectator attendances." Tavares stated that Nissan's short-term priorities remain its participation in the new-for-2010 FIA GT1 World Championship and the Japanese-based Super GT Series. But he stressed that in the future it was important that the company could race one car in multiple markets. "Any scenario that brings regulations around the world

together is appreciated, because it would allow us to do more racing for the same money," he said. "Something should be done so we don't have to build a very specific car for a very specific set of regulations. If there are the same regulations in Japan as the rest of the world, that would be perfect." Tavares denied that Nissan was party to the ITR's negotiations with the Super GT organisers and Grand-Am in the US about a move towards common regulations. He claimed that the

company is "not favouring any specific direction at this stage". The Le Mans 24 Hours remains one of Nissan's targets, despite the decision from race organiser the ACO to do away with the GT1 category. Tavares said there was "still the possibility of constructive dialogue" with the ACO about a revised GT-R racing in the GT Endurance class. "Le Mans generates a lot of emotion in our company," he said. "We are keeping an eye on it and would grasp an opportunity to go back if certain stars align."

GERMAN F3

F3 getting push-to-pass



German F3 unit will be based on VW

THE GERMAN championship is set to become the first Formula 3 series to introduce a push-to-pass system. Series boss Bertram Schafer wants the system in place for 2012. This will coincide with the championship's adoption of the current generation of chassis (only cars built up to the end of 2007 are allowed at present) and

a move to a one-make Spiess/Volkswagen engine. Schafer said: "The problem with F3 is that there isn't so much overtaking. There will definitely be more overtaking with this system." Details of the push-to-pass system have yet to be set in stone, but Schafer explained that the boost button would increase power from 215-220bhp to 245bhp for eight to 10 seconds. The one-make Spiess-built engine will be a heavier and more durable version of VW's existing F3 powerplant. Schafer has promised that the initiative will slash engine costs in German F3. "The running costs for a season will be €10,000, compared with €50-60,000 now," he said.

IN BRIEF

SCHEIDER WAITS ON RESULT

Timo Scheider's third place (right) in the last DTM race at Zandvoort remained in doubt as AUTOSPORT closed for press on Tuesday. Dunlop investigated the German's tyres after one was found to be missing the barcode applied by the rubber manufacturer.



CHEVY DUO TO ARGENTINA

World Touring Car Championship duo Yvan Muller and Alain Menu will race in the Buenos Aires TC2000 endurance race in November. The pair will race for the Elaion Chevrolet team.

CHEN GETS BMW DRIVE

Former GP2 Asia racer Kevin Chen will drive a third Proteam BMW in the World Touring Car Championship events at Okayama and Macau. He tested the car at Misano and Magione recently.

FORSTER TO SKIP KNOCKHILL

Forster Motorsport will miss this weekend's Knockhill British Touring Car round to focus on repairing Martin Depper's BMW, which was heavily damaged in a collision with Alex MacDowall at Silverstone.

SMITH TO STAY PUT IN CUP

Regan Smith has signed a contract extension with Furniture Row Racing to the end of 2012. The 2008 NASCAR Sprint Cup rookie of the year has raced for the team since joining it for a part schedule in 2009.



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Murphy suffered injury at home

JOHNSTON/GETTY



HORSBURGH/LAT

Murphy's car could need another driver

V8 SUPERCARS

Murphy in race for Bathurst fitness

Former Bathurst winner could skip next V8 Supercar race to make sure he's fit for 1000-kilometre epic in October

Four-time Bathurst 1000 winner Greg Murphy is set to miss the first V8 Supercar enduro of the season at Phillip Island to make sure he is fit for the biggest race of the year.

The Kiwi, who won at the famous Mount Panorama circuit in 1996, '99, '03 and '04, suffered a back injury at home recently. He was rushed to hospital with a bulged disc in his lower spine, and underwent surgery last week.

Murphy hasn't ruled out competing in the two-driver race

at Phillip Island on September 12, but he is adamant that being fit for Bathurst is his top priority.

"I don't want to go to Phillip Island half okay with just a few weeks until the biggest race of the year," he said. "I want to make sure I'm right. The way I am up and about [after surgery] already is encouraging, so Bathurst seems a very safe bet. I don't think there's any chance that I will miss having a crack at another win on the Mountain."

Murphy's Paul Morris

Motorsports team is evaluating possible replacements for the Phillip Island race. American racer Boris Said was the team's first choice. But he was unable to get to Australia in time for a test early this week due to the NASCAR Nationwide Series race at Montreal last weekend, in which he took a maiden victory.

Team boss Paul Morris said: "We'll wait and see how it goes and give Murph every possible chance to recover in time, because his health is what's most important.

But we are already looking at our options. We can enter a third driver, so we won't make a decision on Murph until the last minute.

"I offered Boris the opportunity, but he had a commitment to race in NASCAR last weekend. He won, so it looks like he made the right decision! He's still very keen on coming over, but the test was fairly crucial."

Sometime V8 racer Daniel Gaunt is favourite to land the drive if Murphy does have to skip the Phillip Island race.

SUPERLEAGUE FORMULA

Van der Drift: ankle is key to return

CHRIS VAN DER DRIFT'S hopes of returning quickly from the injuries suffered in his horrifying Superleague crash at Brands Hatch will depend on the condition of his broken ankle.

The Kiwi, 24, suffered multiple injuries in last month's crash, but has targeted returning for the Algarve circuit round on September 19.

"Until I get the cast off the ankle and we see how it is I can't do much with it," said van der Drift. "But I want to make sure it is strong enough for braking. I don't want to come back until I am 100 per cent."

Van der Drift has organised a fundraising kart race to help pay his medical bills. It is scheduled to take

place at Daytona in Milton Keynes on September 7, with several top single-seater stars set to attend.

He will be replaced at Adria this weekend in the Olympiacos entry by Ben Hanley, who has been developing the next-generation GP2 car. He said: "It's my first [car] race of the year, after that we'll see what happens."



Van der Drift return depends on ankle

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IRC

LOIX TOPS IRC WINNERS' LIST

Belgian star Freddy Loix's dramatic victory on last weekend's Barum Czech Rally Zlin – his third on the trot – makes him the IRC's most successful driver, with six wins. Loix won after long-time leader, local hero and fellow Skoda driver Jan Kopecky went off the road. Loix then beat Peugeot's Bryan Bouffier in a final-stage thriller. Bouffier also crashed, leaving series leader Juho Hanninen to inherit second. Rally report, p51.

IRC

WRC

Meeke signs for Mini in the WRC

But Marcus Gronholm will be the first to give the Countryman its first significant test mileage in Portugal

Kris Meeke has signed to drive for Mini in the World Rally Championship – and Marcus Gronholm will test the new Countryman WRC for the first time in Portugal next week.

As predicted by AUTOSPORT on April 1, Meeke has signed to drive for the Prodrive-run team, bringing an end to his two-year effort with Peugeot UK in the Intercontinental Rally Challenge. Meeke denied any deal had been done with Prodrive,

but AUTOSPORT understands the agreement is in place for the Northern Irishman to drive.

A source close to the Banbury firm said: "The deal with Kris is done. [Prodrive chairman] David Richards has talked a great deal about having a British driver and he's been as good as his word."

Meeke said: "My focus remains on this year and winning rallies with Peugeot."

Peugeot UK is known to have

contacted drivers about replacing Meeke for next season.

Prodrive managing director Richard Taylor declined to comment on the team's driver line-up, but he did admit the squad would be in Portugal next week.

"I have nothing to say about the drivers," he said, "but we should be in a position to confirm who is testing for us soon."

Gronholm is expected to make a decision on whether he will join the

Mini team after he has driven the new car for the first time next week.

After shakedown running at Prodrive's Warwick track this week, the team moves to Portugal for the first loose-surface test.

Taylor added: "[Portugal] offers a good simulation of a variety of events. At the moment, we're not looking for any specific set-up work, just more miles on the car."

Swede Per-Gunnar Andersson also has an offer from Mini for 2011.



Double world champion Gronholm will test Mini

WILKS GETS HIS IRC CAMPAIGN BACK ON TRACK

Skoda UK driver Guy Wilks returned to IRC action on Rally Zlin last weekend, driving for the first time since he fractured two vertebrae on Rally d'Italia in June. He finished seventh



IRC

WRC

Ford's Fiesta RS WRC goes public in Paris

FORD WILL give its Fiesta RS WRC a first public showing at next month's Paris Motorshow.

Ford has declined to comment on when the car will be launched, but sources suggest a concept version of the Fiesta will be shown in Paris.

A source close to the team said: "It's very

unlikely this will be the real car, the team will be busy testing at that time. But it will be a very good indication of what sort of shape the Fiesta's going to take."

Ford drivers Mikko Hirvonen and Jari-Matti Latvala will test the new car for the first time in the middle of next month.

WRC

Norway added to Rally Sweden route

THE OPENING round of next year's World Rally Championship – Rally Sweden – will include mileage in Norway for the first time.

Swedish Rally organisers are planning to cross the border in an event that, following the WRC's failure to win back the Monte Carlo Rally from the Intercontinental Rally Challenge, will kickstart the season for the second year in a row.

Clerk of the course Bertil Klarin admitted changes were afoot.

"We want to start the year with a bang," said Klarin, "and this is the best way to do it. We are looking at running the



first day of the event over the border in Norway, around the Kongsvinger area."

The opening day of February's event will contain similar stages to Rally Norway, which last ran in 2009. But, to save transporting teams

across a non-EU border, cars will return to Sweden for service.

"It's quite complicated to sort out, but the commercial benefit of running a day in Norway is very good. Unfortunately, Rally Norway doesn't really

exist anymore, so we are having to do a lot of the planning and marketing. It's going to be a very interesting challenge for us though."

The remainder of the Karlstad-based event will return to Hagfors and the northern stages.

IN BRIEF



MEEKE'S DS3 DEBUT

Kris Meeke will contest this week's Rally du Mont Blanc in a Citroën DS3 R3 (above) – a car with which he has done a lot of development.

RBF CASH FOR HEADWAY

The Richard Burns Foundation raised £41,557 for Headway Tunbridge Wells and District at the Goodwood Festival of Speed. Headway funds research to help stop brain injury occurring, and practical help for those already affected by brain injuries.

SKODA'S IRC TITLE

Skoda's podium lock-out on last weekend's Barum Czech Rally Zlin was enough to guarantee it this year's IRC manufacturers' title.

SALO'S FIVE ALIVE

Mitsubishi driver Juha Salo collected his fifth Finnish title with second place on last weekend's Vartti SM-Rally, north of Helsinki. Marko Kakkonen won the event in a Ford Fiesta S2000.

TYRE DECISION TIME

Tyre manufacturers entering the WRC next season had to lodge their decision with the sport's governing. Speculation had suggested both Pirelli and Michelin would enter, but both firms remain tight-lipped on their plans.

INDONESIA CANCELLED

Rally Indonesia, the sixth round of the Asia-Pacific Rally Championship, has been cancelled after heavy rain washed away sections of the route. The final APRC round of the season is now November's China Rally. Brendan Reeves won a poorly supported Rally New Caledonia, last weekend's fifth APRC round.

KOPECKY'S McRAE AWARD

Jan Kopecky missed out on a Rally Zlin win on Sunday, but the Skoda driver did pick up the Colin McRae IRC Flat Out Trophy from Jimmy McRae (below). Kopecky was leading by 26 seconds when he slid off the road with three stages left.



IRC

Cronin set to return for Proton

Cronin could be back in Proton's Satria S2000



REIGNING BRITISH Rally Champion Keith Cronin looks to have booked himself another outing in the Proton Satria S2000 car after impressing on his debut with the team on last weekend's Rally Zlin.

Despite crashing towards the end of the opening day in the Czech Republic, Cronin posted impressive stage times immediately before going off on a wet event on which he'd never competed and in a car that he'd only tested in the dry.

Proton team principal Chris Mellors said: "We have been very impressed with the speed Keith showed on his first time in the car. It wasn't an easy event to start with, but he drove very well and we'd like to see him in the car again."

Cronin added: "I'm really grateful to the team for this opportunity. The car was great to drive; it's just a shame the event ended early for us, when we were really getting into it. I'm sorry for that."

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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So, Skoda is the Intercontinental Rally Challenge manufacturer champion for 2010. Interesting.

I don't know if Peugeot Sport director Olivier Quesnel has a cat, but if he does, you can guarantee it's currently being hoofed around the house.

Quesnel made his frustrations at trying to keep up with Skoda quite clear – and now he's ready to take his cars away. In fairness, he can't take the cars away, they belong to the importer teams like Peugeot UK, but what he can do is stop developing the 207.

It's easy to sympathise with Quesnel, but at the same time, let's see the PH Sport car in which Bryan Bouffier came within an ace of winning Rally Zlin for what it really is: a factory 207. It's the same car Stephane Sarrazin and Sebastien Ogier have driven. And the same car the Peugeot Sport engineers were working on at the weekend.

Peugeot has had huge success in the IRC, and, while it was busy winning last year, Quesnel didn't seem to mind the cack-handed efforts of the Abarth factory – a team that boasted an enormous budget.

The 207 is still a tremendously competitive car and with sensible investment it would remain so in future years. At the same time, Skoda has been a huge breath of fresh air in the series, particularly for British Fabia fans with Guy Wilks in the Skoda UK car. Skoda has earned its success in IRC, let's not punish it for the hard work.



QUOTE OF THE WEEK



I don't think I stopped grinning for the whole stage. Until I went off, that is!"



Keith Cronin on his up-and-down debut with the Proton team on the Barum Czech Rally Zlin last weekend

Britcar update

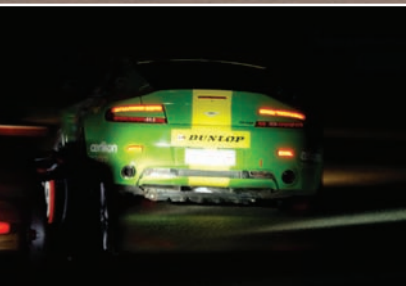
24 hours of power

Less than a month and the buzz in the paddock is building – this year's Britcar 24hr at Silverstone looks as if it is going to be the greatest ever.

Powered throughout by Sunoco race fuels, the race starts at 4.30pm Saturday 2nd October – don't miss the greatest endurance race in the UK.



Less than a month to go!
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Race results – Rockingham 28th August Congratulations race winners

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Class 2 White/Lockie BMW M3 E46

Class 3 Morcillo/Cintrano Porsche 996 GT3

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Past and present editors toast mag's landmark



Darren Turner (7) won AUTOSPORT 1000Km 'preview' karting thrash with our own Glenn Freeman



Martin Whitmarsh and Murray Walker talk F1



Turner took over after mega Freeman stint



OUR 60TH BIRTHDAY

We started off karting against Le Mans Series stars, then with our readers, and finished it with champers and cake

AUTOSPORT readers later karded against stars Jonny Kane, Anthony Davidson and Tom Kristensen



Kensington Roof Gardens thronged by luminaries



Davidson took pole and led opening stint



Yum yum – roll on the 75th anniversary cake

PICS: GIBSON/LAT



BELGIAN GP

Spa-Francorchamps

ROUND 13/19

LAPS 44

WINNER

Lewis Hamilton
1h29m04.268s

POLE POSITION

Mark Webber
1m45.778s

FASTEST LAP

Lewis Hamilton
1m49.069s

RACE RATING

★★★★★

Explosive action punctuated the few serene moments

DRIVERS STANDINGS

Hamilton	182pts
Webber	179pts
Vettel	151pts

MILESTONE

- Kovalainen's 13th place is best grid slot for Lotus since Italy 1994
- Mercedes' first F1 points at Spa since 1955 (Fangio, Moss)

BRIDGESTONE

Allianz

REPORT
BELGIAN GP

SPA RESTORES HEALTH TO HAMILTON HOPES

Lewis Hamilton was the master of all conditions in a typical Spa thriller to defeat Mark Webber, on a day when disaster struck Button, Vettel and Alonso. By MARK HUGHES



QUALIFYING

Webber works the weather to take unexpected pole from inspired Hamilton

Even by Spa standards the weather was volatile in the extreme. There was rain with almost no warning, sweeping away almost as suddenly as it arrived, the pattern repeated at random intervals. Combine that with a four-mile lap, and where you were when it arrived determined the grid as much as merit. That said, the usual suspects were at the front, Mark Webber confidently maintaining his form to narrowly shave pole from Lewis Hamilton. Webber's positioning for the first Q3 run turned out to be perfect – missing the traffic, but taking advantage of the track at its driest. Committed and error-free, without taking undue risks, he looked every inch the championship leader. That was the lap that sealed it; the rain was falling again when he went out for his second run and he didn't improve.

The crucial difference between that and Hamilton's effort was that Lewis made his first run with a scrubbed set of option tyres, saving his sole remaining new set for the second run – by which time it was raining. "It took too long to switch the scrubbed tyres on; they don't have the instant grip of a new set," he explained, "and then I was the first driver to arrive at Turn 14 [Stavelot], which was a bit wet and so I didn't push all that hard, costing me about half a second." At this point he was only fourth. The fresh set of softs was then bolted on, but even as he left the pitlane the rain was arriving, some falling onto La Source, some on Fagnes at the other side of the track. Hindsight says that had he used his new tyres for the first run – they were worth around 0.7s over scrubbed – he'd have been on pole. Instead, running wide on the damp at La Source meant his second run fell short of Webber's pole by just 0.085s. He was mighty through the damp Fagnes this time, and this compromised-but-magnificent lap jumped him onto the front row, despite the rain.

The guy he bumped off that position was Robert Kubica, the Renault's new f-duct worth over 0.5s here, the car almost McLaren-quick down the straights. Kubica was quick from the moment practice began, and might conceivably have retained his front-row place had he been able to do the planned second run in Q3, but a fuel feed problem intervened. By the time this was sorted, he'd run out of time.

Sebastian Vettel made a crucial couple of errors on his first Q3 lap, accounting for the 0.35s that separated him from Webber, and he was unable to improve in the rain for his second run. Like Webber, he was running the RB6 with significantly trimmed wing levels to give it McLaren-matching speed on the straights. This meant it wasn't quite as devastating as might have been



Saturday was Webber's day in the sun at Spa

DUNBAR/LAT



Kubica, Kobayashi in tough conditions

COATES/LAT

expected in the downforce-demanding sector two. The car's front wing did not appear to be running as close to the ground as in recent races, and some suggested this may have had something to do with the increased load of the regulation tests introduced here.

Jenson Button was fifth, running the same tyre sequence as team-mate Hamilton and, like Lewis, improving on his second run despite the rain. He too ran wide at La Source, losing 0.35s, and reckoned a bit of over-caution through the wet of Fagnes lost him the remainder of the 0.5s deficit to his team-mate: "It was so difficult to gauge in advance how much grip there was going to be." He was running a less-powerful front wing than his team-mate, in search of more rear stability.

Ferrari disappointed after very promising practice speed from its

new-diffuser-spec car. Felipe Massa trimmed his wing out to be fastest down the straights by a comfortable margin, and the resultant low grip through the middle sector contributed to a couple of hairy moments that prevented anything better than sixth fastest. But this was four places better than Fernando Alonso in the other car. Like the McLaren guys, Alonso chose to run his only set of new option tyres on his second run, but unlike them he failed to improve. Running with two degrees more front wing than Massa, and an older-spec rear wing, he was considerably slower on the straights but in potentially better shape if it rained.

In seventh to ninth, the Williamses of Rubens Barrichello and Nico Hulkenberg sandwiched Adrian Sutil's Force India. Unusually, Barrichello set his time with the hard tyre, having used up all his softs in Q1

and 2. Hulkenberg had a set of softs left and, like Alonso, recorded his best time on a scrubbed set. Sutil actually counted himself slightly disappointed with eighth place, having gone fifth in Q2. He managed only one Q3 lap, running out of time to do the planned second run.

Ross Brawn felt the Mercedes of Michael Schumacher and Nico Rosberg could comfortably have made it into Q3 had they not yet again found themselves magnetically attracted in Q2 traffic. Rosberg had to back off to avoid a suddenly slowing Sebastien Buemi, and with Schumacher behind him he too was delayed in the incident. It left Michael and Nico 11th and 12th fastest respectively before their penalties were applied.

The crazy fight for track space before the rain arrived in Q1 determined the unusual shape of the Q2/Q1 part of the grid, Heikki Kovalainen's Lotus and Timo Glock's Virgin both going quick enough to make it through to Q2, though Glock was then penalised five places for impeding. Vitaly Petrov and both Saubers crashed out in the rain of Q1.


P40 RESULTS
ALL THE STATS
FROM A WET FOREST





Barrichello, Alonso and co in first-corner scramble

TEE/LAT



RACE CONDITIONS

Started in dry conditions, with rain hitting on the first lap and then again late in the race. As usual for Spa, not a race to get your suntan topped up at.

The complexion of this race was only partly formed by the mini-climate that is Spa. It was also structured by the geometry of the tracks that are coming up.

Earlier in the weekend Lewis Hamilton summed up his title prospects: "We're quicker here than I was expecting. I think we'll be close to [Red Bull] at Monza too. I have to be thinking about victories in both those races to give myself a chance in the championship. After that, with the five tracks we then have coming up, I can only hope we find some improvement in our car before then, because otherwise..."

Mark Webber was doing likewise: "This track is a long way down the list of the ones that suit our car and Monza will probably be even tougher for us. But if we can come out of these two events with good solid results, then I think we can look forward to the remaining races."

Long straights expose the contrast between the Red Bull and McLaren

better than anything else and bring the two machines into overlap. Get Spa and Monza out of the way, the thinking goes, and things are going to revert back to Red Bull.

Webber had taken a narrow pole – but only because it was raining by the time Hamilton fitted his only remaining new option (softer) tyres. Of the two front-row starters, Hamilton's approach to this race was always going to be more aggressive, future prospects and the circuit's demands forming the perfect set of circumstances for him. Webber was never about to stake all on victory, Hamilton was always going to. Webber's antennae have been attuned to looking for tempting on-track opportunities to turn down ever since things went wrong at Valencia. His eyes are on the big prize, he's played the big pressure points stunningly well since then, has taken on board the opportunity he has created for himself. Every move he made on Sunday was calculated, every damp kerb given a few vital inches of clearance, and a solid second place was the result.

Hamilton, meanwhile, was his swashbuckling self, expressing himself in the car brilliantly, letting all that talent just flow out of him for a great victory, his near-miss with the Rivage tyrewall a mere

dramatic flourish. These were two very different but equally terrific performances, and in delivering them Hamilton and Webber may just have made what was a five-way fight for the title a straightforward duel. Separated by just three points, of more significance is the fact that they are both now more than one race victory's-worth of points clear of their team-mates. Their teams' respective choices are now therefore obvious. It was a point that Webber made with characteristic straight talking: "It depends how hungry the team are for this championship," he

said when asked if Red Bull would now be making that choice.

It was a choice that Sebastian Vettel made look even easier, with an error-strewn performance as impetuous as Webber's was imperious. Regrettably, one of his errors took Jenson Button out of the equation with him. Furthermore, with Fernando Alonso making a mistake all of his own to smite the Malmedy wall, Spa brought this championship into sharper focus.

But first it had been Webber who'd faced disaster, when in the opening seconds the engine



Hamilton got a break at start

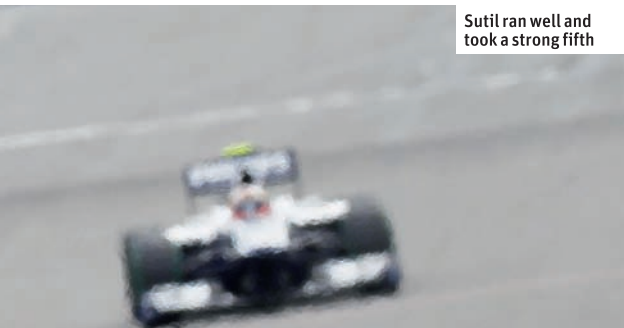
G. HAWKES

Dejected Button scrambles out...



CRIPPA/LAT

Sutil ran well and took a strong fifth



CRIPPA/LAT

Hulkenberg on slicks in wet



COATES/LAT

Safety car led race – twice



DUNBAR/LAT



Vettel paid for Liuzzi clash with puncture

DRIVER BY DRIVER by Edd Straw

1  **7/10**
Rating


JENSON BUTTON
McLaren-Mercedes MP4-25-03
Start: 5th. DNF
SAVED FRESH option rubber for second Q3 run, but rain left him fifth on the grid. Jumped Vettel and Kubica to hold second, despite front-wing damage, until Vettel lost it under braking for the chicane and collected the McLaren.

2  **9/10**
Rating

LEWIS HAMILTON
McLaren-Mercedes MP4-25-04
Start: 2nd. Finish: 1st
BOOKED PLACE on front row with top effort in potentially treacherous conditions after Q3 shower. Took lead from slow-starting Webber and stayed there, despite being within a few millimetres of putting it in the wall at Rivage while on slicks in the wet.

3  **7/10**
Rating

MICHAEL SCHUMACHER
Mercedes MGP W01-02
Start: 21st. Finish: 7th
COMPOUNDED 10-PLACE grid penalty by qualifying 11th, although it's hard to do better in a Merc. Passed team-mate Rosberg, with a little contact, to move into top 10. Held sixth late on, but was passed by Rosberg four laps from home.

4  **8/10**
Rating

NICO ROSBERG
Mercedes MGP W01-04
Start: 14th. Finish: 6th
GAMBLER ON wet qualifying set-up and believed Q3 was possible but for traffic. Took grid penalty for a gearbox change, but surged to 10th by the time the safety car came out. Wet set-up came into its own as he passed Kobayashi and Schumacher.

5  **3/10**
Rating

SEBASTIAN VETTEL
Red Bull-Renault RB6-5
Start: 4th. Finish: 15th
MADE MISTAKE at Fagnes on his best Q3 lap. Took third from Kubica into La Source after early safety car. Pressured Button until losing it while looking for a way past. Drive-through penalty, tap from Liuzzi and wet-tyre gamble left him a lap down.

6  **8/10**
Rating

MARK WEBBER
Red Bull-Renault RB6-3
Start: 1st. Finish: 2nd
TOOK POLE on first Q3 run before rain came down. Lost out at start when he bogged down and was sixth at the end of the first lap. Passed Massa, and jumped Kubica for second when the Pole outraked himself coming into his pit box on lap 35.



...after elimination at the hands of Vettel



© WATSON/AT

◀ bogged down, triggering the anti-stall just as it had on the formation lap: “We made a small adjustment after that, which I thought would get rid of it, but on the race start it was even worse.” The team was still investigating the cause at the time of writing, but the immediacy of the moment saw the Red Bull fall back to sixth by La Source, Hamilton thereby gifted an easy lead, and Robert Kubica’s Renault coming out ahead of Vettel, Button and Felipe Massa’s Ferrari.

The first couple of laps were a riot of slipstreaming, left-hands-on-f-ducts through Eau Rouge on full tanks. Now that the Renault has an f-duct too, even the McLaren wasn’t

“WHAT WEBBER THOUGHT AS HE WITNESSED THE BUTTON/VETTEL INCIDENT UNFOLD ISN’T RECORDED, BUT WE CAN ASSUME HIS EMOTIONS WERE POSITIVE”

fast enough to let Hamilton shake off Kubica on the first lap as they crested the top of the hill and ran flat out on the long run to Les Combes. Hamilton had to place himself very defensively in the braking area, Kubica taking a look at the outside and almost allowing Button in as he did, Jenson having already slipstreamed by Vettel. Adrian Sutil, having slipstreamed past Webber up the straight, ran wide in the Force India into Les Combes and, as he recovered, was repassed by Webber.

Already the first rain was falling and it was damp as they raced through Blanchimont. But even that didn’t prepare them for the dire lack of grip under braking for the Bus Stop chicane. Button had got a run inside Kubica’s second place as they approached, but it was apparent as soon as they touched the brakes that they weren’t going to make the turn-in. As they each took the decision to drive straight onto the asphalt run-off, so Hamilton in

the lead was doing exactly the same. Behind them, Vettel was off too, and the first guy to take the chicane conventionally was sixth-placed Webber, underlining the margins he was leaving on a day when it was going to be oh-so-easy to lose.

Illustrating that was Rubens Barrichello. Even 299 previous grands prix weren’t enough to dampen his gung-ho spirit. Unfortunately, that saw him locking up the Williams, getting wildly out of shape and smacking hard into Fernando Alonso’s eighth-place Ferrari. Rubens was out on the spot, and Alonso hobbled across the road into the pitlane, where a set of intermediates was fitted. It seemed

a logical choice in the heat of the moment, a possible route to recovery, but it turned out to be wrong.

The shower was brief and he’d be in a couple of laps later for a corrective stop back onto slicks. Several of the tail-enders had made the same gamble and would suffer the same penalty.

Button, to Kubica’s right as they drove across the run-off area, had made a more serious effort at following the contours of the chicane as they rejoined and so lost out to Vettel and was side by side with Massa as they crossed the line. He kept ahead of the Ferrari and braked super-late into La Source to get himself inside of Vettel.

Side-by-side they went through the hairpin, Jenson sufficiently alongside to edge the Red Bull out – third to second to fifth to third in the space of a couple of corners! But his front wing had been damaged in the process. Rubbing side-by-side with Kubica had left his left endplate seriously damaged, as well as part of the main plane’s underside, making part of it point upwards rather than level. It resulted in a six per cent shift in aero balance and left him trying in vain to refine the balance with the diff for the rest of his race.

Hamilton kept it flat through the now-damp Eau Rouge, the McLaren twitched, flat in seventh gear, and Kubica sensed an opportunity. So he stayed flat too, hand on f-duct – and the Renault got a huge tankslapping moment going on the right-handed rise. Button flashed by into second as Kubica used a bit of run-off, briefly lifted, and rejoined sharply across the bows of Vettel. It was all a bit marginal and Vettel, already doubtless peeved at losing out to Button, was furiously shouting in the radio that something should be done about it. With Webber taking a nibble at him too, Seb was not in a calm state of mind and it seems the summer break has done little to calm the frustration that seems to be clouding him. His equanimity was to be further tested.

But for now the race was neutralised – the safety car had been deployed while the wreck of Barrichello’s Williams was recovered. It was in again at the end of the third lap, and Vettel used this as an opportunity to repass Kubica into La Source for third. Sutil, who had been passed illegally by Nico Hulkenberg on the Bus Stop run-off, used the Force India’s prodigious straightline speed to repass up the hill.

Button’s handling problems allowed Hamilton to romp away at the front, and soon there was quite a queue behind the second McLaren: Vettel, Kubica, Webber, Massa. Several times Vettel was able to get through Eau Rouge and up the hill much quicker than Button, but long before they got to the braking area the Red Bull was up against the rev limiter at 18,000. The wind had changed direction since the final-drive ratios had been chosen the day before. It was now a tailwind up the hill, and the effectiveness of McLaren’s f-duct had allowed the team to gamble a longer ratio than Red Bull. So Button seemed safe for the time being, and the team planned to make a nose change at ▶

7  **8/10**
Rating

FELIPE MASSA
Ferrari F10-284
Start: 6th. Finish: 4th
LAGGED BEHIND Alonso throughout practice, but put in a lap good enough for the third row early in Q3. Got passed by the two Red Bulls and settled into sixth. Took no unnecessary risks, and kept Sutil at bay in the closing stages.

8  **5/10**
Rating

FERNANDO ALONSO
Ferrari F10-285
Start: 10th. DNF
SET FRIDAY pace, but missed out in Q3 after setting his best time on used tyres. Clattered by Barrichello on the first lap, forcing him into the pits, but had recovered to eighth when he lost it on the damp kerb exiting Malmedy and crashed.

9  **5/10**
Rating

RUBENS BARRICHELLO
Williams-Cosworth FW32-04
Start: 7th. DNF
CELEBRATED HIS 300th (297th?) GP by qualifying an impressive eighth, despite not having any fresh option rubber for his final run. Rain created conditions that were seemingly ideal, but he couldn’t stop for the chicane and collected Alonso.

10  **6/10**
Rating

NICO HULKENBERG
Williams-Cosworth FW32-01
Start: 9th. Finish: 14th
RAN WITH used options to set his Q3 time, but couldn’t match fresh-prime-shod Barrichello. Ran eighth early on before throttle problem forced early stop. Suffered from electronics drama, and spun several times while battling on slicks in wet.

11  **7/10**
Rating

ROBERT KUBICA
Renault R30-03
Start: 3rd. Finish: 3rd
DELIGHTED BY performance of new f-duct, reckoned to be worth a good 0.5s around Spa. From third on grid, jumped to second behind Hamilton but lost a place to Vettel after a bad restart. Finally lost second when he got his pit-box entry wrong.

12  **6/10**
Rating

VITALY PETROV
Renault R30-04
Start: 23rd. Finish: 9th
PUT WHEEL on wet kerb on first Q1 lap and hit the wall, condemning him to the back of the grid. Always strong in the damp, he kept his nose clean and, after switching from options to primes on lap 16 then inters late on, got his reward of points.

◀ his tyre stop. When that stop would be was not going to be driven by conventional strategy on this day of wildly uncertain weather. The forecasted arrival of the rain was changing almost by the lap, and everyone was hoping to stay out on slicks long enough to dovetail their first stops with the rain's arrival.

On the 15th lap a light drizzle broke through the brief sunshine. It was at this moment that Vettel – frustrated at being held to Button's compromised pace while Hamilton escaped – tried to get a run on the McLaren into the Bus Stop. With his difficult handling and the rain on his visor, Button was conservative on the brakes, but defending the

“ HAMILTON SLID STRAIGHT ON AT THE DOWNHILL TURN OF RIVAGE, A HEART-IN-MOUTH TRIP ACROSS THE GRAVEL TOWARDS THE TYRE BARRIER”

inside line. Vettel seemed to be expecting Button to move over to the left, but he didn't. Seb realised too late the gap wasn't going to be there, tried to switch suddenly to the outside and instantly lost the car on the slippery surface. He got the opposite lock on but couldn't, at that speed, get it off quickly enough – and he overcorrected straight into the side of the McLaren's radiator, a burst of steam erupting as Jenson pulled off, out of the race and quite possibly the title battle.

Vettel was able to limp across the track to the pits for a new nose. He rejoined but would later be awarded a drive-through for the incident, effectively taking him out of the reckoning. Vettel then got himself involved in another clash – this time with Tonio Liuzzi's Force India – despite being on his way into the pits to change tyres. He gave every appearance of having lost the plot.

What Webber thought as he witnessed the Button/Vettel incident unfold – two of his title rivals out of

the reckoning in front of his eyes – isn't recorded, but we can safely assume his emotions were positive. He was now up to third, tight behind Kubica, and looking to leapfrog the Renault at the stops.

The brief shower was over even quicker than the previous one, and soon we had bright sun from a clear blue sky, just emphasising the mercurial weather patterns of this particular wooded valley. Sutil was first of the top five to make a stop – coming in at the end of lap 21, just short of half distance – for a fresh set of primes. These were expected to be the quicker tyre over a dry stint, though they made you more vulnerable to drastic loss of grip in

light rain. Because the race had been declared as a wet one before the start, you were no longer obliged to run both types of slick. But the remaining top 10 qualifiers – all of whom had qualified and therefore raced on the softs – would all opt for the hards for their second stint.

Red Bull responded on the following lap by bringing Webber in, getting him underway again in an excellent 3.6s. This in turn brought Kubica and Massa in next time around. They rejoined in the same order. Hamilton was now almost 10s up the road from Kubica, Webber and Massa, with a small gap then to Sutil, who had breezed past Michael Schumacher's yet-to-stop Merc like it was standing still on the run to Les Combes.

Mercedes was keeping both Schumacher and Nico Rosberg out in the hope of dovetailing their stops with the arrival of the rain that the radar was now insisting was going to arrive about 10 laps from the end. In the meantime they were running sixth and seventh. Earlier in the race Schumacher had passed Rosberg in robust fashion, clipping Nico's front wing with his rear wheel, around Malmedy after

Hamilton's second stop was better than Kubica's



Massa was satisfied with error-free fourth



Petrov enjoys a dust-up with Rosberg



DRIVER BY DRIVER by Edd Straw

14  **9/10**
Rating

ADRIAN SUTIL
Force India-Merc VJM03-03
Start: 8th. Finish: 5th
PIPPED TO top spot on Friday by Alonso. Content with qualifying performance after only one flying lap on fresh options. Ran eighth early on, passed Hulkenberg shortly after first safety car. Seventh became fifth when Vettel and Button collided.

15  **6/10**
Rating

VITANTONIO LIUZZI
Force India-Merc VJM03-01
Start: 12th. Finish: 10th
PLAGUED BY f-duct problems in practice, wasn't too surprised to miss out on Q3. Climbed to ninth early on. Lost time when he pitted for a new nose after clipping the back of Vettel, but gained a point when Alguersuari was penalised.

16  **5/10**
Rating

SEBASTIEN BUEMI
Toro Rosso-Ferrari STR5-02
Start: 16th. Finish: 12th
HAD TO have a second bite at it in Q1, despite benefiting from the best of the conditions. Made it through, but given a three-place grid penalty for blocking Rosberg. Gambled on intermediates on lap one and never got into points contention.

17  **8/10**
Rating

JAIME ALGUERSUARI
Toro Rosso-Ferrari STR-03
Start: 11th. Finish: 13th
A POINT would have been just reward for good work, but he cut chicane defending 10th from Liuzzi and was penalised. Admitted he could have been more aggressive in Q2, but recovered well from that to take his illusory points finish.

18  **6/10**
Rating

JARNO TRULLI
Lotus-Cosworth T127-04
Start: 15th. Finish: 19th
FURIOUS WITH di Grassi after qualifying, blaming the Brazilian for his failure to make Q2 after clipping the Virgin. Led the new-team battle, despite overheating rear tyres, until a late-race spin at Pouhon after touching a damp white line.

19  **7/10**
Rating

HEIKKI KOVALAINEN
Lotus-Cosworth T127-01
Start: 13th. Finish: 16th
LOST OUT at start when he bogged down on the line and anti-stall kicked in. Suffered front-wing damage in the chaos at the chicane at the end of lap one. Recovered well, making the right call when the rain came late on to win new-team battle.



Hamilton celebrates win number three of '10

Rosberg had been forced off-line battling with Vitaly Petrov's Renault into Les Combes.

The rain finally began to properly fall on the 31st lap, gently at first but with black clouds making it pretty clear a lot more was to come. This made for an agonising choice for the frontrunners. The track was initially only patchily wet. Pit too early and you'd likely destroy your inters on the out-lap. But pit too late and you'd be stuck out there for four miles on slicks in the wet. Force India took a gamble, bringing Sutil in on lap 34. Had the full rain arrived at this point, he might have won the race, for the four cars ahead of him had continued. But it stayed only patchily wet for another couple of minutes. "I had to be pretty gentle with the tyres on the out-lap," admitted Adrian. "The ideal stopping point would have been about midway between the two laps."

Hamilton was about to prove as much, sliding straight on at the tight downhill turn of Rivage, a heart-in-the-mouth trip across the gravel trap towards the tyre barrier, just kissing it but maintaining enough momentum to rejoin, though with most of his 10s lead now evaporated. "I'd been asking to come in the previous lap but the team knew we just had to match what the cars around us were doing. The Lord definitely had his hands over me there!" No matter how brilliant Hamilton's wet-weather performances he always seems to sign them with a little flourish of danger. This was that moment.

He steadily cruised around for the remainder of the lap and was followed into the pits by Kubica, Webber and Massa. The McLaren stop went smoothly, but Renault's was going to be crucial, and surprisingly Kubica made a rare error: "I needed to make changes to my steering wheel and front-wing setting for the change of tyres and I'd not been able to do it on track

because it was slippery. So I was doing it as I drove into the pitlane — and it distracted me. I was too late on the brakes and I overshot." He clipped the legs of a team member and, although the stop was still commendably quick, it was enough of a delay to promote Webber to second. The podium positions were set, with Massa and Sutil fourth and fifth after flawless performances.

Mercedes got to dovetail its stops with the rain, allowing Schumacher to rejoin still in sixth, though Rosberg lost a couple of places through having to be stacked in the pits. He regained one of those places when Alonso — recovering from his earlier delays — crashed at Malmedy after taking just a little too much wet kerb. With the Ferrari stranded in the middle of the track the second safety car of the day was deployed. It stayed out for a couple of laps, and upon the restart Hamilton comfortably kept his place, Webber again resisting any temptation to throw away big points.

Further back, Rosberg steamed past Kamui Kobayashi on the run up to Les Combes, then got a run on Schumacher too, going round Michael's outside in retaliation for the earlier move on him. Sixth place secured with a spirited drive and some good tactical calls from the team. Schumacher's seventh was respectable enough, especially considering his start position. Kobayashi, Petrov and Jaime Alguersuari completed the top 10, but the Spaniard was subsequently penalised for having passed Liuzzi by running off the track.

A great race, and a fascinating title duel seems to be taking shape. "Clearly my closest rival is now Mark," said Hamilton.

"I think if you beat Lewis in the championship you are doing very well," said Webber.

They haven't always been each other's biggest fans, these two. But you sense a grudging respect. Is this championship now a duel? ☒

20  **4/10**
Rating

SAKON YAMAMOTO
HRT-Cosworth F110-03
Start: 19th. Finish: 20th
MIGHT HAVE slipped into Q2 had rain not eased early in qualifying. Kept his head early on, running as high as 16th, but soon returned to his customary position at the back. Didn't make any mistakes despite the rain, but unable to keep in touch.

21  **6/10**
Rating

BRUNO SENNA
HRT-Cosworth F110-02
Start: 18th. DNF
CLOSE TO becoming first HRT driver to make it into Q2 during rain-hit early stages of qualifying. Damaged his front wing on lap one, and after pitting for a new one suffered a left-rear suspension failure. Limped back to the pits and parked.

22  **5/10**
Rating

PEDRO DE LA ROSA
Sauber-Ferrari C29.03
Start: 24th. Finish: 11th
CRASHED IN Q1, so team opted to call a ninth engine of season into action. Best-placed wet-shod driver after the final safety-car restart, and was on course for a few points when he lost a couple of places by running through gravel with three laps to go.

23  **7/10**
Rating

KAMUI KOBAYASHI
Sauber-Ferrari C29.01
Start: 17th. Finish: 8th
WENT OFF while trying to make cut in Q1, but always goes well in wet and wasn't afraid to stay on slicks when the rain came on lap one. Was running seventh after pitting for inters later on. Subsequently passed by Rosberg, leaving him eighth.

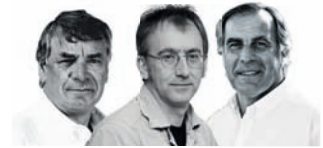
24  **6/10**
Rating

TIMO GLOCK
Virgin-Cosworth VR-01-03
Start: 20th. Finish: 18th
LOST FRONT wing after wiping out a marker board at the chicane under braking on lap one. Got back into contention for new-team victory, but rolled the dice on wets late on and finished behind inter-shod Kovalainen and di Grassi.

25  **7/10**
Rating

LUCAS DI GRASSI
Virgin-Cosworth VR-01-04
Start: 22nd. Finish: 17th
SUFFERED DAMAGE at Stavelot after qualifying clash with Trulli. Ran just behind new-team leader Kovalainen once race had settled down. Ran to lap 33 on option rubber before taking inters and shadowing Kovalainen to flag.

Drawing board

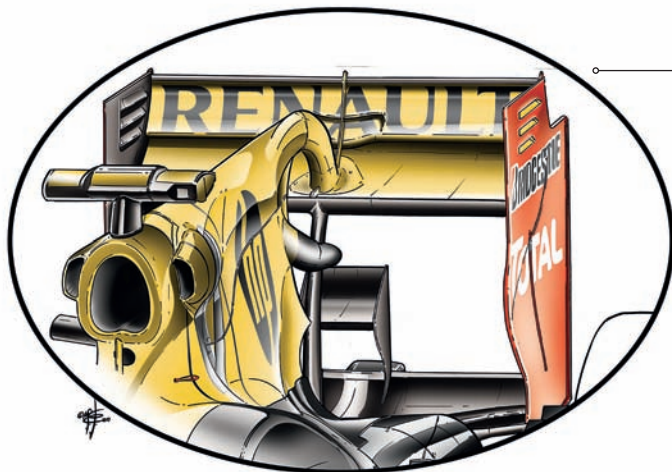
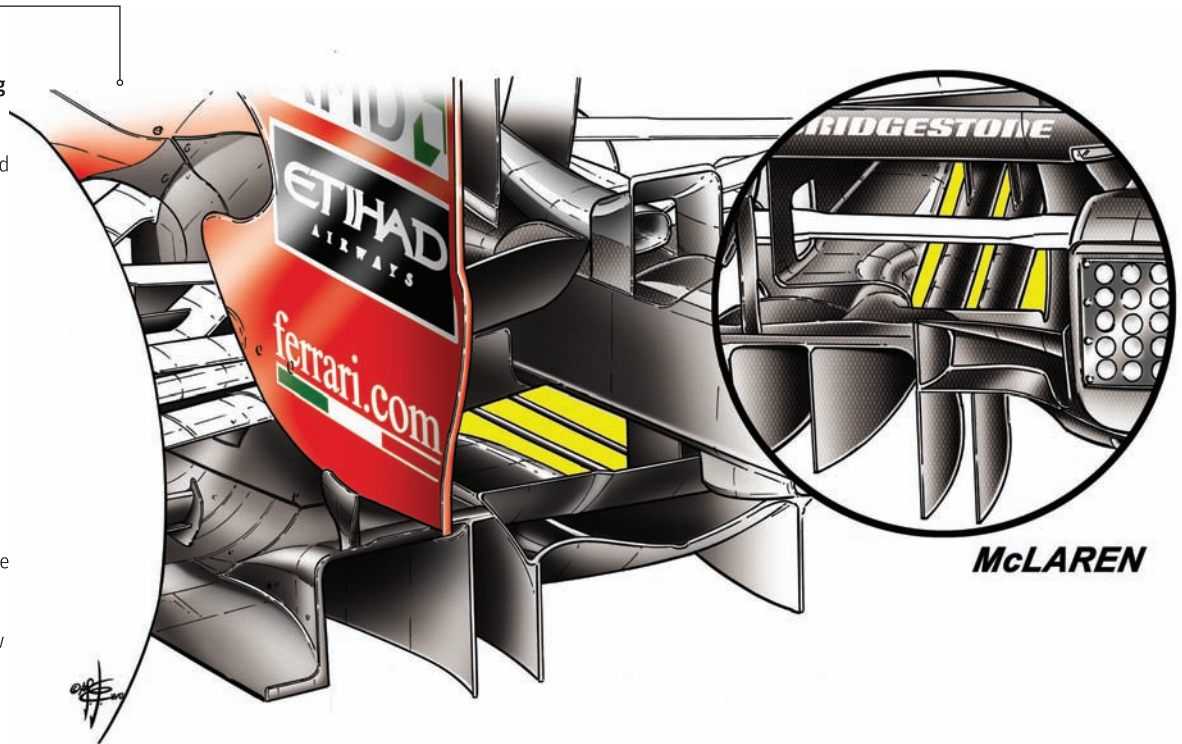


Gary Anderson, Mark Hughes and Giorgio Piola explain that despite the summer shutdown, there were still plenty of updates at Spa

FERRARI DIFFUSER

→ Ferrari was running with an extensively modified diffuser and floor. The modified gearbox casing needed for this has been on the car since Silverstone's British GP.

GARY ANDERSON: Even with the enforced summer break, double-diffuser development continues apace. On Ferrari's latest version the size of the longitudinal inlet can clearly be seen by the amount of road surface visible through the outlet area. The lower diffuser is now only connected to the reference plane (the surface nearest the ground) while the diffuser's upper surface is connected to the beam wing. The lower surface is more or less just used as a turning vane, making the combined exit area of both these units enormous. This is the area the FIA wanted to control the size of to minimise the amount of downforce the car could produce, but the engineers found this grey area in the regulations and are now maximising the performance of the car with subtle developments in this area.

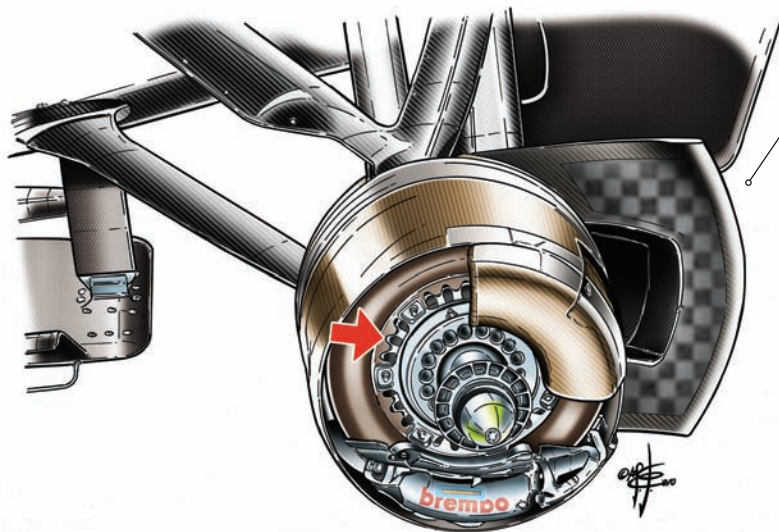


RENAULT F-DUCT

→ Renault became the last of the major teams to introduce an f-duct – and it worked extremely well, helping the car to highly competitive straightline speeds on Spa's long straights. It was reckoned to be worth over 0.5sec of lap time here.

GARY ANDERSON: Spa is a circuit that requires high top speed for sections one and three and decent levels of downforce for section two. It therefore suits cars with a fully functioning f-duct rear-wing system. Renault's system – as with all its aerodynamic developments

this year – is simple, neat, tidy and above all functional. It has two inlets, one each side of the roll over bar/engine inlet and when requested by the driver these then redirect the airflow through the engine cover spine into the rear wing main-plane internal volume. The transverse slot gap, which either stalls the rear wing or feeds airflow onto its lower surface to reduce the drag, is fairly early in the under-surface profile, so when the duct is activated it will give a larger speed delta than other cars whose slot gap is later in the wing's under-surface profile.



RED BULL BRAKES

➔ Red Bull has changed the fixing of the brake disc to the disc bell, replacing the bolts with a splined fixing arrangement.

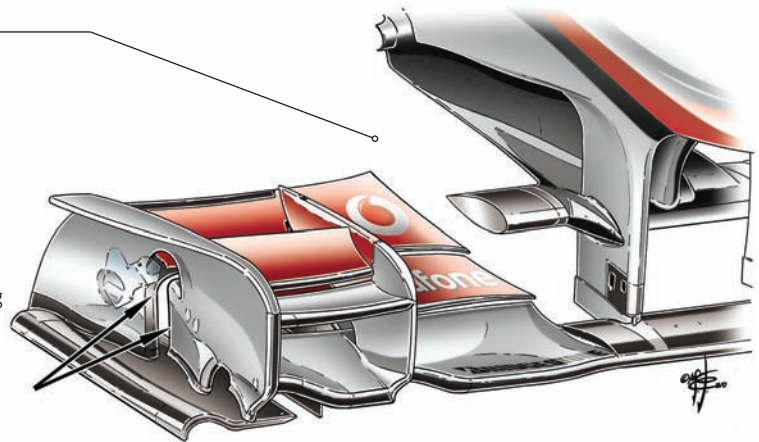
GARY ANDERSON: The standard way of connecting the disc to the disc bell is with a bolts through titanium 'top hats' which allow some small amount of disc float. Red Bull's version of the brake disc-to-axle drive system is with a splined drive on both the outer diameter of the axle and inner diameter of the disc. They then have eight small retention fixings. F1 cars are optimised for functionality of both ultimate performance and potential weight reduction to allow more ballast to be placed as required around the car. This achieves both.

McLAREN FRONT WING

➔ The new McLaren front wing used by Jenson Button featured a revised endplate and splitter arrangement. Lewis Hamilton used the type introduced at Valencia that generates more front downforce. There was considerable variation in preferences between the two drivers at Spa, Button preferring the feel of Brembo brakes to the Hitcos used by Hamilton. Furthermore Hamilton ran a greater degree of non-fuelled exhaust flow to the blown floor than Button – even to the extent of creating a very different sound on the overrun of each.

GARY ANDERSON: McLaren's new front-wing assembly incorporates a shorter two-piece wing with wider endplate and a vertical splitter more or less in line with the inner edge of the front tyre.

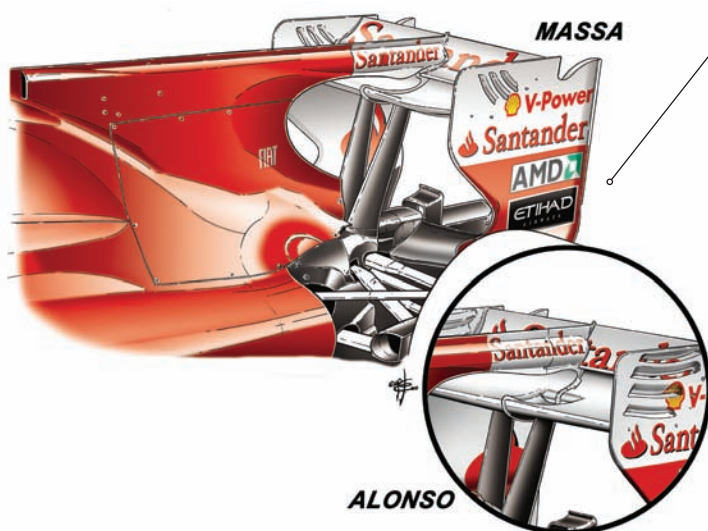
Both these modifications are about optimising the airflow to the leading edge of the sidepods, allowing the diffuser to work the underfloor more aggressively, creating more consistent underbody downforce. The intake ducts in the vertical wall of the endplates (arrowed) make the elements into virtually a three-dimensional wing section. They are there to allow the wing elements to perform more consistently by allowing airflow through the gap – much the same as a slot gap does on a wing profile; when the angle of these elements is increased both horizontally and vertically the airflow struggles to stay attached to the under surface. Having these intake ducts allows airflow through to reduce the risk of this separation.



FERRARI REAR WING

➔ Felipe Massa ran a new low-downforce rear wing while Fernando Alonso stayed with the conventional high-downforce component (inset).

GARY ANDERSON: Ferrari opted to put Massa on a dry-weather medium/low downforce (ie Spa settings) set-up – as illustrated in the main picture – and Alonso on a higher downforce set-up in preparation for fickle weather. The higher downforce set-up in the small picture shows the extra slot gap in the central section of the wing, which helps keep the airflow attached in the wing mounting-pillar area. The lower downforce wing assembly does not work the airflow as aggressively so does not require this extra slot gap complication. The slots in the rear-wing, which improve the efficiency of the whole assembly, have a different orientation as the airflow direction in this area is slightly different from wing to wing. Both benefit from a similar f-duct concept that transfers airflow from inlet ducts on the sides of the roll over bar area through the spine of the engine cover.



BELGIAN GP RESULTS



GILHAM/GETTY

PRACTICE 1 - Friday

POS	DRIVER	TIME
1	ALONSO	2m00.797s
2	HAMILTON	2m01.567s
3	KUBICA	2m02.081s
4	VETTEL	2m02.450s
5	SUTIL	2m02.646s
6	BUTTON	2m02.913s
7	WEBBER	2m02.926s
8	KOBAYASHI	2m03.401s
9	BARRICHELLO	2m03.424s
10	SCHUMACHER	2m03.489s
11	MASSA	2m03.601s
12	HULKENBERG	2m03.649s
13	ROSBERG	2m03.654s
14	DE LA ROSA	2m03.851s
15	LIUZZI	2m04.145s
16	ALGUERSUARI	2m04.250s
17	PETROV	2m04.690s
18	BUEMI	2m05.680s
19	GLOCK	2m05.697s
20	DI GRASSI	2m06.695s
21	TRULLI	2m07.189s
22	SENNA	2m07.737s
23	KOVALAINEN	2m07.955s
24	YAMAMOTO	2m10.507s

Weather: wet

PRACTICE 2 - Friday

POS	DRIVER	TIME
1	ALONSO	1m49.032s
2	SUTIL	1m49.157s
3	HAMILTON	1m49.248s
4	KUBICA	1m49.282s
5	MASSA	1m49.588s
6	VETTEL	1m49.689s
7	BUTTON	1m49.755s
8	DE LA ROSA	1m50.081s
9	BARRICHELLO	1m50.128s
10	KOBAYASHI	1m50.200s
11	PETROV	1m50.251s
12	SCHUMACHER	1m50.341s
13	ROSBERG	1m50.382s
14	ALGUERSUARI	1m50.682s
15	HULKENBERG	1m50.831s
16	LIUZZI	1m51.520s
17	BUEMI	1m51.523s
18	WEBBER	1m51.636s
19	KOVALAINEN	1m53.480s
20	TRULLI	1m53.639s
21	DI GRASSI	1m54.325s
22	SENNA	1m55.751s
23	YAMAMOTO	1m56.039s
24	GLOCK	2m03.179s

Weather: wet but drying

PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	WEBBER	1m46.106s
2	HAMILTON	1m46.223s
3	VETTEL	1m46.396s
4	BUTTON	1m46.397s
5	KUBICA	1m46.492s
6	ALONSO	1m46.627s
7	MASSA	1m46.962s
8	SUTIL	1m47.064s
9	HULKENBERG	1m47.160s
10	KOBAYASHI	1m47.296s
11	DE LA ROSA	1m47.388s
12	PETROV	1m47.406s
13	BARRICHELLO	1m47.512s
14	SCHUMACHER	1m47.695s
15	ROSBERG	1m47.837s
16	BUEMI	1m47.905s
17	ALGUERSUARI	1m47.981s
18	LIUZZI	1m48.692s
19	TRULLI	1m50.600s
20	SENNA	1m51.133s
21	KOVALAINEN	1m51.384s
22	DI GRASSI	1m51.517s
23	GLOCK	1m51.669s
24	YAMAMOTO	1m52.001s

Weather: dry then wet



FERRAROLAT



FERRAROLAT

QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	WEBBER	1m57.352s	1m47.253s	1m45.778s
2	HAMILTON	1m56.706s	1m46.211s	1m45.863s
3	KUBICA	1m56.041s	1m47.320s	1m46.100s
4	VETTEL	1m58.487s	1m47.245s	1m46.127s
5	BUTTON	1m57.981s	1m46.790s	1m46.206s
6	MASSA	1m58.323s	1m47.322s	1m46.314s
7	BARRICHELLO	1m55.757s	1m47.797s	1m46.602s
8	SUTIL	1m58.730s	1m47.292s	1m46.659s
9	HULKENBERG	1m55.442s	1m47.821s	1m47.053s
10	ALONSO	1m57.023s	1m47.544s	1m47.441s
11	SCHUMACHER	1m56.313s	1m47.874s	-
12	ROSBERG	1m54.826s	1m47.885s	-
13	ALGUERSUARI	1m58.944s	1m48.267s	-
14	LIUZZI	2m01.102s	1m48.680s	-
15	BUEMI	2m00.386s	1m49.209s	-
16	KOVALAINEN	2m01.343s	1m50.980s	-
17	GLOCK	2m01.316s	1m52.049s	-
18	TRULLI	2m01.491s	-	-
19	KOBAYASHI	2m02.284s	-	-
20	SENNA	2m03.612s	-	-
21	YAMAMOTO	2m03.941s	-	-
22	DE LA ROSA	2m05.294s	-	-
23	DI GRASSI	2m18.754s	-	-
24	PETROV	no time	-	-

Weather: rain shower in Q1; dry in Q2 & Q3

QUALIFYING

Head to head		
BUTTON	4	HAMILTON
SCHUMACHER	3	ROSBERG
VETTEL	7	WEBBER
MASSA	4	ALONSO
BARRICHELLO	9	HULKENBERG
KUBICA	12	PETROV
SUTIL	11	LIUZZI
BUEMI	10	ALGUERSUARI
TRULLI	6	KOVALAINEN
CHANDHOK/YAMAMOTO	4	SENNA/YAMAMOTO
DE LA ROSA	7	KOBAYASHI
GLOCK	12	DI GRASSI

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

VISIT  TO FIND OUT

castroldriverrankings.com

THE GRID

1 WEBBER RED BULL 1m45.778s soft	2 HAMILTON McLAREN 1m45.863s soft
3 KUBICA RENAULT 1m46.100s soft	4 VETTEL RED BULL 1m46.127s soft
5 BUTTON McLAREN 1m46.206s soft	6 MASSA FERRARI 1m46.314s soft
7 BARRICHELLO WILLIAMS 1m46.602s hard	8 SUTIL FORCE INDIA 1m46.659s soft
9 HULKENBERG WILLIAMS 1m47.053s soft	10 ALONSO FERRARI 1m47.441s soft
11 ALGUERSUARI TORO ROSSO 1m48.267s soft	12 LIUZZI FORCE INDIA 1m48.680s soft
13 KOVALAINEN LOTUS 1m50.980s soft	14 ROSBERG MERCEDES** 1m47.885s
15 TRULLI LOTUS 2m01.491s soft	16 BUEMI TORO ROSSO*** 1m49.209s
17 KOBAYASHI SAUBER 2m02.284s soft	18 SENNA HRT 2m03.612s soft
19 YAMAMOTO HRT 2m03.941s soft	20 GLOCK VIRGIN 1m52.049s** soft
21 SCHUMACHER MERCEDES 1m47.874s* hard	22 DI GRASSI VIRGIN 2m18.754s soft
23 PETROV RENAULT no time soft	24 DE LA ROSA SAUBER 2m05.294s* soft

* 10-place grid penalty
** 5-place grid penalty; *** 3-place penalty

SPA-FRANCORCHAMPS

Belgium
August 27-29
GP2
Round 8/10



AT A GLANCE

- Race 1 **Pastor Maldonado**
- Race 2 **Sergio Perez**
- Pole position **Jerome d'Ambrosio**
- Fastest laps **D Valsecchi/Perez**

Perez (1) and Van der Garde took race-two 1-2 for Barwa

Record-breaker Maldonado on brink of title



Pastor Maldonado's sixth feature-race win of 2010 was hard-earned - for a change - and the Venezuelan ace has one eye on the title

Maldonado broke a GP2 record with his 10th win

QUALIFYING

D'Ambrosio elevated and elated

➤ The crowd at Spa got drenched, windswept and frozen during qualifying, but were briefly rewarded with a home one-two of sorts, as 'former' Belgian Michael Herck (DPR) and proud Belgian Jerome d'Ambrosio (DAMS) locked out the front row.

Heavy rain and crashes led to a long, disjointed session with four stoppages. Herck's remained the quickest effort at the end, but the stewards dropped him three places for speeding under yellows, which gave pole to d'Ambrosio.



Herck believed he'd got top spot

Another weekend, another feature race win for Pastor Maldonado. Yawn? Not this time: some of the Venezuelan's Saturday victories this year have been runaways, but Spa was a tough day at the office. Not only did the championship leader have to work hard to get to the front, but the Rapax racer survived a major scare on the final lap.

The start went well for pole man and local favourite Jerome d'Ambrosio, who took the lead unchallenged for DAMS while Maldonado had to fight to keep second from Oliver Turvey (iSport). It went less swimmingly for Racing Engineering's Dani Clos and ART's Sam Bird, who were eliminated in a mid-field accident on the way out of La Source. The

safety car came out to let the marshals do their duty, but not before Sergio Perez (Addax) managed to sweep past the struggling Turvey and claim third on the run up to Les Combes.

On lap four racing resumed and the top three headed off into a race of their own. Perez was first to pit on lap eight, with d'Ambrosio and Maldonado responding next time around. Glued together on the way in to pitlane, it would be a DAMS versus Rapax pitstop race.

Rapax won it - narrowly. Its release of Maldonado into d'Ambrosio's path was borderline, but it worked. Both drivers emerged clear of Perez, who was then slapped with a penalty for speeding in the pits. Unfortunately for Perez and Addax, this is just the sort

of mistake that has made things easy for Maldonado this season.

Most of the field stopped early, but Coloni duo Alvaro Parente and Vladimir Arabadzhiev, as well as Trident's Johnny Cecotto, didn't. Parente, replacing Alberto Valerio in what may or may not be a one-off, was in no hurry to come in. As the laps ticked by and the Portuguese maintained a gaping lead on a clear track, it became clear that the man who won this race last year was going to use every lap available in the pit window. His tyres were in good nick, the car was proving quick in the dry and any fickle Ardennes weather at this stage would probably hand him victory.

Rain was indeed threatening, with drizzle hovering menacingly around

RACE RATING

★★★★★

Plenty of feature-race dicing plus tension-inducing rain spots. Needed a last-corner move for the lead

“Unfortunately, I made a grandmother start”

The self-deprecating Romain Grosjean has a laugh about his poor feature-race getaway

Richard Asher reports

the circuit as the perennially-underfunded 2005 British Formula 3 champion made merry at the front. It was never enough to dampen the asphalt, but there was plenty of excitement anyway.

With a few laps remaining Maldonado's handling went awry and he began to struggle in the left-handers; the team later found broken rear suspension that the driver was at a loss to explain. Having been in control of the gap to d'Ambrosio, Maldonado suddenly found the Belgian on his tail. With five laps to go d'Ambrosio completed his move at the Bus Stop and took what should have become the lead and a home win every bit as delightful as a healthy portion of *frites et mayonnaise*.

But it wasn't to be, for a

lap later d'Ambrosio was banging his steering wheel in frustration as his engine blew at Les Combes. A reprieve for Maldonado: he was far enough ahead of d'Ambrosio's team-mate Romain Grosjean that all he needed to do was wait for Parente to stop and he'd claim another win.

On lap 23 of 25 Parente ducked in for fresh rears and emerged comfortably in second. In fact, he was close enough to the still-ailing Maldonado to think about reeling him in. He gave it his best shot, galloping up to the Rapax driver's gearbox on the final lap and putting the Bus Stop crowd on the edge of their seats (or damp, mossy rocks) as the pair roared up to the last corner. Parente might have had a go if he was the young and tempestuous sort, but

Dani Clos broke his back in race-one smash



thought better of it. Second would do for him under the circumstances – he'd come through from 16th on the grid in his comeback race, after all. Had the race been even one corner longer, though, the smart money would have been on the Coloni driver to win. Sunday's sprint was less

tactical and peppered with safety cars, but there was plenty of proper racing on display as Perez followed up yet another unhappy Saturday with yet another why-couldn't-you-drive-like-that-yesterday, reversed-grid victory.

It took him just a few seconds to get to the front after starting second behind Arden's Rodolfo Gonzalez. He muscled past the Venezuelan on the first run up to Les Combes and held the lead for the rest of the race.

The safety car intervened three times but Perez's team-mate Giedo van der Garde made the most of a great start and the few available racing laps to work his way up to second by the

end, closely followed by a similarly-aggressive Parente. That made it two podium finishes for the Coloni driver – a tidy reminder of his abilities.

Gonzalez held it together to finish fourth, one place ahead of Turvey, who did his usual trick of dropping backwards at a fine rate of knots in the races.

Maldonado had parked it at Les Combes on the first lap after picking up a broken wheel in a first-corner midfield incident, but he was still smiling afterwards. He'll need far more disasters than that to let this championship slip away now. ☹

THE INSIDE LINE

“It’s Herckful,” says denied polesitter’s father



You'd expect Romanian-born Michael Herck to be incensed after losing his first GP2 pole position to officialdom, but he took it fairly well. But his less-than-

patriotic Belgian father Andre was apoplectic. “We always have these sorts of problems here! Michael had to lose pole so [home driver] d'Ambrosio could have it!

“I am proud for my son to be Romanian. He used to race on a Belgian licence, but did the Belgian federation ever issue a press release about his achievements? No! Not one! We hate Belgium!”

NEXT ROUND

Monza (I), September 11-12

RESULTS

GP2 Series, Spa-Francorchamps (B), August 27-29, round 8 of 10

GRID
1 D'AMBROSIO 2:15.942
2 MALDONADO 2:15.967
3 TURVEY 2:16.176
4 GROSJEAN 2:16.525
5 FILIPPI 2:17.005
6 BIRD 2:17.008
7 VALSECCI 2:17.254
8 BIANCHI 2:17.632
9 CRESTANI 2:17.922
10 LEIMER 2:18.592*
11 V.D. GARDE 2:23.104
12 ERICSSON 2:20.280*
13 HERCK 2:15.661*
14 PIC 2:16.881
15 VIETORIS 2:16.321*
16 GONZALEZ 2:17.332
17 CLOS 2:17.294*
18 PARENTE 2:17.798
19 ZAUGG 2:19.137
20 CHILTON 2:18.290*
21 RAZIA 2:21.922
22 ARABZHEV 2:22.224
23 ERICSSON 2:20.280*

RACE 1 - 25 LAPS, 108.802 MILES				
POS	NAME	TEAM	TIME	GRID
1	Pastor Maldonado (YV)	Rapax	52m27.763s	2
2	Alvaro Parente (P)	Scuderia Coloni	+0.243s	16
3	Romain Grosjean (F)	DAMS	+4.766s	5
4	Charles Pic (F)	Arden International	+13.815s	6
5	Luca Filippi (I)	Super Nova Racing	+16.085s	15
6	Oliver Turvey (GB)	iSport International	+21.117s	3
7	Sergio Perez (MEX)	Barwa Addax Team	+21.713s	7
8	Rodolfo Gonzalez (YV)	Arden International	+27.375s	12
9	Giedo van der Garde (NL)	Barwa Addax Team	+30.834s	23
10	Johnny Cecotto Jr (YV)	Trident Racing	+32.342s	21
11	Christian Vietoris (D)	Racing Engineering	+32.772s	8
12	Fabio Leimer (CH)	Ocean Racing Technology	+33.642s	19
13	Marcus Ericsson (S)	Super Nova Racing	+34.932s	24
14	Jules Bianchi (F)	ART Grand Prix	+40.297s	13
15	Adrian Zaugg (ZA)	Trident Racing	+41.390s	17
16	Luiz Razia (BR)	Rapax	+45.553s	20
17	Max Chilton (GB)	Ocean Racing Technology	-1 lap	18
18	Davide Valsecchi (I)	iSport International	-1 lap	11
19	Vladimir Arabadzhev (BG)	Scuderia Coloni	22 laps-spun off	22
R	Jerome d'Ambrosio (B)	DAMS	20 laps-engine	1
R	Michael Herck (B/RO)	DPR	18 laps-acc damage	4
R	Fabrizio Crestani (I)	DPR	2 laps-accident	10
R	Sam Bird (GB)	ART Grand Prix	0 laps-accident	9
R	Dani Clos (E)	Racing Engineering	0 laps-accident	14

RACE 2 - 18 LAPS, 78.337 MILES				
POS	DRIVER	TIME/REASON	GRID	
1	Perez	41m51.924s	2	
2	van der Garde	+2.574s	9	
3	Parente	+3.583s	7	
4	Gonzalez	+4.826s	1	
5	Turvey	+7.060s	3	
6	Grosjean	+8.037s	6	
7	Ericsson	+8.740s	13	
8	Valsecchi	+9.472s	18	
9	Zaugg	+10.282s	15	
10	Razia	+10.587s	16	
11	Chilton	+11.630s	17	
12	Bird	+12.171s	23	
13	Herck	+12.553s	21	
14	Crestani	+13.269s	22	
R	Pic	11 laps-accident	5	
R	Arabadzhev	9 laps-electrical	19	
R	d'Ambrosio	8 laps-electronics	20	
R	Vietoris	6 laps-accident	11	
R	Cecotto	5 laps-accident	10	
R	Bianchi	4 laps-accident	14	
R	Filippi	2 laps-acc damage	4	
R	Leimer	1 lap-accident	12	
R	Maldonado	0 laps-acc damage	8	
NS	Clos	injury		

CHAMPIONSHIP TABLES		
POS	DRIVER	PTS
1	Maldonado	87
2	Perez	60
3	Clos	43
4	van der Garde	39
5	Bianchi	39
6	Turvey	30
7	Pic	28
8	Bird	26
9	Valsecchi	21
10	Razia	20
POS	TEAM	PTS
1	Rapax	107
2	Barwa Addax	99
3	ART Grand Prix	65
4	Racing Engineering	61
5	iSport	51
6	Arden	32

KEY R=Retired. *Grid penalty.
Race 1 Winner's average speed: 124.345mph. Fastest lap: Valsecchi, 1m58.285s, 132.455mph.
Race 2 Winner's average speed: 112.160mph. Fastest lap: Perez, 1m57.014s, 133.894mph.

Wickens goes slowly to wet win

Slick operator clinches it thanks to cunning time-wasting

They say you shouldn't gamble, but throwing the dice worked pretty well for Robert Wickens and Adrien Tambay at Spa last weekend. Both drivers won by sticking with slicks during mid-race rain, albeit in very different circumstances. And Wickens's cunning Saturday victory also gave him an outside chance of overhauling Esteban Gutierrez for the title at the Monza finale.

Wickens started the Saturday race from pole – that was a bonus for the Canadian, considering his Status GP entry had been eighth fastest in qualifying. In another GP3 penaltyfest, offences ranged from pitlane speeding to crashing under yellow flags, with original poleman Daniel Juncadella and Gutierrez both among those penalised for ignoring yellows.

The race began dry, but that didn't prevent the field from indulging in a good

old-fashioned La Source pile-up starring Daniel Morad, Stefano Coletti, Pablo Sanchez Lopez and Josef Newgarden. That meant a three-lap safety car session to clear the mess.

Wickens and Briton Adrian Quaife-Hobbs resumed in first and second when racing restarted, with Roberto Merhi third. But on lap six the heavens opened and the leaders arrived at La Source to discover an ice rink. Leader Wickens learned this the hard way, as he lost control in a straight line and slammed into the pitwall. The aquaplaning was no better for those behind him, with Quaife-Hobbs also spinning but avoiding the concrete.

Wickens was able to get going, despite knocking his nose off. And with everyone else slithering straight on or pirouetting under braking, only Merhi and Quaife-Hobbs had gone past him when he finally made it around La Source. Wickens



Wickens won Spa powerboat round

was past Quaife-Hobbs by Les Combes, as was early stopper Leonardo Cordeiro. By then, though, the rain had spread across the circuit and the safety car was out.

Merhi pitted at the end of the lap, but Wickens and Manor Motorsport man Quaife-Hobbs didn't. That looked a crazy call, because the track was flooded, but Wickens and Status were convinced there would be a red flag and wanted to hang on to their only chance of prolonging their championship challenge. When the safety car lights went out with three laps to

go, it looked like that gamble had failed. Wickens had a field-full of wet-shod cars lined up behind him, led by Cordeiro and Pal Varhaug. He would be a sitting duck.

But as the restart loomed, so the time limit approached. Wickens knew his race was actually against the ticking timepiece, not his rivals. If he could slow the field enough before the line, he'd be greeted by a chequered flag. It worked: time hit zero in the middle of the Bus Stop, the race was called and Wickens hung on for an infuriatingly (for his rivals) clever victory.

The stewards weren't impressed with Cordeiro and Varhaug, throwing both off the podium with post-race time penalties for passing Quaife-Hobbs under the safety car, which was apparently deployed moments after Wickens did the same thing.

The Sunday morning race saw another finely-judged defensive drive, this time from Manor's Adrien Tambay. Carlin driver Dean Smith led the early going, before losing the advantage to the Jenzer Motorsport machine of Nico Muller. Things got really interesting at the halfway mark, when

rain fell and everyone but Tambay pitted for grooved rubber.

This resulted in a big lead for Tambay, but he was clearly on the wrong tyres and saw his lead go from nine to three seconds on his first full lap in front. But he also saw that the brief shower had stopped, and decided to hang in there.

Sure enough, the drying track came to Tambay's slicks and he soaked up the pressure. At first it was Muller leading the chase, before gearbox trouble intervened and Alex Rossi took over a vain pursuit.

● Richard Asher

Adrien Tambay wins from Rossi



RESULTS

RACE 1 1 Robert Wickens, 9 laps in 30m10.463s; 2 Roberto Merhi, +0.519s; 3 Adrian Quaife-Hobbs; 4 Nico Muller; 5 Daniel Juncadella; 6 Dean Smith; 7 Pedro Nunes; 8 Simon Trummer; 9 Miki Monras; 10 Michael Christensen. **Fastest lap** Muller, 2m13.498s. 117.361mph.
RACE 2 1 Adrien Tambay, 12 laps in 30m11.408s; 2 Alexander Rossi, +0.445s; 3 Monras; 4 Smith; 5 Quaife-Hobbs; 6 Muller; 7 Esteban Gutierrez; 8 Tobias Hegewald; 9 Felipe Guimaraes; 10 Oliver Oakes. **FL** Muller, 2m13.050s, 117.756mph.
Points 1 Gutierrez, 75; 2 Wickens, 57; 3 Muller, 44; 4 Rossi, 38; 5 Smith, 24; 6 Rio Haryanto, 21.

PORSCHE SUPERCUP SPA (B), AUGUST 29, RD 8/9

Edwards gets a victory – and this time he keeps it

Sean Edwards dominated the Porsche Supercup race at Spa, while Nick Tandy kept his title hopes alive after recovering from a poor qualifying session.

Qualifying took place in a rare dry window, albeit with a little moisture towards the end. Edwards took pole ahead of championship leader Rene Rast, Jaap van Lagen and guest driver Nicolas Armindo, who leads the German Carrera Cup standings. Tandy was down in 16th, having been unable to get a quick, clean lap in thanks to traffic. Regular frontrunner Norbert Siedler was at the back after a big crash on his first lap.

Conditions remained dry for Sunday morning's race, and Edwards made it through La Source safely in front. The Briton stayed there for the duration as he

put in a faultless drive and kept his nose clean, having lost a win in Spain this year after a penalty was applied.

The interest was of course focused behind him, and specifically on how much ground Tandy could recover relative to Rast. He was given a boost when van Lagen got past Rast into second place on the first lap, but the positions were reversed at Les Combes on lap four, making Tandy's job harder again.

Tandy had made a good start, and quickly began picking off cars. An early tangle involving Sebastiaan Bleekemolen and Patrick Huisman gifted him a couple of spots, and with a lap to go he was up to sixth.

Edwards, the son of 1970s F1 racer Guy, crossed the line safely in front with his Tolimit-run machine, while

Edwards three-wheels through Eau Rouge



Rast was initially delighted to have bagged second place. But there was a protest from van Lagen and, having decreed that Rast had gone off the circuit in making his pass, the stewards gave Rast a penalty that dropped him back to third.

Jan Seyffarth took fourth, ahead of Armindo and Tandy. But as Hockenheim winner Armindo was not

eligible to score, the Brit took fifth-place points.

"The car wasn't fast but it was consistent," said Tandy. "I had to drive aggressively to make sure I could get through. We were very lucky."

Tandy is 14 points behind Rast, with a maximum 22 for a win and pole available at the Monza finale.

● Adam Cooper

RESULTS

1 Sean Edwards, 11 laps in 27m07.827s; 2 Jaap van Lagen, +11.121s; 3 Rene Rast; 4 Jan Seyffarth; 5 Nicolas Armindo; 6 Nick Tandy; 7 Kuba Giermaziak; 8 Matt Halliday; 9 Christian Engelhart; 10 Nico Verdonck.
Fastest lap Edwards, 2m26.172s, 107.185mph. **Points 1 Rast, 138;** 2 Tandy, 124; 3 van Lagen, 98; 4 Stefan Rosina, 90; 5 Jeroen Bleekemolen, 88; 6 Seyffarth, 85.

FORMULA BMW EUROPE SPA (B), AUGUST 28-29, RD 7/8

Frijns closes in on Harvey after denying Tarancon double

Formula BMW will ride off into the sunset at Monza next week, but Robin Frijns ensured that the category will go out with a bang by slashing Jack Harvey's points lead from

23 to just seven.

Both poles were claimed by Eiffelland Racing's Come Ledogar after a topsy-turvy rain-hit session, his first front-row starts in the category. But the Frenchman

wasn't able to stay on point for long in either race.

While Ledogar, Javier Tarancon and Hannes van Asseldonk battled at the front after an early safety car in race one, Frijns

climbed from eighth, making a crucial pass on Harvey for fourth on lap four. With Ledogar dropping back, Frijns claimed second from van Asseldonk but was unable to get close enough to deny DAMS-run Spaniard Tarancon of a maiden win.

Frijns had no such trouble in race two after surviving a first-lap clash with Carlos Sainz Jr. He had latched onto Tarancon's tail by half-distance and, after taking and then losing the lead a lap earlier, passed him for good at the chicane with two laps remaining.

Harvey spent the second half of the race unsuccessfully seeking a way past third-placed Ledogar. No surprise that, after the race, he was

already looking forward to the title decider at a track where he took pole last year.

● Edd Straw

RESULTS

RACE 1 1 Javier Tarancon, 9 laps in 24m06.695s, 97.281mph; 2 Robin Frijns, +1.735s; 3 Jack Harvey; 4 Hannes van Asseldonk; 5 Timmy Hansen; 6 Daniil Kvyat; 7 Come Ledogar; 8 Marc Coleselli; 9 George Katsinis; 10 Petri Suvanto. **Fastest lap** Tarancon, 2m31.597s, 103.354mph. **RACE 2 1 Frijns, 9 laps in 22m54.937s;** 2 Tarancon, +0.328s; 3 Ledogar; 4 Harvey; 5 Kvyat; 6 Hansen; 7 van Asseldonk; 8 Katsinis; 9 Suvanto; 10 Maciej Bernacik. **FL** Frijns, 2m31.399s, 103.489mph. **Points 1 Harvey, 340;** 2 Frijns, 333; 3 Hansen, 210; 4 Carlos Sainz Jr, 201; 5 Tarancon, 185; 6 Ledogar, 159; 7 Facundo Regalia, 158; 8 Katsinis, 139; 9 van Asseldonk, 138; 10 Kvyat, 114.



Frijns (r) makes move stick on Tarancon

AMERICAN LE MANS SERIES MOSPORT PARK (CDN), AUGUST 29, RD 8/9

Porsche wins again as Brits collide

Klaus Graf and Romain Dumas took the victory at Mosport in their Porsche RS Spyder after a red flag for a damaged guardrail halted the race with 25 minutes remaining.

The leading GTC-class Porsche GT3 Cup car of a miraculously uninjured Luke Hines was turned into the barrier on the back straight by the Lola-Judd of Jonny Cocker at the two-hour mark. The head-on collision broke the Armco barriers, which could not be repaired.

Team CytoSport's Dumas pulled out to a 40-second lead over the second-placed Highcroft Racing HPD of David Brabham during his

opening stint. The HPD suffered from a lack of grip with its new aero package, while the Porsche prototype was on familiar turf from the days of Penske Racing. A long pitstop for adjustments by Highcroft put Graf on Simon Pagenaud's rear wing after the first round of stops.

In GT, Flying Lizard Motorsports' Patrick Long and Jorg Bergmeister extended their points lead over Risi Competizione's Gianmaria Bruni with a victory. The #62 Ferrari had to start at the rear of the GT field because Jaime Melo was too sick to compete, and a late switch was made to Toni Vilander after Pierre Kaffer

crashed #61 in practice.

That put the Lizard Porsche, which qualified second, into the lead at the start. Despite a split pit strategy for the BMW M3s of Rahal Letterman Racing, and the strong showing of the #4 Corvette, the Lizard Porsche maintained first.

After contact from the Lola-Mazda of Chis Dyson at Turn 2, the Corvette suffered a right-front wheel problem prior to the exchange from Oliver Gavin to Jan Magnussen. The Risi Ferrari then moved up to second.

This incident took Dyson Racing out of contention. Earlier, the Drayson Racing Lola-Judd fell off the pace

after Paul Drayson spun at Turn 2 and the team needed to make repairs on the pit road before Cocker's ill-fated stint. The young British driver also had contact with a GTC entry in practice and the Drayson team nearly missed qualifying as a result. The car was classified sixth.

In better news for Britain, Johnny Mowlem finished third overall with Tony Burgess in their Lola-AER. ● Jonathan Ingram

RESULTS

1 Klaus Graf/Romain Dumas (Porsche RS Spyder), 99 laps in 2h19m01.795s; 2 David Brabham/Simon Pagenaud (HPD ARX-01c), +4.620s; 3 Tony Burgess/Johnny Mowlem (Lola-AER B06/10); 4 Gunnar Jeannette/Elton Julian (Oreca-Chevrolet); 5 Scott Tucker/Christophe Bouchut (Oreca-Chevrolet); 6 Paul Drayson/Jonny Cocker (Lola-Judd B09/60). **GT** 1 Jorg Bergmeister/Patrick Long (Porsche 911 GT3-RSR); 2 Toni Vilander/Gianmaria Bruni (Ferrari 430 GT); 3 Bill Auberlen/Tommy Milner (BMW M3). **Points** 1 Brabham/Pagenaud, 152; 2 Graf, 136; 3 Dyson, 98. **GT** 1 Jorg Bergmeister/Patrick Long, 139; 2 Bruni, 117; 3 Auberlen/Milner, 105.



Graf leads Brabham as LMPs battle away

BOYD/LAT

INDY LIGHTS CHICAGOLAND (USA), AUGUST 28, RD 11/13

Hinchcliffe sticks it to the Mann

James Hinchcliffe tracked down and passed Pippa Mann heading to the white-flag lap of Saturday's Chicagoland 100 Indy Lights race. Once in front, he held her off by 0.0159 seconds – the third-closest margin of victory in series history.

Hinchcliffe, who started

13th, was driving the high line and caught Mann on lap 66 following a lap-63 restart. It was his third win of the season but his first on an oval. "This track just breeds incredible racing, and we knew this was going to be no different," said Hinchcliffe.

Mann led her first laps of the season and recorded a

career-best second-place finish. She led three Sam Schmidt Motorsports drivers across the line, as Philip Major also posted a career-best result and championship points leader JK Vernay was fourth.

Mann said: "At the end of the day, the better guy won. Hinch and I did some great

side-by-side racing; he had an awesome car today."

● Bruce Martin

RESULTS

1 James Hinchcliffe, 67 laps in 42m30.9080s; 2 Pippa Mann, +0.0159s; 3 Philip Major; 4 JK Vernay; 5 Dan Clarke; 6 Stefan Wilson; 7 Arie Luyendyk Jr; 8 Adrian Campos Jr; 9 Dillon Battistini; 10 Rodrigo Barbosa. **Points** 1 Vernay, 444; 2 Hinchcliffe, 391; 3 Charlie Kimball, 343; 4 Martin Plowman, 338; 5 Sebastian Saavedra, 303; 6 Clarke, 271.

IN BRIEF



GERMAN F3 CUP

Kevin Magnussen and Tom Dillmann (above) won the German F3 Cup races at the Nurburgring. Dillmann's victory has extended his points lead to nine points over Daniel Abt, who was second in both races.

SUPERSTARS

It was a great weekend for the BMW Italia squad at Varano. Thomas Biagi headed Stefano Gabellini in a one-two first time out; Luca Cappellari defeated Merc man Max Pigoli later on.

ITALIAN F3

Stephane Richelmi and Jesse Krohn won an Italian F3 race apiece at Varano. Cesar Ramos, who finished second and sixth, now leads the championship by one point from Richelmi. Patric Niederhauser and Raffaele Marciello were the winners in the Formula Abarth races.

SUD-AM F3

Nilton Molina, Pietro Fantin and Bruno Andrade were the winners of the three races held at Curitiba. Fantin lost a second race win due to overtaking under yellows.

STAR MAZDA

Conor Daly scored a lights-to-flag victory from pole to wrap up the Star Mazda title at Mosport.

NASCAR TRUCKS

Kyle Busch continued his NASCAR winning streak by scoring his 20th Truck Series win at Chicagoland on Friday night. He held off Todd Bodine in a green-white-chequer finish.



CURRENT
STANDINGS

1	Sebastian Vettel	↔	23,059
2	Sebastien Loeb	↔	21,700
3	Mark Webber	↔	21,207
4	Lewis Hamilton	↔	20,100
5	Jimmie Johnson	↔	17,796

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Klaus Graf (129) moved up 38 places as he and Timo Bernhard (203) secured the ALMS win at Mosport. James Hinchcliffe's (265) Chicagoland victory made him 24 spots while a NASCAR Nationwide podium for Jacques Villeneuve (1268) gained him 51 places.

To see the full list, visit castroldriverrankings.com



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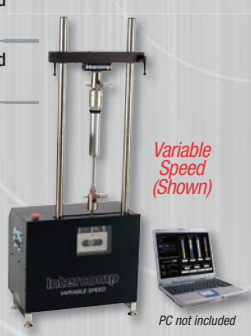


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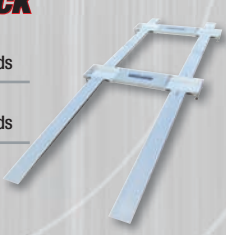


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INTERNATIONAL RACES & RESULTS

IRC
Rally Zlin 9/12

QUICK RESULTS

→ Winner **Freddy Loix**
→ Most stage wins **Jan Kopecky**
→ Points leader **Juho Hanninen**

RACE RATING

★★★★★
Dramatic climax after Kopecky comes to rest on a fallen tree

REPORTS WORLD OF SPORT

IRC RALLY ZLIN (CZ), AUGUST 27-29, RD 9/12

Kopecky's trunk call connects Loix

Jan Kopecky had done the hard part. He'd fought through Saturday's rain-hit stages with a 30-second margin, and was on course for win number two on his home rally when things went dramatically awry. That left Freddy Loix to claim an unlikely win, his third from as many IRC starts in 2010.

Kopecky was already flustered after blundering a chicane earlier on stage 14. Then he left his braking for a tight left-hander close to the stage end hopelessly late and skated off the road.

His works Skoda Fabia was largely undamaged but, crucially, was beached on a fallen tree trunk. With no spectators around to help him regain the road, Kopecky – who had led from the opening

superspecial stage through the streets of host city Zlin – would go no further.

Bryan Bouffier, back in the IRC for the first time since the Monte Carlo season opener, inherited the lead in his factory-blessed Peugeot 207. When he increased his advantage to 7.2s prior to the penultimate stage, it looked as though nothing would stand in his way. But Bouffier's tenure of top spot wouldn't last – he nudged his rear suspension running wide on stage 16.

Although he finished the stage, he'd slipped to second behind Loix, albeit only to the tune of 3.8s. The Belgian veteran had opted for caution through the increasingly treacherous roads, in the mistaken belief that Bouffier, running one place ahead of him on the



Loix inherited third win in three rallies

road, could not be caught.

Then, 5km into the final stage, Bouffier was in trouble. A hose had become detached following a compression and had chucked water all over the Peugeot's front tyres, which caused him to slide into a ditch and let an astonished Loix through to win.

Loix's team-mate Juho Hanninen, who'd survived a brush with a tree on Saturday morning, took

second to strengthen his grip on the drivers' title and ensure Skoda its first IRC makes' accolade.

Kris Meeke should have finished third, but his Peugeot's front differential packed up on the final stage, so Czech series leader Pavel Valousek bagged the last spot on the podium. Guy Wilks's return from injury netted seventh place as a rear-differential glitch hindered his Skoda.

RESULTS

1 Freddy Loix/Frederic Miclotte (Skoda Fabia S2000), 2h31m31.0s;
2 Juho Hanninen/Mikko Markkula (Skoda Fabia S2000), +25.0s;
3 Pavel Valousek/Zdenek Hruza (Skoda Fabia S2000); 4 Kris Meeke/Paul Nagle (Peugeot 207 S2000); 5 Andreas Mikkelsen/Ola Floene (M-Sport Ford Fiesta S2000); 6 Vaclav Pech/Petr Uhel (Mitsubishi Lancer Evolution IX). **Points** 1 Hanninen, 56; 2 Jan Kopecky, 47; 3= Loix and Bruno Magalhaes, 30; 5 Meeke 28; 6 Guy Wilks 27.

GRAND-AM MONTREAL (CDN), AUGUST 28, RD 11/12

Rojas and Pruett continue record run

Memo Rojas and Scott Pruett continued their record-breaking season aboard Chip Ganassi Racing's Riley-BMW on Saturday afternoon at the Circuit Gilles Villeneuve.

They romped to their eighth victory in just 11 races, and thereby ensured they moved beyond the reach of their rivals to clinch a second Grand-Am title in three years.

Jon Fogarty snared his record-extending 16th pole in the Gainsco Riley-Chevrolet and maintained his advantage

until almost the halfway mark in the two-hour race. Pruett, however, emerged in front of Alex Gurney following their scheduled pitstops and never looked back. Pruett's advantage was trimmed by a full-course caution inside the final half-hour, but the veteran never looked likely to relinquish the lead.

Closest rival Ryan Dalziel never even climbed behind the wheel of the Starworks Riley-BMW after co-driver Mike Forest suffered a drivetrain failure after just eight laps, so Ricky Taylor

and Max Angelelli moved into second place in the standings following their sixth podium of the season.

Most excitement was provided by the GT class, with Paul Edwards (Banner Racing Chevy Corvette) passing both Stevenson Racing Camaros of Scot Robin Liddell and Dane Ronnie Bremer in the final five minutes.

● Jeremy Shaw

RESULTS

1 Memo Rojas/Scott Pruett (Riley-BMW MkXX), 62 laps in 2h01m26.154s; 2 Jon Fogarty/Alex Gurney (Riley-Chevrolet), +2.005s; 3 Ricky Taylor/Max Angelelli (Dallara-Ford DP-01); 4 Darren Law/David Donohue (Riley-Porsche); 5 Buddy Rice/Antonio Garcia (Coyote-Porsche CC/09/01); 6 Brian Frisselle/Michael Valiante (Dallara-Ford). **Points** 1 Rojas/Pruett, 337; 2 Taylor/Angelelli, 302; 3 Ryan Dalziel, 296; 4 Fogarty, 293; 5= Burt Frisselle/Mark Wilkins & Mike Forest, 280.



Ganassi duo scored eighth win in 11 races

NASCAR NATIONWIDE MONTREAL (CDN), AUGUST 29, RD 25/35

Said wins it by a whisker

Boris Said prevailed in a nailbiting finish to the NASCAR Nationwide race at Montreal on Sunday when he outdragged Max Papis to the finish line by 0.012 seconds for his first victory in the series.

Said only took the lead at the green-white-chequer when a gambling Robby Gordon – who started last – ran out of fuel. Said appeared to have escaped the reach of former CART racer Papis when Jacques Villeneuve lunged past the Italian on the final lap. But the former F1 world champion overshot, allowing Papis to get a clear run at Said into the final chicane.

Papis dived past the leader with a great outbraking move, but Said got a tighter exit and managed to outrun Papis to the finish line. Said had earlier escaped from a spin when Villeneuve outbraked himself and rammed him.

"I don't think we had the fastest car today," Said admitted, "but we definitely had the smartest strategy."

Papis added: "I was ahead, I was behind, I was ahead. What an amazing race."

Long-time leaders Marcos Ambrose and Carl Edwards both broke track bars when on course for victory, while Ambrose also battled electrical gremlins before he was forced out.

● Chuck Bradbury Sr

RESULTS

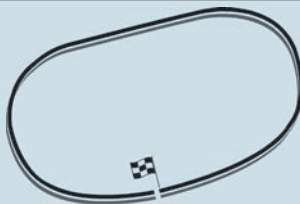
1 Boris Said (Ford Fusion), 77 laps in 3h17m34s; 2 Max Papis (Chevrolet Impala), +0.012s; 3 Jacques Villeneuve (Toyota Camry); 4 Brad Keselowski (Dodge Charger); 5 Paul Menard (Ford); 6 Joey Logano (Toyota); 7 JR Fitzpatrick (Chevy); 8 Parker Kligerman (Dodge); 9 Justin Allgaier (Dodge); 10 Trevor Bayne (Toyota). **Points** 1 Keselowski, 3995; 2 Carl Edwards, 3630; 3 Kyle Busch, 3396; 4 Allgaier, 3261; 5 Menard, 3171; 6 Kevin Harvick, 2908.

CHICAGO

USA

August 28

IndyCar Series
Round 14/17



AT A GLANCE

- Winner **Dario Franchitti**
- Pole position **Ryan Briscoe**
- Most laps led **Briscoe**
- Lead changes **25**



Dario's win could be pivotal in title fight

Franchitti (10) pipped Wheldon and Andretti



ABBOTT/LAT

Fuel if you think this title fight is over

Will Power held a 59-point lead coming into Chicago and looked on course to score his first oval win with 30 laps remaining, then it turned on its head

QUALIFYING

Flying Ryan on top for a third time

➤ Ryan Briscoe notched up his third career Chicagoland pole position last Friday afternoon, outpacing title fighters Dario Franchitti and Will Power by 0.1767sec.

"We were fully trimmed out and the car felt really solid," said Briscoe, whose trio of 2010 poles has come on 1.5-mile ovals. "I was thinking, 'Man, that's gotta be hard to beat'."

The next seven cars were covered by that same margin, with Helio Castroneves making it three Penske entries in the top four, while Franchitti's Ganassi wing man, Scott Dixon, was a mystified 15th, almost half a second off Briscoe's pace.

Young Americans Marco Andretti and Graham Rahal formed row three, ahead of Dan Wheldon and Hideki Mutoh.

Briscoe shone in new two-lap qualifying format



GETTY IMAGES

Perhaps this was the pivotal moment that will decide the 2010 IndyCar Series title: a fuel-rig malfunction for points leader Will Power coincided with an inspired call from Dario Franchitti's engineer not to fit fresh tyres at the final pitstop at Chicago on Saturday night. The outcome was a vital win for Franchitti, his third of the season, as Power trailed in a lap down.

With 30 laps to go, the scenario had been very different. Power was in the catbird seat, and after some tremendous three-wide racing for the lead – he'd cleared Dan Wheldon and Marco Andretti for the top spot – he was looking good

for his maiden oval victory. Franchitti was ninth, struggling with a car that was a handful in traffic.

Twelve minutes later, Franchitti was in Victory Lane and Power was stomping away from his car after finishing 16th. His points lead slashed from a commanding 59 to a slender 23, Power said: "That was a mistake we couldn't afford. I was looking good there before that last stop. As much as you can be frustrated and made angry by it, you've gotta take it."

When the race's final caution flew, for Alex Lloyd's wild spin into the grass off Turn 4, the cars dived into pitlane in the order Power, Andretti, Wheldon, Ryan Hunter-

Reay, Ryan Briscoe and Tony Kanaan. Yet they rejoined the track all led by Franchitti, whose race engineer Chris Simmons rolled the dice by keeping him on the tyres he'd already run a full stint on – but with 27 laps to go, the splash of fuel required was far faster than a tyre change.

After the first stint, Firestone's Al Speyer had pointed out: "We're getting a 50 per cent wear rate. You could easily take fuel and not take tyres at the final stop." Just a week after a late-race tyre choice cost Dario a second-place finish, this call gained him eight positions. His car, which was well trimmed out compared with many around him, was perfectly suited to

RACE RATING

★★★★★

Awesome racing, and with an amazing twist in the title battle too



When you can throw a king-sized blanket over 15 fast cars, you're gonna have people who get pissed off" Ryan Hunter-Reay sums up what it was like in the pack

REPORT IRL CHICAGO

Chuck Bradbury Jr reports

KEY MOMENTS

Lap 158 Power hits the front; Franchitti down in ninth

Lap 173 Franchitti jumps into lead by taking fuel only; Power's fuel-rig equipment malfunctions

Lap 195 Power forced into pits

the clean-air running and he clung to the low line to beat Wheldon and Andretti in the dash to the finish line.

"That call won us the race," beamed Franchitti. "That's why I love driving

for this team – they pulled my ass out of the fire tonight! I was struggling with the car in traffic, but the Firestones were good for a stint and a half."

Franchitti also paid

tribute to Wheldon, who acted as his wingman in the closing laps on his way to second place, just 0.0423sec behind in a trademark Chicagoland climax. "Dan was my drafting partner," said Franchitti. "It was like a [NASCAR] restrictor-plate race out there tonight."

Wheldon said: "I'm sure I'm not very popular with Team Penske the way I worked with Dario there. I just tried to stay with him because he was so clean and professional – there was a lot of moving

around out there!"

Power seemed to ignore his role of points leader and was one of the most aggressive racers all evening. He escaped a huge slide off Turn 2 on lap five that sparked a chain-reaction shunt between Lloyd, Tomas Scheckter and Rafa Matos.

For a scary sequence of laps before his final stop, Power ran in the middle lane between Wheldon and Andretti, running fractions of an inch from each other.

When quizzed by his strategist Clive Howell about the wisdom of his tactics, Howell said: "He replied, 'I know what I'm doing'... with a little expletive in the middle."

But Power's race was doomed by the fuel-rig malfunction that sent him pitwards again with five laps to go, as he was two gallons short to make the finish.

Earlier, the man to beat was his Penske team-mate Briscoe, the poleman leading the most laps, but he struggled in the closing stages when he lost track position in the final round of pitstops. A couple of

scary, wall-of-death moments – as high as he's been here since sailing into the catchfencing in a fireball in 2005 – dropped him back to 11th at the finish.

"That was a wild night," he said. "The car was great running out front. But it was just not as good in traffic."

Andretti Autosport took three of the top five positions, with Andretti, Hunter-Reay and Kanaan heading home the third Penske of Helio Castroneves, who dropped to the tail of the pack after the first round of pitstops when he parked his car too far away from his fuel rig.

Justin Wilson put in a strong final burst to finish seventh from a lowly 23rd on the grid, ahead of Scott Dixon (hardly a factor up front all night), Vitor Meira (who broke two front wings in various collisions) and Graham Rahal.

The gap between Power and Franchitti is now 23 points with three ovals to go, and Power admitted: "We've got to iron out those mistakes if we're going to win this championship." ❄



Power's bid for first oval win ended in the pitlane

RESULTS

IndyCar Series, Chicagoland Speedway (USA), August 27-28, round 14 of 17

GRID	
1 BRISCOE 214.346mph	2 FRANCHITTI 215.593mph
3 POWER 215.521mph	4 CASTRONEVES 215.475mph
5 ANDRETTI 215.321mph	6 RAHAL 215.314mph
7 WHELDON 215.099mph	8 MUTOH 215.055mph
9 H-REAY 214.979mph	10 SATO 214.945mph
11 CARPENTER 214.831mph	12 PATRICK 214.750mph
13 KANAAN 214.632mph	14 LLOYD 214.468mph
15 DIXON 214.269mph	16 VISO 214.210mph
17 SCHECKTER 214.093mph	18 MATOS 213.975mph
19 TAGLIANI 213.910mph	20 BAGUETTE 213.682mph
21 MORAES 213.458mph	22 BEATRIZ 213.429mph
23 WILSON 213.385mph	24 MEIRA 213.106mph
25 FISHER 213.095mph	26 DUNO 212.777mph
27 SILVESTRO 212.660mph	28 HAMILTON 212.484mph
29 HOWARD 212.097mph	

200 LAPS, 304 MILES						
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID	
1	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	1h47m49.5783s	2	
2	Dan Wheldon (GB)	Panther Racing	Dallara-Honda	+0.0423s	7	
3	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	+0.1051s	5	
4	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	+0.1631s	9	
5	Tony Kanaan (BR)	Andretti Autosport	Dallara-Honda	+0.3408s	13	
6	Helio Castroneves (BR)	Team Penske	Dallara-Honda	+0.4868s	4	
7	Justin Wilson (GB)	Dreyer & Reinbold Racing	Dallara-Honda	+0.5953s	23	
8	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	+0.9137s	15	
9	Vitor Meira (BR)	AJ Foyt Racing	Dallara-Honda	+0.9588s	24	
10	Graham Rahal (USA)	Newman/Haas Racing	Dallara-Honda	+0.9841s	6	
11	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	+1.0185s	1	
12	Bertrand Baguette (B)	Conquest Racing	Dallara-Honda	+1.0833s	20	
13	Hideki Mutoh (J)	Newman/Haas Racing	Dallara-Honda	+1.3042s	8	
14	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	+1.5658s	12	
15	Sarah Fisher (USA)	Sarah Fisher Racing	Dallara-Honda	-1 lap	25	
16	Will Power (AUS)	Team Penske	Dallara-Honda	-1 lap	3	
17	Mario Moraes (BR)	KV Racing Technology	Dallara-Honda	-1 lap	21	
18	Davey Hamilton (USA)	De Ferran Dragon Racing	Dallara-Honda	-1 lap	28	
19	Milka Duno (YV)	Dale Coyne Racing	Dallara-Honda	-3 laps	26	
20	Ed Carpenter (USA)	Panther Racing	Dallara-Honda	179 laps-refuelling nozzle	11	
21	Alex Lloyd (GB)	Dale Coyne Racing	Dallara-Honda	162 laps-accident	14	
22	Jay Howard (GB)	Sarah Fisher Racing	Dallara-Honda	161 laps-gearbox	29	
23	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	150 laps-mechanical	27	
24	Ana Beatriz (BR)	Dreyer & Reinbold Racing	Dallara-Honda	88 laps-suspension	22	
25	Alex Tagliani (CDN)	FAZZT Race Team	Dallara-Honda	85 laps-accident damage	19	
26	Takuma Sato (J)	KV Racing Technology	Dallara-Honda	80 laps-accident damage	10	
27	EJ Viso (YV)	KV Racing Technology	Dallara-Honda	80 laps-accident damage	16	
28	Tomas Scheckter (ZA)	Conquest Racing	Dallara-Honda	4 laps-accident	17	
29	Raphael Matos (BR)	De Ferran Dragon Racing	Dallara-Honda	4 laps-accident	18	

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Power	528
2	Franchitti	505
3	Dixon	443
4	Briscoe	406
5	Castroneves	398
6	Hunter-Reay	392
7	Kanaan	360
8	Andretti	319
9	Wilson	316
10	Wheldon	309

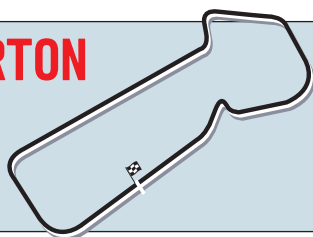
Winner's average: 169.165mph.
Fastest lap: Dixon, 25.0486s, 218.461mph.
Qualifying: Positions set by average speed over two timed laps.

NEXT ROUND
Kentucky
September 4

SNETTERTON



August 29-30
British F3
Round 9/10



- Race 1 **Jean-Eric Vergne**
- Race 2 **Gabriel Dias**
- Race 3 **Adriano Buzaid**
- Pole positions **Buzaid x 2**
- FLs **Buller/Calado/Buzaid**



Buller starred on slicks in the wet

Buzaid piles on the style

The Brazilian finally broke through to beat Vergne in a straight fight at Snetterton

Adriano Buzaid has looked a much happier and more confident man recently. The Brazilian is an emotional creature, who likes to feel loved. When all is right in his world he can also be a devastatingly fast driver. At Snetterton last weekend, he again found the harmony he craves and the road to victory.

At Silverstone last time out, Buzaid benefited greatly from some extra attention, courtesy of Carlin chief engineer Mark Owen. He reverted to team-mate James Calado's set-up and it helped him score his best results of the season – including a reversed-grid win.

Buzaid finally felt happy with his car and that continued in Norfolk.

He and race engineer Matt Ogle worked on some fine adjustments and the Brazilian flew. Fastest in the final session of free practice on Saturday, Buzaid carried that form into Sunday and scored his first pole positions of the season.

A race-three triumph on Monday, allied to a pair of second places in the earlier events, made him the top scorer from the weekend and left him breathing down the neck of Fortec Motorsport's Oli Webb for third in the championship.

Buzaid probably should have made it a double, but fell victim to another Jean-Eric Vergne masterclass in Sunday's first race. The Red Bull-backed Frenchman clinched the championship at Silverstone two weekends ago and now has Jan Magnussen's



1994 record of 14 wins in a season in his sights. On a wet but gradually drying track, Vergne managed his tyre wear best to overhaul Buzaid and chalk up win number 13.

A difficult first lap dropped the new champion to fourth, but he gained a place by taking to the escape road after going off with Daisuke Nakajima at the Esses second time around. Up front, Buzaid led Nakajima's fast-starting Raikkonen Robertson team-mate Felipe Nasr, but Vergne began catching both Brazilians once he'd settled into a rhythm.

Buzaid cut his own

five-second lead in half by going off at Coram on lap 15 of 26, while Vergne demoted Nasr on the next tour and then began hunting down Buzaid. As the Brazilian started to struggle on his soft-compound rain tyres, Vergne used the rubber he'd saved through careful motoring to mount a challenge.

He swept into the lead around the outside at Riches with four laps left, survived a close moment with his team-mate on the next lap at the Russell chicane, and sped on to victory. "When Jean-Eric got past Nasr, I said to Matt [Ogle], 'You're in trouble

here!" said Carlin team boss Trevor Carlin. "He's not always the fastest, but he's got that 10 per cent more than everyone else."

Nasr completed the podium, ahead of Webb, who seemed much more at home in mixed conditions here than he has at any other stage this season. Nakajima survived contact with Calado (who also spun on his out-lap!) at the Bomb Hole to take fifth, ahead of Hitech team-mates Gabriel Dias and Will Buller.

Buller had gambled on pitting for slicks and rejoined over 59 seconds adrift of the lead. He worked his way back to seventh over the final 15 laps and finished only 17s adrift. The Northern Irishman was clearly in the mood to roll the dice. As rain lashed the circuit again before the start of Monday's reversed grid race, Buller gambled on slicks again.

It almost paid off. His wet-shod team-mate Dias won the race from pole, just clear of countryman Buzaid, who worked his way through from fifth on the grid, while Buller completed the podium just 2.795s shy

QUALIFYING

Vergne is beaten for once

➤ **Adriano Buzaid delivered his best qualifying performance of the season to bag a brace of pole positions at Snetterton. The Brazilian posted the only two sub-1m01s laps of the weekend to top the session.**

Carlin team-mate Jean-Eric Vergne put in a rare appearance as the qualifying bridesmaid, although his best laps were only 0.053s and 0.040s slower than Buzaid's.

Another Carlin man, James Calado, led the way at the mid-point of the session, but got badly baulked by Fortec rival Oli Webb on his second set of tyres and couldn't improve.

He wound up fuming, and third on the grid for races one and three.



James Calado TEAMUK
Calado was furious to get baulked

Webb's weekend did not end well



RACE RATING

★★★★★

Rain spiced up what would otherwise have been a typical Snetterton droneathon



I wanted to do it flat because I knew I could make up time there in the race”

James Calado explains why he went off at Coram en route to the grid for race one

REPORT F3 SNETTERTON



Ben Anderson reports



Vergne (left) and Buzaid fought for Snett supremacy

of the winner. One more lap and he would have claimed his maiden British F3 victory. Instead, he consoled himself with another podium and the 'driver of the weekend' award for some swashbuckling efforts.

Seventh-placed Calado took two bonus points for fastest lap and was the next best of the slick-shod runners, behind Nakajima, Nasr and Fortec's Dan McKenzie, who felt his weekend was scuppered by a rival who blocked him in qualifying and consigned him to row five. He was also hit by Buller at the start of race three, which put him on the grass, buckled a wheel and bent his suspension. By contrast, Nakajima looked much happier back at a circuit he knows well; two fourths and a fifth made for his best showing since round two at

Silverstone back in May.

Webb endured a nightmare second race. He started third on slicks but haemorrhaged places in the early stages, before sliding off the road at the Esses. He wound up 15th in that one before shunting heavily at Riches while lying sixth in the finale.

Up at the front, Buzaid was all serene progress. He led from lights to flag to claim the third win of his F3 career and his second in as many rounds. He felt using shorter third and fourth gears had gained him an accelerative edge out of Snetterton's high-speed sweeps and was clearly

delighted with the result, which also included a new lap record. "At Silverstone in race three, my car was really good, but I thought, 'Just two clicks to the left and it would be perfect,'" he said. "This weekend, we tried two clicks to the left and it was perfect!"

What adjustment those two clicks referred to he would not say, but he had Vergne beaten on pace for the first time this season. Carlin fitted a fresh Volkswagen engine to the Red Bull-backed Frenchman's Dallara for this race and he briefly threatened Buzaid's supremacy at the start, but thereafter remained resoundingly second best. Calado completed the podium for a Carlin 1-2-3 after closing on Vergne near the end of a highly processional affair. ❧



Buzaid levitates with delight

RESULTS

British F3 International Series, Snetterton (GB), August 29-30, round 9 of 10

GRID		RACE 1 - 26 LAPS, 50.752 MILES					RACE 2 - 18 LAPS, 35.136 MILES					GRID		RACE 3 - 38 LAPS, 74.176 MILES				
POS	DRIVER	TEAM	CAR	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	TIME	GRID	
1	BUZAID					1	DIAS	20m40.081s	1	1	BUZAID	1:00.948		1	BUZAID	39m11.397s	1	
2	VERGNE			1:00.994		2	BUZAID	+0.393s	5	2	VERGNE	1:01.001		2	VERGNE	+7.538s	2	
3	CALADO			1:01.128		3	BULLER	+2.795s	7	3	CALADO	1:01.033		3	CALADO	+7.965s	3	
4	NAKAJIMA			1:01.222		4	NAKAJIMA	+4.914s	2	4	NASR	1:01.053		4	NAKAJIMA	+14.282s	5	
5	WEBB			1:01.266		5	NASR	+7.303s	4	5	NAKAJIMA	1:01.195		5	NASR	+15.314s	4	
6	NASR			1:01.351		6	MCKENZIE	+7.887s	9	6	WEBB	1:01.215		6	JAAFAR	+20.651s	9	
7	HUERTAS			1:01.391		7	WILL BULLER	+8.597s	8	7	HUERTAS	1:01.318		7	HUERTAS	+21.967s	7	
8	DIAS			1:01.440		8	JAMES CALADO	+12.305s	6	8	DIAS	1:01.365		8	DIAS	+23.175s	8	
9	MCKENZIE			1:01.442		9	DANIEL MCKENZIE	+20.769s	10	9	JAAFAR	1:01.404		9	BULLER	+26.120s	12	
10	JAAFAR			1:01.503		10	JAZEMAN JAAFAR	+28.289s	16	10	MCKENZIE	1:01.437		10	SVENDSEN-COOK	+41.922s	13	
11	LLOYD			1:01.521		11	CARLOS HUERTAS	+37.700s	7	11	LLOYD	1:01.517		11	LLOYD	+44.160s	11	
12	BULLER			1:01.679		12	ADDERLY FONG	+38.261s	20	12	BULLER	1:01.563		12	MCKENZIE	+44.495s	10	
13	S-COOK			1:01.803		13	ALEX BRUNDLE	+39.113s	15	13	S-COOK	1:01.657		13	FORESTI	+45.212s	15	
14	FORESTI			1:01.855		14	LUCAS FORESTI	+39.332s	14	14	BRUNDLE	1:01.670		14	(N) IDAFAR	+46.611s	16	
15	BRUNDLE			1:01.871		15	(N) MENASHEH IDAFAR	+46.125s	16	15	BRUNDLE	1:01.832		15	SNEGIREV	+48.900s	18	
16	IDAFAR			1:01.964		16	MAX SNEGIREV	+46.373s	17	16	IDAFAR	1:01.849		16	BRIDGER	-1 lap	20	
17	SNEGIREV			1:02.136		17	JAY BRIDGER	-1 lap	19	17	SNEGIREV	1:01.968		17	(N) COLE	-1 lap	19	
18	COLE			1:02.153		18	(N) JAMES COLE	-1 lap	18	18	(N) IDAFAR	1:02.095		18	(N) SISTOS	-1 lap	21	
19	BRIDGER			1:02.226		19	(N) JUAN CARLOS SISTOS	-3 laps	21	19	COLE	1:02.106		19	BRUNDLE	-2 laps	14	
20	FONG			1:02.288		20	HYWEL LLOYD	9 laps-oil leak	11	20	BRIDGER	1:02.179		20	FONG	-3 laps	17	
21	SISTOS			1:02.853		R	RUPERT SVENDSEN-COOK	5 laps-susp'n	13	21	SISTOS	1:02.806		R	WEBB	3 laps-accident	6	

Key: D=Dallara; VW=Volkswagen/Spies; MB=Mercedes Benz/HMA; MH=Mugen Honda/Brown; (N)=National Class

CHAMPIONSHIP

POS	DRIVER	PTS
1	Vergne	382
2	Calado	251
3	Webb	223
4	Buzaid	215

5	Dias	135
6	Nasr	125
7	Svensden-Cook	116
8	Nakajima	92
9	Buller	90
10	McKenzie	87

CHAMPIONSHIP (NATIONAL CLASS)

POS	DRIVER	PTS
1	Idafar	382
2	Cole	378
3	Sistos	72

R=Retired

Race 1 Winner's average: 101.27mph. Fastest lap: Buller, 1m02.146s, 113.07mph.
Race 2 Winner's average: 101.99mph. Fastest lap: Calado, 1m04.400s, 109.11mph.
Race 3 Winner's average: 113.56mph. Fastest lap: Buzaid, 1m01.200s, 114.82mph.



Sunoco Rolex 24 At Daytona Challenge – latest average points update & still wide open!

What a weekend, Ross Kaiser (left) scored maximum points at Thruxton but Vergne 'struggled' at Snetterton with two second places. Only 2.83 points advantage for Jean-Eric. The last remaining races will decide who goes to Daytona.

1	Jean-Eric Vergne	Carlin F3	105.83	6	James Calado	Carlin Motorsport F3	58.06
2	Ross Kaiser	360 Racing Radical	103.00	7	David Ashburn	Trackspeed GT	56.50
3	Terrence Woodward	360 Racing Radical	71.00	8	Shaun Balfe	Works Radical	55.50
4	Jody Firth	Team WFR Speed	68.20	9	Oliver Webb	Fortec Motorsport F3	53.61
5	Matt Griffin	Mtech GT	62.50	10	Duncan Cameron	Mtech GT	52.50

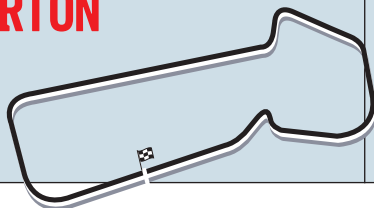


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SNETTERTON

UK

August 29-30
British GT
Round 6/8



AT A GLANCE

- Race 1 Ferrier/Brown
- Race 2 Griffin/Cameron
- Poles Jones & Wilcox
- FLs Simonsen & Ferrier



Hetheringtons won G4
Class twice in Century G50



Ferrier/Brown Ferrari (left)
heads to the front in race one

BRITISH GT SNETTERTON (GB), AUGUST 29-30, RD 6/8

Chad strikes at Snetterton

Dan Brown and Tom Ferrier teamed up in the sole Chad Racing Ferrari to win an enthralling ninth round of the British GT series at Snetterton.

Although reigning champion David Jones stole the initiative to move his polesitting Ascari ahead at the lights, he soon had Brown looming in his mirrors. "I was just told by the team to get going at the start and pull a gap," said Brown, and he did just that, moving ahead of Jones as they blasted into the Esses for the second time, and pulling away with ease.

Having further demoted the Ascari shortly after, Martin Short (Mosler) kept his former team-mate in sight for a handful of laps before Brown responded with a series of quick times that extended his advantage to 12 seconds by the time he handed over to Ferrier. The rapid Short stayed out for as long as he could, building a lead of almost a minute, but it was not enough to get

Gregor Fischen out in front of the flying Ferrier.

While Brown and Ferrier proved unbeatable, the race behind turned into a battle of attrition. First to suffer had been third-placed Jones, when engine gremlins humbled the Ascari. Its demise handed the position to David Ashburn's Porsche 997 ahead of Paul Whight's Aston DBRS9, with the Ferraris of Phil Burton and Duncan Cameron disputing fifth as they all headed towards their mid-race mandatory stops.

When the dust settled after the driver changes, Cameron's team-mate Matt Griffin sped past the battling Porsche and Aston to take third, only for a tyre explosion on lap 34 to ruin his day. The debris from the blow-out prompted a brief safety car period that bunched up the field. New third-placed man Adam Wilcox took advantage to close the gap to Fischen and deprive him of second on lap 44. But it didn't last as

his 430 retired smokily just three laps from home.

Having followed Wilcox's example and overtaken the Mosler, Allan Simonsen and Alex Mortimer gratefully secured the final podium places. To complete the drama, driveshaft failure on the final lap left the Mosler crawling to a halt yards before the line.

Matt Griffin led the field early in race two in the MTech Ferrari, while Wilcox, Simonsen, and Mortimer tussled behind him. Meanwhile, Ferrier was finding it tough going this time, dropping to seventh behind Godfrey Jones in the Ascari.

Although he quickly recovered sixth, the order at the top remained little changed before the mid-race stops. First to head down the pitlane was the Mosler, as Short swapped with Fischen and rejoined a lap down in 10th.

After the stops Cameron (in for Griffin) enjoyed a five-second lead over

closest challenger Hector Lester (in the Ferrari started by Simonsen). But all eyes were now on Dan Brown, half a minute behind in sixth and mounting a charge. Ten laps later he was second, setting a blistering pace as he remorselessly closed the gap. But in the end it proved too much and he took the flag just four seconds behind Cameron, who therefore keeps his title hopes alive.

With Lester and Burton fading in the closing laps, David Jones guided the Ascari to a well-deserved third, ahead of Short, who pulled off a recovery drive of his own to finish fourth.

Freddie and Benjie Hetherington enjoyed a pair of convincing wins in the G4 class. With handling problems causing the Christian Dick/Jamie Stanley Ginetta to fade, Nathan Freke/Vibe Smed took second in race one. After a raft of changes between races, Dick and

Stanley improved to second in race two, albeit a lap adrift of the G4 winners. ● Oliver Timson

RESULTS

British GT (1 hour – 50 laps)

1 Dan Brown/Tom Ferrier (Ferrari 430 Scuderia); 2 Hector Lester/Allan Simonsen (Ferrari 430 Scuderia) + 10.455s; 3 Philip Walker/Alex Mortimer (Ford GT); 4 David Ashburn/Glenn Geddie (Porsche 911 GT3-R); 5 Paul Whight/Michael Bentwood (Aston Martin DBRS9); 6 Gregor Fischen/Martin Short (Mosler MT900R); 7 Craig Wilkins/Aaron Scott (Dodge Viper Competition Coupe); 8 Duncan Cameron/Matt Griffin (Ferrari 430 Scuderia); 9 Phil Burton/Adam Wilcox (Ferrari 430 Scuderia); 10 Freddie Hetherington/Benjie Hetherington (Ginetta G50).

G4 Hetherington/Hetherington. **Fastest lap** Simonsen 1m07.894s (103.50mph).

Race 2 (1 hour – 52 laps)

1 Cameron/Griffin; 2 Brown/Ferrier +3.999s; 3 David Jones/Godfrey Jones (Ascari KZ1R); 4 Fischen/Short; 5 Burton/Wilcox; 6 Lester/Simonsen; 7 Walker/Mortimer; 8 Wilkins/Scott; 9 Ashburn/Geddie; 10 Whight/Bentwood. **G4** Hetherington/Hetherington.

FL Brown 1m07.477s (104.14mph).

GT3 Points 1 Ashburn, 57; 2 Cameron/Griffin, 57; 4 Geddie, 51.

G4 Christian Dick/Jamie Stanley (Ginetta G50), 49.5; 3 Rory Butcher/Ben Harvey (KTM X-Bow), 38; 5 Simon Mason/Chris Bialan (Lotus 2-Eleven), 32.5.



Cameron/Griffin held on in race two

BRITISH FORMULA FORD AT A GLANCE

→ Race 1 **Scott Pye**

→ Race 2 **Pye**

→ Poles **Emil Bernstorff/Pye**

→ FLs **Scott Malvern/Antti Buri**



That was fantastic. You don't often race that close to someone and never touch at all"
Pye enjoyed his scrap with Buri

REPORTS SNETTERTON F3/GT

» For more reports see p78
SportsExtra Page 73

BRITISH F3/GT SUPPORTS AUGUST 29-30

Pye doubles-up for title charge

With 38 points to make up on British Formula Ford championship leader Scott Malvern, Aussie Scott Pye had to make his mark at Snetterton. He did so, taking two victories to keep the pressure on the Ray-mounted title leader.

Pye made the best possible start as he led from start to finish in a damp opening race. For the first three laps Pye looked unstoppable as he leapt ahead of poleman and Jamun Mygale team-mate Emil Bernstorff to build a two-second cushion. But an inspired Dan Cammish clearly had other ideas, bursting from fourth to second by lap two and quickly latching onto Pye's tail in his JTR Mygale.

Despite harrying the leader unremittingly all the way to the flag, Cammish couldn't stop Pye wrapping up his eighth win of the year. Behind them, Bernstorff increasingly struggled with the conditions and faded from third to seventh, allowing Malvern to take third.

Win number nine for Pye came in a cracking second race as he and Antti Buri got as close as two Mygales can without contact throughout a thrilling 18 minutes. Enigma Motorsport man Buri briefly snatched the advantage on the opening lap, only for Pye

to get a run through Coram and sweep past into Russell next time around.

This time he stayed ahead as the race sped towards its mid-point, and even eked the lead out to almost a second by lap nine. But Buri was in no mood to capitulate, slashing the deficit in half, before reclaiming top spot on the following lap. They swapped twice on lap 13 and yet again on lap 15 as Pye claimed the lead going into the final tour.

Buri had one last shot at securing his maiden win as they swept side-by-side into the Esses, and for a moment he was through. But his momentum betrayed him, allowing Pye to make the race-winning pass as Buri scrambled for the right-hand apex.

"That was fantastic" said a jubilant Pye afterwards. "You don't often race that close to someone and never touch at all."

There was action aplenty behind them, with Tio Ellinas's spirited drive standing out as the Cypriot fought from seventh to dent Malvern's title ambitions by beating him to third.

Paul Taylor must have thought the Gods were smiling on him as a damp and drizzly first race for the VW Racing Cup played neatly into the strengths of his 4WD, wet tyre-shod Golf. But having led easily from the start, his victory



Pye took the flag twice to keep his title challenge on track

chase was derailed by a late drive-through penalty for repeatedly crossing the white lines at Sear.

Instead it was Peter Felix who picked up the pieces to secure his third win of the year, having overcome poleman Didge Dziurzynski for second into the Esses, a lap before Taylor's demise.

Race two had to be restarted after some bruising collisions, including one that brought a sorry end to Dziurzynski's day. When the track was cleared, Taylor led from Steve Chaplin at the lights and, despite the interruption of the safety car after more drama behind him at Sear, Taylor stayed ahead to win comfortably. Felix overhauled a spirited Chaplin on lap seven to take runner-up spot.

With polesitter George Murrells fluffing his start, Sean Huyton led the Ginetta opener until a sudden downpour forced a stoppage. When the skies brightened and the action restarted,

Huyton found himself leapfrogged by Stuart Pearson and Dominic Pettit. An inspired Pettit splashed past Pearson at the Esses to snatch victory.

With Pettit dropping back early on in race two after a grassy moment at Coram, Huyton pulled out a healthy lead. But a determined Murrells hunted him down, snatching a winning lead on lap nine just as engine problems forced the luckless Huyton into retirement.

After a brief safety car period to clear stranded cars at Riches, Dominic Pettit pulled a narrow lead in the early laps of race three. He turned it into a dominant one when he emerged from the Esses on lap seven with a three-second advantage over the chasing pack.

Once he'd broken the tow, Pettit extended the gap with apparent ease, while behind him a train of up to eight cars disputed second, with title challenger George Murrells recovering from an earlier spin at Sear to displace points rival Sean Huyton from runner-up spot with three laps to go. But a post-race review resulted in Pettit being disqualified for an early clash with Murrells, handing his rival the win.

● Oliver Timson

RESULTS

British Formula Ford (14 laps)

1 **Scott Pye** (Mygale SJ10); 2 Daniel Cammish (Mygale SJ09) +0.548s;

3 Scott Malvern (Ray GR10); 4 Garry Findlay (Van Diemen LA09); 5 Tio Ellinas (Mygale SJ09); 6 James Tucker (Mygale SJ09); 7 Emil Bernstorff (Mygale SJ10); 8 Jesse Anttila (Van Diemen DP08); 9 Dan de Zille (Mygale SJ10); 10 Zaamin Jaffer (Ray GR10). **Fastest lap** Malvern 1m16.685s (91.63mph).

RACE 2 (16 laps) 1 **Pye**; 2 Antti Buri (Mygale SJ08) +0.146s; 3 Ellinas; 4 Malvern; 5 Cammish; 6 Findlay; 7 Anttila; 8 de Zille; 9 Jesper Egebart (Ray GR08); 10 Bernstorff. **FL** Buri 1m09.391s (101.26mph).

Points 1 Malvern, 417; 2 Pye, 392; 3 Cammish, 329; 4= Ellinas & Buri, 300; 6 Josh Hill (Mygale SJ10), 269.

VW Racing Cup (14 laps)

1 **Peter Felix** (Golf GTI Mk5); 2 Didge Dziurzynski (Golf Mk4 2.0 16v)

+1.669s; 3 James Walker (Golf GTI Mk5); 4 Paul Taylor (Golf Mk5 R32); 5 Peter Wyhinny (SEAT 2.0 Cupra); 6 Steve Chaplin (Beetle 3.2 RS). **FL**

Dziurzynski 1m27.268s (80.52mph). **Race 2 (10 laps)** 1 **Taylor**; 2 Felix

+2.770s; 3 Chaplin; 4 Daniel Walker (Golf GTI Mk5); 5 Aaron Mason (Golf GTI Mk5); 6 Michael Kurton (Scirocco 2.0 R). **FL** Taylor

1m19.794s (88.06mph). **Ginetta Challenge (5 laps)**

1 **Dominic Pettit** (G20 Coupe); 2 Stuart Pearson (G20) +0.143s;

3 Sean Huyton (G20); 4 Steve Bell (G20); 5 Matt Flowers (G20); 6 George Murrells (G20). **FL** Pettit

1m33.918s (74.82mph). **Race 2 (15 laps)** 1 **Murrells**; 2 Stuart Pearson

+6.900s; 3 Andrew Richardson; 4 Pettit; 5 M Flowers; 6 Steve Bell. **FL** Murrells 1m22.121s (85.57mph).

Race 3 (14 laps) 1 **Murrells**;

2 Huyton +3.473s; 3 Craig McIlvar (G20); 4 Harry Whale (G20); 5

Richardson; 6 Jake Green (G20). **FL** Murrells 1m21.615s (86.10mph).



Murrells (71) and Pettit battle it out

NURBURGRING

Germany
August 28-29
World GT1
Round 6/10



AT A GLANCE

- Qualifying race
Tomas Enge/Darren Turner
- Championship race
Turner/Enge



Aston 'youngsters' did the double in Germany



Enge (second left) is about to be half-spun

Aston 'youth team' makes light work of it

AMR Young Driver duo Darren Turner and Tomas Enge made the most of a recently-lightened Aston Martin DBR9 to take a dominant double victory in Germany

QUALIFYING

Quicker car is Darren's Turner prize

➡ Darren Turner was a happy man after qualifying. Not just because he'd claimed pole position, but because the Aston Martin DBR9 was once again a competitive proposition.

There had been no hiding his frustration at the performance penalties heaped upon the car earlier in the season.

"We couldn't get into Qualifying 3 [the final round] at Paul Ricard and Spa," said the Young Driver AMR man. "The 20kg of ballast that's been taken away has made a big difference.

"This is a great turn-around for us. The target was to get into Q3 and so to be on pole is extra special."



Turner made the most of competitive DBR9

Darren Turner and Tomas Enge blitzed the opposition around the Nürburgring. It was a weekend of complete domination by the Young Driver Aston Martin duo, who became only the second pairing to win both races at an FIA GT1 World Championship event.

Only a first-corner melee in Saturday afternoon's Qualifying Race threatened to interrupt that domination. Enge was knocked into a half spin by an out-of-control Peter Dumbreck (Nissan) and briefly dropped to third. Apart from that it was Turner and Enge all the way.

Turner qualified on pole by four tenths and then

Enge needed less than three laps to reassert the Aston at the top of the pile. He passed the Vitaphone Maserati of Michael Bartels for second on lap two and Phoenix/Carsport Chevrolet for the lead next time around.

A shower that brought the majority of the field into the pits for wets shortly after the mandatory stops only served to extend the Young Driver car's advantage. Turner crossed the line 10sec clear of Marc Hennerici in the Chevrolet C6.R.

The Turner/Enge combo was even more dominant in the race that mattered on Sunday. Turner converted pole into the race lead, eked out a small gap over Hennerici and then the

Fischer crew did the rest, handing Enge a 12-second lead after the pitstops.

The Aston was the car to have around the 3.2-mile Nürburgring grand prix circuit. The DBR9 had been handed a 20kg weight break under the Balance of Performance rules. This and a smooth track that was always going to favour the British car, combined with cool temperatures, made it unbeatable.

"It all added up in our favour," said Turner. "We knew this track would be good for us, because it's a traditional-style grand prix circuit without any real bumps. We're not so good on stop-start venues where you have to launch it over the kerbs.

"The weather helped us,

RACE RATING

★★★★★

Turner and Enge dominated, but there was some amazing racing throughout the field



“There was contact, I had to come off the brakes and I went straight”

Christopher Haase describes the incident that sealed second place for him and Peter Kox

REPORT WORLD GT1 'RING



Gary Watkins reports

too. The car likes cool conditions. How many times have we seen the Aston pick up pace at night in the Le Mans 24 Hours?”

Turner was also keen to play down his and Enge's domination, no doubt mindful of further BoP rules tinkering.

“We had a margin over the rest, but not a big one,” he explained. “The big gap was made in the pitstops.”

The FIA Committee that decides on the BoP rules will no doubt focus as much on the performance of another Aston as on the winning car. Frederic Makowiecki put in an amazing drive in the second Hexis DBR9, which took him from the back of the grid into the top 10 in just half an hour.

A quick turn-around by the Hexis crew got team-mate Yann Clairay out in sixth. Had the team newcomer got to grips with the Aston, and he admitted he hadn't, a podium finish had looked a possibility. The final podium

positions went to the Reiter Lamborghini Murcielago RS-V driven by Peter Kox and Christopher Haase, and the Chevy shared by Margaritis and Hennerici. That was a reversal of the positions in Saturday's Qualifying Race.

Hennerici had led Kox to the pitstops in the main race, but a quicker stop by the Reiter crew switched them around. Margaritis then hassled Haase and looked the faster car until a touch at the chicane with five laps to go sent the Lambo straight on down the old track, allowing him to make a break.

Margaritis spent the rest of the race fending off Jonathan Hirschi in the second Hexis Aston. This car, co-driven by Clivio Piccione, posted its most competitive showing of the season and ran second for half a lap straight after the stops. Haase and Margaritis nipped past as Hirschi struggled on cold tyres.

The championship-leading Vitaphone Maserati



Dumbreck (23) recovers after Qualifying Race shunt

MC12 ran on Hirschi's tail for the final dozen laps in the hands of Bartels, only to lose fifth to Stefan Mucke in the second Young Driver Aston on the final lap.

Vitaphone for once got it wrong on strategy. It opted to leave Andrea Bertolini out on slicks when the rain came in the Qualifying Race, dropping the car from third to 10th.

Sumo Power drivers Warren Hughes and Jamie Campbell-Walter claimed points for Nissan with eighth place behind the

Makowiecki/Clairay Aston, despite qualifying 19th. Campbell-Walter reckoned that only in Sunday's Championship Race did the team finally nail the set-up.

The best of the Ford GTs nibbled into the points when Richard Westbrook passed the second Vitaphone car driven by Enrique Bernoldi with five laps to go. The Briton nudged the Brazilian a couple of times in the process and was given a stop-go for his efforts.

The shame for Westbrook

and team-mate Thomas Mutsch was that they shouldn't have been battling for 10th in the first place. They had come through from 22nd on the grid to sixth in the Qualifying Race and Mutsch was up to fifth in the Sunday race when he was spun around at the first corner by a late-braking Ricardo Zonta in the second Reiter Lambo.

The task now for Turner and Enge is get a handle on a heavier car – victory in Germany comes with 40kg of success ballast. ☒

RESULTS

GT1 World Championship, Nurburgring (D), August 28-29, round 6 of 10

30 LAPS, 95.759 MILES

POS	DRIVERS	TEAM	CAR	TIME
1	Darren Turner (GB)/Tomas Enge (CZ)	Young Driver AMR (Fischer)	Aston Martin DBR9	1h00m59.709s
2	Peter Kox (NL)/Christopher Haase (D)	Reiter Engineering	Lamborghini Murcielago R-SV	+9.547s
3	Marc Hennerici (D)/Alex Margaritis (GR)	Phoenix Racing/Carsport	Chevrolet Corvette C6.R	+13.018s
4	Clivio Piccione (MC)/Jonathan Hirschi (CH)	Hexis AMR	Aston Martin DBR9	+14.182s
5	Christoffer Nygaard (DK)/Stefan Mucke (D)	Young Driver AMR (Fischer)	Aston Martin DBR9	+15.109s
6	Andrea Bertolini (I)/Michael Bartels (D)	Vitaphone Racing	Maserati MC12	+16.492s
7	Frederic Makowiecki (F)/Yann Clairay (F)	Hexis AMR	Aston Martin DBR9	+19.925s
8	Warren Hughes (GB)/Jamie Campbell-Walter (GB)	Sumo Power GT	Nissan GT-R	+24.834s
9	Bert Longin (B)/Alessandro Pierguidi (I)	Hegersport (Vitaphone)	Maserati MC12	+25.098s
10	Karl Wendlinger (A)/Henri Moser (CH)	Swiss Racing Team	Nissan GT-R	+40.434s
11	Maxime Martin (B)/Bas Leinders (B)	Marc VDS Racing	Ford GT	+45.444s
12	Miguel Ramos (P)/Enrique Bernoldi (BR)	Vitaphone Racing	Maserati MC12	+47.591s
13	Thomas Mutsch (D)/Richard Westbrook (GB)	Matech Competition	Ford GT	+48.833s
14	Ricardo Zonta (BR)/Frank Kechele (D)	Reiter Engineering	Lamborghini Murcielago R-SV	+50.806s
15	Michael Krumm (D)/Peter Dumbreck (GB)	Sumo Power GT	Nissan GT-R	+56.250s
16	Nicolas Prost (F)/Neel Jani (CH)	Matech Competition	Ford GT	+57.773s
17	Renaud Kuppens (B)/Markus Palttala (FIN)	Marc VDS Racing	Ford GT	+1m05.491s
18	Xavier Maassen (NL)/Jos Menten (NL)	Mad-Croc Racing (DKR)	Chevrolet Corvette C6.R	+1m06.014s
19	Marc Basseng (D)/Thomas Jager (D)	ALL-inkl.com Munnich	Lamborghini Murcielago R-SV	+1m06.505s
20	Altfred Heger (D)/Alex Muller (D)	Hegersport (Vitaphone)	Maserati MC12	+1m07.079s
21	Seiji Ara (J)/Max Nilsson (S)	Swiss Racing Team	Nissan GT-R	+1m51.668s
R	Nicky Pastorelli (NL)/Dominik Schwager (D)	ALL-inkl.com Munnich	Lamborghini Murcielago R-SV	26 laps-brakes/accident
23	Mika Salo (FIN)/Pertti Kuismanen (FIN)	Mad-Croc Racing (SRT)	Chevrolet Corvette C6.R	-5 laps

GRID

2 KOX 1:57.596	1 TURNER 1:57.155
4 HENNERICI 1:57.916	3 PASTORELLI 1:57.858
6 LONGIN 1:58.688	5 BERTOLINI 1:58.467
8 NYGAARD no t. time	7 ZONTA 1:59.011
10 MENTEN 1:58.047	9 DUMBRECK 1:57.991
12 HIRSCHI 1:58.523	11 JANI 1:58.253
14 MOSER 1:59.086	13 CLAIRAY 1:58.642
16 LEINDERS 1:59.606	15 JAGER 1:59.430
18 RAMOS 1:59.037	17 ARA 1:59.008
20 HEGER 1:59.128	19 HUGHES 1:59.094
22 MUTSCH 1:59.211	21 SALO 1:59.202
	23 KUPPENS 1:59.300

QUAL RACE: 28 LAPS, 89.375 MILES

POS	DRIVERS	TIME
1	Enge/Turner	1h00m21.518s
2	Margaritis/Hennerici	+10.356s
3	Haase/Kox	+20.342s
4	Kechele/Zonta	+32.077s
5	Hirschi/Piccione	+36.317s
6	Westbrook/Mutsch	+47.167s
7	Bernoldi/Ramos	+52.861s
8	Jani/Prost	+58.076s
9	Mucke/Nygaard	+58.793s
10	Bartels/Bertolini	+1m15.659s
11	Schwager/Pastorelli	+1m19.473s
12	Palttala/Kuppens	+1m21.675s
13	Muller/Heger	+1m41.826s
14	Moser/Wendlinger	+1m51.267s
15	Kuismanen/Salo	+1m51.801s
16	Campbell-Walter/Hughes	+1m55.947s
17	Nilsson/Ara	-1 lap
18	Menten/Maassen	-4 laps
R	Leinders/Martin	5 laps-acc damage
R	Dumbreck/Krumm	1 lap-acc damage
R	Pierguidi/Longin	0 laps-accident
R	Clairay/Makowiecki	0 laps-accident
NS	Jager/Basseng	gearbox

CHAMPIONSHIP TABLE

POS	DRIVER	PTS	POS	DRIVER	PTS
1	Bartels/Bertolini	91	6	Kechele	46
2	Mutsch	77	7	Makowiecki	46
3	Enge/Turner	65	8	Margaritis	46
4	Grosjean	62	9	Heger	43
5	Hennerici	61	10	Zonta	42

R=Retired; NS=Non-Starter. Winners' average: 94.40mph. Fastest lap: Longin, 1m58.370s, 97.29mph. Qualification race winners' average: 89.04mph. Fastest lap: Turner, 1m59.231s, 96.59mph. Driver listed on grid set qualifying time. First-named driver in each car in table started the race. Finishing order of qualification race determined grid for main race.

NEXT ROUND

Algarve (P)

September 17-19

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EBREV/LAT



GIBSON/LAT

Older GT3s could get new class in Brit GT

New class to give old British GT racers new lease of life

Series organisers weigh up new division for outclassed GT3 warhorses

» THE BRITISH GT Championship could introduce a new class to give a boost to its older GT3 machines.

Grids in British GT have grown since the struggles of 2009, but plans to equalise early GT3 cars – such as the Dodge Viper, Ferrari 430 and original-specification Aston Martin DBRS9 – with the latest machines have failed. This is partly due to the jump in performance provided by the new cars.

Now Dodge Viper driver Aaron Scott has suggested a separate class for the older cars, and series manager Benjamin Franassovici has confirmed a GT3 sub-division, probably to be called GT3B, could soon be introduced.

Scott, who also races in Britcar, said: “There are lots of old GT3 cars knocking around. A new class keeps them in circulation and keeps Brit GT accessible.

“There are enough people that’d be interested in doing it and it gives people a market for their old cars.”

Franassovici confirmed his support for the idea and could allow cars to run in GT3B as early as this season if interest is strong enough. The plan is for the older machines to run to their original homologation, removing the need for further equalisation tests.

“It’s still a work in progress, but we want to make those cars more welcome,” he said. “We were happy to equalise them, but the older cars are just too slow.”

MTECH’s Mike Edmonds, who runs a current Ferrari 430 Scuderia in the series and also owns two earlier 430s, supports the initiative. “I think it’s a great idea,” he said. “With the [430] Scuderia, the Audi [R8] and the new Porsche, GT3 has taken a leap forward, but the other cars aren’t that old. We’d certainly have a lot more chance of bringing two or three cars [in] with that class.

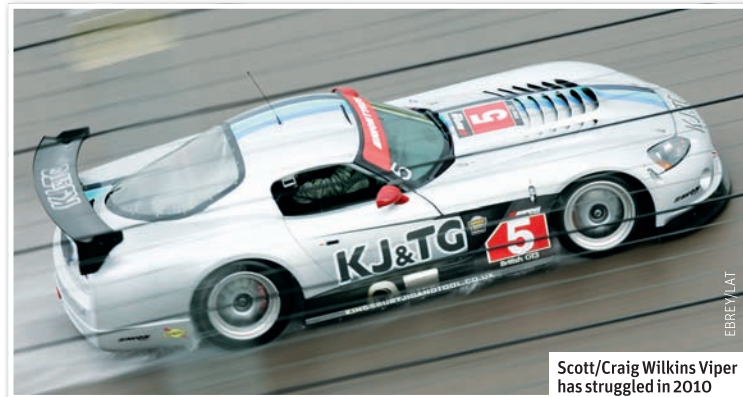
“It’d be easy to enforce [the rules] because you’d just go back to the old

specs. There are cars out there and it’d be cheaper [than GT3] to do.”

Chad Racing boss Piers Masarati believes British GT should be opened up to attract more machines. “It’s difficult to get something off the ground and you’re up against GT Cup, but anything that adds to the grid is good,” he said.

“The main class is expensive and we need to let people come and run if they have a GT-type car.”

Franassovici confirmed that the struggling GT Cup class will remain in 2011. He is considering allowing the current Porsche Carrera Cup car, which will be replaced next season, into GTC.



EBREV/LAT

Scott/Craig Wilkins Viper has struggled in 2010

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner@haymarket.com



LOSING ANY title at the final round must be a disappointment to any driver. But losing it by 0.038 seconds in a three-car fight across the line must be particularly galling.

Luke Caudle won the Mini Challenge title last season at the final round, beating overall dominator Oliver Mortimer thanks to scoring more points in a lower class.

This year Caudle stepped up to the (new) top R56 class and has often set the pace. But a wobble at the chicane on the final lap of race two at Thruxton last weekend meant he finished third instead of first.

Despite winning the finale, Caudle lost out to S Class ace Lee Allen by four points. The points gap between a maximum score and third? Five...

Allen wasn’t the only man to clinch a title last weekend. Adrian Churchill (Sport Maxx) and Patryk Szczerbinski (Young Guns) also won championships at Thruxton, while Martin Farmer secured the Formula Vee crown with a win at Silverstone.

Triumphant in his fifth season, Farmer’s success will be welcomed by many. Even by a disappointed Ben Anderson, who qualified on pole and set fastest lap, but again failed to get off the line in a winning fashion.

Room for improvement. But that’s one good thing about the end of a title fight: there’s always next year...

Extra contact details

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CONTENTS

p78 OULTON PARK
HSCC GOLD CUP

p80 ROCKINGHAM
BRSCC

p82 THRUXTON
BARC G&B

p84 SILVERSTONE
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p86 KIRKISTOWN
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FR3.5 outfit Mofaz wants presence in Formula Renault UK



Formula Renault UK

Mofaz targets UK Formula Renault

Formula Renault 3.5 squad plans two-litre campaign, and plots Formula 3 Mygale programme

FORMULA RENAULT 3.5 Series team Mofaz Racing has targeted an entry to the Formula Renault UK Championship for the 2011 season.

The Wellingborough-based team, which runs under the Junior Lotus Racing banner in FR3.5, had considered the move for 2010 but sat out the two-litre category while the new Barazi-Epsilon-designed spec chassis was introduced.

Now Mofaz is ready to commit to the junior class, and has decided to focus on the UK championship rather than the Eurocup, which supports FR3.5.

Technical director Alex Somerset said: "Because the Eurocup is with FR3.5, it's a huge outlay to get additional trucks and personnel. The market in Britain is as strong and we can start off with a smaller [investment in additional capital/staff]."

The team is planning to make its debut in the category in November's

Winter Cup. "I'm working on it now," said Somerset. "We'd be done with the FR3.5 rounds by then, so before our cars arrive we're looking to buy or lease so that we can run one or two drivers."

Mofaz, which has strong Malaysian backing, set up a Formula BMW Pacific operation for 2010. It could use FRUK as a first step on the European ladder for promising Asian racers out of FBMW.

"We're hoping we could entice our partners from FR3.5 and Formula BMW,"

added Somerset. "We could become a Mofaz Racing academy with various backers, instead of relying on just one sponsor like the Red Bull drivers do."

Mofaz is also planning an expansion into British Formula 3 for 2012, and will conduct a test programme with Mygale chassis next season.

"Mygale wants a good, solid team to get involved with a test programme," said Somerset. "We have the facilities to aid Mygale's service and supply over here."

VW Scirocco R Cup

Blundell to race instead of Hill

BRITISH RACING legend Damon Hill will not come out of retirement to compete in the DTM-supporting VW Scirocco R Cup 'Legends' race at Brands Hatch this weekend.

Organisers contacted the 1996 Formula 1 World Champion in an effort to get him to race alongside fellow ex-GP drivers Martin Brundle, Johnny Herbert and Derek Bell in the event (see AUTOSPORT, August 12), but Hill has no interest in the plan.

"They phoned me and I said, 'I'm not doing it,'" said the BRDC president. "It

sounds like a lot of fun, but I haven't raced since I stopped F1 [in 1999].

"Those days are behind me and I've got no plans to come back."

Mark Blundell will replace Hill in the fourth 'Legends' car. The ex-GP and Champ Car racer returned to action this year, competing in the Spa 24 Hours for the United Autosports Audi R8 team.

Blundell (right) will race instead of Hill (centre)



Donington Park

Adroit: 'We never signed deal'

THE ADROIT GROUP has revealed that it never signed a leaseholder agreement with Donington Park.

It had been believed that the construction group signed a deal to run meetings at the track but, after last month's announcement that Donington Park Racing Limited had taken control of the circuit, Adroit moved to put the record straight.

Adroit MD David Broome said: "Adroit and the circuit's owners held lengthy negotiations to try to agree three contracts: a construction contract to return the circuit to a fit

state and gain FIA, MSA and ACU approvals; a licence to operate; and a long-term operational lease.

"The company has worked tirelessly to rebuild the track on time, but detailed discussions on the licence to operate and operational lease ultimately did not result in any agreement."

As a result Adroit will need to be paid for the construction work completed. Circuit owner Kevin Wheatcroft agreed to underwrite the cost of repair work in May (see AUTOSPORT, May 6).

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SPEED

Brundle in Ligier for Silverstone

BRITISH FORMULA 3 racer Alex Brundle will make his prototype sportscar debut in the SPEED Series at Silverstone later this month.

The son of ex-Formula 1 racer Martin will drive a Jota Sport Ligier-Honda JS49 Group CN prototype in two 90-minute races in support of the AUTOSPORT 1000km Le Mans Series round on September 11-12. The 20-year-old will share with team

co-owner Simon Dolan in place of Sam Hancock, who is driving for Aston Martin Racing in the main event.

Brundle, who has endured a difficult debut year in British F3, admitted the move may presage a switch to sportscars.

"It's going to be a difficult decision if it means we go that way," he said. "It will be nice to get some experience on that side of things.

"You've got to perform in single-seaters and that's still our first choice, but we've got to keep our options open."

Hancock, who co-owns Jota with Dolan, said: "Alex tested at Snetterton last month and was bang on the pace in no time at all. This is an informal arrangement at the moment; it's a chance for him to try sportscars."

Brundle will race Jota's Ligier JS49



OLIVER BEARD

Formula Renault UK

Renaultsport to investigate rogue engine for UK racer Singleton

RENAULTSPORT IS striving to cure a mystery glitch that struck one of Team Firstair's Formula Renault UK racers last time out at Silverstone.

Throughout qualifying and racing, Richard Singleton's car would not run for more than two minutes before slowing down. Now Renault has taken the engine, wiring looms and electronics to engine builder ORECA for appraisal.

Team boss Ian Barnwell said: "It's almost

as if there's a virus in it. The technical people really tried to help but weren't able to sort it."

Series technical chief John Millett said: "We've

sent it back to France to run it in a controlled environment. It's not often that things beat us, but it is difficult on a race weekend."

Singleton's car has had engine issue



EBREY/LAT

Formula Academy

Formula Academy presses on

FORMULA ACADEMY boss Ken Bowes is confident that the series will live on, despite last weekend's races at Snetterton being cancelled due to a lack of runners.

Bowes pointed to the extra cost of running at an F3/GT meeting for the lack of interest.

"We weren't able to get enough drivers committed at the right price," he said. "The original plan was that privateer Zetec cars would run with us as an invitation class, so we put an

offer out, but none took us up on it."

Bowes says the series will complete the current season, which comprises club meetings from now on.

He also has plans to change the format of the series for next year. "The plan is to run with a new Duratec-powered Van Diemen as Class A and the current Zetec car as Class B," he said. "When I ran the series under Silverstone's ownership as BRDC Single Seaters we had two classes, and that worked very well."

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Moss was reunited with Ferguson at Oulton

WICK ALKER

As time passes, Sir Stirling Moss OBE continues to amaze at every turn. An inspirational icon in every sense, the octogenarian continually defies his age and lives every day to the full. Sixty-three years after he first competed, he loves to reminisce, lacing his genuine repartee with fruity comment and razor-sharp observations on topics that folk half his age had forgotten. All the more remarkable given a history of blows to the head in racing's darkest age, topped by Goodwood 1962...

Stirling and his omnipresent wife Susie were on top form at AUTOSPORT's 60th birthday bash in London last Wednesday, and also at Oulton Park on Monday, where he demonstrated the four-wheel-drive Ferguson P99 in which he took the last of his five wins in the Gold Cup feature (completing a hat-trick) in 1961. Clearly taken with the opportunity, he remembered nuances of the unique machine – not least its wet-weather prowess – but, strangely, not BRM driver Graham Hill taking it out for three laps at the meeting (as documented on original, highly-detailed, organisers' bulletins issued on the day, and brought in by current officials this time round).

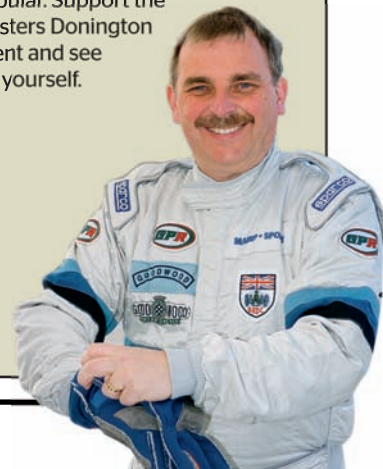
Moss, whose scrupulously polite on-track thank you gestures tend to be 'come-through' signals when he competes these days, wasn't going to race his 1956 OSCA in the MRL race named for him at Oulton – due

to continued transmission problems – but the record number of spectators for the HSCC's historic evolution of the Gold Cup were delighted when the familiar white bone dome helmet, blue overalls and laid-back driving position signalled his stint after Ian Nuthall's opening leg.

Is retirement from competition on Stirling's mind at 80? "Well, I'm not as quick as I was when I beat all the really fast boys here," he said, but the applause of fans young and old, and his cheery waves in response to finishing the race, suggest that while the peak of Stirling's powers are well behind him – although anybody who witnessed his Maserati 250F drive at a wet early Goodwood Revival remembers a magical quality – he will always be a top draw at racing events the world over.

Following a sensational meeting at Oulton Park (which, under Jonathan Palmer's leadership and MSV ownership, is looking superb), a welcome new chapter in the saga of Donington Park begins this weekend. While it may look a little neglected for a while – the pillage of the previous ill-starred regime has left scars that won't heal overnight – it, too, remains a fantastic circuit. Early reaction from drivers suggests that the revised layout will be popular. Support the Masters Donington event and see for yourself.

“Anybody who witnessed Moss's Maserati drive at a wet Goodwood remembers a magical quality”



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IN BRIEF

LOTUS ACE Gavan Kershaw showed off the new Evora GT4 car at Snetterton last weekend (left). Lotus Motorsport hopes to find customers for the car in British GT for 2011.



EX-BRITISH Formula Ford racer Jake Green raced in the Ginetta Challenge at Snetterton last weekend. He scored a best result of sixth from the three races.

TOM BRADSHAW, who recently pulled out of the Porsche Carrera Cup due to funding issues, drove the works Juno in the British Formula Ford races at Snetterton. He scored a best finish of 13th and hopes to appear again this season.

FORMER BRITISH Formula Ford frontrunner Garry Findlay returned to the series at Snetterton last weekend. The 21-year-old finished fourth and sixth in a works Fluid Motorsport Van Diemen.

BRITISH GT racer Rory Butcher will compete in the Porsche Carrera Cup GB for Celtic Speed at Knockhill this weekend. Butcher raced the series' VIP car at the track in 2008, winning the Pro-am2 category.

AMERICAN RACE, rally and stunt driver Tanner Foust won the inaugural US RallyCar Rallycross meeting at the New Jersey Motorsports Park last weekend.

Foust's 2010 Ford Fiesta beat motocross legend and four-time Rally America champion Travis Pastrana to the 4WD spoils. Josh Wimpey took the 2WD win in a 1987 Volkswagen Golf GTI (above).

IRISH RACER Karl Leonard will make his seasonal Carrera Cup debut at Knockhill this weekend. Leonard will take over the Pro-Am 1 Team Parker Racing entry of brother Michael, who is missing this round due to work commitments.

GINETTA G50 title rivals Carl Breeze and Frank Wrathall finished 14th and 17th on their GT4 European Cup debuts at the Nurburgring last weekend. The pair shared an LNT G50.

FOLLOWING PAUL Rogers' RGB success in the prototype Contour, former 750MC Kit Car champion Gary Goodyear will switch from his Raw Fulcrum to one of David Dawson's chassis in 2011.

PERIOD ONE-LITRE and 1600cc F3 driver Bev Bond returned to racing at Oulton Park last Sunday, driving the Lotus 59 in which he won the circuit's British Empire Trophy race in 1970.



Formula BMW will come to an end this season

Formula BMW Europe

No reprieve for Formula BMW

BARC's effort to save junior single-seater championship runs out of steam

FORMULA BMW Europe will not continue next year, despite efforts by the British Automobile Racing Club to save it.

BMW announced it would not be supporting the category at the end of 2010 in July (see AUTOSPORT, July 15). The BARC tried to save the F1-supporting Formula BMW Europe championship - which it administers - but has failed to raise sufficient funding.

Championship press officer Ann Bradshaw said: "We've run out of options so we haven't been able to save it for next year."

"[F1 supremo] Bernie [Ecclestone] has been very supportive. There were a lot of people interested in continuing, but you need the funding and we haven't been able to find it."

"The teams need to do their forward-planning [for next year] so we've told them we haven't been able to put a rescue package together."

Bradshaw also confirmed the Mygale chassis are owned by the teams, which could enter them in European Formula Lista Junior or sell them to club racers.

Formula BMW started in Germany before being introduced to the UK in 2004, where it was run by the BARC. The German and UK series ended after the 2007 season, and FBMW Europe was introduced the following year.

There was also an Americas series, but the European and Asian series were the only ones to survive into 2010. The Asian series has been rescued, but will not be called Formula BMW in 2011.

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750 Motor Club

BMW Z3 makes debut and could lead to series

THE PROTOTYPE racecar for a new 750 Motor Club series made its race debut at Silverstone last Saturday.

Rogue Motorsport boss Patrick Mortell ran a BMW Z3 in the Allcomers race. He has built up the car with a view to a cost-effective sportscar series for the German roadsters in 2011, running along the lines of the existing MR2 series.

"The 750MC approached us to put together a new series," said Mortell, who finished 15th, "and had a couple of suggestions for cars, one of which was the Z3. The 1.9 Z3 just didn't work, it was too heavy for the power, but the 2.8 makes a better racecar, with very little extra expense."

"We are hoping for a target package of around £3000 for the conversion - so we can ensure every car is pretty much the same. We are looking for a vacant niche in the 750MC set-up, and these will fill the gap of front-engined rear-wheel-drive, and in theory we could adopt the Z4 in later years. "The first impressions are

surprisingly good. We'll definitely be out there in some way with these cars next year under the 750MC banner, maybe running a short series in late 2011."



Mortell drove new BMW Z3 racer at Silverstone

Young Guns

Title to Szczerbinski after Cornelius is excluded



Szczerbinski took title

PATRYK SZCZERBINSKI was crowned the inaugural Young Guns champion following a controversial showdown at Thruxton last weekend.

The 16-year-old Pole failed to finish the race after clashing with season-long rival Max Cornelius at the final corner. Cornelius recovered to fourth to wrap up the title but was later excluded, leaving Szczerbinski as champion.

"I gave him [Cornelius] a race for the championship - this is not the way I want to win," said Szczerbinski, who hopes to step up to Formula Renault.

Cornelius said: "It's really disappointing to miss out on the title this way but we've given it a really good shot since we joined and to win more than half the races I started in my first car racing season is great."

Minshaw tweaks Jag to Gold Cup double



Minshaw's lightweight Jag scored two Gold Cup wins

MICK WALKER

DEMON TWEAKS

boss Jon Minshaw's Jaguar E-type double-topped the family haul as an unprecedented 480-car entry and record crowds enjoyed a superlative HSCC Oulton Park Gold Cup event over the Bank Holiday weekend.

Lashing rain gave way to brilliant sunshine as the GT & Sports Car Cup opened Sunday's card. A blowout on Saturday sidelined the AC Cobra, which Martin Stretton was to share, but when he took over Minshaw's lightweight-spec Jag on a drying track victory was virtually assured.

Minshaw had built a good lead over John Clark's similar car. When Jeremy Welch hijacked Clark's partner Andrew Smith in heavy traffic, it took all Smith's skill to re-pass the Allan Ross-Jones-started Austin Healey for second. Mark Halstead and Stuart MacPherson kept their Healey in contention and were elated with fourth, 0.6 seconds clear of Bill Wykeham in John Emberson's Morgan +4 SLR after a tough hour.

All three of the 'Moggie'

aerodynes started the race, but Keith Ahlers withdrew his in disgust when Billy Bellinger – who stayed out longer than the Jaguars to lead – was precluded from stopping during a safety-car period, which straddled the pit window's closure.

Monday's Guards Trophy GT race looked a formality for Minshaw until oil went down and Sean Walker slithered his Lotus Elan past into Lodge on the penultimate lap. Jon's 11sec lead evaporated when he went grasscutting out of Cascades and, when he found himself the hunter – with tyres shot – Minshaw retaliated as Walker was boxed in behind Rob Williams's Porsche 911.

Walker shadowed him in, with class rivals Andrew Smith/Richard Evans (Marcos) bagging the last podium step. Mike Newman (E-type) finished fourth, ahead of series debutant Mike Whitaker's TVR Griffith and Matthew Watts/John Watson (Elan). In the classes, Manchester doctor Mark Ashworth's defeat of defending champion Robert Barrie (Porsche 911) in a humble

MGB was particularly meritorious.

The Pre-'69 sports racing car mix, infused – experimentally – with the Lola T70 Spyder of Scot Andrew Smith, Matthew Watts's ex-David Prophet Lotus 30 and the McLaren M1s of Joe Twyman and John Bladon, was still the Chevron benefit that poleman Smith predicted.

Jason Minshaw (B8) set off forcefully, drawing Andy Newall with him once Nick Fleming (destined to retire), Steve Hodges and James Schryver fell away. Watts and Twyman led the chase, with Graeme Dodd's Ginetta among them and Denis Welch (Lotus 23B) uncatchable in the early 1600cc division.

Soloist Newall long-stinted as usual, and returned to the track barely three seconds ahead of Guy Minshaw, in for his brother. But Minshaw dug deep to catch Newall, and pressured him into two errors on the last lap.

"Andy arrived at Shell with all four wheels locked up, and outbraked himself into the Knickerbrook chicane," said Guy, whose mighty effort was thwarted as Newall got off the grass and headed him off. Lodge remained, but a collapsed wheelbearing on the Minshaws' B8 precluded a final banzai effort.

Hodges was third, ahead of Dodd and Schryver. Watts beat the closing Twyman by four seconds,

Smith's Lola having conked out at Hill Top on lap one. Having resuscitated it, he set fastest lap.

Jason Minshaw joined father Alan in their Maserati 'Birdcage' to finish fourth in MRL's Sir Stirling Moss Trophy race, in which the great man – five times a Gold Cup winner – saddled his OSCA. Nobody could catch the McIntyre brothers, Jamie and Ewan, in Lister-Chevrolet and Lotus 15 respectively, while Alasdair McCaig/Tony Wood made it an all-Scottish podium.

Richard Evans beat the Formula 5000s to win both Derek Bell Trophy races in his lithe F2 Chevron.

There was widespread disappointment after a Classic F3 round in which Simon Hadfield (March 743) stunningly passed Benn Simms (March 803) into Knickerbrook, only to be excluded for an airbox infringement. Neil Bowman (Merlyn MK21), the 1600cc winner on the road, was also disqualified for running an F2-width wing.

Ford Mustang man Dean Forward won the Touring Car mini-enduro as U2TC star Andy Wolfe and triple



MICK WALKER

HSCC champion Dan Cox had a private competition to see who could lift the inside front wheels of their Lotus Cortinas higher. Wolfe eventually flat-spotted a tyre and retired, while Cox relayed Peter Hore to second.

Andy Yool's ex-Cox Anglia was short of gears and sounded ghastly with a broken exhaust, but limped home third. Roger Godfrey started his Cooper S late, but rallied to a class-winning seventh.

Out for the first time since Cadwell Park in April, Mike Scott drove his F2 Brabham BT30 beautifully to pip Classic Racing Cars champion Ian Gray in both legs of the double-header. Dave Methley was never far behind in the best of 11 one-litre F3 screamers, and thus secured the Peter Hanson Trophy for 2010.

Wonderful drives by Dave Randall (Ginetta G4) and Julian Barter (TVR

3000M) were rewarded with memorable Road Sports victories. Paul Tooms spun his Elan at Knickerbrook while essaying to oust Randall in the Historic group, while Barter chiselled a gap through which to demote the occasionally gearless Peter Shaw (TVR Tuscan) in the '70s counter.

Recently-crowned Historic FF1600 champion Darren Burke kept Nelson Rowe at arm's length to score his 11th straight win.



Lotuses lead the way but Randall (5) would win

Russell Love inherited the Historic FF2000 spoils after narrow leader Ollie Thorpe's engine went sick.

Both Formula Junior races promised much, but the lead battles soon fizzled. Stuart Roach (Alexis) and Jon Milicevic (Cooper) repeated last year's victories. Following a farcical start, Richard Ellingworth and Mike Fowler duelled in the 500cc F3 finale, which went to the former.

■ By Marcus Pye

OULTON PARK **HGPCA** August 29

Middlehurst did passable impression of Jimmy Clark



Middlehurst emulates hero Clark in Lotus 25

DRIVING THE very Lotus 25 in which his hero Jimmy Clark won the 1963 Oulton Park Gold Cup Formula 1 race, Andy Middlehurst brought shrill Coventry-Climax V8 music to the ears of its Australian owner John Bowers when he triumphed in last Sunday's Historic Grand Prix Cars Association race at the HSCC's Oulton Park Gold Cup meet.

The skilled second-generation St Helens racer – father Phil was a saloon car favourite at Oulton and Aintree when Clark was headlining events – qualified second in the wet on Saturday. But he kept the screaming Classic Team Lotus-run machine ahead of the remarkable LDS of poleman Ian Ashley (winner of the '74 Gold Cup in an F5000 Lola T330) for an emotional lights-to-flag success.

"I made an uncharacteristically good start [to lead] and both Ian and I had a bit of bad luck with backmarkers, but the net result was about the same," said Middlehurst, who calmly withstood mounting pressure from the tenacious little ex-F1 racer, and punched the air as he sped beneath the reinstated period Esso sign to take the chequer.

One final superhuman effort by Ashley – whose 1500cc Alfa Romeo twin-cam 'four' was sourced from a Liverpool

taxi, then breathed upon by legendary Derby builder Dave Whitehurst – got him to within a second at the finish.

"We had a fabulous race," enthused Ashley. "I was swamped at the start and fell to fifth [behind Middlehurst and the 2.5-litre Cooper T51s of Johns Clark and Harper, split by Mark Piercy's sonorous 1500cc Lola Mk4 V8], but bit by bit I chipped away to get back to Andy."

Harper overcame Clark at mid-distance to complete a podium full of British Racing Drivers Club members. As Piercy's ex-John Surtees machine faded, Clark, Andrew Smith – one of four namesakes competing at the meeting! – and the evergreen Alan Baillie headed the sleek Lola home.

Front-engined honours fell to Belgium's Paul Grant (Cooper-Bristol), who unusually had the measure of Ian Nuthall's Alta, which was pulled up. Marc Valvekens's Gordini attracted plenty of attention too in the charismatic 27-car field.

HGPCA PRE-'66 (10 LAPS) 1 Andy Middlehurst (Lotus-Climax 25 R4); 2 Ian Ashley (LDS-Alfa Romeo) +0:887s; 3 John Harper (Cooper-Climax T51); 4 John Clark (Cooper-Climax T51); 5 Andrew Smith (Cooper-Climax T43); 6 Alan Baillie (Cooper-Climax T71/73). **Class winners** Ashley; Harper; Smith; Paul Grant (Cooper-Bristol); John Bussey (Cooper-Climax T43). **Fastest lap** Ashley 1m54.887s (84.35mph).

GT & SPORTSCAR CUP

(24 LAPS) 1 Jon Minshaw/ Martin Stretton (Jaguar F-type); 2 John Clark/Andrew Smith (Jaguar F-type) +16.556s; 3 Allan Ross-Jones/Jeremy Welch (Austin Healey 3000); 4 Mark Halstead/Stuart McPherson (Austin Healey 3000); 5 John Emberson/Bill Wykeham (Morgan +4 SLR); 6 Richard Bull/ Joe Ward (Chevrolet Corvette Sting Ray). **Class winners** Ross-Jones/Welch; Franck Trouillard (Lotus II); Jason Wright (Alfa Romeo Giulia TZ); Andrew McAlpine/Joel Wykeham (Lotus Elite). **Fastest lap** Stretton 2m01.377s (79.84mph).

GUARDS TROPHY PRE-'66

GT CARS (21 LAPS) 1 Jon Minshaw (Jaguar F-type); 2 Sean Walker (Lotus Elan 26R) +0:685s; 3 Andrew Smith/ Richard Evans (Marcos-Voivo 1800GT); 4 Mike Newman (Jaguar F-type); 5 Michael Whitaker (TVR Griffith); 6 Matthew Watts/John Watson (Lotus Elan 26R). **CW** Walker; Mark Ashworth (MGB). **FL** Minshaw 1m58.217s (81.97mph).

GUARDS TROPHY PRE-'69

SPORTS RACING (21 LAPS) 1 Andy Newall (Chevron-BMW B8); 2 Jason & Guy Minshaw (Chevron-BMW B8) +0:954s; 3 Steve Hodges (Chevron-BMW B8); 4 Graeme Dodd (Ginetta-BMW G16); 5 James Schryver (Chevron-BMW B8); 6 Matthew Watts (Lotus-Ford 30). **CW** Watts; Denis Welch (Lotus-t/c 23B); Trevor Groom (Lister-Jaguar Knobbly). **FL** Andrew Smith

MRL SIR STIRLING MOSS

TROPHY (25 LAPS) 1 Jamie McIntyre (Lister-Chevrolet

Knobbly); 2 Ewan McIntyre (Lotus-Climax 15) +55.578s; 3 Alasdair McCaig/Tony Wood (Lister-Jaguar Knobbly); 4 Alan & Jason Minshaw (Maserati T61); 5 Chris & Oliver Phillips (Lola Mk1); 6 Trevor Groom (Lister-Jaguar Knobbly). **CW** E. McIntyre; Phillips/Phillips; Philip Champion/Chris Chilcott (Lotus II Le Mans); Malcolm Verey/Tony Bianchi (Lola Mk1); Stephen Bond (Lister-Bristol); Mike Bell (Morgan +4). **FL** J Dereck Bell 1m55.858s (83.64mph).

DEREK BELL TROPHY

(10 LAPS) 1 Richard Evans (Chevron-Hart B40E); 2 Neil Glover (Lola-Chevrolet T330/332) +3:092s; 3 Greg Thornton (Chevron-Chevrolet B24); 4 Mike Barnby (Modus-Hart M7); 5 Jamie Brushash (March-Toyota 793); 6 Andy Smith (March-BDA 79B). **CW** Glover; Smith. **FL** Evans 1m38.225s (98.66mph).

RACE TWO (12 LAPS) 1 Evans;

2 Darwin Smith (March-BDG 722) +30.806s; 3 A Smith; 4 Glover; 5 Brushash; 6 Frank Lyons (Eagle-Chevrolet FA74). **CW** A Smith; Glover. **FL** Evans 1m36.360s (100.57mph).

CLASSIC F3 (12 LAPS) 1 Benn

Simms (March-Toyota 803B); 2 Jamie Brushash (March-Toyota 793) +21.169s; 3 Paul Smith (Martini-Toyota MK31); 4 Keith White (Ralt-Toyota RT1); 5 Paul Campfield (March-Toyota 803); 6 Matthew Sturmer (Van Diemen GRD-Ford 376). **CW** Albert Clements (Lotus-t/c 69); Paul Dukes (Reynard-Ford SF79). **FL** Simms 1m42.392s (94.64mph).

HISTORIC TOURING CARS

(17 LAPS) 1 Dean Forward (Ford Mustang); 2 Dan Cox/Peter Hore (Ford Lotus Cortina) +29.806s; 3 Andy Yool (Ford Anglia 105E);

4 Andy Harrison/Barrie Williams (Austin Cooper S); 5 Simon Benoy (Hillman Imp); 6 Steve Platts (Singer Chamoco). **CW** Cox/Hore; Benoy; Roger Godfrey (Austin Cooper S); Liz Halliday (Alfa Romeo Giulia Sprint GTA); Peter & Daniel Wray (Ford Lotus Cortina); Tim Bishop/Chris Partington (Saab 96). **FL** Cox 2m02.527s (79.09mph).

CLASSIC RACING CARS

(8 LAPS) 1 Mike Scott (Brabham-FVA BT30); 2 Ian Gray (Brabham-t/c BT16) +0:072s; 3 David Methley (Merlyn Mk4A); 4 Nigel Bancroft (Chevron B17); 5 Tony Keele (Palisier-t/c WDB3); 6 Jon Waggett (Brabham-t/c BT18). **CW** Gray; Methley; Frank Sytner (Merlyn Mk20). **FL** Scott 1m50.693s (87.55mph). **RACE TWO (8 LAPS)** 1 Scott; 2 Gray +1:032s; 3 Methley; 4 Antony Ross (Lotus-t/c 59); 5 Bancroft;

HISTORIC ROAD SPORTS

(10 LAPS) 1 Dave Randall (Ginetta G4); 2 Paul Tooms (Lotus Elan) +16.981s; 3 Frazer Gibney (Lotus Elan S1); 4 Andy Shepherd (Lotus 7 S2); 5 Mark Halstead (Lotus Elan S1); 6 Jim Grant (Lotus Elan). **CW** Mike Eagles (Milano Mk1 GT); Steve Winter (Porsche 911); Dick Coffey (Turner MK1); Andy Somerville (Triumph TR4); Daniel Wood (JWF Italia). **FL** Randall 2m00.984s (80.10mph).

70s ROADSPORTS (9 LAPS)

1 Julian Barter (TVR 3000M); 2 Peter Shaw (TVR Tuscan) +11.119s; 3 Steve Cooke (Lotus 7 S4); 4 Alan Harper (Lotus Elan S4); 5 Charles Barter (Datsun 240Z); 6 Adam Bagnall (Jaguar F-type). **CW** Cooke; Bagnall; Robert Barter (Jensen-Healey); Ralph

Harwood-Penn (MG Midget); Ken Rorrison (Lancia Fulvia). **FL** Shaw 2m03.241s (78.63mph). **HISTORIC FF1600 (11 LAPS)** 1 Darren Burke (Macon MR8); 2 Nelson Rowe (Crosbie 20F) +2:296s; 3 Ian Ashley (Lola T200); 4 Amanda Whitaker (Elden PRH8); 5 David Wild (Lola T200); 6 Simon Toyne (Lola T200). **CW** Alistair Littlewood (Merlyn Mk20A). **FL** Burke 1m50.820s (87.45mph).

HISTORIC FF2000 (11 LAPS)

1 Russell Love (Reynard SF79); 2 Nigel Grant (Delta T78) +7:971s; 3 Colin Wright (Reynard SF79); 4 David Wild (Reynard SF79); 5 Simon Toyne (Reynard SF79); 6 Paul Dukes (Reynard SF79). **CW** Dave Clark (Dulon MP21); Martyn Donn (Supernova BH5). **FL** Oliver Thorpe (Royale RP27) 1m47.979s (89.75mph).

HISTORIC FORMULA

JUNIOR CLASSES A-B (10 LAPS) 1 Stuart Roach (Alexis Mk2); 2 Derek Walker (Terrier T4) +21.916s; 3 Andrew Tart (Bond FJ); 4 Stephen Barlow (BMC Mk1); 5 Gordon Russell (Gemini Mk2); 6 Justin Fleming (Elva 100). **FL** Roach 2m02.931s (78.83mph). **CLASSES C-E (8 LAPS)** 1 Jon Milicevic (Cooper T59); 2 Callum MacLeod (Caravelle Mk2) +0:871s; 3 Benn Simms (Elva 200); 4 Mark Woodhouse (Lotus 20/22); 5 Michael Hibberd (Lotus 27); 6 Chris Chilcott (Lotus 20). **CW** MacLeod; Simms. **FL** Milicevic 1m54.440s (84.68mph). **500cc F3 (9 LAPS)** 1 Richard Ellingworth (Kieft-Norton CK54); 2 Mike Fowler (Cooper Mk11) +2:221s; 3 Nigel Ashman (Kieft-Norton CK52); 4 Roy Hunt (Martin-Norton); 5 Darrell Woods (Cooper Mk8); 6 Nigel Challis (Cooper Mk8). **FL** Ellingworth 2m16.390s (71.05mph).

ROCKINGHAM BRSCC/BRICTCAR August 28
Grindrod earns double win as rain affects play



DEVENT IMAGING

Moore on top as Jousse wobbles

Moore leads Storz and Vernon to second win

NIGEL MOORE was the star of the Formula Palmer Audi show at Rockingham, the 2008 Ginetta G50 champion taking his second career single-seater win and backing it up with a fine second place to cut Maxime Jousse's series lead to 43 points.

Prior to last weekend Jousse had been the dominant force of FPA 2010 with six wins, two further podiums and no finish lower than fifth from the first nine rounds.

But at Rockingham the Frenchman had to take a back seat to Yorkshireman Moore and Spaniard Jose Alonso Liste, who held off a determined Moore to record his first victory of the campaign.

Jousse couldn't manage any better than a pair of sixth-place starts for rounds 10 and 11 and he

had to settle for the same in terms of race results. Although hardly a disaster, Jousse's position as the FPA steamroller is beginning to look under threat with nine races still to go this season.

Alonso Liste secured both pole positions, although Moore's quickest and second-best times were mere hundredths of a second shy.

The polesitter led away at the start of race one and the top two began to open up a sizeable cushion. But into the final chicane, Moore produced a good pass under braking to lead.

From that point on the 18-year-old was never headed and pulled away for a three-second win over impressive FPA rookie Thiemo Storz. The German – a frontrunner in Swiss Formula Renault last year – took a superb second place on his maiden outing.

Storz and Alonso Liste fought hard over second early on, allowing Moore to pull clear, but a missed gear on the sixth lap dropped Alonso Liste outside the top six. Third place went to Kieran Vernon, with Melroy Heemskerck fourth and Vincent Beltoise fifth.

Alonso Liste more than made amends for his race-one disappointment in the second event with a brilliantly judged drive to see off Moore's challenge. During the second half of the race Moore mounted an increasingly bold challenge, but Alonso Liste had his number and took a well deserved win.

Beltoise, starting in third place for race two, held station until lap nine, when Vernon made his way through to claim his second podium of the weekend. Second-row starter Storz, meanwhile, couldn't replicate his

earlier heroics and went off at Yentwood on lap one.

In the two-and-a-half-hour Britcar GT and Production race, Aaron Scott rued what might have been when a mechanical problem on his and Arwyn Williams's Ferrari robbed the duo of a likely victory.

After obliterating the opposition during his stint, Scott held an advantage of a couple of laps when he pitted for the driver change. But as the car left the pits it ground to a halt and allowed Keith Robinson and Witt Gamski's similar F430 to inherit the lead.

That didn't last long, as Calum Lockie reeled in Robinson when rain started to fall and swept past to lead in his BMW (shared with Paul White) with 30 minutes left on the clock. No sooner had he moved ahead than the rain worsened and an absolute

deluge drenched the track.

Following a flurry of pit activity and a late safety-car period – the fourth of the race – Robinson managed to hit back at Lockie and regain first into Yentwood. The race then came to a conclusion around 10 minutes early due to Gary Robertshaw's SEAT becoming beached in the gravel at Gracelands.

Two fantastic Pickup Truck encounters tore up the Rockingham Oval, the first being won by Nic Grindrod by only 0.003sec after running door-to-door with Simon Carr for the entirety of the last lap.

In the sodden second encounter, Grindrod lost an incredible 20-second advantage due to a safety car, but still managed to take victory once again after seeing off the challenge of Anthony Hawkins by a scant 0.2sec.

■ By Marc Orme

Gamski and Robinson guided their Ferrari to Britcar spoils



DEVENT IMAGING

FORMULA PALMER AUDI (05 LAPS)

1 Nigel Moore, 2 Thiemo Storz (+3.007s), 3 Kieran Vernon, 4 Melroy Heemskerck, 5 Vincent Beltoise, 6 Maxime Jousse, 7 Jose Alonso Liste, 8 Howard Fuller, 9 Tommaso Menchini, 10 Callum Holland. **Fastest lap** Storz 1m17.634s (89.95mph). **RACE TWO (06 LAPS)** 1 Alonso Liste, 2 Moore (+0.483s), 3 Vernon, 4 Beltoise, 5 Heemskerck, 6 Jousse, 7 Ramon Pineiro, 8 Fuller, 9 Giuseppe Cipriani, 10 James Thorp. **FL** Alonso Liste 1m17.329s (90.31mph).

POINTS 1 Jousse, 225; 2 Moore, 182; 3 Alonso Liste, 173; 4 Heemskerck, 167; 5 Vernon, 149; 6 Beltoise, 145.

BRITCAR GT & PRODUCTION CHAMPIONSHIP (04 LAPS) 1 Witt Gamski/Keith Robinson (Ferrari F430 GTC), 2 Paul

White/Calum Lockie (BMW M3 E46) +10.374s; 3 Kevin Clarke/Wayne Gibson (BMW M3); 4 Javier Morcillo/Manuel Cintrano (Porsche 996 GT3); 5 Neil Huggins/Raphael Fiorentino (Marcos Mantis GT3); 6 Lawrence Fagg/Martin Byford (Honda Accord). **Class winners** White/Lockie, Clarke/Gibson, Morcillo/Cintrano, Fagg/Byford. **FL** Gamski/Robinson 1m22.927s (84.21mph).

PICKUPS (05 LAPS) 1 Nic Grindrod, 2 Simon Carr +0.003s; 3 Carl Broadley, 4 Michael Smith, 5 Phil White, 6 Pete Stevens. **FL** Smith 4l.074s (129.62mph).

RACE TWO (05 LAPS) 1 Grindrod, 2 Anthony Hawkins +0.253s; 3 Steve Dance, 4 White, 5 Lee Rogers, 6 Stevens. **FL** Hawkins 45.439s (117.17mph).

ROCKINGHAM BRSCC August 29-30
Seventeen winners from 19 races at the Rock



Van den Bos bends off Pinny and Inch

Van den Bos seals victory by an Inch

BEN VAN DEN BOS took the closest of Mighty Mini victories following a superb three-way battle at Rockingham last weekend. Matt Pinny led initially but retired at half-distance, leaving Louise Inch and Peter Tervet out front in what turned out to be a thrilling and clean battle. But van den Bos reeled in and passed them, thereafter resisting Inch's demands to secure a fine win. "That was the hardest race in a long time for sure," reported a jubilant

van den Bos. Scott Kendall led throughout in the Super class, holding off Elliot Stafford's attacks. After Mick Grant and Stewart Fenton had secured a victory apiece in their Tigers, Andrew Mitchell won aboard his Peugeot 205 GTi in the third Tin Tops encounter after keeping the hard-charging duo of Danny Cassar (Proton) and Luke Bennetts (Honda) at arm's length. "I didn't want to push it as my temps were creeping up, but Danny made sure I had to," said Mitchell.



Jenvey ran away with first OSS encounter

Heading backwards into a wet Deene corner on the first lap of the Sports 2000 contest ensured Mike Jenvey's Gunn would be second best to Neil Burroughs' similar machine. Burroughs also survived a backwards moment before powering on towards a convincing victory. Saker GT pilot Grahame

Tilley earned a convincing Euro Saloon & Sports Car triumph, having headed the Lotus Exige of Rex Stamp throughout, with Joss Ronchetti's Sunbeam Lotus a distant third. David Clark managed to keep his smoky Boxster ahead of Richard Sykes' similar machine for all of the first BRSCC Porsche encounter, aided by a spin

for Sykes. Clark then repeated the feat in race two. Behind, 924 pilots Richard Styrin and Andrew Hannington put on a great show to take a fine class win each.

Chris Needham won a safety-car-interrupted BRSCC Formula 3 thrash after fending off a charging Louis Hamilton-Smith, who had crept onto Needham's gearbox after a seemingly tardy start.

Needham then made hard work of race two by leaving the road at Deene, thereafter recovering to second while Alex Craven romped to the spoils.

After his earlier runner-up spot in the Sports 2000 encounter, Mike Jenvey was imperious in the first BRSCC OSS race, bringing his Gunn TS6 home comfortably clear of Tony Sinclair's Jade. Sinclair then lapped everybody in a tame race two, from Ginger Marshall's Bowlby.

Dean Cook held off Michael Saunders' Cerbera to triumph in the first TVR thrash. Saunders then led race two until being overhauled by the Sagaris of Andy Holden, who romped away to the chequered flag.

Jonathan Greensmith edged out Ben Robinson for victory in a paint-trading first Maşda MX5 encounter, while Tom Roche claimed races two and four, with fastest lap in the last of the quartet. Meanwhile, race three belonged to Rob Boston, who eased his way to the top step of the podium.

■ **By Barry Ambrose**

MIGHTY MINI (11 LAPS) 1 Ben van den Bos. 2 Louise Inch +0.579s. 3 Peter Tervet. 4 Stuart Coombs. 5 David Holmes. 6 Phil Bunn.
Fastest lap Tervet 1m51.426s (62.67mph).
SUPER MIGHTY MINI (12 LAPS) 1 Scott Kendall. 2 Elliot Stafford +0.514s. 3 Patrick Ford. 4 Chris Morgan. 5 James Young. 6 Dave Rees.
FL Kendall 1m44.101s (67.08mph).
TIN TOPS AND TIGERS GROUP A AND B (7 LAPS) 1 Mick Grant (Tiger R6). 2 Stewart Fenton (Tiger CAT) +3.336s. 3 Nick Boon (Peugeot 106 GTi). 4 Neal Gardner (Rover Metro). 5 Michael Pearce (Tiger Avon). 6 Paul Dudley (Tiger R6). **Class winners** Fenton. Boon. Ken Angell (Jaguar X300). David Charlton (VW Beetle). **FL** Grant 2m00.024s (58.18mph).
GROUP B AND C (10 LAPS) 1 Fenton. 2 Dudley +1.502s. 3 Grant. 4 David Cox (Peugeot 205 GTi). 5 Danny Cassar (Proton Satria). 6 Andrew Mitchell (Peugeot 205 GTi). **CW** Grant. D Cox. Cassar. Mark Snelling (Fiat Uno). Edward Spurrier (Tiger Avon). **FL** Tom Griffiths

(Tiger R6) 1m31.458s (76.36mph).
GROUP C AND A (10 LAPS) 1 Mitchell. 2 Cassar +0.479s. 3 Luke Bennett (Honda Integra S). 4 D Cox. 5 Anthony Harrison (Rover 220 Coupe Turbo). 6 Michael Cox (Ford Fiesta XR2). **CW** D Cox. Harrison. Russell Turner (Ford Escort Mk1). Snelling. Angell. Charlton. **FL** D Cox 1m36.430s (72.42mph).
SPORTS 2000 DURATEC (20 LAPS) 1 Neil Burroughs (Gunn TS11). 2 Mike Jenvey (Gunn TS6) +8.046s. 3 Robert Oldershaw (March 09R). 4 Richard Johnson (Van Diemen RF05). 5 Patrick Sherrington (MCR). 6 Chris Yarwood (MCR). **CW** Mark Higson (Gunn TS8). **FL** Burroughs 1m22.782s (84.36mph).
EURO SALOON AND SPORTS CARS (14 LAPS) 1 Grahame Tilley (Saker GT). 2 Rex Stamp (Lotus Exige) +1.639s. 3 Joss Ronchetti (Talbot Lotus Sunbeam). 4 Andy Robinson (Ford Falcon). 5 Simon Deaton (SEAT Leon Cupra). 6 Chris Huntley (Subaru Impreza). **CW** Ronchetti. Deaton. Ian Craig (BMW M3

E46). Stewart Calder (Renault Clio). **FL** Stamp 1m27.75s (80.02mph).
BRSCC PORSCHES (13 LAPS) 1 David Clark (Boxster). 2 Richard Sykes (Boxster) +7.474s. 3 Gerry Taylor (Boxster). 4 Sean Cooper (Boxster). 5 Dave Hughes (Boxster). 6 Matthew Upchurch (Boxster). **CW** Upchurch. Richard Styrin (924). **FL** Sykes 1m34.214s (74.12mph).
RACE TWO (13 LAPS) 1 Clark. 2 Sykes +4.202s. 3 Cooper. 4 Taylor. 5 Hughes. 6 Nick Hull (Boxster). **CW** Upchurch. Andrew Hannington (924). **FL** Clark 1m34.007s (74.29mph).
BRSCC F3 (12 LAPS) 1 Chris Needham (Dallara F302). 2 Louis Hamilton-Smith (Dallara F301) +0.436s. 3 Kat Impey (Dallara F302). 4 Mark Harrison (Dallara F301). 5 Dave Karaskas (Dallara F393). 6 Jo Rosa Merszei (Dallara F301). **CW** Karaskas. **FL** Alex Craven (Dallara F304) 1m18.628s (88.82mph).
RACE TWO (16 LAPS) 1 Craven. 2 Needham +10.156s. 3 Mark Terry (Dallara F302). 4 Impey. 5 Karaskas. 6 Matthew Payne (Dallara F399).

CW Karaskas. **FL** Needham 1m18.226s (89.27mph).
OPEN SPORTSCAR SERIES (15 LAPS) 1 Mike Jenvey (Gunn TS6). 2 Tony Sinclair (Jade 3) +21.352s. 3 Patrick Sherrington (MCR). 4 Ginger Marshall (Bowlby Mk2). 5 Mark Higson (Gunn TS8). 6 Robin Brown (Radical Prosport). **CW** Sinclair. Brown. John Wilkes (Global GT). Verity Banks (ADR XP2). **FL** Jenvey 1m19.948s (87.35mph).
RACE TWO (5 LAPS) 1 Sinclair. 2 Marshall -1 lap. 3 John Gray (Jade). 4 Banks. no other finishers. **CW** Marshall. Banks. **FL** Sinclair 1m18.432s (89.04mph).
TVR CHALLENGE (14 LAPS) 1 Dean Cook (Tuscan). 2 Michael Saunders (Cerbera) +0.899s. 3 Andy Holden (Sagaris). 4 Hugh Marshall (Tuscan). 5 Keith Vaughan-Williams (Tuscan). 6 Kevin Gore (Tuscan). **CW** Vaughan-Williams. David Chant (Tasmin). **FL** Saunders 1m26.031s (81.17mph).
RACE TWO (14 LAPS) 1 Holden. 2 Saunders

+11.746s. 3 Cook. 4 Marshall. 5 Jamie Golby (Tuscan). 6 Vaughan-Williams. **CW** Vaughan-Williams. **FL** Holden 1m25.075s (82.09mph).
MASDA MX5, GROUPS B AND C (9 LAPS) 1 Jonathan Greensmith. 2 Ben Robinson +1.499s. 3 Charles Plumley. 4 Luke Herbert. 5 Matthew Davies. 6 Richard Breland. **FL** Greensmith 1m41.174s (69.02mph).
GROUPS D AND A (9 LAPS) 1 Tom Roche. 2 Rob Boston +7.166s. 3 Paul Sheard. 4 Adam Gore. 5 Matt Robinson. 6 Charlie Charman. **FL** Roche 1m40.290s (69.56mph).
GROUPS C AND D (9 LAPS) 1 Boston. 2 Plumley +8.626s. 3 B Robinson. 4 Jonathan Blake. 5 M Robinson. 6 Spencer Griffiths. **FL** Boston 1m40.718s (69.34mph).
GROUPS A AND B (9 LAPS) 1 Roche. 2 Herbert +8.527s. 3 Sheard. 4 Greensmith. 5 Breland. 6 Alan Henderson. **FL** Roche 1m40.319s (69.61mph).



Spark flies as Minis ignite Thruxton

MINIS OLD and new provided some enthralling racing as the Great and British show reached the end of its 2010 programme at Thruxton last weekend. While the modern 'BMW' Mini Challenge entertained, Paul Spark's superb double victory in the old-school Mini Se7ens was a stand-out.

Polesitter Spark and fellow front-row man Gareth Hunt traded the lead throughout Saturday's battle, Hunt seemingly on top in the latter stages until Spark arrived hard, late and sideways into Club for the final time. Gathering it all up, he scabbled through to pinch the victory.

It was similarly close for third between Andrew Deviny and Nathan Burge, who capitalised when Deviny all but spun at the final corner.

Sunday's race was equally intense and was heading for a three-way sort-out on the final lap until Hunt – then in second – misread the situation and slowed, believing that the race had finished. He slipped to sixth.

Spark passed race leader Graeme Davis on that lap to seal his double win, while erstwhile points leader Ian Deviny took third. Deviny had survived a clash with Burge, who retired after damaging his radiator against the rear of the car of Deviny, who had momentarily found himself with no gears.

Their bigger cousins, the Miglias, were just as fraught. Paul Thompson led nearly all the way on Saturday, even if his winning margin over series leader Kane Astin was a mere 0.163 seconds.

A two-lap sprint following a safety car intervention decided the outcome on Sunday. Having yo-yoed between the lead and fifth spot, Dave Drew emerged victorious ahead of Thompson and Colin Peacock. Meanwhile, Astin failed to finish, having spun off when things got too close on the final lap.

Reigning Mini Challenge champion Luke Caudle (R56) held the slimmest of points leads heading to Thruxton where, despite winning two of the three races (he was third in the



Caudle (middle) loses title on run to the line

other), he was unable to stop Lee Allen from claiming the 2010 crown.

Allen (Cooper S) gave his travelling entourage plenty to cheer as he won his class in all three races to end

Caudle's reign. The whole season was effectively decided in the second race, Caudle leading into the final corner but running over the kerb and allowing both Chris Smith and

MINI SE7EN (10 LAPS) 1 Paul Spark; 2 Gareth Hunt +0.341s; 3 Nathan Burge; 4 Andrew Deviny; 5 Graeme Davis; 6 Tristen Knight. **Fastest lap** Hunt 1m38.144s (86.41mph).

RACE TWO (10 LAPS) 1 Spark; 2 Davis +0.297s; 3 Ian Deviny; 4 Darren Thomas; 5 James Bowers Coulson; 6 Hunt. **FL** Hunt 1m39.143s (85.54mph).

MINI MIGLIA (10 LAPS) 1 Paul Thompson; 2 Kane Astin +0.163s; 3 Sarah Munns; 4 Colin Peacock; 5 Niven Burge; 6 Dave Drew. **FL** Astin 1m30.219s (94.01mph).

RACE TWO (10 LAPS) 1 Drew; 2 Thompson +0.251s; 3 Peacock; 4 Mark Sims; 5 Tony LeMay; 6 Paul Clark. **FL** Astin 1m30.286s (93.94mph).

MINI CHALLENGE (14 LAPS) 1 Luke Caudle (R56); 2 Chris Smith (R56) +0.376s; 3 Chris Knox (R56); 4 Gavin Bristow (R56); 5 Lee Allen (S);

6 Andrew Bailey (R56). **Class winners** Allen; Justina Williams (Cooper). **FL** Smith 1m26.855s (97.65mph). **RACE TWO (14 LAPS)**

1 Smith; 2 Knox +0.036s; 3 Caudle; 4 Bristow; 5 Allen; 6 Lee Sullivan (S). **CW** Allen; Kevin O'Connor (Cooper). **FL** Caudle 1m26.730s (97.79mph).

RACE THREE (12 LAPS) 1 Caudle; 2 Smith +0.459s; 3 Knox; 4 Bristow; 5 Bailey; 6 Allen. **CW** Allen; Gary Kounis (Cooper). **FL** Smith 1m26.717s (97.80mph).

RADICAL UK CUP (32 LAPS) 1 Ross Kaiser/Terrence Woodward (SR8); 2 Manhol Allos (SR8) +10.980s; 3 Ross Allen (SR3); 4 Rob Wheldon/David Thorburn (SR3); 5 Alex Kapadia/Peter Osborne (SR3); 6 Derek Johnston (SR8). **CW** Allen. **FL** Kaiser/Woodward 1m09.432s (122.15mph).

RACE TWO (33 LAPS) 1 Kaiser/Woodward; 2 Allos +40.923s; 3 Allen;

4 Roger Bromiley/Shawn Balfe (SR8); 5 Mark Smithson/Stuart Moseley (SR3); 6 Wheldon/Thorburn.

CW Allen. **FL** Kaiser/Woodward 1m09.931s (121.28mph).

RADICAL CLUB CUP (17 LAPS)

1 Millar; 2 Luke +0.939s; 3 Burgess; 4 Carver; 5 Chris Hillaby (SR3); 6 M Abbott. **CW** Luke; Smith; Morris. **FL** Millar 1m13.783s (114.95mph).

SPORT MAXX CUP (14 LAPS)

1 Adrian Churchill (Vauxhall Astra VXR); 2 Peter Dignan (Nissan 370Z) +0.728s; 3 Craig Currie (Nissan 370Z); 4 Tom Carnaby (Vauxhall Astra VXR); 5 Rick Kerry (BMW 123d);

6 Andrey Magiy (Mini Cooper). **CW** Magiy. **FL** Dignan 1m27.166s (97.30mph). **RACE TWO (14 LAPS)**

1 Currie; 2 Churchill +0.724s; 3 Dignan; 4 Carnaby; 5 Dan Malone (SEAT Leon Cupra); 6 Kerry.

CW Gareth Downing (BMW 120d). **FL** Currie 1m27.057s (97.42mph).

RACE THREE (12 LAPS) 1 Churchill;

2 Currie +0.554s; 3 Malone; 4 Kerry; 5 Kevin George (Vauxhall Corsa); 6 Downing. **CW** George. **FL** Churchill 1m27.903s (96.48mph).

YOUNG GUNS (15 LAPS)

1 Max Cornelius; 2 Patryk Szczerbinski +0.445s; 3 Jake Rattenbury; 4 Anton Spire; 5 Russell Danzey; 6 James Nutbrown.

FL Szczerbinski 1m19.172s (107.12mph). **RACE TWO (16 LAPS)**

1 Spire; 2 Nutbrown +0.403s;

3 Danzey; no other finishers. **FL** Szczerbinski 1m18.685s (107.79mph).

CSL CUP (14 LAPS) 1 Wayne Gibson (E46); 2 Russell Foster (E46) +8.643s;

3 Keith Gent (E46); 4 Alastair Davidson (E46); 5 Adam Hayes (E46);

6 Mark Radcliffe (E46). **CW** Foster. **FL** Gent 1m21.191s (104.46mph).

RACE TWO (15 LAPS) 1 Kevin Clarke (E46); 2 Gent +7.860s; 3 Hayes;

4 Foster; 5 Guy Povey (E46); no other finishers. **FL** Clarke 1m20.094s (105.89mph).

MGCC (10 LAPS) 1 Martin Wills (F);

2 Nick Golhar (ZR) +1.911s; 3 Paul Savage (F); 4 Paul Clackett (ZSI160);

5 Ian Evans (F); 6 Richard Waterman (ZR160). **CW** Golhar; Jim Baynam (B);

Harjinder Bhambra (ZS). **FL** Wills 1m34.552s (89.70mph).

RACE TWO (10 LAPS) 1 Wills;

2 Savage +1.776s; 3 Clackett; 4 Evans;

5 Waterman; 6 Paul Wisbey (F). **CW** Clackett; Baynam; Bhambra. **FL** Wills 1m34.997s (89.28mph).

Chris Knox to outdrag him on the dash to the flag. Caudle was an agonising 0.038sec behind in third.

Fastest in qualifying for the Radical UK Cup encounters, the Ross Kaiser/Terrence Woodward partnership proved an immovable object in both races. Even a scare, when their SR8 initially refused to fire up at the pitstop on Saturday, turned out to be little more than a temporary glitch.

Having endured a wretched time in the previous rounds at Brands Hatch, Colin Millar got his Radical Club title defence back on track, twice beating series leader Darren Luke. Despite winning his class both times, a paucity of starters in his division led to reduced points for Luke.

Three 20-minute races for the Sport Maxx Cup championship produced a combined winning margin of just two seconds. Adrian Churchill – who clinched the title on Saturday – won two races, while new tyres for Craig Currie's Nissan proved the answer to beating Churchill's Vauxhall Astra in the other.

After Max Cornelius narrowly beat Patryk Szczerbinski on Sunday morning, the outcome of the inaugural Young Guns championship went down to the final corner of the final lap of the year.

In what was a hugely tactical affair, Szczerbinski led into the chicane, where Cornelius clambered over the kerb and barged into his rival, sending them both spinning. Anton Spires, James Nutbrown and Russell Danzey all went past before Cornelius got going to finish fourth.

Szczerbinski failed to fire up, although he was later crowned champion after officials consulted video evidence and excluded Cornelius from the results.

Wayne Gibson and Kevin Clarke shared the CSL Cup spoils aboard their E46s, while Martin Wills was dominant in the MGOC encounters, emerging as a double victor.

■ By Dud Candler

MALLORY PARK CSCC August 29-30
Triumphs for Campbell; Conroy double

Hulett and Campbell star



Campbell took Swinging Sixties and Classic Triumph victories

▶ **IAN HULETT** and Mark Campbell put on a Bank Holiday spectacular at Mallory Park last weekend, each taking a Swinging Sixties win.

Hulett and his Austin Healey Sprite took charge of the A, B & C-class race, in the wake of ill fortune for the Richard McKoen/Tim Cairns Sprite. Triumph Spitfire driver Andy Vowell was awarded second when a stop-go penalty demoted Charles Marriott to third.

Campbell cruised across the line in the D-H-class outing, with a pack of Lotuses failing to catch the Triumph TR5 ace.

Peter Venn (F3 Anson) doubled up on victories in Mono 1800/Classic, when a slow getaway from pole was transformed into a comeback to beat the Ralt of Jeremy Goodman. Pete

Bragg and Jock Sergison seized 1800-class success.

Richard Purcell and Malcolm Scott dominated the Mono 2000 chase, with Purcell's Dallara taking charge of the first outing before playing second fiddle to the Van Diemen of Scott in the second.

The safety car failed to hamper Purcell's chances in the first endeavour, while Scott inherited the lead second time out when poleman Tristan Cliffe's cautious getaway became third at the flag. Nigel

Davers claimed two 1600 wins from as many races.

Simon Taylor and John Hammersley took the Tin Tops outing by storm, the Honda Civic pair converging pole position to dominant victory ahead of the Clio of Ian and Ashley Collins.

The Future Classics pursuit went the way of a surprised Mark Koberle (Porsche 944), after early challengers Mark Knight and Tony Maryon were dealt a difficult hand. Problems restricted Knight's 911, while a

stop-go penalty restricted Maryon (911) to fourth.

Mark Conroy provided a crushing performance to take Magnificent 7s victory after lapping the entire field, although Andrew Griffiths had led early on.

The Speads of Chris Woodhouse launched to a double Mono 1000 triumph, although Jedi driver Dax Ward tried hard to wrest honours away.

Adam Crowton was another to lap all his rivals as he took Classic K laurels with his Lotus Elite, leaving the Cortina of Geoff Turrall well behind.

Conroy and his Caterham returned to the winners' circle with an assured Sports vs Saloons Challenge victory, while Mark Campbell also doubled up by scoring a Classic Triumph victory.

■ By Leanne Fahy



Hulett celebrates his Sprite success

SWINGING SIXTIES A,B & C (41 LAPS)

1 Ian Hulett (Austin Healey Sprite); 2 Andy Vowell (Triumph Spitfire) +4.00s; 3 Charles Marriott (Austin Healey Frogeye Sprite); 4 Simon Page (Austin Healey Frogeye Sprite); 5 Ian Percival (Triumph Herald); 6 Paul Summerville (Ginetta G4R).
Fastest lap Page 55.334s (87.82mph).

CLASSES D, E, F, G & H (43 LAPS) 1 Mark Campbell (Triumph TR5); 2 Frank Grimley (Lotus Elan S4) -1 lap; 3 John Pringle (Lotus Seven S4); 4 Dave Boland/Roger Lee (Lotus Seven S2); 5 John Muirhead (Lotus Seven); 6 Paul Turnbull (TVR Tuscan V8).
FL Boland/Lee 52.580s (92.42mph)

MONO 1800/CLASSIC (17 LAPS)

1 Peter Venn (Anson SA4); 2 Jeremy Goodman (Ralt RT3) +2.955s; 3 Francis Phillips (Reynard 923); 4 Barry Smith (Van Diemen FX92); 5 Ian Hughes (Van Diemen RF88); 6 Russ Giles (Reynard 913).
FL Venn 45.849s (105.99mph).
RACE TWO (26 LAPS)
1 Venn; 2 Goodman +10.565s; 3 Richard Purcell (Formula Vauxhall Lotus); 4 Giles;

5 Phillips; 6 Terry Clark (Formula Vauxhall Lotus).
FL Venn 45.234s (107.44mph).

MONO 2000/1600 (23 LAPS) 1 Richard Purcell (Dallara F300); 2 Jeremy Timms (Dallara F397) +1.636s; 3 Graham Read (Dallara F300); 4 Tony Cotton (Dallara F300); 5 Anthony Bishop (Formula Renault 2000); 6 Nigel Davers (Van Diemen RF89).
FL Purcell 44.290s (109.73mph).

RACE TWO (20 LAPS) 1 Malcolm Scott (Van Diemen RFO1); 2 Purcell +0.874s; 3 Tristan Cliffe (Dallara F398); 4 Cotton; 5 Bishop; 6 Davers. FL Purcell 43.971s (110.52mph).

TIN TOPS (43 LAPS) 1 Simon Taylor/John Hammersley (Honda Civic Type R); 2 Ian Collins/Ashley Collins (Renault Clio) +7.971s; 3 Nigel Tongue (MG ZR 180); 4 Richard Gane/Chris Adams (Honda Integra Type R); 5 Russell Hird (MG ZR 160); 6 James Payne/Tony Hunter (Renault Clio).
FL Taylor/Hammersley 53.390s (91.02mph).

FUTURE CLASSICS (42 LAPS) 1 Mark Koberle (Porsche 944 Turbo S); 2 Alex Eacock/Peter Morris (Porsche 944 S2)

+35.069s; 3 Robert Hollyman (Porsche 944 S2); 4 Tony Maryon (Porsche 911 S); 5 Ben Eacock (Porsche 944 S); 6 Mark Harris/Peter Briars (Porsche 944).
FL Koberle 53.332s (91.12mph).

MAGNIFICENT 7s (47 LAPS) 1 Mark Conroy (Caterham C400); 2 Andrew Griffiths (Caterham Hayabusa) -1 lap; 3 Will Stephens (Caterham R400); 4 Jonathan Mitchell/Andy Bourn (Caterham C400); 5 Peter Lawrence (Caterham Superlight R); 6 Bill Hailstone (Caterham CSR).
FL Griffiths 49.202s (98.77mph).

MONO 1400/1000 (16 LAPS)
1 Chris Woodhouse (Speads RMO4); 2 Dax Ward (Jedi Mk6) +0.341s; 3 Stuart Digby (Jedi Mk6); 4 Stephen Brooks (JKS O3); 5 Geoff Fern (JKS TFR10); 6 Len Turner (Jedi Mk6).
FL Woodhouse 45.478s (106.86mph).

RACE TWO (20 LAPS) 1 Woodhouse; 2 Ward +22.516s; 3 Darren Freeman (Jedi Mk6); 4 Fern; 5 Jonathan Reed (Jedi Mk6); 6 Brooks. FL Woodhouse 43.861s (110.80mph).
CLASSICK (41 LAPS) 1 Adam Crowton

(Lotus Elite 1216); 2 Geoff Turrall (Ford Lotus Cortina) -1 lap; 3 Mark Potter (Austin Healey BN7); 4 Peter Tognola (Porsche 911); 5 Brian Ashley (Lotus Cortina); 6 Anthony Gaymond/Stephen Chappell (Porsche 911).
FL Crowton 56.788s (85.58mph).

SPORTS vs SALOON CHALLENGE (18 LAPS)

1 Mark Conroy (Caterham C400); 2 Bill Hailstone (Caterham CSR) +14.470s; 3 Jonathan Mitchell (Caterham C400); 4 Hugh Coulter (Caterham Roadsport A); 5 Martin Boakes (Caterham Academy); 6 Leigh Shardlow (Caterham RSA).
FL Conroy 49.490s (98.20mph).

CLASSIC TRIUMPH INVITATION (22 LAPS)

1 Mark Campbell (Triumph TR5); 2 David McDonald (Triumph TR6) +11.002s; 3 Dave Bailey (Triumph TR4); 4 Andy Vowell (Triumph Spitfire Mk3); 5 Rob Roodhouse (Triumph TR6); 6 Clive Gimson (Triumph GT6).
FL Campbell 53.371s (91.06mph).

SILVERSTONE 750MC August 28-29
Narrow wins to Robson and Glover



Scott's Fiesta won pre-1992 Stock Hatch race



Glover topped frantic Locost scrap

Glover and Robson star in Silverstone thrashes

THE 750 Formula and Locost runners reminded everyone what 750 Motor Club racing is all about with two cracking bashes on the first day of the club's two-day Silverstone meeting last weekend. Dave Robson just held off Bob Simpson in the 750s, while Mark Glover claimed an action-packed Locost encounter.

Robson pulled out a handy lead in the 750 Formula thrash, only for Simpson to work his way through from eighth on the grid to take the lead on lap nine. Robson soon reasserted himself, and

headed the veteran racer by half a second at flagfall.

A gaggle of cars contested the lead battle in the Locost race, numerous drivers leading before Lynfel Owen looked to be on course for his maiden win in the final laps. But, as they set off on their final tour, rain became a factor, with cars scattering in all directions as the leaders clashed at Brooklands. Glover emerged through the chaos to win, from David Black and Alex von Erhiem.

Steve Cave won Saturday's Allcomers race after Tim Grey retired from

the lead, while the Kit Cars shared the track with the SR and GT runners, Andy Hiley taking the Kits and the Crossle of Mark Hobbs claiming the SR and GTs.

Ray Mallock dominated Saturday's two Clubmans races, winning the Haggis Memorial from Steve Chaplin, and fittingly holding off Malcolm Jackson in the Arthur Mallock Challenge.

Shaun Hagen won the Stock Hatch heat that opened Sunday's action, while Jeff Humphries took the final after early leader Joe McMillan retired. A standalone pilot Class B

race for older machines rounded out the meeting, Lee Scott taking the win in his Ford Fiesta.

After ex-Formula Vee ace Daniel Hands retired from the lead, the Formula 4 event went to the returning Jonathan Weston-Taylor on a drying track. Oliver Sirrell took second by a nose from the fast-closing Bryn Tootell, who changed to slicks after an aborted first start.

Having taken the lead at Brooklands on the opening lap of the first Bike Sports race, Richard Stables then eased away from the chasing James Breakell in the later stages of the race. It was Stables again in race two, this time from Bill Henderson.

Zac Chapman headed Steve Lumley for a lap in

the middle of the MR2 race, but Lumley was soon back in control and took the win clear of Chapman and Andrei Bogatov, who was later excluded for his car being underweight.

The first Formula Vee race was stopped after five laps as Pete Andrews went off on the pit straight. On take two it was again Martin Farmer who took the lead and then the championship, this time clear of poleman AUTOSPORT's Ben Anderson, who had to battle past Ashley Sutton for second.

The SAXMAX runners encountered a wet rack and then heavy rain, poleman Anthony Whorton-Eales keeping his head to win from Shane Stoney.

■ By Paul Jurd

750 FORMULA (13 LAPS) 1 Dave Robson (SDAR/83); 2 Bob Simpson (SS/F) +0.42s; 3 Mick Harris (Darvi 877); 4 Chris Gough (CGR2 Evo); 5 Bill Rutter (Darvi Mk5); 6 Rod Hill (Mystic T4/2). **Fastest lap** Roger Rowe (Centaur Mk20) 1m06.89s (88.21mph).
LOCOST (12 LAPS) 1 Mark Glover; 2 David Black +0.12s; 3 Alex Von Erheim; 4 Victoria Pickles; 5 James Pinkerton; 6 Lynfel Owen. **FL** Scott Mittell 1m13.70s (80.06mph).
ALLCOMERS (14 LAPS) 1 Steve Cave (JKS SRC10); 2 Philip Hart (Van Diemen S2000) +43.20s; 3 Marcus Bicknell (Mallock Mk26); 4 Adrian Terry (Genesis RR); 5 Paul Spencer (ProSport LM3000); 6 Arthur Dickens (Mallock Mk29). **FL** Tim Gray (Radical SR4) 58.64s (100.62mph).
KIT CAR (13 LAPS) 1 Andy Hiley (Taydec Mk2); 2 Clive Hudson (Eclipse SM1 2009) +1.73s; 3 John Moore (Syva Phoenix); 4 Matthew Lewis (MNR Vortex); 5 Darryl Beckwith

(Procomp LA Gold); 6 Guy Hussey (RAW Striker). **FL** Hudson 1m04.94s (90.86mph).
SR & GT CHALLENGE (13 LAPS) 1 Mark Hobbs (Crossle 9S); 2 Clinton Dorrell (Cobra GD 427) +9.87s; 3 Cheng Lim (RAM SC Cobra); 4 John Taylor (Crossle 9S); 5 Garry Wilson (Crossle 9S); 6 Ken Culverwell (Lotus 23 Mamba). **FL** Lim 1m02.43s (94.51mph).
CLUBMANS - HAGGIS MEMORIAL TROPHY (14 LAPS) 1 Ray Mallock (Mallock U2); 2 Steven Chaplin (Phantom P79) +0.63s; 3 Malcolm Jackson (Mallock Mk21); 4 Jonathan Hair (Mallock Mk36 Beagle); 5 Mike Hickson (Mallock Mk20B); 6 Mike Evans (Race Mk1). **FL** Chaplin 59.16s (99.74mph).
RACE TWO - ARTHUR MALLOCK CHALLENGE (13 LAPS) 1 Mallock 2; 2 Jackson +1.62s; 3 Hair; 4 Chaplin; 5 Bob Crozier (Mallock Mk1); 6 Evans. **FL** Mallock 1m09.10s (85.39mph).
RGB (11 LAPS) 1 John Cutmore (Spire GTR); 2 Matthew Green (Spire GTR) +3.66s; 3 Steve

Robinson (Genesis 2007); 4 Alastair Boulton (Stuart Taylor Phoenix); 5 Tim Hovord (Fisher Fury); 6 Tony Gaunt (Wolfe ZXR). **FL** Paul Rogers (Contour RGB09) 1m18.45s (75.21mph).
STOCK HATCH (10 LAPS) 1 Jeff Humphries (Peugeot 106 Rallye); 2 Robbie Boon (Citroen Saxo VTR) +1.98s; 3 Josh Cook (Saxo VTR); 4 Andrew Foley (Saxo VTR); 5 Maurice Hayden (Saxo VTR); 6 Patrick Fletcher (Saxo VTR). **FL** Humphries 1m12.39s (81.51mph).
HEAT (11 LAPS) 1 Shaun Hagen (Saxo VTR); 2 Nick Thornton-Jones (Saxo VTR) +0.82s; 3 Will Sargent (Peugeot 106 XSI); 4 Liam Sargent (106 XSI). **FL** Thornton-Jones 1m21.92s (72.03mph).
CLASS B (12 LAPS) 1 Lee Scott (Ford Fiesta XR2i); 2 Martin Boon (Rover Metro GTI); 3 Andrew Lightfoot (Ford Fiesta XR2i); 4 Andy Philpotts (Ford Fiesta XR2i); 5 Edward Cooper (Vauxhall Nova GSI); 6 John Hemming (Vauxhall Nova GTE). **FL** M Boon 1m13.16s (80.65mph).

FORMULA 4 (13 LAPS) 1 Jonathan Weston-Taylor (Mygale US2000); 2 Oliver Sirrell (Van Diemen RF97) +2.68s; 3 Bryn Tootell (Van Diemen RF06/09); 4 Andrew Minnett (Van Diemen RF99); 5 Malcolm Scott (Van Diemen RF00); 6 John Whitbourn (Ray GR502). **FL** Tootell 1m04.46s (91.54mph).
BIKE SPORTS (19 LAPS) 1 Richard Stables (Radical PR6 Prospect); 2 James Breakell (Radical PR6 Prospect) +11.61s; 3 Bill Henderson (Radical SR3); 4 Oliver Cox (Radical SR4); 5 Joe Jackson (Global GT); 6 Kevin Goater (Kellforms Retoga). **FL** Stables 58.73s (100.47mph).
RACE TWO (14 LAPS) 1 Stables 2; 2 Henderson +8.97s; 3 Breakell; 4 Cox; 5 Jackson; 6 Goater. **FL** Stables 58.82s (100.31mph).
MR2 (16 LAPS) 1 Steve Lumley; 2 Zac Chapman +1.25s; 3 John Wilson; 4 Alexander Lennox; 5 Guy Hefford; 6 Paul Hinson. **FL** Chapman 1m11.63s (82.37mph).
FORMULA VEE (7 LAPS) 1 Martin Farmer

(GAC); 2 Ben Anderson (GAC 1) +1.81s; 3 Ashley Sutton (Storm 2007); 4 Peter Belsey (Spyder Mk2); 5 Dave Hodkin (AHS Dominator); 6 Stephen Glasswell (Storm). **FL** Anderson 1m05.89s (89.55mph).
SAXMAX (11 LAPS) 1 Anthony Whorton-Eales; 2 Shane Stoney +1.98s; 3 Chris Warburton; 4 Jordan Annells; 5 Scott Moakes; 6 Myles Collins. **FL** Annells 1m22.76s (71.30mph).
750 TROPHY (11 LAPS) 1 Roger Windley (Time 3B); 2 John Webb (Rawson Special) +8.21s; 3 Paul Gorolini (UN); 4 Ron Welsh (Fairthorpe FJ); 5 Michael O'Mahony (Snipe); 6 David Larkins (Gerrell Reliant). **FL** Windley 1m15.35s.
MR2 SUPER GT (12 LAPS) 1 Simon Phillips (MR2 Roadster); 2 John Wilson (MR2 Mk2) +6.93s; 3 Patrick Mortell (MR2); 4 Alexander Lennox (MR2 Mk2); 5 Paul Hinson (MR2 Mk2); 6 Simon Topp (MR2 Mk2). **FL** Phillips 1m09.32s (85.12mph).

LYDDEN RALLYCROSS August 30
Doran bests the rest for win and points lead



Doran (far right) won to take title-race lead

TIM WHITTINGTON

Runaway Fiesta can't stop Doran

ANY FEARS that Pat Doran was still suffering from the back injury that threatened his presence at Lydden were forgotten as he celebrated victory in round six of the British Rallycross Championship.

In fact, the reigning champion's only concern was a car that threatened to kill him during the Superfinal. "Bloody hell, I thought I was going to die," he said. "In the second lap the throttle stuck open going into Chessons; I really thought that was

the end!" He overcame the problem by cutting and then restarting his Fiesta's engine, before hunting down Andy Scott's ailing Peugeot to take both the event win and the championship lead.

Doran had laid the foundations of his success by taking the Supercar pole, with Andy Scott and David Binks completing the front row.

Scott made the best getaway and was shadowed by Doran until late in the race, when a puncture slowed the champion and

allowed Binks and Andy Grant past. Steve Hill, whose qualifying run had been hindered by clutch failure, broken steering and a puncture, brought his Lancer Evo 9 home in fifth.

The SuperModified A final was taken by Julian Godfrey, who initially looked to have erred by taking his Joker Lap straight from the grid. When following Jamie Lea through the detour it appeared that he had too much to do, but a fine drive allowed him to leapfrog the round-five winner and Ash

SUPERFINAL (6.5 LAPS) 1 Pat Doran (Ford Fiesta ST ERC) 4m9.940s; 2 Steve Hill (Mitsubishi Lancer E9) 4m15.629s; 3 Andy Scott (Peugeot 306 4x4 Turbo) 4m20.949s; 4 Julian Godfrey (Ford Fiesta Si600) 4m22.049s; 5 James Bird (Renault Clio Sport V6) 4m24.349s; 6 Gareth Wood (Subaru Impreza) 4m27.716s; 7 Jamie Lea (Toyota MR2 Turbo) 4 laps; 8 Andy Grant (Ford Focus ERC) 4 laps.
POINTS 1 Doran, 151; 2 Grant, 141; 3 Scott, 111; 4 Godfrey, 107; 5 Howlin, 104; 6 Lea, 104
A FINALS (ALL 4.5 LAPS)
SUPERCAR 1 Scott 3m18.759s; 2 David Binks (Ford Fiesta ST ERC) +3.2s; 3 Grant; 4 Doran; 5 Hill; 6 Wood; 7 Jan Langenberg (Skoda Fabia ERC).
SUPERMODIFIED 1 Godfrey 3m32.082s; 2 Bird +1.7s; 3 Lea; 4 Mike Turpin (Vauxhall VX 220); 5 Ash Simpson (Lotus Exige); 6 Mike Howlin (Ford Fiesta RWD); 7 Gary Dixon (Vauxhall Astra); 8 Nick Priddy (Vauxhall Tigra).
SUZUKI SWIFT 1 Ryan Lawford, 3m45.204s; 2 Liam Doran +3.0s; 3 Graham Rodemark; 4 Chris Scott; 5 Richard Elliott; 6 Joel Doran; 7 Jonny Bean; 8 Dave Bellerby; 9 Tony Lynch.

RX150 1 Joe Shrimpton 3m33.200s; 2 Tommy Keet +1.2s; 3 Geoffrey Dolan; 4 Lawrence Davey; 5 Steve Harris; 6 Leo Forster; 7 Don McLeod; 8 Chris Langley; 9 Brett Harris.
JUNIOR 1 Oli Mellors 4m20.650s; 2 Paige Bellerby + 0.4s; 3 Shauna Baxter; 4 Todd Crooks.
MINICROSS 1 Ben Clark 3m58.114s; 2 George Edwardes +1.2s; 3 Kris Hudson; 4 Keifer Hudson; 5 Richard Wakeling; 6 Samantha O'Flanagan; 7 Kelly Bird; 8 Simon Arnold; 9 Tom Edwardes.
STOCK HATCH 1 Darren Wilcox (Citroen Saxo) 3m54.387s; 2 Russ Simpson (Citroen C2) +1.3s; 3 Ben Cree (Peugeot 205); 4 Dave Martin (Peugeot 205); 5 David Pearson (Peugeot 205); 6 John Rook (Citroen Saxo); 7 Nick Potter (Peugeot 106); 8 Leigh Hickey (Peugeot 205); 9 Joe Cunningham (Peugeot 106); 10 Harry Bushell (Peugeot 205).
SUPERMODIFIED 1 Jonny Bean (BMW 325) 3m40.881s; 2 Stuart Emery (Peugeot 306) +3.1s; 3 Vince Bristow (BMW 328); 4 Mark Watson (Ford Focus); 5 Neil Wade (BMW Mini); 6 Shelley Wakeling (Honda Civic Type R); 7 Brian Jukes (SEAT Ibiza); 8 Nick McAdden (Vauxhall Corsa).

gear. Scott thus opened out a sizeable lead but picked up a puncture after hitting a kerb at the chicane on the fourth lap.

Having moved into second, Doran caught and squeezed past the leader with one lap to run. Scott limped on, losing second place to Hill on the final tour but managing to bring his Peugeot home in third place. "I had the pace to win today," said the disappointed Scot. "Still, I suppose it was good for the crowd."

■ By Tim Whittington

GURSTON DOWN HILLCLIMB August 29
Championship rivals take a win apiece

Moran and Groves maintain status quo

THE TWO drivers at the head of the championship standings each took a win and a second at Gurston Down to maintain the four-point difference between them in the table.

Scott Moran took first blood in the first run-off, but positions were reversed at the end of the second event, with Martin Groves the victor.

Groves was marginally the happier and said: "I

don't mind Scott giving the Fastest Time of the Day Speech when I am still four points ahead of him."

Car-sharing duo Chris Merrick and Tom New took a third and a fourth place apiece. His successful weekend puts New back ahead of Paul Ranson in the standings, despite Groves's colleague scoring two fifths. Scott Moran's father

Roger looks safe in his championship third place ahead of Trevor Willis, who has not been as competitive since his Craigtanlet accident.

The remaining drivers in the current top-10 standings maintained their positions, despite Wallace Menzies scoring two zeroes. The Scot went off course in the first run-off,

though he managed to get to the top in one piece. Later, a missed gear caused an over-rev, causing worries before next weekend's event at Prescott.

Will Hall could not get into either run-off but his class win was enough to ensure that he is this year's Hillclimb Leaders champion.
■ By Eddie Walder



Moran still trails Groves by four points

EDDIE WALDER

ROUND 25 1 Scott Moran (3.5 Gould-NME GR61X) 25.97s BTD; 2 Martin Groves (3.5 Gould-NME GR55) 26.19s; 3 Tom New (4.0 Gould-Judd GR55) 26.24s; 4 Chris Merrick (4.0 Gould-Judd GR55) 26.40s; 5 Paul Ranson (3.5 Gould-NME GR55) 26.63s; 6 Ash Mason (4.0 Pilbeam-Judd KV MP97) 26.86s; 7 Roger Moran (3.5 Gould-NME GR61X) 27.07s; 8 Trevor Willis (2.8 OMS-Powertec) 27.14s; 9 Deryk Young (4.0 Gould-Judd GR5) & Oliver Tomlin (4.0 Pilbeam-Judd EV MP97) 27.45s; 11 Andrew Forsyth (3.5 Pilbeam-Cosworth MP58) 28.02s; 12 Wallace Menzies (2.65

DJ-Cosworth XD Firestorm) 28.29s.
ROUND 26 1 Groves 26.14s; 2 S Moran 26.30s; 3 Merrick 26.42s; 4 New 26.50s; 5 Ranson 26.61s; 6 R Moran 26.71s; 7 Willis 26.97s; 8 Young 27.10s; 9 Mason 27.26s; 10 Forsyth 27.54s; 11 Tomlin 27.91s; Menzies Did Not Finish.
Class winners Miles Horn (2.0 Peugeot 306) 41.00s; David Warburton (1.8 Caterham-Rover) 33.17s **record**; James White (1.4 Austin Mini) 37.01s; Simon Purcell (1.4s Lotus Exige) 35.50s; Geoff Twemlow (2.1t Subaru Impreza RA) 34.01s; Mike Hall (5.0 Morgan Plus 8) 35.31s;

Andy Dunbar (2.0 Westfield SEB) 32.41s; Fyrth Crosse (1.6 Ensign LNF3) 34.08s; Gary Stephens (1.7 Mallock Mk 21/24b) 33.03s; Keith Diggle (2.0 WEV HCS) 31.40s; Rodney Thorne (5.0 Pilbeam-Rover MP43) 29.89s; Robert Way (0.6 Jedi Mk2) 33.77s; Adam Steel (1.0 Martlet-Suzuki ASI) 29.37s; Will Hall (1.6 Force-Suzuki PC) 28.78s; Tony Wilshire (2.0 Ralt-Peugeot RT34) 28.59s; Groves 26.34s.
POINTS 1 Groves, 214; 2 S Moran, 210; 3 R Moran, 171; 4 Willis, 163; 5 Merrick, 126; 6 New, 108; 7 Ranson, 106; 8 Menzies, 60; 9 Young, 53; 10 Hall, 41.

KIRKISTOWN 500MRCI August 28
Smyth takes Martin Donnelly Trophy



Smyth dominated on way to Martin Donnelly victory

ROY DEMPSTER

Supreme Smyth secures trophy

NEVILLE SMYTH took a convincing victory in the headline Martin Donnelly Trophy for FF1600 at Kirkistown last Saturday. The Dubliner and his pale blue Ray GR05 were the class of the field, winning their heat, starting the final from pole and then simply driving away from the rest of the field to win by almost 20 seconds.

A boring race then? Not exactly. When there are half a dozen others involved in the tooth-and-nail scrap for second, things are never dull. When that dogfight involves two previous winners and the current FF1600 champion among others, it's an even better spectacle. Even a spectating Eddie Irvine was

seen to raise a quizzical eyebrow from time to time.

Earlier in the day the first heat had fallen to Adrian Pollock's Van Diemen RF92 after a good fight with a returning Scott McGarrity, driving a similar RF92 formerly used to good effect by Matthew Gilmore. Indeed, McGarrity's car probably crossed the line first but his transponder, mounted somewhere aft, did not, consigning the teenager to a second-row start in the final. Last year's winner Noel Robinson, also RF92-mounted, completed the top three.

Heat two seemed to consist largely of Rays, with Smyth strolling to victory ahead of reigning FF1600 champion John

Ferguson (GR08) and Stephen Daly (GR05).

And then there was the final. Smyth was on it as soon as the lights went out and, with a clear road ahead, relentlessly drove clear. Behind him, Pollock, Ferguson, McGarrity, 2006 winner Ivor McCullough (Van Diemen RF00), Daly and Robinson all became deeply involved with each other.

The scrap lasted all the way to the flag, although the number of participants dropped as the race went on. First to go was Daly, who disappeared backwards

onto the grass at Debtors Dip. Robinson was next to fall, with an electrical gremlin, to be followed within a lap by McGarrity with a holed radiator.

The rest fought on, and at the finish it was McCullough who took second by half a nose from Ferguson and Pollock. Just 0.2sec covered the trio.

By contrast, the Formula Vee encounters seemed almost peaceful. The B race fell to Adam Macauley from an on-form Mick Sammon, while wily old fox Ray Moore took the honours in the A race for

Leastone, lowering the class record along the way. Dan Polley nevertheless kept him honest.

Two Libre races provided more single-seater action. In the first, Dan Daly's Formula Holden Reynard soon got ahead of Eamon Matheson's fast-starting E5 Turbo and then disappeared up the road to victory. In the second the pair collided at the Hairpin on the opening lap and, while both continued, it wasn't for long. Stephen Daly, therefore, took victory in his Formula Renault Tatuus from the Formula Master car of Philip Shields.

Among the Roadsports brigade Stephen Donnelly's Locost Honda reigns supreme, and the Lurgan man took two more victories, lowering his own class record each time. The main action in both races centred on the antics of the one-litre brigade in Class B. Mark Crawford took both class victories in his Stryker. Richard Morgan's Westfield was right on his case in race one, but Crawford had it easier in the second, reversed-grid, encounter. An air display by some midfielders at Colonial may have helped.

In contrast, the Saloon/GT encounter was pretty tame. Robin Titterton dominated proceedings in his Porsche from Bill Smallridge in his historic Sunbeam Tiger. Top 'saloonatics' were Stephen and Tony Traub, who played family tag all the way in their Hondas.

■ By Richard Young

Daly took rare win for a Formula Renault in Libre



ROY DEMPSTER

MARTIN DONNELLY TROPHY (21 LAPS)

1 Neville Smyth (Ray GR07); 2 Ivor McCullough (Van Diemen RF00) +19.340s; 3 John Ferguson (Ray GR07); 4 Adrian Pollock (Van Diemen RF92); 5 Rory Farrell (Reynard 89FF); 6 Andrew Noble (Reynard 89FF).
Fastest lap Smyth 1m01.774s (88.11mph).

HEAT ONE (10 LAPS) 1 Pollock; 2 Scott McGarrity (Van Diemen RF92) +0.013s; 3 Noel Robinson (Van Diemen RF92); 4 McCullough; 5 Noble; 6 Ryan Templeton (Crossle 32F).
FL McGarrity 1m05.201s (83.48mph).

HEAT TWO (11 LAPS) 1 Smyth; 2 Ferguson +10.887s; 3 Stephen Daly (Ray GR05); 4 Johnny Dugan (Ray GR08); 5 Farrell; 6 Andrew Ritchie (Mondiale M88S).
FL Smyth 1m02.337s (87.32mph).

FORMULA VEE B (12 LAPS) 1 Adam Macauley (Sheane FV01); 2 Mick Sammon (Sheane FV01) +1.031s; 3 William Callaghan (Sheane FV93); 4 Brian Kelly (Sheane FV97); 5 Damien Murphy (Sheane FV01); 6 Gerard

Callaghan (Sheane FV93). FL Sammon 1m08.132s (79.89mph).

FORMULA VEE A (14 LAPS) 1 Ray Moore (Leastone JH004); 2 Daniel Polley (Sheane FV091) +4.052s; 3 Robbie Allen (Sheane FV03); 4 Robert Casey (Sheane FV98); 5 Paul Heavey (Leastone JH004); 6 Joe Smith (Sheane FV96). FL Moore 1m06.212s (82.21mph) record.

FORMULA LIBRE (17 LAPS) 1 Dan Daly (3.8 Reynard-Holden 92D); 2 Eamon Matheson (1.3t E5) +10.725s; 3 Philip Shields (2.0 Tatuus-Honda); 4 Stephen Daly (2.0 Tatuus-Renault); 5 Jack Frost (1.3 Dallara-Suzuki); 6 Peter Dwyer (2.0 Dallara-Renault 399). Class winner Shields. FL D Daly 56.111s (97.01mph).
RACE TWO (16 LAPS) 1 S Daly; 2 Shields +10.563s; 3 Jim Larkham (1.5 Radical PRO6); 4 Pat Casey (2.0 Nemesis-GM); 5 John Daly (3.8 Reynard-Holden 92D); 6 Gary Graham (2.0 Van Diemen F1rt). CW J Daly. FL Shields 57.247s (95.08mph).

ROADSPORTS (12 LAPS) 1 Stephen Donnelly

(2.0 Locost-Honda); 2 John Benson (2.0 Sylva Fury) +18.461s; 3 Ian Trevor (2.0 Westfield-GM); 4 Mark Crawford (1.0 Stryker-Honda); 5 Richard Morgan (1.0 Westfield-Honda); 6 Ryan Magennis (1.0 Locost-Honda). CW Crawford. FL Donnelly 59.500s (91.50mph).

RACE TWO (11 LAPS) 1 Donnelly; 2 Mark Campbell (1.3 Radical Clubsport) +30.322s; 3 Benson; 4 Crawford; 5 Jimmy Dougan (1.0 Locost-Honda); 6 Laurence Mawhinney (1.0 Westfield-Honda). CW Campbell; Crawford. FL Donnelly 59.378s (91.67mph) record.

SALOON/GT CARS (15 LAPS) 1 Robin Titterton (3.6 Porsche GT3); 2 William Smallridge (4.7 Sunbeam Tiger); 3 Stephen Traub (2.0 Honda Integra); 4 Tony Traub (2.0 Honda Integra); 5 Jim Wilson (2.0 Ford Sierra Cosworth); 6 Donal O'Neill (1.8t SEAT Cupra). CW S Traub. FL Titterton 1m04.190s (84.80mph).

CASTLE COMBE CCRC August 30
Wins for Norton, Shanley and Bird

Norton's victory as title falls to Allen

MARCUS ALLEN was the first driver to be confirmed as a Castle Combe champion in 2010, with a fourth-place finish in the penultimate FF1600 round on Bank Holiday Monday. Ben Norton took the win in his Wiltshire College-run Spectrum, leading from lights to flag, but he couldn't stop the Swift SC92F driver securing the crown.

After tangling with one another in the last two rounds, Norton and Felix Fisher (Van Diemen) sprinted clear of the rest, as Felix's older brother Josh spun off at Quarry.

A safety car was called after Josh Barnett's Van Diemen careered into Luke Cooper's Swift at Quarry, allowing the field to bunch up, but that was negated when Felix Fisher pulled into the pitlane with a broken gear linkage.

David Vivian's Swift inherited second, tussling

with the similar car of Allen, before Allen yielded to a feisty Vivian (who completed a Wiltshire College one-two) and Adam Higgins's Van Diemen on the final lap to ensure he would get the finish he needed to wrap up the title.

Andrew Shanley's Radical Prosport returned to form after engine problems at the last event to take a resounding Combe Sports and GT win. Fellow front-row man Simon Tilling's SR3 made a poor start, then had engine problems. He finally suffered a dramatic spin to brush the barriers at Camp Corner, completing a race to forget. Darcy Smith took his PR6 to second, while Josh Fisher elevated his Mantis from sixth to third. Keith Dunn's class win put the Caterham driver into the points lead.

Like the GTs, the local Saloon championship is also up for grabs, with Nick Charles and Russell



Norton (1) took win, while Allen (49) secured title

Poynter-Brown – class winners both at the weekend – the most likely contenders at the finale in October.

Jason Cooper had pole in his Class C Fiesta, but found that he had only third gear and retired after one lap. That left Kevin

Bird's SEAT to circulate just ahead of the Charles Peugeot and David Kift's similar machine, with Tony Dolley (206) just fending off a resurgent Tony Hutchings (Audi TT) for fourth. Corsa men Poynter-Brown and Russell Akers tussled, with the former champ coming out ahead.

The Nissan Skyline of Mark Biggers won on its AAA Saloons debut, having charged from ninth to second by the first corner. Gary Prebble (Mitsubishi Evo) led convincingly before his engine started spewing oil, ruling him out of the rest of the day. Biggers was the only top-class finisher, while Vaughan Fletcher's Subaru was the best of the rest.

Biggers completed a double later on, beating

Fletcher again, with Ian Froggatt's Subaru third despite having been passed by a couple of quick-but-fragile monsters.

Marcus Carniel (911) shrugged off his Porsche Club challengers to maintain his good recent form. Scott Kavanagh (911) – up from sixth – piled the pressure on Mark Sumpter's Carrera, but Mark McAleer's 968 took both of them at Quarry. Sumpter was then assaulted by Peter Morris's 968 and retired soon after, while Kavanagh overcame McAleer for second before the end.

Carniel led a train of six cars home in race two, as the rear-engined machines remained to the fore, despite lap record pace from Morris's front-engined mount. Richard Lambert, who crashed out of the first race, used some of the grass at Old Paddock to wrest second place from Sumpter on the final lap.

Ben Cartwright's standard 328 held off Gary Culver's more-modified car for seven laps of the Ferrari Formula Classic contest, but Culver wriggled ahead at the Esses and escaped in the traffic.

By Ian Sowman



Biggers brought his Skyline to AAA Saloons and won twice

CASTLE COMBE FF1600 (12 LAPS)

1 Ben Norton (Spectrum 011); 2 David Vivian (Swift SC92F) +4.929s; 3 Adam Higgins (Van Diemen RF90); 4 Marcus Allen (Swift SC92F); 5 Nathan Ward (Swift SC95K); 6 Steven Jensen (Spectrum 011). **Class winners** Vivian; Martin Pickles (Van Diemen RF87). **Fastest lap** Norton 1m1.063s (93.72mph).

COMBE SPORTS AND GT (15 LAPS)

1 Andrew Shanley (Radical Prosport); 2 Darcy Smith (Radical PR6) +10.107s; 3 Josh Fisher (Mantis); 4 Guy Parr (Nemesis); 5 Mark Abbott (Radical PR6); 6 Mike Roberts (Radical SR3). **CW** Smith; Keith Dunn (Caterham C400); Chris Child (Westfield SE). **FL** Shanley 1m05.753s (101.28mph).

COMBE SALOONS (12 LAPS) 1 Kevin Bird

(SEAT Leon); 2 Nick Charles (Peugeot 106) +21.33s; 3 David Kift (Peugeot 106); 4 Tony Dolley (Peugeot 206); 5 Tony Hutchings (Audi TT); 6 Mark Wyatt (Vauxhall Astra). **CW** Charles; Russell Poynter-Brown (Vauxhall Corsa). **FL** Bird 1m16.188s (87.41mph).

AJEC AWD ACADEMY SALOONS/COMBE INVITATION OPEN SALOONS (13 LAPS)

1 Mark Biggers (Nissan Skyline); 2 Vaughan Fletcher (Subaru Impreza) +4.337s; 3 Steven Liguorish (Mitsubishi Evo); 4 Guy Higgs (BMW M3); 5 Ian Froggatt (Subaru Impreza); 6 Angus Gorringe (Audi S2). **CW** Fletcher; Higgs. **FL** Gary Prebble (Mitsubishi Evo) 1m11.394s (93.28mph). **RACE TWO (13 LAPS)** 1 Biggers; 2 Fletcher +2.889s; 3 Froggatt; 4 Paul Doyle (Subaru Impreza); 5 Andy Thompson

(SEAT Leon); 6 Chris Hayes (SEAT Leon). **CW** Fletcher; Thompson. **FL** Richard Jones (Mitsubishi Evo) 1m12.299s (92.20mph).

PORSCHE CLUB (16 LAPS) 1 Marcus Carniel (911); 2 Scott Kavanagh (911) +2.455s; 3 Mark McAleer (968); 4 Kevin Harrison (911); 5 Miles Masarati (968); 6 Peter Morris (968). **CW** Chris Dyer (944). **FL** Morris 1m16.998s (86.49mph).

RACE TWO (16 LAPS) 1 Carniel; 2 Richard Lambert (964) +0.689s; 3 Mark Sumpter (911); 4 Harrison; 5 Morris; 6 McAleer. **CW** Richard Bennett (944). **FL** Morris 1m16.671s (86.86mph).

FERRARI FORMULA CLASSIC (12 LAPS)

1 Gary Culver (328); 2 Ben Cartwright (328) +3.426s; 3 Nigel Jenkins (328); 4 Chris Butler (328); 5 David Tomlin (328); 6 David Goodwin-Hughes (Mondial). **CW** Cartwright;

William Jenkins (308); Nicholas Whittaker (398). **FL** Culver 1m18.953s (84.35mph).

AMOCINTERMARQUE (12 LAPS)

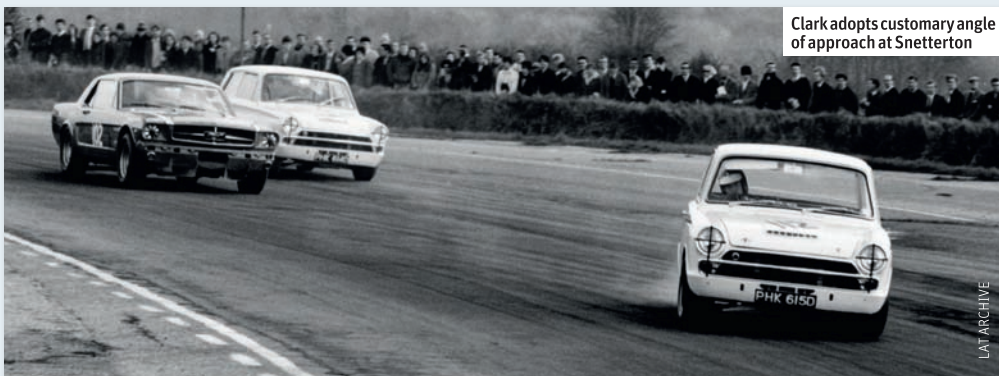
1 John Wilson (MGB); 2 Jerry Bailey (Aston Martin V8) +19.723s; 3 Robin North (Ford Mustang); 4 Graham Reeder (Ferrari F355); 5 Tim Mogridge (Ferrari F355); 6 Adrian Clark (Porsche 968). **FL** Wilson 1m16.502s (87.05mph).

TRIMARQUE CHALLENGE (12 LAPS)

1 Nima Khandan-Nia (Ferrari F430); 2 Gary Eastwood (Ferrari F430) +0.606s; 3 Mike Johnson (Porsche 911); 4 Stephen Ritchie (Porsche GT3); 5 Mark McAllister (Ferrari F430); 6 Mick Dwane (Ferrari 360). **FL** Eastwood 1m08.885s (96.68mph).

YOUR SAY

What you think of the motorsport news of the past week



Clark adopts customary angle of approach at Snetterton

A very close encounter with Clark

The highlight of last week's mag was Huffy's Lotus Cortina track test, which took me back to when I was 13, helping my dad marshal at Snetterton. A backmarker in a touring car race cannoned into the bank at the hairpin and bounced back on the track. We rushed out to help, but we couldn't shift it. Before we knew it the leaders were upon us, so we took refuge by ducking behind the crashed car.

There was a gap between the car and the bank roughly the width of a Lotus Cortina... Jim Clark was already on opposite lock as he swept into the hairpin. He just kept on drifting until he bombed through that gap, flat out with inches to spare, while we huddled and shook. A magic moment. We laughed like lunatics afterwards.

Chris Hockley, Walton on Thames, Surrey

EDITORIAL CONTACT mail@autosport.com

Sebastian Vettel's relationship with F1 fans, his competitors, the media and his team is depleting by the race.

You have to question what psychological support he is receiving – why is he making so many basic race-craft errors this year?

Someone needs to help Sebastian take a step back and evaluate; it would be a shame to lose the jovial, admired and quick Vettel we once had, forever.

Rob Cullum
Stockholm, Sweden

Many congratulations on reaching your 60th anniversary. I have every copy of AUTOSPORT, having started my weekly purchases in June 1958.

I have since completed my collection by buying bound volumes of the earlier editions.

I wonder what collectors might have on their bookshelves or laptops when you celebrate your centenary? Long may you continue to be the best source of all things motorsport.

Alan Bray
By email

I was angered to see the BTCC slump to a new low at Silverstone.

No longer is there close, fair, edge-of-the-seat racing; instead the series contains too many reckless, impetuous kids who disregard safety and rules to get their way.

Contact and pushing the limits on rules is part and parcel of racing, but the antics at Silverstone was an embarrassment.

Do we really want our stars of the future adopting this 'if you can't pass, punt' attitude?

Ed Weeks
Bognor Regis, West Sussex

Just got back from the Belgian Grand Prix. Sore bottom after sliding down the wet banks, indigestion from eating too many fries with mayonnaise, sore legs after endless trampling to, from and around the circuit, empty bank account after paying the high fees, ears still ringing, soaked through from a thoroughly wet weekend and knackered!

Why do we F1 fans suffer so much? Because we love it, and I would do it all again tomorrow if I had the chance!

Brendan Budgen
Woodley, Berks

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. WHITMARSH SLAMS VETTEL OVER COLLISION
2. KOREAN GP RELEASES VENUE PHOTOS
3. RED BULL PASSES NEW FLEXI-WING TEST
4. HORNER: VETTEL WILL BOUNCE BACK STRONG
5. HAMILTON WINS CHAOTIC BELGIAN GP

AUTOSPORT.COM PLUS

TOP STORY ONLINE

TOP 10 RUBENS BARRICHELLO DRIVES

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL PROFESSIONAL CONNECTED

This week's star letter will receive a Road Angel Professional Connected – the world's only safety camera alert device to use GPRS/GSM update technology while you drive.

For more details on Road Angel please visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

● The wrong choice of answers was printed in our competition to win a race day at Williams's HQ (Aug 26, p98). You can still enter by sending the correct answer to 'Where did AT&T Williams driver Nico Rosberg finish in the 2009 Singapore GP?' to autosport.competitions@haymarket.com. It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

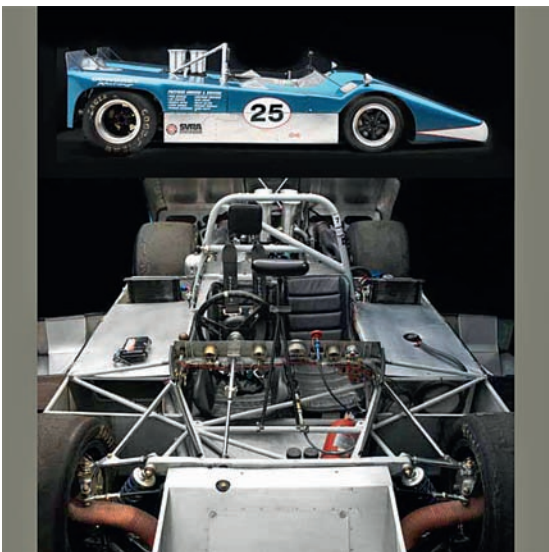
THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

CAN-AM CARS IN DETAIL

\$99.95 (978 1 935007 11 1)
P Lyons/P Harholdt (bullpublishing.com)

Book-shaped parcels that arrive in the AUTOSPORT office from Bull – purveyors of the finest-quality productions – cause a stir, but its latest work, this exquisite photographic celebration of 22 Can-Am monsters, moves the stirring on a level. Featuring Ferraris, Lolas, McLarens and Shadows, as well as obscure Caldwells, Genies, Honkers and McKees (below), the book combines beautiful studio images and impassioned prose from series doyen Pete Lyons.



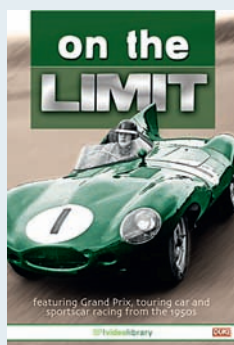
JOCHEN RINDT BIOG
£40 (978 1 844 254 729)
D Tremayne (haynes.co.uk)

Forty years ago this Sunday, Jochen Rindt perished in a qualifying accident at Monza. David Tremayne's sensitive portrayal of the mercurial Austrian ace – one of F1's best ever and its only posthumous world champion – is assuredly among the best driver biogs ever written. To that end, we implore you to read it...



DTM iPHONE APP
£1.59
Apple App store

Just like all user-friendly 'Apps', the new official DTM offering adds a new dimension to keeping up with the fastest touring cars in the world. Video footage, picture galleries, live timing from practice, qualifying and all the races make following the Audi/Mercedes battles easier and more enjoyable.



ON THE LIMIT DVD
£16.99 (41 minutes)
dukevideo.com

This short but spectacular three-film combo features an eclectic mix of 1950s action: the British Saloon Car Championship race at the Silverstone British GP meeting in '58, the final RAC Tourist Trophy at Dundrod in '55 and the Goodwood Trophy meeting at the Sussex venue in '50. Superb, rare footage.

HOT ON THE WEB THIS WEEK

YOUTUBE: ZANARDI v HERTA, LAGUNA SECA CART 1996



SEARCH FOR: 1996 Laguna Seca Zanardi & Herta (1:32)
It's the final lap of the 1996 Champ Car series at Laguna, and Bryan Herta is set to score his maiden win. But he hadn't reckoned on Alex Zanardi's do-or-die lunge. Now read Bryan's recollections on page 94.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

BRANDS HATCH

DTM

September 3-5
Admission £10 Fri,
£15 Sat, £30 Sun,
£35 weekend ticket
Tel: 01474 872331

The DTM returns to the Kent amphitheatre for its annual Indy circuit thrash. The UK boasts more drivers in the DTM than any other nation in Gary Paffett, Paul di Resta, Oliver Jarvis, Jamie Green, Susie Stoddart, Katherine Legge and ex-F1 ace David Coulthard – competing in his first race at Brands since winning a British F3 round there in 1991. Supports include the F3 Euro Series, British Formula Ford, German Porsche Carrera Cup, Lotus Elise Trophy and the VW Scirocco Cup – featuring Martin Brundle, Johnny Herbert and Derek Bell.



Audi comes to Brands in need of race wins

KNOCKHILL

TOCA

September 4-5
Admission £15 Sat, £28 Sun, £32 weekend ticket
Tel: 01383 723337

It's the latest episode of the BTCC soap story, with the big talking point – the LPG-powered Ford Focuses – tipped to struggle on the twists and turns of the Scottish venue. But will that stop Jason Plato moaning?

DONINGTON PARK

Masters

September 3-5
www.themastersseries.com

Donington Park is back! With echoes of the late Tom Wheatcroft's revival of the circuit in 1977, car racing returns to the Midlands venue after its abortive attempt to host the British GP led to disaster. A three-day historic festival will entertain with a 14-race programme, plus demo

runs. Those who competed in the original '77 revival have been invited to attend as special guests.

CADWELL PARK

MGCC

September 4-5
Admission £12 Sat,
£12 Sun, £16 weekend ticket
Tel: 01507 343248

OULTON PARK

BRSCC

September 4
Admission £12
Tel: 01829 760301

SILVERSTONE

CSCC

September 4
Admission £11
Tel: 0844 3728 200

PRESCOTT

Hillclimb

September 4-5
Admission £12.50
www.prescott-hillclimb.com

IndyCar's title endgame continues at Kentucky



INDYCAR SERIES

Rd 15/17
Kentucky Speedway, USA
September 4
www.indycar.com

SUPERLEAGUE FORMULA

Rd 8/12
Adria, Italy
September 5
superleagueformula.com

WORLD TOURING CAR CHAMPIONSHIP

Rd 8/11
Oschersleben, Germany
September 5
www.fiawtcc.com

FORMULA 2

Rd 8/9
Oschersleben, Germany
September 4-5
www.formulatwo.com

FORMULA RENAULT 3.5

Rd 7/9
Hockenheim, Germany
September 4-5
www.renault-sport.com

FORMULA RENAULT EURO CUP

Rd 6/8
Hockenheim, Germany
September 4-5
www.renault-sport.com

INDY LIGHTS

Rd 12/13
Kentucky Speedway, USA
September 4
www.indycar.com/fil

JAPANESE F3

Rd 6/8
Okayama International, Japan
September 4-5
www.j-formula3.com

SCANDINAVIAN TOURING CARS

Rd 3/4
Jyllandsringen, Denmark
September 5
www.stcc.se

NASCAR SPRINT CUP

Rd 25/36
Atlanta, Georgia, USA
September 5
www.nascar.com

BRAZILIAN V8 STOCK CARS

Rd 7/12
Interlagos, Brazil
September 5
stockcar.globo.com

Television

THURSDAY SEPTEMBER 2

1000-1100, 1200-1300 [Sky Sports 2 & 1500-1600 Sky Sports 4](#)
F3 Euro Series: Zandvoort

SATURDAY SEPTEMBER 4

0430-0455 [Five](#)
Motorsport Mundial
0700-0725 [Channel 4](#)
The Grid
0725-0755 [Channel 4](#)
British F3: Snetterton
0800-0830, 1130-1200 [Eurosport 2](#)
Legends: Pembrey
1030-1130 [Eurosport 2 LIVE](#)
F2: Oschersleben race 1
1900-2015 [ESPN](#)
DTM: Brands Hatch qualifying
2315-0015 [Eurosport 2](#)
F2: Oschersleben race 1

SUNDAY SEPTEMBER 5

0130-0400 [Sky Sports 3 LIVE](#)
Indycar: Kentucky
The Meijer Indy 300 from Kentucky.
Can Dario Franchitti continue to erode Will Power's points lead?
0730-0800 [Eurosport](#)
Formula Renault 3.5: Hockenheim
0800-0830 [Eurosport](#)
WTCC: Oschersleben
0800-1000 [Sky Sports 2 & 1900-2100 Sky Sports 4](#)
Indycar: Kentucky
1000-1100 [Sky Sports 2 & 1800-1900 Sky Sports 4](#)
DTM: Zandvoort
1025-1130 [ITV4](#)

Motorsport UK
1045-1155 [ESPN LIVE](#)
Superleague Formula: Adria race 1
1130-1800 [ITV4 LIVE](#)
BTCC: Knockhill
1145-1245 [Eurosport LIVE](#)
WTCC: Oschersleben race 1
1245-1345 [Eurosport LIVE](#)
F2: Oschersleben race 2
1245-1445 [ESPN LIVE](#)
DTM: Brands Hatch
1345-1445 [Eurosport LIVE](#)
WTCC: Oschersleben race 2
1445-1515 [Eurosport](#)
Formula Renault 3.5: Hockenheim
1600-1700 [Dave](#)
WRC: World Rally 2010
1745-1930 [ESPN](#)
Superleague Formula: Adria race two/final
1800-2010 [Motors TV](#)
ALMS: Mosport
2010-2115 [Motors TV](#)
British F3: Snetterton
0000-0430 [Open Access 3 LIVE](#)
NASCAR Sprint Cup: Atlanta
Ridiculously late start time for a Sunday race!

MONDAY SEPTEMBER 6

0130-0330, 1700-1900 [Sky Sports 4](#)
Indycar: Kentucky
1115-1315 [ESPN](#)
DTM: Brands Hatch
1415-1515 [ESPN](#)
Superleague Formula: Adria
1900-2000 [Sky Sports 4](#)
NASCAR: Atlanta
Highlights of the Emory Healthcare 500 from the Atlanta Motor Speedway.

Online

AUTOSPORT.COM

Coming up on the web this week

BELGIAN GP ANALYSIS

Keep an eye on AUTOSPORT.com this week for all the fallout from the Belgian GP. There's also our special celebration of Jochen Rindt's career (right), 40 years after his death. This weekend there's MotoGP at Misano, IndyCar in Kentucky, DTM and Euro F3 at Brands Hatch, WTCC and F2 at Oschersleben, BTCC at Knockhill, F1 Renault 3.5 at Hockenheim and NASCAR at Atlanta.



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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



With this lot gone, EJ is one of the few over-sixties on the BBC

SAD NEWS this week from the British Broadcasting Corporation: the days of pensioners behaving like unruly children in the rolling Yorkshire dales are over. After 31 series, and only five fewer episodes than Rubens Barrichello has made grand prix starts, Sunday's *Last of the Summer Wine* was the last. Ever. We hope.

I can only recall watching it in its early days when Foggy (the tall one), Clegg (the sensible one) and Compo (the strangely-attired, nonsense-spouting ragamuffin one) tumbled down numerous hillsides in various bathtubs. Like all childhood memories,

it requires a modern-day trigger to spring to mind – and seeing Jake Humphrey (the tall one), David Coulthard (the sensible one) and Eddie Jordan (the strangely-attired, nonsense-spouting ragamuffin one) will forever remind me of the whimsical OAP sitcom.

Speaking of which: hurrah! F1's summer break is over and, after getting a ride around Brands Hatch in Clegg's DTM car, Foggy squeezes into Martin Brundle's Jaguar E-type and they road-trip to Spa. Foggy suggests he has a go at driving it, but Brundle is having none of it, and reminds him of his ineptitude in a Lotus Elise

at Silverstone (the racing equivalent of rolling down a hill in a bathtub?).

On the Eurotunnel, Brundle enlists Foggy to help wash his car. "If you're not washing it, you're not driving it," he declares. Hopefully not at the same time!

Back on the road, Brundle's relish for Andrea Bocelli & Sarah Brightman's operatic noise-fest *Time To Say Goodbye* gets cranked up to 11 on the Jag's stereo, but, sadly, it cuts away before we get the lyrics.

"More F1 and fewer hapless pensioners is fine, unless it's Barrichello at Spa, which was essentially the same thing"

I was hoping for a full-on in-car rendition, like Alan Partridge singing *Gaudete* by Steeleye Span towards bawdy receptionist Jill on their Valentine's Day date to an owl sanctuary.

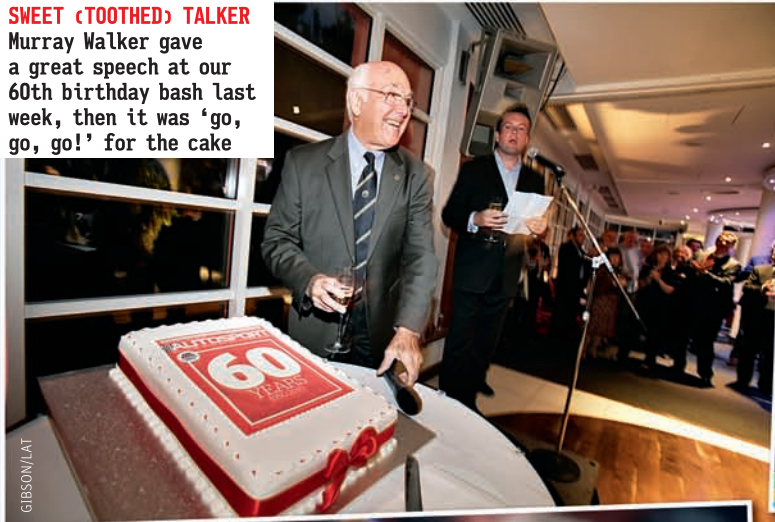
The Beeb has come far since John Bolster's criticism of its 1970 output (see last week's *Revved Up*). More F1 and fewer hapless pensioners is fine by me – unless you're talking about Barrichello's first lap at Spa, which was essentially the same thing. *Revved Up*

THE WEEK IN PICTURES

The lensmen pounding the beat, from Kensington to Spa

SWEET (TOOTHED) TALKER

Murray Walker gave a great speech at our 60th birthday bash last week, then it was 'go, go, go!' for the cake

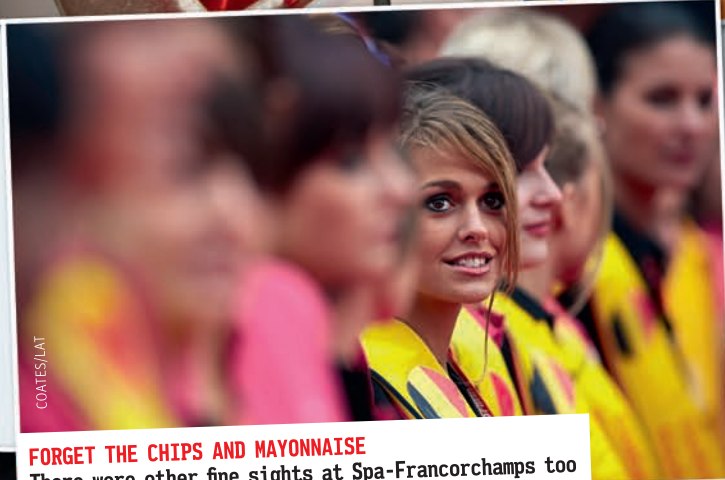


NOT SURE HE'LL ENJOY THIS WEEK'S CARTOON QUITE AS MUCH, JIM
Our very own Jim Bamber drew a fantastic cartoon to celebrate Rubens Barrichello's 300th GP start at Spa. And Rubens loved it



TOP AUSSIE NOTCHES HIS CENTURY IN STYLE

Highcroft Racing honoured David Brabham before his 100th start in the American Le Mans Series at Mosport in Canada at the weekend



FORGET THE CHIPS AND MAYONNAISE

There were other fine sights at Spa-Francorchamps too



MAYBE I SHOULD HAVE PITTED FOR WETS...

...But, amazingly, it was Robert Wickens' decision to stay on slicks that won him the GP3 race at Spa on Saturday - despite the fact he hit the pitwall moments after this was taken!

FROM THE ARCHIVE

Rubens Barrichello makes his grand prix debut, South Africa, 1993



Barrichello (far left) battles with Hill

“It was a great feeling to be there. I ran as high as seventh and then my gearbox let me down”
Rubens Barrichello

WHETHER RUBENS Barrichello was right to celebrate his 300th grand prix at Spa last weekend, as opposed to his 297th or 301st, is a matter of dispute. But there can be no argument about when the Brazilian made his debut.

Signed by Eddie Jordan after finishing third in his maiden Formula 3000 season, the 20-year-old made his bow in the 1993 season-opening South African Grand Prix and impressed immediately by outqualifying experienced team-mate Ivan Capelli by 0.4sec.

“It was not the best example of a Jordan F1 car,” admits Jordan’s founding technical director Gary Anderson. “To save money, we kept the chassis from the 1992 Yamaha car and fitted Brian Hart’s very neat, but underdeveloped, V10 into it. We had a fairly short wheelbase so over one lap on new tyres it wasn’t too bad, but over long runs it ate the rears.”

Barrichello held his own at the start at Kyalami, avoiding a collision with Damon Hill as the Williams driver recovered from a first-lap spin, and settled into 14th place.

“Qualifying 14th was good for our team but

wasn’t great in terms of overall pace,” recalls Barrichello. “But in the race the car came good, some people stopped and I could have finished in the points. It was a great feeling to be there. I ran as high as seventh and I was right behind Gerhard Berger’s Ferrari at one point and then my gearbox let me down.”

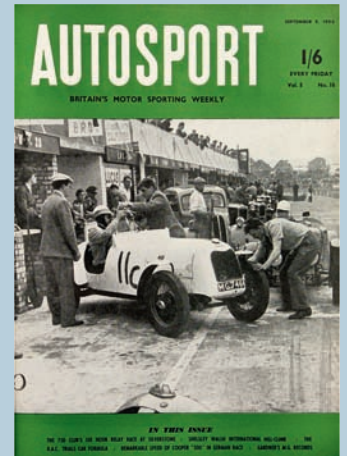
Despite the tyre-chewing qualities of the Jordan 193, Barrichello stayed out while others ahead pitted. Mechanical problems for JJ Lehto and Jean Alesi helped, as did a clash between Alex Zanardi and Hill that happened right in front of Barrichello on lap 17.

Running seventh when he retired, had he reached the flag points were a certainty as only seven cars were classified, and just five of those less than three laps down. It wasn’t to be, but Barrichello proved he deserved his place in F1.

“It was very much a mental thing – feeling like a grand prix driver,” says Barrichello. “It’s like changing schools – you want to feel good. When I went into F1, I had a wonderful time.”

And he still is, 18 years and 300 (or so) grands prix later. ☒

THIS WEEK IN...



SEPTEMBER 5, 1952

JAMES TILLING (1.5-litre) takes over from D.Eyre’s Le Mans Replica during the 750 Motor Club’s Six Hours Relay Race at Silverstone (above). The “Singer” team would race on to victory over a field of 170 cars and 33 teams, in an event that survives to this day as the Birkett Relay (re-named after influential former club chairman Holly Birkett).

Elsewhere, John Cooper became the first British driver of a British car to win a post-war race at over 100mph. He guided his streamlined Cooper-Norton to a two-minute triumph over the more conventional examples of Eric Brandon and Stirling Moss in a Formula 3 race at Grenzlandring in Germany. Cooper averaged 102.64mph over 67.5 miles.



NEXT WEEK



Can Ross Brawn turn around Mercedes’ form?

MERC MALAISE

Charting the struggles of Schuey’s superteam *On sale Sep 9*

PLUS

BTCC Knockhill; IndyCar Kentucky; Brands DTM; WTCC/F2 Oschersleben

BRYAN HERTA

■ Laguna Seca CART World Series ■ September 13, 1998 ■ Reynard-Ford 981 ■ Avenging defeat of 1996



Herta passes Zanardi in the Laguna Seca pitlane

THE STORY began in 1996, when Alex Zanardi passed me for the win at Laguna Seca on the last lap. I was pretty gutted after that race. I was on worn Goodyear tyres, which weren't fashionable, I was out of brakes, and I really thought Zanardi was going to pass me eight laps before he did.

By the last lap, the cruel joke became that I started to think maybe I could win it. Then we came up to the Corkscrew and I didn't anticipate the move. He just chucked it in there and I was about to turn down on him and at the last second changed my mind.

Because he was coming so quickly I thought he was going to miss the corner, which of course he did. The part I didn't calculate was that he would come bouncing down the hill and end up back on the track in front of me!

Because it would have been my first win, and because it was the last race in the championship, it was really frustrating.

I loved Laguna. Every driver is different, but I tended to carry a lot of speed into the apex of the

"Alex chased me up the hill to the Corkscrew. This time I turned across and took us both out. We got penalised"

Corkscrew, and the way the corners are laid out coming down the hill, it's just all commitment.

In 1998 I was on a mission from practice onwards. After P2 I was fastest, and on the cool-down lap old Alex comes storming up behind me and we both knew, 'Right, this is on!' He chases me up the hill to

the Corkscrew, then puts his nose down the inside. This time I turned across on him and took us both out. We got penalised and we received a big bollocking.

There was always a little friction between us, but after that we had a regular conversation. I came to appreciate him a little differently.

IN PROFILE



BRYAN HERTA made his Indycar debut at Indianapolis in 1994 with AJ Foyt's team, having won the 1993 Indy Lights series. He joined Team Rahal in 1996, when he became a regular frontrunner. Herta's two Indycar wins both came at Laguna Seca, in 1998 and '99. He switched to the IRL with Andretti Green Racing in 2003 and over three seasons scored two more victories. Though not officially retired, Herta now focuses on his Indy Lights team, Bryan Herta Autosports, which also ran a car for Sebastian Saavedra in this year's Indianapolis 500.

I qualified on pole, and I was leading the race. Alex was behind me, and he couldn't beat me. It was the best possible result in the best way, because not only was I able to come back and exorcise those demons, but I was able to do it in his second-to-last Champ Car race before he went to Formula 1.

If it hadn't happened then, I would have never had the opportunity to finish the job.

It was a perfect weekend. There's probably other races that I've driven that are as good, but I don't think for my confidence and my career there was a better day than that one. *Bryan Herta was talking to Simon Strang*

NEXT WEEK
Alain PROST



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Tel: 01327 858 003

Silverstone Showroom now open



Porsche Carrera Cup GB

Rounds 15 and 16, Knockhill, September 4-5

The spectacular Knockhill circuit in Fife is the setting for rounds 15 and 16 of the Porsche Carrera Cup GB this weekend and with three drivers' titles to be resolved over the closing races it promises to be another weekend of tremendous race action from the Porsche pack.

These are anxious times for Tim Harvey just now, after seeing his 40-point lead pegged back to 34 points by double Silverstone winner Michael Caine. Harvey still has a handy cushion in the title race, but will not want Caine to pull back more points in Scotland. However, with Knockhill famed for its unpredictable weather, things can change dramatically.

Striving to stop Harvey and Caine having it all their own way are Stephen Jelley and local ace Glynn Geddie, both potential race winners at the three-dimensional Scottish track.

In pro-am1, Ollie Jackson continues to extend his lead over Jonas Gelzinis, but drivers like Tony Gilham and Ahmad Al Harthy are still very much in contention.

In the battle for pro-am2 Glenn McMenamin is starting to build a lead, but Scot George Brewster, Mark Hazell and youngster George Richardson are chasing hard.

For more information on the Porsche Carrera Cup GB visit www.porsche.com

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