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#### POLE POSITION

## Renault ready to spring a Singapore surprise



THE SINGAPORE GP is yet to attain the classic status of Monaco, and while the confines of the Marina Bay track aren't quite as unforgiving as the wall-lined roads of the Principality, it does offer a similar chance for an on-form driver to really make a difference.

The last thing the five title contenders need is a wild card mixing it with them at the front, but there's every reason to

believe that's what they'll have to deal with this weekend.

In Monaco earlier this year Robert Kubica put his Renault on the front row, and had he made a better start, he may well have won the race. Since then, the team that infamously manipulated the result of the 2008 Singapore GP has made considerable progress with its car. Kubica is aware that this is his chance to shine, and that the usual suspects can ill afford to go wheel-to-wheel with him.

It should provide a fascinating sub-plot to a captivating main event.

Andrew van de Burgt, editor



#### RALLY RAID

### Sand and deliver for Volkswagen!

Volkswagen got its 2011 Dakar Rally preparations off to the perfect start with victory for its all-new Race Touareg 3 on the recent Silk Way Rally in Russia. Carlos Sainz led the way, ably backed-up by Nasser Al-Attiyah and Mark Miller (pictured here) in older Race Touareg 2s.







ercedes touring car star Paul di Resta is set to race for Force India in Formula 1 next season after making a good impression in his Friday practice outings this year.

The Silverstone-based team has not finalised its 2011 driver line-up, but AUTOSPORT understands that it intends to promote the 24-year-old DTM ace from his testing role. It is not yet clear which race driver



he would replace — doubts surround the places of both Adrian Sutil and Vitantonio Liuzzi.

Scottish racer di Resta has impressed team principal Vijay Mallya not only with his pace in practice sessions (see panel, top right), but with the media attention that he received during the British Grand Prix weekend. The Indian billionaire signed him after last November's rookie test, with the intention to groom him for a race seat. Team sources now indicate that he is regarded as ready to graduate. Earlier this year, Mallya described di Resta as having "the right attitude for making it in F1".

#### SUTIL'S OPTIONS OPEN

Force India declined to comment on di Resta. The squad admitted that he is under consideration for a seat, but team management insists that no final decision has been made. Force India wants to retain Sutil for a fifth consecutive season in 2011, but the German is holding out for a switch to Renault. He did have an option in his contract to stay on, but AUTOSPORT understands he

"I don't want to wait too long. I want to know before the end of the season" Adrian Sutil - di Resta's team-mate?

has let that lapse. The 27-year-old has also been linked to a Mercedes seat, although that would depend

on Michael Schumacher quitting F1.

Sutil has outqualified team-mate Liuzzi 12 times in 14 attempts in 2010. As well as his burgeoning reputation as a race driver, Sutil also brings financial backing from German consumer electronics company Medion currently worth PAUL DI RESTA

AGE 24

2010

Currently second in DTM (2 wins), Force India F1 test driver

2009 3rd in DTM (1 win)
2008 2nd in DTM (2 wins)
2007 5th in DTM (in
two-year-old car)

2006 F3 Euro Series champion (5 wins), F3 Masters winner 2005 10th in F3 Euro Series

2004 3rd in FRenault UK (4 wins), McLaren AUTOSPORT BRDC

Award winner 2003 7th FRenault UK (1 win)

1994-2002 Karting

#### WHY THEY'RE LOOKING BEYOND LAP TIMES



THOSE PAYING close attention to Paul di Resta's Friday outings for Force India have been impressed. When Friday drivers were in their heyday, and Robert Kubica and Anthony Davidson were catching the eye, they were driving third cars alongside the two race drivers.

By contrast, di Resta has 'borrowed' a car from one of the team's race drivers and usually been running reduced revs to preserve engine life. As for tyres, he gets one set of the harder rubber. His focus has been almost exclusively on longer 'race' runs, whereas his team-mate's lap time will frequently be from a lower-fuel run.

Instead, the focus is on his comparative speed, fuel-corrected, which has been strong, particularly compared to Vitantonio Liuzzi. Looking beyond the timesheets, the team has also appreciated the feedback and consistency he has provided.

AUSTRALI	A PRACTICE 1	
10th	Liuzzi	1m28.192s
11th	di Resta	1m28.537s
MALAYSIA	PRACTICE 1	
7th	Sutil	1m35.955s
15th	di Resta	1m36.891s
CHINA PR	ICTICE 1	
9th	Sutil	1m38.008s
15th	di Resta	1m38.618s
SPAIN PRA	ICTICE 1	
13th	di Resta	1m23.020s
15th	Liuzzi	1m23.284s
VALENCIA	PRACTICE 1	
14th	Liuzzi	1m43.380s
16th	di Resta	1m43.437s
BRITAIN E	PRACTICE 1	
5th	Sutil	1m32.968s
14th	di Resta	1m34.580s
HUNGARY I	PRACTICE 1	
11th	Sutil	1m23.003s
15th	di Resta	1m23.520s
ITALY PRA	ACTICE 1	
7th	Liuzzi	1m24.512s
12th	di Resta	1m24.923s



around €2.5 million. This makes him attractive to Renault, whose owner, Gerard Lopez, has admitted that commercial considerations will affect driver choice, although

Medion would be expected to put in more money.

Force India will keep a place open for Sutil until he makes his final decision. "I don't want to wait too long," said Sutil. "I don't want to say too much, but I want to know before the end of the season."

#### LIUZZI ON THIN ICE

Force India is less keen to retain Liuzzi, who has so far scored only 13 points this year compared to the 45 of Sutil after a campaign beset by car problems. He has a contract for 2011, but AUTOSPORT understands that the team could seek to oust him to accomodate di Resta's promotion if Sutil stays on. If not, the Italian is likely to be kept

#### DTM TITLE CHARGE ON **COURSE AFTER LATEST WIN**

PAUL DI RESTA boosted his chances of winning the DTM title with a second consecutive victory at Oschersleben on Sunday.

The Scot's win reduced his deficit to Mercedes team-mate and championship leader Bruno Spengler to seven points with three races to go. The DTM uses the old F1 points system of 10-8-6-5-4-3-2-1.

"For the last few races we've been very strong, so fingers crossed we can keep that momentum," said di Resta. "Seven points is still a good margin for Bruno, but it's getting closer.

"I'm looking forward to the end of the season because I feel good with the car and I know I can keep pushing on. All I can do is keep the pressure on and keep beating him.'



Di Resta's run of top-two finishes in five of the past six races has helped him make up for points lost due to a bungled pitstop at Lausitz and being taken out by Audi's Alexandre Premat at the Norisring. GF

on for a second full season.

Peter Collins, who manages Liuzzi, said"Tonio has a contract for 2011. It would be a surprise if Vijay didn't honour his obligations." When asked if he had a firm contract for 2011, Liuzzi replied: "Kind of. But contracts in Formula 1 don't mean too much sometimes. I feel pretty good here but we'll wait to the end of the season."



#### AUTOSPORT SAYS.

#### **EDD STRAW**

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nyone can make a 'scattergun' junior-driver programme work. Red Bull's prodigious investment in F1's foothills is to be applauded, but for every Sebastian Vettel there have been dozens of Yoshitaka Kurodas or Pedro Bianchinis.

Force India team principal Vijay Mallya has taken an alternate path, identifying Paul di Resta as a star of the future and investing in him. Shrewd move. While some teams see the reserve-driver slot as a cash cow, Mallya and his team have taken a more long-term view.

The Indian billionaire is rarely given his due for the way Force India has thrived under his leadership, and the track time given to di Resta this year should be paid back, with interest, by results next year.

This approach has certainly worked for McLaren and Ferrari. They invested serious money in the careers of Lewis Hamilton and

Felipe Massa, albeit over a longer period than Force India has been involved with di Resta, and have been repaid with race wins. Williams adopted a similar approach, on the basis that if it couldn't afford to



sign top-liners, it might as well nurture young talent. And, after a shaky start in Formula 1 this year, Nico Hulkenberg is starting to come good for the team.

Those who have watched di Resta climb the ranks (check out his CV, left) know what the Scot can do. It seems that Mallya will give him the chance to show the rest of the world.





## Kubica to upset title battle

Strength of Pole's Renault R30 means he will take crucial points away from the frontrunners

enault's Robert Kubica could play a crucial role in the destiny of the Formula 1 World Championship by getting among the five title contenders.

With five races remaining, Red Bull's Mark Webber leads the championship heading into this weekend's Singapore Grand Prix, with McLaren drivers Lewis Hamilton and Jenson Button, Ferrari star Fernando Alonso and Webber's team-mate Sebastian Vettel all within 24 points (less than a race win) of the Australian.

Kubica is viewed as the only 'neutral' driver with the machinery and ability to get in among them and take points from at least some of the title contenders.

Renault technical director James Allison believes that the R30 is now among the frontrunners, even though he considers race victories to be a long shot.

"We started the season very much out of the leading car group and we have bullied our way into it," Allison told AUTOSPORT. "I think that we have a chance of having a

good race every weekend."

This weekend's Singapore Grand Prix gives Kubica his best chance of his first win since 2008. He chased the Red Bulls hard in May's Monaco GP, which was similarly on a street circuit. He finishing a disappointing eighth in the Italian Grand Prix two weeks ago, but the Pole's podium finish a week earlier in the Belgian GP shows that the team is on an upward curve.

"There's every opportunity that we will be at least as competitive as we were at Spa," said Allison. "A top step of the podium by right, fighting from pole position to win the race, is not likely, but you never know whether we might get lucky and have one tip our way. The Red Bulls will probably stay out of our reach this season unless they really drop the ball."

Kubica is wary of his prospects of winning in Singapore. He has a good record at Marina Bay - he ran fourth in 2008 before incurring a drive-through penalty for stopping for fuel while the pits were closed, and took eighth place last year

in an unwieldy BMW Sauber.

"It's true that Singapore is the closest circuit to Monaco [based on characteristics] in the calendar," said Kubica. "But Monaco was over four months ago."

Renault's Singapore chances will be boosted by a new front wing that the team hopes will be worth 0.2sec. This comes after the successful introduction of the team's f-duct at Spa last month.

Renault chief race engineer Alan Permane said: "It [Singapore] is not particularly an f-duct track, although there are a couple of reasonable straights. But with our mechanical grip and aerodynamics, we will be successful there."





#### Villeneuve linked to Toro Rosso

#### **FORMER WORLD CHAMPION**

Jacques Villeneuve has still not given up on returning to Formula 1 as a driver or team boss, despite his team missing out on gaining a grid slot for 2011.

The Canadian had joined forces with former GP2 squad Durango under the Villeneuve Racing name, but the FIA's decision not to award the 13th slot to any of the applicants two weeks ago means that buying out an existing team is the only way into F1.

"Now we turn to our plan B, which is to take over one of the existing teams," said Villeneuve after the decision.

AUTOSPORT understands that an approach has been made to Red Bull about the possibility of buying Toro Rosso, the energy-drinks firm's second team. It is believed that the asking price for the team has been reduced to around €30 million, but that an undertaking to retain its Faenza base is a stipulation for any buyout.

Villeneuve/Durango was among the teams to miss out because none could convince the FIA of their financial, sporting and technical readiness for F1.

Should Villeneuve be successful in his plan to take over a team, he would return to the F1 cockpit for the first time since the 2006 German Grand Prix. The Canadian, who will turn 40 next April, is still convinced that he can perform at the top level and has dabbled in NASCAR competition this season.



### Stefan GP eyes buying a team

**SERBIAN ENTREPRENEUR** Zoran Stefanovich is evaluating a buyout of an existing team as a way to get his Stefan GP project into Formula 1.

Stefanovich lodged an application for the 13th slot on the 2011 grid, but he is understood to have withdrawn it at the start of last month prior to the FIA's decision, on the eve of the Italian Grand Prix, not to award the place to any of the applicants.

Although he is working towards a possible entry under the new regulations in 2013, Stefanovich is believed to have approached several teams about a possible buyout.

HRT is among the teams that would be open to a sale, and Stefanovich is known to have contacted team principal Colin Kolles about a possible deal.

Kolles was briefly involved in the Stefan GP project pre-season before being brought into the HRT fold by owner Jose Ramon Carabante. The team has struggled financially throughout 2010, only just making the season-opening Bahrain Grand Prix after missing pre-season testing. Rumours at the recent Italian Grand Prix suggested that HRT may not finish the current season, but Kolles has no doubt the team will survive.

"There are some crucial bills, and most of the crucial bills and contracts have been respected," he said. "The engine is paid in full. We still have five races to go so I think this shows already the situation we are in."

Stefanovich is understood to be looking at other buyout options. Both

Toro Rosso and BMW Sauber are available, although any buyer must give a long-term commitment to operate the teams out of their current bases and proof of funding for the future.

● The HRT mechanic who was injured after being hit by Sakon Yamamoto when he was released from a pitstop during the Italian Grand Prix was set to be released from hospital as AUTOSPORT closed for press.



#### **60 SECONDS WITH**

#### JEROME D'AMBROSIO

VIRGIN TEST DRIVER

GP2 racewinner Jerome d'Ambrosio will make his debut as a Friday test driver for Virgin in Singapore GP free practice. The Belgian, who will also appear in



Japan, Korea and Brazil, is being evaluated for a 2011 race seat. He will not drive in Abu Dhabi because there is a GP2 race on the support bill.

#### Opportunities to get into F1 are very limited, so is this a big deal for you?

There's not a lot of opportunity to drive an F1 car in proper conditions, but I've been given this chance by Virgin. It's a sign of trust that they've put in me by giving me the car on Friday mornings — especially on these tracks.

#### Virgin is treating this as an evaluation - has the team told you what it expects?

I haven't had time to sit down with them, but I will in Singapore. I think it's clear that I have to work well with them, give good feedback, and progress. I don't go to Singapore with any pressure – it's my first time at the track, and the first time in proper F1 conditions.

How tough is it going to be in Singapore? You don't want to hand back a damaged car…

No! But if I do well, it can be something very good for me. But like I said, I have to take it as cool as possible. It's tricky, but it's a great opportunity. I just have to do it as best I can, and it should be okay.

#### How much F1 mileage have you had so far other than the Renault roadshow demos?

That's all the mileage I've done. So it is not much, obviously. I know what an F1 car feels like in terms of power. Obviously the car itself and the tyres are different on the roadshow, and the downforce is different because I am jumping into another car. I'll have to learn a lot of things, but I'll have a lot of time on Friday to do that.

Jerome d'Ambrosio was talking to AUTOSPORT deputy F1 editor Mark Glendenning





## Singapore key for Red Bull

Championship-leading team remains adamant that new flexi tests haven't hurt its performance

This weekend's Singapore Grand Prix will reveal whether Red Bull's position as Formula 1's pacesetter has been pegged by tougher flexible-bodywork tests introduced at the recent Italian GP.

Although the Monza circuit was the scene of Red Bull's least-competitive showing of the season, the circuit's characteristics — which place a premium on straight-line speed — were never expected to suit the all-conquering RB6.

In the wake of controversy over the possibility that teams are using flexible floors, the FIA modified the load test applied to the front of the 'tea-tray' section of the floor. This involved moving the load test to 100mm either side of the centre of the car.

Most teams have had to make modifications to this part of the car to comply, although Red Bull chief technical officer Adrian Newey insists that it has had little effect on his team's performance. He added that changes to the frontwing load test introduced for the Belgian GP made no difference.

"We have had to change the front of the floor slightly to increase its torsional stiffness for this new test," he said during the Italian GP weekend. "It doesn't make a big difference, I don't think. We didn't have to make any modifications [for the front-wing test]. It's a linearity test. Our wing was linear, so there was no problem."

McLaren team principal Martin Whitmarsh regards this weekend as a key indicator of the competitive balance of power for the championship run-in.

"It's the first high-downforce track we've visited since the FIA tightened up its regulations on flexible bodywork," said Whitmarsh, "so it's likely to give us a much clearer idea of the respective pace of the leading teams after two less-representative events in Belgium and Italy." McLaren has struggled on slower tracks this season, but the team has put significant resources into improving its performance, and will introduce a major upgrade for the Marina Bay circuit this weekend.

Ferrari will also bring an upgrade package to Singapore (see below). Based on recent form, the Scuderia is expected to be Red Bull's closest challenger on the street circuit.

The Ferrari has always been competitive on slow tracks — the team's Fernando Alonso had the speed to win the Monaco GP in Monaco in May before writing off his F10 in a practice accident.

#### THE DEVELOPMENT RACE

After two races on high-speed tracks, the teams have prepared update packages for the Singapore Grand Prix with the focus back on finding as much downforce as possible. Here's how the title-chasing teams are shaping up:



RED BULL Describes its Singapore update as "small", although based on previous form this is likely to include a raft of minor aero tweaks.



McLAREN Has a host of upgrades for Singapore, including a new front wing, designed to increase downforce levels and improve slow-track performance.



FERRARI A modified floor, designed to further optimise the exhaustblown diffuser, is the centrepiece of aerodynamic tweaks made to the Ferrari F10 for Singapore.

### Brawn, Fry kept team afloat

THE BRAWN team's world championship-winning season last year would not have been possible without a £3.4 million loan made by its directors, including team principals Ross Brawn and Nick Fry.

Accounts filed by the team, now known as Mercedes GP, reveal that the loan was made by six directors to keep the team afloat in the wake of Honda's decision to quit the sport. It was later paid back.

The accounts also show that the Brawn team made a pre-tax profit of £98.691m in 2009.

It operated largely using money paid to it by Honda, along with

TV money and a series of small sponsorship deals with companies such as Virgin.

But the team's cashflow was restricted, preventing it from investing as heavily as would be expected on its 2010 car.

The team paid out £20.184m for employment-contract terminations as part of the restructuring programme that made 250 employees redundant, and a £10m 'contract-settlement fee', believed to have been handed to Jenson Button to pay off his long-term Honda deal.

Brawn's operating expenses in '09 totalled £103 million. As Honda in '08, expenditure was £166.5m.



## Tyres hold back Buemi

**TORO ROSSO** driver Sebastian Buemi has blamed the narrower front tyres introduced this season for a lack of results.

The 21-year-old Swiss driver has been unable to build on an impressive end to the 2009 season. He has scored only seven points this year, with a best finish of eighth in Canada.

"The switch to the smaller tyres has not helped me because I like a really strong front end," he said. "You can't carry the speed that you used to into the corners because the tyres can't handle it.

"There's a big switch in weight distribution compared to last year and I had to change my driving style. We are working on the car to make it better."

This year's front tyres are 25mm narrower than those used in 2009, with the tread reduced by 20mm. Mercedes' Michael Schumacher has been among the drivers to suffer with the less-powerful front Bridgestones.

Next year, Pirelli will supply tyres to the same dimensions, although it is understood that the company is keen for the fronts to provide more grip.

## **Grosjean steps in for Pirelli testing**

FORMER RENAULT driver Romain Grosjean returned to Formula 1 action for the first time since last year's Abu Dhabi Grand Prix at Monza on Tuesday.

The Franco-Swiss driver was drafted in to drive Pirelli's Toyota TF109 test hack in a two-day run at Monza after Pirelli test driver Nick Heidfeld accepted an offer to return to Formula 1 with Sauber.

Pirelli has yet to decide who will drive in future tests, but Grosjean – who has raced in GP2, AutoGP and the World GT1 series this year – is keen to drive again.

Heidfeld completed his final outing for Pirelli at Jerez last week. He covered approximately 200 laps of the Spanish track, which is famously hard on tyres, as



the Italian firm continued to evaluate compounds.

Pirelli is close to finalising the fundamental construction of front and rear tyres, although compounds will continue to be modified over the coming months. It is also working to finalise the compounds that will be supplied to F1 teams for the two-day post-season test at Abu Dhabi, which is expected to kick off on November 18.

#### THIS WEEK IN F1



McLAREN Lewis Hamilton could temper his all-or-nothing style in the final five races of this season in his bid to win a second title. "I'll be making sure I get to the finish of the next races – that's more important than anything," he said.



MERCEDES Nico Rosberg fancies his chances this weekend in Singapore, where he was second in 2008. "From the coming races, this is likely to be my best chance for a podium," he said on Twitter.



**RED BULL** Mark Webber believes that the team's startline problems are now in the past after poor getaways at both Spa and Monza. "The team are working on it and we're confident we can address it in the future," he said.



FERRARI Fernando Alonso completed mileage in Ferrari's simulator early last week. He worked on set-ups and upgrades for this weekend's Singapore Grand Prix.



will run its final major update of the season at the Singapore GP. The package includes a raft of aerodynamic upgrades, with only minor tweaks to follow for the Japanese Grand Prix at Suzuka.



RENAULT Gerard Lopez, boss of majority owner Genii Capital, has scotched talk of Renault buying back the team. "Pure logic will tell you that if Renault were to do that, they would be completely crazy," he said.



FORCE INDIA Reserve driver Paul di Resta will sit out Friday practice in Singapore as the team's regular race drivers evaluate the latest upgrade package. This will include bodywork and aerodynamic parts.



TORO ROSSO The Faenza-based team is set to race with its new f-duct in this weekend's Singapore GP. It is hoping that the upgrade will allow it to get back ahead of Sauber in the constructors' championship.



**LOTUS** Test driver Fairuz Fauzy will return to action in Friday practice for the Singapore GP. The Malaysian previously ran at his home event, and at the British and German GPs.



HRT Lewis Hamilton has backed Karun Chandhok to have an impact in F1. "Karun is a good driver," Hamilton told Indian media. "If he was able to get a better car, he would be able to make a big difference."



**SAUBER** GP3 champion Esteban Gutierrez will become the team's reserve driver next season and will drive in the Formula 1 rookie test at Abu Dhabi on November 16-17. The Mexican has spent this season as a Sauber junior driver.



VIRGIN Timo Glock will start his 50th grand prix in Singapore on Sunday. The 28-year-old, who scored points on his debut for Jordan in the 2004 Canadian GP, will become the 11th German to achieve that landmark.



The official fuel consumption figures in mpg (I/100km) for the all-new Mazda3 MPS: Urban 21.4 (13.2), Extra Urban 37.7 (7.5), Combined 29.4 (9.6). CO<sub>2</sub> emissions (g/km) 224. Retail sales only. Subject to availability at participating dealers only on vehicles registered between 1 July and 30 September 2010. \*5.9% finance available on all Mazda3 models over 3 years. \*Customer saving available from Mazda3 MPS Specialist dealers. At the end of the Personal Contract Purchase there are 3 options: (i) Renew: Part exchange the vehicle, where equity is available, (ii) Retain: Pay the Guaranteed Future Value (GFV) to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to the condition of the vehicle. Finance subject to status. Terms and conditions apply. Applicants must be 18 or over. Guarantees/Indemnities may be required. Mazda Financial Services RH1 1SR. Details correct at time of going to print.

Mazda3 MPS

Typical 5.9% APR\*



## Straight talk David Coulthard

Britain's all-time leading F1 points scorer

DC is relishing the excitement of five drivers fighting for the world championship with just five races to go

e have a straight race between five guys for the world championship now, with just five races left. It's been an up and down season, but there's not going to be a bad driver winning this title. There's not a question mark over any of these drivers - three of them are world champions already. and nobody doubts the credentials of Mark Webber and Sebastian Vettel. With that in mind, it comes down to a development race between the teams, to see who can give its drivers the best equipment possible.

in all this, because he has the full support of his team. It was incredible to see him and Felipe Massa going wheel-to-wheel at the start in Italy, but in fairness they both handled it very well. Fernando has been good in Singapore both times we've been there, regardless of the help he might have had from Nelson Piquet in 2008, so he will be confident.

This weekend is very difficult to call. Red Bull has been the strongest on street tracks so far this year, but we need to wait and his mistake. That's not a sign of weakness; it's admirable, in fact. I think he was a bit hard on himself, but this is what those of us on the outside want to see. It's so frustrating when these guys don't say anything after an incident, especially when it's so obvious that someone has made an error.

On the subject of McLaren, things have been very peaceful between its drivers so far this year, but that must come to a head at some point if they both continue fighting for this championship.

## "I'd love to see out-and-out

## racing between the top guys"

The easy money there would be on Red Bull. The RB6 has been the fastest car this year, but McLaren has sustained a good performance, as you would expect, and Fernando Alonso's determination is keeping

him in there. He's the odd man out Ferrari will support Alonso on season run-in

see how these cars have developed since Monaco and Valencia to see if that advantage remains.

#### HAMILTON HANGING IN THERE

Lewis made a costly error at Monza, but he is still in this fight. It's easy to say from the comfort of the sofa that he should pick his battles more carefully, but part of what makes Lewis such an exciting driver is that he's a great racer. He's always looking for a chance and inevitably, with that style, you are sometimes going to take it too far.

On reflection, he wouldn't do the same thing again. And if I was his team boss I wouldn't criticise him because I wouldn't want him to stop racing the way he does. One mistake doesn't make Lewis an erratic driver all of a sudden. so unless he keeps making errors I don't think we need to start questioning him.

I was surprised that he came out and said it could cost him the title, almost as much as I was surprised that he admitted it was

When you're sitting across the table from the guy you have to beat, over time the intensity grows between you. I think that will get very interesting.

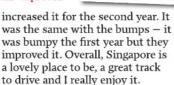
#### A FAIR FIGHT

Renault is the only team that could pop its nose in among the title contenders at some point before the end of the year, as Robert Kubica continues to look like a quality driver. No disrespect to him or the team - but what would be great is if the front three rows are mixed up between Red Bull, McLaren and Ferrari for the rest of the season. We are on the home stretch of this championship now, and I'd love to see out-and-out racing between the top guys, with nothing else spoiling it. Who has the quickest car? Who can outsmart his team-mate? Who is prepared to make the ballsy move, or the clever decision? We are not going to have one person dominating all these races, and that will make it very exciting.

## Barrichello's inside line

F1's most experienced man says Singapore is a great event, especially since the lighting was improved

ngapore is a great event with lots of fans, and it will always be special because it was Formula 1's first night race, and is still the only one. The first year we struggled a little bit with the light, but they





#### **NIGHT DRIVE**

Drivers tend to be very precise, and there are places where you don't see as well as when it's clear. It's not that you don't see things, it's just that you see a little bit less. It's like the difference between watching an HD TV and a normal one! Because of that, you can have a bit of a headache after the race. When we first went there, I tried all sorts of visors - yellow ones, orange ones - but decided that the clear one was the best for visibility.





#### **MEMORY**

The first year here in 2008, I didn't have a great car with the Honda and I had brake problems all weekend. But in last year's race with Brawn I had a lot of fun: I crashed in Q3 (below), but still qualified fifth and started ninth with a grid penalty. I finished sixth.



SET-UP



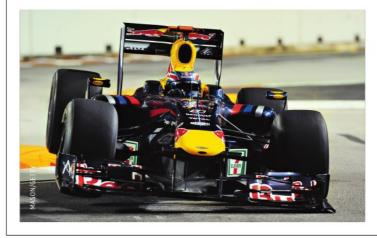


#### FINE LINE

It's quite dusty early in the weekend so you have to be careful, but it improves and you can really attack on Saturday.



One of the reasons that I like this circuit is that the corners are very varied. That means that it's not the easiest place to set up a car, which is one of the reasons that I like it. There is also a section where you have to change direction on the kerbs, which is tricky.



#### OVERTAKING

It's a street circuit, so it's narrow in places, but there are some chances to overtake. It's never easy, but you can do it, especially with the differences in car set-up. At the end of the start/finish isn't easy because the last corner is a high-speed one - although it is possible here. There's a better chance at the end of the long straight.



TRACK GUIDE

CIRCUIT LENGTH RACE DISTANCE 3.152m 192.200m

2009 POLE POSITION

S HAMILTON

2009 WINNER **EWIS HAMILTON** 

## SINGAPORE GP PREVIEW

Spa and Monza never looked like strong Red Bull tracks, but Singapore could answer its prayers

s this where we find whether or not the tougher wing- and floor-flexibility tests have really hurt Red Bull's competitiveness?

Given that Spa and Monza were always potential weak tracks for the RB6, Singapore's demands are Monaco-like: stop-start, short-duration turns of low-medium speed, with plenty of bumps. If floor and wing flexibility were nothing to do with the Red Bull's previous superiority, then it should revert here to something like its Monaco form. It won't be like Hungary where the turns go on forever and thereby take the car's downforce advantage and make it exponential. For a repeat of that test, we have Suzuka.

But in terms of this year's crazy championship dynamics, Singapore would be the perfect venue for a dominant Sebastian Vettel victory.

It should also be a good barometer of whether McLaren's upgrade has fundamentally altered its aversion to bumps. If it has not, then a lot is hanging on Lewis Hamilton's ability to make the most of the car's limitations. In between those two characteristics is the Ferrari, with its great



braking and traction. Theoretically, there's no reason why the Scuderia should not be looking at a second straight victory this weekend.

Then there's Robert Kubica. Any place where there are walls lining the track, he's a factor - and if this place does replicate Monaco's demands, recall that he was on the front row there.

### **Key questions**

### What the Singapore GP will tell us

- Whether Red Bull has been affected by the flex tests?
- Has McLaren addressed its problem over the bumps?
- Could Kubica's street-track form be a factor?







#### **SET-UP GUIDE**

The Marina Bay circuit has all the things you expect of a street circuit - lots of 90-degree corners - but with reasonable run-offs and a couple of decent, fast kinks.

The front of the car needs to be able to retain the grip through the middle of the corner, which means minimum understeer. even if that comes slightly at the expense of rear downforce. Mechanically, the front needs to be soft enough to ride the kerbs and stiff enough to give good braking stability, and the rear should be soft enough to give good traction without inducing understeer coming off the corners.

#### TV AND RADIO LISTINGS

■FRIDAY SEPTEMBER 24

1055-1235 Free practice 1 LIVE (BBC red button and online)

1425-1605 Free practice 2 LIVE (BBC red button and online)

■ SATURDAY SEPTEMBER 25

1155-1305 Free practice 3 LIVE (BBC red button and online)

1400-1630 Qualifying LIVE (BBC1 & Radio 5 Live Sports Extra)

■ SUNDAY SEPTEMBER 26

1210-1525 Grand Prix LIVE (BBC1 & Radio 5 Live)

#### **AUTOSPORT TIPSTERS**

Four AUTOSPORT journalists have been given an imaginary £50 and carte blanche to bet their way through the season. With Red Bull's expected weak tracks Spa and Monza out of the way there's a lot of interest from our pundits in Vettel and Webber for Singapore, although Edd Straw hopes to have spotted some value in Rosberg.



RACE ODDS



**JONATHAN NOBLE GROUP F1 EDITOR** £5 each way on Vettel 5/2





**EDD STRAW** F1 EDITOR £10 Rosberg on the podium 10/1 £10 Webber to win 3/1



ANDREW VAN DE BURGT **FDITOR** £10 Vettel to win 5/2

MARK GLENDENNING

**DEPUTY F1 EDITOR** 

£5 Webber to win 3/1





NACE ODDS			
Vettel	5/2		
Webber	3/1		
Hamilton	7/2		
Alonso	9/2		
Button	10/1		
Kubica	14/1		
Massa	16/1		
Rosberg	66/1		
Sutil	80/1		
Schumacher	100/1		
Petrov	100/1		
Hulkenberg	150/1		
Barrichello	150/1		
Liuzzi	250/1		
Heidfeld	250/1		
Kobayashi	300/1		
Buemi	500/1		
Alguersuari	500/1		
Kovalainen	2500/1		
Trulli	2500/1		
Glock	3000/1		
Yamamoto	5000/1		
Senna	5000/1		
Di Grassi	5000/1		
Odds supplied by William Hill			



2008 RESULTS				
POS	DRIVER	TEAM		
1	Fernando ALONSO	Renault		
2	Nico ROSBERG	Williams-Toyota		
3	Lewis HAMILTON	McLaren-Mercedes		
4	Timo GLOCK	Toyota		
5	Sebastian VETTEL	Toro Rosso-Ferrari		
6	Nick HEIDFELD	BMW Sauber		
7	David COULTHARD	Red Bull-Renault		
8	Kazuki NAKAJIMA	Williams-Toyota		
POL	Feline MASSA (Ferrar	i) 1m/// 801c		

Alonso wins F1's first night race with the help of some self-sacrifice by team-mate Nelson Piquet, whose deliberate crash sparks a race-fixing scandal.



200	9 RESULTS	
	DRIVER	TEAM
1	Lewis HAMILTON	McLaren-Mercedes
2	Timo GLOCK	Toyota
3	Fernando ALONSO	Renault
4	Sebastian VETTEL	Red Bull-Renault
5	Jenson BUTTON	Brawn-Mercedes
6	Rubens BARRICHELLO	Brawn-Mercedes
7	Heikki KOVALAINEN	McLaren-Mercedes
8	Robert KUBICA	BMW Sauber
POLE Lewis HAMILTON (McLaren) 1m47.891s		

Hamilton wins after rival Vettel drops out of contention with a drive-through penalty, while Button reinforces his championship lead with fifth place.

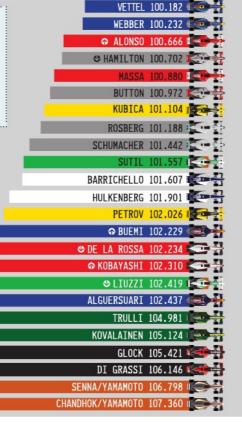
#### PACE COMPARISON

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

of the fastest lap of the weekend, which is always 100 per cent. The overall figure for each driver is the mean percentage from the 14 race weekends held so far, and will be updated through the year.

#### WHAT'S CHANGED?

Alonso shuffles ahead of Hamilton by 0.04 per cent; a move that probably owes a lot to the Spaniard's pole position on Ferrari's home turf.



#### ROLL OF HONOUR

When it comes to 'proper' street circuits (as opposed to more open tracks like Melbourne) Ayrton Senna remains the all-time king

Ayrton Senna (13 ) • Alain Prost (7) Michael Schumacher/Graham Hill/ Stirling Moss/Jackie Stewart (5)



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The official CO<sub>2</sub> emission figures for the range are 139–115g/km. †ECO² = Vehicles manufactured at plants certified to ISO 14001 and with CO₂ emissions of 140g/km or less or biofuel-compatible (ethanol E85). Vehicles are 95% recoverable at the end-of-life, and at least 5% of plastics used in new vehicles are made from recycled materials. Price includes delivery to dealer, number plates, 17.5% VAT, 12 months' Government road fund licence and £55 first registration fee. \*Price based on a customer saving of £2,845 on the MRRP of £11,840 for the Clio I-Music 3 door 1.2 16V 75. This offer applies to vehicles ordered by 30 September 2010 and is available to retail customers only. All figures correct at time of going to press at participating dealers only. This advertisement is provided by Renault UK Ltd. The Rivers Office Park, Denham Way, Maple Cross, Herts WD3 9YS. Offer not available in conjunction with any other offers. Renault



## MPH Mark Hughes

AUTOSPORT grand prix editor

Each of the five world championship contenders has a unique quality that could tilt the balance in their favour in 2010's thrilling title showdown

hat are the demands for each of the five title contestants going to be in the countdown to one of the most open and fascinating title showdowns of recent years? There can be no telling in advance what qualities will be most rewarded. Depending upon circumstances no one can control, some races require the inspired ambush of a Lewis Hamilton, just as others demand the applied intelligence of a Jenson Button, still others the shrewd cunning of a Fernando Alonso, the laser intensity of a Sebastian Vettel or the competitive adrenaline of a Mark Webber.



Reviewing the outstanding examples of these qualities this year, think about Hamilton scything through the pack in Australia, or splitting the superior Red Bulls to be running a remarkable second at Barcelona. Think of his sheer virtuosity in perfection at Montreal or Spa, or his later than late furious retaliatory out-braking of Button in Turkey. In fact, ponder how the dynamics of the season might have

changed had he not succeeded in repassing Button in this moment of red zone frenzy. They were each marginal on fuel and the dice could not have been allowed to continue. Hamilton — having pressured the Red Bulls into disaster while Button sat back and saved fuel — would not have taken that well. His easy relationship with Button that has been a major part of allowing the team to function so well this year would likely have been damaged.

For Button's part, there were those outstanding, assured victories of Australia and China, underscored by calmness under pressure, total self-belief and an ability to read a complex race far in excess of Hamilton's. That same self confidence was very much a part in his decision to go with the high-downforce set-up at Monza and his perfect — but ultimately fruitless — defence from Alonso's furious and relentless onslaught.

Look at the way Alonso has demanded Ferrari get around him and how effectively it has done so. It was a team looking for leadership and he's provided it. The same force of personality and unwillingness to be subjugated to anyone that was such a key part of his disastrous liaison with McLaren is behind his success with Ferrari. It's backed up not only by a brilliant talent, a raw on-track cunning — watch lap one at Monza between the first two chicanes and see if you can detect him lifting slightly as he sees in his mirrors Massa with his hands full of Hamilton, almost as if he's trying to induce them to clash by backing Massa towards the McLaren - and a mental strength that was almost

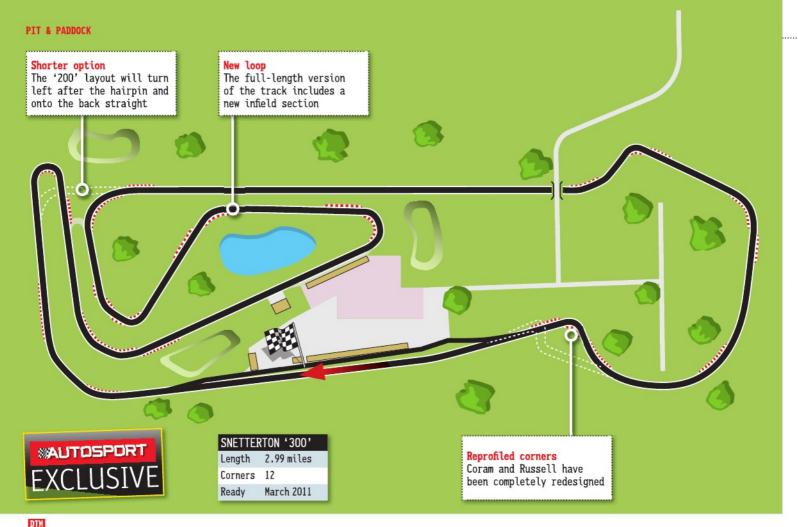
shocking to behold as he withstood the barrage of indignant questioning from the media post-Hockenheim.

Look at the perfection of Vettel's performances in the first two races - a solitary fourth place instead of the two commanding victories that were his by rights. Look at how he adopted Webber's set-up on the eve of China qualifying and by Q3 beat him to pole. Recall the perfection of his Valencia drive, generally forgotten amid the controversy about safety car lines and penalties. When he has his sights locked on target, he is virtually unbeatable. He relaxes into dominance rather than feels pressure from being chased - and the Red Bull RB6 is the perfect tool for allowing him access to that dominance.

The brittleness of Vettel's talent is as yet unannealed by experience, but that would probably not have been made evident were it not for the formidable competitive will of Webber. Who else would have bounced back from a 15-2 qualifying deficit to be every bit as fast as Vettel in the next season? He can never be underestimated and Vettel surely did. Squeezing the last drop of the Red Bull's vast performance around Barcelona by sheer willpower was the cornerstone in Webber's fightback, a performance that demanded he could not be seen as a number two. The pummelling he gave Vettel there was then amplified at Monaco. The way he handled the Silverstone front wing episode may not have made for the easiest of team ambiences, but came from the same place as those awesome drives.

Sit back and let it all unfold. It's going to be special. 30

# "There's no telling which driver's qualities will be most rewarded"



## **Snetterton to be transformed**

Complete overhaul for Norfolk circuit, with plans to attract international events such as DTM. By KEVIN TURNER

netterton will be transformed before the start of next season and track boss Jonathan Palmer hopes to attract international series to the Norfolk venue.

Palmer started on plans to upgrade the circuit to FIA Grade 2 level, which would allow Snetterton to host all championships bar Formula 1, in 2006. Planning permission was granted in 2008 and, apart from final approval on the details of the layout, everything is now in place for work to begin.

The new configuration, which is scheduled to be finished by March next year, will give Snetterton three layouts. The 2.99-mile Snetterton 300 track will be for major events, such as the BTCC and international series. The 200 — which will be most similar to the current circuit and will measure two miles — will host club-level events, and the 0.98-mile Snetterton 100 will be for the track school, corporate events, track days and testing.

As well as the circuit changes, there will be three new raised spectator banks, and improved paddock and facilities. New pit garages, which won't be used for major races, will arrive in 2012, as will various peripheral buildings, such as a conference centre and motorsport workshops.

"My intention is to transform Snetterton into the best circuit in

"I'd like to see DTM
there. It would let them
stretch their legs"
Circuit boss Jonathan Palmer

the country," said Palmer.

The DTM has a contract to return to Brands Hatch, another of Palmer's MotorSport Vision venues, in 2011, but Palmer hopes to switch the German tin-top series to Snetterton for the following season. "I'd like to see DTM there," he said. "I think it'd be fantastic as it would give them a chance to stretch their legs and it could provide overtaking."

Palmer did not rule out trying to attract other international series, such as the GT1 World Championship and Le Mans Series, to the venue, which opened in 1951.

The ex-F1 and sportscar racer has designed the changes himself, with input from drivers and motorcycle racers.

"We've been very careful to get input from interested parties," Palmer admitted.

## EARLY IMPRESSIONS

Leading lights from the DTM and the BTCC share their thoughts on the new Snetterton layout

#### GARY PAFFETT 2005 DTM champion



It looks interesting, but I don't see many chances for overtaking. It looks like a lot of fast corners into slow ones. I think it's a good idea to update Snetterton. It's a club circuit really now, and it would be good to see it boosted up. For us it would be more

interesting than Brands, and Brands is a bit on the limit safety wise. We've been lucky we've not had a nasty accident there. So if the run-off at Snetterton is good then it could be a nice place to take the DTM."

#### MATT NEAL Two-time BTCC champion



It looks good. The new twisty bit makes it into a real touring car-style track. I like the look of the new Coram and Russell especially, but it will need to be wide enough so that a driver can defend on the inside all the way round Coram, but still

make a move on the right side into Russell. Places like Oulton Park or Brands Hatch are unrecognisable from 10 years ago and this looks like it is getting the same kind of treatment.

DTM/NASCAR

#### **Ekstrom NASCAR future unclear**

**AUDI IS** not keen on Mattias Ekstrom competing in any more NASCAR races this year, despite Red Bull's desire to give the Swede more oval outings.

Ekstrom impressed the Red Bull team on his oval racing debut at Richmond earlier this month, where he finished 31st.

Both team and driver stated their desire to link up again in the future after the race (see AUTOSPORT, September 16), but Audi has played down the possibility of Ekstrom returning to America.

"For me, this issue is finished,"

head of Audi Sport Wolfgang Ullrich told AUTOSPORT. "Mattias did not ask me for another race – we never talked about it. I think he gave a clear statement that for him the NASCAR experience is done.

"If he does ask to go back, then we will see what it is and what it means."

AUTOSPORT understands that Red Bull has targeted recruiting Ekstrom for multiple races between now and the end of the season.

The Swede declined to comment on the speculation at Oschersleben last weekend, but his NASCAR crew

chief Jimmy Elledge said that he hopes to work with him again.

"Mattias has got a lot of talent and I hope we get the opportunity to do some more races," said Elledge.



#### RTCC

## Dynamics commits to new engine



TEAM DYNAMICS has become the first front-running British Touring Car Championship squad to commit to running NGTC engines next year.

The team, which has fielded the works Honda cars for title challengers Matt Neal and Gordon Shedden this season, will replace its normally-aspirated Super 2000 units with turbocharged powerplants prepared by long-time engine partner Neil Brown Engineering.

"We'll continue to run the same Civics as we have this year," team principal Steve Neal told AUTOSPORT. "But we'll switch to the NGTC engines because it looks like the way to go.

"They [Neil Brown] have always done a great job with our engines since we started running Hondas [in 2004], so there's no reason to ask anyone else."

Neal Sr said that his squad, which has run the current-spec Civics since the start of the 2007 season, would not consider building a full NGTC-spec machine until 2012 at the earliest.

A decision from Honda on whether it will continue to provide factory support for the team – which ran Neal Jr to the 2005 and '06 championships – is not expected until after its annual conference in November.

#### **AUTOSPORT SAYS.**

#### JAMIE O'LEARY BTCC CORRESPONDENT

jamie.oleary @haymarket.com



It was a couple of years ago when the idea of a major redevelopment for Snetterton was first mooted, but this final plan seems to take all the best bits of the previous ideas and blend them altogether.

MSV chief Jonathan Palmer has never done things by halves in terms of improving the state of his circuits, and it's great to see that Snetterton is next for the JP treatment.

As for the track, the new section that will comprise part of the '300' layout looks challenging for drivers and engineers and should only enhance the circuit's status as the country's favourite testing venue.

From a racing point of view, it should be fantastic for touring cars (as long as the circuit is wide enough) — and the five-corner infield section could make a wonderful venue for Time Attack or Sprints. And if the spectator banking can be sculpted creatively, then the fans will love it, too. If 'Snett' can retain its character, it will be a winner.



#### IN BRIEF



#### **V8 Cof CHASSIS UNVEILED**

V8 Supercars has released the first image of its 'Car of the Future' prototype chassis. The first running version is schedule to begin testing at Eastern Creek in January, ahead of its racing debut in 2012. The CoF concept will feature a common chassis that is then customised by each manufacturer.

#### **HUFF TESTS '11-SPEC CHEVY**

Rob Huff gave Chevrolet's 2011 Cruze its first shakedown at the MIRA test track last week and was "massively impressed" by the RML-built 1.6-litre turbocharged petrol engine. The car is due to be given more shakedowns in the next two weeks to collect more data before its first full test on a race circuit.

#### BRIT FOR BATHURST

British driver Ben Barker will make his V8 Supercar debut in the second-tier Fujitsu Series at Bathurst next month. Barker, who is racing in Australian F3, will drive the MW Racing-prepared Ford Falcon that was raced at Townsville by former Champ Car driver Marcus Marshall in July.

#### LAMY'S ASTON RETURN

Peugeot factory driver Pedro Lamy raced an Aston Martin for the first time since 2006 when he was called up by the Young Driver AMR squad for last weekend's Algarve FIA GT1 World Championship round. The Portuguese replaced Christoffer Nygaard, who was

unavailable for family reasons.

#### UNITED IN FOR ZHUHAI

The Anglo-American United Autosport Audi squad is the first team to confirm plans to enter GT3 cars in the GTC class at the Zhuhai Intercontinental Le Mans Cup event in November. The FIA GT3 regular will field two cars.

#### JOUSSE BACK IN SPORTSCARS

Julien Jousse returned to the sportscar ranks for the first time since the Le Mans 24 Hours at the Algarve. The Frenchman joined Xavier Maassen in the Mad-Croc Chevrolet team run by DKR Engineering.

#### LEITZINGER IN FOR PETIT

Butch Leitzinger will join the RSR Jaguar squad for Petit Le Mans next month. The 41-year-old will race RSR's second Jaguar XKR GT2 with Paul Gentilozzi and Tomy Drissi.

## **Ralph Broad** 1926-2010

RALPH BROAD, who died at the age of 84 last week, was a legendary team boss in touring cars.

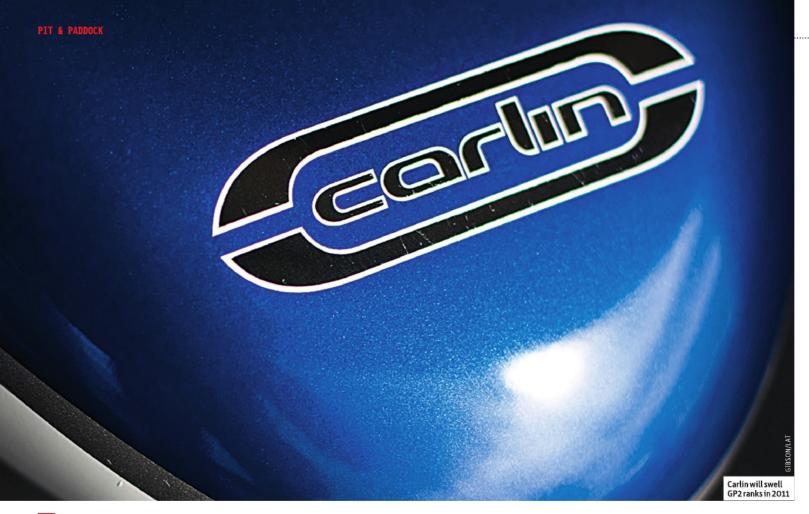
His Broadspeed Engineering organisation, which competed between 1962 and '78, took BTCC



Broad: ace tin-top boss

crowns with John Fitzpatrick and Andy Rouse in Fords and Triumphs, having made its name fighting – and often beating – the works Cooper squad with its Minis in the early 1960s. A brief works programme with BMC was followed by associations with both Ford and British Leyland; the latter programme giving Rouse numerous class titles.

Following an unsuccessful association with Jaguar XJ12Cs in the late 1970s, Broad sold his stake in the team and moved permanently to Portugal.



## Carlin and Lotus commit to GP2

Two big names add extra weight to F1 feeder-formula grid for the next three seasons as DPR drops out

arlin has achieved its long-held ambition to secure a place on the GP2 grid, after it was named as one of the 13 teams that will form part of the next threeyear series cycle.

The multiple British F3 champions will be joined on the grid by Team Air Asia, a new teamed owned by Lotus F1 team principal Tony Fernandes. This means the series returns to a full grid of 26 cars. One new entry has taken the place left vacant by Durango since late 2009, the other

replaces DPR, which will leave GP2 at the end of this year.

Carlin has an illustrious history in single-seater racing, including six British F3 drivers' titles. It also took part in the inaugural GP3 Series this year, and has previously sought a place on the GP2 grid. It aborted a tie-in with DPR ahead of the 2007 season.

Team Air Asia is based in Malaysia and is expected to run Lotus F1 test driver Fairuz Fauzy. The Malaysian has two GP2 seasons under his belt, having raced in 2005



and 'o6 for DAMS and Super Nova. GP2 series organiser Bruno

Michel said that both new teams were welcome additions to the grid.

"We have known Carlin for a long time," he said. "We signed them in GP3 Series and we have been very pleased not with only their results, but also with the way they integrated into our working environment. To have them enter GP2 is the logical next step.

"As for Team Air Asia, the seriousness of their presentation, their ambition and their worldwide project were really appealing. We are very happy to welcome an Asian team to our paddock."

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#### IN BRIEF



#### TOMCZYK HITS 100

Martin Tomczyk (above) celebrated his 100th DTM start at Oschersleben last weekend. The 28-year-old joined the series in 2001, and in that time he has won four races with Audi. His best championship position was third in 2007.

#### HARD ROCK AT NEW HAMPSHIRE

New Hampshire Motor Speedway has added a strip of granite to its track at the start-finish line as part of its 20th anniversary celebrations. The idea was taken from the legendary 'yard of bricks' at Indianapolis, but granite was used because the area is famous for that material.

#### ZAMPIERI EXCLUDED

Pons Racing's Daniel Zampieri was excluded from Silverstone's opening Formula Renault 3.5 race last Saturday after coming to blows in ISR's pit garage after qualifying with team boss Igor Salaquarda. Salaquarda was fined and banned from the circuit for the duration of the meeting for his part in the incident.

#### MORINI RETIRES

Draco team boss Adriano Morini will step down from the helm of his Formula Renault 3.5 team at the end of the season. The Italian intends to travel to Macchu Picchu to write his autobiography. Morini founded the stalwart single-seater quad in 1986.

#### SERVIA CHIPS IN

KV Racing hired veteran racer Oriol Servia as a driver coach for the IndyCar race at Motegi last weekend. The main reason was to help local driver Takuma Sato, who registered his best oval finish with 12th place.

#### FRANCHITTI IS OVAL KING

Dario Franchitti (below) was crowned winner of the inaugural AJ Foyt oval trophy in the IndyCar Series after last weekend's race at Motegi. The Scot won the oval-only points award by 16 points from Penske's Helio Castroneves



### 3 teams to discuss category future with FIA

**SENIOR FIGURES** from the **British and Euro Series** Formula 3 series will meet with the FIA in the next fortnight as work continues to safeguard the category.

Organisers and team bosses from both

championships will attend the meeting, at which plans for the category will be discussed, along with efforts to ensure the survival of the Euro Series.

While the Euro Series is continuing to work towards remaining in operation for 2011, its teams have not been given enough guarantees to convince them to fully commit just yet.

Signature team boss Philippe Sinault said: "Things are progressing

well - it's looking relatively positive. We intend to be in the Euro Series again next year, but that is not definite."

AUTOSPORT understands that the Euro Series is on course to feature a grid of 16-18 cars next year.



## **GT2 class** loses Spa 24hr slot



GT2 CARS will not be eligible for next year's Spa 24 Hours.

The joint organisers of the event, the Belgian national authority and event promoter RACE, have decided that the race should be run predominantly for GT3 and GT4 machinery. That means that the GT2 cars that raced for outright honours this year will be excluded.

FIA GT boss Stephane Ratel, who has provided the core of the grid at Spa since 2001, said: "The RACE considers that GT3 offers enough diversity and wants to have just one class going for overall victory. "

The move has been criticised by ProSpeed Porsche boss Rudi Penders, who entered two GT2 911 GT3-RSRs in this year's enduro.

"It will diminish the prestige of the race," he said. "It is positive that there will be one class going for victory, but GT3 cars are still not fit for 24-hour racing."

### **Toyota back to Le Mans**



TOYOTA WILL to return to the Le Mans 24 Hours as an engine supplier next season after a 12-year absence.

The Japanese manufacturer, which last challenged for outright Le Mans honours in 1998-99, is to supply 3.4-litre V8s to the Rebellion LMP1 prototype team. The unit is a variant of the V8 that powers Toyota's Lexus-badged Super GT contender.

Rebellion has yet to confirm its switch from the Judd V10s that powered its Lola coupes this season, but it is known that the first engines have already arrived at its Surrey base. The Lola-Toyota could begin testing as early as next month.

The deal has been acknowledged by Toyota, however. Hiromi Hayashi, project general manager of the company's motorsport division, said that the team "have the engines already".

Hayashi stressed that the tie-up with Rebellion was a purely a 'commercial deal", and said that it should not be interpreted as a precursor to a factory return to the prototype ranks. He added that there will be no problem achieving 530-550bhp necessary for the P1 division next season.

A Rebellion spokesman said that it was too early to make an announcement about 2011.

 Nissan is also returning to prototypes next season with an LMP2 customer engine. The 4.5-litre normally-aspirated V8 is developed from the same family of engines as its 3.4-litre Super GT engine.

British engine builder Zytek, which is not building an engine to the 2011 LMP2 rules, will be responsible for track support and engine rebuilds.

## Loeb to quit WRC after 2011

World Rallying's record-breaking star has decided to call a halt to his stellar career at the end of next season

🦰 ebastien Loeb has admitted next season will be his last in the World Rally Championship.

In an interview with French magazine Paris-Match, the 36-yearold confirmed that he would not be continuing in the WRC beyond next season. Loeb, who took his first top-level victory in Germany 2002 and, to date, has won 59 events and six world titles, looks set to clinch his seventh drivers' world title on the next round of the WRC, his home event, the Rally of France.

Asked whether he thought next season would be his last, Loeb replied: "Undoubtedly, yes."

There had been speculation that Loeb would retire at the end of this season, but he signed a one-year extension with Citroen - the manufacturer with whom he has spent almost his entire career - in the summer.

"I feel I have taken enough risks and I am not ready to take any more," he said. "My motivation now is the pleasure [of the sport]."

Next season looks likely to be Loeb's toughest since 2003, when he missed out on the drivers' title by just one point to Petter Solberg.

He will be joined in the official Citroen team by rising French star Sebastien Ogier, who has beaten Loeb on the past four gravel rallies. Loeb said the arrival in the team of countryman Ogier was not the

reason he was stopping.

"It is not him [Ogier] who is marking the end of my career, it is me who is making the decision and it will be undoubtedly at the end of next season. It is not worth the extra risks to follow [chase Ogier]."

Loeb has taken success in the World Rally Championship to a new level. On his first outing as a factory driver in a Citroen Xsara WRC in 2001, he came within a whisker of winning the Sanremo Rally. And, from the 135 starts he has made so far in the series, he has finished on the podium on 91 occasions. He has only failed to score points in 34 events.

For now, however, Loeb's focus

will be on next week's Rally of France. The event is based for the first time in Loeb's home region of Alsace, giving him the opportunity to celebrate winning a seventh title in his birth place of Haguenau.





#### **Panizzi eyeing Proton future**

**PROTON team principal Chris Mellors** says Gilles Panizzi's arrival in the team has brought a new dimension to the Malaysian firm's rally programme - with the two hoping to work together into the future.

Panizzi will contest this week's Sanremo Rally in the sister Satria Neo S2000 to that of Niall McShea, but the Frenchman says he is more interested in working on the development of the Proton next season.

"Of course, I am looking forward to Sanremo," said Panizzi. "I have good memories of this event. But, for me, I want to help to realise the potential

of this car. I drive for the test. And the car? I like it. It has very good dynamic, everything is in the right place and everything is correct. We have a very good foundation. It's very exciting to have some areas to work with. I want to sit down with Chris [Mellors] after Sanremo to talk about the future. Proton is an exciting project and I want to be part of it.'

Mellors said he was looking to forge a new alliance with the seven-time world rally winner, adding: "Gilles does bring a new dimension to the team. He comes with a wealth of experience - it looks very exciting."



WRC

#### **Gronholm: it's decision time for Mini**

#### **MARCUS GRONHOLM**

will decide this week whether he will return to the World Rally Championship with Mini.

The Finn was one of five drivers who tested the Countryman WRC in Portugal last week and, while he says he can see the potential in the car, admits he's never had a bigger decision to make.

"I just don't know what to do," said Gronholm. "It's the big, big question. I have to decide now."

The double world champion has been offered options by the Banbury-based firm, ranging from a full-time drive to being part of the development team



with no rallies.

"The car is good," said Gronholm. "It felt positive at the first test."

It is believed one of the sticking points in negotiations is the financial side of the deal. Gronholm refused to be drawn on the money involved, but added: "If I come back, it's not for the money, it's for my passion for the sport and to be involved in a new and exciting project."

Fellow world rally winner Markko Martin was also in Portugal and drove the Mini, as did his protege Ott Tanak and Intercontinental Rally Challenge champion Kris Meeke, who will join the squad at the end of the season.

Prodrive declined to comment on its likely drivers for next season.

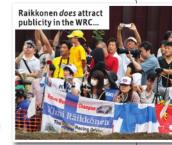
#### **AUTOSPORT SAYS..**

#### DAVID EVANS RALLIES EDITOR

david.evans @haymarket.com



Marko is Red Bull's driver consultant — the one who is now of the opinion that the Austrian energy drink firm's deal



with Kimi Raikkonen is not working because they're not getting any publicity from it.

Eh? Is this some sort of joke?

How much publicity does he want? Has this man visited a round of the World Rally Championship this season? I've been around the WRC for a while now, and I've seen the highlights of a proper McRae versus Burns ruck at a press conference; a Corrado Provera rant at a Peugeot exclusion and a multitude of Sebastien Loeb record-breaking post-event press conferences. But none of the above, none of the above comes close to the mass hysteria that greets the man of ice every time he attends a press conference.

He might not be big into one-liners, but he's certainly got the muddier side of the Fourth Estate hanging on every single (literally, he doesn't really say much) word.

Of course there are going to be crashes, there always were going to be crashes, but he's also retained the massive appeal he had in F1.

If that's how much he's appreciated, the best thing he can do is pack his bags and join Ken Block at Monster. In Block speak, that really would be 'awesome sketchy!'

#### IN BRIEF



#### RALLY SCOTLAND LAUNCHED

This year's Rally of Scotland was officially launched at Gleneagles on Wednesday. Eurosport Events has confirmed the two runs through the Errochty stage (Saturday October 16) and Loch Ard (Sunday October 17) will be shown live on Eurosport.

#### SIX IN WITH A BRC SHOT

Six drivers will start the final British Rally round of the season, the International Rally Yorkshire, with a chance of the title. Defending champion Keith Cronin is favourite, with Jonny Greer, Gwyndaf Evans, Adam Gould, Jason Pritchard and Daniel Sigurdarson also in with a chance of lifting the crown. The event starts in Scarborough tomorrow night (Friday).

#### LATVALA'S MONSTER RUN

Factory Ford driver Jari-Matti Latvala was at Rallyday on Saturday, driving Ken Block's Monster Ford Focus RS WRC. The Finn proved to be a huge hit with the fans. Another big hit was the parade of Richard Burns's rally cars, which were driven around the Castle Combe circuit by rally stars Stig Blomqvist and Guy Wilks.

#### FIA AGREES TYRE FIRMS

Michelin and Chinese firm DMack are the two companies sanctioned by the FIA to supply tyres to the WRC in 2011. The factory cars of Citroen, Ford and Mini are all expected to run on the French rubber.

#### DS3 R3 OUT AGAIN

Italian driver Elwis Chentre is faced with the task of maintaining the Citroen DS3 R3's 100 per cent class-winning record. After success on the Ulster and Monte Blanc rallies, Chentre drives the car on this week's Sanremo Rally.

#### RALLY RIDE FOR SOLDIER

Injured soldier Fusilier Shaun Stocker (below) sat alongside British rally driver Julian Reynolds – and met five-time British Rally Champion Jim McRae – at a recent Ticket for Troops charity day at the Goodwood rally stage. Stocker, who lost both legs above the knee and 90 per cent sight in both eyes while serving in Afghanistan, said: "It was an unbelievable experience."



### Red Bull: no value in Raikkonen



**RED BULL** is disappointed with the publicity and results from Kimi Raikkonen's maiden World Rally Championship programme, according to driver consultant Helmut Marko.

Despite Raikkonen taking his maiden rally win last weekend – a Rally of France warm-up, the Rallye Vosges – Marko is said to be unimpressed by the number of accidents Raikkonen has had.

The 2007 F1 world champion has suffered a significant number of off-stage excursions this season, but he and his team principal Benoit Nogier are upbeat about the Finn's increased speed.

Marko said: "The publicity [from Raikkonen] is not what we expect. It is connected with the accidents and the results missing. The Raikkonen project functions only with victories."

Raikkonen's WRC future has yet to be decided. He has not received an offer from Red Bull, but he has been tipped for a move to the Monster Ford Team for 2011.

#### IRC PREVIEW

Rallye Sanremo Event Round 10/12 Based Sanremo September 24-25 Date Stages 11 Surface asphalt Competitive miles 136 Kris Meeke ast winner Championship leader Juho Hanninen



# THE FRENCH



RENAIS



# SANCE

Down and almost out 12 months ago, Renault has been the sporting success story of F1 2010. By EDD STRAW



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he story starts in Singapore. But not at the moment when a shower of fragmented carbon-fibre erupts from Nelson Piquet's Renault as it strikes a concrete wall on lap 14 of the island republic's inaugural grand prix two years ago. That particular tale of intrigue, outrage and disgrace is well-told - and now long behind the team. Instead, this narrative begins one year later, just days after the FIA finds team principal Flavio Briatore and engineering chief Pat Symonds guilty of ordering Piquet to crash and set up Fernando Alonso's victory in 2008.

The Renault team that headed east to Singapore last year was beleaguered by weeks of scandal and a year of underachievement. But there was hope. Renault could have scuttled away from the sport in shame, but instead renewed its commitment after board-level soul-searching. This eased the creeping panic within a team that had good reason to fear for its future. Alonso's unexpected third place, Renault's best result of its worst F1 season in over three decades, was a harbinger of what was to come in 2010. After a season

during which it courted oblivion, Renault has defied the odds to become, on speed, the nearest challenger to title protagonists Red Bull, McLaren and Ferrari. Few saw that coming.

Renault is currently fifth in the constructors' championship and targeting Mercedes' top-four slot. It has scored 127 points, a 76 per cent improvement compared to this time last year (applying this year's system), but most importantly harbours serious

#### "The morale was low after a very bad year sportingly, rather than because of the scandal" **ERIC BOULLIER**

- and realistic - ambitions of winning races next year. So what has changed?

In some ways, a great deal. In others, very little. Luxembourg-based Genii Capital, run by Gerard Lopez (see panel, below right) bought 75 per cent of the team last December and installed DAMS GP2 boss Eric Boullier as team



principal. He recognised that the staff at Enstone needed to feel that the Sword of Damocles no longer dangled above their heads.

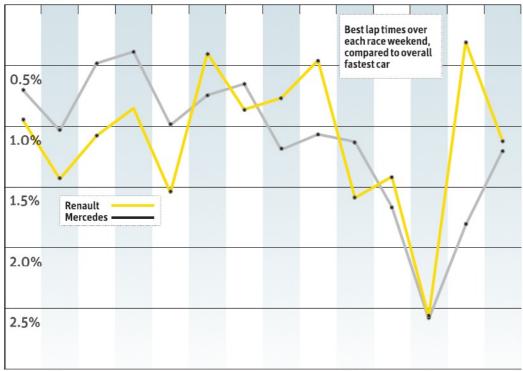
"The morale was low after a very bad year sportingly, rather than because of the scandal," says Boullier. "Also, it was down because there were rumours about Renault stopping."

On the other side of the fence was James Allison, now the technical director after the enforced departure of Symonds and the promotion of Bob Bell to managing director.

#### THE BATTLE FOR FOURTH

**Pacesetter** 

Mercedes started the season with a clear edge over Renault. As the season has gone on, the French manufacturer has turned the tables.



MALAYSIA **USTRALI** 

SPAIN

MONACO TURKEY CANADA EUROPE BRITAIN

HUNGARY GERMANY

TALY

#### Who is Gerard Lopez?

BEFORE THIS season, Renault F1 chairman Gerard Lopez's biggest claim to fame among the wider world was that he was an early investor in Skype.

Now, less than a year into his tie-up with Renault, Lopez is being credited with having helped guide one of the mostimproved team performances of 2010.

Lopez's background is in technology - the Luxembourg-based entrepreneur oversees a wide-range of business interests through his Genii Capital and Mangrove Capital Partners companies.

In 2008, he helped set up the Gravity Sport Management company that looks after a host of young drivers, including Romain Grosjean, Jerome d'Ambrosio and Ho-Pin Tung. It was through Gravity that Lopez came into contact with Eric Boullier - and he entrusted the Frenchman to take over as team principal at Renault.

Lopez insists his motivation is not to make a quick profit out of Renault. Instead, he hopes to use a successful F1 team to open up indirect business opportunities elsewhere.

"Our objective is to have a long-term view on Renault F1 as a break-even operation, and then to use that to do deals in the countries that we visit," he said. "That's really where we measure up." JN

 "When Renault were full owners of the team, they were great in the way that they supported us financially and with the capital investments that were made," says Allison. "They were tremendous in several seasons during which we didn't give them much reason to love us. But throughout that period, the public view of the Renault ownership was that it was a fragile one. Everybody was asking externally and internally, 'When is the sword going to fall?' That made it difficult to attract people and meant that we lost some people who chose to take apparent security elsewhere."

With Renault chairman Carlos Ghosn sporadically pointing out that the team must be successful to justify its existence, this also led to a culture of sacrificing planning for the following season in favour of extracting every last iota of performance out of the current car. Gradually, the team slipped backwards. Renault didn't need a revolution, it needed stability, and the new management provided that. It was also an opportunity to change the way that the team was run, especially after a year during which, according to team insiders, Briatore was losing interest.

At the new-generation Renault, Boullier focuses on running the sporting side of the team, with Lopez and Genii CEO Eric Lux concentrating on the business and financial concerns. But change at the top hasn't triggered a wholesale overhaul in the rank and file.

"Largely the same people are looking after the same departments and the staff are the same," says Allison. "There are differences with regard to technical management. One obvious difference is that when Bob Bell was technical director, he was also effectively

managing director because Flavio doesn't want to run a company at an operational level. Bob had the burden and burden is the correct word – of having to run the company. Since Genii took over, we've had a more normal structure. I am a technical director and don't have to fret about other issues."

Boullier is quick to pay tribute to the contribution that Allison has made. The car is far more aggressive aerodynamically than the efforts of the previous few years and has been arguably one of the best developers of the season. "We can give him a lot of credit for the success this year," says Boullier. "Some brave technical decisions have been made by James. He has stepped very well into his job."

Allison is quick to play down his own role, acknowledging that much of the car's DNA was laid down long before he stepped up from his previous

"We couldn't have any technical excuses for doing a poor car, because we are well-funded, with fantastic people" JAMES ALLISON

role as deputy technical director.

"This car's inherent goodness was locked in well before I started this role," he says. "I've been fortunate enough to take over at a point where a lot of the investment that this company made to rebuild has been realised. It's no secret that we made a big investment with our rolling road [installing a steelbelt system in place of the outmoded polyester one] so we have got a strongly

Renault is the

most successful engine supplier in the history of the world championship. It has won

races, lagging

behind only Ferrari (214) and Ford (176). Only 35 of those wins have come as a full works team, with the rest coming through partnerships with Lotus, Williams, Benetton

and Red Bull





performing piece of equipment in the wind-tunnel and an aerodynamic group that had recovered its strength. When, early in 2009, to meet some tough budgetary requirements, we had to let a few people go, it became obvious that the decision was a false economy and we needed to reverse it. When I came in, we had reversed that damage and the aero group was back on its feet."

That's reflected in the refinement and intricate detailing of the aero of the R30, plus Renault's ability to incorporate concepts such as the f-duct and the exhaust-blown diffuser more effectively than nearest rival Mercedes. Investment in the team's CFD capability has also matured at just the right time to best exploit a neatly packaged car that, like the Red Bull RB6, features a very compact gearbox.

Renault's 2010 season can be characterised as one of exceptional development on a pretty good, but not stunning, baseline car. If it can continue this year's rate of development, there's every reason to expect wins in '11 and perhaps a title tilt.

"We couldn't have any technical excuses for doing a poor car, because

#### Boullier: he's not exactly the new Flavio Briatore

**ERIC BOULLIER** is not the big-office type. Since he took over as Renault team principal in December, the room formerly inhabited by Flavio Briatore and David Richards has shrunk. Life as a Formula 1 team boss certainly hasn't inflated Boullier's ego. Favouring function over extravagance, he is the anti-Flav.

Boullier, a racing man through and through, spent most of his career with French junior-category giant DAMS, first as an engineer then increasingly in management. Now the 36-year-old has adapted well to life in the so-called Piranha Club.

'We are not all friends smoking cigars and having a nice whisky,' he says of relations with his fellow team principals. "You know the rules: when you arrive, you are the rookie. I sat at the back listening

at first, then step by step I came into the club. Now I am sitting at the table and I can share my point of view."

By all accounts, Boullier has been willing to do so forcefully when required. Not bad considering he had to put a lot of thought into whether to take up the team-principal role in the first place.

"I couldn't believe my ears the first time that they asked me the question," he says of being offered the job. "I realised that being called so late in the night, they expected an urgent answer, but it took me three days to say yes. I'm very happy that I did.

So too are those working on the shop floor at Enstone. Technical director James Allison sums up the different management approach that Boullier has brought to Renault.

'Eric is a very straightforward, friendly and approachable bloke," he says. "For all of Flavio's redoubtable talents in certain areas, that wouldn't be the set of adjectives that you would use for Flavio.





we are well-funded, we've got the equipment we need and we've got fantastic people," says Allison.

Whether next year's car is capable of taking on Red Bull remains to be seen, but one part of the winning equation is already there: Robert Kubica. Free from the rigidly corporate chains of BMW Sauber, who he still privately believes threw away a perfectly good chance of winning the 2008 world championships, the Pole is enjoying his new surroundings and signed a two-vear contract extension earlier this year. It's fair to say that relations between the team and the outgoing Fernando Alonso were not what they once were as he battled the poor Renault R29 last year. A driven, determined Kubica is exactly the infusion that the team needed.

"It was good timing," says Boullier of the Kubica-Renault union. "The team was down because when you don't get results it affects morale, and Kubica came from a team where he wasn't so happy and was frustrated. They found themselves speaking the same language. There is clearly a freshness that has brought to the

team this resurrection or revival, as you might call it."

Kubica's performances are clear for all to see. In Monaco, he turned in a stunning drive - always on the edge, never over it. He was a driver on top form, harnessed to a good car that gave its driver the maximum confidence to thread the needle through the walls of the Principality. With a better start from the front row, he would have won, and few dispute the fact that he has been one of the drivers of the 2010 season. Alongside him, Renault has struck the right balance between nurturing rookie team-mate Vitaly Petrov and putting on the pressure. If it does decide to drop the Russian for next season, it has the pick of the available drivers – another reason for optimism heading into next season.

So Renault has ticked plenty of boxes heading towards 2011, but questions have been raised over the financing of the team. At Spa, Lopez revealed to AUTOSPORT that "we have committed to a higher investment plan than the one that was initially foreseen". This, combined with the revelation in July that Renault was seeking an advance

on its 2010 television money to fund work on next year's car, has understandably led to talk that the financial basis of the team is not as rock-solid as was hoped. Boullier laughs off the suspicions, arguing that the planned investment for 2011 had been rolled forward as a result of the squad's success this year.

"His comment was based on the fact that we became more ambitious," he says. "If you believe that you have created this dynamic cycle that will take you to where you want to be, you need to run after it. We had the right slot to step up, but it needed investment."

For all the changes that Renault has undergone since its time of turbulence 12 months ago, it is essentially the same team that claimed back-to-back titles with Alonso in 2005 and '06. And don't forget, the squad headed into '05 spearheaded by a driver who was winless the previous season, but who most onlookers believed had world championship potential. Kubica, as well as the staff of Enstone, wouldn't mind that cycle coming around again next season.



#### AT A GLANCE

- -> Race 1 Gordon Shedden
- -> Race 2 Tom Onslow-Cole
- -> Race 3 Matt Neal
- -> Pole position Tom Chilton



# Honours even in (tyre) wall-to-wall action

Shedden, Onslow-Cole and Neal are all winners - and all chasing points leader Plato - after a BTCC biff-and-bargefest

our drivers will head to the final round of this year's British Touring Car Championship with a chance of winning the title following an often chaotic weekend of racing at Donington that set up the most intriguing showdown in recent series history.

The best-placed of the quartet - Chevrolet driver Jason Plato - was the only one who failed to win a race at the recently reopened circuit. But he came away with a useful, albeit slightly reduced, 17-point cushion over long-time rival Matt Neal. This was after he was involved in a multi-car-pile up in the opening race that triggered arguably the drive of the season from him a few hours later as he carved through to a podium finish from 19th on the grid.

Neal won the final race of the day, nicely bookending the wins for the Team Dynamics-run Honda squad, which had watched earlier as Gordon Shedden took the opener. The Scot is only four points behind his teammate in the table and could become the first BTCC title winner to hail from north of the border since John Cleland 15 years ago.

Tom Onslow-Cole isn't out of it either. The Ford man boosted his previously flagging title hopes with a straightforward win in race two to leave himself only 24 points away from Plato, and with a car his rivals fear may be the one to beat at Brands Hatch.

The Arena Motorsportrun Focus ST looked pretty handy at Donington too, especially after Tom Chilton had beaten Onslow-Cole to the top spot in qualifying. But the polesitter got away poorly in race one and squandered his advantage.

"I tried to hold the brake

with my heel, which is something I never do, but I just wanted to try it to see if it was a better way of starting," he said. "I won't be doing that again."

So poor was his getaway that Shedden — starting directly behind him from third spot — had to take to the grass to avoid ramming him, and all this meant that Onslow-Cole was able to take an unchallenged lead into Redgate.

The challenges came thick and fast — the two Toms swapping paint and positions on numerous occasions during the race, while Onslow-Cole battled an imbalance on his LPG-powered machine that he believed was caused by his front tyres running at too low a pressure.

Shedden grabbed the lead for good after six laps behind the safety car caused the Ford's tyre pressures to drop even lower. It was a move that would trigger what looked like being a critical moment in the 2010 championship.

As Shedden made his move down the inside stick, Onslow-Cole's line was compromised out of the Coppice right-hander. The Ford came under attack from both Neal's Honda and Plato's Chevrolet as the group of six headed down towards the re-profiled Goddards chicane.

"Tom was on the outside and I was concentrating on getting by him, so I put my car on the inside," said Neal. "Then I got a hit up the rear from Jason, who'd obviously got a tow off me. I went sideways and bounced into one of those [foam] barriers [placed next to the chicane's apex kerbs] and then bounced off it and into Jason. And I didn't have a clue where Tom went."

Onslow-Cole had also clobbered a moveable barrier, albeit a different one to Neal, but both kept going to the flag in eighth and fifth respectively. Plato was not so lucky. The secondary contact with Neal broke his Cruze's leftfront wheel and sent him careering into the tyre wall



#### **QUALIFYING**

#### Fords deny the Hondas of glory

Just when Gordon Shedden looked set to head the first all-Honda front row since 2005, along came the Arena Fords of Tom Chilton and Tom Onslow-Cole within seconds of each other to lock out the top two positions. Onslow-Cole's time, just 0.081 seconds behind his team-mate, came despite his car being 18kg heavier than his namesake's.

Shedden, Jason Plato and Matt Neal – the three other drivers carrying success ballast – completed the top five, while Andy Neate forced a mid-session red flag after spinning off at Redgate.



#### RACE RATING \*\*\*\*

Race two was the best of the season, and more than made up for a tame finale later on

#### "Mum said she thought she was on Brighton beach, there was that much gravel around"

Andrew Jordan on what came out of his car after pile-up

# REPORT BTCC DONINGTON



Jamie O'Leary reports



ON itv 4 ertridge World Neal can't fit between Plato and tyrewall

THE INSIDE LINE

#### Keeping it on the straight and narrow

"It's too narrow – there's a good chance there'll be a shunt there,' said privateer Martin Johnson of the revised Goddards chicane.

He was right, as the firstrace pile-up proved.

But generally the consensus was positive on the chicane, which is now 100 metres closer to the exit of Coppice than before.

"I like it," said Matt Neal. "It's easy third gear, whereas the old one you could do in second if you got the ratios that way. The exit is on a bit of an incline so carrying the speed through is crucial. And the kerbs are bigger too so fewer people will cut it."



The revisions brought lap times down by around 1.5sec per lap and, thanks to the now-longer start/finish straight, turned Redgate into more of an overtaking spot than it had become.

"It's not just the chicane though, it's the whole track and the tyres we have,"

surmised WSR boss Dick Bennetts. "We reckon the chicane has taken off half a second and the other second is down to other things. It can even depend on the amount of fuel on the track surface from the planes landing at the [East Midlands] airport. Funny place, Donington.'

**KEY MOMENTS** QUALIFYING Chilton and Onslow-Cole sprint to front-row spots straight after red flag RACE 1 Plato eliminated in pile-up that also involves Neal, Onslow-Cole, Jordan and Collard



- and a solid one at that. Once stationary, he was hit again by Andrew Jordan, who had already made contact with Rob Collard and Mat Jackson before ending up in the gravel himself. Not a pretty sight.

Jackson threaded his Motorbase BMW through the wreckage and made up five spots in the process, although was blamed by Jordan for being responsible for his clash. He went on to claim third behind Shedden and Chilton, as Plato walked back to his garage to contemplate the permutations of a handful of lost points and a race two grid position of 19th.

Race officials later pinned blame on Plato by endorsing his licence with penalty points, but the Chevrolet man was in inspired form in race two. Ninth by the end of the second lap, he was already ahead of Neal thanks to the Honda ace taking a drive-through penalty for a jumped start. Plato now set about carving through the field with a

drive reminiscent of the one that took him from last to second in the final race at Knockhill a year ago.

"This one was even more satisfying," said Plato. "Because this is a circuit where you have to be really 100 per cent on it all the time to do well. But the credit all goes to the team. They usually take three hours to set the car up perfectly here, but after fixing the damage from race one they only had five minutes to work on set-up! It was spot-on though."

Plato's third-race performance turned out the same result, and was arguably even more impressive. He may have started from a relatively lofty seventh on the reversed grid, but success ballast meant his Cruze was 27kg heavier than it had been in the middle race the 2001 champion and his RML-prepared car are a seriously good combination.

Shedden and Onslow-Cole had kept things a bit cleaner in the second race.



#### AT A GLANCE - FASTEST LAPS

- -> Race 1 Chilton
- Race 2 Plato
- -> Race 3 Plato



■ Onslow-Cole's front-end damage had dropped him to eighth by the end of race one, but he was up into the leading group following Neal's drive-through.

The Ford racer went past Jackson for second at Goddards on lap five, and then moved into the lead after pulling a carbon-copy manoeuvre on Shedden five laps later. Onslow-Cole pulled out a half-second advantage and kept it to the flag, with Plato a similar distance behind Shedden.

"That's the best win of my racing career," said Onslow-Cole. "It's just the release of all the adversity we've faced as a team recently, with all the talk about the turbos and what have you. It's hard to put into words the feeling I had as I crossed the line.

"Having said that, this weekend doesn't go down as a good one for me, because I'm thinking championship now and the points I've lost to Jason today mean it's a bit of a long shot for Brands, even



if we are right on form."

That race-two win was, of course, achieved in a ballast-free car. A repeat with 45kg on board and from ninth on the reversed-grid race three was never likely to happen. He had to make do with eighth.

Team-mate Chilton added a couple of useful points finishes, but emerged from the weekend with no chance of becoming champion. How Mike Earle's squad balances Onslow-Cole's title hopes against Chilton's ambitions of overhauling his teammate to become Independents' champion will be an interesting subplot to the Brands Hatch finale weekend.

The third race was a cakewalk for Neal, who took his fifth win of the year at a canter once polesitter Jordan had kindly got his Eurotech Vauxhall into a massive tankslapper at Redgate early on and ceded the lead. Neal had twice tagged the rear end of the

#### KEY MOMENTS

RACE 2 Neal, from fifth on the grid, creeps at start and gains instant drive-through penalty
RACE 3 Jordan gets two tank-slappers in four corners and falls behind Neal and Collard to third

Eurotech Vauxhall at McLeans in the previous races, with the obvious knock-on effect for Jordan, but this time there had been no contact.

What his moment did do was drop him into the clutches of Collard, who passed him at the Old Hairpin two turns later.

The quickest of the BMW drivers in qualifying — despite having lost virtually all of the second free-practice session while the WSR mechanics sought to diagnose the cause of a vibration — Collard had the pace to finish in the top five in each race.

That he didn't do it was down to his involvement in

the first-race pile-up and to missing his braking point at Goddards on the final lap of race two as he tried to overtake Motorbase BMW duo Jackson and Steven Kane in one go.

At least Collard managed to take second in race three — his fifth runner-up spot of the year, and one that leaves him keener than ever to break his season duck in the final round at Brands.

Once again the Kent circuit hosts a gripping title shoot-out. Last year's was the best for almost 20 years as Plato, Fabrizio Giovanardi and Colin Turkington took the fight down to the final race. This time around that could easily be surpassed.



#### AT A GLANCE - LAP LEADERS

- -> Race 1 Onslow-Cole/Shedden
- → Race 2 Shedden/Onslow-Cole
- → Race 3 Jordan/Neal

#### "Jason had better watch out at Brands. We'll come at him from all angles"

Matt Neal warns Plato to watch his mirrors at the title showdown

#### DRIVER & DRIVER

#### JASON PLATO (R/3/3)



Blamed for R1 pile-up, but was sensational in next two races, with or without success ballast.

#### ROB COLLARD (16/7/2)



Rewarded with R3 podium on a day when he was quick but unlucky. Fastest BMW driver over weekend.

#### PAUL O'NEILL (R/12/R)



'Best qually lap for years' followed by R1 collision with Boardman and Kane. Nightmare day.



Spun twice at Redgate on raceday, but brake-bias adjustment brought weekend-best 14th in R3.

#### ALEX MACDOWALL (4/11/R)



Engine problem restricted him to 10th on grid. R3 contact with Chilton put him out. Varying speed.

#### ANDY NEATE (15/15/R)



Qually spin brought out red flags. Had more spins in races, and then a clutch failure.



Mechanical issue caused FP1 red flag, but kept his nose clean on raceday and took three finishes.



Dropped a cylinder in FP1 and did irreparable engine damage. Managed half an out-lap.

#### MATT NEAL (5/8/1)



Was his usual aggressive self, and was gifted R3 win when Jordan slid wide at Redgate early on.

#### STEVEN KANE (6/6/4)



Gear-selection woes caused him to miss qually and start R1 last. Run to sixth was well made.

#### ANDREW JORDAN (R/9/7)



Had the pace to score more points than he did. Mystery handling robbed him of R3 podium - again.



Fine finish in R1 followed by valve failure on R2 warm-up lap that cruelly ended his day early.

#### GORDON SHEDDEN (1/2/6)



Driving better than ever and right in title fight after R1 win. Powerless to stop lighter TO-C in R2.

#### MAT JACKSON (3/5/8)



Consistent most of the time, but ran off track by himself in R3, throwing away potential podium.

#### AVID PINKNEY (10/18/13)



First point since Snetterton. Late R1 radiator problem dropped him from seventh to 10th.



Practice misfire put him on back foot. Was 2s off first point - and a Triple 8 car - in R3.

#### JAMES NASH (17/10/10)



Fairly anonymous, but will benefit from having raced cleanly in a tight bunch.

#### TOM CHILTON (2/4/5)



Failed to turn pole into a win, but three strong finishes brought him into indie title fight.

#### TOM BOARDMAN (7/13/R)



Failed to fully capitalise on top-six pace in FP1. Started R3 from pitlane, but retired soon after.

#### **NEXT ROUND** Brands Hatch

(GB) October 9-10

#### JAMES KAYE (9/14/R)



Brilliant ninth on his first BTCC start for four years. Saturday affected by gearbox glitch.

#### TOM ONSLOW-COLE (8/1/9)



Did badly with weight on and well without it. Damage from R1 pile-up cost him ground.

#### AUN HOLLAMBY (14/19/R)



Continues Golf's progress. Contact with Kaye precluded wheelbearing failure in R3.



British Touring Car Championship, Donington Park (GB), September 18-19, round 9 of 10

GRID	
1 CHILTON 1:11.328	
1:11.328	2 ONSLOW-COLE
	1:11.409
3 SHEDDEN	
1:11.448	
	4 PLATO 1:11.577
5 NEAL	
1:11.604	
	6 JORDAN 1:11.717
7 O'NEILL	1:11.717
1:11.822	
	8 COLLARD
	1:11.834
9 BOARDMAN 1:11.916	1
1:11.716	10 MACDOWALL
No. of Contract of	1:11.919
11 JACKSON	1
1:12.010	12 NASH
	1:12.298
13 KAYE	
1:13.100	
	14 NEATE 1:13,221
15 WOOD	1:13.221
1:13.287	
	16 GEORGE
	1:13.456
17 JOHNSON 1:13,900	•
1.15.700	18 PINKNEY
	1:13.927
19 HOLLAND	ВУ
1:14.208	20 FORSTER
	1:15.140
21 KANE	
no time	

RA	CE 1 - 19 LAPS, 37.6	01 MILES			
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME/REASON	GRID
1	Gordon Shedden (GB)	Honda (Team Dynamics)	Honda Civic	26m45.547s	3
2	Tom Chilton (GB)	Arena Motorsport	Ford Focus ST	+0.299s	1
3	Mat Jackson (GB)	Motorbase Performance	BMW 320si	+1.193s	11
4	Alex MacDowall (GB)	Chevrolet (RML)	Chevrolet Cruze	+1.558s	10
5	Matt Neal (GB)	Honda (Team Dynamics)	Honda Civic	+2.789s	5
6	Steven Kane (GB)	Motorbase Performance	BMW 320si	+4.207s	21
7	Tom Boardman (GB)	Special Tuning UK	SEAT Leon TFSi	+5.861s	9
8	Tom Onslow-Cole (GB)	Arena Motorsport	Ford Focus ST	+6.441s	2
9	James Kaye (GB)	WRC Developments/Barwell	Honda Integra-R	+7.259s	13
10	David Pinkney (GB)	Pinkney Motorsport	Vauxhall Vectra	+7.969s	18
11	Martin Johnson (GB)	Boulevard Team Racing	Vauxhall Astra Coupe	+8.271s	17
12	John George (GB)	Tech-Speed Motorsport	Honda Integra-R	+8.488s	16
13	Lea Wood (GB)	Team Wood Racing	Honda Integra-R	+10.299s	15
14	Shaun Hollamby (GB)	AmD Milltek Racing	Volkswagen Golf	+11.263s	19
15	Andy Neate (GB)	WSR	BWM 320si	+11.479s	14
16	Rob Collard (GB)	WSR	BMW 320si	+12.413s	8
17	James Nash (GB)	Triple 8 Engineering	Vauxhall Vectra	-1 lap	12
18	Arthur Forster (GB)	Forster Motorsport	BMW 320si	-1 lap	20
R	Jason Plato (GB)	Chevrolet (RML)	Chevrolet Cruze	11 laps-accident	4
R	Andrew Jordan (GB)	Eurotech Racing	Vauxhall Vectra	11 laps-accident	6
R	Paul O'Neill (GB)	Tech-Speed Motorsport	Honda Integra-R	4 laps-accident	7
NS	Martin Depper (GB)	Forster Motorsport	BMW 320si	engine	

_			
		5, 33.643 MILES	
	DRIVER	TIME/REASON	GRID
1	Onslow-Cole	21m07.476s	8
2	Shedden	+0.935s	1
3	Plato	+1.542s	19
4	Chilton	+7.556s	2
5	Jackson	+10.236s	3
6	Kane	+10.978s	6
7	Collard	+11.047s	16
8	Neal	+12.115s	5
9	Jordan	+13.202s	20
10	Nash	+13.549s	17
11	MacDowall	+13.908s	4
12	O'Neill	+18.773s	21
13	Boardman	+23.645s	7
14	Kaye	+25.597s	9
15	Neate	+30.150s	15
16	George	+30.710s	12
17	Wood	+31.587s	13
18	Pinkney	+41.898s	10
19	Hollamby	+53.297s	14
20	Forster	+1m07.580s	18
R	Johnson	O laps-valve	11
NS	Depper		

		75, 31.664 MILES	
POS	DRIVER	TIME/REASON	GRI
1	Neal	19m29.257s	
2	Collard	+4.115s	
3	Plato	+6.402s	52
4	Kane	+7.752s	
5	Chilton	+8.933s	
6	Shedden	+9.300s	
7	Jordan	+10.206s	
8	Jackson	+15.292s	
9	Onslow-Cole	+19.899s	
10	Nash	+19.946s	1
11	Wood	+21.064s	1
12	George	+32.411s	1
13	Pinkney	+35.011s	1
14	Forster	+37.643s	2
R	O'Neill	11 laps-handling	1
R	MacDowall	9 laps-accident	1
R	Hollamby	8 laps-wheel-bearing	1
R	Boardman	3 laps-suspension	1
R	Neate	1 lap-clutch	1
R	Kaye	1 lap-acc damage	1
NS	Johnson	valve	
NS	Depper		
	•		

RACE 3 - 16 LAPS 31 664 MTLES

DRI	VERS' CHAMPIONSHIP	
POS	DRIVER	PTS
1	Plato	224
2	Neal	207
3	Shedden	203
4	Onslow-Cole	200

5	Chilton	17
6	Kane	15
7	Jackson	14
8	Collard	12
9	O'Neill	11
10	Jordan	72

KEY R=Retired: NS=Non-Starter.

Race 1 Winner's average: 84.31mph. Fastest lap: Chilton, 1m12.432s, 98.36mph. Race 2 Winner's average: 95.55mph. Fastest lap: Plato, 1m12.126s, 98.77mph.

Race 3 Winner's average: 97.48mph. Fastest lap: Plato, 1m12.082s, 98.83mph - record.

**JASON PLATO**  **MATT NEAL** 

**TOM ONSLOW-COLE** 

**GORDON SHEDDEN** 

TOM **CHILTON**  **STEVEN KANE** 

**MAT JACKSON** 

**PAUL** O'NEILL



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\* Advance tickets available until midday
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#### BRITISH FORMULA FORD AT A GLANCE

- -> Race 1 Josh Hill
- → Race 2 Hill
- -> Race 3 Dan Cammish
- → Poles Scott Pye x3

# **REPORTS**TOCA DONINGTON

>>> For more reports see p90

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BRITISH FORMULA FORD & PORSCHE CARRERA CUP

# Hill stars as title rivals clash again

n a rare appearance on the TOCA package British Formula Ford showed off its best and worst sides last weekend. Josh Hill scored fine wet-weather wins in two superb races before things got a little too BTCC-like in the finale, with several cars being turned into wrecks well before the finish.

Championship rivals
Scott Pye and Scott Malvern
both had eventful weekends.
Pye dominated dry
qualifying — setting four
times good enough for top
spot — but struggled in the
wet and was then
eliminated in a race-three
clash involving Malvern.

Malvern admitted to not getting the best from his rejuvenated Ray in qualifying and went off in race two, but took back the points lead with second in the chaotic finale.

It didn't take Hill long to grab command of the first race. On a damp track, Pye ran wide at the Old Hairpin on lap two, allowing Hill to power around the outside as they went under Starkeys Bridge. He pulled clear as Pye fought the chasing pack.

JTR's Dan Cammish quickly made it by and set off after Hill. He caught the Jamun Mygale and applied pressure, but Hill held on to take his fourth 2010 victory.

After going round the outside of Pye at Redgate, Malvern looked set for third, but as more rain returned his decision to go with very worn wets bit him and the Cliff Dempsey Racing driver fell victim to ITR's Tio Ellinas.

Hill and Ellinas starred in race two. Pye was happier with his wet set-up this time, but Hill still went round the outside of him at Redgate at the start of lap two to lead. Ellinas and Cammish soon followed and Pye was content to settle for good points as Malvern was well back, courtesy of an off at Redgate.

Cammish again looked quick but tried too hard to pass his team-mate at Redgate, the ensuing off dropping him to the back. He would become the fastest man on the track as he charged back to ninth.

Hill and Ellinas now put on a brilliant display at the front. Ellinas seemed to



Pye missed a gear coming out of the chicane on the first lap of a dry race three. Cammish went by, and then Pye and Ellinas touched at Redgate, allowing Malvern — already up from sixth on the grid — into third.

While Cammish drove away, Malvern, Pye, Hill, Ellinas and Jamun's Emil Bernstorff put on a fraught fight for second. Hill's hopes of taking a treble ended when he flew over the back of Malvern at McLeans and Bernstorff went off at the same time.

Then Ellinas hit Malvern into the chicane, pushing the Ray into Pye, who then crashed, taking with him James Tucker and Garry Findlay (see Sports Extra News). Ellinas went off at Redgate thanks to the damage, leaving Malvern and Jeroen Slaghekke to complete the podium.

By contrast, the Porsche Carrera Cup title rivals kept it clean and both Michael Caine and Tim Harvey did what they needed to do. With a points lead and just Brands Hatch to go after Donington, Harvey took a brace of seconds, while Caine dominated with two poles, two fastest laps and two victories to keep his title hopes alive.

Caine held off an early challenge from Harvey in race one before edging clear. Harvey was soon equally lonely in second, as Michael Meadows hounded Euan Hankey for third.

Their battle ended when Meadows tipped Hankey into a spin at Redgate, allowing Stephen Jelley past both. Meadows got two points on his licence and lost six championship points for the incident.

Hankey got his podium in race two. While Caine drove away, Hankey defended second from Team Parker team-mate Jelley as Harvey shadowed them. A look down the inside into the chicane was Jelley's undoing, as he tapped Hankey and spun. Hankey felt he might have had a puncture and Harvey swept by at the Craner Curves before Hankey settled down.

"Michael had a slightly quicker car," admitted Harvey, "but to go to the last round 19 points ahead means something pretty disastrous has to happen for me to be robbed of the title."

Kevin Turner



#### RESULTS

#### British Formula Ford (14 laps)

1 Josh Hill (Mygale SJ10); 2 Daniel Cammish (Mygale SJO9); 3 Tio Ellinas (Mygale SJ09); 4 Scott Malvern (Ray GR10); 5 Scott Pye (Mygale SJ10); 6 Garry Findlay (Van Diemen DPO8); 7 Emil Bernstorff (Mygale SJ10); 8 Antti Buri (Mygale SJ08); 9 Zaamin Jaffer (Ray GR10); 10 Philippe Layac (Ray GRO9). Fastest lap Cammish 1m17.369s (92.08mph). Race 2 (13 laps) 1 Hill; 2 Ellinas +0.093s; 3 Pye; 4 Bernstorff; 5 James Tucker (Mygale SJ09); 6 Buri; 7 Findlay; 8 Jeroen Slaghekke (Mygale SJ10); 9 Cammish; 10 Malvern. FL Cammish 1m17.209s (92.49mph).

#### Race 3 (14 laps) 1 Cammish;

2 Malvern +2.349s; 3 Slaghekke; 4 Layac; 5 Jaffer; 6 Cormac O'Neill (Ray GRO8); 7 Bernstorff; 8 Andrew Richardson (Van Diemen DPO8); 9 Luke Williams (Juno JAO9); 10 Tristan Mingay (Ray GRO9). FL Dan de Zille (Mygale SJ10) 1m09.383s (102.68mph). Points 1 Malvern, 536; 2 Pye, 523; 3 Cammish, 450; 4 Hill, 411; 5 Buri, 402; 6 Ellinas, 397.

#### Porsche Carrera Cup (20 laps)

1 Michael Caine; 2 Tim Harvey +2.525s; 3 Stephen Jelley; 4 Glynn Geddie; 5 Charlie Bateman; 6 Michael Meadows. Class winners Tony Gilham; George Richardson. FL Caine 1m09.094s (103.11mph).

Race 2 (23 laps) 1 Caine; 2 Harvey

+2.825s; 3 Euan Hankey; 4 Meadows; 5 Geddie; 6 Bateman. CW Ollie Jackson; Richardson. FL Caine 1m09.172s (102.99mph). Points 1 Harvey, 352; 2 Caine, 333;

3 Jelley, 206; 4 Geddie, 203; 5 Hankey, 192; 6 Jackson, 160.





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#### **GINETTA JUNIORS AT A GLANCE**

- → Race 1 Jake Hill
- -> Race 2 Jake Hill
- → Poles Tom Ingram x2
- -> FLs Adam Bonham/Hill

"I knew I had the quicker car under me. It's great to go to Brands off the back of two wins" Jake Hill looks forward to the title decider

# REPORTS TOCA DONINGTON

>> For more reports see p90 Sports No Page 85

# **Double keeps** Hill's hopes alive

om Ingram holds a healthy 42-point lead in the Ginetta Junior championship with just two rounds remaining next month after two strong finishes at Donington Park last weekend. But Jake Hill gave a hint that the title race may vet have a twist in its tail as he returned to winning form with a brace of well-earned victories.

By contrast, Louise Richardson is all but out of the title fight - problems in qualifying and two difficult races meaning that, with the exception of a major disaster for Ingram and Hill, the fight is realistically a two-way battle.

The Ginetta Juniors provided some great action and aside from Hill's two wins other notable highlights were the return to the podium - for the first time this year - for 2009 champion Sarah Moore and a debut podium for 14-year-old car racing rookie Seb Morris; making him the youngest in the history of the championship to climb the rostrum steps.

Hillspeed locked-out the front row of the grid for both races, with Ingram taking a double pole. Hill, meanwhile, was fifth and eighth for the two encounters while

Richardson had a torrid time. After pitting with tyre-pressure issues she emerged to salvage 13th on the grid for race one, 16th and last for race two.

Ingram led the opener with Hill making his way into second midway through the first lap before the safety car was required following a multi-car tangle at Redgate. Richardson was caught up in the incident, forced to run wide through the gravel. She rejoined but finished only seventh.

At the restart, it wasn't long before Hill attacked and, after getting a good run through the Old Hairpin, he swept past at Schwantz. Ingram piled on the pressure but on lap six his race came undone when a fuel pump issue made his car slow dramatically. Slipping to ninth, he recovered to fourth with Sarah Moore coming through to take second ahead of brother David.

In race two, Hill worked his way into the top four by lap two and then grabbed third at McLeans on lap two. Next time around at Redgate, he successfully challenged Morris and then grabbed the lead on lap four from Ingram.

Ingram slipped to fourth after running wide on the



Hill did a good job at the restart to hold his lead and he kept Ingram at bay to take his second win of the weekend with Morris taking a fabulous third for his maiden podium. Richardson impressed with a strong drive from 16th to fourth, with the Moore siblings fifth and sixth, Sarah ahead of David.

"I knew I had the quicker car under me throughout both races and I couldn't have asked the Tollbar guys for any more," said Kent racer Hill. "It's great to go to my home track [at Brands Hatch] next off the back of two wins."

Nigel Moore dominated the Ginetta G50 Cup action at Donington with a hat-trick of superb wins on a weekend when title rivals Frank Wrathall and Carl Breeze both struggled. Breeze came off worse and heading into the final three rounds at Brands in October, he trails Wrathall on drop scores by 45 points.

Formula Ford Festival winner and ex-Formula Renault racer Chrissy Palmer made a huge impression on his debut in qualifying by taking pole for the first race. He didn't cover himself in glory later in the weekend though when he continually ignored the black flag during race three having failed to serve a drive-through penalty for a false start.

Benji Hetherington was also guilty of the same crime. Pitting to serve his penalty as the safety car was deployed to clear away some dislodged bales at the chicane, he was black-flagged to return to the pits but - like Palmer - continued racing.

Race two was the most unpredictable of the three, with a damp track leading to a split grid on whether slicks or wet tyres were the

the dry rubber, as did the majority, and he mastered the slippery conditions to win by over seven seconds from slick-shod Benji Hetherington. Dan Denis took his maiden podium in third place.

Marc Orme



RESULTS

#### Ginetta Juniors (10 laps) 1 Jake Hill; 2 Sarah Moore +6.169s;

3 David Moore; 4 Tom Ingram; 5 Tom Howard; 6 Adam Bonham. Fastest lap Bonham 1m25.721s (83.11mph). Race two (10 laps) 1 Hill; 2 Ingram +0.315s; 3 Seb Morris; 4 Louise Richardson: 5 Sarah Moore: 6 David Moore. FL Hill 1m25.205s (83.61mph). Points 1 Ingram, 496; 2 Hill, 454; 3 Richardson, 425; 4 Howard, 323; 5 Jody Fannin, 312; 6 David Moore, 298.

#### Ginetta G50 Cup (13 laps)

1 Nigel Moore; 2 Benji Hetherington +1.995s; 3 Adam Morgan; 4 Mark Davies; 5 Joachim Ritter; 6 Frank Wrathall. Class winner Mark Jessop. FL Moore 1m12.097s (98.81mph).

#### Race two (16 laps) 1 Moore;

2 B Hetherington +7.125s; 3 Dan Denis; 4 Tom Sharp; 5 Freddie Hetherington; 6 Chrissy Palmer. CW Colin White. FL B Hetherington 1m14.089s (96.16mph). Race three (17 laps) 1 Moore; 2 Wrathall +2.430s; 3 Carl Breeze; 4 Sharp; 5 Denis; 6 Davies. CW White. FL Moore 1m12.432s (98.36mph). Points 1 Wrathall, 679; 2 Breeze, 653; 3

B Hetherington, 514; 4 Sharp, 453; 5

Morgan, 433; 6 F Hetherington, 360.





#### AT A GLANCE

- Winner Helio Castroneves
- -> Pole position Helio Castroneves
- → Most laps led Helio Castroneves
- -> Lead changes 3



# Castroneves smokes title contenders

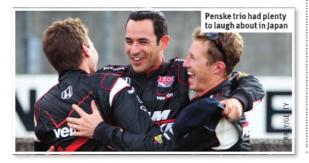
Franchitti and Power could only applaud the Brazilian after a dominant display in the Orient



#### **QUALIFYING**

#### Penske on top as Sato shines

Red and white have always been the prominent colours in Japanese motorsport, and Penske took this to a logical conclusion with a top-three lock-out in qualifying at Motegi. Helio Castroneves signalled the domination he was to display in the race by clearly outpacing team-mates Ryan Briscoe and Will Power. Dario Franchitti was the best of the rest in fourth, and there was a great performance by Takuma Sato, whose presence gave the whole event a massive boost. On his first competitive visit to the oval, his running was decimated when a split oil pipe sent him crashing hard into the wall. With no set-up data, he borrowed info from KV team-mate Ernie Viso, before producing a great run to line up 10th.



he fact that the
IndyCar race at
Motegi equalled
the series' record
low for number
of leaders and
lead changes tells you
almost everything
you need to know.

Penske's Helio
Castroneves was the
dominant force, leading
the vast majority of the
200 laps on the way to his
25th top-level US singleseater victory. This ties
him with Johnny Rutherford
in 14th place on the
all-time standings.

The Brazilian will seldom have had an easier win.
The set-up on his Dallara-Honda was perfectly to his liking and he could easily pull away from the chasing bunch. But a series of full-course cautions, dotted liberally throughout the race, stopped him from ever exerting his full advantage.

"The team gave me a

fantastic car," said Castroneves, who had previously claimed victory at the Honda-owned track in 2006. "Every time I wanted to go for it the car was responding."

But victory wasn't enough to keep him in the title hunt, which will be contested between just Will Power and Dario Franchitti at the season finale at Homestead on October 2.

Franchitti pushed hard throughout, but never had the pace to really challenge for the lead. In fact, the majority of his race was spent dicing wheel to wheel with Castroneves's team-mate Ryan Briscoe over second. The duo swapped places numerous times, especially at restarts.

Penske generally turned its man around quicker in the pits, but Dario usually made the better getaways. It was often heart-in-mouth stuff as they went side-byside through Turn 1, but there was always just enough room given by both parties.

Towards the end Briscoe was forced to back out of a move. His loss of momentum dropped him back into the clutches of team-mate Power and, with crucial championship points at stake, he made no effort to keep his fellow Australian behind.

Power set about reeling Franchitti in during the closing stages. The Scot appeared to have enough in hand until a tricky moment while lapping Milka Duno with just four laps remaining gave Power half an opening, but this was easily repelled.

Second means Dario is the inaugural AJ Foyt Oval champion, while the overall deficit to Power has been cut to just 12 points — a win at Homestead with Power third or lower will seal back-to-back titles.

## ĀR MOTEGI

#### RACE RATING \*\*\*\*

Castroneves was untouchable. while shallow banking made passing hard in the midfield

#### "I was racing hard with Dario - there aren't too many guys you can race like that with"

Ryan Briscoe enjoyed his tussle with title contender Franchitti

#### **KEY MOMENTS**

LAP 77 Castroneves gets sideways and drops behind Briscoe LAP 118 Castroneves beats Briscoe out of the pits to retake lead LAP 168 Briscoe pulls out of an attempt to pass Franchitti and loses third place to Power

"The race started very well. I was really the only person who could mix it up with Ryan and Helio all day," said the Scot. "We were very good on restarts. Helio was just in a class of his own in terms of sheer speed but we could get him on the restarts occasionally. I was fighting as hard as I could with those guys."

Power drove a cautious first lap, and dropped as low as ninth at one stage. But great Penske pit work ensured he was running near the front in the closing stages, and he knows he only has to finish on Franchitti's tail to claim his first series crown.

Briscoe dutifully brought his car home fourth, while fifth was an inspired Danica Patrick. Back at the scene of her only series win, Danica

was in fine form for Andretti Autosport.

In the opening stages she was embroiled in a fantastic battle with Dan Wheldon for 10th. But great pitwork from Andretti Autosport regularly inched her further up the order, and she was easily able to hold her own. She was up to fourth before Penske vaulted Power up the order, but fifth place was still a great result.

"I always think about what could've, should've, would've been and how it could have been better and where things went a little bit wrong," she lamented. "When we got in clean air, it was really fast. We just kind of lost out on those last pitstops."

Scott Dixon was an anonymous figure in sixth, and the Kiwi will have to



find his mojo if he's to have a chance of helping Ganassi team-mate Franchitti to the title at Homestead. Tony Kanaan took seventh for Andretti ahead of Graham Rahal, who turned in a charging drive for Newman-Haas, capitalising on great pitstops to claim eighth.

Ryan Hunter-Reay was ninth for Andretti, while

Wheldon's Panther Racing entry seemed to be in an almost permanent battle for 10th, which was where he inevitably ended up.

An impressive crowd turned out for the only IndyCar race held outside of the Americas, but the three Japanese drivers struggled. After his practice troubles (see panel), Takuma Sato

certainly kept them entertained with a typically charging run to 12th place for KV. Hideki Mutoh's run was solid but less spectacular and he finished 14th for Newman-Haas, Roger Yasukawa had a troubled one-off outing for Conquest, finishing as the last of the cars still running, five laps behind the leaders.

## RESULTS IndyCar Series, Twin Ring Motegi (J), September 18-19, round 16 of 17

GRID	
1 CASTRONEVES	2 BRISCOE
201.992mph	201.594mph
3 POWER	4 FRANCHITTI
201.463nph	200.964mph
5 ANDRETTI	6 KANAAN
200.187mph	200.011mph
7 HUNTER-REAY	8 VISO
199.623nph	199.487mph
9 WHELDON	10 SATO
199.225nph	199.191mph
11 DIXON	12 PATRICK
199.020mph	198.935mph
13 BAGUETTE	14 MEIRA
198.794nph	197.950mph
15 LLOYD	16 RAHAL
197.556nph	197.402трћ
17 MUTOH	18 MILSON
197.361mph	196.850трh
19 MATOS	20 MORAES
196.813mph	196.460mph
21 YASUKAWA 196.296mph	195.709mph
	24 SILVESTRO 193.561mph
25 DUNO 192.527mph	

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	APS, 304.00 MILES	MEDITO .	0.000	STATES TO STATE OF THE STATE OF	
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Helio Castroneves (BR)	Team Penske	Dallara-Honda	2h04m04.4780s	1
2	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	+4.5746s	4
3	Will Power (AUS)	Team Penske	Dallara-Honda	+5.0743s	3
4	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	+6.4825s	2
5	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	+7.6057s	12
6	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	+8.3641s	11
7	Tony Kanaan (BR)	Andretti Autosport	Dallara-Honda	+9.4093s	6
8	Graham Rahal (USA)	Newman/Haas Racing	Dallara-Honda	+11.7163s	16
9	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	+12.2125s	7
10	Dan Wheldon (GB)	Panther Racing	Dallara-Honda	+12.4720s	9
11	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	+15.5007s	5
12	Takuma Sato (J)	KV Racing Technology	Dallara-Honda	+16.0693s	10
13	Alex Tagliani (CDN)	FAZZT Race Team	Dallara-Honda	+17.6774s	23
14	Hideki Mutoh (J)	Newman/Haas Racing	Dallara-Honda	+18.2811s	17
15	EJ Viso (YV)	KV Racing Technology	Dallara-Honda	+18.7349s	8
16	Justin Wilson (GB)	Dreyer & Reinbold Racing	Dallara-Honda	+19.4293s	18
17	Vitor Meira (BR)	AJ Foyt Racing	Dallara-Honda	+20.1047s	14
18	Raphael Matos (BR)	De Ferran Dragon Racing	Dallara-Honda	+21.2346s	19
19	Milka Duno (YV)	Dale Coyne Racing	Dallara-Honda	-3 laps	25
20	Roger Yasukawa (USA)	Conquest Racing	Dallara-Honda	-5 laps	21
21	Alex Lloyd (GB)	Dale Coyne Racing	Dallara-Honda	131 laps-accident	15
22	Paul Tracy (CDN)	Dreyer & Reinbold Racing	Dallara-Honda	114 laps-accident	22
23	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	85 laps-mechanical	24
24	Mario Moraes (BR)	KV Racing Technology	Dallara-Honda	66 laps-accident	20
25	Bertrand Baguette (B)	Conquest Racing	Dallara-Honda	1 lap-accident	13

CHA	MPIONSHIP TABLE	
POS	DRIVER	PTS
1	Power	587
2	Franchitti	575
3	Castroneves	501
4	Dixon	497
5	Briscoe	450
6	Hunter-Reay	426
7	Kanaan	418
8=	Wheldon	366
8=	Andretti	366
10	Wilson	349

Winner's average: 147.008mph Fastest lap: Castroneves, 27.3743s, Qualifying: Positions set by average speed over two timed laps





#### AT A GLANCE

- -> Pole Beijing Guoan (Martin)
- -> Race 1 Beijing (Martin)
- Race 2 Olympiacos (Jani)
- Super final Liverpool (Vervisch)





# Vervisch Kops it to his rivals

Frederic Vervisch pocketed the race-three cash, while Neel Jani scored on his Superleague debut

### QUALIFYING

#### Martin nets top spot for Beijing

John Martin scored his second pole of the season after a close fight with Davide Rigon in the head-to-head final. Australian Martin was fractionally quicker than his Italian rival through all the sectors, which added up to 0.185sec by the finishing line.

Max Wissel would start third, having outpaced Martin through sector one of their semi-final, only for Martin to turn it around to win by O.225sec. Rigon cruised to his semi victory when rival Andy Soucek ran wide at Turn 1.

Shock absentees from the knock-out phase included Yelmer Buurman, the title contender languishing in 13th and not altogether quite sure why.



ince winning last year's title, Liverpool has suffered a major slump in form. But since the recent arrival of Belgian import Frederic Vervisch, the team's fortunes have blossomed, and at Circuit do Algarve on Sunday he brought home the bacon — and a cheque for £100,000 for winning the super final.

The main races were won by Beijing Guoan's John Martin — despite an illness that probably cost him the super-final victory — and newcomer Neel Jani, who filled in for Chris van der Drift (absent injured) and Ben Hanley (absent karting) at Olympiacos in superb style in the reversed-grid encounter. But it was Anderlecht's Davide Rigon who was perhaps the big

winner, taking a convincing lead in the championship, as his main rivals all struggled.

#### FIRST HALF

Martin controlled the start well from pole and led away from Rigon, Andy Soucek (a new recruit for Galatasaray, run for the first time by GU Racing), points leader Craig Dolby (Tottenham Hotspur), Corinthians's Robert Doornbos and Vervisch (up from 11th!). Shuffled to seventh was Max Wissel (FC Basel), and he was further demoted by Porto's Alvaro Parente and Flamengo's Duncan Tappy.

After a dismal qualifying for AC Milan, Yelmer Buurman was on a stonking charge. From 13th he was up to seventh before the mandatory pitstop cycle began. He was gifted one position, when Tappy slid wide at the final corner, and

had a grandstand view as Doornbos and Vervisch clashed at Turn 1, which allowed Parente to jump them both. Parente would also pass Dolby a few laps later, putting him fourth before the pitstops.

Martin and Rigon pitted together on lap 10, and rejoined a similar distance apart. Buurman also stopped as soon as he could, and gained places with a great out-lap. Thanks to Parente suffering (another) slow stop, Buurman vaulted from seventh to fourth, and almost pipped a rejoining Soucek, who was forced to stop late due to preference being given to title-contending GU team-mates.

Although Soucek ran wide exiting Turn 1, Buurman had to settle for fourth. Behind him, title rival Dolby was lining up a challenge when he suffered

#### RACE RATING

#### \*\*\*\*

Loads of overtaking on a modern classic of a race track, and with some controversy thrown in, too "I was summoned to the stewards to receive the warning, but even before I'd got back to the pitwall they'd given him a penalty"

Yelmer Buurman's team boss Anthony Reid





Charles Bradley reports



a huge spin at Turn 4.

"That was quite cool!" he exclaimed of the smoky 360. "I have no idea why it happened; I was on the same line and same throttle as always."

On lap 19, Soucek and Buurman were both warned about running wide (i.e. four wheels over the white line) at the first sequence of corners. A black and white flag was soon displayed and, five laps later, drive-through penalties were handed out to both.

After the race, both demanded to see evidence from the Portuguese race stewards, but none was forthcoming.

"I said I'd put all my money on the table, to say 'prove you can show me I did something wrong', but nothing," said Soucek.

Buurman added: "I maybe

crossed it one or two times, I was behind Soucek and losing grip, but not four or five like they said. There was no video, only the marshal. I asked where he was positioned and they said they didn't know. All quite strange."

The beneficiary (and here is where you can subscribe to the conspiracy theory) was local hero Parente. He was elevated to the podium, and poured petrol on the flames by quipping: "You've heard of the Italian mafia? They've got nothing on the Portuguese!"

Parente drove brilliantly after his pitstop delay, and regained all the places he'd lost. But had nothing for Martin and Rigon, who finished well clear up the road. Martin's only issue was his cold: "it was difficult for me to breathe

properly," he admitted.

Dolby slipped back to fifth after his spin, behind Parente and Vervisch. Doornbos, Wissel and Tappy were next up, ahead of the seething Soucek and Buurman, who battled to the flag in ninth and 10th instead of third and fourth.

#### SECOND HALF

The start was a close-youreyes moment, as the reversed-grid front row of makeweights Celso Miguez (Bordeaux) and Maria de Villota (Atletico Madrid) were swamped in a sometimes six-abreast frenzy into the first corner. Jani swerved to avoid a crash and ended up in the lead, 5sec clear of the chasing Tristan Gommendy (Lyon) in just three laps. Dolby made a brilliant start, only for PSV's Hywel Lloyd

#### KEY MOMENTS

RACE 1 Buurman & Soucek penalised for 'not respecting track limits'
RACE 2 Chaotic start, and Jani jumps into the lead from fifth on the grid and streaks to victory
SUPER FINAL Martin thinks it's all over, but it's not quite yet!

to brake early for Turn 2, which led to contact that detached Dolby's front wing, consigning him to a soul-destroying trundle to 13th place.

Having blotted his copybook at the start, Miguez then binned it by spinning at the final corner, right in front of Buurman, who had to take to the gravel to avoid him: "He came off the brakes and rolled back, forcing me off," moaned Buurman. From last, he battled his way towards the top 10 when his failing gearbox ended his day.

Jani cruised to a near10sec win over Gommendy
— whose deal was so late
the team barely had time to
make him a seat! Doornbos
finished third from Wissel,
both jumping ahead of
Soucek whose pitstop was
slow. Vervisch and Tappy
were next up, ahead of Lloyd
and Rigon, who like Martin
tooled around in this race
on old tyres to save rubber.

#### **EXTRA TIME**

Vervisch made a rocket-like start, jumping from fourth to first, as poleman Doornbos made such a bad getaway he tangled with last-man Gommendy at Turn 1. With their cars stranded, yellow flags flew a lap later just as Martin passed Rigon for second, much to Rigon's annoyance.

"I honestly believe I was past him before the yellows," claimed Martin.

Martin passed Vervisch for the lead at the start of the last lap, but he thought the race had finished, so he backed off and let Vervisch and Rigon past again!

So Vervisch, despite using old tyres, bagged the €100,000, Rigon felt he was robbed by Martin's antics under yellows, and Martin was carted off to the medical centre after collapsing when he got out of the car. &

NEXT ROUND Monza (I), September 11-12

### RESULTS Superleague Formula, Algarve (P), September 18-19, round 9 of 12

GRID	
	BEIJING 1:33.149
2 ANDERL'T 1:33,334	3 BASEL
4 GALA'RAY 1:35.763	1:33.784
6 SPURS	5 CORINT'S 1:34,335
1:33.893	7 FLANENGO
8 PORTO 1:34.236	1:34.197
10 SEVILLA	9 OLYMPIA'S 1:33.472
1:34.375	II LIVER'L
12 SPORTING 1:34,461	1:33.550
1.54.401	13 AC MILAN
14 ROMA 1:34.790	1:33.684
	15 PSV
16 ATLETICO 1:35.260	1:33.831
18 BORDEAUX	17 LYON 1:34,043
1:35.722	

POS	CLUB	DRIVER	TEAM	TIME	GRID
l	Beijing Guoan	John Martin (AUS)	ADR	45m37.236s	1
2	Anderlecht	Davide Rigon (I)	Azerti	+1.174s	2
3	FC Porto	Alvaro Parente (P)	Atech Reid	+19.488s	8
1	Liverpool	Frederic Vervisch (B)	Atech Reid	+21.957s	11
5	Tottenham Hotspur	Craig Dolby (GB)	ADR	+29.944s	6
5	Corinthians	Robert Doornbos (NL)	Azerti	+31.212s	5
1	FC Basel	Max Wissel (D)	<b>GU Racing</b>	+32.121s	3
3	Flamengo	Duncan Tappy (GB)	ADR Alpha	+39.813s	7
7	Galatasaray	Andy Soucek (E)	<b>GU Racing</b>	+40.837s	4
10	AC Milan	Yelmer Buurman (NL)	Atech Reid	+41.091s	13
1	Olympique Lyonnais	Tristan Gommendy (F)	Atech Reid	+44.419s	17
2	Sevilla	Marcos Martinez (E)	De Villota	+1m12.937s	10
13	AS Roma	Julien Jousse (F)	De Villota	+1m15.060s	14
14	Olympiacos	Neel Jani (F)	<b>GU Racing</b>	+1m15.318s	9
15	Sporting Lisbon	Maximo Cortes (E)	DriveX	+1m35.479s	12
16	PSV Eindhoven	Hywel Lloyd (GB)	Atech Reid	-3 laps	15
7	Atletico Madrid	Maria de Villota (E)	ADR Alpha	2 laps - acc dam	16
8	Bordeaux	Celso Miguez (E)	DriveX	1 lap - acc dam	18

RAC	E 2 - 29 LAPS	5, 83.830 MILES	
POS	CLUB	TIME/REASON	GRID
1	Olympiacos	46m00.710s	5
2	Lyon	+9.385s	8
3	Corinthians	+11.448s	13
4	Basel	+14.223s	12
5	Galatasaray	+17.657s	10
6	Liverpool	+24.399s	15
7	Flamengo	+31.154s	11
8	PSV	+39.110s	3
9	Anderlecht	+41.007s	17
10	Roma	+43.898s	6
11	Beijing	+1m04.661s	18
12	Atletico	+1m09.074s	2
13	Tottenham	-1 lap	14
14	Bordeaux	12 laps-gearbox	1
15	Sport'g Lisbon	9 laps-gearbox	4
16	AC Milan	8 laps-gearbox	9
17	Porto	8 laps-lost wheel	16
18	Sevilla	6 laps-gearbox	7

POS	CLUB	TIME/REASON
1	Liverpool	7m50.206s
2	Anderlecht	+0.471s
3	Beijing	+0.940s
4	Basel	+9.174s
R	Corinthians	accident
R	Lyon	accident

CHA	MPIONSHIP	TABLES
POS	CLUB	PTS
1	Anderlecht	576
2	Tottenham	562
3	Basel	537
4	AC Milan	533
5	Olympiacos	528
6	Flamengo	464
7	Roma	410
8	Liverpool	382
9	Beijing	368
10	Porto	361

KEYR=Retired. NS=Non-Starter.

 $\label{eq:Race1} \textbf{Race1W} inner's average speed: 110.253 mph. Fastest lap: Soucek, \\ 1m31.935s, 113.19 mph.$ 

Race 2 Winner's average speed: 109.315mph. Fastest lap: Gommendy, 1m32.578s, 112.40mph.

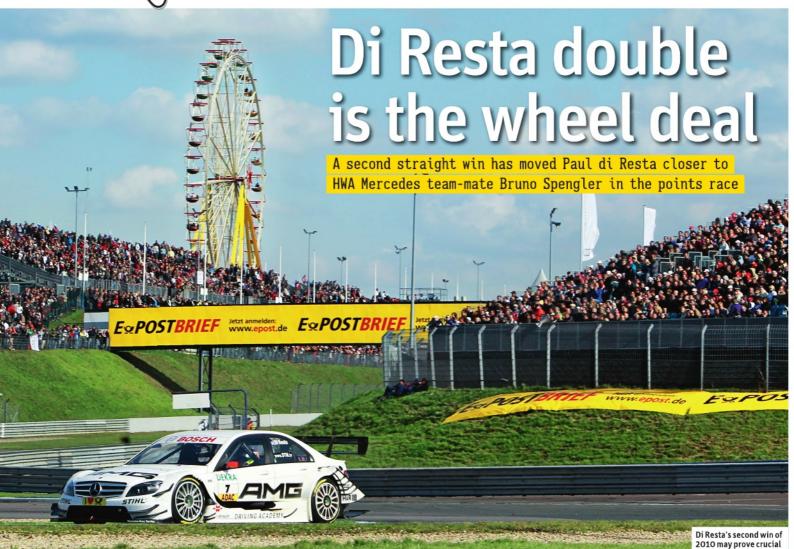
**Super Final** Winner's average speed: 110.663mph. Fastest lap: Rigon, 1m32.777s, 112.16mph.



#### AT A GLANCE

- -> Winner Paul di Resta
- -> Pole position di Resta
- → Fastest lap Timo Scheider





#### **QUALIFYING**

#### HWA boys bang in the quick ones

Paul di Resta didn't quite match his Brands Hatch dominance at Oschersleben on Saturday, but he still topped three of the four segments of qualifying.

There was no off-track excursion in the pole position-deciding Q4 either this time, meaning his lap was relatively comfortable. Bruno Spengler had looked strong but didn't have enough to match his team-mate, while Timo Scheider paid the price for over-driving and had to settle for fourth.

Gary Paffett's title hopes suffered a critical blow when he was eliminated in the dying seconds of Q2, leaving him 10th on the grid after struggles with oversteer.



aul di Resta had to dig deep at Oschersleben to prevent history from repeating itself. Just five races after a botched pitstop by his Mercedes crew at Lausitz handed Bruno Spengler a victory that should have been the Scot's, it was happening again. Just like at Lausitz, di Resta had pulled away from the field comfortably at the start. He then lost the same amount of time in his stop - three seconds - and rejoined behind Spengler. It could have been a major dent in his title hopes, but he stayed out for a long middle stint and got his head down.

Meanwhile, Spengler had lost out to Timo Scheider's Audi at the second round of stops, so the reigning champion was effectively leading at this point. Di Resta increased his pace ahead of his final stop, and Scheider didn't have a response. A few laps later his laptimes started to fall away due to a slow puncture, which rewarded di Resta for his charge by giving him a little cushion over Spengler. The win had been recovered.

"I knew it was going to be hard after the [slow] stop, but thankfully the car was so good here that I was able to stay out and jump ahead again," said di Resta, who is now seven points behind Spengler. "I was calmer in the car than I was at Lausitz, because this time the problem was at the first stop so I had time to make up ground."

Di Resta's advantage over

Spengler in the opening stint had surprised him, as he pulled away by around half a second a lap early on. That, and the fact that he could see Scheider and Spengler around parts of the track when he was making up ground, gave him confidence that he could regain the lead.

From a championship perspective, di Resta admitted that it would have been better for him if a few cars could have got between him and Spengler. Scheider had seemingly delivered on that front in the middle of the race, and his speed was so impressive early in his final stint that it was possible he would be ahead of di Resta, too. But once the Audi had used the best of its tyres, Scheider's pace dropped away. That, and the

#### RACE RATING \*\*\*\*

Fluctuating three-way contest for the lead, and some good wheel-towheel racing further back, too

#### "The damage was done in qualifying. The championship is out of my hands now"

Gary Paffett admits that he needs some luck to win the title

# CHERSLEBEN



Glenn Freeman reports

#### **KEY MOMENTS**

LAP 21 Di Resta loses three seconds and the lead at first stop LAP 27 Scheider jumps Spengler during second round of stops LAP 34 Puncture for Scheider, di Resta rejoins from pits in P1

slow puncture that eventually let go completely on lap 35, put an end to Audi's hopes of a first victory since round two at Valencia in Mav.

"It's extremely disappointing, because everything had worked perfectly," said Scheider. "My pace was outstanding, but then the balance started to go away when I was turning into corners. Then two laps later the tyre started losing air and eventually blew."

Much like at Brands Hatch, Spengler was happy

"I got held up by Timo, so Paul was able to get in front of us," said the Canadian. "Even though I was first at one point, I'm happy with eight points. Paul is doing the best job at the moment, and I'm doing the second best. That's not bad."

Scheider's fate handed a podium finish to Mattias Ekstrom, who clocked that he was in for a long afternoon early in the race.

"I was on the limit early on, and I realised pretty quickly that we didn't have the car to win," he said. "So I just did my pace after that."

grid to fourth by the final stint, but he was unable to do anything about his old foe. Ekstrom resorted to taking bizarre wide lines in some of the corners as he searched for more pace, but in reality Paffett was unlikely to try anything risky. He'd got his elbows out earlier in the race when battling Martin Tomczyk for sixth at the first two corners, and the officials decided they didn't like it. They ordered him to give the place back, and a livid

Paffett eventually obliged. Once the Mercedes had passed Tomczyk again, the damaged Audi lost ground from then on. Alexandre Premat and Jamie Green both got ahead of him, leaving him to pick up the

final point in eighth. With that in mind, he agreed with the stewards.

When Gary hit me up the back in Turn 1, that was pretty hard," said the German. "I lost pieces of my diffuser, and the only reason Gary then got alongside me was because he had pushed me wide."

Paffett went to speak to the stewards after the race, where he discovered that it wasn't the hit up the back that he'd been penalised for.

"They said to me that they didn't like that I ran him wide on the exit of Turn 2," said the 2005 champion. "But that happens all the time. We were just racing, like we have all year. If they don't want us to do that then fine. but they need to be consistent. In the end it only cost us one place, because we could have jumped Ekstrom in the pits. Fortunately the car was really fast today so we still made up a lot of places."

Champion Scheider flew for Audi until puncture

Unfortunately for Paffett, his disastrous qualifying meant it was always unlikely that he would make up ground in the championship this weekend. He was the outsider heading into the Oschersleben event, and he's almost off Spengler's radar entirely now. The same can't be said of the other Merc of di Resta. 🛣

**NEXT ROUND** Hockenheim (D), October 15-17





#### RESULTS DTM, Oschersleben (D), September 17-19, round 8 of 11

GRID	
1 DI RESTA	
1:21.394	2 SPENGLER 1:21.655
3 R'FELLER 1:21.836	
	4 SCHEIDER 1:22.067
5 TOMCZYK 1:21,432	
	6 EKSTROM 1:21.514
7 JARVIS 1:21.654	8 NOLTNA
9 GREEN	1:21.688
1:21.664	10 PAFFETT
11 ENGEL	1:21.707
1:21.713	12 PREMAT
13 W'ELHOCK	1:21.828
1:21.941	14 STODDART
15 S'MACHER	1:21.994
1:22.674	16 COULTHARD 1:22,723
17 CHENG 1:22,791	
1:22.791	18 LEGGE 1:22.811
ž	

	APS, 114.829 MILES	1704/950	3195363	(1200100)	
205	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRII
1	Paul di Resta (GB)	HWA	Mercedes C-class (2009)	1h11m05.254s	1
2	Bruno Spengler (CDN)	H₩A	Mercedes C-class (2009)	+1.271s	2
3	Mattias Ekstrom (S)	Abt Sportsline	Audi A4 (2009)	+3.562s	6
4	Gary Paffett (GB)	H₩A	Mercedes C-class (2009)	+4.602s	10
5	Mike Rockenfeller (D)	Team Phoenix	Audi A4 (2008)	+21.896s	3
6	Alexandre Premat (F)	Team Phoenix	Audi A4 (2008)	+26.001s	12
7	Jamie Green (GB)	Persson Motorsport	Mercedes C-class (2008)	+26.709s	9
8	Martin Tomczyk (D)	Abt Sportsline	Audi A4 (2009)	+30.251s	5
9	Ralf Schumacher (D)	HWA	Mercedes C-class (2009)	+35.541s	15
10	Susie Stoddart (GB)	Persson Motorsport	Mercedes C-class (2008)	+51.086s	14
11	Timo Scheider (D)	Abt Sportsline	Audi A4 (2009)	+56.715s	4
12	Maro Engel (D)	Mucke Motorsport	Mercedes C-class (2008)	+1m00.734s	11
13	Oliver Jarvis	Abt Sportsline	Audi A4 (2009)	+1m12.896s	7
14	David Coulthard (GB)	Mucke Motorsport	Mercedes C-class (2008)	+1m15.711s	16
R	Katherine Legge (GB)	Team Rosberg	Audi A4 (2008)	22 laps - suspension	18
R	Markus Winkelhock (D)	Team Rosberg	Audi A4 (2008)	3 laps - spin	13
R	Franky Cheng (PRC)	Mucke Motorsport	Mercedes C-class (2008)	1 lap - accident	17
R	Miguel Molina (E)	Abt Sportsline	Audi A4 (2008)	O laps - accident	8

CHA	MPIONSHIP TABLE	
POS	DRIVER	PTS
1	Spengler	60
2	di Resta	53
3	Paffett	44
4	Ekstrom	34
5	Scheider	29
6	Green	28
7	Rockenfeller	16
8	Premat	12
9	Molina	11
10	Jarvis	11

KEY R=Retired Winner's average: 96.919mph. Fastest lap: Scheider, 1m22.991s,

# GERMANY September 17-19 F3 Euro Series Round 8/9

#### AT A GLANCE

- -> Race 1 Valtteri Bottas
- -> Race 2 Jim Pla
- -> Pole position Bottas
- -> Fastest laps Bottas x 2

#### RACE RATING

#### \*\*\*\*

Cracking Sunday race was a pleasant surprise, and made up for race one Bottas-fest



# **Bottas into the distance**

The Finn had never won a Saturday Euro Series race, but he really made up for it this time

hose not paying close attention might have thought they were watching a re-run of F3 Euro Series races from days gone by last weekend. Incredible to say it but, for the first time all season, ART Grand Prix had by far the best car, and the team took both victories at Oschersleben.

The first, for Valtteri
Bottas, was one of the most
dominant in Euro Series
history. After taking pole
position by 0.6 seconds
ahead of team-mate
Alexander Sims, Bottas
cruised into the distance,
eventually winning by 22
seconds (the second- largest
winning margin ever in the

Euro Series). Then, to top the first great weekend of the year for the team, Jim Pla came through a chaotic and enthralling second race to take a well-deserved win from ninth on the grid.

But just in case anyone did think we'd gone back in time, there was a significant reminder that this series is no longer all about ART's Mercedes-powered Dallaras. Despite a seriously belowpar weekend, Signature-Volkswagen driver Edoardo Mortara wrapped up the drivers' title, the first non-ASM/ART driver to do so since Ryan Briscoe in 2003.

That was of little significance to Bottas, who had accepted his fate in the title race a long time ago. But he was pleased enough with his victory, which was his first in a Saturday race.

"The Saturday race is the real one to win," said the Finn. "I've been waiting so long, with so many second places, so to finally get one is special. I don't know why the gap was so big — I was pushing, but in a safe way."

Sims was convinced that he'd damaged his car after a high-speed trip through the gravel on lap four. But the only damage sustained was to his confidence. As Bottas drove off into the distance, the Briton kept impressive Antonio Felix da Costa — shining on his Motopark team's home track — at bay.

As for Signature, all three of its cars lacked pace all weekend. Points leader Mortara and runner-up Marco Wittmann shared the fifth row of the grid for Saturday's race, and when they finished sixth and seventh that was enough for Mortara to seal the title. Not that he was pleased with the way he did it.

"I'm so pissed off with this weekend," he said after a lap-one tangle with Sims forced him out in race two. "Obviously it's great to win the championship, but I'm disappointed. It didn't feel right celebrating after I finished sixth in race one."

Signature didn't quite have an explanation for its first lacklustre weekend of the year. But it suspected that Oschersleben's twisty layout required more mechanical grip than aerodynamic, which played into the hands of ART.

The strength of the ART package was demonstrated by the performance of Pla in a thrilling second race. The Frenchman came through a messy first lap in fourth. Da Costa demoted him to fifth. but that became third when the Portuguese driver and a fast-starting Bottas came to blows at Turn 2 on lap four. Pla picked off a cautious Wittmann for second, then piled the pressure on race leader Carlos Munoz. The Mucke Motorsport driver appeared to just have it under control, but three laps from home he clipped a kerb just before Turn 5 and locked his front wheel for the long right-hander. He

missed the corner, and pitted to retire once he was out of the gravel.

Wittmann was happy to take second and extend his lead over Bottas in the points. He could have made Pla's life more difficult, but decided against risking a collision when the ART driver attacked.

Glenn Freeman

#### RESULTS

RACE 1 1 Valtteri Bottas

(Dallara-Mercedes), 22 laps in 30m16.369s; 2 Alexander Sims (D-M), +22.141s; 3 Antonio Felix da Costa (Dallara-Volkswagen); 4 Daniel Juncadella (D-M); 5 Roberto Merhi (D-M); 6 Edoardo Mortara (D-V); 7 Marco Wittmann (D-V); 8 Carlos Munoz (D-M); 9 Jim Pla (D-M); 10 Nicolas Marroc (D-M). RACE 2 1 Pla, 40 laps in

40m26.450s; 2 Wittmann +2.151s; 3 Marroc; 4 Laurens Vanthoor (D-V); 5 Renger van der Zande (D-V); 6 Juncadella; 7 Tobias Hegewald (D-V); 8 Sims; 9 Merhi; no other finishers. **POINTS 1 Mortara, 90**; 2 Wittmann, 70; 3 Bottas, 62; 4 Sims, 56; 5 Merhi, 47; 6 Vanthoor, 39.

NEXT ROUND Magny-Cours (F), October 16-17













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FOR SALE FINANCE AVAILABLE





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Twin slide with full race awning, air conditioning. Sleeps 5 in 3 beds. £70,000



# HOT CAR COOL SHINE





Dan Donati (right) and Tim Hammond, the builder of Dan's car

Dan Donati's custom-built Ford 1934 roadster was voted 'Best in Britain' at the 2009 National Custom and Sports Car Show.

Everything about Dan's car is hot, from the highly modified V8 lump to the hand-built aluminium body with deep, pearl blue paintwork.

"I always use Autoglym," said Dan. "I know that it provides the best finish and also protects my car. Having taken seven years to build it, I wouldn't trust anything else."

Dan knows how to make a car look its coolest - that's why he chooses Autoglym. For more information on our complete range of car care products visit www.autoglym.com











# SILVERSTONE Great Britain

September 18-19 WSR supports Round 9/10



#### FORMULA RENAULT AT A GLANCE

- -> Race 1 Lewis Williamson
- -> Race 2 Williamson
- → Poles Williamson x2
- -> FLs Blomqvist/Alex Riberas

# **REPORTS**WSR SUPPORTS

>>> For more reports see p90

Sports => (10 Page 85)

FORMULA RENAULT UK & CLIO CUP ROUND 9

# Williamson holds off Blomqvist

his year's thrilling Formula Renault UK title battle is now down to two main participants. Lewis Williamson had the better of Tom Blomqvist in both races on the Silverstone Grand Prix circuit last Sunday, but it is the Anglo-Swede who leads the Scot into the Brands Hatch finale by nine points - although the gap narrows to just one point when dropped scores are applied.

Pre-Silverstone points leader Tamas Pal Kiss, along with Will Stevens, now has just a forlorn mathematical hope, while Harry Tincknell's run has fizzled out completely.

Williamson owed his Silverstone success partly to his stunning commitment in high-speed corners in qualifying. The Manor Competition driver took both pole positions during the single session, bettering Blomqvist by 0.305 seconds, 0.186s of which came in the Copse/Maggotts/Becketts opening sector.

But there were two other attributes that came to the fore: one was that he now has the discipline to also go fastest in the slow corners, albeit by a tiny margin over Blomqvist; the other was that, on race day, he was able to show composure and mental fortitude to soak up immense pressure from his Fortec Motorsport rival.

The first race hinged on a safety car, prompted by a crashing Aaro Vainio. Williamson caught Blomqvist on the hop to the tune of 0.8s at the restart, extended the gap to 1.2s in one lap, then had enough in hand, even though Blomqvist would set fastest lap.

The pressure in the second race was intense, and Williamson was on the edge, but pinpoint sharp. "Lewis was struggling in some places — I was better at Maggotts, Becketts and Stowe — but I couldn't do much about it," said Blomqvist.

"Halfway through, the car got difficult and at Copse it was, 'Oh my God — what is the back end doing?'" said Williamson. "But I saw this dot in my mirrors and knew that would make it easier."

The 'dot' was Riki Christodoulou. The ex-F3 ace set up his most competitive weekend with a strong showing in qualifying, happy to drive a car on the grippy rubber laid down by the FR3.5 headliners. He was off the pace on a green track in biting cold on Sunday morning, but defended well to take third, then later on he hounded Fortec teammate Blomqvist during the last lap before taking a repeat result.

Manor's Ollie Millrov jumped the Atech GP car of Nick Yelloly to take fourth at the start of race one. Millrov's team-mate Stevens then slotted by Yelloly at Vale near the end. Kiss also passed fellow Atech man Yelloly, the Mighty Magyar recovering from a poor qualifying, where he misjudged the extra grip afforded by the FR3.5 rubber and could only take 12th on the grid. Their team-mate Marlon Stockinger was also involved in this fight before a misfire struck.

Third qualifier Yelloly was pressured into a mistake at Abbey on the opening lap of race two by Christodoulou and dropped to seventh. He then fought back in style, passing Stockinger, Millroy and finally Stevens in his most combative showing yet. But that couldn't alleviate Atech's gloom, as Kiss had harpooned Alex Lynn on the opening lap, putting the Hungarian out. CRS Racing was left glaring at the points table too, as Tincknell claimed eighth, after going out of race one with a broken rear toe arm. In race two he headed Vainio, best of the guesting Eurocuppers.

Rain struck before the opening Clio Cup race, and Lee Brookes' Total Control Racing team called it best, fitting grooved rubber to the cars of Sam Tordoff, James Dixon and Mike Robinson. While Dixon and Robinson fell victim in the openinglap squabbles, Tordoff bided his time, dropping as low as seventh before surging in front after a safety car left a two-lap sprint to the line. "As long as I made no mistakes it was mine for the taking really," said the modest Yorkshireman. "I just had to manage the tyres in the [drier] opening laps."

Lee Pattison was best of the slicks-on-front/wets-on-rear brigade to take second, while Dave Newsham showed why he is champion with third — on slicks! "I thought, 'Why are they all pulling away from me?' But now I'm quite proud of myself!" beamed the Team Pyro ace.

Paul Rivett was another marooned on slicks in race one, and could not keep his lead, but he made no mistakes in the dry on Sunday to take a fine win for Stancombe Vehicle Engineering. Newsham was ever-present in Rivett's mirrors until a puncture sent him off on the last lap, promoting Dixon and Tordoff to second and third.

Marcus Simmons



#### RESULTS

#### Formula Renault UK (12 laps)

1 Lewis Williamson; 2 Tom Blomqvist +1.407s; 3 Riki Christodoulou; 4 Ollie Millroy; 5 Will Stevens; 6 Tamas Pal Kiss; 7 Nick Yelloly; 8 Robert Foster-Jones; 9 Hugo Valente; 10 Alex Lynn. Fastest lap Blomqvist 2m01.275s (108.84mph). Race 2 (13 laps)

1 Williamson: 2 Blomqvist +0.591s; 3 Christodoulou; 4 Yelloly; 5 Stevens: 6 Marlon Stockinger; 7 Millroy; 8 Harry Tincknell; 9 Aaro Vainio; 10 Arthur Pic. FL Alex Riberas 2m01.225s (108.89mph).

Points 1 Blomqvist, 436;

2 Williamson, 427; 3 Kiss, 408; 4 Stevens, 395; 5 Tincknell, 339; 6 Millroy, 300.

Clio Cup (9 laps) 1 Sam Tordoff;

2 Lee Pattison +3.090s; 3 Dave Newsham; 4 Jeff Smith; 5 Darren Wilson; 6 James Colburn. FL Dixon 2m33.347s (86.08mph). Race 2

(11 laps) 1 Paul Rivett; 2 James Dixon +5.297s; 3 Tordoff; 4 Pattison; 5 Jack Goff; 6 Colburn. FL Rivett 2m25.912s (90.47mph) record. Points 1 Newsham, 529; 2 Pattison, 425; 3 Tordoff, 382; 4 Colburn, 317;

5 Robinson, 306; 6 Packun, 244.





#### **SILVERSTONE**

GREAT BRITAIN
September 18-19
Formula Renault 3.5
Round 8/9



#### AT A GLANCE

- -> Race 1 Jean-Eric Vergne
- -> Race 2 Esteban Guerrieri
- Pole positions Jon Lancaster/ Daniel Ricciardo



# Guerrieri gets it taped after all

Esteban Guerrieri lost a victory with an appallingly harsh call. His response? An awesome charge to honours in race two

packed Silverstone was a theatre for strain and anxiety among the Formula Renault 3.5 title contenders. As a result of the penultimate round's action, a three-way decider is set for the Barcelona finale between long-time points leader Mikhail Aleshin, closest challenger Daniel Ricciardo and the chasing Esteban Guerrieri.

All would experience the fickle nature of fortune at the Northamptonshire venue, but at the forefront of the drama was the man entering the meeting with the most ground to make up: Guerrieri. The Argentinian delivered under pressure, winning both races on the road for the ISR team after close dices with Tech 1 Racing men Jean-Eric Vergne and Ricciardo.

While race one's battle with newly-crowned British Formula 3 champion Vergne may have been tense, in truth it was merely a warm-up for a highly-charged race two. Prior to Saturday's race, Guerrieri had crashed on his final lap of qualifying at Stowe. The Czech ISR team toiled to repair a damaged front-left corner and fit a complete new floor, finishing their work only three minutes before the race.

A legacy of the accident was an innocuous looking strip of white tape covering the left side of the tub and nose box, where pins should have held the bodywork in place. Although a clear-cut technical infringement, there was widespread sympathy in the paddock when Tech 1 lodged a successful protest. Guerrieri's disqualification appeared a disproportionate outcome for the offence. The rancour was all the more keenly felt given some tough cards that Guerrieri has been dealt this year, including missing two rounds.

No one could blame Tech 1 for looking after its interests, or belittle promoted winner Vergne's exemplary adaptation to the category in only his second meeting. But, following the immediate post-race euphoria of believing he was back in title contention, a dejected Guerrieri was at his lowest ebb.

Empathising with the suffering, Aussie Ricciardo was an innocent party in a huge startline crash that propelled his car into a roll and left it demolished. It was therefore fitting that the weekend came to a climax with the spectacle of the 'wronged' pair jousting for victory over the final laps on Sunday.

And what of Aleshin? A sensible approach in race one produced a solid seventh to extend his points lead. But the Russian would encounter his share of grievances in race two, getting involved in numerous skirmishes. While he was not obviously at fault, timing monitors briefly displayed the Carlin man under investigation for three incidents. Crucially, he'll take his long-held





advantage to Catalunya.

For all the significance of the battles up front, the indisputable fastest man at Silverstone would head home without a solitary point. Jon Lancaster's dominance in practice and qualifying prompted grudging acknowledgements from even the least charitable of rivals.

The complete hash that the Fortec Motorsport driver made of his getaway was therefore a cruel sight, and had serious consequences for Ricciardo. Starting immediately behind in third, the Red Bull Formula 1 reserve became apprehensive as Lancaster parked in his grid slot.

"When I saw him line up defensively, angling to cover [front row starter] Guerrieri, it set alarm bells ringing," said Ricciardo. Massive wheelspin away from line made Lancaster's attempt to cover Guerrieri a lost cause. Avoiding action to prevent swiping into the

ISR car resulted in a lurid move across the road into Ricciardo. A touch of wheels sent the Tech 1 car into a roll, and relief emanated from the grandstands when Ricciardo emerged from the wreck unscathed.

"It was my mistake," said Lancaster. "I went down to apologise to Daniel. I've never had that much wheelspin before. I tried regulating the throttle, but it swapped ends so fast that there was no chance to correct it. We were that much faster than everyone else that we needed to capitalise."

Grass kicked onto the circuit caused several blocked radiators, while Lancaster, amazed not to have sustained more damage, pitted for a new nose and returned to lap consistently faster than the leaders...

At the front, Guerrieri and Vergne staged a rapid breakaway, while Draco's Nathanael Berthon and Epsilon Euskadi driver Albert Costa scrapped for third. Guerrieri's pace was in evidence by opening a 3.2s margin over Vergne in three laps. P1 Motorsport's substitute driver Brendon Hartley was also in the mix, the Kiwi standing in for regular Jan Charouz, who injured his ankle in training earlier in the week.

Belying the theory that the low aero configuration inhibits overtaking, Costa snatched third by diving through on the inside of Berthon at Stowe before half-distance. The manoeuvre was all the more impressive as Costa had visor difficulties. Offline on exit, Berthon came under pressure from the watching Hartley into Vale. Contrasting views followed as to who was to blame for what happened next: the pair made contact at the fast Abbey right-hander and both men retired.

In perhaps the move of the race, a charging Stefano

### RACE RATING

The lead battle in race two provided the 75,000-strong crowd plenty of incentive to return in 2011

# "All for one piece of tape - I can't believe this!"

Guerrieri hits the roof over race-one exclusion





Peter Mills reports

Coletti took advantage of Nelson Panciatici's glazed brakes to outbrake the Junior Lotus racer in a committed lunge for fourth around the outside of Brooklands on lap 16.

Tech 1's mechanics worked until 6.30am to ready Ricciardo's car for Sunday qualifying. Almost every component was replaced bar the tub and engine, and their efforts would be rewarded with pole. Lancaster, relegated to a pitlane start by officials, took part in qualifying just for the hell of it and qualified second. Hartley would inherit the slot ahead of Vergne, his Milton Keynes neighbour and recent replacement at Tech 1.

The opening lap would prove fraught. On a mission, fourth starter Guerrieri had worked his way into second by Stowe. Vergne executed a committed pass on Hartley at Vale, squeezing the Coloni GP2 racer off the road on the exit. Hartley rejoined, only to trip over Aleshin at a congested Arena complex and send the Carlin man spinning.

At the head of the pack, Ricciardo was safely clear of the niggles and appeared to have the race under control. But the mandatory pitstop sequence would allow his Buenos Aires pursuer to address his understeer problems and regain terms.

"I did one of the best calls that I have ever made," said Guerrieri. "I was supposed to change the rears, but because I was suffering a little bit I said, 'Fuck it, I have to do something different here,' so I put on fronts. I had a few traction difficulties, but I could handle it, and the fronts gave me a big help in the first sector and on the brakes."

A five-second deficit to the leader was reduced to a car length by the penultimate lap, and encouraged Guerrieri to make a stab for the lead at The Loop. "I got too greedy," said Guerrieri. "Normally you use second gear there, but I went so deep that I had to go down to first and got big wheelspin on the exit." Ricciardo immediately reclaimed the advantage, only to be outbraked two corners later at Brooklands. Despite a tremendous fight back on the last lap, the 2009 British Formula 3 champion finished o.5sec in arrears at the chequered flag. In a gesture to earlier events, Guerrieri sealed his mouth with a small piece of tape on the podium... 🕱

#### FORMULA RENAULT 2.0 EUROCUP

#### Rousing Korjus wraps it up at Silverstone



Kevin Korjus was crowned the youngest-ever Formula Renault 2.0 Eurocup champion at Silverstone. The 17-year-old Estonian claimed his seventh victory of the season in race one, then wrapped up the title with third place on Sunday.

A crash in qualifying put paid to any realistic hopes of the Koiranen Bros driver's nearest rival, Arthur Pic. The Frenchman's runnerup spot is now under pressure from Briton Luciano Bacheta, who took a maximum score in race two behind Epsilon Euskadi's unregistered Formula BMW graduate Javier Tarancon.

Joining Tarancon at the Basque squad was fellow FBMW convert Carlos Sainz Jr. On his Renault debut, the 16-year-old qualified on the front row and led polesitter Korjus away from the line. His fairytale debut hit a setback with a spin at Abbey, before he recovered his composure to take a fine third.

"The car was beginning to slide, but instead of lifting off as I should have I continued to push," said Sainz.

Less than a second covered the first four cars home in race two. Tarancon slowed in the final laps after cooking his front tyres.

Bacheta took advantage to steal through on a cautious Korjus, while Team Firstair's Richard Singleton finished just off the podium in fourth. It was a great Eurocup return for the Welshman, who

choked on fumes from a leaking fire extinguisher.

"I was getting a bit nervous as Tarancon was getting slower and slower," said Korjus. "But now I just want to thank my team."

#### RESULTS

Race 11 Kevin Korjus, 14 laps in 28m26.496s; 2 Javier Tarancon, +1.091s; 3 Carlos Sainz Jr; 4 Luciano Bacheta; 5 Aaro Vainio; 6 Richard Singleton. Fastest lap Sainz, 2m01.041s, 109.06mph. Race 2 1 Tarancon, 14 laps in 28m34.553s; 2 Bacheta, +0.412s; 3 Korjus; 4 Singleton; 5 Vainio; 6 Giovanni Venturini. FL Sainz, 2m01.177s, 108.93mph. Points 1 Korjus, 157; 2 Pic, 122; 3 Bacheta, 115; 4 Vainio, 89; 5 Venturini, 58; 6 Bart Hylkema, 50.

## RESULTS Formula Renault 3.5 Series, Silverstone (GB), September 18-19, round 8 of 9

GKID	
1 LANCASTER	
1 44 470	
1:44.6/3	2 GUERRIERI
	1:45.146
3 RICCIARDO	11431140
1 45 010	
	4 VERGNE
	1:45.684
5 BERTHON	
1:45.747	6 COSTA
	1:45.821
7 HARTLEY	1:45.021
1 - AE 041	
1:40.001	8 PENTUS
	1:45.916
9 PANCIATICI	
1:46.176	TO ALEGUEN
	10 ALESHIN
11 SALAQUARDA	1:46.192
1:46.315	
1:46.315	12 GARCIA
	1:46.431
13 COLETTI	
1:46.511	14 NEBY'SKIY
	1:46.719
15 MANSELL	1:46./19
1.46 043	
	16 KUNIMOTO
	1:46.903
17 LEAL	
1:46.921	18 ROSENZWEIG
	1:47.006
19 LEO	1:47.006
1 47 000	200000000000000000000000000000000000000
1:47.020	20 CANAMASAS
	1:47.869
21 MENDEZ	
1:48.204	22 HOVE
	1.49 404
23 GRUBNULLER	1:40.404
1:56.498	
11301-70	<b>MS ZAMPIERI</b>
	1:47.222

RACE 1 - 25 LAPS, 91.668 MILES							
POS	NAME	TEAM	TIME	GRID			
1	Jean-Eric Vergne (F)	Tech 1 Racing	45m57.394s	4			
2	Albert Costa (E)	Epsilon Euskadi	+10.209s	6			
3	Stefano Coletti (MC)	Comtec Racing	+18.006s	13			
4	Nelson Panciatici (F)	Junior Lotus Racing	+19.635s	9			
5	Filip Salaquarda (CZ)	ISR	+20.632s	11			
6	Mikhail Aleshin (RUS)	Carlin	+24.043s	10			
7	Anton Nebylitskiy (RUS)	KMP Racing	+24.598s	14			
8	Victor Garcia (E)	KMP Racing	+25.038s	12			
9	Daniil Move (RUS)	Junior Lotus Racing	+30.830s	22			
10	Greg Mansell (GB)	Comtec Racing	+31.247s	15			
11	Federico Leo (I)	Pons Racing	+31.702s	19			
12	Keisuke Kunimoto (J)	Epsilon Euskadi	+32.636s	16			
13	Jon Lancaster (GB)	Fortec Motorsport	+34.503s	1			
14	Jake Rosenzweig (USA)	Carlin	+49.163s	18			
15	Sten Pentus (EE)	Fortec Motorsport	+53.160s	8			
R	Sergio Canamasas (E)	FHV Interwetten	21 laps	20			
R	Julian Leal (CO)	International Draco	12 laps	17			
R	Nathanael Berthon (F)	International Draco	11 laps	5			
R	Brendon Hartley (NZ)	P1 Motorsport	10 laps	7			
R	Bruno Mendez (E)	FHV Interwetten	10 laps	21			
NC	Walter Grubmuller (A)	P1 Motorsport	-22 laps	23			
R	Daniel Ricciardo (AUS)	Tech 1 Racing	0 laps	3			
EX	Esteban Guerrieri (RA)	ISR	45m55.743s	2			
NS	Daniel Zampieri (I)	Pons Racing	banned from race				

GRID	
1 RICCIARDO	
1:45.149	2 HARTLEY
	1:45.799
3 VERGNE	11421177
1:45.902	4 GUERRIERI
	1:45.971
5 ALESHIN	
1:46.112	6 NEBY'SKIY
7 SALAQUARDA	1:46.163
1:46.222	
11401222	8 ZAMPIERI 1:46.303
9 BERTHON	1:46.303
1:46.592	10 NANSELL
	1:46.644
11 PANCIATICI	
1:46.678	12 GARCIA
	1:46.685
13 PENTUS 1:46.746	
1:40.740	14 LEAL 1:46.796
15 COSTA	1:46.796
1:46.896	16 GRUBNULLER
	1:46.995
17 LEO	
1:47.008	18 ROSENZWEIG
I A PURITUATA	1:47.095
19 KUNIMOTO 1:47.156	
1.47.130	20 CANAMASAS
21 HENDEZ	1:47.218
1:47.442	22 HOVE
	1:48.235
23 COLETTI 1:59.660	
1:57.660	24 LANCASTER
	1:45.360*

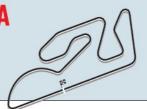
RAC	E 2 - 25 LAP	S, 91.668 MILES	
POS	DRIVER	TIME/REASON	GRI
1	Guerrieri	46m02.792s	4
2	Ricciardo	+0.575s	1
3	Vergne	+7.589s	3
4	Salaquarda	+13.357s	7
5	Nebylitskiy	+14.052s	6
6	Zampieri	+15.165s	8
7	Pentus	+20.665s	13
8	Costa	+23.504s	15
9	Panciatici	+24.682s	11
10	Leal	+29.391s	14
11	Aleshin	+33.800s	5
12	Coletti	+37.713s	23
13	Kunimoto	+38.630s	19
14	Grubmuller	+42.042s	16
15	Hartley	+44.805s**	2
16	Mendez	+45.417s	21
17	Lancaster	+50.543s	24
18	Leo	+1m01.230s	17
19	Move	+1m02.237s	22
20	Rosenzweig	+1m38.763s	18
21	Garcia	+1m39.199s	12
R	Berthon	15 laps	9
R	Canamasas	2 laps	20

R Mansell

ı	CHA	MPIONSHIP TABLES	;
	POS	DRIVER	PTS
ı	1	Aleshin	116
	2	Ricciardo	113
	3	Guerrieri	100
	4	Pentus	78
	5	Costa	71
	6	Coletti	69
	7	Berthon	55
	8	Zampieri	51
	9	Hartley	50
	10	Salaquarda	41
	POS	TEAM	PTS
	1	Tech 1 Racing	194
	2	ISR	141
	3	Carlin	129
	4	Fortec Motorsport	115
	5	Comtec Racing	90
	6	Epsilon Euskadi	79
		d penalty; **25-sec pen	
		1 Winner's average spe	eed:
		751mph. Fastest lap:	
ľ		aster, 1m48.638s,	
1		506mph. <b>Race 2</b> Winne age speed: 119.446mpl	
ı		age speed: 119.446mp est lap: Lancaster, 1m4	
	1 430	sacrap. Lancaster, Int	0.10.

122.037mph





#### AT A GLANCE

- → Winners G Tarquini/T Monteiro
- -> Pole position Tarquini
- -> Fastest laps Tarquini/Monteiro



# Tarquini in (Cruze) control

Reigning champion Gabriele Tarquini converted his pole slot into race-one victory to claw back a few points to leader Yvan Muller. But the Chevrolet ace took two stealth-like second places...

#### **QUALIFYING**

#### Tarquini puts one over Chevy trio

Chevrolet had looked the strongest throughout practice, but a SEAT was always close enough to threaten, and Gabriele Tarquini delivered on that with his first lap in Q2. The Cruzes couldn't beat it, but the trio lined up between the Italian and his fellow Leons. The BMWs, meanwhile, were never in the hunt and Augusto Farfus and Andy Priaulx filled the bottom of the top 10.

An engine-change penalty for Tom Coronel dropped him away from sixth and promoted Michel Nykjaer to 10th on the grid, after he had missed Q2 by just 0.026sec.



van Muller moved
a step closer to
reclaiming the
World Touring
Car title from
Gabriele Tarquini,
despite the reigning

champion enjoying a resurgence of form.

Tarquini delivered a pole position, victory and drive through to the podium on SEAT's home ground, but made up only limited ground in the standings because of Muller's invariable consistency.

Never really in the frame to win either race, Muller still scored two second places to open a 25-point lead over Andy Priaulx — who had a hard-fought, but ultimately, luckless weekend.

"Another positive weekend," Muller surmised. "But anything can happen and I will just keep doing my best to score points and podiums whenever I can."

Tarquini's recovery from poor results in the past two events only moved him four points closer to Muller, and four behind Priaulx.

SEAT continued to flourish in the second race with Tiago Monteiro making it a double victory in front of its loyal fans, and scoring his second win of the year on the Iberian peninsula.

Tarquini's SEAT made a typically good rolling start, while Muller got away with not such a good one thanks to having his team-mates around him. Rob Huff alongside and Alain Menu behind ensured that Chevrolet's title hope was protected in the opening corners and Huff soon moved aside to give Muller a clear track up to Tarquini.

Muller was able to slowly close up to Tarquini but it was one of those battles in which they never came closer than arm's length.

"The championship is still alive but I'm not thinking about it," said Tarquini. "My target was just to push from the beginning to the end with nothing to lose. It was easy to make a mistake with the tyre wear we had — the temperature was very different [to Saturday] so the wear was more."

The victory helped Tarquini to make up some of the lost ground to Muller in the title race, though the Frenchman is clearly happy



### RACE RATING

A bit of rubbing is all you can really expect at the rarely sensational Valencia

# "I won in Portugal and now I win in Spain. For me an Iberian championship would be good!"

Tiago Monteiro questions the need for a world touring car series

#### **REPORT** WTCC VALENCIA



Steven English reports

#### **KEY MOMENTS**

# RACE 1 Tarquini keeping all three Chevrolets at bay on the first lap RACE 2 Menu and Priaulx tangle to gift Muller a handy points haul

just to collect podiums.

Huff completed the
podium while the third
Cruze of Alain Menu made
its familiar dive to eighth
and reversed-grid pole.

On his way backwards, he dropped by the trio of Jordi Gene, Priaulx and Tiago Monteiro. Priaulx had already passed Monteiro and set about Gene on the last lap, but the Spaniard's resistance held firm and he kept Priaulx at bay.

Augusto Farfus in the second BMW was less fortunate. After passing Fredy Barth's SEAT at the last corner, the Brazilian had to defend the place at the first couple of corners - and did so, only to have a less-than-subtle whack from behind that bent the 3-series' bodywork onto the right rear tyre. Farfus held the place for another lap before Barth bumped him time and again on the back straight next time round, with Farfus eventually picking up a puncture forcing him to

pit for repairs.

The race's other clash of note was between Proteam Motorsport team-mates Stefano D'Aste and Sergio Hernandez in the early stages. They broke the first rule of team-mates with Hernandez pitting for repairs and D'Aste stranded in the gravel with his car stuck on three wheels.

Menu was later fined for the unsporting element of his descent to eighth place and it turned out not to have been worth the bother - he made a terrible getaway and his race was effectively ended within three corners. Monteiro, Barth and Priaulx were all ahead by the first corner, but Menu got his nose inside Priaulx's BMW exiting Turn 2 and headed down the hill to Turn 3 fractionally ahead. Unfortunately he wasn't far enough ahead to turn in when he did and the resulting contact sent the Chevrolet spinning off to the outside. It was a benefit



in-house, though, because the delay to Priaulx allowed Muller past and into third, from seventh on the grid.

As Monteiro cleared off ahead, Muller began to reel in Barth's SEAT with an air of inevitability. But he didn't need to work too hard for the place, because no sooner had Muller closed up than Barth strayed off line at Turn 2 with a brake problem and smoke gushing from his right-rear wheel. He was soon back in the pits and out of the race.

That promoted Tarquini

to third, the Italian having passed Priaulx in a move that also allowed Gene through — despite Priaulx's best efforts to squeeze out the Spaniard. Priaulx came back at Gene a few laps later and dived up the inside at Turn 2, though with a touch of contact when braking.

Priaulx was on a charge to the end and caught Tarquini by the last lap. All he could do was force the Italian to cover the inside of corners on his way to the podium.

Up front, Monteiro looked after his Leon's tyres to ensure he had enough left in the closing stages to stay at a safe distance from Muller and claim his second win of the year.

"We struggled in the hot conditions so when the temperature rose this afternoon, I was a bit worried," he admitted. "We made a few changes and I wasn't sure if it was going to work. Once I got in front I could conserve the front tyres and keep my rhythm without making mistakes."

NEXT ROUND
Okyama (J), October 30-31

## RESULTS FIA World Touring Car Championship, Valencia (E), September 18-19, round 9 of 11

GRID		RA	CE 1 - 13 LAPS, 32.3	52 MILES					RAC	CE 2 - 13 L	APS, 32.352 MIL	ES	CHA	MPIONSHIP TABL	.E
1 TARQUINI	2 HUFF	POS	DRIVER (NATIONALITY)	TEAM	CAR	WEIGHT	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	PTS
1:44.111	1:44.193	1	Gabriele Tarquini (I)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	23m11.124s	1	1	Monteiro	23m29.770s	3	1	Muller	265
3 MULLER	4 MENU	2	Yvan Muller (F)	Chevrolet (RML)	Chevrolet Cruze LT	1190kg	+0.513s	3	2	Muller	+0.719s	7	2	Priaulx	240
1:44.258	1:44.439	3	Rob Huff (GB)	Chevrolet (RML)	Chevrolet Cruze LT	1190kg	+6.318s	2	3	Tarquini	+3.455s	8	3	Tarquini	236
5 MONTEIRO	6 GENE	4	Jordi Gene (E)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	+9.949s	6	4	Priaulx	+3.785s	4	4	Huff	196
1:44.468	1:44.773	5	Andy Priaulx (GB)	BMW Team RBM	BMW 320si	1195kg	+10.544s	9	5	Gene	+4.183s	5	5	Monteiro	158
7 BARTH	8 FARFUS	6	Tiago Monteiro (P)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	+11.666s	5	6	Huff	+4.982s	6	6	Menu	149
1:45.070	1:45.205	7	Fredy Barth (CH)	SEAT Swiss Racing by SUNRED	SEAT Leon TDI	1210kg	+13.734s	7	7	Nykjaer	+7.248s	9	7	Farfus	149
9 PRIAULX	10 NYKJAER	8	Alain Menu (CH)	Chevrolet (RML)	Chevrolet Cruze LT	1190kg	+14.521s	4	8	Farfus	+7.825s	18	8	Coronel	122
1:45.416	1:45.339	9	Michel Nykjaer (DK)	SUNRED Engineering	SEAT Leon TDI	1210kg	+16.586s	10	9	Coronel	+9.024s	10	9	Gene	61
11 POULSEN	12 MICHELISZ	10	Tom Coronel (NL)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	+17.217s	16	10	Poulsen	+10.125s	12	10	Turkington	60
1:45.607	1:45.741	11	Norbert Michelisz (H)	Zengo-Dension Team	SEAT Leon TDI	1210kg	+17.929s	12	11	Menu	+13.356s	1	TND	EPENDENTS' TRO	DIIV
13 CAROL	14 O'YOUNG	12	Kristian Poulsen (DK)	Poulsen Motorsport	BMW 320si	1150kg	+18.434s	11	12	Michelisz	+15.226s	11			
1:45.837	1:46.017	13	Marc Carol (E)	SEAT Customers Tech (SUNRED)	SEAT Leon TFSi	1120kg	+22.095s	13	13	Carol	+15.789s	13	POS	DRIVER Hernandez	PTS 118
15 HERNANDEZ		14	Darryl O'Young (PRC)	Bamboo Engineering	Chevrolet Lacetti	1120kg	+25.535s	14	14	Engstler	+15.954s	15	2		87
1:46.116	1:44.525*	15	Franz Engstler (D)	Liqui Moly Team Engstler	BMW 320si	1195kg	+29.318s	18	15	Hernandez	+18.716s	20*	2	Poulsen	86
17 BENNANI	18 ENGSTLER	16	Andrei Romanov (RUS)	Liqui Moly Team Engstler	BMW 320si	1165kg	+32.595s	21	16	Bennani	+27.455s	19	3	d'Aste	85
1:46.419	1:46.717	17	Yukinori Taniguchi (J)	Bamboo Engineering	Chevrolet Lacetti	1120kg	+37.004s	20	17	O'Young	+29.011s	14	4	O'Young	83
19 D'ASTE	20 TANIGUCHI	18	Augusto Farfus (BR)	BMW Team RBM	BMW 320si	1195kg	+1m37.389s	8	18	Taniguchi	+32.972s	17			
1:46.783	1:46.997	19	Sergio Hernandez (E)	Scuderia Proteam Motorsport	BMW 320si	1195kg	-2 laps	15	19	Romanov	+33.636s	16			
21 RONANOV		R	Mehdi Bennani (MA)	Wiechers-Sport	BMW 320si	1195kg	6 laps-driveshaft	17	R	Barth	7 laps-brakes	2			
1:47.344		R	Stefano d'Aste (I)	Scuderia Proteam Motorsport	BMW 320si	1195kg	4 laps-accident	19	NS	d'Aste		21*			



#### AT A GLANCE

- -> Winners de Marco/Vasiliauskas
- -> Poles de Marco/Vasiliauskas
- → Fastest laps Bratt/Vasiliauskas





### **QUALIFYING**

#### Vasiliauskas keeps out Clarke

Two drivers of whom much more was expected this season extended their recent upturns in form, as Nicola de Marco and Kazim Vasiliauskas clinched a pole each.

De Marco was nearly 0.4 seconds quicker than anyone else in Saturday morning's session, but pole came as a surprise to the Italian, who was stranded out on track just two corners after setting his time with a fuel-pressure problem.

Jack Clarke looked to have his maiden pole in Sunday's session until Kazim Vasiliauskas pipped him late on – a fitting comeback for the Lithuanian after being pitched into a roll at the first corner the previous afternoon.

Champion Dean Stoneman was down in 11th and sixth, with challenger Jolyon Palmer seventh and 14th.



ean Stoneman
wasn't on his
usual form at
Valencia, but it
was good enough
for him to be
crowned champion.

Ninth place in the opening race — only his third finish outside the top four — sealed the title for Stoneman by putting his points total beyond the reach of fellow Briton Jolyon Palmer, who was two places ahead in seventh.

The Stoneman-v-Palmer championship decider meant that the contest at the front of the field was, for much of the weekend, a sub-story. Italian Nicola de Marco and Lithuanian Kazim Vasiliauskas ended their seasons on a high with a victory each, Vasiliauskas claiming his only success of the season a day after a spectacular crash at the first

corner of race one.

De Marco was granted an early escape to his second F2 win when surprise front-row starter Benjamin Lariche fluffed his getaway and dropped behind Will Bratt and Armaan Ebrahim into fourth.

British racer Bratt held onto de Marco and they both romped clear of the field, which ended up in a queue behind Ebrahim and Lariche. While the race up front was settled early, as soon as it became clear that Bratt had nothing for de Marco, it was the contest further down that drew the attention.

After qualifying four places behind Palmer, in 11th, Stoneman needed to limit the loss to his rival to six points to be confirmed champion on Saturday. When the race settled down, Palmer was seventh and Stoneman ninth.
Benjamin Bailly had a go at
Palmer, which would have
put the title protagonists
next to each other on track,
but Palmer defended the
inside at Turns 1 and 3
as Bailly drew alongside,
eventually forcing the
Belgian to yield.

It had helped Stoneman to close in, but ninth was enough for the Formula Renault UK graduate to claim the F2 title in his rookie season. He was happy to sit behind Bailly and take no risks, especially while Palmer was making no inroads into Philipp Eng and Sergei Afanasiev ahead.

But in the closing stages, Ebrahim and then Lariche began falling back towards the pack. Eng passed Lariche with three laps to go and then Afanasiev got through going onto the last lap, leaving Palmer with the

#### RACE RATING \*\*\*\*

A handful of scrapes saved an otherwise typical Valencia procession

#### "If I'd known Kazim would be so quick today, I'd have sabotaged the repair of his car last night!"

Clarke jokes about coming second to Vasiliauskas, who rolled on Saturday



Steven English reports





#### **KEY MOMENTS**

RACE 1 Lariche holds off Palmer on the final lap, ensuring that Stoneman wraps up the title one day early RACE 2 Vasiliauskas safely negotiates the start, and that's enough for him to win

remainder of that lap to bump his score up to the magic six that would have kept it alive. But Lariche was just able to keep enough air between himself and Palmer to ensure Stoneman's title.

"It's fantastic to be sitting in this position," Stoneman said. "Towards the end I could see Jolyon two cars in front of me and I knew that was enough."

With that weight off his shoulders, Stoneman raced to the bottom step of the podium on Sunday, while the two men ahead were both drivers who had been taken out early on Saturday.

Vasiliauskas has been eliminated in a spectacular roll after Kelvin Snoeks inadvertently slid wide and flicked him onto the air. He climbed out unscathed, but it was a late night's work for his mechanics to have the car running on Sunday morning. He responded to their effort by putting it on pole and then charging away in the lead.

Jack Clarke was also taken out in the crash on Saturday, but took the outside front-row spot for race two and, chasing Vasiliauskas, pulled away from the field.

Stoneman got on the attack early and went up the inside of Russian Ivan Samarin to take third at Turn 2. He was then just a couple of seconds behind Clarke and made progress initially, but Clarke responded and repelled the champion's charge, also closing in on Vasiliauskas in the process.

Vasiliauskas was able to hang on for his first win since Imola last year: "It has been a long time, but at last

it came. At Brands Hatch I was leading but didn't win because of a technical problem. My season has been bad, but now I will just enjoy the win."

The race up front may have stretched out to its conclusion, but there was action kicking off behind as Afanasiev homed in on fellow Russian Samarin. He set up a move brilliantly by feinting to the inside on the approach to Turn 1 - provoking Samarin to move off line to the inside before switching back and taking the quicker route. He was forced to the outside for Turn 2 and edged ahead, but then fell back behind after a bumping of wheels.

Afanasiev had to see off Mihai Marinescu for the rest of the lap, and briefly closed on Samarin again before settling for fifth.

RESULTS FIA Formula 2, Valencia (E), September 18-19, round 9 of 9

	1 DE MARCO
	1:26.348
2 LARICHE	
1:26.720	3 FRRAHTM
	1:26.750
4 BRATT	1:20.730
1:26.829	FACAULATEU
	5 AFANASIEV 1:26.901
6 ENG	1:26.901
1:26.933	
	7 PALMER
8 BAILLY	1:27.018
1:27.026	<u></u> 76
	9 SAMARIN
10 VASIL'KAS	1:27.068
1:27.102	
	11 STONEMAN
12 SNOEKS	1:27.193
1:27.285	
	13 PINEIRO
14 CLARKE	1:27.414
1:27.453	
	15 THEOBALD
16 KOWALSKA	1:27.611
1:27.656	
1127.030	17 MARTNESCU
IA TETWETTA	1:27.746
18 TEIXEIRA 1:27.896	
1:27.896	19 KRALEV
	1:28.831

POS	NAME	TIME	GRID
1	Nicola de Marco (I)	37m59.082s	1
2	Will Bratt (GB)	+1.210s	4
3	Armaan Ebrahim (IND)	+17.815s	3
4	Philipp Eng (A)	+19.142s	6
5	Sergei Afanasiev (RUS)	+21.706s	5
6	Benjamin Lariche (F)	+23.046s	2
7	Jolyon Palmer (GB)	+23.667s	7
8	Benjamin Bailly (B)	+24.017s	8
9	Dean Stoneman (GB)	+25.410s	11
10	Ivan Samarin (RUS)	+30.207s	9
11	Johannes Theobald (D)	+36.401s	15
12	Kelvin Snoeks (NL)	+38.368s	12
13	Mihai Marinescu (RO)	+41.053s	17
14	Ricardo Teixeira (AO)	+41.359s	18
15	Ramon Pineiro (E)	+42.978s	13
16	Jack Clarke (GB)	+55.623s	14
17	Plamen Kralev (BG)	+1m01.106s	19
R	Natalia Kowalska (PL)	16 laps-water pump	16
R	Kazim Vasiliauskas (LT)	O laps-accident	10

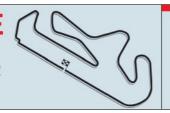
GRID	20
	1 VASILI'KA
2 01 1201	1:25.923
2 CLARKE	5250000000
1:26.158	3 EBRAHTM
4 AFANASIEV	1:26.158
1:26.244	
	5 SAMARIN
* ATANEWAN	1:26.310
6 STONEMAN	
1:26.365	7 MARTNESCU
8 SNOEKS	1:26.452
1:26.559	
	9 DE MARCO
TO DAYLLY	1:26.587
10 BAILLY	
1:26.656	11 ENG
	1:26.723
12 PINEIRO	1:20.723
1:26.738	
	13 LARICHE
14 PALMER	1:26.793
1:26.801	
1:20.001	15 BRATT
	1:26.876
16 THEOBALD	1:20.010
1:27.069	
	17 TEIXEIR
18 KOWALSKA	1:27.077
1:27.494	
1.21.474	19 KRALEV
	1:28.283

DACE	2 21 LADC F2	2/2 MTLEC	
RACE POS	2 - 21 LAPS, 52 DRIVER	TIME/REASON	GRID
1	Vasiliauskas	31m37,175s	1
2	Clarke	+2.517s	2
3	Stoneman	+8.329s	6
4	Samarin	+21.085s	5
5	Afanasiev	+22.926s	4
6	Marinescu	+24.069s	7
7	Ebrahim	+24.396s	3
8	Snoeks	+25.053s	8
9	Bailly	+27.880s	10
10	Pineiro	+28.897s	12
11	Eng	+34.475s	11
12	Theobald	+35.249s	16
13	Palmer	+36.948s	14
14	Lariche	+37.816s	13
15	Bratt	+38.807s	15
16	Kowalska	+43.453s	18
17	Kralev	+45.966s	19
18	Teixeira	-2 laps	17
R	de Marco	12 laps-gave up	9

	MPIONSHIP TABLE	
POS	DRIVER	PTS
1	Stoneman	284
2	Palmer	242
3	Afanasiev	157
4	Vasiliauskas	153
5	Bratt	144
6	Eng	142
7	Bailly	130
8	de Marco	98
9	Clarke	81
10	Ebrahim	78
KEY	R=Retired.	
Race	1 Winner's average spec	ed

98.27mph. Fastest lap: Bratt, 1m29.255s, 100.37mph. Race 2 Winner's average speed 99.17mph. Fastest lap: Vasiliauskas, 1m28.748s, 100.94mph.





#### AT A GLANCE

- Qualifying race Peter Dumbreck/Michael Krumm
- Championship race
  Michael Bartels/Andrea Bertolini
  Bertolini and Bartels took fourth win of 2010



# Wizard Westbrook powerless in Portugal

A fantastic charge by Richard Westbrook almost sealed victory for Matech's Ford GT. Instead Vitaphone's Maserati just held on to win



he Algarve circuit, reckoned Richard Westbrook, was "the one place where you can qualify at the back and still get out of jail". The Briton and Matech Ford team-mate Thomas Mutsch didn't just get out of jail – extending the metaphor,

they fled the country to start a new life in South America. They didn't quite manage to take all the loot, but their reward after an epic comeback in round seven of the FIA GT1 World Championship was a close second behind the winning Vitaphone Maserati of Andrea Bertolini and Michael Bartels.

Westbrook finished just under 1.5sec behind Bartels at the end of Sunday's championship race, a result that looked unlikely after qualifying. Mutsch had failed to get through the first round after the front anti-rollbar broke, leaving the car 22nd out of 23.

However, the mood wasn't entirely down in the Matech camp.

"The car is brilliant here," offered Westbrook. "Our car is perfect for this place."

How much a Balance of Performance tweak ahead of the Portuguese race played in that isn't clear. An increase in restrictor size for the Ford GT yielded just eight or nine horsepower and came with an extra 12 kilos, but it almost certainly made the car more raceable.

That much had been evident come Saturday's qualifying event. Westbrook made a cautious start, but by lap 10 he was up to 13th. Four laps later, when the pitstop sequence began, he was lying eighth.

"I'd like to say it was fun," he said, "but it was fucking hard work."

Mutsch managed to bring the car up to fifth and held onto that position through his stint in the main event. Then began a Westbrook charge that on another day and with a bit more luck would have yielded an unlikely victory.

Westbrook hustled the Ford past Alex Margaritis in the Phoenix Chevrolet Corvette three laps after taking over, but found himself still six seconds down on Tomas Enge in the best of the Young Driver AMR Aston Martins. That gap disappeared in the space of four laps, the Ford driver forcing his way through on lap 23.

The gap to Bartels in the Maserati was now nine seconds with 18 minutes of the one-hour race to go. Second place was surely as good as it was going to get for Matech, but Westbrook wasn't about to give up.

"I thought: sod it, and threw caution to the wind," he said. "I knew I had to get

### **QUALIFYING**

#### Hennerici makes his marc

Marc Hennerici put his maiden FIA GT1
World Championship pole down to practice.
Three hundred laps of practice, and every one of them in his living room! The German, an Algarvecircuit rookie, has his own simulator at home and he reckoned the laps he turned in faraway Bonn were crucial.

"I learned a lot and for sure couldn't have done the pole without it," he admitted. Hennerici uses the American rFactor system with a homebuilt cockpit. "I did six hours last Sunday, which didn't make my girlfriend very happy."



#### RACE RATING \*\*\*\*

Westbrook's charge had everyone on the edge of their seats

#### "I'd barely finished with my belts when the car dropped on its wheels"

Michael Bartels on the pitstop speed that won him and Bertolini the race

#### REPORT VORLD GT1 ALGARVE



**Gary Watkins** reports



my head down, stay clean and really attack. I didn't know what was going on because I didn't plug my radio in, but I managed to take a couple of looks at my watch down the straight."

At least half a second a

lap disappeared from the Maserati's advantage for nine consecutive laps. With three minutes to go, the Ford was 3.2sec ahead. Still, Westbrook didn't give up, closing down to 1.4sec at the flag.

"If the race had been a bit longer, it could have been different," he said. "I was hoping to take more out of him as the stint went on, but he clearly looked after his tyres."

Bartels paced himself

supremely, but he had a healthy cushion courtesy of the Vitaphone crew. They turned the lead MC12 around in double quick time, gaining at least a handful of seconds on everyone, the Ford included.

"The crew did an unbelievable job," said Bertolini after the race. "Fifty per cent of this victory is down to them, if not more."

Matech estimated that it lost six seconds in the pits in comparison. The car that led the first half of the race suffered even more. A wheelgun failed in the Sumo Power Nissan pit, with the loss of around 16sec and five places.

Peter Dumbreck, the winner of the qualifying event with Michael Krumm, had held a narrow advantage over Bertolini through the opening 25 minutes.

"I thought I had the legs of Bertolini at the end of my stint," said Dumbreck. "I'd done my job, got out of the car, shut the door on Michael and then I heard

7 HEGER no time

9 MENTEN 1:43.510

13 CLAIRAY 1:44.596

ER 17 PALTTALA

GRID

8 BASSENG 1:43.429

12 LAMY 1:44.303

22 C-WALTER 1:44.686

the hissing."

Too much was lost for Krumm to get on terms with Marc Hennerici, who shared the solo Phoenix Chevy with Margaritis. Fourth place wasn't what Sumo deserved but team manager Nigel Stepney felt 20 points from the weekend wasn't a bad haul.

"We'd have signed for that beforehand," he said, "but we know this place is good for us and we manage our tyres well, so the win was there."

Bas Leinders and Maxime Martin showed the potential of the Ford around Algarve, coming from the back after losing second in qualifying in the scrutineering bay. Leinders fightback brought him from ninth into the top six in the final four laps.

That was proof, if any were needed, that the Ford looked after its tyres better than anything around the Algarve track. The problem for Westbrook was that he had been chasing a Vitaphone Maserati.

CHAMPIONSHIP TABLE

Turner/Enge

Mutsch

3 Hennerici

5 Margaritis

RESULTS GT1 World Championship, Algarve (P), September 18-19, round 7 of 10

34	LAPS, 98.281 MILES			
	DRIVERS	TEAM	CAR	TIME
1	Andrea Bertolini (I)/Michael Bartels (D)	Vitaphone Racing	Maserati MC12	1h00m19.722s
2	Thomas Mutsch (D)/Richard Westbrook (GB)	Matech Competition	Ford GT	+1.402s
3	Marc Hennerici (D)/Alex Margaritis (GR)	Phoenix Racing/Carsport	Chevrolet Corvette C6.R	+15.482s
4	Peter Dumbreck (GB)/Michael Krumm (D)	Sumo Power GT	Nissan GT-R	+24.623s
5	Maxime Martin (B)/Bas Leinders (B)	Marc VDS Racing	Ford GT	+31.945s
6	Frederic Makowiecki (F)/Yann Clairay (F)	Hexis AMR	Aston Martin DBR9	+32.483s
7	Peter Kox (NL)/Christopher Haase (D)	Reiter Engineering	Lamborghini Murcielago R-SV	+32.850s
8	Frank Kechele (D)/Jos Menten (NL)	Reiter Engineering	Lamborghini Murcielago R-SV	+34.845s
9	Altfrid Heger (D)/Alex Muller (D)	Hegersport (Vitaphone)	Maserati MC12	+41.948s
10	Darren Turner (GB)/Tomas Enge (CZ)	Young Driver AMR (Fischer)	Aston Martin DBR9	+43.495s
11	Stefan Mucke (D)/Pedro Lamy (P)	Young Driver AMR (Fischer)	Aston Martin DBR9	+44.434s
12	Nicolas Prost (F)/Neel Jani (CH)	Matech Competition	Ford GT	+46.306s
13	Jonathan Hirschi (CH)/Clivio Piccione (MC)	Hexis AMR	Aston Martin DBR9	+47.565s
14	Julien Jousse (F)/Xavier Maassen (NL)	Mad-Croc Racing (DKR)	Chevrolet Corvette C6.R	+54.916s
15	Markus Palttala (FIN)/Renaud Kuppens (B)	Marc VDS Racing	Ford GT	+1m10.419s
16	Laurent Cazenave (F)/Pertti Kuismanen (FIN)	Mad-Croc Racing (SRT)	Chevrolet Corvette C6.R	-1 lap
17	Christophe Bouchut (F)/Marc Basseng (D)	All-inkl.com Munnich	Lamborghini Murcielago R-SV	32 laps-suspension
18	Seiji Ara (J)/Max Nilsson (S)	Swiss Racing Team	Nissan GT-R	32 laps-accident damage
19	Nikolaus Mayr-Melnhof (A)/Alessandro Pierguidi (I)	Hegersport (Vitaphone)	Maserati MC12	-2 laps
20	Karl Wendlinger (A)/Henri Moser (CH)	Swiss Racing Team	Nissan GT-R	31 laps-vibration
R	Nicky Pastorelli (NL)/Dominik Schwager (D)	All-inkl.com Munnich	Lamborghini Murcielago R-SV	13 laps-accident
R	Jamie Campbell-Walter (GB)/Warren Hughes (GB)	Sumo Power GT	Nissan GT-R	1 lap-accident damage
R	Enrique Bernoldi (BR)/Miguel Ramos (P)	Vitaphone Racing	Maserati MC12	O laps-accident

57

54

50

Grosjean

Kechele

10 Heger

Dumbreck/Krumm

Makowiecki

95

66

80

R=Retired. *Put to back of grid for failing airbox test. Winners' average: 97.75mph.
Fastest lap: Mayr-Melnhof, 1m43.275s, 100.76mph. Qualification race winners'
average: 96.65mph. Fastest lap: Jousse, 1m43.763s, 100.29mph.
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, although

	AL RACE: 34 LAPS, 98.2	
POS	DRIVERS	TIME
1	Krumm/Dumbreck	1h01m00.808s
2	Bartels/Bertolini	+2.474s
3	Margaritis/Hennerici	+9.222s
4	Enge/Turner	+26.210s
5	Westbrook/Mutsch	+29.079s
6	Muller/Heger	+39.464s
7	Maassen/Jousse	+39.581s
8	Schwager/Pastorelli	+39.982s
9	Hughes/Campbell-Walter	+40.108s
10	Clairay/Makowiecki	+40.428s
11	Nilsson/Ara	+40.680s
12	Haase/Kox	+41.549s
13	Ramos/Bernoldi	+43.950s
14	Menten/Kechele	+44.500s
15	Lamy/Mucke	+47.150s
16	Piccione/Hirschi	+58.365s
17	Kuismanen/Cazenave	+1m51.030s
18	Pierguidi/Mayr-Melnhof	-1 lap
19	Kuppens/Palttala	-1 lap
R	Jani/Prost	25 laps-engine/sensor
R	Leinders/Martin	22 laps-acc damage
R	Moser/Wendlinger	18 laps-acc damage
R	Basseng/Bouchut	13 laps-brakes

OHAL DACE, SALADE OF SELMINE

R=Retired. *Put to back of grid for failing airbox test. Wini
Fastest lap: Mayr-Melnhof, 1m43.275s, 100.76mph. Qual
average: 96.65mph. Fastest lap: Jousse, 1m43.763s, 100
Driver listed on grid set qualifying time. First-named drive
the race. Finishing order of qualification race determined
Makowiecki/Clairay were given a five-place grid penalty.
,

Durban (ZA). November 6-7



#### INTERNATIONAL **RACES & RESULTS**

NASCAR SPRINT CUP New Hampshire 27/36

#### QUICK RESULTS

- Winner Clint Bowyer
- Pole Brad Keselowski
- -> Most laps led Bowyer

#### RACE RATING

Tense finish to a race that Bowyer had dominated

NASCAR SPRINT CUP NEW HAMPSHIRE MOTOR SPEEDWAY (USA), SEPTEMBER 19, RD 27/36

# Bowyer says cheerio to drought

lint Bowyer ended an 88-race winless streak dating back to spring 2008 with victory in the opening round of the 2010 Chase for the Cup. Bowyer's Richard Childress Racing Chevrolet was the quickest car in New Hampshire, but the win ultimately came following Tony Stewart's misfortune.

A spate of full-course cautions in the final third of the race threw the strategy wide open. Owner/driver Stewart, Bowyer and team-mate Jeff Burton were the only three of the leading bunch not to take fuel and/ or tyres when the yellows flew with 75 laps to go. They'd pitted a dozen laps earlier, but this meant that if the race was green to the end, they would have to pit again for fuel.

As it turned out there were two more yellow periods, and all three gambled on an economy run. Bowyer's superiority over long runs was disrupted by the stop-start caution periods and he dropped back to fourth, but his car found its form again and he was up to second when Burton's sister Chevy ran out of fuel with two laps to go.

Stewart's Impala ran dry moments later, putting Bowyer in the lead. Hot on his tail was Denny Hamlin. The Joe Gibbs Racing Toyota driver was incredibly lucky to still be in the race after Jimmie Johnson had tipped him into a spin in front of the entire pack. Amazingly they all missed him, and Hamlin was forced to pit



for four new Goodyears.

This made his Toyota the fastest car on the track in the closing stages, but it wasn't quite enough to deny Bowyer his third Cup win.

"I couldn't get going on restarts, but it actually worked in my favour once the run got in," said Bowyer. "I hate it for Tony. You hate to win races like that, but I tell you we've lost a couple this year."

Hamlin is the points leader, but it was a nightmare race for fourtime champion Johnson. The Hendrick driver picked up damage to his Chevy when he spun to avoid Kurt Busch. He was forced to pit under green to check for a loose wheel and he finished a lap down in 25th.

Jamie McMurray took

third after a strong run in his Earnhardt Ganassi Dodge, while fourth was Dale Earnhardt Ir for Hendrick following one of his best runs of the year. Kevin Harvick was mired in midfield for most of the race but, in keeping with the Childress driver's pre-Chase form, he stealthily worked his way up the order to claim fifth.

Stewart was ultimately

classified 24th, Burton 15th. Polesitter Brad Keselowski led the opening lap, but the Penske Dodge fell back after that. He later tangled with Matt Kenseth, sending the Chase contender's Roush Ford spinning into the wall.

Connell Sanders Jr

1 Clint Bowyer (Chevrolet Impala), 300 laps in 2h58m22s; 2 Denny Hamlin (Toyota Camry), +0.477s;

3 Jamie McMurray (Chevy); 4 Dale Earnhardt Jr (Chevy); 5 Kevin Harvick (Chevy); 6 Jeff Gordon (Chevy); 7 David Reutimann (Toyota); 8 Ryan Newman (Chevy); 9 Kyle Busch (Toyota); 10 Sam Hornish Jr (Dodge Charger). Points 1 Hamlin, 5230; 2 Bowyer, 5195; 3 Harvick, 5185; 4 Kyle Busch, 5168; 5 Gordon, 5155; 6 Kurt Busch, 5144; 7 Jimmie Johnson, 5138; 8 Carl Edwards, 5135; 9 Greg Biffle, 5122; 10 Jeff Burton, 5118; 11 Tony Stewart, 5106; 12 Matt Kenseth, 5094.





- 3 Mark Webber
- 5 Jimmie Johnson  $\Leftrightarrow$  17,873
- - **\$ 21,000**

#### Ranking the world's best drivers

#### WHAT HAPPENED THIS WEEK

Clint Bowyer's victory lifted him up five places to 30th, the RCR man lying only one spot behind Juan Pablo Montoya, who lost four. Kevin Harvick moved into the top 10 for the first time while Jimmie Johnson remains the highest-ranked NASCAR driver in fifth.

To see the full list, visit castroldriverrankings.com

#### INTERNATIONAL **RACES & RESULTS**

SCANDINAVIAN TOURING Knutstorp, 4/4

#### **OUICK RESULTS**

- → Pole Fredrik Ekblom → Race 1 winner Ekblom

#### Race 2 winner Thed Bjork

#### RACE RATING

Not the most enthralling of races, but sets up Swedish title showdown

# REPORTS WORLD OF SPORT

#### IN BRIEF

#### NASCAR TRUCKS

Kyle Busch took his 21st career Truck Series win in New Hampshire, although he incurred the ire of James Buescher by nudging him while passing for the lead on the final restart. Kevin Harvick finished third.

#### SEAT EUROCUP

Gabor Weber sealed the 2010 title despite not finishing the final race at Valencia Weher went off while trying to pass Duarte Felix da Costa for third. but by that point his rival Michael Rossi was already out. Pepe Oriola won both races.

#### CARRERA CUP GERMANY

Nick Tandy cruised to victory at Oschersleben, bringing him to within five points of series leader Nicolas Armindo. Armindo finished second ahead of Robert Renauer.

#### VW SCIROCCO CUP

Porsche Supercup champ Rene Rast turned a guest appearance in the Scirocco R-Cup into two wins at Oschersleben. David Brabham claimed a podium in a field that also included Marco Werner and Frank Biela.

#### FIA GT3

Corvette drivers Daniel Keilwitz and Christian Hohenadel sealed the FIA GT3 European crown with one round to go courtesy of their fourth victory of the season at the Algarve circuit. Porsche pair Marco Holzer and Paul van Splunteren took the other race.

#### GT4 EUROPEAN CUP

Michael Mallock won a GT4 European Cup race at Algarve in his Aston Martin, but a victory and second place was enough to give fellow Aston Martin racer Paul Meijer the title.

#### **MEGANE TROPHY**

Swiss Stefano Comini (below) and Dutchman Nicky Catsburg were a class apart at Silverstone, the pair each claiming a win and second place in the two races.



## Dahlgren clinches the Scandinavian crown

olvo's Robert Dahlgren didn't win either of the races, but he did wrap up the inaugural Scandinavian Touring Car Cup and retook the lead in the final Swedish championship.

Assisted by the superior torque of his biogas-driven and turbo-fed VW Scirocco, triple Swedish champion Fredrik Ekblom took pole and a straightforward win in the first race.

Dahlgren got away with punting off Thed Bjork's BMW and sailed on to a close second place ahead of team-mate and defending champion Tommy Rustad.

In his best season yet, Alfa Romeo veteran Mattias Andersson was only 0.38s behind the top trio.

Jan Magnussen was a lonely fifth in his Chevrolet, while Bjork recovered to seventh behind SEAT driver Roger Eriksson. Ekblom's less-experienced team-mate Patrik Olsson was eighth, and consequently on pole for the reversed-grid race.

This was a great opportunity for Bjork. On a wet track he surged ahead, while Olsson kept everyone else behind.

Behind Magnussen, Andersson, Eriksson and Ekblom came seventh-placed Dahlgren, who claimed the Scandinavian crown.

Richard Goransson had led the Swedish series going into the weekend, but he was the victim of a first-lap



accident in race one and could manage only 16th place in his BMW.

In race two he came home ninth - behind Dahlgren's team-mate Rustad meaning that he slips behind the Volvo man with one round remaining.

Ekblom's strong weekend, which concluded with a canny tactical drive in race two, means he also has a chance of the crown.

■ Tege Tornvall

#### RESULTS

Race 1 1 Fredrik Ekblom (VW Scirocco), 19 laps in 22m36.77s; 2 Robert Dahlgren (Volvo C30). +1.234s; 3 Tommy Rustad (Volvo); 4 Mattias Andersson (Alfa Romeo 156); 5 Jan Magnussen (Chevrolet Lacetti): 6 Roger Eriksson (SEAT Leon).

Race 2 1 Thed Bjork (BMW 320si); 2 Patrik Olsson (VW), +0.938s; 3 Magnussen; 4 Andersson; 5 Eriksson; 6 Ekblom. Points 1 Dahlgren, 110; 2 Richard Goransson, 82: 3 Ekblom. 75; 4 Robert Schlunssen, 65; 5 Bjork, 64; 6 Magnussen, 57.

# Giovanardi is the star

wo-time BTCC champion Fabrizio Giovanardi dominated at Paul Ricard, sweeping to both wins - and N. Technology's 150th in motorsport - in his Porsche.

Giovanardi edged out Gianni Morbidelli's BMW to win the first race. which was marred by late accidents. Amid the carnage Johnny Herbert made it two ex-Sauber drivers on the podium in his Chevrolet.

Series leader Thomas Biagi suffered suspension problems in the opener, but his fortunes picked up in race two, when the BMW

Italia man was second ahead of Francesco Sini's Mercedes.

Race 1 1 Fabrizio Giovanardi (Porsche Panamera S), 11 laps in 29m44.091s; 2 Gianni Morbidelli (BMW M3), +1.910s; 3 Johnny Herbert (Chevrolet Lumina); 4 Alberto Cola (Audi RS4); 5 Diego Romanini (Mercedes C63); 6 Thomas Biagi (BMW). Race 2 1 Giovanardi, 11 laps in 27m55.013s; 2 Biagi, +1.215s; 3 Francesco Sini (Mercedes); 4 Ivan Tramontozzi (BMW); 5 Stefano Gabellini (BMW); 6 Nico Caldarola (Chevy). Points 1 Biagi, 127; 2 Luigi Ferrara, 105; 3 Max Pigoli, 89; 4 Morbidelli, 74; 5 Cola, 62; 6 Herbert, 45.

# Figueiredo inherits win

📂 x-Vauxhall Vectra Challenge racer Nono Figueiredo took his first victory of 2010 in his Chevrolet Vectra, after initial race winner Daniel Serra led a string of post-race disqualifications.

Serra led from pole and 'won' comfortably, but was disqualified along with Xandinho Negrao and Caca Bueno for not being able to drive back to the pits due to mechanical problems, while Ricardo Zonta and Thiago Camilo were scratched for not having the mandatory three litres of fuel left in their tanks.

Max Wilson lost what would have been second place when his engine failed, leaving Marcos Gomes and Ricardo Mauricio to complete the podium. Lito Cavalcanti

1 Nono Figueiredo (Chevrolet Vectra), 34 laps in 50m20.984s; 2 Marcos Gomes (Peugeot 307), +9.986s; 3 Ricardo Mauricio (Chevrolet); 4 Popo Bueno (Chevrolet); 5 David Muffato (Peugeot); 6 Luciano Burti (Peugeot). Points 1 Mauricio, 225; 2 Atila Abreu, 220; 3 Figueiredo, 216; 4 Max Wilson, 214; 5 Caca Bueno, 210; 6 Gomes, 209.













# Fine on-track scrapping in the 13th Goodwood Revival perfectly complemented the 70th anniversary tribute to the Battle of Britain. $MARCUS\ PYE$ recalls an fabulous spectacle

oodwood is motor racing to so many, yet it was Lord March's and Canon Lionel Webber's eye-wateringly moving tribute to those courageous servicemen and women of the Battle of Britain — whom Winston Churchill immortally dubbed "The Few" — that pulled everything into perspective on the 70th anniversary of World War 2's pivotal month last Sunday.

This "holy place", as the car-mad chaplain reminded, was RAF Westhampnett in unhappier times. Nine Jeep-borne veterans who served at the airfield and neighbouring Tangmere received a standing ovation from the humbled multitude as Hawker Hurricane and Supermarine Spitfire fighters taxied onto the grid and the Royal Horse Artillery fired a salute to the fallen.

Among those servicemen was

Australian pilot Tony Gaze, who in a peacetime meeting with the Duke of Richmond & Gordon (the current host's grandfather Freddie March, winner of the 1931 Brooklands Double Twelve) seeded the notion of using the undulating perimeter track of his estate's defunct aerodrome into a racetrack. It proved the perfect choice.

The green light for change was as timely as it was inspired, for under the BARC's stewardship the sport flourished so graciously at the family seat into the mid-1960s. Most of its great names raced and partied there through the golden pre-July '66 era, which has been both celebrated and mirrored annually by Goodwood Revival Meetings since September '98.

This year's (the 13th, although the number was breathed quietly until the final car was counted back from the final sortie), was another sell-out.



As eight Le Mans 24 Hours wins, an ALMS crown and German and Japanese F3 titles attest, Dane Tom Kristensen had hitherto been preoccupied. A debut victory in a surprising wieldy Austin A95 and a combative Ferrari Dino sportscar drive say he'll be back.

Racegoers — almost all elegantly period costumed as has become tradition — were rewarded with exceptional action, punctuated by fewer incidents than in previous runnings. All in fine conditions, contrary to Sunday's expectations.

As ever, the extravaganza was peppered with links to the past: Sir Stirling Moss (the 500cc winner on the opening day in 1948) qualifying his '56 OSCA on his 81st birthday, then racing it on Saturday; seven-time motorcycle world champion John Surtees — runner-up to Jim Clark in a Formula Junior race, the first car event he saw en route to his '64 F1 title — leading a two- and four-wheeled tableau of his engineering-rooted career; BRM's often-flawed magic (see panel). And the racecard itself was choc-full of poignant flashbacks.

Nowhere more so than in Sunday's



# I'll never complain about a lack of grip in my Audi LMP1 again!"

Tom Kristensen on the Austin A95 Westminster





Lancaster bomber flanked by Spitfire and Hurricane warbirds in emotional fly-by

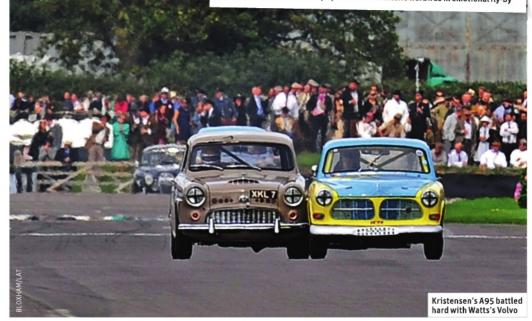
Royal Automobile Club Tourist Trophy Celebration won by Sir Anthony Bamford's Ferrari 250 GTO, the chassis in which Graham Hill triumphed in the 130-lap '63 enduro under the 'Noddy' Coombs/Maranello Concessionaires entrants' ticket, albeit now in updated '64 form.

Prancing Horses dominated the period Goodwood events from '60-63, yet it took 11 Revivals before a Ferrari was back in the victors' circle two years ago. Peter Hardman — who shared a 330LM/B with Bobby Verdon-Roe that day — subsequently split with the team but was snapped up by the rival JCB squad last year. While Hardman pulled off a wonderful pass on poleman BV-R into the kink before St Mary's this time, as the V12s hurtled after leader Rob Hall's tricycling AC Cobra, the 2010 title was essentially decided in unusual circumstances.

Bobby Rahal had taken over last year's winning Jaguar E-type from owner Adrian Newey (who had pitted from fourth place as the window opened) and was on his first flying lap when its right-rear wheel departed at the end of Fordwater. The American ace spun, narrowly missing Ludovic Caron's Cobra, and walloped the conveyor-belted tyre wall. Happily, he alighted quickly, as yellow flags flew.

As Hall acknowledged the signal, left arm out of his window, Hardman shot past into St Mary's, only to run wide and spin on the grass. He stopped at the end of the lap for Jean-Marc Gounon to take over, while Hall went one tour further before installing Aussie touring car hero Jim Richards, enjoying his Goodwood debut. By then their race was lost, because a safety car had been sent out, and Gounon was already on the run. "It's not often that somebody wins by overtaking under yellow flags, but the safety car screwed us," grimaced Hall.

Richards did well, but Anthony Reid (in for Justin Law, who had rocketed the unique Lister-Jaguar coupe into a



short-lived lead at the start) gobbled him up with five laps to go. The Scot, who took a whack from Derek Bell's Jaguar E-type early in his stint, only just failed to prevent Peugeot sportscar star Nicolas Minassian from completing an Anglo-French one-two in the Cobra started strongly by TT debutant Ollie Bryant.

Hall/Richards were six seconds down in fourth, a lap clear of Martin Brundle/Mark Hales — after a fine run in Nick Mason's Ferrari GTO, which is no hot rod — and Shaun Lynn in the top (and best-sounding) Jaguar E-type, 4 WPD, launched hard by double winner Emanuele Pirro. The LM/B, incidentally, was parked by BV-R before Tom Kristensen could take it over.

Pirro's illustrious Audi prototype team-mate was a Goodwood virgin, but the eight-time Le Mans winner won his first historic race — the St Mary's Trophy saloon thrash's celebrity leg — in a 1956 Austin A95 Westminster! The mushroom-hued machine (in which John Fitzpatrick had been flipped in '08), looks hefty but Healey 3000 power endows it with grunt to bely its staid appearance.

The Dane mastered it quickly and, despite a sideswipe from Martin Brundle's screaming Austin A35 at Madgwick (which burst the tiddler's left-front tyre) and being passed by Patrick Watts before his Volvo 122S expired, beat the fancied Jaguar Mk1s of Stuart Graham and Derek Bell — split by Tiff Needell's cavernous Mk7 — home. Oliver Gavin (Austin A40) and Jackie Oliver, who scuttled Alan Mann Racing's wild Ford Anglia 100E from the back, completed the top six.

Sunday's decider was led all the way by super-sideways Grant Williams in the ex-Salvadori Jag shared with Bell, but with "brakes shot to bits" and Graham's partner Richard Butterfield chasing, claimed aggregate honours by 0.4sec! Nick Naismith bagged third overall in the A95, although Richard Postins (whose A40 was shared by David Hobbs) beat him to the race-two podium.









I was a bit eager, but he didn't help! Brundle hit Kristensen in St Mary's Trophy scrap



◄ Grand Prix cars were equally entertaining, with the Richmond and Gordon Trophy Pre⁻'61 sets split this year. An unwell Nick Wigley earned the coveted Rolex Driver of the Weekend award for what was the race of his life in the rear-engined stanza. With Rod Jolley's ex-works Cooper T45/51 on pole and the top eight separated by 1.4sec in official practice, a thriller ensued, with Ian Ashley (LDS) the loose cannon among the Coopers.

Silverstone Classic promoter Wigley missed Ashley's first excursion at Madgwick as he jinked his ex-Maurice Trintignant/Stirling Moss T51 to fifth on the opening lap, then got his bunged-up head down. Having diligently picked off Jolley, Barrie Williams and Enrico Spaggiari, he coolly pulled off an outrageously late outbraking move to rob Roger Wills of the lead into Woodcote. Nick held on by the skin of his teeth over the final two laps, with dashing Italian Spaggiari and Alasdair McCaig just behind.

Wills had also been a narrow runner-up in the Whitsun Trophy. Having blasted his McLaren MiC — stealth bomber-nosed after a tag during practice — ahead at the start, he lost out only to the higher-tech Lola T70 of Andrew Smith. Clear of Martin Stretton and Dutchman David Hart in T70s, Wills pushed to the limit as both drivers repeatedly shattered the outright circuit record, Smith leaving it at over 109mph in the ex-John Mecom Spyder.

Forty years on from the death of his compatriot Bruce McLaren at the circuit, onlookers shared hard-charging Kiwi Wills's elation at landing the maiden Revival victory he has craved since '08 in the two-driver Madgwick Cup sportscar race. Joe Twyman set the initial pace in their ex-works Lotus 15, but rivals Graeme Dodd (Cooper



Monaco) and Rob Hall (Lola-Climax FPF Mk1) displaced him, only to be thwarted by a detached HT lead and jammed transmission respectively.

Wills's car never missed a beat, however, and he joyously took the chequer a country mile before Jamie McIntyre, whose frustration at being held for ages at the pit exit in brother Ewan's Lotus 15 was almost comical. Annoyed, he caught and passed Martin Stretton (in returnee Mark Clubb's Cooper Monaco).

Top-quality racing was not confined to the bigger cars. In the Chichester Cup Formula Junior event Benn Simms (ex-Phoebe Rolt Elva 200) drove a blinder to deny Sir John Chisholm (ex-Mike Parkes Gemini Mk3A) in a racelong battle of wits. UK champion



Chris Drake (Elva 300) was a distant third in a 20-marque field. Class debutant David Gathercole's race from the back in wife Lorraine's Lotus 18 ended in a heavy rearward impact at Woodcote after he clipped Alex Morton's Ausper, which survived to finish eighth.

The top four GT minnows in the Fordwater Trophy race scrapped furiously before top qualifier Nick Swift — giving the unique Dizzy Addicott-built 1964 Minivan-based Dart its first race — emerged ahead of Shaun Rainford's Lenham GT (a project started with the late John Britten, using an ex-Gabriel Konig shell) and Gordon Elwell's Sebring Sprite after a misfire halted Rae Davis's cheeky 'Betty Boop' Mini-Jem.

Gary Pearson's hard-won victory in Sunday's Richmond Trophy added gravitas to the BRM celebration. Driving Jo Bonnier's '59 Dutch GP winner, Pearson repassed poleman Barrie Williams in the four-wheeldrive Ferguson (Whizzo's prayers



Great Britain September 17-19 13th Motor Circuit Revival Meeting







 for rain went unanswered against the weight of those from spectators without macs!) - the Fergie's Climax engine lapsed spasmodically onto three cylinders. In a frenetic tussle complicated by Patrick Orosco's fast but wayward Scarab, Richard Attwood's Ferrari Dino put one over Frank Stippler's Maserati 250F for third.

Attwood's spirit and guile, coupled with extra Lincolnshire horsepower from a two-litre Tasman engine, brought another popular BRM success among the 1500cc masses in the Glover Trophy race – one he contested in period. "We've struggled with engines

for six years," said the midlander. who timed his run from 16th place perfectly, deposing erstwhile leader Frank Sytner (ex-Bernard Collomb Lotus 24) with three laps to spare. Sytner,

whose run of Climax-engine dramas has been equally torrid, had staved off Andy Middlehurst (ex-Jim Clark Lotus 25) for 14 laps. Peter Horsman chased the V8s with a gallant drive to fourth in his four-pot Lotus 18/21.

Darren McWhirter's third Freddie March Trophy Goodwood Nine Hours retro success saw the Lagonda V12 which '53 marathon victor Eric Thompson raced at Le Mans in '54 finish five seconds clear. Nick Wigley bobbed Flavien Marcais' Cooper-Jaguar T<sub>33</sub> - a bare chassis in father-in-law Aubrey Finburgh's Classic Autos workshop six weeks earlier - to second, **OLIVER** 



Oliver Llewellyn, 16, became the voungest driver in Goodwood's history - Stirling Moss was 19 in 1948's first event! A third-generation racer (in the 50s his grandfather raced at the track, father Tim more recently) the Ginetta Junior graduate drove a Tojeiro-Jaguar splendidly to 13th in the Sussex Trophy closer.

under constant threat from fast-starter Nigel Webb's Jaguar C-type.

A Dunlop-frying burn-out from Jamie McIntyre's Lister-Chevrolet gave Bobby Verdon-Roe's Aston Martin DBR1 a brief hurrah as the Union Jack fell for the Sussex Trophy sportscar race, but the Anglo-American monster was soon beyond reach. McIntyre's control as he emulated the winning ways of fellow Scots Smith and McWhirter wowed the throng, but the titanic race-long scrap in his wake between BV-R (in the Le Mans and Goodwood TT-winner), Gary Pearson's Lister-Jag and svelte Ferrari 246S of Tom Kristensen was an event highlight.

Since Mark Gillies in R3A had kept up ERA's proud Revival record in the Goodwood Trophy opener with a typically stylish win over a surprised Matt Grist (Alfa P3), fans had witnessed the finest motorsport theatre and sportsmanship of a bygone era on an extraordinarily challenging stage no modern track can match for spectacle. Any wonder they keep coming back? \$\mathbb{M}\$







Tribute to BRM

#### **BOURNE TO BE WILD**

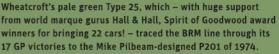
SIXTY YEARS after Reg Parnell scored British Racing Motors' maiden victory at the circuit - mastering foul conditions to beat Prince Bira's Maserati 4CLT/48 by 1.6 seconds in the Woodcote Cup Formule Libre race over a heady five laps - the shattering note of a centrifugally supercharged V16 engine again engulfed Goodwood amid the largest collection of BRMs ever seen in one place.

Parnell also won the 12-lap Goodwood Trophy Formula 1 race that September day, a red letter one for marque founders Raymond Mays and Peter Berthon (whose pre-war ERA venture had put the Lincolnshire town of Bourne on the racing map),

their industry believers and an expectant British public.

It would be nine years before BRM won a world championship grand prix. The robust and serviceable four-cylinder Type 25 in which Jo Bonnier triumphed at Zandvoort in '59 won Saturday's Richmond Trophy thriller with Gary Pearson up to crown the occasion.

Tony Brooks led the pageant in the late Tom



Graham Hill's P578 'Old Faithful', a quadruple winner in his '62 World Championship year, Sir Jackie Stewart in a P261 leading the dayglo-nosed Owen Racing Organisation cars and Peter Gethin in his '71 Monza-winning P160 (reunited with Tony Southgate's gorgeous P153s from the Yardley era) also stirred the juices as V8, H16 and V12 music abounded.





# I could see the orange nose getting bigger in my mirrors"

Frank Sytner's Lotus lost the Glover Trophy to Richard Attwood's BRM







#### PORSCHE 550 SPYDER

An early press car that finished second in class at 1955 Le Mans with 1100cc quad-cam engine and Josef Jeser and Zora Arkus-Duntov (of Chevrolet Corvette fame) driving, Belgian Wim van Gierdegom's Spyder had not raced since! Hidden in Portugal for 43 years, Heini Walter's '57 European hillclimb championship winner was rebuilt by UK specialist Andy Prill.

#### JAGUAR E2A

Jaguar prototype never raced here. US importer Briggs Cunningham ran it for Dan Gurney/Walt Hansgen at Le Mans in '60, but experimental 3-litre engine broke. Then raced with 3.8 KK motor in US by Brabham and McLaren, but won only once, at Bridgehampton, with Hansgen.



#### DREOSSI FORMULA JUNIOR

Bizarre eponymous Canadian FJunior built from aircraft drop tank in 1960-61. Original leaf-undersprung chassis shunted, but faithful replacement has BMC A-series engine and Fiat 600 gearbox, Standard Pennant and Mini uprights and NSU Prinz rack-and-pinion steering. Doug Elcomb brought it from Ontario and went well.





#### GAZ VOLGA M21

Soviet tank, found in Scotland, was 'competitionised' – 2.4-litre straight-six bored to 3 litres, some mass pared away – for Moscow-based entertainer Roger Wills by Shaun Rainford. In USSR Racing Team livery, with KGB number plate and 'clandestine' military uniformed crew, a popular winner of Goodwood's 'Best Turned-Out' award. Pity Renault F1 racer Vitaly Petrov backed out...



#### COOPER-JAGUAR T33

Built for Bertie Bradnack in 1954, this asymmetric streamliner finished 17th in the final Goodwood 9-Hour race of 1955 with British hillclimb champion Tony Marsh sharing. Raced by Ken Wharton, Stuart Lewis-Evans and Peter Jopp for Bernie Ecclestone from '57, it was sold to Flavien Marcais in 2007, after 33 years with Ken Rogers.

#### • FERRARI 250 DROGO

Originally Garage Francorchamps' 250 GT Berlinetta (SWB Competizione) '2445' but rebodied uniquely by Drogo after Le Mans '62 accident. It took chassis number '1965GT' from a car crashed in Angola. Later owned by American actor and noted Ferrarista James Coburn.



#### RAC TT CELEBRATION: GT CARS IN THE SPIRIT OF GOODWOOD TT RACES 1960-64 (40 LAPS)

1 Peter Hardman/Jean-Marc Gounon (Ferrari 250 GTO/64); 2 Oliver Bryant/Nicolas Minassian (AC Cobra) +20.933s; 3 Justin Law/ Anthony Reid (Lister-Jaguar coupe); 4 Rob Hall/Jim Richards (AC Cobra); 5 Martin Brundle/Mark Hales (Ferrari 250 GTO); 6 Emanuele Pirro/ Shaun Lynn (Jaguar E-Type lightweight); 7 Oliver Gavin/ Mark Clubb (Jaguar E-Type); 8 Barrie Williams/David Hart (AC Cobra); 9 Carlo Vogele/ Lukas Huni (Ferrari 330 GTO); 10 John Hugenholtz/Tony Dron (Ferrari 250 Drogo). FL Hardman 1m25.487s

#### ST. MARY'S TROPHY: PRODUCTION-BASED SALOON CARS 1950-59 (15+15 LAPS)

(101.06mph).

1 Derek Bell/Grant Williams (Jaguar Mk1); 2 Stuart Graham/ Richard Butterfield (Jaguar Mk1) +0.398s; 3 Tom Kristensen/Nick Naismith (Austin A95 Westminster); 4 David Hobbs/Richard Postins (Austin A40); 5 Tiff Needell/Tom Harris (Jaguar Mk7); 6 Jackie Oliver/Henry Mann (Ford Anglia 100E WRC), SATURDAY 1 Kristensen; 2 Graham +5.888s; 3 Needell; 4 Bell; 5 Gavin (Austin A40); 6 Oliver. FL Martin Brundle (Austin A35) 1m38.167s (88.01mph). SUNDAY 1 Williams; 2 Butterfield +7.112s; 3 Postins; 4 Naismith; 5 Rae Davis (Austin A35); 6 Malcolm Harrison (Volvo Amazon 122S). FL Butterfield 1m39.051s (87.22mph). **GORDON TROPHY: F1 &** INTERCONTINENTAL FORMULA CARS 1954-61 (14 LAPS) 1 Nick Wigley (Cooper T51); 2 Roger Wills (Cooper T51) +0.259s; 3 Enrico Spaggiari (Cooper T53); 4 Alasdair McCaig (Cooper T53); 5 John Harper (Cooper T51); 6 Rod Jolley (Cooper T45/51). FL McCaig 1m23.421s (103.57mph). **WHITSUN TROPHY: SPORTS RACING PROTOTYPES 1963-66** (19 LAPS) 1 Andrew Smith (Lola-Chevrolet T70 Spyder); 2 Roger Wills (McLaren-Chevrolet M1B) +1.694s; 3 Martin Stretton (Lola-Chevrolet T70 Spyder); 4 David Hart (Lola-Chevrolet

T70 Spyder); 5 Ray Bellm

(Ford GT40). FL Smith

1m18.954s (109.43mph,

(Ford GT40); 6 Adrian Newey

outright record).
CHICHESTER CUP: REARENGINED DRUM-BRAKED
FORMULA JUNIOR CARS 1958-62
(12 LAPS) 1 Benn Simms
(Elva-Ford 200); 3 John
Chisholm (Gemini-Ford Mk3A)
+0.432s; 3 Chris Drake
(Elva-Ford 300); 4 Crispian
Besley (Cooper-BMC T56);
5 Jon Milicevic (Lotus-Ford
18); 6 Andrew Robertson
(Crossle-Ford 4F). FL Simms
1m29.444s (96.59mph).
FORWATER TROPHY:

ENDURANCE SPORTS & GT CARS

1960-66 (13 LAPS) 1 Nick Swift (Mini Dart); 2 Shaun Rainford (Lenham GT) +3.195s; 3 Gordon Elwell (Austin-Healey Sebring Sprite); 4 Paul Woolmer (Austin-Healey Sebring Sprite); 5 Mike Haigh (Lenham GT); 6 Austin-Healey Speedwell Sprite). FL Rainford 1m35.591s (90.38mph). RICHMOND TROPHY: FRONT-ENGINED GP CARS 1948-60

ENGINED GP CARS 1948-60 (17 LAPS) 1 Gary Pearson (BRM Type 25); 2 Barrie Williams (Ferguson-Climax P99) +2.713s; 3 Richard Attwood (Ferrari 246 Dino); 4 Don Orosco (Scarab-Offenhauser); 5 Tony Smith (Ferrari 246 Dino); 6 Frank Stippler

(Maserati 250F). FL Attwood

1m26.458s (99.93mph). **MADGWICK CUP: SPORTS RACING CARS UNDER 2.5-LITRES** 1955-60 (30 LAPS) 1 Joe Twyman/Roger Wills (Lotus 15); 2 Ewen & Jamie McIntyre (Lotus 15) +41.568s; 3 Mark Clubb/Martin Stretton (Cooper T49 Monaco); 4 Peter Horsman/Barrie Williams (Lotus 17); 5 Paul Radisich/ Miles Griffiths (Rejo Mk3/4); 6 Barry Cannell/Malcolm Verey (Willment-Climax); 7 Marc Devis/Anthony Reid (Maserati 250S); 8 Chris Phillips/Keith Ahlers (Lola Mk1); 9 John & Chris Clark (Cooper T39 'Bobtail'); 10 Paul Woolley/Mark Gibbon (Cooper T49 Monaco). FL Wills 1m27.239s (98.03mph). **GLOVER TROPHY: 1.5-LITRE GP** & TASMAN CARS 1961-65 (18 LAPS) 1 Richard Attwood (BRM P261); 2 Frank Sytner (Lotus-Climax 24) +0.732mph; 3 Andy Middlehurst (Lotus-Climax 25 R3); 4 Peter Horsman (Lotus-

Climax 18/21); 5 Alan Baillie

Piercy (Lola-Climax Mk4).

FL Attwood 1m24.394s

SUSSEX TROPHY: WORLD

(102.37mph).

(Cooper-Ford T71/73); 6 Mark

**CHAMPIONSHIP & PRODUCTION** 

SPORTS RACING CARS 1955-60 (18 LAPS) 1 Jamie McIntyre (Lister-Chevrolet Knobbly): 2 Bobby Verdon-Roe (Aston Martin DBR1) +11.621s; 3 Gary Pearson (Lister-Jaguar Costin); 4 Tom Kristensen (Ferrari 246 Dino); 5 Julian Majzub (Sadler-Chevrolet Mk3); 6 Barrie Williams (Tojeiro-Jaguar). FL McIntyre 1m26.234s (100.19mph). **GOODWOOD TROPHY: GP CARS** & VOITURETTES 1930-50 (13 LAPS) 1 Mark Gillies (ERA R3A); 2 Matt Grist (Alfa Romeo Tipo B) +8.187s; 3 Frank Stippler (Maserati 6CM); 4 Mac Hulbert (ERA R4D); 5 Julian Majzub (Alfa Romeo 308); 6 Ian Landy (ERA R6B). FL Gillies 1m31.985s (93.82mph). FREDDIE MARCH MEMORIAL TROPHY: SPORTS RACING CARS IN THE SPIRIT OF THE **GOODWOOD 9 HOURS, 1952-55** (16 LAPS) 1 Darren McWhirter (Lagonda V12 Le Mans); 2 Nick Wigley (Cooper-Jaguar T33) +4.798s; 3 Nigel Webb (Jaguar C-Type); 4 Carlos Monteverde (Jaguar C-Type); 5 Lukas Huni (Maserati A6GCS); 6 'Spike' Milligan (HWM-Jaguar). FL McWhirter 1m33.324s (92.58mph).

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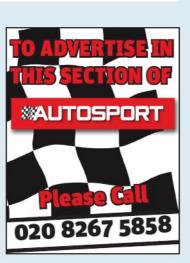
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# Sports Extra



Formula Ford rivals clash again as title fight hots up, **p88** 



# Top BTCC squads target Carrera Cup campaigns

#### Triple 8 and Team Dynamics plan new Porsche assaults for next season

LEADING BRITISH Touring
Car Championship teams
Triple 8 Engineering and Team
Dynamics are targeting Porsche Carrera
Cup campaigns for next season.

Carrera Cup grids have grown into the mid-20s this year. The new 911 GT3 Cup machine will be introduced in 2011, meaning that teams new to the series view this as the ideal opportunity to take on the established squads.

Triple 8 chairman Ian Harrison, who masterminded the dominant works
Vauxhall campaigns in the BTCC before the manufacturer pulled out at the end of 2009, said: "It's a well-run series with well-run cars and good teams. And the prize money is excellent as well, so why wouldn't we want to be a part of it?

"In the absence of a manufacturer BTCC programme, we have to look at every opportunity that makes sense in business terms. We've ordered two of the new cars and we're speaking to a lot of drivers."

Team Dynamics boss Steve Neal, who runs the works Honda Civics of Matt Neal and Gordon Shedden in the BTCC, is also planning to expand his team into the series. "The new cars look very good," he said. "It's £3000 to register your interest in running a car, and we've said

we'll run two. It's then £25,000 per car in November to have your entry confirmed.

"We plan to enter two cars and we're 90 per cent there on two drivers, both of whom should do very well if the deals come off. We're certainly not doing this just because it makes good financial sense. We want to win."

Established leading teams have welcomed the prospect of increased competition. Team Parker boss Stuart Parker said: "If teams like those are looking at it, it shows the health of the Carrera Cup.

"If you want to be the best you have to beat the best, so bring it on."

David Bartrum, whose Motorbase squad (which also contests the BTCC) became the first team to win all three classes in the same Carrera Cup race at Donington Park last weekend, said: "It's good for the championship. Over the last two seasons the Carrera Cup has started to build really good momentum and other teams have seen that."

AUTOSPORT understands that over 40 applications of interest have already been received for the 28-car grid, meaning the series may have to limit how many cars each team runs. Both Motorbase and Redline Racing have run teams of up to six cars during the 2010 season.



#### AUTOSPORT SAY: KEVIN TURNER

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**TEMPTING THOUGH** it is to talk about driving standards yet again after the various shenanigans at Donington Park last weekend (see pages 87 and 88!), I'd like to commend two moments of common sense instead.

We often talk about series that have passed their best and shouldn't struggle on with meagre grids, and the organisers of the Fiat Racing Challenge seem to agree (p89). Once one of the best club tin-top series in the country, the FRC has struggled in recent years and attracted just five cars to Mallory Park last weekend.

Now the series is saying it's all over unless more competitor interest comes along. And we should applaud that pragmatic approach. Perhaps it is fitting that ex-champ Martin Riman won those Mallory races in a car he drove in the inaugural season in 1992...

Another healthy dose of perspective came from Josh Hill. After two fine wet-weather wins he could be forgiven for thinking that he is ready to press on to F3, but the 19-year-old knows he needs more experience, and is looking at Formula Renault (p87).

It's not impossible for Formula Ford drivers to successfully leap to F3, but the step up in both budget and grip levels tends to make it tough. Much better, surely, to spend an extra year and less money getting aero experience before moving up.

#### Extra contact details

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LEADING FORMULA Renault engineer Mark Godwin has set up a new team — named MGR — that will make its race debut in November's Winter Cup.

Godwin has already signed FRenault BARC race winner Luke Wright, who he has engineered at SWB Motorsport this season, for the six-race mini-series. "We're going to run two cars in the Winter Cup and then compete in the UK championship next year," said Godwin. "We've got an informal commitment with Luke for next year.

"I've been working with him all year in the BARC championship and seen some tremendous progress. It's hard to know how the drivers from that series will fare when they step up, but it's competitive and I think they'll be at a good level."

Godwin, whose squad will be based in Loughborough, formerly ran a team in FRenault UK under the name Aztek Race Engineering. He then moved to Fortec Motorsport, where he worked for eight years: his most successful year was 2007, when he engineered Duncan Tappy and Dean Smith to first and second in the championship, and he worked with Danny Watts when he won the 'o2 title.

MGR could also run a team in the Young Guns Championship, which is switching to obsolete Formula BMW cars for next season. "I've got two people pushing me to do it, and it makes sense with the Formula BMW," said Godwin.

#### British GT

## Lewis to make Brit GT debut

**SPORTSCAR RACER** Ryan Lewis and former British GT3 champion Leo Machitski are two of the latest additions to the British GT field for the Brands Hatch round this weekend.

Lewis, 26, will share a Chad Racing Ferrari 430 Scuderia with fellow series debutant Archie Hamilton.

Chad manager Piers Masarati said: "Archie's rated a bronze [on British GT's driver classification], so that allows us a gold driver to go with him.

"Ryan is versatile and very fast, and the package is good. He's looking at the championship for next year."

Machitski will share the Beechdean Barwell Aston Martin DBRS9 with Andrew Howard, who took third at the Silverstone round with Darren Turner.

Barwell's Chris Needell said: "We're up against it as they are two amateur drivers, but I think they'll do a reasonable job."

As well as running its regular car for Michael Bentwood/Paul Whight, Barwell will also compete in the G4 class for the first time. Ginetta G50 Cup racers Julien Draper and Chris Dittmann will drive the team's G50.

Needell confirmed the team is unlikely to contest the G50 Cup next year and is instead hoping to compete at GT4 level in Britain and Europe.

Lotus Cup racer Steve Quick is also expected to appear at Brands, sharing the works Mosler with Martin Short.



#### SPEED

# WFR tests new sports racer

**TEAM WFR** put its all-new SPEED challenger through its paces at Estoril last week.

The Honda-powered WFO3, designed by ex-Bentley technical boss Peter Elleray, ran for three days at the Portuguese circuit in the hands of the team formerly known as Embassy Racing. The car was driven by Warren Hughes and Jody Firth, the lead driver pairing in its Ligier JS49.

Hughes said: "It was really a shakedown. It was a good test and we learnt a lot about the car."

It has yet to be decided when the car will race for the first time.

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Ginetta G50 Cur

# Festival winner is fast but hits trouble in first GT race outing

FORMULA FORD Festival winner Chrissy Palmer was quick and controversial on his Ginetta G50 Cup debut at Donington Park last weekend.

Palmer qualified a Matt Blyth Motorsport-run G50 on pole position. He was involved in a multi-car incident while fighting for second in race one, for which he was given three points on his licence - the first of his car-racing career - and a £250 fine.

The 19-year-old then charged from the back to finish sixth, and top rain-tyred runner, in a damp race



two before being involved in more controversy in the third event.

Palmer started sixth and came through the field to challenge leader Nigel Moore. He was handed a drive-through penalty for jumping the start, but failed to come in, and then ignored a black flag.

Finally he went off when his bonnet blew off on the final lap. Palmer was handed another four points on his licence for ignoring the black flag.

"I loved the racing, but I feel I've been picked on," said the former McLaren

AUTOSPORT BRDC Award finalist. "I got points on my licence for the race-one clash that wasn't my fault, and they said I was a foot over the line on the grid [for race three], but I stopped where the marshal told me to"

**VW** Racing Cup

## VW champ to make Brands return

**REIGNING VW** Racing Cup champion Joe Fulbrook is set to return to the series at Brands Hatch this weekend.

Fulbrook has not raced this season as he has been developing the Bora Turbo that carried him to the title in 2008 and '09. He will make his return at Brands if a final test before the meeting goes well.

"We were so busy making sure the car was reliable enough to win the title we never really had time to develop it to its full potential," he said. "Taking the year out has enabled ST Engineering and Russell Preston's RP Motorsport to focus on upping the Bora's speed

and handling."

Joining Fulbrook on the grid will be Ginetta ace Dominic Pettit. The 19-year-old will make his front-wheel-drive racing debut in a RacingLineprepared Golf GTI.



**British Formula Ford** 

# Hill eyes Formula Renault for 2011

#### **BRITISH FORMULA FORD**

frontrunner Josh Hill could race in the Formula Renault UK Championship next season.

The 19-year-old son of 1996 F1
World Champion Damon took his
fourth and fifth victories of the season
at Donington Park last weekend and
currently lies fourth in the standings.
He believes that, with little karting
experience and only two years in
single-seaters, his next move
should not be too big a leap.

"I think F3 is a bit too much of a jump," said Hill. "I'd like to get some slicks-and-wings experience so we're looking at Formula Renault UK, but nothing's sorted yet."



Hill will leave Formula Ford after two seasons

# MARCUS PYE HUMBLE PYE

The voice of club motor racing



atching John Surtees driving his eponymous marque's first Formula 1 car - his 1970 Oulton Park Gold Cupwinning TS7, also his first points scorer in Canada - was a personal highlight from last weekend's Goodwood Revival Meeting, I'd seen 'Big John' demonstrate his tiny '64 World Championship Ferrari 158 before, and ride MV Agusta motorcycles many times (often at the Festival of Speed), but must have missed out on the red car that so minimalistically packages driver and Cosworth DFV engine.

The Surtees success story is well charted through seven motorcycle world championships for Count Agusta, but his rise from casual Formula Junior rookie (who beat Jim Clark to pole position in an ad-hoc BARC Members' Meeting race entry for Ken Tyrrell in March 1960) to F1 in a single year, dovetailed with a third successive double world title-winning bike season, would not happen today.

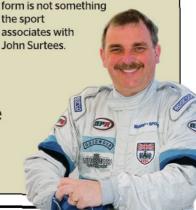
Following the appallingly sad loss of his son Henry, in that freak F2 accident at Brands Hatch last year, I am certain every enthusiast of both racing codes is thankful that the competitive flame, which John's father handed down to him and burned bright throughout his extraordinary career, has not been extinguished. And that the Henry Surtees Foundation - which the family set up to help young people with head injuries, and introduce

Modern racing stars with soul will naturally gravitate towards Goodwood, and bring friends"

disadvantaged children to motorsport - will strive to find good in tragedy. It deserves our support.

The 13th Revival Meeting has been widely hailed "the best ever". It was certainly right up there in my book, then again I only get to see the racing and aviation (both of which were stunning) on which I report, not the imaginative sideshows and constant street theatre that amaze and entertain visitors of three to 93, and from dawn to dusk.

On and off track, the impression left by 'newby' Tom Kristensen - a gifted and passionate competitor who fits so elegantly into the featured era - was memorable. My take is that modern racing stars with soul, and a sense of history (for too many the sport only existed from their own arrival), will naturally gravitate towards Goodwood, and bring like-minded friends once they've experienced its unique charms. That it was I who imparted the news to Roger Wills's racing manager Joe Twyman last Monday - following a communique from F1 editor Edd Straw post-Monza - that Renault's Vitaly Petrov would not be piloting the awardwinning USSR Racing Team Gaz Volga was disappointing. Other F1 bit players have come willingly in the past, and loved it. Happily, poor form is not something the sport



International GT Open

## Ashburn loses win after pit blunder

**BRITISH GT** racer David Ashburn and Sebastian Asch were denied an International GT Open race win at Brands Hatch last weekend after a pitstop infringement.

Following post-race comments from rival team managers, the Porsche 911 GT3 pairing was found to have made its stop during a safety-car period, contravening championship rules.

The safety car was in use while an incident was being attended to, but had extinguished its lights for the race to continue that lap. However, it staved out because the Aston Martin DBRS9 driven by Massimiliano Busnelli

slithered into the gravel.

Believing that the safety car was pulling off, Ashburn made his pitstop. So too did Craig Wilkins in the Dodge Viper. Their stops allowed the GTS class drivers to leapfrog the guicker Super GT cars. They emerged to run first and third respectively on the road, but were then penalised a lap. Ashburn and Asch were classified eighth while Wilkins/Aaron Scott slipped down to 12th.

Ashburn said: "I watched the nitston window and believed that the safety car was going in that lap, but it then carried on, so it's my mistake.'





# Ford battle gets rough

Scott Pye and Scott Malvern clash as title fight reaches its climax



BRITISH FORMULA Ford title contenders Scott Pye and Scott Malvern have called for an improvement in driving standards after a controversial race three at Donington Park last weekend.

Jamun Mygale driver Pye and Cliff Dempsey Racing Ray man Malvern were involved in a rough fight for second that also included the Mygales of Tio Ellinas and Josh Hill. After several clashes, Pye was pushed off at the last chicane when Ellinas hit Malvern into the Australian.

Although Pye accepted that his crash was not caused by Malvern, he was critical of his rival's driving: "Even before that I was unhappy. I knew how it was going to end. The whole race was scary - braking with the rear wheels off the ground because someone is pushing you and he forced me onto the grass when I was alongside."

Pye's team-mate Hill also accused Malvern of brake-testing him, which he believed caused the

separate crash at McLeans that put Hill out of the race.

Malvern denied the allegations and believes the Mygale drivers are deliberately trying to damage his title chances. "They're so desperate to keep me behind," he said. "When another Mygale gets alongside them it's fine, but when I'm there they start weaving.

"I'm not a dirty driver and I would not take Scott out intentionally. I didn't touch him before I got past him. He then hit me and I dished some back after that."

No action was taken against any of the drivers, but Pye and Malvern agreed that an extra steward, perhaps an ex-driver, should be brought in to help police the series.

Ford's Mike Norton said: "We are considering judicial cameras on each car for next year. It's not because we think there's an issue, it's because we want to make the clerk of the course's job easier and help the teams understand each incident."

European Rallycross

## Isachsen wins again; Tohill secures title

A WEEK after securing his second straight European Rallycross title, Sverre Isachsen won the final round of the 10-event series at Ceska Lipa in the Czech Republic.

The Norwegian secured pole with fastest times in each of the first two qualifying heats in his Ford Focus, and then led the A final from lights to flag for his fifth win of the year.

Isachsen's task in the A final was eased when Liam Doran's Citroen suffered a driveline failure at the start of the race, allowing Kenneth Hansen to deny Doran the runner-up spot in the standings.

Volvo pilot Frode Holte passed Tanner Foust in the last lap of the B final to earn his A-final start and then charged up to second on the first lap. Holte shadowed Isachsen for a couple of laps before slipping back, Hansen and Michael Jernberg were third and fourth.

Division Two, the only one of the championship's three classes that remained open entering the final round, was won by Derek Tohill. The title came down to a straight race in the A final between Tohill and '09 champ Knut Ove Borseth

Needing only to finish ahead of his rival, Tohill ran second to Lars Oivind Enerberg in the final, passing the Norwegian teenager on the last lap when the lead Fiesta suffered a puncture. It was Tohill's fourth win of the year and he became the first Irish driver ever to win the ERC.



**US Rallycross** 

## **Doran set for US** Rallycross contest

#### **BRITISHRALLYCROSS**

ace Liam Doran will contest the two remaining rounds of the US Rallycross Championship at **New Jersey** Motorsports Park in October and November.

Doran, who finished third in the European Rallycross standings this season, will drive the Citroen C4 in which he won two ERC events.

Doran, 24, sees the growth of rallycross in America as key to his career development.

"Rallycross will be

successful in America. there's no question and I want to be there early," he said, "I am a rallycross driver and I want to be where the action is, that's America.

"Citroen is not in the US market place so it will be a huge novelty value around driving a Citroen in America."

Newly crowned **Division Two ERC** champion Derek Tohill is also working on a plan to take his Fiesta to America for the final round of the inaugural US competition.

#### INBRIEF

**LIROY STUART**, runner-up in last year's Formula Ford Festival, is hoping to contest the final Formula Renault UK round at Brands Hatch next month with Team Firstair. Stuart, who has raced in the FR North European Cup this season, contested last weekend's Eurocup round at Silverstone with Firstair.

**ONE-MAKE** saloon ace Stefan Hodgetts (below) was eliminated in both



Silverstone Renault Clio Cup races on his seasonal debut in the series last weekend. Hodgetts had been forced

to battle from the back of the grid with a 10sec penalty due to swapping the front and rear tyres around in qualifying, a tactic that was outlawed for 2010.

**TOM BRADSHAW** returned to the Porsche Carrera Cup at Donington Park last weekend. He got two points on his licence for a clash in race one, but took seventh in the second race and hopes to contest the Brands Hatch finale.

**GETEM RACING**, which has run a Mygale for Jake Cook in British Formula Ford this season, missed last weekend's Donington Park rounds and will not contest the championship finale at Brands this weekend. It is focusing its resources on next month's FFord Festival.

**SINGLE-SEATER** ace Joey Foster had his first race at Mallory Park for 10 years last weekend, driving Lorna Vickers' Van Diemen RF89. He finished sixth.

**GT CUP** frontrunner Danny Winstanley raced a Porsche 964 Turbo (below) for



the first time at Brands Hatch last weekend, having ditched his quick but troublesome TVR Tuscan. He

retired from race one when a brake pad fell out and recorded a seventh later.

**SCOTTISH CLASSIC** Sports and Saloon car veteran Olly Ross has been forced to borrow a Triumph TR7 to maintain his title challenge and finished 17th and 18th at Knockhill last weekend. Ross took part in the Bo'ness Hillclimb the week before but a sizeable shunt after the finish line caused significant damage to his regular mount, a Lotus Europa.

CATERHAM SUPERSPORT champion James Maclachlan will step up to the Caterham R300 series for 2011 and will contest the final two rounds of this season. Maclachlan has purchased a dpr motorsport car and will appear in the Donington and Castle Combe rounds.

#### Bike-Sport

## Latest Reynard and BDN racers star on debuts

#### **LEGENDARY RACING CAR**

constructor Reynard returned to competition at Snetterton last weekend and its new Inverter was one of two new cars to prove competitive in the 750 Motor Club Bike-Sports events.

In his first race for 30 years, Adrian Reynard drove the Suzuki Hayabusa-powered machine, which is aimed at the road-legal track day market, to fifth and fourth-place finishes.

Co-designer Andre Brown said: "We're not interested in putting it into production, but will make plans available and have a database of bits.

"We've not taken off all the



road stuff so it's overweight."

Ahead of the Reynard was the latest car from successful club racing constructor BDN, the S3. Former RGB ace Tim Gray took the Kawasakiengined machine to second in race one before winning the longer later event.

"It's only got the standard engine so we're slow on the straights, but in terms of handling it's fantastic," said Gray. "We're surprised how well it's done."

Gray confirmed orders have been placed and added: "You can run it in RGB and Bike-Sports at the same meeting - it's just a change of wheels, splitter and wing."

#### Spa Six Hours

# Star names head to historic Spa enduro

**THE 18TH** annual Spa Six Hours has attracted a capacity 90-car field to Belgium's Grand Prix circuit this weekend.

Germany's Christian Glasel, American Aaron Hsu and Britons Shaun Lynn, Andrew Haddon and Simon Hadfield join previous circuit winners Frank Stippler and Richard Meins in the six Ford GT4Os entered.

Principal opposition in the Saturday-evening battle may come from AC Cobra, Jaguar E-type and Chevrolet Corvette crews, as well as the TVR Griffith of Jon Shipman/Mark Hales, unless wet weather favours a strong Porsche 911 contingent.

Porsche Carrera Cup ace Michael Caine Martin Stretton and Grant Tromans square up to Chris Chiles pere-et-fils/ Paul Ingram and Marc Devis/Rob Hartley/ Rupert Cleveley in the top Cobras. Past victor Stretton also rejoins the Minshaw brothers who face John and Chris Clark/Alasdair McCaig and Marcus Graf von Oeynhausen/Ferdinand de Lessens in quick Jaguar E-types.

Other stars include ex-GT racer Vincent Vosse, veteran Marc Duez, American racing legend Bobby Rahal, and former BTCC and GT racer Mike Jordan. Britcar 24 Hours

## Huff in Britcar 24 attack

#### **WORLD TOURING CAR**

star Rob Huff will contest the Britcar 24 Hours at Silverstone next month.

The Chevrolet Cruze driver will share a Chevy-engined Aquila with ex-BTCC racer Phil Bennett and Robin Liddell.

"Phil and I have done some Britcar races together and always keep each other in the loop when opportunities come up," said Huff.

"It's in the top class so we're

going for outright honours. There's no doubt over the speed, so if it's reliable, we should be in the mix for victory."

Former British GT3 champion Piers Masarati and ex-Caterham ace Ross Bygrave will also compete, sharing a Mosler with Calum Lockie/Paul White, who took second in the 2009 Britcar 500 at Silverstone.

Masarati said: "Paul has spent a lot of time on the car and the package is strong."



#### iat Racing Challenge

# Fiat Racing Challenge issues final warning



THE FIAT Racing Challenge may not survive beyond this season.

Just five cars qualified for the Mallory Park double-header last weekend and series coordinator Alan Jones believes there will be no more events unless interest increases.

"We know there are cars out there and we used to have 30-car grids, but we can't keep putting races on for five or six cars," he said.

The championship was launched in 1992 and an early competitor, Martin Riman, won both races at Mallory in his ageing 127GT. "It was my car for the original Fiat Challenge in 1992 and had just been sitting in the workshop," said the former double champion.

"As this might have been the last event I wanted to bring it out again."

#### **BRANDS HATCH MSVR** September 18-19 Guerrero/Wiser win eventful GT Open scrap

# Wins for Aston and Porsche as GTs hit Brands

'PLEASE COME back next year' was the call from Brands Hatch racegoers after the International GT Open series made a memorable first visit to Kent last weekend. The first race, won by the Villois Racing-run Aston Martin Vantage of Lucas Guerrero and Max Wiser, verged on the unbelievable.

Having qualified fastest, Tim Mullen (Ferrari 430 GT2) set the early pace, but after just 13 laps was in trouble with a graining rear tyre. Having lost two places to Alvaro Barba and Raymond Narac in one move, he then slipped down the order.

Mullen pitted during a safety car period caused by Marco Frezza's Ferrari suffering a dramatic engine bay fire. Having resumed seventh, any hopes disappeared at the end of the enforced slow-down, when Thomas Gruber lost control of his Porsche and slammed into Mullen's car, inflicting terminal damage.

The safety car period had not been without drama as an Aston Martin slithered into a gravel trap, thus extending the period; and Narac managed to hit the rear of the leading Ferrari with such force that his Porsche was rendered hors de combat with considerable damage to the front end.

As the pitstops took place, so the GTS-Class Porsche of David Ashburn/ Sebastien Asch took over at the front of the field.

Then word came through that the leader and third-place car were under investigation regarding their stops. Although Ashburn/Asch were still 'leading' on the road at the end, it was the Guerrero/ Wiser Aston Martin that was declared the winner.

The later race could never be as dramatic, although with two safety car periods inside the first eight laps, it certainly tried. Started by Patrick Pilet and relayed by Narac, the IMSA Porsche was never headed en route to victory.

The championshipleading Barba/Pierre Kaffer Ferrari was second with the race-one-winning Aston Martin duo in third. Ferraris locked out the GTS top spot, with Duncan Cameron/Matt Griffin just holding on in race one, while the Stefano Livio and Lorenzo Bontempelli-driven example took race two.

European F3 Open title contenders Marco Barba (brother of GT racer Alvaro) and Callum Macleod left Brands pretty much as they'd arrived, with Barba taking a win and a fourth place while Macleod bagged secondand third-place finishes.

Having traded fastest times with his rival throughout qualifying, Macleod emerged ahead but a fast-starting Barba negated that within yards of the start. A safety car period eroded his lead, but Barba drew away again. Tono Fernandez Dasilva was set to take third, but mysteriously slowed on the final lap to finish sixth.

Guerrero/Wiser eventually won eventful first GT race

Dasilva started the reversed-grid race two from pole and held sway out front, keeping his cool during a safety car period to win in a tight finish with Fernando Monje and ex-FFord ace Macleod.

The Club Class was won both times by Noel Jammal, although he needed some luck in race one. Polesitter Victor Correa broke a driveshaft at the start and then Nil Monserrat had a tyre deflate when leading.

Prolific winner Alex Martin took both GT Cup encounters, but Michael Saunders had headed him until spinning into retirement in race one. Saunders was caught up in a multi-car incident at Paddock on the opening lap of race two, which rather split the field but did set up some super recovery drives.

Project 8 Racing may be an unfamiliar name to many, but with a bought slot on the programme, the organising outfit provided

a 44-car field, although none could quite match the pace of Colin Tester's potent Sierra Cosworth. BMW M3 driver Rob Smith led him in both encounters, but Tester twice picked him off.

Mark Coleing (Caterham CSR260) was comfortably best of the Caterhamdominated Classic Sports Car Club race, which drew entries from four of its regular series.

■ By Dud Candler





1 Lucas Guerrero/Max Wiser (Aston Martin Vantage): 2 Philip Peter/Michael Bronisz (Ferrari F430 GT2) +1.838s; 3 Raffaele Gianmaria/Enrico Toccacelo (Ferrari F430 GT2); 4 Duncan Cameron/Matt Griffin (Ferrari F430 GT3 Scuderia): 5 Peter Bamford/Alex Mortimer (Ford GT): 6 Alvaro Barba/Pierre Kaffer (Ferrari F430 GT2). Class winners Cameron/Griffin. Fastest lap Raymond Narac/ Patrick Pilet (Porsche 911 GT3 RSR) 1m26.421s (96.44mph). RACE TWO (31 LAPS) 1 Narac/ Pilet, 2 Barba/Kaffer +3.210s; 3 Guerrero/Wiser 4 Gianmaria/Toccacelo; 5 Gianluca Roda/ Richard Leitz (Porsche 911 GT3 RSR): 6 Stefano Livio/Lorenzo Bontempelli (Ferrari F430 GT3 Scuderia) CW Livio/Bontempelli FL Pilet/Narac 1m25.654s (97.25mph) establishes record

**1 Marco Barba (Dallara F308)**, 2 Callum Macleod (Dallara F308) 7683s, 3 David Fumanelli (Dallara F308): 4 Fernando Monie (Dallara F308): 5 Juan Carlos Sistos (Dallara

F308); 6 Tono Fernandez Dasilva (Dallara F308. CW Noel Jammal (Dallara F306). FL Barba lm20402s (103.62mph) establishes record. RACE TWO (18 LAPS) 1 Dasilva: 2 Monje + 0.225s; 3 Macleod; 4 Barba; 5 Kevin Ceccon (Dallara F308); 6 Furnanelli. CW Jammal. FL Monje 1m20.837s (103.06mph). GT CUP (17 LAPS) 1 Alex Martin (Porsche 997GT3); 2 Gary Eastwood (Ferrari 430GTC) 26.523s; 3 Leon Price (Ferrari 430GTC) 4 Marco Pullen (Ferrari 360GTC): 5 Colin Mowle (KTM X-Bow), 6 Colin Bros (Porsche 996GT Cup). CW Pullen; Tom Andrew (KTM X-Bow). FL Michael Saunders (TVR Cerbera) 1m31676s (90.87mph) RACE TWO (15 LAPS) 1 Martin; 2 Nick Foster (BMW M3 E46) +5382s; 3 Keith Webster (BMW M3 E36); 4 Benjamin Harvey (KTM X-Bow); 5 Eastwood: 6 Sam Mowle (KTM X-Bow) CW Foster; Sarah Bennett-Baggs (BMW M3 E46). FL Eastwood 1m34006s (88.62mph) ROJECT 8 RACING (9 LAPS) 1 Colin Tester (Ford Sierra Cosworth): 2 Rob Smith (BMW) M3 E36) +1.714s; 3 Tom Murphy (Ford Sierra

Cosworth); 4 Leigh Franklin (Sunbeam Lotus) 5 Stephen Primett (Ford Escort Mkl); 6 Julian Newman (BMW M5), CW Franklin; Primett; Danny Cassar (Proton Satria): James Christie (Hillman Avenger): Mile Howard (BMW 320i). FL Tester 1m44.121s (80.00mph).

RACE TWO (9 LAPS) 1 Tester; 2 R Smith +2.520s, 3 Franklin; 4 Murphy; 5 Mark Smith (BMW M3 E36); 6 Primett CW Franklin; Primett: Luke Bennett (Honda Integra) Christie, Howard. FL Tester 1m44.028s

LASSIC SPORTS CAR CLUB (22 LAPS) 1 Mark Coleing (Caterham CSR260), 2 Mark onroy (Caterham Superlight C400) +11539s. Carl Woodwiss (Caterham CSR260): 4 Michael Jones (Caterham CSR260); 5 David Cox/Jerry Hampshire (Peugeot 306): 6 Nigel Ainge/Simon Taylor (Honda Integra Type R). CW Cox/Hampshire; Martyn Adams (Triumph TR7 V8); Simon Lane (Chevrolet Camaro). FL Coleing 1m37725s (85.25mph)





# It only takes two for Riman and Snelling in Fiat Challenge

IT ONLY TAKES two cars to make a race, and with just five starters in the Fiat Racing Challenge at Mallory Park last weekend the point was well and truly made by a fine battle between Martin Riman and Mark Snelling.

Poleman Snelling made the best getaway in his Uno, but having already climbed to second at Gerards from the back of the grid, Riman's antique 127GT was soon challenging for the lead.

As they headed down the Stebbe Straight for the second time Riman nosed ahead, but Snelling remained close and was back in front some four laps later, the pair exiting Gerards nose-to-tail. Within a lap Riman had taken the advantage back again and, despite spending lap after lap side by side,

Snelling couldn't quite usurp his rival when it mattered. Riman took victory by only 0.075 seconds. Simon Edwards was third after taking fellow Uno racer Roger Esp on the second lap.

Once Snelling had lost his initial lead in race two, he struggled to stay with Riman and came under threat from Edwards for second. But in the closing laps he not only consolidated his hold on second, he homed in on Riman. Nevertheless, he couldn't prevent a double win for the former champion.

Dale Gent's Subaru Impreza cruised to a comfortable Nippon Challenge double. The highlight of race one had been the duel for second between Adrian Howells' Impreza and Andy McLennan's Suzuki Swift. Howells survived contact at the Esses before McLennan finally edged ahead at Gerards on lap 10. But then a broken alternator bracket shed the belt and sent him pitwards, handing the place back to Howells, until he coasted to the finish with a blown engine. Darren Hughes' therefore took the runnerup spot, with Howells managing to retain third.

Hughes followed Gent home in the second, more processional, encounter, but behind them it was nose-to-tail, with Nick Reed's Toyota MR2 holding off Iason West's Nissan 200SX to take third.

For most of the Caterham Academy Group 1 race there were as many as seven cars in the lead train. Blaize Rhodes had set the initial pace, but lost out to Merlin Edwards exiting Gerards for the sixth time. After

Edwards had spun at Shaws Hairpin there were a couple of exchanges between Wesley Fox and Matthew Whate, before Fox took charge and was chased to the flag by Rhodes.

Kurt Brady found his way by Matthew Rigby on the second lap of the Group 2 race, after red flags called for a restart thanks to a huge shunt at the Esses. Martin Pass was third, but had Ross Macindoe in his wheeltracks at the end after they had also swapped on the second lap.

For a couple of laps Mike Gardner's Van Diemen RF90 managed to stay with newly crowned champion Jordan Skinner's Ray in the

FF1600 Southern race. Gradually Skinner eased clear to secure the win and the Edwina Overend Trophy, while Adam Ouartermaine's RF99 slipped into third at Gerards on lap three at the expense of Simon Davey's Swift. A couple of laps later Craig Currie's RF91 started to challenge for third and was left in the clear when Quartermaine pitted with engine problems.

Gardner just had the edge over Skinner at the start of race two, but was harshly penalised for jumping the start. However, they had a terrific scrap that not only allowed Currie to split them for a while, but lead too. Gardner led again until lap 13, when Skinner took the outside line at the Esses to emerge ahead before going on to score his second win of the day. Quartermaine worked his way ahead of Currie, but both joined the podium after Gardner's penalty dropped him to fifth.

Alex Gassman was another winner in the Toyota MR2s. In race one he had an initial exchange with David Pittard, before taking charge from the Esses on lap five. But in race two he was a lights-toflag winner, despite being shadowed by team-mate Adam Lockwood.

■ By Peter Scherer



MR2 pack could not prevent Gassman double

1 Martin Riman (127GT), 2 Mark Snelling (Uno+0075s: 3 Simon Edwards (Uno): 4 Roger Esp (Uno); no other finishers. Fastest lap Snelling 57.888s (83.95mph). RACE TWO (16 LAPS) 1 Riman; 2 Snelling +0.773s; 3 Edwards; 4 Esp; no other finishers. FL Edwards 57.624s (84.33mph). NIPPON CHALLENGE (17 LAPS) 1 Dale Gent (Subaru Impreza); 2 Darren Hughes (Subaru Impreza) +29232s; 3 Adrian Howells (Subaru Impreza): 4 Mike Woods (Honda Civic): 5 Nick Reed (Toyota MR2); 6 Nick Jones (Toyota MR2). Class winners Hughes; Kevin Middleton (Mazda MX5); Woods; Reed; Ian Prescott (Mazda MX5). FL Gent 52.019s (93.42mph). RACE TWO (11 LAPS) 1 Gent

2 Hughes +26.178s; 3 Reed; 4 Jason West (Nissan 200SX): 5 Woods: 6 Jones CW Hughes: Middleton: Woods: Reed West. FL Gent 52.345s (92.84mph). CATERHAM ACADEMY GROUP 1 (16 LAPS) 1 Wesley Fox; 2 Blaize Rhodes

+0144s; 3 Mike Hart; 4 James Bishop; 5 Matthew Whate; 6 Merlin Edwards FL Edwards 55 032s (88.31mph)

GROUP 2 (10 LAPS) 1 Kurt Brady: 2 Matthew Rigby +1.340s; 3 Martin Pass; 4 Ross Macindoe 5 Andrew Firth; 6 James Needham. FL Brady 55301s (87.88mph).

Skinner (Ray GRK10); 2 Mike Gardner (Van Diemen RF90) +6.635s; 3 Craig Currie (Van Diemen RF91): 4 Peter Daly (Van Diemen

RF89); 5 Simon Davey (Swift SC92); 6 Joey Foster (Van Diemen RF89). CW Gardner Foster FL Skinner 48 900s (99.38mph). RACE TWO (24 LAPS) 1 Skinner; 2 Adam Quartermaine (Van Diemen RF99) +2.459s 3 Currie: 4 Stuart Kestenbaum (Revnard FF89); 5 Gardner; 6 Richard Hodson (Ray GRK09). CW Currie, Kestenbaum FL Skinner 48.965s (99.25mph). TOYOTA MR2 (16 LAPS) 1 Alex Gassman: 2 David Pittard +0.351s; 3 Adam Lockwood; 4 Aaron Pullan; 5 Dave Hemingway; 6 Chris Shackle FL Shackle 57161s (85.02mph). **RACE TWO** (16 LAPS) 1Gassman: 2Lockwood +0.365s: 3 Shackle: 4 Roger Pullan; 5 Matthew Smith; 6 Paul Corbridge. FL Pittard 56.845s (85.49mph).

# **Cook and Humphries** battle it out

THE DESTINY of this year's Stock Hatch title will go down to the wire at Oulton Park next month after some typically frenetic action in the series' pair of feature races. Both times battle was joined at the front between points leader Jeff Humphries and closest rival Josh Cook.

In a restarted race one, the duo swapped places at least three times before Cook squeezed his Citroen Saxo past the Peugeot 106 at the Esses on the final lap to secure victory. Andrew Tibbs made the most of a new engine in his Saxo to pull away from Joe Ferguson and be best of the rest.

It was a similar story in race two, with Cook and Humphries rarely more than a car's length apart. This time it was Humphries who held sway, surviving a

side-by-side challenge at the Esses on with three laps to go to hold onto the lead. Tibbs again chased the leaders home.

There was some cracking racing in both the preceding heats. In the first, Nick Thornton-Jones only pulled clear late on. Fellow Saxo driver Shaun Hagen pinched second from Martin Boon on the final tour. In race two, some early panel-bashing spread out the frontrunners. It took more contact to decide the winner when Thornton-Jones retired after colliding with Rory Cooper on the penultimate lap, ensuring Cooper bagged the glory in his Saxo.

Long-time leader Alex von Ehrheim towed past championship hopeful Tom Coller on the drag to the flag to win a hard-fought opening Locost thrash.



David Black and Sam Bradley completed a top four that was separated by just a second.

Race two was also frantic, with Bradley and Richard Jenkins mixing it for the lead before excursions relegated them down the order. Instead it was Nick Morley who advanced past Coller to lead, holding his nerve to stay ahead for his maiden

win. Meanwhile, von Ehrheim stormed to a creditable ninth after electrical problems forced him to start from the pits.

Formula 4 hotshoe Robbie Watts went into the weekend with a point to prove, feeling he should already have wrapped up the title had he converted all his chances. Although victory eluded him in the opener, Van Diemen driver Watts survived a lastcorner spin while trying to overhaul the Mygale of leader Jonathan Weston-Taylor to take a valuable second place. By contrast, main points rival Malcolm Scott retired early after a clash with Bryn Tootell, who recovered to take third ahead of a tight fight between Oliver Sirrell and a tenacious Jennifer Scott.

Watts's advantage was

quickly reversed in race two as a first-lap collision at Sear forced him out. Weston-Taylor catapulted from eighth on the reversed grid to lead inside a lap, securing another win despite his steering wheel coming loose in the final minutes. Tootell came from sixth to secure a distant second in his Van Diemen, while Scott kept his title hopes alive in third.

Shaun Clay bagged an impressive brace in Saxmax, starting with an almost flawless drive in race one, when he eclipsed the fight for second between championship frontrunners Scott Moakes and Anthony Whorton-Eales. Clay had to work harder to complete his double, holding back a reinvigorated Chris Warburton to win by two



STOCK HATCH (10 LAPS) 1 Josh Cook (Citroen Saxo VTR): 2 Jeff Humphries (Peugeot 106 Rallye) +2.85s; 3 Andrew Tibbs (Citroen Saxo VTR); 4 Joe Ferguson (Citroen Saxo VTR); 5 Matt Digby (Citroen Saxo VTR); 6 Andrew Foley (Citroen Saxo VTR). Class winner Lee Scott (Ford Fiesta XR2i). Fastest lap Humphries 1m2546s (8223mph) HEAT (10 LAPS) 1 Nick Thornton-Jones (Citroen Saxo VTR): 2 Shaun Hagen (Citroen Saxo VTR) +2.82s; 3 Martin Boon (Rover Metro GTi): 4 Craig Bell (Citroen Saxo VTR); 5 Carl Kilbey (Citroen Saxo VTR); 6 Robbie Boon (Citroen Saxo VTR). CW M Boon. FL Thornton-Jones 1m2639s (81.34mph) RACE TWO (10 LAPS) 1 Humphries; 2 Cook +0.22s; 3 Tibbs; 4 Patrick Fletcher (Citroen Saxo VTR); 5 Ferguson; 6 Digby; **CW** M Boon **FL** Fletcher Im26:14s (81.58mph). EAT (10 LAPS) 1 Rory Cooper (Citroen Saxo VTR); 2Kilbey +4.86s; 3MBoon; 4RBoon

5 Bell: 6 Andrew Tsang (Peugeot 106 XSi)

LOCOST (10 LAPS) 1 Alex von Ehrheim

CW M Boon. FL Cooper Im2716s (80.62mph)

2 Tom Coller +0.13s 3 David Black: 4 Sam. Bradley; 5 Lynfel Owen; 6 Nicholas Morley. CW Bradley FL Morley 1m2714s (80.64mph). RACE TWO (10 LAPS) 1 Morley: 2 Coller +0.52s; 3 Scott Mittell; 4 Bradley; 5 Black; 6 James Pinkerton. FL Mittell 1m2768s (80.15mph). FORMULA 4 (17 LAPS) 1 Jonathan Weston-Taylor (Mygale US 2000): 2 Robbie Watts (Van Diemen Raw 09) +7.84s; 3 Bryn

ootell (Van Diemen RF06/09); 4 Oliver Sirrell (Van Diemen RF97): 5 Jennifer Scott (Van Diemen RF99); 6 Clive Yorath (Reynard SF84). CW Yorath; Paul Presgraves (Van Diemen RF98); Paul Young (Revelation). FL Watts Im10.50s (99.68mph). RACE TWO (16 LAPS) 1 Weston-Taylor; 2 Tootell +8.59s; 3 Malcolm Scott (Van Diemen RF00); 4 Sirrell: 5 Andrew Minnett (Van Diemen RF99); 6 J Scott. CW Yorath; Presgraves; Young FL Weston-Taylor 1m10.70s (99.39mph).

SAXMAX (10 LAPS) 1 Shaun Clay: 2 Scott Moakes +3.98s; 3 Anthony Whorton-Eales; 4 Jordan Willson; 5 Aaron Trigwell; 6 Shane Stoney, FL Chris Warburton 1m29.04s (78.92mph). RACE TWO (10 LAPS) 1 Clay; 2 Warburton +0.23s; 3 Whorton-Eale: 4 Willson; 5 Trigwell; 6 Moakes. FL Stoney 1m2912s (78.85mph).

Goodyear (RAW Fulcrum): 2 Andy Hiley (Taydec Mk2) +174s: 3 Richard Gilmour (Mallock); 4 Ian Craig (BMW M3); 5 John Moore (Sylva Phoenix); 6 Rob Johnston (Cyana MX500R). CW Hiley; Johnston; Ian Kempson (MK Indy). FL Goodyear 1m17.91s (90.20mph). KIT CAR (11 LAPS) 1 Moore: 2 Hiley +0.62s 3 Matthew Lewis (MNR Vortx): 4 Nigel Brown (Sylva Phoenix); 5 Anton Landon (Cyana MX500R); 6 David Caldecourt (Sylva Phoenix). CW Landon; Ian Kempson (MK Indy). FL Lewis Im17.64s (90.51mph).

RGB CHAMPIONSHIP RACE (16 LAPS) 1 Paul Rogers (Contour Cars RGB09),

2 John Cutmore (Spire GTR) +1042s: 3 Duncan Marshall (STM Phoenix); 4 Gary Goodyear (Raw Fulcrum); 5 Tony Gaunt (Wolfe ZXR);

6 Matthew Green (Spire GTR). CW Marshall Alastair Boulton (Stuart Taylor Phoenix). FL Rogers lml439s (9446mph

NON-CHAMPIONSHIP RACE (15 LAPS)
1 Marshall; 2 Tim Hoverd (Fisher Fury) +140s; 3 Gaunt: 4 Andrew Grant (Fisher Fury 04). 5 James Fowley (Fisher Fury); 6 Bob Mortimer (Fisher Fury), FL Marshall Im1672s (9160mph). BIKE-SPORTS (17 LAPS) 1 Jon-Paul Ivey (Radical Prosport); 2 Tim Gray (BDN S3) +0.69s; 3 Darcy Smith (Radical PR6): 4 Steve Cave (JKS) SRC10); 5 Adrian Reynard (Reynard Inverter); 6 James Breakell (Radical PR6). CW Joe Jackson (Global GT): Peter Brown (Radical Clubsport). FL Ivey 1m09.46s (101.17mph). RACE TWO (25 LAPS) 1 Gray; 2 Smith +0.35s; 3 Cave: 4 Revnard: 5 Oliver Cox (Radical SR4): 6 Jackson. CW Jackson; Brown. FL Smith

lm09.23s (10151mph) MR2 (10 LAPS) 1 Alex Lennon; 2 Guy Hefford +0.86s: 3 Paul Hinson: 4 Steve Lumley: 5 Andrei Bgatov; 6 John Wilson. CW Jonathan Grimes. FL Bgatov 1m24.81s (82.86mph)

RACE TWO (10 LAPS) 1 Lumley, 2 Hinson +3.82s; 3 Lennon; 4 Wilson; 5 Bgatov; 6 James Cross. CW Grime. FL Lennon 1m2459s (83.07mph).

MR2SUPER GT (11 LAPS) 1 Simon Aris 2 Alexander Lennon +10.79s; 3 Ben Cater; 4 John Wilson: 5 Lee McKee, 6 Peter Lewis. CW Cater. FL Aris 1m2470s (82.97mph). RACE TWO (11 LAPS) 1 Alric Kitson; 2 Lennon +40.92s; 3 Wilson; 4 McKee; 5 Lewis; 6 Patrick Mortell CW Lennon FL Anthony Day

750 FORMULA (11 LAPS) 1 Bob Simpson (SS Fiat), 2 Mick Harris (Darvi 877) +0.06s, 3 Chris Gough (CGR2 Evo), 4 Peter Bove (ADR 750F); 5 Nathaniel Cooper (Davis T7); 6 Bill Rutter (Darvi Mk5). CW Paul Collins (Darvi Mk5). FL Roger Rowe (Centaur Mk20) Im 2122s (86.52mph). **RACE TWO** (11 LAPS) 1 Harris: 2 Simpson +10.74s; 3 Gough; 4 Rod Hill (Mystic T4/21): 5 Robin Gearing (Darvi): 6 Rutter. CW Gearing FL Harris 1m2096s (86.80mph).



tenths. Behind, Whorton-Eales gained ground in the points by beating Jordan Willson to third, with Moakes only sixth.

Gary Goodyear's RAW Fulcrum took outright victory in the combined Kit Car/Allcomers event, narrowly beating the Taydec of leading Kit Car runner Andy Hiley and Richard Gilmour's ever-present Mallock.

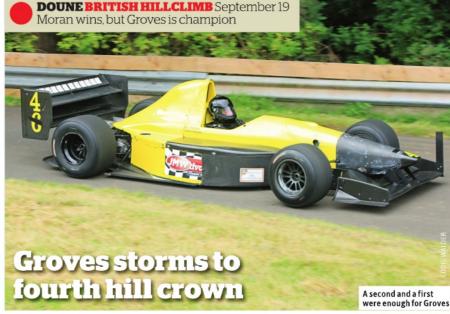
Race two was for Kit Cars only and featured a tussle between Hiley, John Moore (Sylva Phoenix) and Matthew Lewis (MNR Vortx). Although Hiley made the early running, it was Moore who moved ahead on lap four and staved there to the finish. Lewis further demoted Hiley and piled late pressure on the leader, only to spin back down to third at the final corner.

In the main RGB race, Paul Rogers sliced ahead of John Cutmore at the Esses on lap four to take a lead he never relinquished. Duncan Marshall had earlier staved off a challenge from Tim Hoverd to win the nonchampionship race.

Polesitter and title contender Richard Stables was forced to sit out the pair of Bike-Sports races after a shunt in qualifying severely rearranged his Radical. Jon-Paul Ivey surged past Tim Gray after a great scrap to win the opener. Ivey retired early in the sequel, leaving an ecstatic Gray to withstand pressure from Darcy Smith to win in his new BDN.

Six cars battled for supremacy in an absorbing and breakneck first MR2 race. Alex Lennon stole the show on the final lap to grab the lead and break his victory duck. Steve Lumley led throughout race two, while Paul Hinson came from the third row to take second on the last lap.

With front-row men Alric Kitson and Anthony Day missing from the grid, Simon Aris shaded a thin MR2 Super GT field to win the opening race. Kitson's driveshaft problems were fixed for race two, allowing him to enjoy a lights-toflag triumph.



GROVES took his fourth British Hillclimb title with two rounds in hand at Doune last weekend. Without doubt the driver of the past decade, Groves was second in the first run-off, then shot to the top in the last run of the weekend for fastest time of the day and

a place in hillclimb history.

MARTIN

After the title had been confirmed by long-serving championship coordinator Tony Fletcher, and with a celebration drink in hand, Groves said: "This has been a great event and I'm more relaxed than I expected to be. This difficult hill is the place to take a title, in a straight fight with my long-standing main rival."

Generous as usual, Scott Moran shook Groves's hand but promised to fight to get the title back next year. "It's only on loan," he jested. Moran took first then second in the ongoing battle with Groves, but some recent below-par scores have cost him.

Trevor Willis pulled back to third overall ahead of

Roger Moran, who was suffering a back injury, with a fourth and a third, and seems set to hold on.

Scottish driver Lee Adams put in arguably the performance of the weekend, with exceptional fifth and sixth places driving the agile little motorcycle-powered GWR Raptor. Adams is looking to do a full season in 2011 and may become a giant-killer. Another local man, Wallace Menzies, went well in the first run-off but could not qualify later on.

Groves's co-driver Paul Ranson is no longer just a car-warmer for the champion and continued his upward march, moving ahead of Tom New and

looking able to overhaul Chris Merrick in the finale next weekend. Merrick and New did not have a good time, with two ninths for New and a zero and eighth position for Merrick.

Another Scottish driver, Jonathan Rarity, with only 1400cc in the little Ghost, got stuck in among the big cars for eighth and a shared ninth with New.

In a motorcycle-powered car like Adams (with 300cc more), Will Hall was unable to match the GWR driver. But he did pull to within a point of Doune absentee Eynon Price in the championship table, and their battle in the Loton Park finale this weekend ought to be fierce.

By Eddie Walder



■ By Oliver Timson

UND 29 1 Scott Moran (3.5 Gould-NME GR61X) 40.34s; 2 Martin Groves (3.5 Gould-NME GR55) 40.38s; 3 Paul Ranson (3.5 Gould-NME GR55) 40.99s: 4 Trevor Willis (2.8 OMS-Powertec CF06) 4125s; 5 Lee Adams (1.3 GWR-Suzuki Raptor) 41.68s; 6 Wallace Menzies (2.65 DJ-Cosworth Firestorm) 41.98s; 7 Roger Moran (35 Gould-NME GR61X) 4237s 8 Jonathan Rarity (1.4 MH Ghost-Suzuki) 42.79s; 9 Tom New (3.5 Gould-Judd GR55) 4299s 10 Will Hall (1.6 Force-Suzuki PC) 43.39s; 11 Stewart Robb (4.0 Pilbeam-Judd

ROUND 30 1 Groves 39.81s BTD; 2 S Moran 40.45s; 3 Willis 40.88s; 4 R Moran 4114s; 5 Ranson 41.23s; 6 Adams 41.25s; 7 Hall 42.20s; 8 Merrick 42.66s; 9= New & Rarity 43.15s, 11 Richard Spedding (1.6 Force-Suzuki PC) 43.83s 12 Robb 44.10s

POINTS 1 Groves, 249, 2 S Moran, 229, 3 Willis, 197; 4 R Moran, 193; 5 Merrick, 132; 6 Ranson, 122:7 New 112:8 Menzies 65:9 Dervk Young 57;10 Eynon Price, 54.

MP88) 43 93s 12 Chris Merrick (3.5 Gould-Judd Class winners Archie Bain (2.5t Subaru Impreza) 5158s; Ian Duncan (19r eqv. Mazda RX7) 59:24s; Les Mutch (2.5 Dax Rush IRS) 49.05s; Bradley Holroyd (1.3 Austin Mini) 56.35s; David Adam (2.0 Peugeot 205GTi) 50.54s; Keith Edwards (21t Subara Impreza 22b) 53.22s; Drew Murray (1.4 Fisher Fury) 51.61s; George Emmerson (17 Mallock Mk21/3) 5230s; Mike Sidgwick (5.0 Morgan Plus 8) 547ls; Adams 41.90s; Geoff Guile (2.0 OMS-Vauxhall CFO4) 48.24s: Groves 40.64s



# Britcar 24hr into

## 24 hours of excitement

Where in the UK can you see great names such as TVR, Lotus, Porsche, Corvette, Mosler, Aston Martin, etc racing for 24 hours? Only at the Britcar 24hr at Silverstone! There will be plenty of activities for the whole family around the clock including exciting support races nothing beats the thrill of watching it live!



Less than 10 days to go!

1-3rd Oct, Britcar 24hr at Silverstone Event info: www.britcar24hr.co.uk Tickets: www.silverstone.co.uk











#### Friday 1st October

09:00 - 11:05 Golf GTI & VAG; Mazda MX-5; Porsche Club; Mono Posto - qualifying

11:20 - 12:20 Britcar 24hr at Silverstone - day qualifying

13:20 - 17:50 VAG; Mazda MX-5; Porsche Club; Golf GTI; Sports 2000; Alfa Romeo; Mono Posto;

Sports 2000 - racing and qualifying

18:00 - 20:00 Pit Walk About

20:00 - 22:00 Britcar 24hr at Silverstone - night qualifying

#### Saturday 2nd of October

09:00 - 11:20 Mazda MX-5; Porsche Club; Mono Posto; Sports 2000 - races

11:35 - 12:15 Britcar 24 at Silverstone - warm up

12:15 - 13:00 Pit Walk About

13:00 - 15:15 Alfa Romeo; Mazda MX-5; Porsche Club; Sports 2000 - races

15:15 - 16:30 Grid Walk incl. Red Devils Parachute Display Team

16:30 Britcar 24hr at Silverstone - 24 hour race

# **Anglo American Oil Company**

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# Allen beats conditions to reign

IT PROVED to be a challenging meeting for the Scottish Motor Racing Club and its competitors as they had to battle mist and heavy rain for most of last Sunday. Nonetheless, XR2 championship leader Tim Sleigh was determined to put both his hands on the trophy and vigorously defended his position against Wayne MacCauley.

That position (which Sleigh kept) was, for once, only fifth as the conditions favoured the modern Ford Fiesta STs with their full wet tyres. Despite the 30-second delay imposed for the newer STs, Andrew Allan stormed through the field and, for the first time in over a year denied Rory Bryant the ST Cup honours with an overall victory.

The feat was repeated on the road in race two, but this time there was controversy as the safety car was deployed for Dave Colville's stranded car. The yellow flags went out as the leaders arrived at Clark corner. Allan dived down the inside of MacCauley but was later given a three-second penalty for passing under yellows, gifting the win to Bryant.

The Scottish Formula Ford Championship was settled when Kenneth Thirlwall's Van Diemen retired with a mechanical problem in the second race and rival Craig Brunton won. That was enough for Ray driver Brunton to clinch the title, despite Thirlwall delivering a dominant drive in the first race to claw back some points. Away from the story of the championship, the races were short of passing as a treacherously



wet track changed the focus to survival.

The rain was an equalising factor in the Classic Sports and Saloons races. Although Andrew Smith powered his big Morgan +8 to the win in the first race, the lead battle during the second encounter was compelling. Stan Bernard got the jump at the start but could not

break away. This allowed Willie Robertson the chance to power his Datsun 240Z up to the back of Smith's Morgan. The leaders circulated in close company, but Bernard's Porsche 911 made the most of the better visibility to win. Also benefitting from the heavy rain was Nic Boyes in his Mini Cooper who shamed the more powerful cars to take two eighth-place finishes.

The weather briefly improved and a dry line had started to emerge by mid-afternoon. Unfortunately it deteriorated rapidly at the start of the second Legends race, which was stopped after a startline shunt.

In among the chaos, Alasdair Gauld was pitched into the pitwall and Andrew Donald was launched over the top of Gauld's car. There was a lengthy stoppage while the stricken Legend had its roof removed to extricate Gauld from the wreckage. He was taken to hospital for checks on back pain but is reported to have no significant injuries.

The race was restarted but was red-flagged again on the second lap as the leading pack collided as they approached the first corner three-abreast. Alv Hunter braked and was nudged into a spin that then became a roll as his car dug into the gravel trap. He emerged with a sore elbow but otherwise unscathed. The race was abandoned given the already sizeable delay to the day's schedule.

Oliver Mortimer took two wins in the Mini Cooper Cup but was the subject of a lengthy investigation after the third race for an incident that eliminated Vic Covey. The pair had been battling for second in the reversed-grid race when they came together at Clark. Covey spun into the gravel trap while Mortimer continued. The stewards declared it a racing incident, leaving the result unchanged. This didn't matter to the victor as newcomer Chris Smilev was well clear of his rivals and was delighted with his first outright win.

In the absence of the fast Ford Focuses, Peter Taddei took both Saloon and Sportscar wins in his Fiesta.

By Jonathan Crawford



#### SCOTTISH XR2 (10 LAPS

1 Andrew Allan (Fiesta ST), 2 Rory Bryant (Fiesta ST) +3 863s, 3 Scott Robertson (Fiesta ST), 4 Ian Cowie Fiesta ST), 5 Tim Sleigh (XR2), 6 Wayne MacCauley (XR2), Newcomers winner Sleigh Fastest

lap Bryant 1m06300s (69.50mph).

RACE TWO (10 LAPS)

1 Bryant 2 Allan + 0.933s 3 Courie.

1 Bryant; 2 Allan +0.933s; 3 Cowie; 4 Robertson; 5 MacCauley; 6 Sleigh. NW MacCauley; FL Allan Im06.335s (69.45mph).

SCOTTISH FORMULA FORD (IO LAPS) 1 Kenneth Thirlwall (Van Diemen); 2 Craig Brunton (Ray GR09) +2785, 3 Alistair Dow
(Van Diemen), 4 Joe Tanner (Van
Diemen), 5 Ian Munro (Van Diemen)
6 Ross McEwan (Van Diemen) NW
Thirlwall, FL Brunton Im04 632s
(71.30mph), RACE TWO (10 LAPS)
1 Brunton, 2 Dow +5494s, 3 Munro,
4 Ivor Mairs (Mondiale), 5 Keirnon
Blake (Van Diemen), 6 Michael Gray
(Vector), NW Dow FL Brunton
Im034(2s (72.67mph),
SCOTTISH CLASSIC SPORTS
AND SALOONS (10 LAPS)
1 Andrew Smith (Morgan +8);

2 Stan Bernard (Porsche 911) +1.007s;

3 John Marshall (Ford Escort);

4 Willie Robertson (Datsun 240Z); 5 Warren Dunbar (Jaguar XJS); 6 Robert Marshall (Ford Escort RS). FL Smith Im066448 (6914mph). RACE TWO (10 LAPS) 1S Bernard 2 Smith +0642s; 3 Robertson; 4 Marshall; 5 Dunbar; 6 Adam Bernard (Porsche 911) FLS Bernard Im072978 (68.47mph).

SCOTTISSI LEGENDS (10 LAPS)
1Ross Mickel, 2 John Marshall
+4606s, 3 Ross Marshall; 4 Glern
Burtenshaw, 5 Craig Mitchell, 6 Elliot
Mason, FLR Marshall Im10553s
(66 3 Imph) HEAT ONE (8 LAPS)
1R Marshall, 2 Mickel +1497s, 3 Colin

Atkinson; 4 Tony Caig; 5 Keirnan Murray; 6 John Marshall, FL R Marshall Imil.827s (6506mph). SCOTTISH MINI COOPER CUP

8 LAPS) 1 Oliver Mortimer. 2 Vic Covey +2068s, 3 Scott Fraser, 4 Chris Smiley: 5 David Sleigh: 6 Carol Brown. NW Smiley. FL Covey Im08.786s (6699mph). RACE TWO (8 LAPS) 1 Mortimer. 2 Covey +1954s, 3 Fraser: 4 Sleigh:

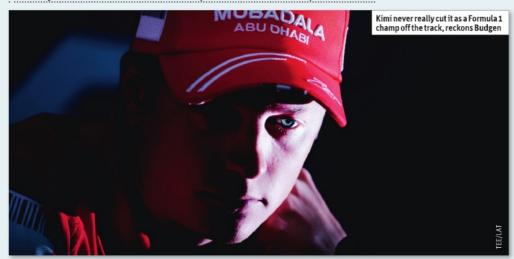
5 Smiley: 6 Brown. NW Smiley. FL Mortimer Im05480s (70.73mph). RACE THREE (8 LAPS) 1 Smiley: 2 Mortimer +3.113s, 3 Steven Brewster; 4 Ian Forrest, 5 Sleigh;

6 Brown. NW Smiley. FL Covey Im093147s (6664mph).
SCOTTISH SALOONS AND SPORTSCARS (6 LAPS) I Peter Taddei (Ford Flesta ZT). 2 Cameron Purclie (Westfield). 3 Andrew Morrison (SEAT Cupra). 4 Gary Magennis (GMS 2002 Fireblade). 5 Mark Robson (Subaru Impreza). 6 Joe Shuttleton (Subaru Impreza). FL Taddei Im04 328s (7163mph).
RACETWO (IO LAPS) 1 Taddei. 2 Garry Watson (Westfield) +11255s; 3 Purdie. 4 Morrison; 5 Robson. 6 Magennis FL Taddei 58.843s

# 'NAI DRTVE LETTERS GEAR ON-TRACK ON-SCREEN PICS TECH ARCHIVE

# **YOUR SAY**

What you think of the motorsport news of the past week



# Does Formula 1 need Raikkonen?

I can't believe Kimi Raikkonen is knocking on the door of Renault seeking out a drive for next year. Here is a man who said 'I'm no longer interested in F1' not so long ago.

Despite being an ex-F1 champion, it seems that Kimi was never really all that interested in the first place! As far as talking to journalists, attending sponsorship events and being an ambassador for F1 went, Raikkonen never really fitted the bill, and didn't seemed to be motivated with it all.

Brendan Budgen, Berkshire

#### EDITORIAL CONTACT mail@autosport.com

Inote the comment "AUTOSPORT is fantastic" from Nigel Mansell on the cover of your 60th anniversary issue.

At the AUTOSPORT 1000km I was lucky enough to spend most of the day with the Beechdean Mansell team. Even though Nigel didn't drive, it was captivating to see the direction, determination and winning spirit we saw in F1 and IndyCar being used to great effect.

I hope to see Nigel at Le Mans next year. **Anthony Silvio Phillips** Kettering

What a stunning race to the flag we might have seen at Monza if not for the mandatory tyre stop rule.

We had a classic situation of a driver with a faster carriding the tail of a driver making not a hint of a mistake under pressure. Yet any chance of watching this nail-biter play out was ruined.

Drivers and teams should be free to employ even more divergent strategies. Get rid of this silly rule and let the drivers and teams decide when and if to employ tyre stops. **Peter Dick** 

Toronto, Canada

It appears I am in the minority in agreeing with the Ferrari race strategy in Germany. The rule banning team orders is totally inappropriate for F1 and impossible to police.

Surely a team should be allowed to run its cars as it wishes in order to achieve the best result.

In the real world team orders never left F1 and never will - but it would be best for everyone if, in future, they could be employed with subtlety and grace.

Christopher Judge High Halden, Kent

After an enjoyable World Series day at Silverstone it's only fair to compliment Renault's involvement in motorsport. But one major concern must be the lack of on-track action, with small grids for several races.

This day is the shop window for motorsport, with many fans attending a meeting for the first time. Many families seemed to be bored waiting over two minutes for the cars to come round every lap. Surely the International circuit must be the answer.

Rupert Hinde

Northampton

#### **WAUTOSPORT.COM**

## **TOP FIVE ON OUR WEBSITE**

1. RAIKKONEN BIDS FOR **2011 RENAULT SEAT** 

- 2. COMMERCIAL SIDE KEY **TO RAIKKONEN FATE**
- 3. HEIDFELD IN. DE LA ROSA **OUT AT SAUBER**
- **4. SAUBER: FERRARI LOYALTY** NO FACTOR IN LETTER
- **5. HAMILTON NOT TOLD TO CHANGE APPROACH**

### **WAUTOSPORT.com** PLUS

## TOP STORY ONLINE

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.



#### **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 recovery vehicle that pulled Rob Collard's BMW into a tyre barrier during the BTCC race at Knockhill (September 9, p41) was not being driven by a member of the circuit's marshalling and rescue team.

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

#### RALLY CANVASSES

From £80 each tartanred.com

Inspired by original close-up photographs, tartan red has created a diverse range of motoring and motorsporting giclee canvas wraps. Our favourites are the rally car images, which include (clockwise from top left), the Lancia Delta Integrale from the 1991 Safari Rally, and three of the most recognisable Mark 2 Ford Escorts: the Rothmans/ Duckhams livery used by Bjorn Waldegard to win the 1979 world title, the Castrol car driven by Hannu Mikkola and the black-and-white machine made famous by Timo Makinen on the 1975 Lombard RAC Rally.

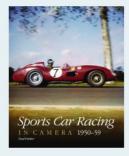
Three sizes are available: 20x13inches at £80, 30x20 at £120 and 40x30 at £170.











#### SPORTSCARS 1950-59

£35 (978 1 84425 552 8) P Parker (haynes.co.uk)

The third of Paul Parker's sportscar-racing photo commentaries traces the 1950s, in which Italian powerhouses Ferrari and Maserati battled with European rivals Jaguar and Aston Martin.

With names like that, in an era like that, the pics take care of themselves. Happily, the words are cracking, too.



#### ASTON TT 1958 T-SHIRT

gearboxgifts.com

Many of Nicolas Hunziker's superb creations have found their way onto these dramatic, 100 per cent cotton silkscreen T-shirts.

In a deliberate nod to all things Goodwood this week, this shirt features the 1958 TT-winning Aston Martin DBR1 of Stirling Moss. Check the website for the full range.



#### ITALIAN AUTO LEGENDS

£12.95 (978 1 8589 4431 9) merrellpublishers.com

We've previously endorsed Ferrari and British Auto Legends from this stable, so it's now the turn of the generic Italian top names.

Studio images of 50-plus beauties from Abarth, Alfa Romeo, De Tomaso, Ferrari, Fiat, Lamborghini, Maserati and Osca come with thoughtful appraisals from Richard Heseltine.

## **HOT ON THE WEB THIS WEEK**

YOUTUBE: LAP MARINA BAY SINGAPORE WITH VETTEL



SEARCH FOR: Singapore Onboard Lap (2:01)

The third Singapore Grand Prix takes place this weekend under the floodlights of Marina Bay. Forgotten which way it goes? Check out this onboard lap with Sebastian Vettel during last year's event.

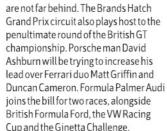
# WHAT'S ON.

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

### BRANDS HATCH

British F3/GT September 25-26 Admission £12 Sat, £21 Sun, £21 weekend (advance purchase) Tel: 01474 872331

Find out who will win the fight for second place in the final British F3 round of the season, James Calado leads the chase to be best of the rest behind runaway champ Jean-Eric Vergne, while





# Duncan Cameron. Formula Palmer Audi

# are not far behind. The Brands Hatch Cup and the Ginetta Challenge.

#### **DONINGTON PARK**

BARC September 25-26 Admission £12 each day, £18 weekend (advance purchase) Tel: 01264 882200

Saturday boasts over five hours of Radicals, Legends, Minis and Trucks, with Sunday featuring the CSL Cup. Saloons and more trucks. The Radicals and Minis are running in nonchampionship races, but are still sure to provide plenty of action.

#### ANGLESEY

BRSCC September 25-26 Admission £12 Tel: 01407 811400

This two-day meeting at Anglesey boasts a broad range of BRSCC categories, from Club F3 to Mighty Minis.

DDMC September 25-26 Admission £12 Tel: 01325 721815

#### **OULTON PARK**

BARC September 25 Admission £12 Tel: 01829 760301

#### SNETTERTON

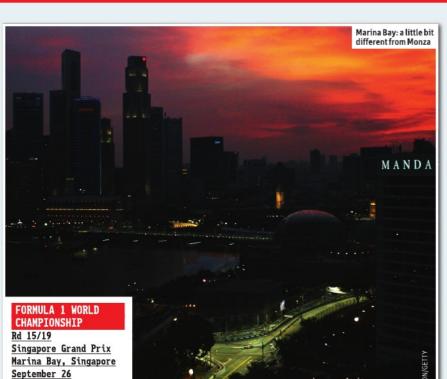
BARC September 25-26 Admission £12 each day, £16 weekend (advance purchase) Tel: 01953 887303

#### KIRKISTOWN

500 MRCI September 25 www.kirkistown.com

#### LOTON PARK

British Hillclimb September 25-26 Admission £10 Sat, £12 Sun, www.hdlcc.com



#### PORSCHE CARRERA CUP ASIA

Rd 6/7 Marina Bay, Singapore

September 25-26 www.porsche.com

#### AUTO GP

F3 field is let loose

on Brands GP circuit

Rd 5/6 Navarra, Spain September 26 www.autogp.org

#### FORMULA NIPPON

Rd 5/7 Sportsland Sugo, Japan

September 26 f-nippon.co.jp/en

#### JAPANESE FORMULA 3

Rd 7/8 Sportsland Sugo, Japan September 25-26 www.j-formula3.com

#### ITALIAN FORMULA 3

Rd 6/8

Vallelunga, Italy September 25-26 www.f3italia.it

#### NASCAR SPRINT CUP Rd 28/36

Dover, Delaware, USA September 26 www.nascar.com

#### NASCAR NATIONWIDE

Rd 28/35 Dover, Delaware, USA September 25 nationwide.nascar.com

#### NASCAR TRUCK SERIES

Rd 20/25 Las Vegas, Nevada, USA September 25 www.nascar.com/series/truck

#### INTERCONTINENTAL RALLY CHALLENGE

Rallye Sanremo Rd 10/12 Sanremo, Italy September 23-25 www.ircseries.com

www.formula1.com

# Television

#### THURSDAY SEPTEMBER 23

1000-1200 Motors TV

FIA GT3: Algarve

1045-1145 ESPN

DTM: Oschersleben

1145-1245 ESPN

F3 Euro Series: Oschersleben

1430-1530 ESPN

FIA GT1: Algarve

1530-1630 ESPN

Superleague Formula: Algarve

1830-1900 Eurosport

WTCC: Inside WTCC

#### FRIDAY SEPTEMBER 24

0300-0415 ITV1

BTCC: Donington Park highlights

1055-1235 BBCi LIVE

F1: Singapore GP practice one

1425-1605 BBCi LIVE

F1: Singapore GP practice two 2200-2230 Eurosport

IRC: Rally Sanremo

2230-2300 Eurosport

WTCC: Valencia

#### SATURDAY SEPTEMBER 25

0735-0800.1030-1100.2200-2230

Eurosport & 0830-0900 Eurosport 2

IRC: Rally Sanremo

1155-1305 BBCi LIVE

F1: Singapore GP practice three

1230-1330 Motors TV LIVE

Auto GP: Navarra race one See the first car race to be held

on this new Spanish circuit. 1330-1430 ITV4

Motorsport UK

#### 1400-1630 BBC1 LIVE

F1: Singapore GP qualifying

1430-1455 ITV4

WTCC: Valencia highlights

1455-1625 ITV4

BTCC: Donington Park highlights

1700-1800 Motors TV

V8 Supercars: Phillip Island

#### SUNDAY SEPTEMBER 26

0700-0725 Channel 4

The Grid

Last in the series: Jenson Button previews the Singapore GP, plus DTM, WTCC and NASCAR action.

0700-0730 Eurosport 2 &

2300-2330 Eurosport

IRC: Rally Sanremo

0725-0750 Channel 4

British Formula Ford: Snetterton

0750-0820 Channel 4

**GT Academy** 

Wannabe racers battling it out for a drive in the GT4 European Cup.

1210-1525 BBC1 LIVE

F1: Singapore GP

Tune in for some South-East Asian

street-circuit action

1600-1700 Dave

WRC: World Rally 2010

2330-2345 Eurosport

**Motorsports Weekend** 

#### **MONDAY SEPTEMBER 27**

1830-1930,2230-2330 Sky Sports 2

NASCAR: Dover highlights

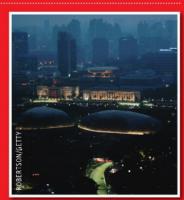
# Online

# **MAUTOSPORT.COM**

Coming up on the web this week

#### SINGAPORE GRAND PRIX

AUTOSPORT.com will bring full coverage of the Singapore Grand Prix as it happens, with news, photos, live commentary of every session, and analysis. There'll also be events taking place in daylight, with the NASCAR boys continuing their Chase for the Cup in Dover, the British F3 brigade wrapping up their season at Brands and the IRC taking to the picturesque hills of northern Italy on the Sanremo Rally. We'll bring you all the news.





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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



SENNA: probably the two most divisive syllables in motor racing. A driving genius who redefined the win-at-any-cost mantra. The man who opened the door to the 'dirty' driving that's considered acceptable across the board today. A deity in Brazil, whose death denied us a direct comparison to Michael Schumacher, causing thousands of internet debates over who's the greatest. And now the subject of a film. Senna was announced

earlier this year, but it was only last week that the trailer first found its way into the cyber world. At just a shade over two

minutes, it's a tantalising glimpse of a documentary that no true motorsport fan can afford to miss.

It starts with grainy footage of a familiar face, yet more innocent and boyish, yellow helmet under his arm. Next it's a packed Brazilian karting track. As the drivers burst into view it's that yellow helmet at the front, sitting atop a kart prophetically sporting the number 1. Over the top of this, Senna is speaking in Portuguese, the emotion and passion of his words understandable to all.

The word genio (genius) flashes up, and we cut to a relaxed Senna being interviewed (in

Portuguese) after yet another win.

Ousada (daring): a chilling interview with **Alain Prost saying Senna** doesn't think he can kill himself, overlayed with footage of his roll into the gravel in Mexico.

Estrangeiro (foreigner): Senna and ex-FIA president Jean-Marie Balestre having a bust-up.

Superestrela (superstar): Japanese fans mobbing the Brazilian in their thousands.

Lenda (legend): the last few seconds from the Imola onboard footage.

It's all powerful stuff, but the majority of it has all been seen before. In fairness, it's unlikely that there's much race footage from his F1 career that's not been shown before.

But it's the behind-thescenes stuff, the glimpses into the hidden side of Senna, where the gems will lurk. There are hints that Senna will mine these treasures.

Unfortunately, we'll have to wait until its UK release in 2011 to find out. Revved Up

"As the drivers burst into view it's that yellow helmet at the front, sitting atop a kart sporting number 1"

# THE WEEK IN PICTURES

The lensmen pounding the beat, from Russia to the Revival



# **Engineering debrief – Windtunnel tyres**



YOU MIGHT think that making a windtunnel tyre for Formula 1 is an easy task for Bridgestone. Think again. Such tyres – usually supplied at 60 per cent scale – are far more complicated than simply being pocket-sized versions of the race tyres.

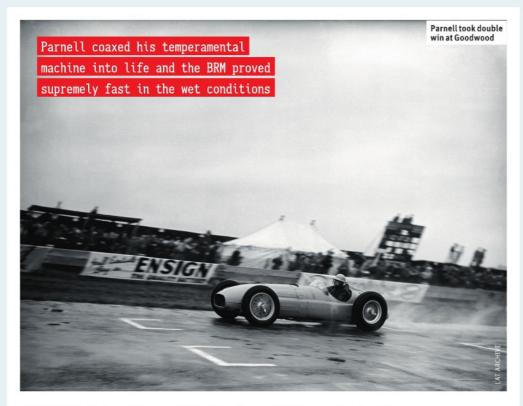
This is because they must behave in exactly the same way the real tyre does when exposed to the fast-moving air. If the tyre does not distort or deflect the air in the same was as a real tyre, it gives inaccurate results in the windtunnel. On top of this, the compound is also significantly harder so that the tunnel tyres last longer than real ones when used on a rolling road. All of this means that the tyres are of a completely different construction.

Bridgestone will also tailor its tyres to the specific requirements of teams, all of which have subtly different windtunnel set-ups.

Got an engineering question you'd like answered? Send it to mark.glendenning@haymarket.com

# FROM THE ARCHIVE

BRM's first race victory, Goodwood, September 1950



THIS YEAR'S edition of the annual Goodwood Revival celebrated the 60th anniversary of British Racing Motors (BRM)'s first racing triumph, at the non-championship Formula 1 meeting at Goodwood in September 1950.

BRM was founded with the intention of becoming an all-British racing endeavour to challenge the German and Italian powerhouses, but finally came to life as the project of financial backer Alfred Owen and veteran driver Raymond Mays. The plan had been for the BRM V16 to make its debut at the International Trophy at Silverstone in August. But, of the two BRMs attending the race, the only one to make it onto the grid retired straight away with a broken driveshaft.

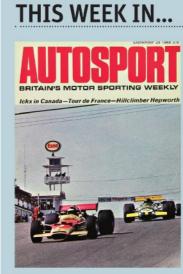
Instead, famed British racer Reg Parnell gave the BRM V16 a 'debut' to remember at Goodwood. In its first outing of the day, the Woodcote Cup Formula Libre event, Parnell's BRM briefly threatened a repeat of the Silverstone heartbreak, faltering as the rest of the field sped off the grid. But Parnell coaxed his temperamental machine into life and the BRM proved supremely fast in the wet conditions, leaving ERAs, Maseratis and

Alfa Romeos in his wake en route to an emphatic victory in the five-lap event.

Parnell and BRM would also dominate the 12-lap Goodwood Trophy race — the showcase event of the day. Starting from the second row this time, Parnell got a better start, while Swiss driver Toulo de Graffenried led the field in his Maserati. By the end of the first lap Parnell had assumed control. Prince Bira gave chase but was unable to sustain the pressure on Parnell, who cruised to a second victory of the day.

The Goodwood meeting would prove to be the high-water mark for the V16, which was unsuccessful on its debut in the F1 World Championship the following year. But the car provided a launchpad for the BRM engineers, and the marque's cars competed in F1 until the end of 1977. Although success was sparse at times, the team won 17 World Championship grands prix between 1959 and '72, and claimed both the drivers' and constructors' world crowns with Graham Hill in '62.

A lack of funding forced down the shutters on this remarkable racing experiment, but BRM left its enduring mark on motorsport history.



#### SEPTEMBER 25 1969

JACKY ICKX took victory for Brabham in the Canadian Grand Prix at Mosport, finishing ahead of Jack Brabham. Ickx had been battling for the lead with Jackie Stewart until a collision between the two sent the Scot into a barrier.

Controversy surrounded the three local entries – Bill Brack, John Cordts and Al Pease – who were driving borrowed or out-of-date cars, and none of whom were anywhere near the lap times of the leaders.

In other news, we previewed the Ferrari F1 team's new flat-12 engine as it neared completion. There was a hillclimb special (below) following the endeavours of hillclimb ace David Hepworth as he conquered the Doune National, and news on Spencer Elton's triumph in the last Brunton hillclimb of the year.



NEXT WEEK



Grand Prix field heads back to the east

# F1 INV-ASIAN

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## **PLUS**

British F3 finale at Brands Hatch; Navarra — Spain's new supertrack

# EDDIE CHEEVER

■ Detroit Grand Prix ■ June 6 1982 ■ Ligier-Matra JS17 ■ Nearly a home victory



MY FIRST second place in Formula 1 at Detroit was good, and so was when I won the first big race for Jaguar in almost 30 years at Silverstone [in 1986]. But I'd have to say probably Detroit was the best.

I was driving for Ligier and the car was good. We had a normally aspirated [Matra] V12 that had no torque — you would change gear with your foot on the throttle

but it was good round that track.
 Ligier was the first of two French
 teams I drove for — the atmosphere
 was great. The team, with Jacques
 Laffite and Jean-Pierre Jabouille,
 was exciting — they were crazy!

I was happy I qualified ninth because it was in front of Laffite [13th]. The year before he'd almost won the championship. In F1 the first thing you're judged by is your team-mate and everything else is almost secondary.

I didn't think I'd finish on the podium — I'd not had a podium before [his first top-three had come at Zolder a month earlier, but only as a result of Niki Lauda's disqualification] and had fourth and fifth places in the Tyrrell. Had you told me beforehand I'd finish in the

"I remember thinking everybody I came up against, if I hounded them long enough, I could beat them, but when Watson arrived he was just stronger than everyone else"

top three I'd have been very happy.

We had Michelins, and Jabouille made the call to put a mix of tyres on the car on the grid — softs on the front and harder on the back. Laffite didn't want that, but I trusted Jabouille so I agreed to it.

There was a red flag and John Watson switched to the same tyres for the restart — he hadn't been on them at the first start. I was annoyed because I didn't think you were allowed to make that change.

The car ran impeccably, but I

used the gearbox a lot near the end to slow down because the brakes weren't very good. I passed Didier Pironi into a second-gear corner — I think his turbo Ferrari was even more of a handful than the Ligier.

I remember thinking everybody I came up against, if I hounded them long enough, I could beat them, but when Watson arrived he was just stronger than everyone else. I remember at the end being totally shattered and along came Watson all fresh and passed me. I always had a lot of admiration for Watson's ability to pass cars.

I was disappointed I hadn't won. It was one that got away, but I had everything I wanted from racing. So Eddie Cheever was talking to Kevin Turner





AFTER CLIMBING the ladder in Formula 3 and F2, Eddie Cheever made his F1 World Championship debut in 1978, aged just 20. He went on to make 132 starts, scoring nine podiums and driving for Theodore, Hesketh, Osella, Tyrrell, Ligier, Renault, Alfa Romeo, Haas Lola and Arrows. He also had a successful career in sportscars, particularly with Jaguar, before moving into Indycars in the 1990s. He set up his own team and won the 1998 Indy 500. In later years, Cheever competed in GP Masters and finished on the GT3 podium at this year's Spa 24 Hours.





#### International Motorsport Business Week

Forming part of an extended range of focused business and network events, International Motorsport Business Week is an exciting trade initiative that brings the UK's motorsport industry together; which includes symposiums, conferences, seminars, an international business exchange, and an industry awards dinner all revolving around Europe's largest Motorsport Trade Show, Autosport International.

#### Events for 2011 (10-16 Jan, 2011)



 RACETECH World Motorsport Symposium





- MIA Cleaner Racing Conference
- MIA Business Excellence Awards Dinner



 Autosport Engineering Show, in association with Racecar Engineering



• International Business Exchange (IBE)



Watkins Lecture



• Autosport International

For more information & dates visit: internationalmotorsportbusinessweek.com















### **Porsche Carrera Cup GB**

Rounds 17 and 18, Donington Park, September 18-19

Double race win for Michael Caine Pro-am1 wins for Tony Gilham and Ollie Jackson Double pro-am2 win for George Richardson Overall podiums for Tim Harvey, Stephen Jelley and Euan Hankey 'Driver of the weekend' award for Michael Caine 'Team of the weekend' award for Motorbase Performance

#### Round 17 results

- 1 Michael Caine (Motorbase Performance)
- 2 Tim Harvey (Red Line Racing)
- 3 Stephen Jelley (Team Parker Racing)
- 4 Glynn Geddie (Team Parker Racing)
- 5 Charlie Bateman (Motorbase Performance)
- 6 Michael Meadows (Red Line Racing)

#### **Round 18 results**

- 1 Michael Caine (Motorbase Performance)
- 2 Tim Harvey (Red Line Racing)
- 3 Euan Hankey (Team Parker Racing)
- 4 Michael Meadows (Red Line Racing)
- 5 Glynn Geddie (Team Parker Racing)
- 6 Charlie Bateman (Motorbase Performance)

#### Provisional points positions after round 18 **Overall**

1	Tim Harvey	35
2	Michael Caine	333
3	Stephen Jelley	206
4	Glynn Geddie	203
5	Euan Hankey	192
6	Ollie Jackson	160
7	Charles Bateman	157
8	Michael Meadows	134
9	Tony Gilham	132
10	Jonas Gelzinis	127
11	Ahmad Al Harthy	96
12	Tom Bradshaw	8:
13	Archie Hamilton	69
14	Michael Leonard	24
=	Glenn McMenamin	24
16	George Brewster	2:
17	George Richardson	19
=	Andrew Shelley	19
19	Liam Griffin	10
20	Steve Parish	15

#### Pro-am1 category

1	Ollie Jackson	180
2	Jonas Gelzinis	142
3	Tony Gilham	133
4	Ahmad Al Harthy	96
5	Archie Hamilton	69
6	Michael Leonard	24
Pro	o-am2 category	
1	George Brewster	125
2	Glenn McMenamin	123
3	Mark Hazell	110
4	George Richardson	107

Paul Mace Steve Parish

Team championship			
1	Motorbase Performance	490	
2	Red Line Racing	486	
3	Team Parker Racing	395	
4	Addison Lee Motorbase	176	
5	Collins ReDesign Racing	132	
6	luta Racing	12	

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For more information on the Porsche Carrera Cup GB visit www.porsche.com

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