



MONZA GP PREVIEW

COULTHARD'S VIEW: "RED BULL'S WORST TRACK? RUBBISH!"

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“Turbo doesn’t equal talent”

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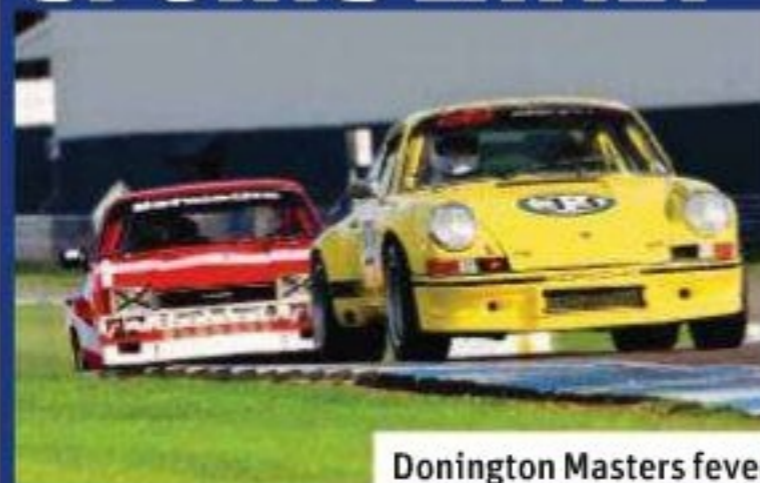
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POLE POSITION

It's not time to write off Mark Webber just yet



WE SAW THE BEST OF MARK WEBBER

in the Belgian Grand Prix at Spa. Excuse the porridge of a start, his was a scintillating performance to rise from eighth to second, including *that* pass on Fernando Alonso at Eau Rouge – allow yourself a shudder when you recall what happened to Stefan Bellof there 26 years ago following a similar manoeuvre.

Take Webber's season as a whole, and it's easy to see why he admits to Edd Straw (on page 32) that he simply has to do a better job. While Sebastian Vettel has embraced the characteristics of the Pirelli tyre, Webber has struggled to adapt. Remember, he was in far better shape at this point last year, even with the after-effects of a broken leg. That he makes no excuses says a lot about his strength of character. You won't find many elite sportsmen or women admitting to personal deficiency. But he needs a strong end to the season if he's going to start 2012 regarded as anything other than Red Bull's number two.

Charles Bradley, editor

BAMBER'S WEEK



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An aerial photograph of an IndyCar race at a city intersection. Several race cars are visible, including a yellow DHL car (number 14) in the center, a green and white car (number 78) on the left, a red Target car (number 9) in the lower center, and a blue car (number 2) at the bottom. Other cars are clustered on the right side of the intersection. The scene is surrounded by concrete barriers, chain-link fencing, and a grassy area. A traffic light pole is visible on the right side of the intersection.

INDYCAR

Are those traffic lights on red?

The IndyCar boys and girls were all behaving themselves in their inaugural Baltimore race, then Ryan Hunter-Reay (yellow DHL car) and Ryan Briscoe (6) tangled and a traffic jam resulted. Giorgio Pantano is pinched between Briscoe and Vitor Meira, while James Hinchcliffe, James Jakes, Takuma Sato and Alex Tagliani come to a halt. Report, p56.

Pic: Laberge/Getty

SNAPSHOT
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Red Bull faces toughest track

Despite conquering 'bogey' track Spa, Vettel and Webber should still struggle in Italy. By EDD STRAW

Red Bull faces its toughest challenge of the 2011 season in this weekend's Italian Grand Prix at Monza, where it is considered an outsider for victory.

Sebastian Vettel's win last time out in Belgium may have broken the team's Spa jinx, but Red Bull's best result in six years at Monza is Vettel's fourth place last year. Team-mate Mark Webber was Red Bull's strongest driver in qualifying at Monza last year, lapping 0.471 seconds off the pace as the car struggled on a track that exposed its top-speed weakness.

Webber believes that Ferrari – which won in Italy last year with Fernando Alonso – will be the team to beat this weekend. But he believes that Red Bull can show stronger form this weekend than it usually does at Monza.

"Spa has been a little bit of a bogey track, but Monza is absolutely the bogey track for us," Webber told AUTOSPORT. "Looking at Spa, there's every indication that we can be competitive, but whether it's enough to beat Ferrari, who were very strong there last year, we'll see."

TOP-SPEED DISADVANTAGE

An analysis of the speed-trap figures this season proves that Red Bull is consistently at a disadvantage on top speed compared to the fastest cars.

On average, Red Bull's deficit to the fastest cars has been 3.66mph during qualifying – although it should be noted that McLaren and Ferrari have never headed the main speed trap, meaning that Red Bull is not at so great a disadvantage to its biggest rivals.

"Spa has been a little bit of a bogey track, but Monza is absolutely the bogey track for us"

Mark Webber

The deficit is partly due to the Renault engine not being as strong as the Mercedes or Ferrari V8 on peak power. But the works Renault team's speed-trap figures are better than Red Bull's, so some of this must be attributed to the RB7's aerodynamic characteristics.

With only six corner sequences at Monza, three-quarters of the 3.6-mile lap is taken at full throttle, and Red Bull lagged 5.8mph off the pace in the main speed trap there last year. Spa and Monza have often been paired together as weak tracks for the team, but the Belgian circuit has a far greater number of corners where the RB7's downforce can make up for its top-speed deficit.

For example, Red Bull's world championship leader Vettel was second fastest in the speed trap at the start of the Kimmell Straight during qualifying thanks to the speed he carried through Eau Rouge and Raidillon. By the time he reached the end of the following long straight, he had slipped to 3mph off Mercedes' Nico Rosberg, who had been 3.9mph behind

in the earlier speed trap.

If the Red Bull drivers can carry the speed through the key corners at Monza – most importantly Lesmo 2, the Ascari chicane and the Parabolica – this will at least in part compensate for any top-end weakness. As teams have generally run with more wing than is traditionally the case on low-downforce tracks this year, using the DRS to counterbalance that on the straights during qualifying, there is every reason to expect Red Bull to be stronger relative to the competition than it was in last year's Italian Grand Prix.

HOLDING ONTO THE LEAD

Even if Red Bull does qualify strongly, its top-speed disadvantage could hurt it during the race thanks to the two DRS zones.

For the first time, the FIA has designated two fully-independent DRS activation zones with separate detection points (unlike in the Canadian and European GPs, where the double DRS zones were together, with one detection point).

The DRS zones for Monza are located on the start/finish straight and the run from Lesmo 2 to Ascari, with the respective detection zones after the Parabolica and Lesmo 1.

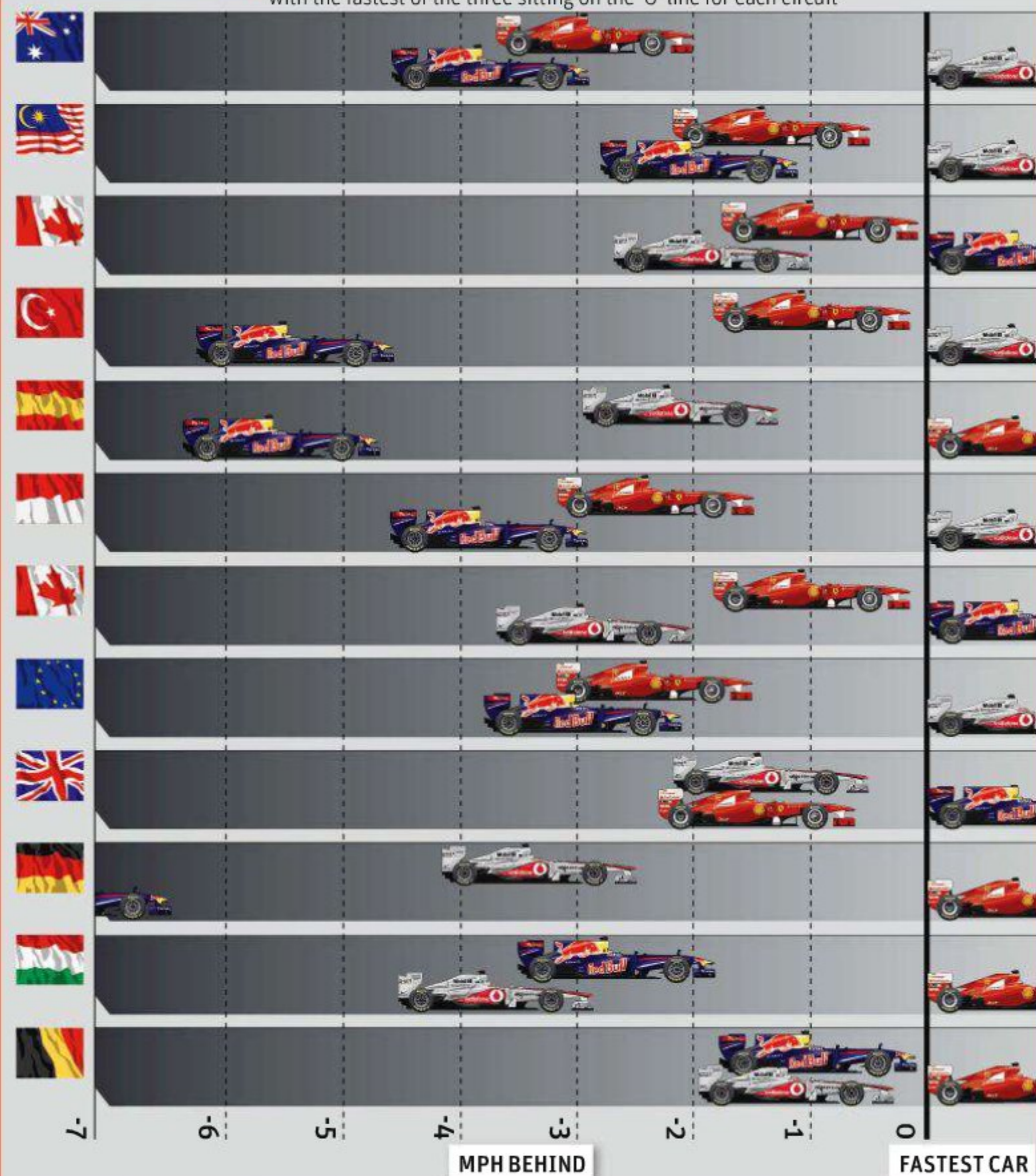
With both of these zones located at the exit of medium-speed corners, Red Bull's chances of keeping out of the one-second



RB7 is an outsider for this weekend

TOP-SPEED DEFICIT

Based on F1's top three teams in fastest speed trap in qualifying, with the fastest of the three sitting on the '0' line for each circuit



Webber: cautious

range required to allow the DRS to be activated in race conditions are improved. But if the RB7s stay within range of another car, they could prove easy to pass.

Repassing may not be as easy, although Vettel was able to overtake Rosberg's Merc – the fastest car in a straight line – using the DRS at Spa.

Nevertheless, there is no question that Monza is the circuit that least suits the Red Bull's characteristics, and for once Vettel and Webber start the weekend as the outsiders for victory – even if they cannot be ruled out completely.

Speed-trap form gives Mercedes some hope

MERCEDES HAS ITS BEST

chance of the season to claim a podium finish in Italy, as Monza plays to the top-speed strengths of its MGP W02.

Mercedes drivers have topped the fastest speed trap at each of the past five races, indicating that the car could have an advantage on the long straights of Monza.

While this alone will not be enough for Mercedes to run at the front, largely because it is still at a disadvantage under braking and in the corners, this could allow Nico Rosberg and Michael Schumacher to be closer to the top three teams than in recent races.

The Mercedes is reckoned to be strong on aerodynamic efficiency, partly due to a downforce deficit. But observers believe that this, combined with the powerful top end of the Merc V8, should make the team strong.

The team has not taken a podium finish since last year's British Grand Prix.



Merc was hard to pass at Spa

AUTOSPORT SAYS...

EDD STRAW F1 EDITOR

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If Red Bull wins the Italian Grand Prix (which is obviously a big 'if'), it will draw level with the great Tyrrell team with 23 world championship grand prix victories. Only seven squads have won more than that.

Red Bull also has 32 pole positions, making it the seventh-most-successful qualifier in history. Considering it has started only 119 races, ranking it 20th, that's a remarkable haul.

Yet for all that, there isn't much love for Red Bull. You see the occasional anti-Red Bull banner at races, too, as unusually its success has not bred support. Inevitably, it's partly down to the team's identity. Unlike McLaren or Ferrari, it lacks history, mythos. It is, unashamedly so, an energy-drinks company.

That's a shame, because what has been achieved at Milton Keynes, where beats the heart of a race team every bit as devoted as McLaren or Ferrari, over the past six years is remarkable. As Jaguar, the team was a joke, and not a very funny one for Ford, which sunk hundreds of millions into scoring 49 points and claiming a paltry two podiums.

As Red Bull, it has been revitalised. By giving design chief Adrian Newey the perfect structure to express his talents, it has established itself as the best team in F1 bar none.

Perhaps it's time more fans appreciated that.

Remember that the next time the sight of Sebastian Vettel's 'number-one' finger winds you up.



Vettel's finger: don't let it rile you

MONZA STRUGGLES

Monza is Red Bull's least successful circuit since it came into F1. Here are its best performances over the past six years.

2005	Start 10th	Finish 13th
2006	Start 14th	Finish 11th
2007	Start 11th	Finish 9th
2008	Start 3rd	Finish 8th
2009	Start 9th	Finish 8th
2010	Start 4th	Finish 4th



First points finish came in '08



Heidfeld appears to have finished in F1

Heidfeld's F1 options fading

No options on the table for 2012 F1 season following confirmation of German veteran's split with Renault

Nick Heidfeld's Formula 1 career appears to be over after he agreed a settlement with former employer Renault.

The 34-year-old German had been pursuing legal action against the team after being dropped in favour of Bruno Senna.

AUTOSPORT understands that he did secure an out-of-court pay-off from Renault, which had him under contract until the end of the season as a replacement for the injured Robert Kubica. Senna has now been confirmed as a Renault driver for the rest of the 2011 season, as reported by AUTOSPORT last week.

The agreement means that Heidfeld is without a drive for the rest of the year. With few seats available for next season and many of those requiring a driver with a budget, he is unlikely to find a place on the grid in 2012. A switch to the DTM with BMW is his most likely option and talks are understood to have already taken place with the



Heidfeld: hot property after '99 F3000 victory

marque. Heidfeld has already said that he is determined to continue to race at a high level.

"Obviously I'm disappointed to be leaving Renault in the middle of the season," said Heidfeld. "I thought I could still make a big contribution to the team, but I have to see things as they are and I want to turn my attention to the future. I would like to wish all the friends I made at Enstone a successful end to the season. One thing is for sure

— I'll be back racing at the highest level soon."

Heidfeld came into F1 with Prost in 2000 with a promising reputation after winning the Formula 3000 title as a McLaren junior driver in 1999. He went on to drive for Sauber, Jordan, Williams, BMW and Renault. After BMW pulled out of F1 at the end of 2009, he was without a race drive for much of the following season, serving first as Mercedes reserve

driver and then as Pirelli's tyre tester before returning to race for Sauber in the final five races of 2010. After initially missing out on a seat for the past two seasons, it's unlikely that a late opportunity will present itself for a third consecutive campaign.

If, as is likely, Heidfeld does not return to F1, he will hold the unenviable record of having claimed more grand prix podium finishes — 13 — than any other driver without a victory (see panel, right).

● Romain Grosjean, who is now Renault's main reserve driver, completed his first official day of driving for the team since 2009 in a straight-line test at Duxford last week. Technical director James Allison said the test "allowed us to seek a final 'top up' of gains on the R31 with only minimal impact on the Enstone CFD and windtunnel programme. We came home with a couple of items which will find their way on to the car in the coming races".

HEIDFELD IN NUMBERS						
183 STARTS	13 PODIUMS	1 POLE POSITION	25 LAPS LED	259 POINTS	2 FASTEST LAPS	5TH BEST CHAMPIONSHIP POSITION

Webber: I didn't look for a move



Webber in demo action in Wales

➔ P32 WEBBER INTERVIEW

MARK WEBBER INSISTS THAT HE he never gave any thought to leaving Red Bull for a rival team before signing his new one-year deal with the team.

The Australian was linked with a number of other outfits before committing to Red Bull, with Ferrari among those who considered him an option as back-up to Fernando Alonso.

"I had a lot of phone calls from

different people, but it wasn't something that was attractive to me," Webber told AUTOSPORT. "I'm well embedded with the team here, I've got a lot of intelligence in terms of how we work and it's great to keep building on that."

"Sixty per cent of my career has been here [including two years at the team in its Jaguar guise], so it wouldn't have been easy to leave. It wasn't really on the cards."

Webber, who is 92 points behind team-mate Sebastian Vettel in the championship, admits that he is close to giving up on the title despite being determined to finish the year on a high.

"In terms of points, Seb is a long, long way down the road," he added. "I'm not even thinking about the championship, to be honest. But there is still an opportunity to get some good results."

BBC forced to explain Sky deal to parliament



BBC and Bernie are under fire

THE BBC WILL BE questioned by MPs over the agreement to share live Formula 1 coverage with Sky from next season.

The corporation will appear before the House of Commons Select Committee for Culture, Media and Sport next month, with Liberal Democrat MP Don Foster demanding answers about the deal.

In a letter to BBC director general Mark Thompson, Foster suggested that there should have been a willingness to relinquish F1 coverage to another free-to-air broadcaster, Channel 4, instead.

"I believe the best result

would have been for the rights to remain with a free-to-air broadcaster, even if this was not the BBC," wrote Foster.

He went on to point out the "divergent views" of Bernie Ecclestone and the BBC in their public statements about the deal, with each saying that the final decision lay with the other. Foster also wrote to Ecclestone.

"This deal has led to anger among F1 fans and now they have to sift through completely contradictory accounts of who decided what," Foster added. "The least fans deserve is a clear explanation of what has happened. I urge you to give it."

Turkey misses out next year

THE FIA HAS CONFIRMED A NEW 20-race calendar for 2012, with the Turkish GP dropping off the schedule.

The Turkish government was unwilling to pay the \$26million fee demanded by Bernie Ecclestone, which was an increase of \$9.5million on the previous race fee.

Elsewhere, the Bahrain Grand Prix has swapped dates with India. The United States Grand Prix has, as expected, switched to November to create a season-ending double-header with Brazil.

DATE	RACE
March 18	Australia
March 25	Malaysia
April 15	China
April 22	Bahrain
May 13	Spain
May 27	Monaco
June 10	Canada
June 24	Europe
July 8	Britain
July 22	Germany
July 29	Hungary
September 2	Belgium
September 9	Italy
September 23	Singapore
October 7	Japan
October 14	Korea
October 28	India
November 4	Abu Dhabi
November 18	USA
November 25	Brazil

THE TOP SIX... PODIUMS WITHOUT A WIN

These are the cursed drivers to have picked up the most trophies without ever tasting victory

1 NICK HEIDFELD - 13
The German finished second in a grand prix eight times, most recently in Malaysia 2009, backing that up with five thirds. No wonder having to let Robert Kubica past in Canada in 2008 to set up the Pole's victory rankles.



2 STEFAN JOHANSSON - 12
The Swede appeared on the podium 11 times from 1985-1987, when he drove for first Ferrari and then McLaren. Arguably his greatest result was third place at Estoril in 1989 in the Onyx ORE-1.



3 CHRIS AMON - 11
No driver has more 'could-have wons' on his CV after coming so close so many times during his career. He finished second three times and third eight times driving Ferrari, March and Matra machinery between 1967 and 1972.



4 JEAN BEHRA - 9
Cursed with second-string machinery, Behra was regarded as one of the best during the 1950s but never won, despite finishing fourth in the world championship driving a factory Maserati in 1956.



5= EDDIE CHEEVER - 8
The American's big chance came in 1983, alongside Alain Prost at Renault. He finished on the podium four times. He also finished third twice in 1982 for Ligier, adding third places in Italy ('88) and on home soil in Phoenix ('89) for Arrows.



5= MARTIN BRUNDLE - 8
After making his F1 debut in 1984, it took until '92 for Brundle to claim a top-three finish. He took five podiums for Benetton that year, including P2 at Monza, followed by four more podiums - two with Ligier ('93 and '95) and two with McLaren ('94).





Attention turns to new cars

Finding a balance between end-of-year success and catching the frontrunners for 2012 is a difficult decision

Formula 1 teams are increasingly turning their attentions towards developing their 2012 cars, with only seven races remaining this season.

With the exception of the frontrunning teams, most will introduce their final upgrades of the season this month – either at this weekend's Italian Grand Prix or in the Singapore GP, which kicks off the series of six flyaway races that end the 2011 campaign.

Some teams, such as Mercedes, have accepted that wins are not possible this year. The Brackley-based squad has said that its focus has switched to 2012, with a longer-wheelbase car in the pipeline.

While Mercedes will devote greater factory resources to design, windtunnel and CFD work on the 2012 car, team principal Ross Brawn has also stressed that continuing to work with the current MGP W02 – to understand its strengths and weaknesses – will play a crucial role in next year's racer.

How McLaren and Ferrari will choose to proceed with development on their current cars depends on results in Italy. Ferrari team principal Stefano Domenicali confirmed at last month's Belgian GP that he will reassess allocation of resources based on the chances of fighting Red Bull for the title.

CHANGES FOR 2012

The Brawn team's transformation from backmarker (as Honda) in 2008 to title winner in '09 is cited

as the classic example of a team reaping the rewards of focusing on a new car early.

But that was against a backdrop of radical aerodynamic rule changes and the brand-new double diffuser.

Next year's cars will, for the most part, be evolutionary. The only major change is the banning of blown diffusers by the mandating of a top-exit exhaust, so giant steps similar to Brawn's in 2009 are viewed as almost impossible.

Williams technical director Sam

Michael told AUTOSPORT: "The way you allocate resources changes every year depending on the regulations. Next year the exhaust system is the only big change, although Williams are also changing from Cosworth to Renault engines.

"When planning your resources, you tend to do a little bit of next year's car early on, then change things depending on what happens with the current car and the next year's rules."

All teams will have started laying down the basic concepts for their 2012 cars as soon as their '11 machines hit the track for testing. But until development for the current year stops, it is about how they balance resources.

THE TEAM BOSS'S PERSPECTIVE

While the technical director plays a central role in this process, it is down to the team principal to make the final decision.

With finite resources, there are constant pressures to re-allocate

Team bosses decide when to switch focus



THIS WEEK IN F1



RED BULL Mark Webber demonstrated a Formula 1 car in Cardiff last Saturday. Red Bull protege and HRT driver Daniel Ricciardo also took part in the promotional event.



McLAREN Lewis Hamilton has admitted that he was "in pain" after his clash with Kamui Kobayashi in the Belgian Grand Prix, but says he is suffering from no ill-effects heading to the Italian Grand Prix this weekend.



MERCEDES Veteran Michael Schumacher is confident of a strong end to the year after his fifth place in the Belgian GP. "This gives us a boost going into the final part of the season," said the German.



RENAULT The final major upgrade for the R31 will be at the Singapore Grand Prix. Technical director James Allison said: "After that, it will reduce to a trickle as we focus all of our efforts on next year."



WILLIAMS GP starts record holder Rubens Barrichello has warned Williams not to drop him for a less-experienced pay driver. "Two kids for next year is the wrong thing to have," he said.



TORO ROSSO Spanish oil company Cepsa is set to agree a major sponsorship deal with the Italian team. The company is owned by the International Petroleum Investment Company, which is itself owned by Mercedes GP stakeholder Aabar Holdings.



HRT Indian Narain Karthikeyan has landed backing for his home grand prix and will return to the team for the race at the Buddh circuit. It has yet to be confirmed by HRT.



VIRGIN The team is set to move to its new base in Banbury in November. Virgin acquired the former Wirth Research facility earlier this year.



PIRELLI The Italian company is pushing to change the number of option and prime tyres available per car per race weekend next season. Currently, each driver has six primes and five options, but Pirelli wants to supply six options and five primes.



Someone will hope to get a jump on Red Bull

"You're looking over shoulders to shamelessly steal a part for 2011"

McLaren's Martin Whitmarsh

windtunnel or CFD time to different aspects of 2011 development and '12 design.

McLaren boss Martin Whitmarsh said: "It's constantly reviewed and negotiated. We set out a plan, but there is some negotiation. You might get an idea of something you want to do on next year's car and if you're not due in the windtunnel, you might want to negotiate some time.

"But on the other hand, you will also be looking over the shoulders of those doing development work for the following year's car in case you can shamelessly steal a part for performance now."

McLaren will continue to work on its 2011 car in pursuit of more wins, rather than putting all of its eggs in next year's basket.

"There is a fair amount of work going on at the moment on next year's car," said Whitmarsh. "But we certainly want to win more races this year than the four we have won so far."

WHEN A CLEAN SHEET OF PAPER PAYS OFF



BRAWN BGP 001 (2009)

With new 'skinny' aero rules for 2009, Honda abandoned development of its uncompetitive RA108 early in '08. As the Brawn, the new car won six of the first seven races.



WILLIAMS FW14 (1991)

Adrian Newey left Leyton House to join Williams as chief designer in June 1990 and put all of his effort into the FW14. The car revived Williams as a title-chasing force.



McLAREN MP4/4 (1988)

The low-slung Honda-engined MP4/4, designed by Gordon Murray and Steve Nichols, flew from its first test at Imola. It was the team's first all-new car since '84.



FERRARI 126C2 (1982)

Best described as a revolutionary evolution of 1981's 126C, the C2 was Ferrari's first monocoque and featured major aero changes. Huge step forward, marred by tragedy.



LOTUS 78 (1977)

Colin Chapman put development of the Lotus 77 to one side in 1976 to focus on the 78. It won five races in '77 and started the ground-effect revolution.

AUTOSPORT
INTERNATIONAL
The Racing Car Show

DI RESTA TO ATTEND NEC SHOW

Force India driver Paul di Resta has signed up to appear at next year's AUTOSPORT International, which will be held at the Birmingham National Exhibition Centre on January 12-15. The Scot will appear on both Saturday and Sunday, where he will answer questions on the AUTOSPORT Stage and appear on the F1 Racing Grid. "Britain has the best motorsport fans in the world, and I'm thrilled that I'll have the opportunity to meet some of my supporters," he said. For ticket information visit www.autosportinternational.com

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Straight talk David Coulthard

13-time GP winner and 2001 world title runner-up

DC warns: don't assume Red Bull will struggle at super-fast Monza this weekend, while hoping that Michael Schumacher and Lewis Hamilton will create more headlines – for all the right reasons

Since Spa, I've been hearing a lot of talk about how this weekend's Italian Grand Prix at Monza is going to give Red Bull its biggest challenge of the year, and that the characteristics of its car are not going to be as well suited to the long straights of Monza as McLaren and even Ferrari.

I'm not convinced, and allow me to explain why.

For the first time, a grand prix is going to feature a pair of individual DRS zones; one on the start/finish straight and another on the long drag out of the second Lesmo and up to the Ascari chicane. This presents double the number of encouraged overtaking spots – although I'd rather have had a zone approaching the Parabolica rather than Ascari because the kink in the straight after Lesmo 2 could make

life difficult to judge the exact point to pull out of the slipstream of the car in front.

The fact that the DRS aids overtaking means that the advantage of running tiny little rear wings in order to boost straight-line speeds will be hugely taken away – especially in qualifying trim. I'm sure most teams will use a more conventional downforce set-up in order to increase corner speeds – something that Jenson Button did last year at Monza to such good effect, and which will be especially crucial exiting Lesmo and into that DRS zone.

All of those things together mean that the car with the strongest overall aerodynamic package – not just the best engine and braking – should be the car to beat. And there are no prizes for guessing which car that has mostly been. Besides, even if Sebastian Vettel and Mark Webber do have a bad weekend, they're not realistically going to finish outside the top six.

One thing you should expect to see, however, is a bit of a jumbled-up grid as teams compromise themselves in qualifying with the gearing and wing settings to maximise their performances in the race or, more particularly, in the middle part of the race when the cars are closest to their average lap times.

SCHUMACHER ON A HIGH

At Spa we saw a very good recovery drive from Michael Schumacher, who showed the kind of pace that we should expect from him every

weekend. I think the psychological benefit of a performance like that will be huge for him and it will be fitting if he can continue to do that until the end of the season.

I find myself willing Michael on, and as he is closer to the end of his career than the beginning it would be good for the sport if he can have one more big result before he hangs up his helmet – whenever that may be.

CAN LEWIS BOUNCE BACK?

It will be interesting to see which Lewis Hamilton shows up at Monza; not the racing driver – that's obvious – but the man outside the car. His various outbursts this year about officials and other drivers have seemed out of character, and Spa seemed to be no exception.

But then, after the race, came that act of contrition and acceptance of 100 per cent responsibility for causing the collision with Sauber's Kamui Kobayashi that put him out of the race. The fact that, in my opinion, it certainly was not all Lewis's fault is not really the point; the fact that he made such a whole-hearted apology was a bit of a surprise.

I can't work out if it's a front designed to win back a bit of support from the fans – he's given those who don't like him plenty of ammunition this year – or a genuine change of attitude, the sort that happens to everybody at some point in their lives. I guess we'll find out over the remainder of the season. ❧

PIC: GIL HAM/GETTY

Red Bull may not struggle in Italy, as was first feared



“One thing you should expect at Monza is a jumbled-up grid”



ITALIAN GP PREVIEW

FACTS, STATS, BETTING ODDS AND MORE



Monza slipstreamer classic on the cards

Why the DRS rear wing could bring back to life memories of glories past at the historic Italian cathedral of speed

Monza is the fastest circuit on the Formula 1 calendar, as demonstrated by Juan Pablo Montoya's unofficial record during pre-qualifying in 2004 when he lapped at 162.949mph. A power circuit in the purest sense, it will be intriguing to see how the DRS rear wing changes things around the classic Milanese track.

Teams always bring ultra-low-downforce packages to Monza. But so far this year, the trend has been to run a little extra downforce at tracks like Montreal and Spa and then use the DRS in qualifying to offset the drag. It's likely to be the

same at Monza. But with the DRS most effective in creating overtaking at tracks with long straights, there is the potential for plenty of passing at Monza, particularly with two activation zones, one located on the start/finish straight and the other on the run from Lesmo 2 to the Ascari chicane.

"Potentially, it will be easy on the start/finish because the straight is very long and the slipstream effect is there," says Heikki Kovalainen, who finished second for McLaren in the '08 Italian GP. "That, combined with the DRS, could make it

relatively easy. But it's still difficult to follow through the Parabolica because it's a relatively fast corner."

You could say a similar thing about the second DRS zone, which follows another fourth-gear corner, albeit a far shorter one. But how straightforward the pass is will depend on whether you can blast ahead of your quarry before the braking zone. This is because defending on the inside is easy.

There's an argument saying that whoever is leading exiting Lesmo 2 on the final lap could be second favourite for victory. For the DRS zone on start/finish is unlikely to

be positioned to allow a pass in time for the line, making the dash for the Ascari chicane crucial.

The other main challenge at Monza is driving the skinny aero set-ups that sacrifice grip for acceleration and top speeds. Kovalainen reckons that the challenge of driving this configuration of car is not so huge.

"It's something that you get used to very quickly actually," he says. "They still have a reasonable amount of grip even though the car does slide around a bit more. It's not as dramatic as people say, even though you can feel the lack of downforce."



TRACK GUIDE

NUMBER OF LAPS **53**

CIRCUIT LENGTH **3.600m**

LAP RECORD **1m21.046s**

RUBENS
BARRICHELLO
(2004)



Lesmo 1

4th GEAR

CORNER SPEED
122 mph

APPROACH SPEED
162 mph

BRAKING DISTANCE
39 m

BRAKING TIME
0.6 s

BRAKING FORCE
3.6 g

Lesmo 2

3rd GEAR

CORNER SPEED
102 mph

APPROACH SPEED
162 mph

BRAKING DISTANCE
59 m

BRAKING TIME
1.0 s

BRAKING FORCE
3.6 g

Ascari

4th GEAR

CORNER SPEED
108 mph

APPROACH SPEED
202 mph

BRAKING DISTANCE
95 m

BRAKING TIME
1.4 s

BRAKING FORCE
4.9 g

Roggia

2nd GEAR

CORNER SPEED
68 mph

APPROACH SPEED
199 mph

BRAKING DISTANCE
125 m

BRAKING TIME
2.3 s

BRAKING FORCE
4.7 g

Rettifilo

2nd GEAR

CORNER SPEED
48 mph

APPROACH SPEED
205 mph

BRAKING DISTANCE
152 m

BRAKING TIME
3.1 s

BRAKING FORCE
5.0 g

Parabolica

4th GEAR

CORNER SPEED
125 mph

APPROACH SPEED
203 mph

BRAKING DISTANCE
77 m

BRAKING TIME
1.1 s

BRAKING FORCE
4.9 g

DATA PROVIDED BY



TRACK TALK



SEBASTIAN VETTEL

Monza is not particularly physically demanding, but because we drive with less rear wing than at other circuits, the car can be more unstable; accelerating out of Parabolica is a balancing act where you cannot make even the smallest mistake.



JENSON BUTTON

It's going to be the usual difficult trade-off between drag and downforce to find the ultimate package for the race. Last year I went for more grip, at the expense of straight-line speed. That meant that, although I had the laptime, I didn't quite have the opportunity to mount an attack for the win.



HEIKKI KOVALAINEN

One of the keys to a quick lap is how well you use the kerbs. It helps minimise the overall length of the lap, and shortcutting as much as you can, obviously within the rules and as much as the car can take, saves time and helps you maintain momentum.

BALLSY CORNER

PARABOLICA

The Parabolica is one of the oldest corners on the calendar, scene of the build-up to some of the most dramatic slipstreaming finishes in F1 history. With a fast approach, drivers drop down to fourth gear at the apex and must use the full width at the track at the exit. Any unexploited potential in the long-right hander can make a big difference to exit speed, and therefore overall lap-time. A classic corner.



CLASSIC MOMENT

1995 Johnny Herbert took the spoils after Damon Hill took out Michael Schumacher. Ferrari led until Jean Alesi retired with a broken wheel bearing, shortly after his on-car camera had fallen off and broken team-mate Gerhard Berger's suspension.



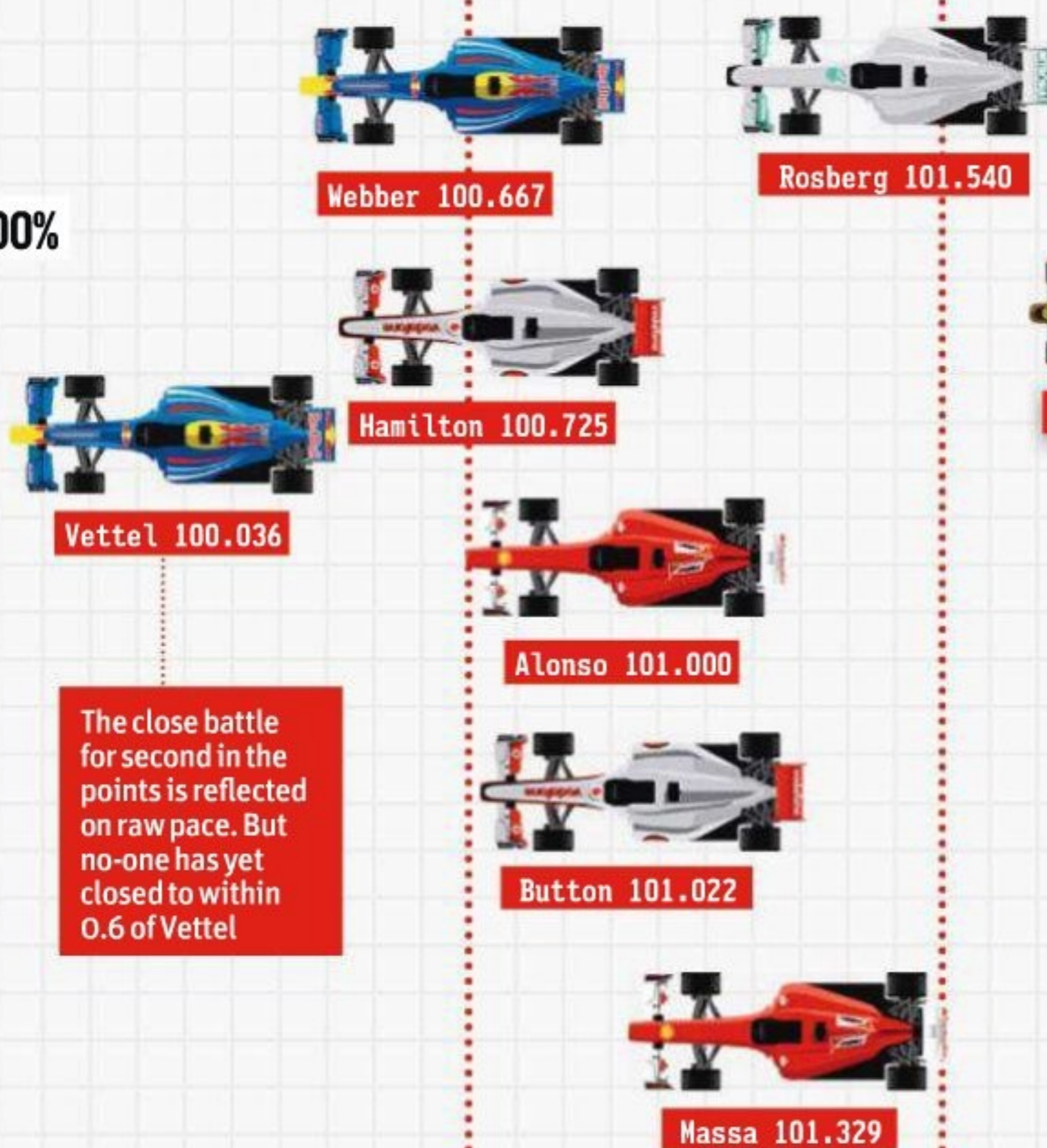
Monza: where top speed is king

P18
SUPERGRID
PLUS GARY
ANDERSON'S
AND LUCAS
DI GRASSI'S
INSIGHTS

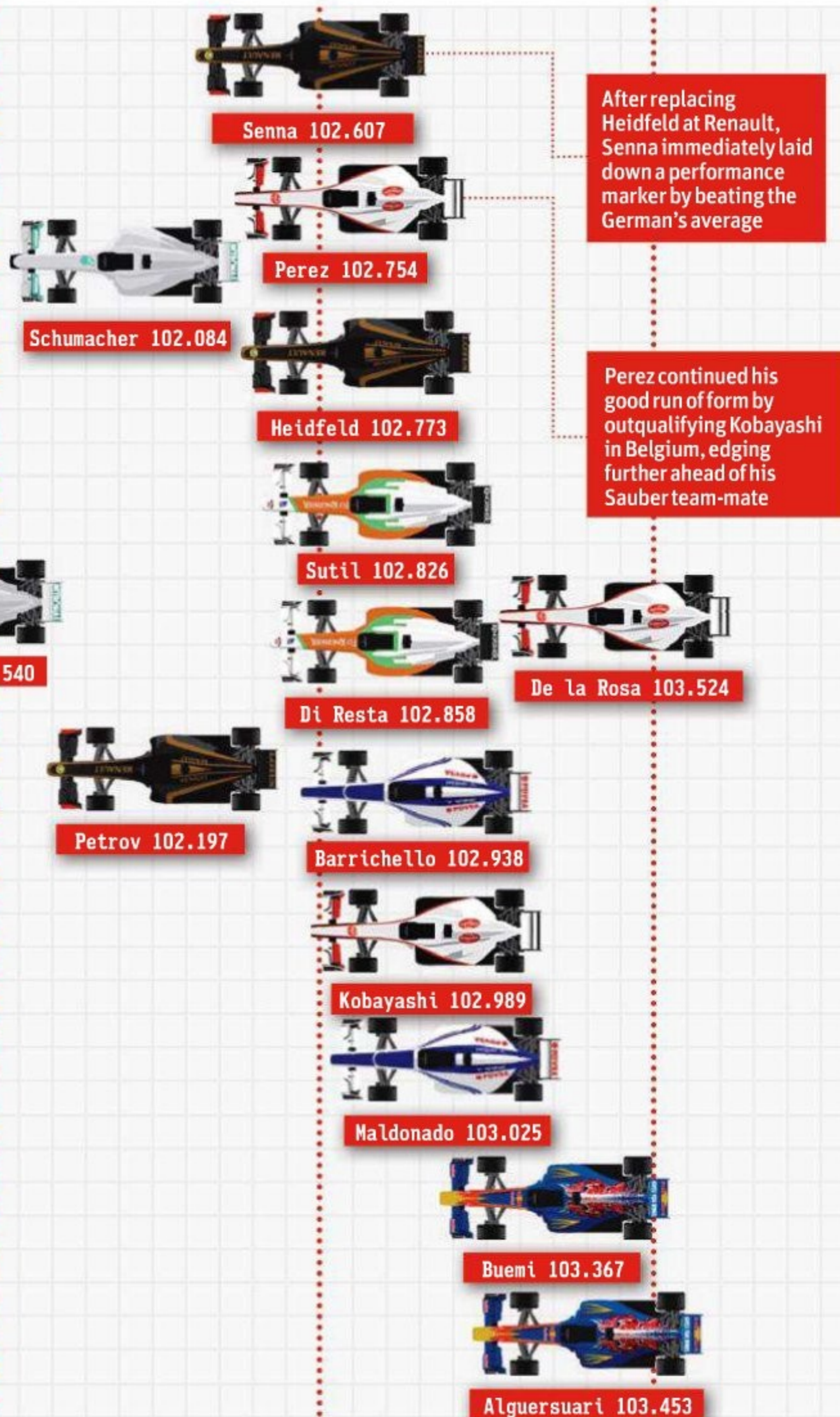
GARY ANDERSON'S SUPERGRID

AUTOSPORT technical correspondent Gary Anderson has been compiling an index, created by taking each driver's percentage deficit to the outright pace over the season, using their best laps from each grand prix weekend. This is how they stand after the first 12 races of the year. The theoretical absolute pace is expressed as 100 per cent.

100%



The close battle for second in the points is reflected on raw pace. But no-one has yet closed to within 0.6 of Vettel



After replacing Heidfeld at Renault, Senna immediately laid down a performance marker by beating the German's average

Perez continued his good run of form by outqualifying Kobayashi in Belgium, edging further ahead of his Sauber team-mate

LAST YEAR

ALONSO HERO OF THE TIFOSI

Winning your first race for Ferrari is a great start, but backing it up with pole position and victory at Monza is a guaranteed short-cut to the hearts of the tifosi. Not that it came easily for Fernando Alonso, who lost the lead at the start to Jenson Button. Despite trailing the 2009 world champion during the first stint, Alonso was always favourite. He waited for Button to stop, which happened on lap 36, and dived into the pits a lap later. He just held off the McLaren at the first corner after rejoining and went on to take his famous win. Felipe Massa made it two Ferraris on the podium, while Sebastian Vettel recovered from briefly losing engine power early on to take fourth after Red Bull decided to delay his pitstop until the end of the penultimate lap of the race. **RESULTS:** 1 Fernando Alonso; 2 Jenson Button; 3 Felipe Massa; 4 Sebastian Vettel; 5 Nico Rosberg; 6 Mark Webber; 7 Nico Hulkenberg; 8 Robert Kubica; 9 Michael Schumacher; 10 Rubens Barrichello.



TYRE ALLOCATION



2010 WINNER

FERNANDO ALONSO



2010 POLE POSITION

FERNANDO ALONSO





Kovalainen 105.140



Trulli 105.627



Chandhok 107.042



Liuzzi 107.922



D'Ambrosio 107.409



Karthikeyan 108.590



Ricciardo 108.287 109%



Glock 106.819



SET-UP GUIDE

GARY ANDERSON
Technical consultant

AERODYNAMIC

You need to set the car up to achieve top speeds of more than 200mph, and then work with the downforce level that you are left with. At low downforce, everything else becomes more of a problem: brake locking, nervousness, bouncing over kerbs and less traction. With two DRS zones, it's also going to be more important to have a rear-wing design that gives significant drag reduction rather than one designed for maximum efficiency.

MECHANICAL

You need a stiffish front end to give stability under braking - and this also helps traction.

TYRES

I would advise less than four degrees of front camber, because Monza is a track where inner-shoulder blistering has been a problem. This happens mainly on the straights because of the vertical tyre deflection creating heat in the intersection between the sidewall and the tyre tread, but the Parabolica and Curva Grande add to this by dragging the inside tyre, which through these corners has a contact patch the size of a bicycle wheel.

RACE ODDS (Ladbrokes)	
Vettel	7/4
Hamilton	3/1
Alonso	7/2
Button	6/1
Webber	6/1
Massa	33/1
Schumacher	66/1
Rosberg	66/1
Senna	200/1
Petrov	200/1
Kobayashi	300/1
Sutil	300/1
Perez	300/1
Di Resta	300/1
Barrichello	500/1
Alguersuari	500/1
Buemi	500/1
Maldonado	500/1
Kovalainen	3000/1
Trulli	4000/1
Liuzzi	5000/1
Glock	5000/1
Ricciardo	5000/1
D'Ambrosio	5000/1

WHILE RED BULL DID

manage to end its Spa jinx, Monza, where top speed is almost everything, is going to be more of a challenge. Last year it was Ferrari and McLaren who fought it out and, based on the evidence of Spa, it may end up being Fernando Alonso who has the speed to take a second win. Also, watch out for Senna to score points at evens or better.

THE DRIVER

**LUCAS
DI GRASSI**

thedriver@autosport.com



MONZA: THE FASTEST CIRCUIT OF THE SEASON.

The feeling of driving at over 200mph is something special. And this is the only track on the calendar that allows the drivers to go flat-out in seventh gear three times per lap to get the rush of achieving these amazing speeds.

Normally, when you're setting a race car up, downforce is more important than drag. But at Monza everything changes. The cars spend so much time at high speed that drag becomes much more relevant to your overall package.

To reduce drag, you must almost always reduce downforce. This makes the cars trickier to drive and it's more difficult to be consistent.

You have to adapt quickly to driving this configuration of car to get the most out of it later in the weekend. Mistakes are easier to make - braking with low downforce requires less pressure on the pedal, and the car slides more in the faster corners. Slow-speed corners such as the chicanes, and traction out of them, aren't affected much because the speeds are so much lower.

Monza isn't the most technical track, nor the most physically demanding. Yes, it can be hot in Italy, but so what? You have a lot of time to rest on the straights!

I was testing there with Pirelli last month, so this amazing place is fresh in my mind. It's a great place. I think it was the most enjoyable test I've had since joining Pirelli's team this year.

ONE
International Sport Business



Riding the kerbs is key at Monza

LIVE TV AND RADIO LISTINGS

FRIDAY SEPTEMBER 9

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

SATURDAY SEPTEMBER 10

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

1210-1415 Qualifying LIVE (BBC1, Radio 5 Live SX and online)

SUNDAY SEPTEMBER 11

1210-1515 Grand Prix LIVE (BBC1, Radio 5 Live and online)

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RENAULT
QUALITY MADE

The official fuel consumption figures in mpg (l/100km) for the Clio I-Music 1.2 16V 75 are: Urban: 37.2 (7.6), Extra Urban: 57.7 (4.9), Combined: 48.7 (5.8). The official CO₂ emission figure is 135g/km.



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MPH Mark Hughes

AUTOSPORT grand prix editor

Jenson Button's under-the-radar style makes him easy to underestimate, but the on-form McLaren driver is the man to watch right now

There was surprise a couple of weeks ago when Jenson Button revealed he wasn't already contracted to McLaren for 2012. The assumption had been that he had signed a three-year deal at the beginning of 2010, but it turns out it was a two-year plus option – on McLaren's side. He gave the first clue of this status as long ago as the British Grand Prix when he said: "I read in the press that I'm already contracted for next year," implying of course that he wasn't.

It's not that McLaren doesn't want to continue with him, nor him with them. It would be easy for the team to simply trigger the option, but both sides are looking to extend beyond just 2012 and are therefore negotiating terms. If they can't agree to them, then the one-year option will likely be triggered.

The Hamilton/Button partnership works brilliantly for McLaren. They are drivers from opposite ends of the spectrum in terms of their approach, giving the team a huge bandwidth of driver performance depending upon a race's circumstances. Yet they

are each fantastic competitors and there has been no poison in their relationship, which has survived even their coming together in Montreal. It's very rare a pairing of this calibre can be maintained for so long.

The impressive thing about Button's tenure at McLaren is how he's gone about competing with the phenomenon that is Hamilton. Recall when he joined as 2009 world champion all those talking heads saying it was a disastrous move, that he was walking into the lion's den by going to Hamilton's team and that he'd be badly mauled? From the start, it didn't work out like that, Button winning two of 2010's first four races, his calm in-car savvy crucial to both victories.

But there was a moment, after second practice in China, where Button was visibly taken aback by Hamilton's super-natural pace. Button had put together what he believed to be a fantastic lap in their FP2 qualifying simulation – only to find that Hamilton was 0.376s faster. "I don't know where he's found that from," he said immediately afterwards, his manner distracted, like maybe it was the first time he had conclusive proof that someone could drive a car yet faster than him. OK, the MP4-25 didn't fit him properly – he sat on it rather than in it – and there were still a few small things about it he wasn't totally happy with, but they didn't add up to almost 0.4s adrift of what he felt had been a great lap.

But the way Button rebuilt himself from that stark fact was evident just two days later, when he won the race, a crucial part of

it a straight, gloves-off contest with Lewis of wet-weather driving on worn inters. It was all the confirmation needed that if Button was to compete with Hamilton it would be by outsmarting him, developing the car, staying calm in moments of crisis both in the car and out – and just doing things the way he always had, in that lovely under-the-radar style that makes him so easy to underestimate. Hamilton could continue with his heady rest-mist, last of the late-brakers approach that lights up the sport; Button would do it his way. As he went about doing just that so the team fell in love with him and it's hard not to feel sometimes that Hamilton has felt undermined.

Jenson's been more comfortable with this year's car. It fits him and it's got a set-up window that encompasses more of the positive front/stable, progressive rear that he needs – and of late he's been flying, building upon that stunning Montreal victory with a tyre-conserving win in Hungary and a wonderful Spa podium from 13th. Hamilton's two victories – the ambush of Vettel in China and his brawling win over Alonso and Webber in Germany – had the stamp and flourish of his brand of genius, but it's a very different skill to Button's.

Had it not been for the miscalculation in Spa qualifying, Button would have likely won the last two races, and the car's development appears to be coming to him. His re-signing is just a formality. What is more intriguing is his form going into these next seven races. ☘



Lewis's and Jenson's styles are poles apart

“The Hamilton/Button pairing works brilliantly for McLaren”



Bentley's last Le Mans entry was a success

LE MANS

Bentley targets Le Mans return

Famous British marque confident that it will be back at La Sarthe within five years. By GARY WATKINS

Bentley expects to be back on the grid at the Le Mans 24 Hours within five years.

The Volkswagen-owned British manufacturer, which notched up its seventh outright victory at Le Mans in 2003, has revealed that it is already evaluating a return to international sportscar racing. The move follows the appointment of former Porsche research and development boss Wolfgang Durheimer as Bentley's new chairman and chief executive last November.

Bentley chassis and powertrain director Brian Gush, whose responsibilities include motorsport, told AUTOSPORT: "The key thing

is to start making a consistent profit and then go racing. What we are doing at the moment is evaluating the options. We are looking from LMP1 down."

Asked if Bentley would be racing again within five years, Gush said: "Absolutely, and I say that with some confidence. There is some determination about that. We will be back; the question is with what? The brand fit is sportscar racing in some form or other."

Gush explained that he leans towards returning to the LMP1 category and mirroring Bentley's sportscar racing comeback in 2001-03, which yielded Le Mans victory with the Speed 8 coupe

in '03. Durheimer has stated he favours entering the GT ranks with a production-based car.

"One question that needs to be answered is, 'Can we race Porsche and Audi in P1?' If two brands from the [Volkswagen] group can race against each other, can three?" said Gush. "Or would there be more value to Bentley competing in a different class?"

"We would need to work out if we could go racing with a racing derivative of one of our existing models or whether we have to build a racing sportscar with a derivative for the road," Gush added. "There are no decisions yet, but we are moving along the road of evaluation

and we have a number of ideas. If there was a clear path we would have taken it already."

Bentley's existing model range does not have a suitable car to be turned into a GTE contender to take on Ferrari, BMW, Chevrolet and Porsche. The Continental GT and its derivatives are too heavy and are four-wheel-drive, which is outlawed in the GTE category.

One of Durheimer's stated objectives is to make the Bentley model range lighter in the future. Industry insiders expect a replacement for the Continental, which could share its platform with the second-generation Porsche Panamera, in 2014 or '15.

LMP1/LMP2

Nissan considers stepping up

NISSAN IS MOVING TOWARDS A decision to return to top-flight sportscar racing following its recent LMP2 success.

The Japanese manufacturer and its NISMO competition arm has undertaken a major review as it works out a long-term plan. The man in charge of that process, company vice-president Simon Sproule, has revealed that the success of its LMP2 customer-engine programme has increased the chances of a step up into P1.

"We said that we were looking at all series, but that was before Le Mans and our success with Greaves and Signature [which finished 1-2 in LMP2]," said Sproule. "The success in P2 has allowed us to study an evolution into P1. We are tending more towards sportscar racing than, say, rallying."

Sproule would not confirm if there were plans for a Nissan P1 car or whether the firm would move up as an engine supplier.

Nissan has LMP2 presence this year



LMP1

ACO considers coupe-only rules

OPEN-TOP LMP1 PROTOTYPES

could disappear from the Le Mans 24 Hours in 2014 when the next generation of cars hits the track.

The idea of mandating closed-top coupe designs has emerged from the first meetings of the new committee set by the Le Mans organiser, the Automobile Club de l'Ouest, and the FIA ahead of the introduction of the new FIA World Endurance Championship in 2012. The coupe-only regulations would be part of a new rulebook that calls for a smaller and lighter breed of prototype.

A number of rules proposals were put to manufacturers and constructors of LMP1 machinery last month in the form of a questionnaire. A stipulation on a coupe body shape was one of them and was understood to have been suggested on safety grounds.

ACO sporting manager Vincent Beaumesnil, who stated that he hoped the 2014 rules would be published this December, would only confirm that outlawing



Le Mans could be coupe-only

open-top cars was a possibility.

"It is not something we have discussed definitively," he said. "There are many meetings to go."

Audi Sport boss Wolfgang Ullrich, an open-car fan, said he'd be disappointed by such a move.

"It was always nice to see both types of car running," he said, "but from the experience we have now, I understand the decision from a safety point of view."

Le Mans legend Henri Pescarolo, who has run open-top cars since their introduction in 2000, said: "I have always preferred open cars, even when I was driving, but most importantly I don't like the idea of everyone being obliged to build the same type of car. All the cars could end up looking very similar."

It is unclear if LMP2 cars will also have to be coupes from 2014.

IN BRIEF

AUTO GP'S WORLD PLANS

Auto GP plans to add flyaway races in Brazil, Japan and America in '12. The races at Curitiba, Suzuka and Sears Point join European venues Brno, Budapest, Donington, Monza and Valencia on the draft calendar.

SMITH MAKES BTCC BOW

Aron Smith made his British Touring Car debut at Knockhill last weekend in a Triple Eight Vauxhall Vectra, scoring a best result of 10th. Team boss Ian Harrison said: "It'd be great if we could do something with Aron in the future."

GILHAM GETS BMW DRIVE

Tony Gilham will return to the BTCC for the last three rounds of 2011. Gilham, who lost his Triple Eight Vauxhall Vectra seat before last weekend's Knockhill round, will race a Geoff Steel Racing BMW 320si.

WENDLINGER IN AT LOTUS

Sportscar stalwart Karl Wendlinger will join the Jetalliance Lotus team in this weekend's AUTOSPORT 6 Hours at Silverstone. The Austrian will share its lead Evora GTE with James Rossiter and Johnny Mowlem.

VERNAY TO SIGNATECH

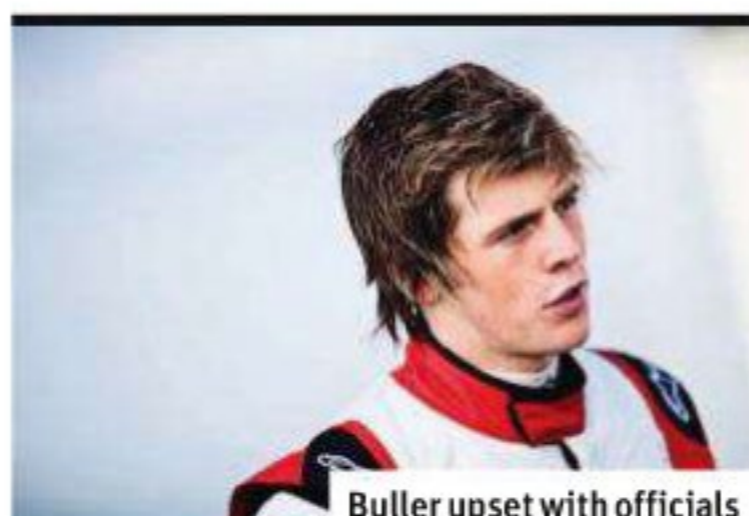
Peugeot reserve driver Jean-Karl Vernay has joined the Signatech LMP2 squad for the remainder of the Intercontinental Le Mans Cup, starting with this weekend's AUTOSPORT 6 Hours at Silverstone. The Frenchman raced with Signatech parent team Signature in the F3 Euro Series in 2007-09.

HEAD ON FIA COMMISSION

Williams F1 design legend Patrick Head is one of four members of the new FIA Endurance Commission, which will make key decisions about the new World Endurance Championship. Six-time Le Mans winner Jacky Ickx and former CART boss Andrew Craig are also FIA appointees on the commission, which will be chaired by former McLaren F1 GTR sportscar racer Lindsay Owen-Jones.



Head has new FIA role



Buller upset with officials

BRITISH F3

White-line anger in F3

BRITISH FORMULA 3 CHAMPION

elect Felipe Nasr and series frontrunner Will Buller both criticised officials for redefining the track limits between races at Rockingham last weekend.

Both drivers, plus Sino Vision's Adderly Fong, were given drive-through penalties for running wide at the exit of the Tarzan hairpin in Saturday's first race.

All three drivers challenged the decision after the race, arguing that they were simply using the normal racing line.

A white line was subsequently painted between the old pit entrance and the exit of Tarzan before Sunday's races.

Buller said: "It's disappointing and frustrating. The fact they put the line in overnight shows it was wrong and they made a mistake."

AUTOSPORT SAYS...

GARY WATKINS
INTERNATIONAL
EDITOR-AT-LARGE



Bentley back at the Le Mans 24 Hours is a mouth-watering prospect. Not least because, on the evidence of its last comeback 10 years ago, it will pitch up with a thing of beauty. The 2001-02 Bentley EXP Speed 8 was a work of art to my eyes.

That car, and its Le Mans-winning successor, the SPEED 8, had in their aesthetic favour an evocative British Racing Green colourscheme laid over a swooping coupe form. I'm probably not alone in believing that a closed body shape offers certain advantages in the looks department, but that's not to say I prefer closed prototypes to their open-top cousins.

I like both open cars and coupes, or more to the point, the idea that they can race against each other at Le Mans and elsewhere. The diversity of machinery out on track has always been one of the key strengths of sportscar racing to my mind. That's why I'm not a fan of the proposal to outlaw open cars in LMP1 when the next generation of cars come on stream in 2014.

The new rulebook due to be introduced for that season will encourage all manner of interesting technologies into our branch of the sport. The pity will be if they are all hidden under similar bodywork.

Le Mans grid should be about diversity



BIG NUMBER



The number of uninterrupted laps Bentley's Le Mans-winning Speed 8 spent out front in 2003 once it took the lead just 27 laps into the French classic

IN BRIEF



Stoneman at his F1 test last year

STONEMAN HAS MAJOR OP

Reigning Formula 2 champion Dean Stoneman is recovering after undergoing major surgery as part of his testicular cancer treatment. The 21-year-old's manager Stephen Noakes said the six-hour operation was deemed "very successful" by specialists.

HINCHCLIFFE TO JAPAN

James Hinchcliffe has added next weekend's Motegi race to his 2011 schedule with Newman-Haas. The Canadian originally planned to skip the Japanese race, but has now secured additional sponsorship to help him fight for this year's IndyCar rookie honours.

VEGAS \$5MILLION SCRAPPED

No drivers will compete for the \$5million bounty that was offered for next month's IndyCar season-finale at Las Vegas after a deadline for insurance against the bonus passed last week. The series is still looking at other promotional ideas for the race.

RICHELMI IN AT TRIDENT

Stephane Richelmi will replace the injured Stefano Coletti at Trident Racing for this weekend's GP2 finale at Monza. The 21-year-old, who has never driven a GP2 car before, plans to use the weekend to evaluate the category for next year.

NEW DEAL FOR EARNHARDT JR

Dale Earnhardt Jr has signed a five-year contract extension with Hendrick Motorsports, keeping him at the multiple NASCAR title-winning team until 2017. Team boss Rick Hendrick said the pair shook hands on an agreement months ago.

NASCAR'S BIG DELAY

Last weekend's NASCAR Cup race at Atlanta was scheduled to run on Tuesday after AUTOSPORT closed for press. The race was delayed due to storms on Sunday, and the organisers decided against trying to run it on Monday as the severe weather was expected to last for at least 24 hours.



NASCAR under cover from rain



INDY 500

Alesi closing on Indy drive

Deal to race at next year's 500 with Lotus could soon be a reality for ex-F1 star

Former grand prix winner Jean Alesi is close to finalising his plans to enter the Indianapolis 500 with Lotus next year.

The 47-year-old first stated

his desire to enter the biggest race on the IndyCar calendar in April, and he told AUTOSPORT that the project is progressing well.

"We are still looking at Indianapolis with Lotus, maybe

soon they will make an announcement," he said. "Lotus is a big name and I have a contract with them for three years. It would be fantastic to have this challenge."

Alesi has no oval racing experience, leading him to being linked with making his

IndyCar bow before Indianapolis. However, he has distanced himself from starting any other races.

"No," he said when asked if he would race elsewhere before next May. "If it happens it is Indianapolis. Hopefully we can do something."

The veteran of 201 grands prix added that he is taking the prospect of racing at Indy very seriously, and that he has not set his sights on entering the race just to tick it off as a career achievement.

"I go to be competitive," he said. "Otherwise it is too much risk, too much effort. If it was just to have a go at Indianapolis, then I prefer to watch it on TV. It is going to

Alesi is taking Indy seriously



INDYCAR

Penske in cut-back threat

PENSKE RACING TEAM PRESIDENT TIM Cindric has not ruled out running two cars instead of three in IndyCar next year.

The team first added a third car for Will Power at selected races in 2009 and has continued to run the Australian alongside Ryan Briscoe and Helio Castroneves full-time for the past two years.

But Cindric said that the additional car had only been a last-minute deal for 2011, and would be even more difficult to fund

in 2012 due to the additional costs of swapping over to the new-spec chassis.

"Three cars is a very difficult situation," he told AUTOSPORT. "It is very difficult to ensure that you have the right kind of funding for that. We have to take more consideration next year with the fact that we have to have all new equipment, so cashflow is much more difficult. This year we had seven or eight cars, so we just had to look at the operational expense, not the

upfront cost. We're going to have to look at that pretty hard this time."

Team owner Roger Penske said that his preference is to remain with three cars, but agreed with Cindric that it will be dictated by budget.

"I'm leaning towards three," Penske said. "But it all depends on sponsorship."

Penske was reported to be in negotiation with both Briscoe and Castroneves about extending their deals in Baltimore last weekend. Power is understood to already be signed.

P56 INDYCAR REPORT



Ex-Ferrari man has Lotus deal

be a big effort from everyone; from Lotus, from my family, from myself. I'm going to train very hard for it."

The French-Sicilian also explained why he was deciding to tackle the race at this stage of his career and not earlier, and he added that he was not concerned about being too old to keep racing at the top level.

"We could say this is a mid-life crisis!" he said. "But I have a passion for motorsport, and I have been very lucky. Sometimes the relationships you have with people makes things easier, and that is what I have now with Lotus."

"I never put a limit on my career. Paul Newman was 80 when he raced in the Daytona 24 Hours, and I thought, 'oh great, I have some time.'"



Cindric (r) with Helio and Briscoe



Merc could field eight cars in '12

DTM

Mercedes open to eight cars in 2012

MERCEDES COULD RUN AS many as eight cars in the DTM next year, according to its motorsport vice-president Norbert Haug.

The arrival of BMW as a third competitor into the series alongside Mercedes and Audi had raised the possibility that six cars per marque would be fielded in a bid to keep grid numbers at their current levels.

However, Haug has now indicated that the potential to run eight cars is being evaluated in Stuttgart.

"We will run six to eight cars next year," Haug said at Brands Hatch last weekend. "Maybe even seven is a possibility, but not more than eight."

Haug confirmed that just one example of Mercedes' 2012 car would run at the first official group test of the new cars at Lausitz next week, but did not say who would be driving: "This is a secret test and we don't want to go into details."

➔ P48 BRANDS DTM



Scenic Sears hosts NASCAR

WTCC

WTCC to Sears Point

THE WORLD TOURING CAR Championship will make its first visit to the USA next year with a race at Sears Point.

A draft agreement has been thrashed out between Steve Page, president of the Californian track, and WTCC boss Marcello Lotti. The details of a three-year agreement were finalised over the course of last weekend's WTCC event at Valencia.

Page said: "We were keen for a number of reasons to bring the WTCC to our track. We are always looking to expand our menu and we think the WTCC provides excellent racing. Northern

California has a strong racing fan base, so I think the WTCC will develop a good following. It is also a way to expose our raceway to a worldwide audience."

Lotti explained that a US race had been his next target after taking the WTCC to Japan and China. He said the West Coast was the preference for the manufacturers because of its "cosmopolitan audience".

The race date, earmarked for September 23, should be confirmed later this month.

Chevrolet and Ford, should the latter join the WTCC, may run extra cars at Sears for US drivers.

60 SECONDS WITH

ANDY PRIAULX BMW DRIVER



Three-time World Touring Car champion Andy Priaulx talks about testing BMW's new DTM contender and his hopes for his switch back to tin-top racing with the manufacturer in 2012.

How are you enjoying testing the new BMW M3 DTM car?

It is a proper racing car with proper brakes, lots of downforce and big tyres – it's great. The handling is good: you can push the car and really commit. What I like about the car and the package is that the handling is very nice. That's a good sign. You can push and commit the car. It is very enjoyable.

How much time have you had in the car?

All I can say is that I drove it quite a few times in the summer before the DTM testing ban in August and I'm going to be doing a lot more in the coming months.

Where do you think you are compared with the opposition from Audi and Mercedes?

We are aware that we have a mountain to climb, but we are at an amazing stage for the limited experience we have. BMW Motorsport has become a Formula 1 operation overnight. That is very exciting and gives me a lot of confidence. It is always difficult to judge where you are in comparison with your rivals when you have a new set of rules. All you can do is optimise what you have and do your best. We are a bit overweight, but we believe that everyone is. The new cars are just very heavy.

Are you looking forward to getting back to sprint racing?

I miss the intensity of a sprint race where it's just you and your engineer against everyone else. The other thing is that no matter how close it is, class wins and podiums don't mean as much as overall results.



Andy Priaulx was talking to AUTOSPORT international editor-at-large Gary Watkins



Priaulx will join DTM ranks in 2012

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Plato has struggled to fight for the title

➔ **P42 BTCC KNOCKHILL**

BTCC

Plato could get turbo Chevy

Works team RML accepts that it has to change engines to compete for BTCC title next year with its Cruze

The works Chevrolet team is evaluating a turbocharged challenge for the British Touring Car Championship in 2012.

The RML-run squad took Jason Plato to the 2010 title and decided to stick with its normally aspirated two-litre Cruzes for 2011 after series boss Alan Gow promised parity between them and the incoming turbocharged machines.

But the cars have struggled for

straightline speed this season – Plato was nearly 4mph down on the turbo Ford Focus of Tom Chilton at the start-finish line in qualifying at Knockhill last weekend. He is now 35 points behind the turbo Honda of series leader Gordon Shedden.

RML managing director George Lendrum said: “As this year has proved, you can’t be competitive with a normally-aspirated engine. We are considering turbos in BTCC,

but we’ve not made any decisions.”

Tech-Speed, which runs Paul O’Neill and John George in customer Cruzes, is also expecting to switch.

Team boss Marvin Humphries said: “We have to go turbocharged. There’s no point coming with the normally aspirated next year.

“The question is whether there’s a point to running turbo S2000 against NGTC. We haven’t got a budget to get a new car, so we’ll

have to put a turbo engine in these.”

With BMW squad WSR also expecting to run turbos, there could be no frontrunning normally-aspirated cars in 2012. More than two thirds of the current field have already made the switch.

Gow welcomed the prospect. “It will make life a bit easier,” he said. “It takes a factor out of the equation. People have shown this year how easy it is to upgrade to a turbo.”

New Civics will be NGTC cars



BTCC

Thumbs-up for Honda NGTC

BRITISH TOURING CAR CHAMPIONSHIP

boss Alan Gow has welcomed Honda’s decision to build a new-rules NGTC car for the series next season.

Honda UK announced last week that its 2012 attack with Team Dynamics will be based on the new Civic and built to NGTC rules, introduced this year to cut costs.

Gow said: “Dynamics has been part of the NGTC working group and I’m delighted Honda UK has made this commitment.

“There are a lot of NGTC cars being built for next year, which is fantastic.”

Gow also responded to claims at Knockhill last weekend that the NGTC cars have been allowed to get too fast, after Frank Wrathall’s Toyota Avensis and Rob Austin’s Audi A4 qualified third and fourth respectively.

“If there’s 0.9s covering 17 cars [in qualifying] how wrong can it be?” he said. “But we’ll continue to look at it.”

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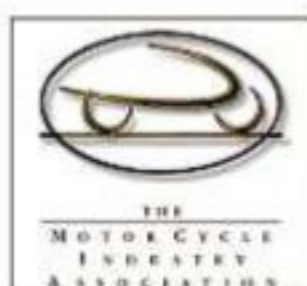
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Flashback

27 May, 2001

PENSKÉ'S FIRST IRL INDYCAR SERIES WIN

Helio Castroneves's 2001 Indianapolis 500 win was Penske's first in the IRL IndyCar Series. In Baltimore last Sunday, Will Power claimed the 50th victory for the squad in the category.

TOP FIVE

Brazilian British F3 champions

- 1 Ayrton Senna**
Won 12 out of 20 races on his way to the 1983 title, then stepped up to F1 with Toleman.
- 2 Nelson Piquet**
Won the BP F3 crown in 1978 driving a Ralt and made his F1 debut the same year.
- 3 Emerson Fittipaldi**
Crowned in 1969, one year before his big Lotus F1 break.
- 4 Rubens Barrichello**
Beat David Coulthard to the title in 1991 driving for West Surrey Racing.
- 5 Gil de Ferran**
The Paul Stewart Racing driver won in 1992 and went on to win two Champ Car crowns and the Indy 500.



Gil de Ferran wins in 1992

Who will be GP2 runner-up?

Jules Bianchi
64.1%

Giedo van der Garde
20.51%

We asked AUTOSPORT readers who will take second to Romain Grosjean in GP2...

Charles Pic
5.13%

Luca Filippi
5.13%

Sam Bird
5.13%

top tweets



@karunchandhok
@johnnyherbertf1 now listen old man, I've seen the video of when you raced at brands hatch... let's try and keep the legs intact this time!



@paultracy3
Is it true that the 5 mil challenge race is a belly flop ??? if so i think i called that right from the announcement



@johnnyherbertf1
@karunchandhok less of the old...feet made like steel, the barrier won't cope this time



@jasonplato
Congratulations to the talentless pikey in race 3!: Allegedly



@Hinchtown
[James Hinchcliffe]
Sitting next to Pantano on the plane. Nice guy. Apparently he doesn't like the 'no blocking' rule.



@PaulO'Neill29
If the results of Race 3 at Knockhill stand, then the precedent has been set. R.I.P BTCC.

NEXT WEEK



ITALIAN GRAND PRIX REPORT

Formula 1 heads to the royal park of Monza. Catch all the action from the year's fastest grand prix

AUTOSPORT 6 HOURS

Full report from Britain's biggest sportscar race, backed by us!



PLUS

GP2 and GP3 finales from Monza; WRC goes Down Under; Goodwood Revival preview; GT1 in Beijing

**ON SALE
SEPTEMBER 15**



Ogier (left) and Loeb: too close for comfort?

WRC

Citroen driver spat may continue

Road conditions on the next round in Australia may deepen the rift between the French squad's aces Loeb and Ogier

Citroen faces another potentially stormy event between its warring drivers on this week's Rally Australia, as the road conditions will force the team to back either Sébastien Loeb or Sébastien Ogier.

If the weather stays dry for what is the penultimate gravel rally of the season, Loeb will be at the mercy of Ogier and the rest of the field on the loose-surface New South Wales roads during the opening day. Loeb will be the first driver to complete the stages and unable to respond to a tactical approach taken by any of his rivals.

Last time out in Germany, and for the first time this season, Citroen made a team decision to tell its

drivers to hold station, initially in favour of Loeb. The seven-time champion holds a 25-point lead in the series with three rounds to go. He also has a new two-year deal, which potentially includes clauses to assist him in his bid for an eighth title. Australia will provide a stern test for any new arrangements between him and Citroen.

The relationship between Loeb and Ogier remains strained after a troubled Rallye Deutschland, when Ogier told the media he expected Loeb to "cry and to ask [Citroen] to fix the positions".

Ogier has subsequently been unavailable to the media – and took no part in Sunday's driver photocall and press conference in Sydney.

Citroen denied speculation that he has been taken off public duties, saying that Ogier was on holiday.

Ogier's future employment at Citroen remains a hot topic though, with rumours developing of a potential seat switch between the Frenchman and Ford's Mikko Hirvonen for next season.

Hirvonen's contract with Ford runs out at the end of the year and Ogier has made clear his unhappiness at what he sees as favourable clauses in Loeb's new two-year deal with Citroen.

On the subject of the 2012 driver line-up, a Citroen spokesperson said: "We hope to keep our [current] drivers for next season."

In his online column, Ogier

apologised for his behaviour in Germany. He said: "I regret that external facts overshadowed my race. Like any human, I make mistakes and in the heat of competition my reaction was not good. I have my share of responsibility and I apologise. I just asked to go to the end [of the rally] without any external element interfering with our sporting confrontation."

Asked on his arrival in Australia if relations between him and Ogier had cooled, Loeb added: "We have not seen each other since Germany so it's okay. I never talk to him between rallies. It's his problem with the team, I did not ask for any team orders [in Germany]."

WRC

Rally GB closes on new Welsh-base agreement

THE CHANCES OF WALES RETAINING its Rally GB host status appear to have been boosted by increased enthusiasm for the event at ministerial level in the Welsh Assembly Government.

A decision on the future of Britain's round of the World Rally Championship will be made in the next fortnight, ahead

of this month's World Motor Sport Council meeting. Privately, the organisers of the event had admitted they would withdraw from the calendar if no resolution had been found in time. A deal now appears on the horizon, with time running out for a deal to be agreed for the rally to be run anywhere outside of Wales next year.

A source within Welsh government said: "There's a realisation within the Assembly of what a political coup an event embracing the whole of Wales really is. My money would be on the event staying [in Wales]."

Wales's current deal with Rally GB runs out this year and any renewal was delayed by Assembly elections in May.



The signs point to a new Wales deal

IRC

Scotland could host IRC opener

SCOTLAND COULD HOST THE opening round of next year's Intercontinental Rally Challenge if plans for a snow event in Scandinavia don't reach fruition, AUTOSPORT understands.

IRC chiefs are believed to be in talks with organisers of the Arctic Lapland Rally in Finland and an event in Norway. However, concerns among the IRC teams over the costs of tackling a one-off snow event could force a rethink.

Scotland has been handed a provisional date of March 15-18 and, following the Monte Carlo Rally's return to the world championship for next year, the British event will open the series if there's no snow rally. The



Snowy opener is planned for IRC

only potential pitfall for Scotland is that the new date is barely five months after this year's rally.

The IRC calendar won't be published until October but AUTOSPORT has seen a draft schedule featuring 14 events, up three from 2011. New additions

include Poland, Romania and San Marino although the final list is thought more likely to total 12 rallies.

IRC regulars Azores, Canary Islands, Cyprus, Sanremo, Yalta, Ypres and Zlin all appear on the draft schedule, which is expected to include two clashes with the WRC.

IN BRIEF

STARS FOR RALLYDAY

Kris Meeke and his Mini WRC are the latest additions to the line-up for Castle Combe's Rallyday on Saturday September 17. Former world rally winner Harri Rovanpera will drive a MML Sports Mitsubishi Lancer R4, while British rally legends Jimmy McRae, Gwyndaf Evans and Russell Brookes will also join a 25-year anniversary celebration of the iconic Ford Sierra RS Cosworth.

RACE ACE BACK IN FRANCE

Double World Touring Car champion Yvan Muller will return to the Rallye de France for the second year in succession, this time driving a Peugeot 207 S2000. The entry list for the French round of the WRC confirms Volkswagen has not entered either of its Skoda Fabia S2000s on the Alsace event.

KETOMAA IN LANCER PLAN

Early Rally Finland leader Jari Ketomaa will tackle Rally Latvia later this month as the latest stage of MML Sport's development of the Mitsubishi Lancer R4. The car was quick enough to edge Ott Tanak's Fiesta S2000 on some stages of the recent Kurzeme Rally, but Ketomaa's run in the R4 was curtailed by suspension trouble on that event.

SUBARU JOB FOR McRAE SR

Jimmy McRae will drive the Subaru Legacy RS his son Colin used to win

the 1992 British Rally title as course car on next month's Rally of Scotland. The Perth-based IRC round will bring an end to the Scottish Motorsport Festival, which starts a week earlier with the Colin McRae Forest Stages Rally.

BIG ENTRY FOR MECSEK

The Mecsek Rallye's first appearance in the IRC series will be well supported with more than 100 crews starting. Skoda, Peugeot and Proton will all field factory cars on this week's Hungarian asphalt event. Championship leader Juho Hanninen will not start for Skoda – the rally is not part of his programme – and is likely to be passed in the title battle.

HIGGINS ENJOYS RACING

Triple British Rally champion Mark Higgins competed in last Saturday's DTM-supporting Volkswagen Scirocco R Cup race at Brands Hatch. The Manxman passed five cars en route to finishing 19th. "There was more action than when I was a stuntman in a James Bond film!" said Higgins.



Higgins raced VW at Brands

FIA

FIA close to ratifying new-spec machine



Citroen will build budget car

THE FIA IS EXPECTED TO RATIFY A NEW category of rally car before the end of the year, offering a cheaper alternative to Super 2000.

The R4T class of car has been debated by the sport's governing body and is likely to be confirmed at the December meeting of the World Motor Sport Council. The car, set for inclusion in 2013, will run a 1.6-litre turbocharged engine with a slightly bigger restrictor, mated to a five-speed sequential gearbox and four-wheel-drive system.

A source close to the FIA said: "The theory behind R4T is to achieve what we set out to achieve with S2000 – a more cost-effective alternative for rallying at a national and FIA Regional level. It's hoped the cost for this car can be contained at around €150,000."

Citroen has confirmed it will build a DS3-based version of the car and hopes to have it ready next season. Peugeot is expected to follow with a 207-based car.

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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The box had sat next to my desk for almost two days. Unopened. I didn't dare open it. In the end, I could stand it no longer and I gently took a knife to the tape. I was in. I'd be here for some time...

Reinhard Klein and John Davenport could be in trouble with their latest work: Group B Owner's Edition – they could find themselves cited in the divorce courts for producing a potentially marriage-breaking book. I know: my wife spoke of violence towards one of the two volumes if I didn't put them down.

Mrs Evans's hostility towards the books dissipated when I told her they cost €999. And that I was only borrowing them...

Her irritation gave way to intrigue. She's not a natural Group B fan, so stories like that of Audi's blind physiotherapist Etienne and his near-mythical healing abilities or the real world behind *The Winning Streak*, the 1985 TV series featuring the third Metro 6R4 chassis ever built, bought me some more time.

The books are mind-boggling. They took the authors more than three years to write and it will take as long to digest them.

In a world full of books that people can't put down, here are two – at six kilos apiece

– that you can barely pick up. But, if you can find the money and a coffee table strong enough, you'll be one of the 500 happiest people in the world.



6R4 prototype among Group B book gems

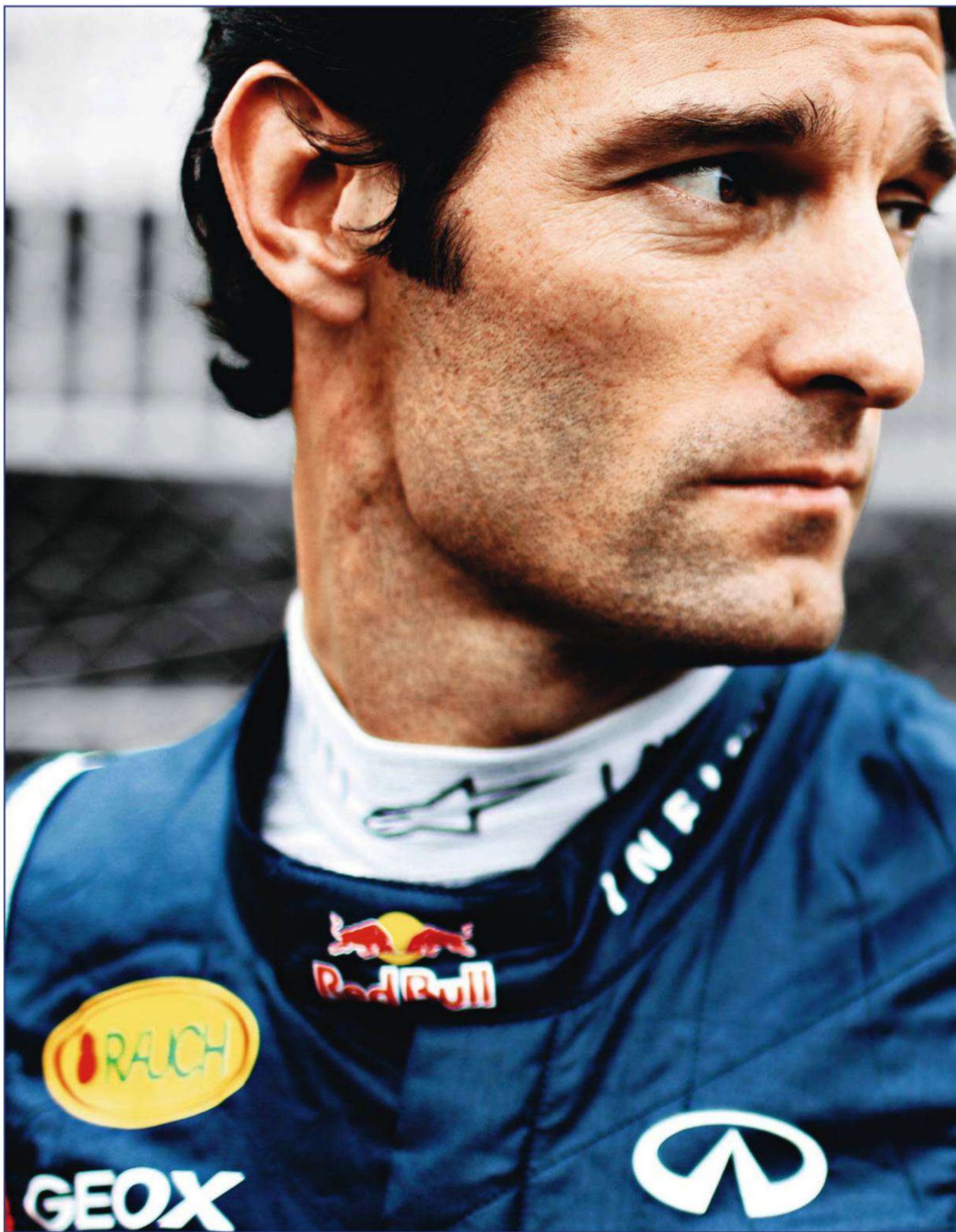
WRC PREVIEW

Event
Based
Round
Date
Stages
Mileage
Surface
2009 winner
Championship leader

Rally Australia
Coffs Harbour
10/13
September 8-11
26
228 miles
Gravel
Mikko Hirvonen
Sebastien Loeb

Hirvonen won last WRC rally in Oz





THOMPSON/GETTY

BEST DRIVER IN A SUPPORTING ROLE

Will Mark Webber ever shake off that Red Bull number-two tag? He tells *EDD STRAW* that he won't stop trying

Mark Webber's words after winning last year's British Grand Prix still resonate today, but not for the reasons of 14 months ago. "Not bad for a number-two driver" has taken on a completely different meaning for the Australian, who came within 12 points of winning last year's world title.

After that near miss, he has not been anything like team-mate Sebastian Vettel's equal in 2011, lagging a surely insurmountable 92 points behind. Webber certainly isn't bad for a number two; in fact, he's exceptional, shoring up Red Bull's dominance of the constructors' championship and holding, predictably, the number-two position in the drivers' battle. No wonder Red Bull signed him up for another season.

Webber is no fool and knows full well that he is *de facto* support act at Red Bull right now. The winless wonder has had to watch as Vettel has racked up seven triumphs in 12 races. He hasn't finished outside the top five all year, but relative to Vettel, his results have been mediocre. Little wonder that comparisons are now being drawn between the 35-year-old and the likes of Riccardo Patrese, Gerhard Berger, Rubens Barrichello, Eddie

Irvine and David Coulthard – all drivers who know exactly what it's like to find themselves in the shadow of champion team-mates. It might be reasonable to conclude that Webber has accepted his lot and is content to hang around for another year feeding on Vettel's scraps, but that ignores the psyche of the topline racing driver, which rarely allows such defeatism. Despite complaints about the team not supporting him in the past, Webber has laid responsibility for lagging behind Vettel firmly at his own door. He still aspires to winning the world championship next year and he knows that he is the master of his own destiny as far as being a number two goes.

"You have got to take control of that situation yourself," says Webber. "It's inevitable with the start of the year I've had that people look at it that way. Is Jarno Trulli a number-two driver? Are you a number two just because you get beaten? Jenson Button was a clear number two last year and this year he is not. And when Nick Heidfeld and Robert Kubica were together at BMW Sauber, it changed around. Seb is a class act, we know that, but it's up to me to keep working hard."

This begs the question of why Webber is struggling to get near Vettel. When he was ►

A rare shot of Webber ahead of Vettel in 2011



P2 at Spa, but Webber felt he could have won



Fourth at Monaco: no repeat of 2010 success



◀ behind the German last year, it was often by a fraction of a second, and he was ahead regularly enough to have established himself as Red Bull's lead title shot with a third of the year to go. But despite Webber being far closer to Vettel now than he was earlier in the year, the world champion still has the edge. You could just say that Webber simply isn't as good. But that's not a satisfactory explanation in so complex a sport as F1, particularly with a driver who, on occasion, has delivered some incredible performances.

Webber is happy to talk about the reasons behind his performance deficit, but his responses should not be misinterpreted as excuses or moaning. One of the primary skills required of a racing driver is to analyse what he is doing and that's exactly what Webber does. He doesn't even claim that bad luck has denied him a victory.

"Spa was probably the first race where I felt very disappointed knowing that I could have won the race," he says. "But I didn't do a good enough job at the start, and things like that I need to improve on. I did a better job of certain things last year that, this year, haven't been good enough. We had some reliability problems early in the season on my car in particular and it was pretty tough to bounce back from missing sessions and qualifying out of position. Then, not having a lot of KERS made it hard to race.

"But I still don't think that there was a win

there. At Spa there definitely was. My middle stint at Spa was probably one of the best I've done in a long while, in terms of doing 25 laps on those tyres. I need to just keep doing that."

That seems a fair enough assessment, even though it's important to note that Vettel himself has had his share of KERS problems and lost track time in both Turkey and Canada through practice mishaps. The bottom line is that there are two areas where Webber is really losing out – qualifying and starts. While he has claimed three pole positions (compared with Vettel's nine) he has failed to lead the opening lap of a grand prix in 2011.

Qualifying has improved now that Webber has got on top of the new Pirelli tyres and even though he has yet to prove conclusively that he has mastered the rubber over a full stint (despite impressing in this regard at Spa), he's now at least in the same ballpark that Vettel has been in from the off. The fundamental problem was that Webber was generating more lateral load and, by being more aggressive on the throttle, taking life out of his Italian boots. It's just another area where being a little bit behind is magnified into a huge points gap, such are the tiny margins that count at the front in F1.

"Strategy-wise and first-stint wise, he has always had the trump card [of first call] around the stops," says Webber. "So I need to get on top of that. I did at the Nurburgring, but had to handle other guys with Lewis



Horner (r) has re-signed Webber



Tyres have stymied '11 pace



It's 7-0 to Vettel on 2011 wins

ANTIPODEAN ADVISOR MENTORING GP3 ACE MITCH EVANS

Mark Webber has often talked about the difficulty of ascending the European racing ladder coming from Australia. As one of F1's heavy-hitters, it's perhaps no surprise that he's got involved in the career of fellow Antipodean Mitch Evans, a race winner in GP3 with the MW Arden team that Webber co-owns.

The 17-year-old New Zealander lies seventh in the standings in his first year in Europe having won at Barcelona. Webber takes a keen interest in Evans's progress, even sparing a few minutes during grand prix weekends.

"It's tough coming to Europe," says Webber. "There were one or two Australian drivers over here when I started racing here, but I didn't get much off them when I got here. The Europeans can go back to their parents all the time, but it's different for us. Those first 24 months are pretty difficult."

Evans appreciates the time Webber devotes to helping him. As well as training with him "most

days", Evans uses him for driving advice.

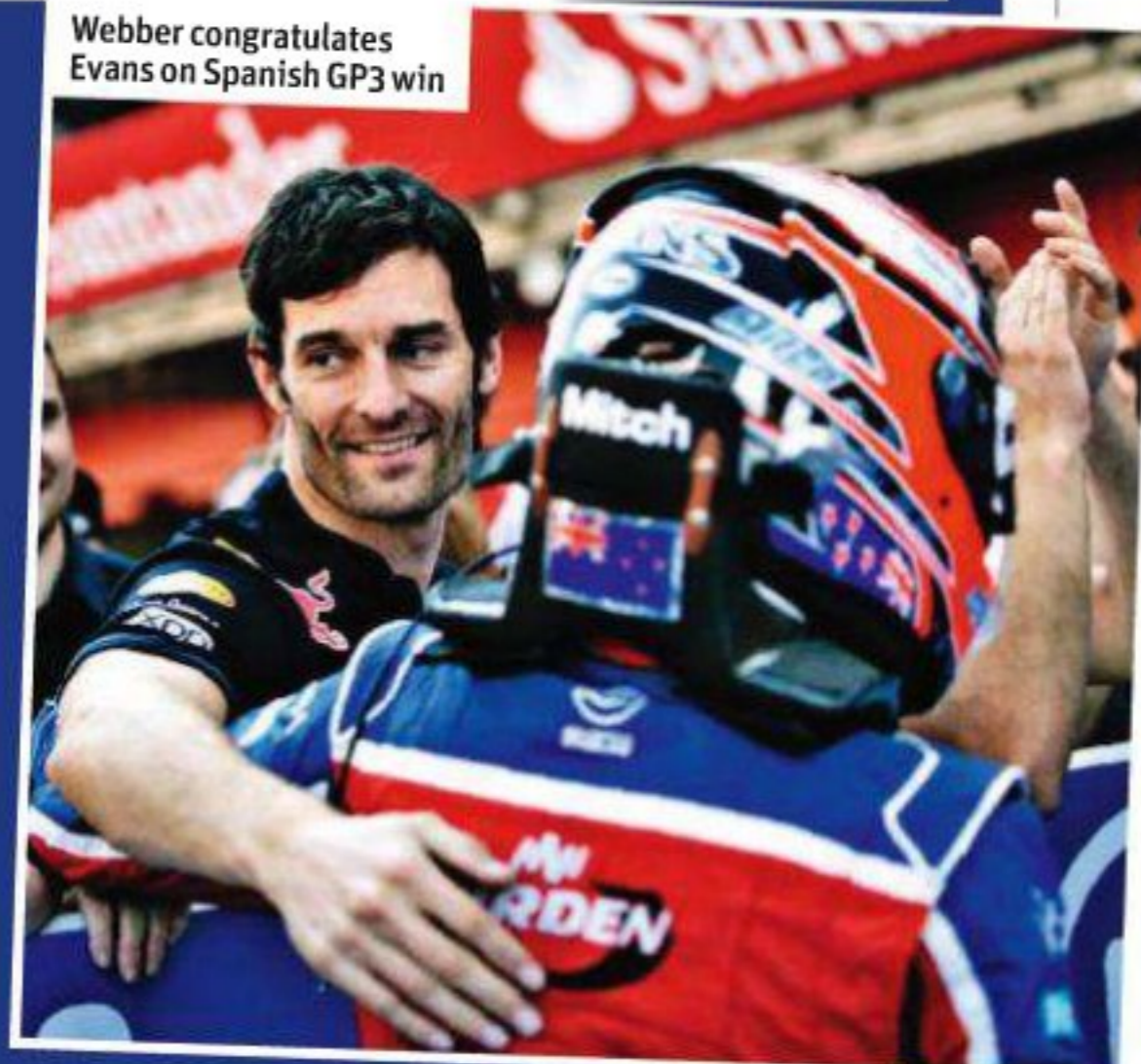
"It's more than I expected," says Evans of Webber's efforts. "I spend most days with him and he has really made me feel comfortable over here, which has been great."

"He doesn't like to interfere with my driving too much. He tries to stay away on race weekends because he doesn't want to distract me and he's got his own job to do, but he just gives me as much advice as possible."

Inevitably, there's a limit to what Webber can do for Evans and he stresses that he can only help his young charge to help himself.

"He has to climb the tree himself," says Webber. "He's got a lot more talent than I've got and he has done very well in his first year in Europe. I like his attitude, he's got a good family around him and we're doing whatever we can to point him in the right direction."

Webber congratulates Evans on Spanish GP3 win



Hamilton and Fernando Alonso being quick on the day when Seb wasn't quick enough to challenge for victory. We have to work on getting that track position, which isn't easy because qualifying is a Seb strength."

Then we come to the starts, an area where Webber has no excuse, given that he has identical machinery to Vettel. Again, the Australian does not attempt to shirk his responsibility for mediocre getaways. It's clear the Red Bull isn't great off the line, which is perhaps indicative of a very tight window for operating the clutch - most likely Adrian Newey's ultra-compact car packaging forcing a tiny clutch that overheats easily. Fast learner Vettel has mastered this, Webber less so.

"It's a little bit more me than the car," says Webber. "You don't see Red Bulls diving through the middle of the row in front like you do some cars. We could be better in that area and I certainly good be. I've just got to do a better job - it's as simple as that."

These are all small differentiators that add up to a points chasm between Webber and Vettel. But at least Webber knows where to look to find the improvement. And with almost 10 seasons under his belt, the criticism doesn't eat away at him, even though perhaps the points table magnifies the difference between him and Vettel.

"They are right to say that points are what it's all about and you've got to get them," admits Webber. "That's how you measure

"Me being worried about what people think is long gone. It's very difficult to understand this sport"

Mark Webber

performance. "But me being worried about what people think is long gone. Half the time we don't understand what's going on, let alone them [the critics]. Without bagging the fans out, it's very difficult to understand this sport."

Perhaps an easier aspect to understand is motivation. Having been beaten, no-one would have blamed Webber if he decided to walk away - especially after a period of soul-searching following last year's championship disaster in Abu Dhabi. Once competitors get to a certain age, it's inevitable that retirement comes to mind, but Webber has not found himself feeling any different about life in F1 as he has in previous years. With Red Bull wanting to keep him, it was a straightforward decision to stay on - especially as he says he never gave serious thought to changing teams despite admitting that he had "a few phone calls".

"Age is not super-important," he says. "The desire, the motivation, is the barometer of whether you continue in whatever walk of

life. If you're committed to it and still enjoy testing yourself, you keep doing it. Age has never been the issue, it's more about the things that come with the job and wear you down, whether it's the travel or the media bits and bobs. But that's part of it.

"I've learned to be more efficient with my time in the past few years, which is good, so I'm looking forward to next season. It's also enjoyable to be involved in the process of putting together a new car for next year and that's going to be a big hole to fill whenever that [retirement] does happen."

Webber could be a big hole for Red Bull to fill as well, although with junior driver Daniel Ricciardo potentially on the fast track to an A-team drive as early as 2013, the senior Australian on the grid probably needs to make good on his resolve to earn another one-year deal. But that's no different to what's happened before and Webber has constantly proved his worth even though he has yet to establish himself as quite the equal of the likes of Vettel and Alonso on a regular basis. He's very close, and to call him a great number two, lagging a fraction behind a great-in-the-making such as Vettel, in this context is not damning with faint praise.

Webber knows he's still got something to prove, he always has done. That's part of the reason that a driver who probably never should have made it to F1 is still here a decade and six victories later. ☼



SPORTSCAR **GIANTS** **GO HEAD-TO-HEAD**

The Franco-German battle is just one of many duels that will be fought out at Silverstone this weekend.
By GARY WATKINS

Our European cousins are forever making jokes about the British weather. But this weekend at Silverstone, the Germans and the French are likely to be less flippant about the prevailing conditions when the Intercontinental Le Mans Cup circus arrives in Northamptonshire for the AUTOSPORT 6 Hours. Temperatures have proved crucial in the ongoing battle between Audi and Peugeot this season and there's no reason why things are going to be different for round five of the series.

The fortunes of the two grandees of international sportscar racing have swung back and forth in 2011 according to the weather. The new Audi R18 TDI coupe was the faster car in the relatively cool conditions at the Le Mans 24 Hours as the German manufacturer edged to its 10th victory in the big race. The pendulum then swung back in favour of the second-generation Peugeot 908 in the heat of the Italian summer at Imola, the French cars notching up a one-two result.

Yet it's not as simple as saying the Peugeot likes it hot. When the temperatures dropped at night at Le Mans, the French manufacturer had a clear edge. The 908 made its soft-compound Michelin tyres work and the R18 didn't, a crucial factor in the 80th running of the 24 Hours remaining close right to the end.

That's why each encounter between Audi and Peugeot, now in the fifth year of their

diesel-fuelled rivalry, is so intriguing. Neither car appears to have a consistent edge over its rival and the two driver line-ups – Audi with Allan McNish and Tom Kristensen and Timo Bernhard and Marcel Fassler, Peugeot with Anthony Davidson (fitness permitting) and Sebastien Bourdais and Stephane Sarrazin and Franck Montagny – look more or less equal on paper.

"We need to get used to the fact that neither of us has the best car," says Davidson, who at press time was fighting a fitness battle to be ready to take up his seat after breaking his shoulder in early August. "We should stop trying to decide because it keeps changing. It really is so close. It comes down to those circuit details and weather conditions that change performance."

"That's what has made the racing so exciting this year and makes our job as drivers so hard. That has to be good for the sport and good for the fans."

The buzz phrase of the 2011 ILMC season has been 'switching on the tyres'. The manufacturer that has achieved that has come out on top in the three head-to-head meetings of the R18 and the 908 so far.

You might think that Peugeot is hoping for an Indian Summer's day at Silverstone. There is evidence to suggest that the 908

is the more sensitive machine to track temperatures. Audi certainly thinks so. Peugeot Sport technical boss Bruno Famin isn't so sure, but he concedes that the new generation of LMP1 prototypes, less powerful machines with less downforce than their predecessors, have a smaller performance window than the cars that went before.

Famin is remarkably candid about the conditions Peugeot is hoping for on race day

THE POINTS ILMC MANUFACTURERS'

1 PEUGEOT 132 **2 AUDI 89**



AUDI v PEUGEOT

at the AUTOSPORT 6 Hours. It needs it to be cool enough to make the soft tyres last or hot enough to be able to bring in the mediums. "If it is 20-22C that is not a good situation for us," he says.

The situation is further complicated by a rule change since the last ILMC round at Imola in early July. A further study into the propensity of LMP machinery to take off was instigated by the FIA after two aerial incidents involving the new Peugeot during pre-season testing. On the basis of that study, undertaken by the manufacturers, the governing body of world motorsport has mandated an increase in ride height for all LMP1 and P2 cars.

The thickness of the underfloor skid plank has been increased from 20 to 25mm and, for the first time, will be subject to scrutineering at the end of the race when it must measure at least 20mm. That means, reckons Famin, that the ride height will have to be raised by more than 5mm. And he describes the change as significant.

"We will lose downforce and performance," he says. "And that will not help the tyres work if the track is cold."

Audi had a technical issue all of its own at Imola, one that blunted the performance of its two R18s. Tyre pick-up accumulated in the front-brake ducts, leading to overheating and the need to wind the brake bias to the rear. That caused major problems on what was a heavy-braking circuit.

Ralf Juttner, technical director of the Joest Audi team, explains that the problem has been examined in the two months since Imola. "We have done a little bit of work in that area and we hope it is better," he says. "The car is now a little bit different in that area."

McNish believes a victory around the 3.68-mile Silverstone Grand Prix Circuit is essential for the Audi squad "to get back on our feet" after the disappointment of Imola. That appears more important to the Scot and his team than trying to claw back the points deficit to Peugeot in the ILMC manufacturers' standings.

"We've got our strengths and our weaknesses, but if you plot a trend line over the past few races you can be assured that the race is going to be a pretty tight one and fought out pretty aggressively," says McNish. "And that's the way they should be."

➔ P38 CLASS RIVALRIES

Davidson (l) hopes to be able to partner Bourdais



McNish is relishing another close battle



"Neither of us has the best car. We should stop trying to decide because it keeps changing. It's made the racing so close this year"

Peugeot's Anthony Davidson

Pescarolo squad holds narrow points lead



Rebellion crews are confident of catching up

Behind the battling turbodiesels, there'll be an equally intense scrap being fought out at Silverstone. The Anglo-Swiss Rebellion and French Pescarolo teams won't just be vying for honours in the unofficial LMP1 petrol class, they've got a championship to fight for.

The AUTOSPORT 6 Hours is also the penultimate round of the Le Mans Series and just three points separate the trio of cars entered by these two teams.

Le Mans legend Henri Pescarolo's squad holds a narrow championship lead, but Rebellion's pair of Toyota-engined coupes are the cars in form after finishing fifth and sixth behind the diesels at Imola. Neel Jani, who shares the #12 car with Nicolas Prost, believes the team can carry its performance advantage into Silverstone.

"We have a good understanding of the car now," says Jani, who will be racing for a second time with the high-downforce version of a bespoke aero package developed for Rebellion. "We should be good at Silverstone and Estoril [scene of the LMS finale on September 25]."

Jani believes that the ILMC-registered petrol LMP1s could play a part in the championship battle. He is hopeful that the two Judd-powered OAK Racing Pescarolos and Aston Martin Racing's Lola-based coupe, which is racing at Silverstone in place of this year's AMR-One, can take points away from Rebellion's championship rival.

Pescarolo is confident of a return to form at Silverstone with its 2010-spec chassis powered by a restricted, old-style Judd V10. It suffered with a lack of downforce at Imola,

but it has been allowed to run the 2011 rear wing developed by OAK as a consequence of the change in ride-height regulations.

"With the new stuff we will be more competitive than at Imola," says Emmanuel Collard, who is joined in the Pescarolo-Judd by Christophe Tinseau and Julien Jousse. "I believe we will be able to fight with Rebellion this time."

THE POINTS LMS – LMP1 DRIVERS'

1	Emmanuel Collard/Christophe Tinseau/ Julien Jousse – Pescarolo-Judd 01	28pts
2	Andrea Belicchi/Jean-Christophe Boullion – Rebellion Lola-Toyota B08/60	25pts
	Neel Jani/Nicolas Prost – Rebellion Lola-Toyota B10/60	25pts

Greaves has won two LMS races and Le Mans



GREAVES V STRAKKA

Fast Silverstone track should suit Strakka



Two British teams go head-to-head in the battle for the LMS LMP2 title on home ground at Silverstone. Greaves Motorsport, formerly Team Bruichladdich, sits atop the points table after a phenomenal season that has included two LMS wins and a class victory in the Le Mans 24 Hours with its Nissan-powered Zytek, while consistent finishing by the Strakka HPD squad has kept it in the hunt.

Danny Watts, who co-drives at Strakka with Jonny Kane and team owner Nick Leventis, believes Silverstone-based Strakka will be in with a shout of its first victory of the season at its local track. The HPD chassis/engine combination, he reckons, will be at its most

competitive around the fast and flowing Silverstone Grand Prix Circuit.

"There are lots of high-speed corners, which are right up our car's street," he says. "Copse, Maggotts and Becketts and Stowe are all perfect for us. This is our chance to take some points off Greaves heading into [the] Estoril [finale]."

Tom Kimber-Smith, who leads the Greaves line-up after a two-year career break, admits that a decent points haul would be enough, but he insists that the team is gunning for victory.

"We want to win the championship, but I find that if you decide to settle for points, something untoward always happens," says

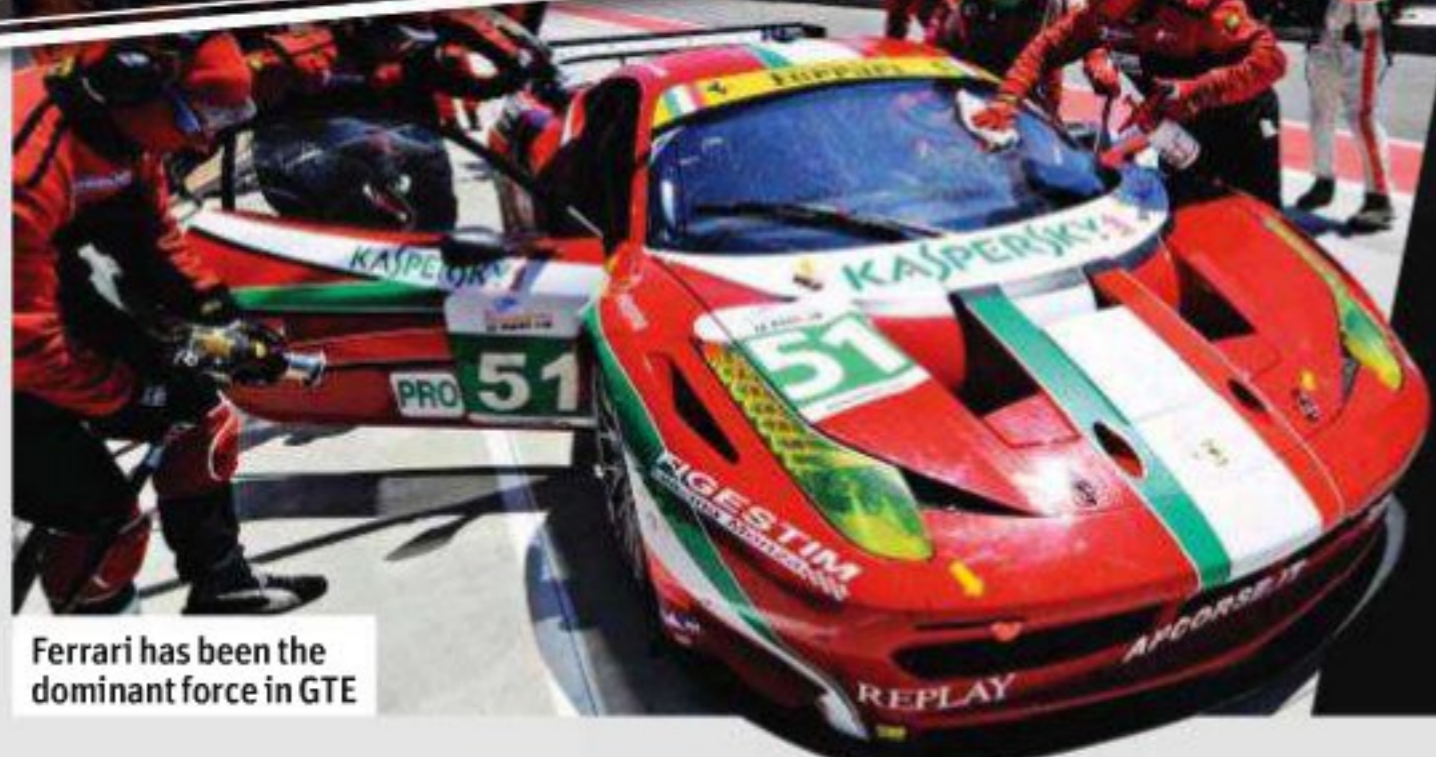
Kimber-Smith, who drives with Karim Ojeh and Olivier Lombard. "We're going there with the intention of winning the class.

"We've not got the ultimate pace, but our consistency and reliability are second to none. That's a testament to our little team, because reliability was traditionally never the Zytek's strong point."

THE POINTS LMS – LMP2 DRIVERS'

1	Tom Kimber-Smith/Karim Ojeh – Zytek-Nissan Z11SN	35pts
2	Danny Watts/Jonny Kane/Nick Leventis – HPD ARX-01d	30pts

FERRARI V BMW



Ferrari has been the dominant force in GTE



BMW: praying for hot weather at Silverstone

The GTE division provides some of the best sportscar racing worldwide across the three series running to Le Mans rules. Expect more of the same at the AUTOSPORT 6 Hours, a race that could be fought out by as many as six cars split between Ferrari and BMW.

BMW's V8-powered M3 won the GTE Pro class in the season-opening Sebring 12 Hours in March when it was represented by the US Rahal squad, but Schnitzer Motorsport has failed to record a victory in the ILMC this season. It was perhaps the moral victor at Imola on a day that Jorg Muller and Augusto Farfus dominated before a late clash with a prototype triggered a sequence of events that left them an unrepresentative third.

The M3 was in a class of its own at Imola; the circuit was tailor-made for the car and

the team's Dunlop tyres came into their own in the hot conditions. Schnitzer boss Charly Lamm knows that Silverstone won't be so easy.

"We know that when it is hotter, it is better for the Dunlops; they were fantastic at Imola," says Lamm, whose two cars are driven by Muller and Farfus and Andy Priaulx and Uwe Alzen. "I know about the weather at Silverstone from my days in the British Touring Car Championship, but I'm hoping for 20C."

Gianmaria Bruni, one of the cornerstones of the AF Corse team's pursuit of the ILMC and LMS titles for Ferrari, is expecting the new-for-2011 458 to be more competitive at Silverstone than at Imola. He's predicting as many as four Ferraris – the two AF entries, the Farnbacher 458 and the JMW Motorsport car – will all be in the mix.

"I think it will be between five or six cars, maybe more," says Bruni, who is paired as usual with ex-F1 star Giancarlo Fisichella. "I'm sure it will be a fantastic race to watch."

THE POINTS ILMC – GTE PRO MANUFACTURERS'

1 FERRARI	98	2 BMW	87
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LMS – GTE PRO DRIVERS'

1	Gianmaria Bruni/Giancarlo Fisichella, Ferrari 458	44pts
2	Jaime Melo/Toni Vilander, Ferrari 458	26pts
3	Allan Simonsen/Dominik Farnbacher, Ferrari 458	25pts
4	Rob Bell/James Walker, Ferrari 458	22pts

P40 SPECTATOR INFORMATION

A LEGEND IS BORN

- BUT IT WAS PAINFUL

The 1982 Silverstone 6 Hours marked the debut of Porsche's ultra-successful 956, but it was walloped. **GARY WATKINS** explains why



It wasn't an auspicious start for what would become one of the greatest sportscars of all time. The Porsche 956 – which along with its long-wheelbase close cousin, the 962, would win the Le Mans 24 Hours no fewer than seven times – wasn't just beaten on its debut at Silverstone in 1982, it was thrashed.

The reasons why Jacky Ickx and Derek Bell finished three laps down on the winning Martini-liveried Lancia LC1 driven by Riccardo Patrese and the late Michele Alboreto resulted in the traditional six-hour format of the Silverstone fixture being abandoned in favour of the 1000km distance. Only now has the race gone back to the format in which it started out 35 years ago.

TV scheduling reasons explain why we have the AUTOSPORT 6 Hours rather than the 1000Km this weekend, but the switch the other way came in 1983 as a result of the new regulations, though one year too late as far as Porsche was concerned. That was why it was still questioning the race duration after the meeting started in May '82.

The Group C fuel formula came into effect for that season. The new breed of closed prototypes would, like the forthcoming generation of cars in 2014, be limited to a set amount of fuel, rather or (initially, at least) a set amount of refuelling stops. The limit set by FISA, as the sporting arm of the FIA was

“We droned round trying to make the fuel last, taking fifth gear as much as possible and hardly using any revs”

Derek Bell

then known, was five 100-litre tankfuls for a 1000km or six-hour race. The problem was that at a fast track like Silverstone, six hours of dry running would take the cars significantly beyond the 1000km mark.

Famed Porsche engineer Norbert Singer, the father of the 956/962, didn't quite understand the thinking, hence the German marque's questioning of the race distance.

“We asked on the Friday or the Saturday: ‘Is the race really six hours?’” remembers Singer, now a consultant to the Automobile Club de l'Ouest at Le Mans. “They said, ‘Yes, it is tradition.’ We told them that we only had enough fuel for 1000km and their reply was that it was our problem. FISA appeared to be saying the race was 1000km, the organisers [the British Racing Drivers' Club] six hours.”

It was at this point that Singer and his colleagues at Porsche knew there was little chance of victory on Sunday. The two Lancias that qualified second and third behind Ickx would not be subject to the Group C fuel

restrictions because the Italian manufacturer was running to the old Group 6 rules.

FISA had allowed ‘baby’ Group 6 cars up to a maximum engine capacity of two-litres to continue into the '82 season as a means of ensuring grid numbers. Lancia had exploited a rule aimed at older machinery and produced a new-build car in conjunction with Dallara using the 1.4-litre turbo engine from its successful Beta Montecarlo Group 5 racer.

Bell remembers the moment he and Ickx were told of their predicament by Peter Falk, Porsche's motorsport boss and team manager.

“Peter never normally said a word, but he sidled up to us and said, ‘We are not going to win the race,’” remembers the five-time Le Mans winner. “Jacky's pole time was a 1m16.9s but we were lucky if we were able to do a 1m25s. We just droned around trying to make the fuel last, taking fifth gear as much as possible and hardly using any revs.”

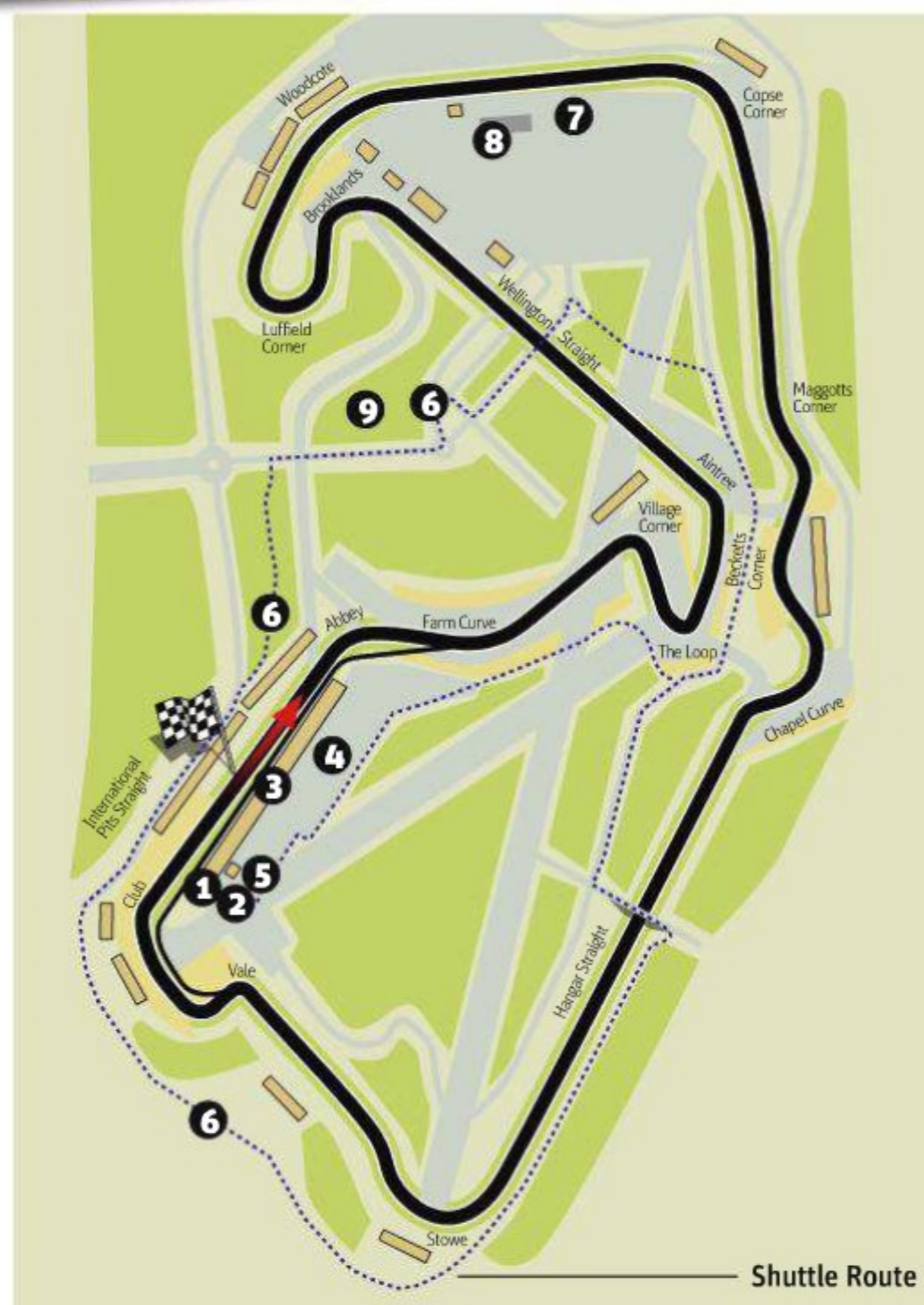
The Porsche 956 would begin its winning ways on its next outing, at Le Mans, recording a 1-2-3 finish. Ickx and Bell, of course, got to stand in the centre of the podium and the car would be unbeaten over the remainder of the World Endurance Championship, including winning another six-hour race at Fuji in Japan.

“We made slow improvements on fuel consumption over the season,” says Singer, “but the big thing was the introduction of electronic fuel injection at the Spa race.”



Uber-successful 956 had a 'handicapped' debut

SPECTATOR INFORMATION



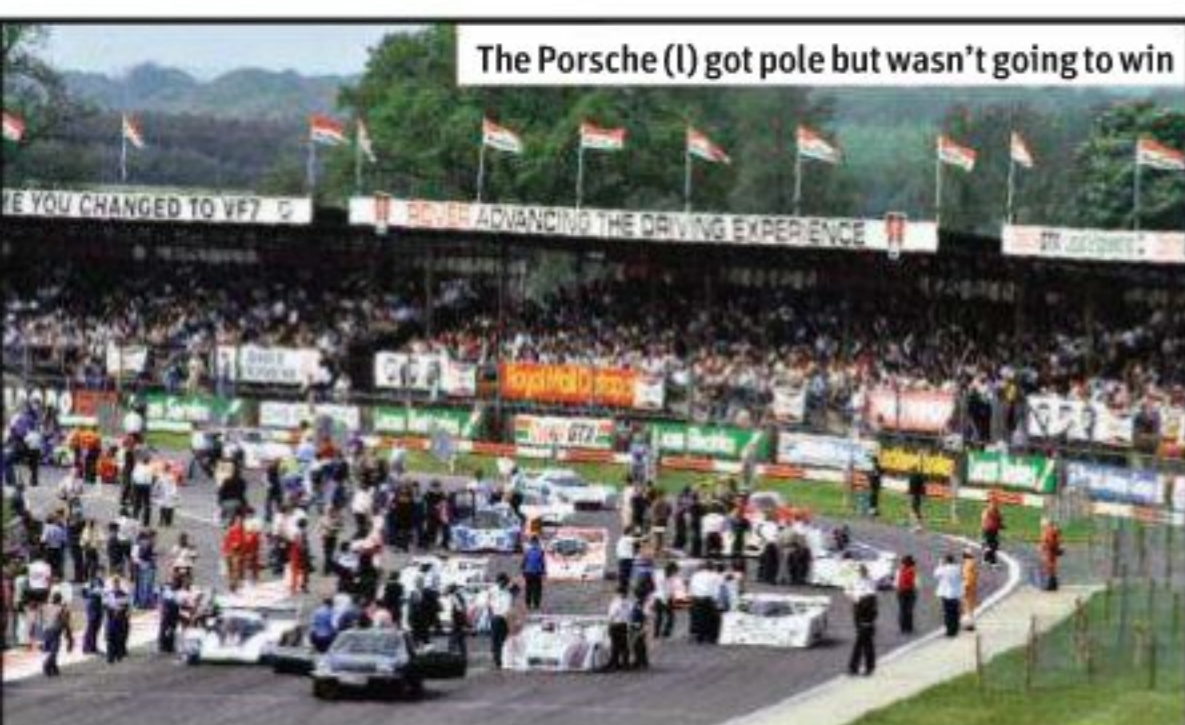
KEY

- 1** The AUTOSPORT Coffee Shop
- 2** The AUTOSPORT 6 Hours 35th Anniversary Display
- 3** The Silverstone Wing
- 4** The AUTOSPORT 6 Hours Paddock
- 5** Shuttles FROM the Wing
- 6** Shuttles TO the Wing
- 7** Support Race Paddock
- 8** Paddock Cafe
- 9** The Entertainment Area

Singer's experience of the Group C fuel-formula makes him the ideal man to help the ACO and the FIA avoid the mistakes of the past when it comes to writing the 2014 rulebook for Le Mans and the new-look WEC, which will grow out of the Intercontinental Le Mans Cup next year.

"It will be important to have a fuel regulator so the engine can only use the energy at a defined rate," he explains. "That's something we have learned from Group C. If you knew rain was coming, you could go flat-out and catch up on the fuel later."

Some rain would probably have gone down well with the 15,000 spectators at Silverstone that May afternoon in '82. Then they'd have got to see the then-new Porsche 956 running flat-chat as was intended. ☼



The Porsche (l) got pole but wasn't going to win

TIMETABLE

FRIDAY, SEPTEMBER 9

0930-1030	SPEED EuroSeries free practice
1045-1145	F3 EuroSeries test
1230-1300	Classic Endurance Racing free practice
1315-1415	AUTOSPORT 6 Hours free practice
1430-1515	SPEED EuroSeries free practice
1530-1600	F3 EuroSeries qualifying
1615-1645	Classic Endurance Racing qualifying 1
1700-1800	AUTOSPORT 6 Hours free practice

SATURDAY, SEPTEMBER 10

0900-1000	AUTOSPORT 6 Hours free practice
1010-1040	Classic Endurance Racing qualifying 2
1055	SPEED EuroSeries race 1 - 60 mins
1210	F3 EuroSeries race 1 - 40 mins
1335-1355	AUTOSPORT 6 Hours qualifying GT
1405-1425	AUTOSPORT 6 Hours qualifying LMP
1440	Classic Endurance Racing race - 60 mins
1555	F3 EuroSeries race 2 - 20 mins
1630-1800	SPEED EuroSeries race 2 - 90 mins

SUNDAY, SEPTEMBER 11

0900-0920	AUTOSPORT 6 Hours warm-up
0935	F3 EuroSeries race 3 - 40 mins
0945-1015	AUTOSPORT 6 Hours autograph session
1020-1045	AUTOSPORT 6 Hours pit walk
1135	AUTOSPORT 6 Hours race

THE AUTOSPORT COFFEE SHOP

The Audi and BMW factory drivers, including Allan McNish and Andy Priaulx, will be on hand to sign autographs at the AUTOSPORT Coffee Shop, situated to the left of the main paddock entrance, at 1115 and 1600 on Saturday respectively*. The shop, which will be fronted by an exciting historic prototype racing machine, is open from 0830 on all three days of the meeting. *Correct at press time

35TH ANNIVERSARY DISPLAY

This year's AUTOSPORT 6 Hours marks the 35th anniversary of the first long-distance sportscar race at Silverstone. A display in the paddock will celebrate the history of the event and includes the Porsche 956 (chassis 001) that finished second in 1982 and the Audi R8 (chassis 603) that won the 2004 event.

TICKET INFORMATION

silverstone.co.uk/events/Le-Mans-Series
Ticket hotline: 0844 3750 740
Weekend ticket: advance £29
Saturday: advance £12, on the day £16
Sunday: advance £23, on the day £25
Children free

Tune in all weekend at **SILVERSTONE RADIO 87.7FM**

KNOCKHILL

 GREAT BRITAIN
 September 3-4
 BTCC
 Round 7/10



AT A GLANCE RACE 1

- Winner **Tom Chilton**
- Pole **Chilton**
- Fastest lap **Chilton**



Aron Smith took a point on his BTCC debut



Chilton's focus pays off

The new Ford Focus took its first win at Knockhill, while Honda's Gordon Shedden and Matt Neal tightened their grip on the title

Chilton won for the first time in a year

FIVE MONTHS AFTER SCORING a podium on the debut of the Global Ford Focus, Tom Chilton took the machine to its first victory at Knockhill last weekend. It was a breakthrough result for the Arena Motorsport squad,

but in the title fight, the trip to Scotland was more important in that handed works Honda drivers Gordon Shedden and Matt Neal a potentially decisive advantage.

Chilton was on the pace

from the start of free practice. Second to local favourite Shedden in both damp sessions, the ballast-free Focus driver then stormed to pole ahead of the heavier Neal (27kg of ballast) and Shedden (36kg). Four of the 26-year-old's laps would have been good enough for pole.

One of Chilton's weaknesses can be succumbing to pressure in races, but a battle between Neal and Shedden allowed him to escape in race one to take his 11th BTCC career win in dominant style.

"We were dropping a little on our race pace earlier in the season," admitted the victor. "After Thruxton we worked on high-speed aero, then, when that was good,

we worked on the mechanical side."

Data from a Pembrey test and the Snetterton round last month also helped, resulting in damper tweaks to improve the Focus over kerbs. Work was also done

and which are not.

It all meant the Arena Fords could add extra weapons to the impressive straight-line speed they've had all season.

It's probably fair to say that the driving style

"We were dropping on our race pace and worked out how to make the car work in slower corners and get good traction"

Tom Chilton reveals the secret to his success

on the way the new car puts the power from its Mountune turbo engine on the road. "We worked out how to make the car work in slower corners and get good traction," added Chilton on two of the biggest factors that determine which cars are quick at Knockhill

required at the Scottish venue – chucking the car around and hanging on – suits Chilton. And then there were the new higher kerbs at Knockhill, which some drivers felt made the circuit more stop-start and could have hurt some of the Ford's rivals that rely more



Chilton celebrates his race-one victory

RACE RATING

★★★★☆

Some great kerb-hopping action, but too many crashes, especially the Plato-Boardman shunt that settled race three

MILESTONES

A point for Aron Smith on his BTCC debut; first (provisional) win for Tom Boardman; first (two) overall podiums for NGTC machines

REPORT BTCC KNOCKHILL

KEVIN TURNER
reports



Neal and Shedden:
title a two-horse race?



Jackson's torrid time
has left him trailing

on momentum, like the Chevrolet Cruze.

"They're pretty monstrous," reckoned Neal. "It's taken some of the flow out of it."

Race two also seemed to be heading Chilton's way, but 45kg of ballast and a couple of big slides at Clark's meant the Focus eventually fell prey to the Hondas and impressive Ginetta graduate Frank Wrathall, again competitive in Dynojet's Toyota Avensis. Fourth, which was then followed by a sixth, nevertheless meant Chilton scored 32 points in Scotland, easily his highest 2011 tally thus far.

Arena team boss Mike Earle was pleased that the results showed Arena

is moving forward.

"We've never really run a car with 45kg and I think it caught Tom out a bit [in race two], and we struggled with tyres a little at end," he said. "But what's important is that we've been quick in the wet and the dry, which shows we've made the progress we thought."

Any title challenge for the new Focus is for the future, however. The older Focus, run by Motorbase, has been in this year's championship fight, along with Honda and Chevrolet. Terrible Scottish weekends for Motorbase and RML means the battle for the crown now looks likely to be fought out between Shedden and Neal.

Motorbase's Mat Jackson came into the weekend in

the lead of the points race, despite rarely matching the Hondas on raw pace. He qualified seventh even carrying the extra 45kg that topping the table brings, and looked set for more points in race one until a clash with Rob Collard into the chicane (for which each blamed the other) dropped him out of contention.

A recovery drive in race two ended when a wheel was damaged on a kerb and resulted in a puncture, while a charging effort from the back in the finale ended when he hit Chilton at the hairpin in a scrap over fourth. It meant his only point came from the fastest lap he scored in race two.

"We need a miracle, but if we can have bad

Chilton, Shedden and Boardman win

TOM CHILTON AND GORDON Shedden scored strong wins at Knockhill, before Tom Boardman took his first BTCC win in controversial fashion.

Chilton's Arena Ford Focus made a good start to lead race one from pole and edged away from Matt Neal's Honda. Neal was soon joined by team-mate Gordon Shedden, who had nerfed Frank Wrathall's rapid NGTC Toyota Avensis out the way at Scotsman on lap one, then usurped the fast-starting Audi of Rob Austin at Clark's next time round.

Chilton held firm despite a safety-car period, helped by Neal successfully defending second from Shedden. Wrathall shadowed the Hondas for another fine fourth, while Rob Collard's WSR BMW got faster and faster as the race progressed and took fifth after clashes with Jason Plato's Chevrolet Cruze and Mat Jackson's Motorbase Ford Focus.

Chilton led race two early on, but the extra 45kg of ballast took its toll. A big slide at Clark's helped the chasing Neal and Shedden to close and another, after a safety-car period, allowed the Hondas to get past. He then lost out to the opportunistic Wrathall.

As in race one, Shedden pressured Neal, but this time it paid off. A slight Neal wobble at the chicane gave the local ace his chance and Shedden dived by into

Clark's to score his 19th career BTCC win.

Behind Neal and Wrathall, Chilton just held off a flying Collard by 0.068s to take fourth, while Boardman's solid weekend continued with sixth place.

Plato narrowly beat Triple Eight's James Nash in a hard-fought battle for seventh and was rewarded with pole for the reversed-grid race. He duly led, before being hit by Boardman twice into the first corner on lap four, the second of which sent Plato into the barriers.

"He was holding me up," said Boardman. "I lifted off because I knew he was out of shape. It was the slightest rub – I don't like to see a driver in the barriers."

The chasing Collard, who hounded Boardman to the line and stands to inherit the victory if Boardman is penalised, saw it differently: "He just hit the back of Jason, put Jason in a slide, and then hit him again."

Bunching at the restart after Plato's crash damaged several cars, most notably the two Triple Eight Vectras, when debutant Aron Smith was left with nowhere to go but into the back of team-mate Nash.

Avoiding the mayhem, Wrathall took another podium, while Neal, Shedden and Chilton ended their strong weekends by completing the top six.



Boardman took
controversial win



Collard had strong weekend in WSR BMW

AT A GLANCE RACE 2

- Winner Gordon Shedden
- Pole Tom Chilton
- FL Mat Jackson

AT A GLANCE RACE 3

- Winner Tom Boardman
- Pole Jason Plato
- FL Frank Wrathall

“weekends the others can,” said Jackson of his title aspirations.

Reigning champion Jason Plato had brought himself back into contention at Snetterton, but he too had a horrible time at Knockhill. Two sevenths were the best he could manage in the first two encounters as the normally aspirated Cruze struggled up the hill on the main straight compared with the turbos. Inheriting pole for the reversed-grid race gave Plato a glimmer of hope, but he was immediately under attack from Tom Boardman's blown SEAT Leon, which then helped him off the road at Duffus Dip. It was a moment that left Plato fuming, and the result provisional pending an investigation to be held at Rockingham next time out.

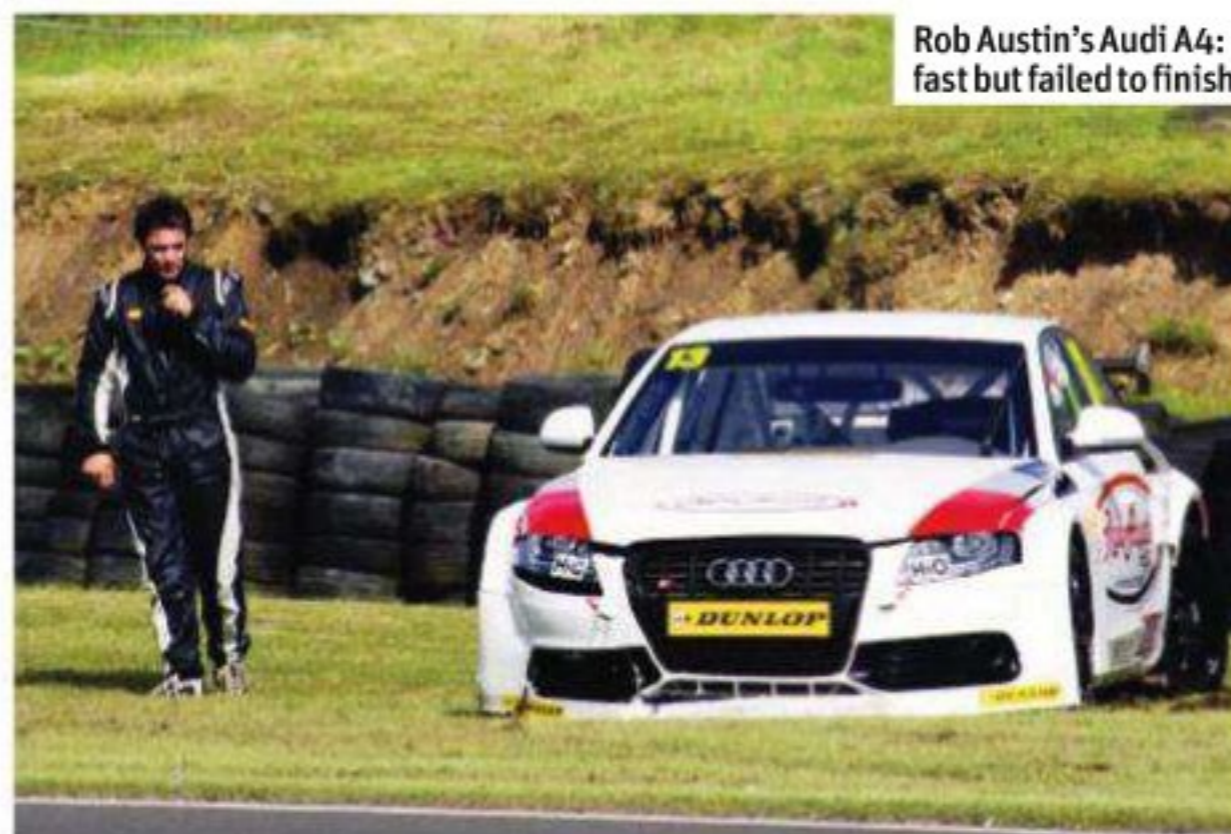
“Forget it, the title's gone,” said Plato, who is now 35 points behind table-topper Shedden. “The car's superb. We've got a great balance, but I'm

losing five to six car lengths on every straight.

“We can't race. We cannot compete.”

Neither Honda driver was willing to count Jackson or Plato out of it, but both picked up good points. Shedden took a third in race one before scoring a fine victory in the second event, then fifth in the reversed-grid race. Neal's two seconds and a fourth, despite the hand injury he sustained during martial arts training after Snetterton, leave him just one point behind his team-mate, with Jackson trailing both by over 20.

Shedden's tally might have been even higher had he not found himself stuck behind Neal in all three races. No team orders, beyond ‘don't repeat the Oulton Park clash’, meant only once did he find a way by – into Clark's – and he won. Qualifying ahead had helped Neal considerably, despite his failing to match Shedden's race pace.



Rob Austin's Audi A4: fast but failed to finish



Wrathall joins Honda duo for first podium

“I had a little bit of [extra] weight, but qualifying didn't work for me,” conceded Shedden. “The tyres are at their best after about three laps and every time I was on a lap there was a red flag. You can defend round here and it would have had to have been an almighty lunge.”

With three rounds to go, the Scot's not yet ready to concede the title is down to a head-to-head with his team-mate. “Mat [Jackson] was eight ahead, and now he's 23 behind,” he added. “It only takes a mechanical [failure] or someone to shove you off, so he's still in it, and Jason is as well.”

Neal agreed: “There are 150-odd points up for grabs. At Rockingham Gordon and I could have the sort of weekend others have had here.”

It's getting to the point where that will need to happen for the title to go to anyone not driving a Civic. The Neil Brown turbo-powered car has been

DRIVER BY DRIVER

Jason Plato (7/7/R)



Hurt by lack of power against turbos, then fired into barriers.

Alex MacDowall (12/R/10)



Got involved in too many scrapes, but managed to recover a point in R3.

Matt Neal (2/2/4)



Maximised points on weekend when he didn't have Shedden's raw pace.

Gordon Shedden (3/1/5)



A tenth faster in qualifying and he could well have scored a double.

Tom Chilton (1/4/6)



Finally scored first win in improved Focus and looked strong all weekend.

Tom Onslow-Cole (R/11/8)



Not far off Chilton's pace, but weekend hurt by R1 clash with Austin.

Andy Neate (14/15/13)



A quiet weekend, apart from drive-through for lining up incorrectly.

Mat Jackson (19/R/R)



Move of the weekend on three cars at hairpin. Apart from that, a disaster.

Liam Griffin (R/R/16)



Scored best result for the team at Knockhill, despite car issues. Enough said...

Rob Collard (5/5/2)



The BMW was on form and Collard battled hard. Could still inherit R3 win.

Nick Foster (11/10/9)



Frustrated by power of turbos, but still managed to move forward in races.

Aron Smith (10/13/R)



Solid job on debut. Unlucky in R3 accident behind safety car.

James Nash (6/8/15)



Salvaged some points, but the Vectra is falling away now.

Paul O'Neill (13/14/R)



Pointless weekend as all the Chevrolets struggled. Lost gear lever in R3.

John George (17/R/R)



Gearbox and suspected wheel/tyre problem meant weekend went downhill.

Andrew Jordan (9/9/7)



Reckoned his qualifying lap was one of his best, but only netted 11th.

Jeff Smith (16/18/14)



A few moments and never looked like repeating early-season results.

Tom Boardman (8/6/1)



Finally had some luck, but Plato clash was a black mark.

Dave Newsham (15/12/11)



Turbo issues spoiled weekend and left him out of the points.

Martin Byford (R/R/R)



Team happy with pace, but a few issues and midfield moments kept Byford back.

Rob Austin (R/R/R)



Great qualifying pace for row two, but couldn't put a full weekend together.

Frank Wrathall (4/3/3)



Upset established teams with another weekend spent at the sharp end.

Chris James (18/17/17)



Brake issue in R1, but managed to finish all three encounters.

Daniel Welch (R/16/12)



Looked promising again on second weekend and was within 1s of lead pace.

“Forget it, the title’s gone. The car’s superb but I’m losing five to six car lengths on every straight. We can’t race. We cannot compete”
Jason Plato: not confident of a third title

NEXT ROUND

ROCKINGHAM
September 17-18



REPORT

BTCC KNOCKHILL

competitive at every round, something that cannot be said of its rivals.

Eurotech boss Mike Jordan, whose son Andrew ran as high as fourth in the standings earlier in the season, conceded overall championship hopes were gone as the Vauxhall Vectra slips away from the pacesetters. And Triple Eight Vectra driver James Nash, now 47 points behind Shedden, said: “It’s still there, but the gap’s getting bigger isn’t it?”

Dan Welch's Proton took race finishes



Neal: two podiums despite broken hand



Boardman may lose first win after Plato collision



RESULTS

British Touring Car Championship, Knockhill (GB), September 3-4, round 7 of 10

GRID			
2 NEAL	53.201	1 CHILTON	52.999
4 AUSTIN	53.227	3 WRATHALL	53.222
6 PLATO	53.338	5 SHEDDEN	53.298
8 MACDOWALL	53.422	7 JACKSON	53.377
10 COLLARD	53.580	9 O-COLE	53.472
12 NASH	53.707	11 JORDAN	53.597
14 O'NEILL	53.796	13 BOARDMAN	53.735
16 WELCH	53.867	15 A SMITH	53.828
18 BYFORD	54.124	17 FOSTER	53.886
20 NEATE	54.334	19 J SMITH	54.251
22 GRIFFIN	54.777	21 NEWSHAM	54.415
24 JAMES	55.904	23 GEORGE	55.425

RACE 1 - 27 LAPS, 34.325 MILES					
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME/REASON	GRID
1	Tom Chilton (GB)	Arena (Team Aon)	Ford Focus	27m02.441s	1
2	Matt Neal (GB)	Honda (Dynamics)	Honda Civic	+6.341s	2
3	Gordon Shedden (GB)	Honda (Dynamics)	Honda Civic	+6.937s	5
4	Frank Wrathall (GB)	Dynojet	Toyota Avensis	+7.281s	3
5	Rob Collard (GB)	WSR	BMW 320si	+8.278s	10
6	James Nash (GB)	Triple 8 Engineering	Vauxhall Vectra	+12.043s	12
7	Jason Plato (GB)	Chevrolet (RML)	Chevrolet Cruze	+13.925s	6
8	Tom Boardman (GB)	Special Tuning Racing	SEAT Leon	+15.431s	13
9	Andrew Jordan (GB)	Eurotech (Pirtek)	Vauxhall Vectra	+15.952s	11
10	Aron Smith (IRL)	Triple 8 Engineering	Vauxhall Vectra	+19.306s	15
11	Nick Foster (GB)	WSR	BMW 320si	+19.491s	17
12	Alex MacDowall (GB)	Chevrolet (RML)	Chevrolet Cruze	+20.296s	8
13	Paul O'Neill (GB)	Tech-Speed Motorsport	Chevrolet Cruze	+20.315s	14
14	Andy Neate (GB)	Arena (Team Aon)	Ford Focus	+22.343s	20
15	Dave Newsham (GB)	Special Tuning Racing	SEAT Leon	+25.640s	21
16	Jeff Smith (GB)	Eurotech (Pirtek)	Vauxhall Vectra	+26.507s	19
17	John George (GB)	Tech-Speed Motorsport	Chevrolet Cruze	+29.882s	23
18	Chris James (GB)	Team ES Racing	Chevrolet Lacetti	+55.350s	24
19	Mat Jackson (GB)	Motorbase (Airwaves)	Ford Focus	-1 lap	7
R	Martin Byford (GB)	AmD Milltek Racing	Volkswagen Golf	17 laps-acc damage	18
R	Daniel Welch (GB)	Welch Motorsport	Proton Gen-2	13 laps-loose pipe	16
R	Rob Austin (GB)	Rob Austin Racing	Audi A4	6 laps-accident	4
R	Tom Onslow-Cole (GB)	Arena (Team Aon)	Ford Focus	6 laps-accident	9
R	Liam Griffin (GB)	Motorbase (Airwaves)	Ford Focus	3 laps-input shaft	22

RACE 2 - 27 LAPS, 34.325 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Shedden	25m41.710s	3
2	Neal	+0.804s	2
3	Wrathall	+1.126s	4
4	Chilton	+2.797s	1
5	Collard	+2.865s	5
6	Boardman	+4.629s	8
7	Plato	+8.557s	7
8	Nash	+9.217s	6
9	Jordan	+10.153s	9
10	Foster	+13.033s	11
11	Onslow-Cole	+14.559s	23
12	Newsham	+16.152s	15
13	A Smith	+16.505s	10
14	O'Neill	+16.874s	13
15	Neate	+18.867s	14
16	Welch	+19.151s	21
17	James	+35.449s	18
18	J Smith	+46.021s	16
R	MacDowall	23 laps-acc damage	12
R	Austin	20 laps-accident	22
R	George	19 laps-gearbox	17
R	Griffin	11 laps-engine	24
R	Byford	9 laps-accident	20
R	Jackson	7 laps-wheel/puncture	19

RACE 3 - 27 LAPS, 34.325 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Boardman	26m09.236s	2
2	Collard	+0.197s	3
3	Wrathall	+3.237s	5
4	Neal	+6.755s	6
5	Shedden	+7.007s	7
6	Chilton	+7.751s	4
7	Jordan	+9.065s	9
8	Onslow-Cole	+10.486s	11
9	Foster	+10.646s	10
10	MacDowall	+10.997s	19
11	Newsham	+12.834s	12
12	Welch	+18.659s	16
13	Neate	+23.592s	15
14	J Smith	+26.191s	18
15	Nash	+27.228s	8
16	Griffin	+33.909s	22
17	James	+46.977s	17
R	Jackson	21 laps-acc damage	24
R	George	21 laps-puncture	21
R	Byford	20 laps-throttle	23
R	Austin	11 laps-overheating	20
R	A Smith	5 laps-accident	13
R	Plato	3 laps-crash	1
R	O'Neill	1 lap-gear lever	14

DRIVERS' CHAMPIONSHIP


POS	DRIVER	PTS	3	Jackson	159	7	Chilton	98
1	Shedden	182	4	Plato	147	8	Collard	91
2	Neal	181	5	Nash	135	9	MacDowall	74
			6	Jordan	121	10	Boardman	55

Race 1 Winner's average: 76.16mph.
Fastest lap: Chilton, 53.450s, 85.62mph.

Race 2 Winner's average: 80.15mph.
Fastest lap: Jackson, 53.682s, 85.25mph.

Race 3 Winner's average: 78.74mph.
Fastest lap: Wrathall, 53.598s, 85.39mph.

KNOCKHILL

 GREAT BRITAIN

September 3-4
TOCA supports
Round 7/10



CARRERA CUP AT A GLANCE

- Race 1 Michael Meadows
- Race 2 Euan Hankey
- Poles Meadows/Hankey
- FLs Sutton/Meadows



Fannin starred in Ginetta G50 battles



Meadows and Hankey took a win apiece

TOCA SUPPORTS KNOCKHILL, SEPTEMBER 3-4

Meadows moves ahead after Scottish charge

STEPHEN JELLEY WAS FORCED to give up the lead of the Porsche Carrera Cup GB standings as the balance of power moved back towards Redline Racing's Michael Meadows, who took a win and a second.

Meadows's qualifying form has not always translated to race results, but he was delighted to have a successful weekend at Knockhill, especially having declared that "no one really has a handle on it".

"It's quite a physical track," added Meadows. "You really have to plan your breathing around the corners here. I'm quite

relieved to have won."

Meadows was pursued closely by Euan Hankey (Jelley's Parker team-mate) and James Sutton for the duration, but he never faltered under pressure.

Local driver Derek Pierce did well to hold off a closing George Richardson for the Pro-Am 1 win after earlier contact with fellow Scot Rory Butcher, who slipped down the order as a result.

Butcher recovered in the second race to take the class win with ease after Jonas Gelzinis botched the chicane while lapping a backmarker. Indeed, the Pro-Am 1 runners provided

the best of the afternoon's action. The unfortunate Gelzinis did well to maintain second in class from Omani Ahmad Al Harthy and Pierce.

Up at the front, Hankey had made a blistering start and comfortably held off Meadows, who nevertheless holds a nine-point lead.

The Morgan +8 of Andy Smith returned to the Classic Sports and Saloon field for the non-championship event and immediately set a blistering pace. However, Smith blew an engine in qualifying and was forced to start at the tail of the field for the first event.

From here he drove impressively to second, but the star of the day was Barry Riddell, who qualified eighth in the morning's wet session. The Triumph TR8 driver made a poor start but drove on the edge to hit the front by lap six of 15. Shonny Paterson started the race on pole and his TR8 led the early laps, but he was later penalised for a jumped start and demoted from third to fourth.

Smith's excellent start in race two looked set to seal the win, but Riddell's V8-powered straight-line speed advantage helped him

retake the lead. The two swapped places until the TR8 oversteered out of the hairpin and the big Morgan steamed past for good up the main straight.

The biggest-ever grid of Minis set up one of the finest races in the category's history as 26 cars battled it out. Former champion Vic Covey leapt to an early lead, but with five cars slipstreaming it wasn't long before he was demoted. Returnee Jamie Cleland briefly starred and, indeed, pulled out a small advantage. But he came a cropper after a bold move by David Sleight at the hairpin. Having seen his nearest title rival take the lead, Covey had to attack and he pulled a bold move at the hairpin for second.

Irishman Chris Smiley used the top-seven reversed grid to his advantage and squeezed past Hamish Brandon for the lead on lap two. The championship leaders found themselves down the order as they avoided the clashes of others. Tim Sleight was penalised for a jumped start, which promoted his brother David and Covey into fourth and sixth respectively.

● Jonathan Crawford

RESULTS

Porsche Carrera Cup GB (34 laps)

1 Michael Meadows; 2 Euan Hankey +0.533s; 3 James Sutton; 4 Ben Hetherington; 5 Sam Tordoff; 6 Stephen Jelley. **Class winners** Derek Pierce; George Brewster.

Fastest lap Sutton 50.895s

(89.92mph). **Race 2 (34 laps)**

1 Hankey; 2 Meadows +4.553s; 3 Ben Barker; 4 Sutton; 5 Jelley; 6 Hetherington. **CW** Rory Butcher; Brewster. **FL** Meadows 50.939s (89.84mph). **Points** **1 Meadows, 217;** 2 Jelley, 208; 3 Sutton, 205; 4 Hankey, 173; 5 Richard Plant, 128; 6 Jonas Gelzinis, 112.

Scottish Classic Sports & Saloons (15 laps)

1 Barry Riddell (Triumph TR8); 2 Andy Smith (Morgan +8) +7.461s; 3 Robert Marshall (Ford Escort RS); 4 Shonny Paterson (Triumph TR8); 5 Adam Bernard (Porsche 911); 6 Mario Ferrari (Ferrari 308 GTB). **CW** Marshall; Bernard; Nic Boyes (Mini Cooper). **FL** Smith 58.800s (77.83mph).

Race 2 (13 laps) **1 Smith;** 2 Riddell +1.351s; 3 Paterson; 4 Willy Toye (Triumph TR8); 5 Marshall; 6 Bernard. **CW** Marshall; Bernard; Boyes. **FL** Smith 58.374s (78.40mph).

Scottish Mini Cooper Cup (17 laps)

1 David Sleight; 2 Vic Covey +0.209s; 3 Tim Sleight; 4 Chris Smiley; 5 Jamie Cleland; 6 Hamish Brandon. **FL** D Sleight 1m03.684s (71.86mph). **Race 2 (15 laps)** **1 Smiley;** 2 Steven Brewster +0.475s; 3 Cleland; 4 D Sleight; 5 Kyle Reid; 6 Covey. **FL** Covey 1m03.796s (71.74mph).



Riddell's TR8 scored a first and a second

GINETTA GT SUPERCUP AT A GLANCE

- Race 1 Nathan Freke
- Race 2 Nathan Freke
- Race 3 Tom Sharp
- Pole Nathan Freke

"The car is perfect, but as I run the team I'd better say that I suppose!"

Century boss Nathan Freke is pleased with his (and his team's) two Ginetta Supercup wins

REPORTS TOCA KNOCKHILL

GINETTA GT SUPERCUP & GINETTA JUNIOR KNOCKHILL, SEPTEMBER 3-4

Freke impresses as Sharp takes back lead

NATHAN FREKE CONTINUED

his run of fine Ginetta GT Supercup form by winning two of the three races at Knockhill. While the Century Motorsport boss continued to try to make up for an unfortunate start to 2011, early pacesetter Tom Sharp left Knockhill having taken the points lead back from Carl Breeze.

Freke started his all-out attack to catch up in a challenging wet qualifying session. "It was the first time this year I've driven the G55 in the wet," he admitted. "I had a pretty good start but I had to be cautious with the tyres because of the change with the track from qualifying. It wasn't that easy!"

While Freke went on to win, the highlight of the first race was the G50 Cup battle. As they approached the last corner of the race Jake Hill made a desperate lunge on Tom Ingram. This gave him second in the class behind Aaron Williamson.

The G50s made an even greater impression in the second race as (18th) birthday boy Jody Fannin raced from fourth of the G50s on the grid to be first in class and fifth overall.

The race provided yet more confirmation that

Freke has no intention of giving up his aspirations for the championship; he was the class of the field and led comfortably. "The car is perfect," he explained, "but as I run the team I'd better say that I suppose!" Sharp continued to claw back points with another second place, as Breeze tried to fend off Adam Morgan, who managed to snatch third.

Sharp returned to the winner's circle for the first time since the second meeting of the year in the final race. Meanwhile, Breeze's day went from bad to worse as he was turned around at the hairpin on the first lap and later spun on his own.

The early-race star was Fannin, who benefited from the reversed-top-five grid. He led the early laps but soon looked to be struggling for grip. A mid-race safety car was his undoing as he went in too deep to the hairpin and ran wide while preparing for the restart.

Thereafter Sharp looked comfortable in the lead, although Freke did close towards the end. Guest driver Marino Franchitti provided the best late-race entertainment as he closed on third man Morgan. Franchitti made an



Freke won twice, while Sharp took points lead

impressive dive at the hairpin on the last lap to steal a podium spot.

For the second Ginetta Juniors meeting in succession, George Gamble was left to fight back from mistakes and left rival (and dominant title leader) Seb Morris to take another win.

Gamble had started race one on pole but carried too much speed through the chicane on lap one, kept his foot in and ran the length of the back straight on the grass. This dropped him to third, and the chicane got the better of him again when an attempt to go side by side with Jake Giddings left him the worse off.

He fought back valiantly from seventh to be second, helped by a mid-race safety car caused by Giddings going off at Clark's. Morris avoided all to win.

There was further redemption for Gamble in the second encounter, which he dominated. Tom Howard briefly threatened for the lead but was given a drive-through penalty for a false start. That left Gamble unchallenged.

Howard's weekend went from bad to worse as his bonnet fastening worked loose as he launched over the chicane kerbs, causing him to crash. Morris found himself in among some wild

racing in the bottom half of the top 10, but a last-lap accident ahead helped him make it to sixth to limit the impact of Gamble's win in the standings, with Morris now 100 points ahead.

● Jonathan Crawford

RESULTS

Ginetta GT Supercup (19 laps)

1 Nathan Freke; 2 Tom Sharp +0.528s; 3 Carl Breeze; 4 Adam Morgan; 5 Marino Franchitti; 6 Colin White. **G50 winner** Aaron Williamson. **Fastest lap** Sharp 53.162s (86.09mph). **Race 2 (24 laps)** **1 Freke;** 2 Sharp +2.162s; 3 Morgan; 4 Breeze; 5 Jody Fannin; 6 Williamson. **G50** Fannin. **FL** Freke 53.192s (86.04mph). **Race 3 (26 laps)** **1 Sharp;** 2 Freke +0.720s; 3 Franchitti; 4 Morgan; 5 Lee Pattison; 6 Tom Ingram. **G50** Ingram. **FL** Sharp 53.516s (85.52mph). **Points** **1 Sharp, 515;** 2 Breeze, 497; 3 Morgan, 492; 4 Freke, 462; 5 White, 318; 6 George Murrells, 315.

Ginetta Juniors (17 laps)

1 Seb Morris; 2 George Gamble +1.158s; 3 Struan Moore; 4 Sennan Fielding; 5 Charlie Robertson; 6 Niall Murray. **FL** Moore 1m02.091s (73.71mph). **Race 2 (14 laps)** **1 Gamble;** 2 Moore +2.684s; 3 Robertson; 4 Murray; 5 Declan Jones; 6 Morris. **FL** Moore 1m02.279s (73.48mph). **Points** **1 Morris, 437;** 2 Gamble, 337; 3 Robertson, 311; 4 William Foster, 257; 5 Max Coates, 225; 6 Tom Howard, 217.

Gamble (left) and Morris were top of the Junior pile



BRANDS HATCH

 GREAT BRITAIN
September 3-4
DTM
Round 7/10



AT A GLANCE

- Winner Martin Tomczyk
- Pole position Mike Rockenfeller
- Fastest lap Tomczyk



Schumacher's settings not wet enough

Tomczyk wins as Mortara stars

It's the drivers of older-spec Audis who gain the acclaim as rain hits Brands Hatch



LIFE IN THE DTM IS TOUGH for a driver. With the hopes – or rather expectations – of two of the world's most prestigious motor manufacturers resting on the shoulders of just 18 souls, the competition is closer than at any point in championship history. There is no margin for error. It hardly seems like the right environment for a young rookie to thrive in.

Yet once in a while a talented novice arrives from the world of single-seaters with bags of speed and a winning attitude to match, and immediately sets about ruffling the feathers of the seasoned veterans.

Four years ago that man was the previous season's Formula 3 Euro Series

champion, Paul di Resta. Armed with an old-spec Mercedes, he impressed everyone with his pace, consistency and aptitude to learn quickly, and laid the foundations that would eventually lead to him winning the 2010 title and taking his talents to the world of Formula 1.

This year the man is once again the reigning F3 Euro Series champion: Edoardo Mortara. And at Brands Hatch last weekend he delivered, at the seventh attempt, his maiden podium finish in the series.

The fact that he chose a race of immense challenge, one that involved 88 laps of the relentless Indy circuit in horribly wet conditions, to do it was a further

indication that the Italian Audi driver has the talent to become a DTM frontrunner for many years to come.

If anything, it's a surprise that it has taken two thirds of a season to see the Team Rosberg driver make it onto the rostrum. His series debut at Hockenheim was

supremely impressive, and was almost certain to end in a top-six finish but for a botched call from the pits that left him out on track when the safety car came out mid-race. His 14th place was unrepresentative of his performance.

Then, after a consistent

Zandvoort weekend that delivered sixth in the race from seventh on the grid, came Spielberg and the closest he'd been. Well, kind of... The fastest driver in wet conditions all weekend, Mortara set the pace in the third segment of qualifying to guarantee that



Mortara put in a top-shelf drive

RACE RATING

★★★★☆

Rain erased the usual Brands borefest, but still relatively little passing

MILESTONE

Audi man Mike Rockenfeller scores his first DTM pole



REPORT DTM BRANDS HATCH

JAMIE O'LEARY
reports



Tomczyk leads Rockenfeller and Ekstrom early in race

It's a dream race as Phoenix man rises



As 'Rocky' leads, Ekstrom sweeps around Paffett

MARTIN TOMCZYK COULD NOT HAVE WISHED for better at Brands Hatch. Not only did he take his third win of the year, but the German also reclaimed the series lead by a point from Bruno Spengler.

After dropping as low as fifth, the Phoenix Racing Audi driver took advantage of contact between Edoardo Mortara and Gary Paffett to leapfrog both exiting Graham Hill Bend on the second lap. He then passed Abt Audi drivers Mattias Ekstrom and Mike Rockenfeller in separate moves at Clearways to move into the lead on lap 10. After that he was unchallenged at the front and won by two seconds in his older-spec car.

The move on Ekstrom looked suspiciously easy, although the Swede batted away suggestions that any team orders were being employed to help the manufacturer's main title protagonist. The manoeuvre on Rockenfeller certainly appeared more genuine, the Abt car twitching as he ran wide exiting Surtees, creating an A4-sized gap into which Tomczyk slotted his at the

following Clearways right-hander.

Although following both pitstops Ekstrom was less than 1.5s behind Tomczyk, the gap quickly stabilised at more than double that as the leader regularly got lucky with traffic.

Rockenfeller had a torrid time, the polesitter going off at Surtees and then being spun down to sixth by Ralf Schumacher's HWA Mercedes at Graham Hill Bend. He finished behind Paffett and the German, and kept Spengler's Merc behind him by just over a second by the finish.

Jamie Green's afternoon was similar. The Merc man bogged down off the line, went off at Paddock and spun at Clark – all within the first 10 laps. But after falling as low as 12th, he fought back and grabbed the final point from Audi's Oliver Jarvis into Paddock on the penultimate lap.

Worst of all befell Timo Scheider. The two-time champion qualified down in 12th, spun at Graham Hill on the first lap after colliding with his Audi team-mate Jarvis, and finished three laps down.

he would be the last driver to take to a drying track during Q4, making his chance of pole position a very good one indeed.

That the light rain became a monsoon just as he exited the pits for his hot lap made a pole challenge impossible, and left him to settle for fourth on the grid. Had that not happened, he may not have made contact with Maro Engel at the first corner and spun to the back of the pack.

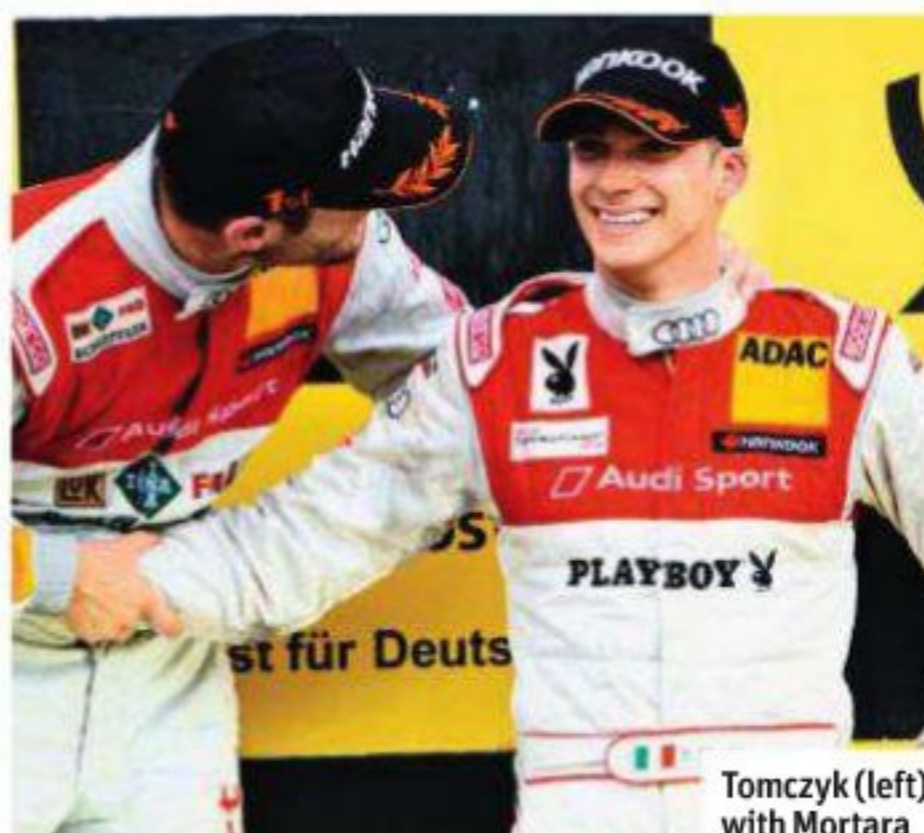
That race Mortara describes as "the one that got away. A podium was achievable there, but we had some bad luck. It happens in racing."

'Luck'. It's not a word that Mortara gives much weight to. If it was, then perhaps

he would have passed what happened in qualifying at Brands as a large helping of the bad kind. He failed to make the cut-off point for Q3 last Saturday, prompting team boss Arno Zensen to say "I expected more of Edo today" in the Rosberg press release after qualifying.

That seemed a harsh and unnecessary statement (had Mortara found just 0.1 seconds on his best Q2 lap, he would have been third quickest and guaranteed his progress to Q3), but not one that bothered a man keen on self-improvement.

"I agree with what they said," Mortara explained. "I made a mistake on the best lap with my tyres and I suffered. You push so hard because when you don't



Tomczyk (left) with Mortara

Schumacher chases Paffett



REPORT DTM BRANDS HATCH



Frey outqualified Coulthard this time out

MILESTONE

First Italian podium finish since Nicola Larini, Singen 1995



Spengler leads Jarvis, Green and Vietoris



Coulthard tries to pass team-mate Engel



Green had an early off at Paddock

◀ get traffic on a short lap, you need to make the most of it. I knew then that there was a chance it would rain on Sunday, and I was hoping for it because I knew it was the only way I could really go forward."

By Sunday lunchtime there was just a hint of grey sky on the horizon, but with 50 minutes to go before the race the rain came. And it didn't stop.

It was at this point that the seeds of Mortara's podium – and Audi's total annihilation of Mercedes – were sewn. The order to convert all Audis to full-wet set-ups on the grid was dispatched, while its big rival left its fleet of C-classes on compromise settings of varying degrees in expectation of the conditions improving before the end of the race.

It still needed 88 laps of expert driving to complete the result, however.

It took less than a lap for Mortara to move from ninth to fourth, and 16 more for the Italian to pass Mike Rockenfeller's new-spec Abt Sportsline A4 for the final podium spot at Paddock Hill Bend. The

only black mark against the driver of the black Audi was an overly forceful move that took him past Gary Paffett's HWA Mercedes at Graham Hill Bend on the second lap, and slowed both enough to be passed by eventual race winner Martin Tomczyk.

"I have to say sorry about that," he said post-race. "After passing four or five cars off the line I decided I was going to take some risks, and I was maybe a bit too rude in the first laps."

His rudeness is not what

anybody – not even Paffett – will remember of Brands Hatch, 2011. Instead, the recollections will be of a brilliant drive and the first podium finish for an Italian in the DTM for 16 years.

Although not committed to Audi's squad for next year, such a performance can hardly have hurt Mortara's chances of being retained. The man himself still refuses to believe that six top-10 starts and four points finishes from seven races are enough to convince Audi Sport head

"After passing four or five cars off the line I was maybe a bit too rude in the first laps"

Mortara confesses

Dr Wolfgang Ullrich to keep him on in 2012.

"For me, it's never enough," he said decisively. "We have done some good weekends, but there are other guys doing that every weekend, so that's my goal now. Every weekend I have

to get myself in the top eight in qualifying and the race. If I do that then hopefully I can show Audi that they made the right decision in choosing me.

"I still have no contract for next year and I feel like I need to do more to show them that they should keep me. That's what I want though. You ask David Coulthard or Ralf Schumacher [fifth at Brands] and they say the level of professionalism in this series is as high as Formula 1. It's true." ❧

RESULTS

DTM, Brands Hatch (GB), September 2-4, round 7 of 10

GRID	
1	R. FELLER 42.090
2	P. FETT 42.228
3	T. MCZ 42.297
4	G. EEN 42.345
5	E. KSTROM 42.039
6	S. CHUMACHER 42.080
7	M. OLINA 42.121
8	S. PGLER 42.068*
9	M. RTARA 42.070
10	E. NGEL 42.090
11	V. IETORIS 42.093
12	S. CHEDER 42.103
13	V. D ZANDE 42.223
14	J. ARVIS 42.263
15	F. REY 42.275
16	C. ULTHARD 42.320
17	S. TODDART 42.554
18	A. QUERQUE 42.510

88 LAPS, 105.424 MILES					
POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Martin Tomczyk (D)	Phoenix Racing	Audi A4 (2008)	1h15m37.956s	3
2	Mattias Ekstrom (S)	Abt Sportsline	Audi A4 (2009)	+2.023s	5
3	Edoardo Mortara (I)	Team Rosberg	Audi A4 (2008)	+11.723s	9
4	Gary Paffett (GB)	HWA	Mercedes C-class (2009)	+14.136s	2
5	Ralf Schumacher (D)	HWA	Mercedes C-class (2009)	+20.395s	6
6	Mike Rockenfeller (D)	Abt Sportsline	Audi A4 (2009)	+36.087s	1
7	Bruno Spengler (CDN)	HWA	Mercedes C-class (2009)	+38.586s	8
8	Jamie Green (GB)	HWA	Mercedes C-class (2009)	+42.698s	4
9	Oliver Jarvis (GB)	Abt Sportsline	Audi A4 (2009)	+46.941s	14
10	Maro Engel (D)	Mucke Motorsport	Mercedes C-class (2008)	+48.473s	10
11	Filipe Albuquerque (P)	Team Rosberg	Audi A4 (2008)	-1 lap	18
12	David Coulthard (GB)	Mucke Motorsport	Mercedes C-class (2008)	-1 lap	16
13	Christian Vietoris (D)	Persson Motorsport	Mercedes C-class (2008)	-1 lap	11
14	Susie Stoddart (GB)	Persson Motorsport	Mercedes C-class (2008)	-1 lap	17
15	Renger van der Zande (NL)	Persson Motorsport	Mercedes C-class (2008)	-1 lap	13
16	Timo Scheider (D)	Abt Sportsline	Audi A4 (2009)	-3 laps	12
R	Rahel Frey (CH)	Phoenix Racing	Audi A4 (2008)	68 laps-spin	15
R	Miguel Molina (E)	Abt Sportsline	Audi A4 (2008)	8 laps-steering	7

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Tomczyk	50
2	Spengler	49
3	Ekstrom	29
4	Scheider	29
5	Green	25
6	Rockenfeller	23
7	Schumacher	21
8	Mortara	15
9	Paffett	15
10	Jarvis	10

*denotes two-place grid penalty for using incorrect tyres in practice

Winner's average: 83.682mph. Fastest lap: Tomczyk, 49.805s, 84.640mph.



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SIMULATION STIMULATION

In these times of austerity, when testing is increasingly limited and money to go testing where it is available is tight, simulators are taking on an ever-increasing importance to the lives of racing drivers and their teams.

Most of you will think of Grand Prix Racewear as the market leader in Racewear products, but GPR is so much more – especially now it has launched a new state-of-the-art simulator at its impressive Silverstone Headquarters, it is the first phase in an exciting program to become the best driver training centre in the UK.

Thanks to a deal with the highly respected Cranfield Motorsport Simulation organisation part of Cranfield University, GPR can now offer what it confidently believes will become the best value commercially available driving simulation outside of Formula 1.

“With all the simulation going on at the moment,

and all the race drivers coming through our doors, it seemed like the perfect time to set up a simulator,” explains GPR’s Matt Kelly.

“Cranfield has just come out of a four-year agreement to develop a simulator for a leading F1 & NASCAR team and they want to be better positioned to take this to market, so we’ve signed a three-year deal to be their development partner here at Silverstone, we have some very exciting projects coming.

“GPR is all about service – we’re not a discount store. We’re slowly going to become a one-stop shop for the race driver: Racewear, driver training and simulation to fit your budget.”

The new GPR simulator can offer drivers a series of single-seater racing cars to try, up to and including F1, on a range of the latest circuits, using the latest rFactor racing simulation software with development input from Cranfield. The simulator

Data system records all driving inputs



GPR sim is as high-tech
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After having experienced simulators before nothing compares to this one. The seat dynamics gives you perfect feeling of what the car is doing and you fall very quickly into a real life experience. A perfect scenario for testing!

TOM KIMBER-SMITH. LE MAN SERIES

Simulators are a great way to gain experience and develop technique when track time is limited or unavailable, and GPR's latest offering is among the best I've tried. Having real-time coaching as I drove helped me progress extremely quickly.

BEN ANDERSON. AUTOSPORT JOURNALIST

The most realistic simulator outside of a formula one, the whole package is fantastic, and a step forward in race car simulation.

OLIVER ROWLAND FORMULA RENAULT

pod itself features full race seat, harness and steering wheel, and is hooked up to a comprehensive Motec data-logging system.

The simulator works by harnessing Cranfield's Sustained Motion Cueing System (SCMS), which exerts pressure on the driver's body through a series of actuators situated around the seat. This pressure is designed to give the driver a sense of the real physical forces they would feel in the seat were they actually driving a car. A fully functioning motion platform, or 'Vehicle Actuator Frame', is also in the pipeline, as GPR and Cranfield seek to further enhance the realism of the experience.

"It's the latest technology, based at the number one circuit in the UK," says Kelly. "With all the developments we're going to bring we want to end up with the best simulator, where serious teams can come with their drivers, engineers & driver coaches and benefit from training sessions with the data, go to the circuit and implement what they've learnt."

"I've been driver coaching since I stopped racing and 90 per cent of the time you'll find will come from improving the driver. This is a great learning tool – and it's only going to get better."



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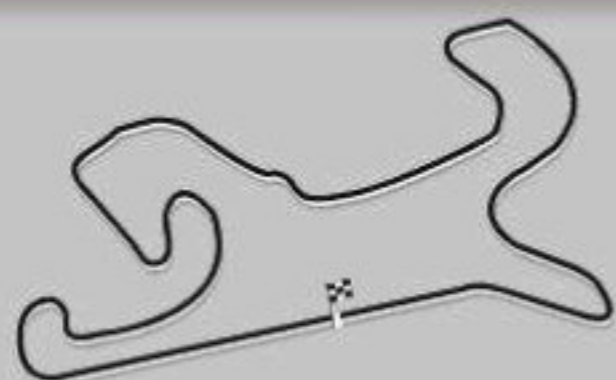
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ORDOS

CHINA

September 3-4
World GT1
Round 8/10**AT A GLANCE**

- Championship race **Maxime Martin/Frederic Makowiecki**
- Qual race **Martin/Makowiecki**
- Fastest qualifier **Martin**

REPORT
WORLD GT1 ORDOS**JACK NICHOLLS**
reportsMartin/Makowiecki
Ford GT was dominant

WORLD GT1 ORDOS (PRC), SEPTEMBER 3-4, RD 8/10

Ford puts GT1 title battlers in the shade

ALTHOUGH THE VDS RACING Ford GT of Fred Makowiecki and Maxime Martin dominated in China, the bigger story of the weekend was the battle at the top of the points table.

After taking the lead of the championship last time out at Paul Ricard, JRM Nissan pair Lucas Luhr and Michael Krumm would be carrying maximum success ballast around the tight-and-twisty Ordos International Circuit. With the GT-R's advantage primarily being power down long straights, the JRM

squad was concerned.

"When we walked the track on Thursday night, we were immediately very worried as it didn't seem like the kind of circuit that would really suit us," said Richard Westbrook, who drove the sister JRM Nissan alongside Peter Dumbreck. But Friday practice would dispel that theory as the David Brabham/Jamie Campbell-Walter Sumo Nissan topped the times.

Come qualifying, a stunning final sector from Martin gave Makowiecki pole position for the

qualifying race, which they dominated. It was bad news for Luhr/Krumm — a slow pitstop caused a drop from seventh to an eventual 11th.

Main title rivals Markus Winkelhock and Marc Basseng were sixth in the All-Inkl.com Lamborghini, but late into the night the scrutineers found the car's rear end to be too wide and disqualified it from the race. All four Lambos had to be adjusted overnight, missing free practice on Sunday due to the heavy workload.

With the championship-challenging Nissan and Lambo starting 11th and 17th respectively, the main focus turned to the race leaders as the Ford of Martin and Nissan of Westbrook took the rolling start.

Stef Dusseldorp immediately moved his Hexis Aston Martin up into third position at the expense of Campbell-Walter's Nissan.

The first of two safety cars was brought out when Nicky Catsburg dropped the left-rear wheel of his Nissan onto the grass on the entry to Turn 7, spinning and beaching it in the gravel.

Just before the pitstop

window, Christoffer Nygaard spun his Belgian Racing Ford GT in front of the pack at Turn 3, causing cars to dive either side. As the Dane drove his damaged car to the pits, he inadvertently held up Westbrook, so that when Dumbreck took over the Nissan it remained in second place, much to Westbrook's frustration.

Despite a second safety-car period, caused when some kerbing came loose at Turn 8, Makowiecki never looked threatened in the lead and completed a perfect weekend for the Franco-Belgian line-up by taking the flag ahead of Dumbreck and Westbrook, with the Aston Martin of Dusseldorp and Clivio Piccione in third.

From the title fighters, Winkelhock drove an excellent opening stint in the Lambo, meaning that when Basseng took over the pair were up to eighth position.

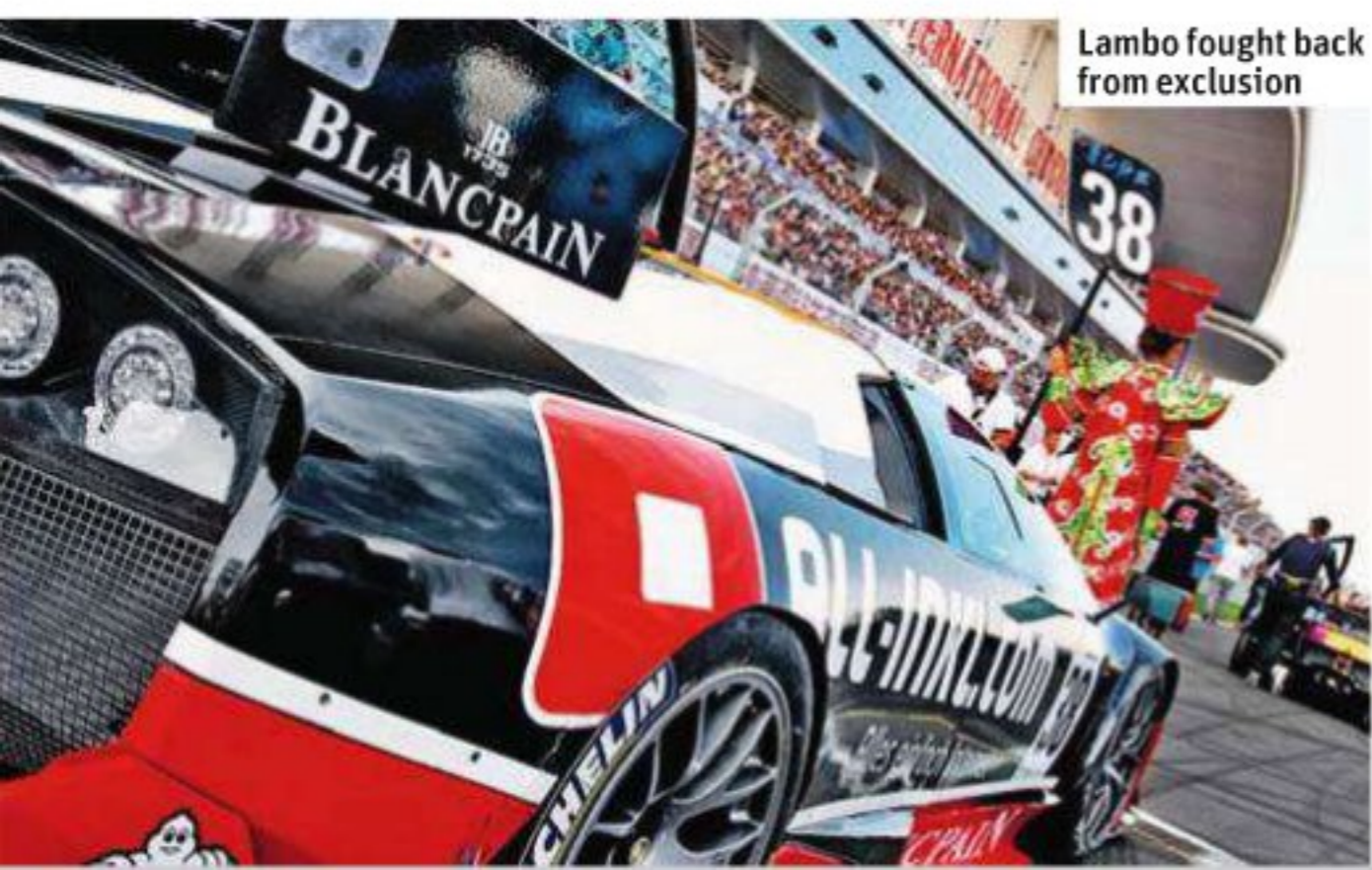
Meanwhile, the German Nissan pairing endured another poor pitstop as Luhr handed over to Krumm, forcing them down to an eventual ninth, one

place behind their championship rivals.

With just a few days to get the cars to the next round in Beijing, the advantage of Krumm and Luhr over Winkelhock and Basseng is down to 12 points.

RESULTS

Qualification race 1 Maxime Martin/Frederic Makowiecki (Ford GT), 36 laps in 1h00m57.534s; 2 Richard Westbrook/Peter Dumbreck (Nissan GT-R), +1.725s; 3 Jamie Campbell-Walter/David Brabham (Nissan); 4 Stef Dusseldorp/Clivio Piccione (Aston Martin DBR9); 5 Nicky Catsburg/Enrique Bernoldi (Nissan); 6 Nicky Pastorelli/Dominik Schwager (Lamborghini Murcielago). **Championship race 1** Martin/Makowiecki, 34 laps in 1h01m29.510s; 2 Westbrook/Dumbreck, +0.786s; 3 Dusseldorp/Piccione; 4 Christian Hohenadel/Andrea Piccini (Aston); 5 Darren Turner/Stefan Mucke (Aston); 6 Pastorelli/Schwager; 7 Campbell-Walter/Brabham; 8 Markus Winkelhock/Marc Basseng (Lamborghini); 9 Lucas Luhr/Michael Krumm (Nissan); 10 Marc Hennerici/Bas Leinders (Ford). **Points 1** Luhr/Krumm, 113; 2 Winkelhock/Basseng, 101; 3 Piccini/Hohenadel, 96; 4 Turner/Mucke, 89; 5 Martin, 86; 6 Piccione/Dusseldorp, 78.



Lambo fought back from exclusion

BALTIMORE

USA

September 2-4
IndyCar Series
Round 15/18



AT A GLANCE

- Winner Will Power
- Pole Power
- Most laps led Power
- Fastest lap Power



Power was Master of Maryland

Maryland cookie crumbles for Power

The Penske star dominated on the streets of Baltimore to close on the points lead



Power (12) beat Rahal (38) into Turn 1 and disappeared

PERCEPTION IS EVERYTHING.

This time last week, Baltimore was primarily known as Washington DC's slightly edgier neighbour, jointly famous for crab cakes and slightly disconcerting crime figures. By last Sunday, it had been popularly reinvented as the 'Long Beach of the east coast' — the one dissident being Will Power, who instead proclaimed it to be like Surfers Paradise, "but just with not as many girls showing their boobs".

Whatever the case, the Maryland city quickly found favour with the IndyCar fraternity for its challenging layout, huge crowd and lively atmosphere, and no-one enjoyed Baltimore's debut more than Power himself. A week after dominating at Sears Point, the Penske racer carried his momentum over to the other side of the US to once again claim pole and

the win, but he was made to work harder for it than he'd had to in California.

Key to the whole afternoon was a lengthy caution period, triggered when Ryan Briscoe tapped Ryan Hunter-Reay into a spin at the Turn 3 hairpin just after a restart. The pair were running fourth and fifth at the time, and the clash created a concertina behind them that ended with most of the field becoming jammed. James Jakes and Giorgio Pantano were eliminated through contact sustained in the bustling, and Briscoe was later issued with a drive-through penalty for causing an avoidable accident; a punishment he felt was unwarranted due to his belief that Hunter-Reay had been blocking him and had then changed lines. Hunter-Reay countered that he'd left enough room.

It took several laps under

yellow to get everyone moving, several more for race control to work out what order everyone was meant to be in, and a few more again when Marco Andretti dropped oil everywhere just as the race was preparing to go green.

The spin-off effects were many. For starters, it spelled the end of Graham Rahal's hopes of winning. The Ganassi youngster had been quick all weekend and done a superb job to get himself onto the front row, but the

yellow fell at an inconvenient time for his strategy and he fell out of contention. A numb left foot, which he believes was caused by a new seat and prevented him from braking properly in the latter stages of the race, did the rest.

But the caution period also created a few opportunities elsewhere. Seven cars chose to pit including those of Oriol Servià and Tony Kanaan, both of whom had started from poor grid positions.

Servià (2) and Kanaan fought back to P2 and P3



When the race returned to green, Power knew that maintaining his lead after he made his second stop would depend upon creating a buffer.

"I had a 10-lap period of fuel to pull a gap big enough to come out in front [of Servià and Kanaan]," he said. "That was a qualifying lap every single lap. It's the hardest I have ever pushed. It was sort of fun in a way."

He succeeded, and when he rejoined, the advantage had swung back in his favour. Servià and Kanaan were second and third but had to conserve fuel, which meant that Power was able to escape up the road, while his title rival Dario Franchitti — who had been running in second prior to his stop, but was leapfrogged in the pits — was stuck behind them.

Power's win reduced his deficit to Franchitti in the standings to just five points,

RACE RATING

★★★★☆

Chess match rather than street fight, but intriguing nonetheless

MILESTONE

Baltimore was the last ever street race for the current Dallara chassis



REPORT INDYCAR BALTIMORE

MARK GLENDENNING
reports



but the Scot probably viewed his fourth place as a solid exercise in damage limitation after a weekend during which he'd never been entirely happy with his car. He survived a late scare by deftly catching a half-spin at the exit of Turn 1 during a scrap with Rahal in the closing laps. It appeared that they made contact, but Franchitti said otherwise.

"I had contact with the inside wall trying to stay away from Graham," he later explained.

Team-mate Scott Dixon had an even more fraught afternoon. Having started from ninth, the Kiwi opted to pit early in the hope of being able to capitalise on a yellow that never came.

Instead, he endured two punctures and still managed to finish fifth, just ahead of Alex Tagliani and Danica Patrick, the latter's fuel mileage so spot on that she ran dry on her way into the pits after the race was over.

For a circuit with so many potential accident blackspots – IndyCar was the only series during the weekend that managed to avoid a pile-up at the first corner – the race passed with remarkably little incident aside from the traffic jam at the hairpin. One of the few to fall foul of the barriers was Takuma Sato, who was set for sixth until he brushed the wall and damaged his steering three laps from home. ❧



Patrick gets a push en route to seventh

Kanaan's back-to-front weekend

Kanaan crashed in the race-day warm-up



TONY KANAAN IS ONE OF the most experienced drivers in the IndyCar field, but even he can't recall a day quite like the one he experienced last Sunday.

The morning began with a potentially serious accident, caused when his brakes failed at Turn 1 during the warm-up and sent him flying over Helio Castroneves, clearing a tyre barrier and coming to rest outside the run-off area.

The KV Racing/Lotus team was forced to switch him to

the back-up car for the race, meaning that he (and Castroneves, whose car was also too badly damaged to be fixed in time) were made to start from the rear of the grid. Kanaan himself got involved with preparing the spare car in an attempt to boost team morale following the crash, although he confessed that it had been so long since he'd worked on one of his cars that all he'd been able to do was fit the belts. But all things considered, third place was

a pretty impressive recovery.

"I wouldn't have bet on myself to have finished third, I can tell you that," he admitted.

Like second-placed Oriol Servia, Kanaan's result was the reward for having gambled on making a stop during the extended yellow-flag period.

"We went off-synch, just to try to make something happen," he shrugged. "What did we have to lose? If it doesn't work you end up 28th? We started 27th..."

RESULTS

IndyCar Series, Baltimore (USA), September 2-4, round 15 of 18

GRID		75 LAPS, 153.00 MILES						CHAMPIONSHIP TABLE		
		POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID	POS	DRIVER	PTS
2 RAHAL 1:20.3238	1 POWER 1:20.2447	1	Will Power (AUS)	Team Penske	Dallara-Honda	2h02m19.4998s	1	1	Franchitti	507
		2	Oriol Servia (E)	Newman/Haas Racing	Dallara-Honda	+10.2096s	14	2	Power	502
4 FRANCHITTI 1:20.7118	3 BRISCOE 1:20.7023	3	Tony Kanaan (BR)	KV Racing Technology-Lotus	Dallara-Honda	+10.8557s	27	3	Dixon	430
		4	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	+11.0831s	4	4	Servia	367
6 HUNTER-REAY 1:21.0095	5 BOURDAIS 1:20.9725	5	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	+11.5032s	9	5	Kanaan	340
		6	Alex Tagliani (CDN)	Sam Schmidt Motorsports	Dallara-Honda	+17.7124s	19	6	Briscoe	328
8 VISO 1:20.9416	7 CONWAY 1:20.9078	7	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	+18.5661s	23	7	Hunter-Reay	305
		8	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	+18.9269s	6	8	Andretti	292
10 SILVESTRO 1:21.7382	9 DIXON 1:21.0617	9	Vitor Meira (BR)	AJ Foyt Enterprises	Dallara-Honda	+22.3096s	12	9	Castroneves	290
		10	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda	+22.6977s	2	10	Rahal	284
12 MEIRA 1:21.9707	11 JAKES 1:21.6046	11	Martin Plowman (GB)	AFS/Sam Schmidt Motorsports	Dallara-Honda	+23.7406s	18			
		12	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	+24.7568s	10			
14 SERVIA 1:21.9856	13 PANTANO 1:21.6857	13	Sebastian Saavedra (CO)	Conquest Racing	Dallara-Honda	+29.6042s	24			
		14	Ryan Briscoe (AUS)	Penske Racing	Dallara-Honda	+30.9855s	3			
16 KIMBALL 1:22.3963	15 H'CLIFFE 1:21.7882	15	EJ Viso (YV)	KV Racing Technology-Lotus	Dallara-Honda	+50.6756s	8			
		16	Ana Beatriz (BR)	Dreyer & Reinbold Racing	Dallara-Honda	+1m00.5667s	20			
18 PLOWMAN 1:22.5638	17 HILDEBRAND 1:22.0232	17	Helio Castroneves (BR)	Penske Racing	Dallara-Honda	-1 lap	28			
		18	Takuma Sato (J)	KV Racing Technology-Lotus	Dallara-Honda	73 laps-accident damage	26			
20 BEATRIZ 1:22.9070	19 TAGLIANI 1:22.1596	19	JR Hildebrand (USA)	Panther Racing	Dallara-Honda	73 laps-accident	17			
		20	Ed Carpenter (USA)	Sarah Fisher Racing	Dallara-Honda	-2 laps	25			
22 SCHECKTER 1:22.9769	21 ANDRETTI 1:22.8926	21	Charlie Kimball (USA)	Chip Ganassi Racing	Dallara-Honda	-2 laps	16			
		22	Tomas Scheckter (ZA)	Dreyer & Reinbold Racing	Dallara-Honda	-4 laps	22			
24 SAAVEDRA 1:23.4736	23 PATRICK 1:23.0159	23	Mike Conway (GB)	Andretti Autosport	Dallara-Honda	-11 laps	7			
		24	James Hinchcliffe (CDN)	Newman/Haas Racing	Dallara-Honda	54 laps-suspension	15			
26 SATO 1:25.3139*	25 CARPENTER 1:24.5361	25	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	40 laps-oil line	21			
		26	Giorgio Pantano (I)	Dreyer & Reinbold	Dallara-Honda	39 laps-accident	13			
28 C'NEVES 1:20.8503*	27 KANAAN 1:21.3764*	27	James Jakes (GB)	Dale Coyne Racing	Dallara-Honda	37 laps-accident	11			
		28	Sebastien Bourdais (F)	Dale Coyne Racing	Dallara-Honda	9 laps-electrical	5			

Winner's average: 75.062mph.
Fastest lap: Power, 1m21.5992s,
90.001mph.

Qualifying: field divided into two
groups for qualifying. The fastest
six from each move into a 12-car
second round. The fastest six from
this move into the pole shootout.

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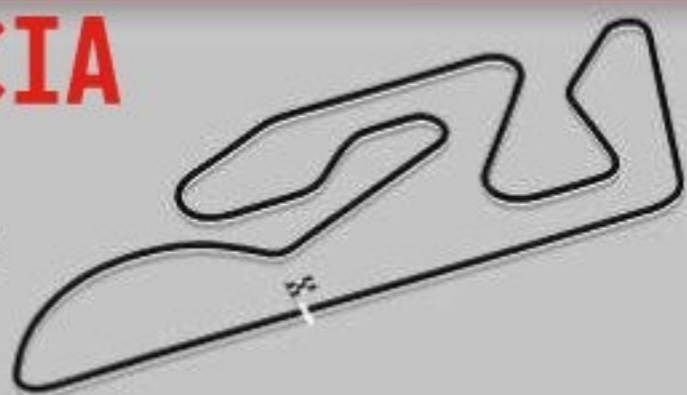
VALENCIA

SPAIN

September 3-4

WTCC

Round 9/12



AT A GLANCE

- Race 1 Yvan Muller
- Race 2 Muller
- Pole position Muller
- Fastest laps Muller x2



Chevrolet trio took a race-two 1-2-3

Unstoppable Muller grabs title lead

Perfect weekend for on-form reigning champ as Huff struggles to keep up with his pace



Muller took second perfect score of '11

YVAN MULLER ARRIVED AT Valencia with a six-point deficit to RML Chevrolet Cruze team-mate Rob Huff and left with a 16-point lead having topped every session except Q1 (where the objective isn't to drive too quickly anyway) and raceday warm-up.

Muller appeared to have a couple of spare tenths in his pocket around the highly-technical Spanish venue, certainly during free practice while Huff chased his tail on set-up. Reigning champion Muller was irresistible in race one, and saw off an early challenge from SEAT's Gabriele Tarquini. In race two, his finely-honed racing brain spotted the opportunity to pass three BMWs in one

corner (one of them was going backwards) for a sumptuous victory double.

"A good weekend," he summarised, doing a fine job to mask his joy with Gallic insouciance after pole position and two race wins. His satisfaction was at odds with Huff's demeanour; the Briton freely admits that recent races have been a painful struggle, offsetting

his otherwise stellar start to the season.

"Yvan has picked his pace up, and now I've got seven weeks [before the three-round Far Eastern leg of the series] to figure out why I'm struggling," said Huff, whose lead over Muller was 38 points after seven races.

"In those first four race weekends, the car was spot-on. In the previous

four, I've just struggled with its balance, and made some mistakes on qualifying laps.

"There's nothing more to read into it; I'm still feeling confident. I came here after a month of thinking about how the car should handle, and again it didn't work out. We had understeer in first practice, then oversteer in the second because we went too far with the changes."

Huff's struggles meant when the car was "spot-on" in qualifying, he under-drove on his first flyer and then over-drove on his second. "I was neck-and-neck with Yvan on the data, but I'd made a big mistake at Turn 1," he said of qualifying, which Muller has mastered during his recent purple patch. Four out of five poles is perhaps the key indicator of this shift in the formbook.

"Yvan tells me he couldn't cope with the new qualifying system to begin with," explained Eric Neve, Chevy's WTCC motorsport manager. "He has had to work his way around that, and now he is a strong pole-setter, not something he's been renowned for in



Barth biffs Oriola in mid-field argy-bargy

RACE RATING

★★★★☆

For a circuit at which overtaking is difficult, there was plenty of action

MILESTONE

Yvan Muller's race-one win – his 19th – eclipsed Andy Priaulx's record. He then made it 20 later on



REPORT WTCC VALENCIA

CHARLES BRADLEY
reports



Tarquini (on grass!) led race one briefly



the past. Yvan has enjoyed a great spell in the season, it's been incredible to watch."

Sunday's second race, won by Muller in audacious fashion as privateer BMWs threw away a 1-2-3 (see panel), also made sure of the manufacturers' title for Chevrolet – not that it was ever really in doubt. But in a genre as unpredictable as touring-car racing, how has Neve managed to keep a rein on three 'number-one' drivers in Muller, Huff and Alain Menu?

"It's impossible to keep everyone happy – so I like to keep everybody equally unhappy!" he quipped. "We've seen contact beyond the boundaries between our drivers this year, and we've

talked with the drivers about what the rules are. They have taken the responsibility. If you gain a position from a team-mate in an unfair way, you give it back. If you don't do that, you will be held responsible.

"They have raced without orders since race one. There is little opposition from the other manufacturers, so this makes it easier for us."

Now that the points lead has changed hands from Huff to Muller, how will that change their approach? Straight after race one, when he was punted from third to 11th but recovered to finish fifth, Huff vowed: "I've got to start taking risks again to get back at him. In the past four races

I've been settling for second, and not taking big risks to gain places. He's taken every risk possible, and got away with it.

"I was very unlucky here and now I'm looking forward to the challenge of getting that lead back. Two new tracks for us next, and then my favourite: Macau."

Muller was equally vehement post-race about his upcoming tactics, and perhaps proved that by a risky lunge on Norbert Michelisz in race two: "I'm absolutely not going to change my strategy. I'm focused on what I've done for the past three or four races, and that's what I'll continue to do."

No risk, no reward. ☼

BMW's trip over themselves in haste

OF THE TWO NON-CHEVY wins in the WTCC this year, only one has gone to BMW – a marque with a further 52 series wins to its name.

Victory 54 should have come in race two at Valencia, only for some daft driving that turned a 1-2-3 into a 6-7-DNF. Even with Oschersleben winner Franz Engstler stalling on pole position, the race order was a privateer BMW-fest: Tom Coronel leading from Javier Villa and Norbert Michelisz. Until the start of lap 10...

Villa gave Coronel a few love taps at Turn 2, sending Tom wide and Javier nipped up his inside. He was almost totally clear into Turn 3, where Coronel walloped him, briefly rearing up over

Villa's right-rear wheelarch and then punted him again into a spin. "He is crazy," said a crestfallen Villa.

As this unfolded, Yvan Muller caught Michelisz napping, passing all three Beemers in one move. Then Rob Huff lunged Michelisz at the final corner, and in his attempts to fight back, Michelisz spun to seventh, handing Chevy its 1-2-3.

Gabriele Tarquini starred in race one, heading Muller for a couple of laps until he cruised past at Turn 2 on lap four. Tarquini went out with an electrical failure, while Huff stormed from 11th to fifth, after being clobbered into a half-spin by Tiago Monteiro pushing Alain Menu into him.

BMW 1-2-3 turned into a 6-7-DNF



RESULTS

World Touring Car Championship, Valencia (E), September 3-4, round 9 of 12

GRID RACE 1		RACE 1 - 14 LAPS, 34.841 MILES					GRID RACE 2		RACE 2 - 13 LAPS, 32.352 MILES					CHAMPIONSHIP TABLE		
POS	DRIVER	NATIONALITY	TEAM	CAR	TIME	GRID	POS	DRIVER	NATIONALITY	TEAM	CAR	TIME	GRID	POS	DRIVER	PTS
1	MULLER	(F)	Chevrolet (RML)	Chevrolet Cruze 1.6T	25m39.052s	1	1	ENGSTLER	(D)	Liqui Moly Team Engstler	BMW E90 320 TC	1:44.577	5	1	Muller	333
2	HUFF	(GB)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+1.103s	6	2	CORONEL	(NL)	ROAL Motorsport	BMW E90 320 TC	1:44.565	7	2	Huff	317
3	TARQUINI	(I)	Liqui Moly Team Engstler	BMW E90 320 TC	+6.345s	5	3	NYKJAER	(DK)	SUNRED Engineering	SEAT Leon 1.6T	1:44.461	9	3	Menu	253
4	MONTEIRO	(P)	SUNRED Engineering	SEAT Leon 1.6T	+9.961s	12	4	VILLA	(E)	Proteam Racing	BMW E90 320 TC	1:44.395	10	4	Coronel	164
5	CORONEL	(NL)	ROAL Motorsport	BMW E90 320 TC	+15.404s	2	5	MULLER	(F)	Chevrolet (RML)	Chevrolet Cruze 1.6T	1:44.155	12	5	Tarquini	155
6	MENU	(CH)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+16.206s	7	6	MONTEIRO	(P)	SUNRED Engineering	SEAT Leon 1.6T	1:44.086	8	6	Monteiro	109
7	MICHELISZ	(H)	Zengo Dension Team	BMW E90 320 TC	+16.665s	4	7	HUFF	(GB)	Chevrolet (RML)	Chevrolet Cruze 1.6T	1:44.060	11	7	Poulsen	79
8	TIAGO MONTEIRO	(P)	SUNRED Engineering	SEAT Leon 1.6T	+16.777s	17	8	MICHELISZ	(H)	Zengo Dension Team	BMW E90 320 TC	1:44.047	2	8	Michelisz	78
9	ROBERT DAHLGREN	(S)	Polestar Racing	Volvo C30 Drive	+17.139s	16	9	MENU	(CH)	Chevrolet (RML)	Chevrolet Cruze 1.6T	1:43.992	16	9	Engstler	69
10	STEFANO D'ASTE	(I)	Wiechers-Sport	BMW E90 320 TC	+18.962s	10	10	TARQUINI	(I)	Liqui Moly Team Engstler	BMW E90 320 TC	1:43.907	1	10	Dahlgren	58
11	MICHEL NYKJAER	(DK)	SUNRED Engineering	SEAT Leon 1.6T	+23.362s	11	11	ORIOLA	(E)	Proteam Racing	BMW E90 320 TC	1:44.614	15	INDEPENDENTS		
12	PEPE ORIOLA	(E)	SUNRED Engineering	SEAT Leon 1.6T	+26.603s	19	12	POULSEN	(DK)	Liqui Moly Team Engstler	BMW E90 320 TC	1:44.734	21	POS	DRIVER	PTS
13	ALEKSEI DUDUKALO	(RUS)	Lukoil-SUNRED	SEAT Leon 1.6T	+28.955s	18	13	O'YOUNG	(PRC)	Bamboo-Engineering	Chevrolet Cruze 1.6T	1:44.741	20	1	Poulsen	99
14	YUKINORI TANIGUCHI	(J)	Bamboo-Engineering	Chevrolet Cruze 1.6T	+44.967s	13	14	BARTH	(CH)	SEAT Swiss Racing by SUNRED	SEAT Leon 1.6T	1:44.849	13	2	Michelisz	95
15	DARRYL O'YOUNG	(PRC)	Bamboo-Engineering	Chevrolet Cruze 1.6T	+1m37.597s	20	15	D'ASTE	(I)	Wiechers-Sport	BMW E90 320 TC	1:44.905	3	3	Engstler	82
16	FABIO FABIANI	(I)	Proteam Racing	BMW E90 320si	10 laps-elec	3	16	DAHLGREN	(S)	Polestar Racing	Volvo C30 Drive	1:45.082	17			
17	GABRIELE TARQUINI	(I)	Lukoil-SUNRED	SEAT Leon 1.6T	10 laps-damage	14	17	TANIGUCHI	(J)	Bamboo-Engineering	Chevrolet Cruze 1.6T	1:45.096	17			
18	DAVID SIGACEV	(RUS)	DeTeam KK Motorsport	BMW E90 320 TC	-4 laps	15	18	DUDUKALO	(RUS)	Lukoil-SUNRED	SEAT Leon 1.6T	1:45.113	19			
19	FREDY BARTH	(CH)	SEAT Swiss Racing by SUNRED	SEAT Leon 1.6T	9 laps-turbo	9	19	FABIANI	(I)	Proteam Racing	BMW E90 320 TC	2:04.283	14			
20	FRANZ ENGSTLER	(D)	Liqui Moly Team Engstler	BMW E90 320 TC	4 laps-damage	21	20	SIGACEV	(RUS)	DeTeam KK Motorsport	BMW E90 320 TC	1:44.768**	4			
21	MEHDI BENNANI	(MA)	Proteam Racing	BMW E90 320 TC			21	BENNANI	(MA)	Proteam Racing	BMW E90 320 TC	12:24.555	18			
													6			

Race 1 Winner's average: 81.50mph. Fastest lap: Muller, 1m45.130s, 85.21mph. **Race 2** Winner's average: 83.57mph. Fastest lap: Muller, 1m44.683s, 85.58mph.

*includes 10s time penalty for causing collision; **grid penalty

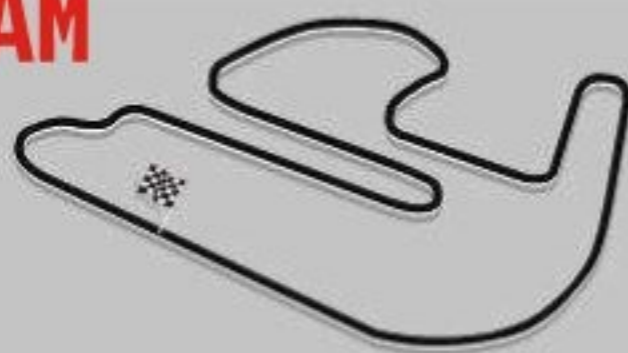
ROCKINGHAM

 GREAT BRITAIN

September 3-4

British F3

Round 8/10



AT A GLANCE

- R1 winner **Pietro Fantin**
- R2 winner **Scott Pye**
- R3 winner **Kevin Magnussen**



Magnussen took win number five in race three



Mutual congratulation for Nasr (left) and Fantin

From one Brazilian to another

Felipe Nasr clinched the championship with two rounds to spare as a potential successor made his mark with a breakthrough win

AS FELIPE NASR PUT THE rest out of their misery by becoming the 12th Brazilian to win a Formula 3 title in Britain, so his countryman Pietro Fantin finally came of age as a racing driver at Rockingham last weekend.

It was fitting that Nasr – the class of the field in his sophomore F3 season – should seal the title at the scene of his maiden win. During that same weekend last July, Fantin had announced his own arrival in the category by qualifying fifth on his car racing debut.

Fantin's transformation from car-racing rookie to British F3 race winner in a little over 13 months is remarkable. All the more so considering he only took up motorsport in 2007. "Until I was 15 years old it was my dream to play football," said the former Sao Paulo junior player. "Then my family moved to Curitiba, where they have WTCC, and I asked my dad for a go-kart

– just to drive around and have fun."

Having some fun quickly turned into something more serious, and Fantin found his way onto the European karting scene. Then came the strange decision to step straight into F3. Fantin made this move to avoid falling behind his peers, but knew it would be a big step, so spent the whole of 2010 testing with Hitech Racing – also making a handful of race appearances in BF3 and Sudam F3 – before stepping up for his first full season this year.

Progress has been excellent so far, though he struggled during the series' July sojourn to Europe – brake problems, engine issues, some contact and inexperience all reared their ugly heads. It would have been easy for Fantin's head to go down and his season to tail off, but the young Brazilian thrived when back in Rockingham's more-

familiar surroundings.

He impressively got the better of Nasr to qualify his Dallara-Volkswagen fastest, before converting the first of his poles into a maiden win when a fast-starting Nasr was given a drive-through penalty for disrespecting the track limits.

Fantin acknowledged the part luck had played in his success, but that should take nothing away from the assured nature of his performance. "It was good to have the break – I could go back to Brazil, rest my brain and come back focused and relaxed," he explained. "The expectations were always the highest here – I'm quick here, the car is good and I am confident."

He looked anything but confident in the wet conditions of the reversed-grid race, trailing home 19th after an unscheduled pitstop to complain about a lack of grip, but the Fantin/Hitech package showed its strength

in the similarly treacherous conditions of race three.

Fantin lost the lead again on the first lap but, having "turned the car upside down" in search of a better set-up before the race, maintained pressure on multiple race winner Kevin Magnussen during a narrow defeat. For his Hitech team, Fantin is showing all the signs of becoming a serious force, having taken the fight to Carlin's six drivers almost single-handedly at Rockingham.

"He's sensible in his approach and doesn't expect

too much too soon," says veteran engineer Gary Davies, who describes working with Fantin as a "breath of fresh air".

"There's no nonsense and he's realistic – if he makes a mistake he is honest with it, which helps us differentiate between car and driver."

For driver coach Warren Hughes, who worked closely with Davies during his time in Formula 3000, Fantin's approach displays maturity well beyond his age and experience. "Most drivers kid themselves, but he's honest with himself, which

Nasr (left) and Fantin go side by side at Turn 1



RACE RATING

★★★★☆

Assured drives from Pye and Fantin at the front, plus great charges by Magnussen and Buller

MILESTONE

Double R has now won a race at Rockingham in every season of the current chassis cycle (2008-2011)

REPORT BRIT F3 ROCKINGHAM

BEN ANDERSON
reports



Pye broke his duck in reversed-grid race

makes Gary's job a lot easier," explains Hughes. "If you establish something he needs to work on he absolutely will do it. He's very good in that respect and you feel like your input is valued and used properly.

"Drivers often go into self-preservation mode and don't realise people are saying things for a reason, but Pietro totally buys into the idea that we're criticising to improve performance – that's why he's improved so much.

"It's hard to say how far

he'll go, but he's certainly got a fantastic attitude. You've got to remember he's up against six guys here, who are all good drivers, from a good team [Carlin], and they're all feeding off each other. Pietro's on his own."

Not that a lack of a team-mate mattered to Fantin at Rockingham. If he can carry this form for the rest of this season and into the next, there's every chance he could become Brazil's 13th F3 champion in Britain in 2012. ☼

Nasr's podiums seal the deal

FELIPE NASR CLINCHED

the title with two rounds to spare at Rockingham, thanks to two podium finishes.

The runaway points leader should have won the first race on Saturday, but earned a drive-through penalty for running wide on the exit of the Tarzan hairpin. This dropped him to sixth.

Fortec's Will Buller and Sino Vision's Adderly Fong were also penalised, leading to criticism of the officials for not clearly defining the track limits.

A solid second behind impressive maiden victor Scott Pye in a wet reversed-grid race edged him closer to the inevitable, before another podium in the finale sealed the deal for the 2009 FBMW Europe champion.



Nasr wrapped up title with two rounds to go

"It's a great feeling," said Nasr, who overcame set-up problems in practice on Friday. "It's been a year of a lot of work with the team, together, improving each other. At every track I've been up there, trying to do my best. I still need to keep pushing and keep winning – that's what counts."

Nasr's Carlin team-mate Kevin Magnussen made a

couple of costly errors in the first two races, but came good in the finale to top the podium for the fifth time this year and take the lead in the battle to be best of the rest.

"It feels a bit strange to win and lose at the same time," he said. "We lost the championship but won a race. Felipe did a really good job. He was consistent and deserved to win the title."

RESULTS

British F3, Rockingham (GB), September 3-4, round 8 of 10

GRID		RACE 1 - 23 LAPS, 44.62 MILES						RACE 2 - 13 LAPS, 25.22 MILES						GRID		RACE 3 - 24 LAPS, 46.56 MILES					
POS	DRIVER	TEAM	CAR	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	TIME	GRID				
1	FANTIN			1:11.895		1	Pietro Fantin (BR)	Hitech Racing	DVW F308	30m37.904s	1	1	Pye	20m19.368s	1	1	Magnussen	40m10.018s	3		
2	NASR			1:12.075		2	Rupert Svendsen-Cook (GB)	Carlin	DVW F308	+1.219s	4	2	Nasr	+10.217s	3	2	Fantin	+0.691s	1		
3	MAGNUSSEN			1:12.123		3	Jack Harvey (GB)	Carlin	DVW F308	+2.412s	6	3	Buller	+14.592s	15	3	Nasr	+4.579s	2		
4	S-COOK			1:12.272		4	Jazeman Jaafar (MAL)	Carlin	DVW F308	+3.240s	5	4	Jaafar	+15.359s	5	4	Buller	+8.721s	9		
5	JAAFAR			1:12.301		5	Carlos Huertas (CO)	Carlin	DVW F308	+13.216s	7	5	Magnussen**	+15.765s	2	5	Jaafar	+9.271s	4		
6	HARVEY			1:12.527		6	Felipe Nasr (BR)	Carlin	DVW F308	+15.995s	2	6	Huertas	+16.229s	4	6	Harvey	+15.077s	5		
7	HUERTAS			1:12.534		7	Kevin Magnussen (DK)	Carlin	DVW F308	+22.660s	3	7	Idafar	+17.976s	9	7	Pye	+17.325s	11		
8	TINCKNELL			1:12.657		8	Scott Pye (AUS)	Double R Racing	DMB F308	+23.390s	10	8	Derani	+18.406s	13	8	Tincknell	+29.851s	8		
9	BULLER			1:12.736		9	Menasheh Idafar (BRN)	T-Sport	DVW F311	+25.025s	11	9	Lloyd	+20.220s	10	9	Hylkema	+31.270s	15		
10	PYE			1:12.849		10	Hywel Lloyd (GB)	Sino Vision Racing	DMB F308	+25.938s	12	10	Svendsen-Cook	+23.827s	7	10	Ilyas	+33.123s	14		
11	IDAFAR			1:12.854		11	Lucas Foresti (BR)	Fortec Motorsport	DMB F311	+26.495s	16	11	Fong	+25.638s	14	11	Huertas	+33.826s	7		
12	LLOYD			1:12.880		12	Bart Hylkema (NL)	T-Sport	DVW F311	+30.815s	17	12	Foresti	+28.719s	11	12	Foresti	+47.776s	16		
13	DERANI			1:12.896		13	Pipo Derani (BR)	Double R Racing	DMB F308	+30.961s	13	13	Tincknell	+30.610s	17	13	(R) Sakurai	+55.400s	19		
14	ILYAS			1:13.030		14	Adderly Fong (PRC)	Sino Vision Racing	DMB F308	+42.438s	15	14	Harvey	+31.643s	6	14	(R) Orlandi	-1 lap	20		
15	FONG			1:13.354		15	William Buller (GB)*	Fortec Motorsport	DMB F311	+1m22.175s	9	15	Ilyas	+43.699s	19	15	R Fong	18 laps-transmission	17		
16	FORESTI			1:13.361		16	(R) Luca Orlandi (I)	West-Tec	DMH F307	-1 lap	20	16	Cunha	+46.835s	18	16	R Cunha	8 laps-off	18		
17	HYLKEMA			1:13.422		R	Harry Tincknell (GB)	Fortec Motorsport	DMB F311	4 laps-throttle	8	17	Hylkema	+59.250s	12	17	R Derani	5 laps-spin	13		
18	CUNHA			1:13.519		R	Yann Cunha (BR)	T-Sport	DVW F311	0 laps-crash	18	18	(R) Sakurai	+1m13.910s	20	18	R Svendsen-Cook	5 laps-off	6		
19	SAKURAI			1:14.944		R	Fahmi Ilyas (MAL)	Fortec Motorsport	DMB F311	0 laps-damage	14	19	Fantin	+1m27.725s	8	19	R Lloyd	0 laps-accident	10		
20	ORLANDI			1:17.031		R	(R) Kotaro Sakurai (J)	Hitech Racing	DMH F307	0 laps-crash	19	20	(R) Orlandi	-1 lap	16	20	R Idafar	0 laps-accident	12		

CHAMPIONSHIP

POS	DRIVER	PTS	5	Jaafar	159
1	Nasr	297	6	Svendsen-Cook	144
2	Magnussen	174	7	Foresti	140
3	Buller	171	8	Fantini	100
4	Huertas	166	9	Harvey	92
			10	Tincknell	68

CHAMPIONSHIP (ROOKIE CUP)

POS	DRIVER	PTS
1	Sakurai	300
2	Hylkema	214
3	Orlandi	45

Key: D=Dallara; VW=Volkswagen/Spies; MB=Mercedes-Benz/HWA; MH=Mugen Honda/Brown; (R)=Rookie Cup. *60-second penalty; **3-second penalty

Race 1 Winner's average: 87.39mph. Fastest lap: Nasr, 1m13.322s, 95.25mph.
Race 2 Winner's average: 74.45mph. Fastest lap: Nasr, 1m32.614s, 75.40mph.
Race 3 Winner's average: 69.54mph. Fastest lap: Fantini, 1m31.262s, 76.52mph.



2012 Sunoco Rolex 24 At Daytona Challenge

Felipe Nasr, 2011 British F3 Champion – congratulations! However it's still all to play for in the Sunoco Daytona Challenge. Nasr still leads but lowered his average point score to 85 at Rockingham. Javier Morcillo has been promoted into 2nd place after Matt Griffin slipped into 5th place.

▶ 1	Felipe Nasr	Carlin/F3	85.00	▼ 6	Marcus Clutton	A.B.G Motorsport/GT4	50.06
▲ 2	Javier Morcillo	Azteca/Britcar	53.07	▲ 7	Calum Lockie	Strata 21/Britcar	46.89
▲ 3	Craig Wilkins	GT3 Racing/Britcar	51.25	▲ 8	Paul White	Strata 21/Britcar	44.89
▲ 4	Aaron Scott	GT3 Racing/Britcar	51.25	▼ 9	Matthew Bell	United Autosports/GT3	43.75
▼ 5	Matt Griffin	MTECH/British GT3	50.63	▲ 10	Glynn Geddie	CRS Racing/GT3	43.75



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ROCKINGHAM

GREAT BRITAIN

September 3-4

British GT

Round 5/7



BRITISH GT AT A GLANCE

- Race 1 Howard/Adam
- Race 2 Tate/Mortimer
- Poles Guasch & Bridgman
- FLs Simonsen & Mortimer



Mortimer/Tate led Ferrari 1-4 in race two

BRITISH GT ROCKINGHAM, SEPTEMBER 3-4

Ageing Aston wins before Geddies take title lead



Beechdean Aston made the right tyre call in race one

THE FIFTH ROUND OF this British GT season at Rockingham delivered maiden wins for two driver pairings and new points leaders in father-and-son duo Jim and Glynn Geddie.

The Aberdonians didn't win, but a defensive drive under intense pressure by Geddie Sr in race two netted the CRS Racing Ferrari 458 pair a runner-up finish, which moved them ahead of United Autosports Audi R8 duo Matt Bell and Michael Guasch in the title race.

That result – part of a 458 1-2-3-4 and a CRS one-two in the second of two one-hour races – made up for a disastrous showing for the former champion squad in a wet race one.

An inspired decision to start on rain tyres, as the majority opted for slicks, helped the Beechdean Aston Martin DBRS9 claim a surprise maiden win for series veteran Andrew Howard and ex-BTCC racer Jonathan Adam.

Howard and the similarly wet-shod Mercedes AMG SLS of David Jones dominated from the front as most of the expected frontrunners were forced

back into the pits as conditions worsened.

Despite malfunctioning window wipers on the ageing DBRS9, which hadn't won a British GT race since 2007, Howard handed Adam an eight-second lead, which the Scot extended to over 40 before the end.

Reigning champion David Ashburn made an early stop to switch the Trackspeed Porsche 911 GT3 R to wets, which helped co-driver Phil Keen overcome the disadvantage of the car starting on the wrong tyres to complete the podium.

Keen was among the fastest drivers on track in the second half of the race and eventually overhauled the Century Motorsport Ginetta G55 of Stefan Hodgetts with six laps to run. There was contact at Deene as the Porsche forced its way through, which spun Hodgetts, but the Ginetta driver still recovered fourth to give the car he shared with ex-GT4 champ Jody Firth its best result yet.

The GT3B Ferrari 430 of John Dhillon and Aaron Scott was another to benefit from running wets from the start, and Scott brought the

car home an impressive fifth overall. He finished just under eight seconds clear of a charging Allan Simonsen, who set a fastest lap over a second quicker than the rest in hauling the dated Ferrari 430 Scuderia he shares with Hector Lester into the top six.

The CRS Ferraris were only 12th (Geddie/Geddie) and 15th (Andrew Tate/Alex Mortimer) in race one but came alive in a dry second race. After jumping poleman Bell on lap one, Mortimer chased Keen in the first stint and the Ferrari took the lead in the pits, thanks to the Porsche being required to wait an extra five seconds on account of its earlier podium.

Ashburn then undid Keen's good work by going off at Gracelands and swiping the barrier, which

required an extra stop to remove flapping bodywork and gave Mortimer's co-driver Tate breathing space at the front.

He led home a CRS one-two by just under four seconds, as the Geddies overcame an early drive-through penalty for disrespecting the track limits to take the lead in the points. The same penalty also hurt the third 458 of Mtech duo Matt Griffin and Duncan Cameron.

Both Cameron and Michael Lyons (Scuderia Vittoria 458) jumped the Audi of Guasch late on, as the American paid for failing to pull off any of his repeated attempts to pass Geddie Sr at Deene. A higher price is the loss of his points lead with just two rounds remaining.

● Ben Anderson

RESULTS – Race 1 (36 laps)

1 Andrew Howard/Jonathan Adam (Aston Martin DBRS9); **2** David Jones/Godfrey Jones (Mercedes AMG SLS) +41.965s; **3** David Ashburn/Phil Keen (Porsche 911 GT3 R); **4** Jody Firth/Stefan Hodgetts (Ginetta G55); **5** John Dhillon/Aaron Scott (Ferrari 430 GT3); **6** Hector Lester/Allan Simonsen (Ferrari 430 Scuderia); **7** Michael Lyons/Charles Bateman (Ferrari 458 Italia); **8** Phil Burton/Adam Wilcox (Ferrari 430 Scuderia); **9** Ian Stinton/Michael Simpson (Ginetta G55); **10** Michael/Matt Bell (Audi R8 LMS). **GT4 winners** Dan Denis/David McDonald (Ginetta G50).

Fastest lap Simonsen 1m36.769s (72.17mph).

Race 2 (43 laps) **1** Alex Mortimer/Andrew Tate (Ferrari 458 Italia); **2** Glynn Geddie/Jim Geddie (Ferrari 458 Italia) +3.866s; **3** Matt Griffin/Duncan Cameron (Ferrari 458 Italia); **4** Bateman/Lyons; **5** Bell/Guasch; **6** Keen/Ashburn; **7** Jones/Jones; **8** Simonsen/Lester; **9** John Bintcliffe/Jay Palmer (Audi R8 LMS); **10** Adam/Howard. **GT4** McDonald/Denis. **FL** Mortimer 1m21.433s (85.76mph).

GT3 points **1** Geddie/Geddie, 106.5; **2** Bell/Guasch, 101.5; **3** Griffin/Cameron, 91.

GT4 points **1** Marcus Clutton/Peter Belshaw, 156; **2** Leyton Clarke/Freddy Nordstrom, 137; **3** Denis/McDonald, 123.5.

Geddies struggled in wet but took points lead



MILESTONE

Andrew Howard and Jonathan Adam give the Aston Martin DBRS9 its first British GT win for four years

R300 AT A GLANCE

- Race 1 winner **Jamie Orton**
- Fastest lap **Mark Shaw**
- Race 2 winner **Orton**
- Fastest lap **Andrew McMillan**

REPORTS ROCKINGHAM



Orton took charge in Caterham R300

F3/GT SUPPORTS ROCKINGHAM, SEPTEMBER 3-4

Orton doubles up as Shaw stutters

JAMIE ORTON

extended his Caterham Superlight R300 points lead with a double win, but was aided by erstwhile leader Mark Shaw being forced to serve a drive-through penalty in the first race.

Orton started the more strongly of the two front-row men, with pole-position winner Shaw shuffled back to fifth by the first braking point. Andrew McMillan chased Orton, and probed for the lead on more than one occasion, but ultimately this stymied his chances as he emerged from

one such attempt with a deranged nose section.

Shaw passed two cars to go second on the seventh lap of 20, then sailed past Orton on the next run through Turn 1. Shortly afterwards, though, he was handed a penalty – for the pleasingly euphemistic ‘failing to respect track limits’ – and he rejoined towards the back of a large pack fighting over second, with Orton well clear.

Shaw climbed back to second (from McMillan) on the final lap, with Orton’s title rival Paul Wilson

forced wide over the grass at Deene hairpin and down to seventh place.

Orton utterly dominated the second race of the weekend after grabbing the lead from McMillan at Yentwood on the opening lap. As other drivers struggled with the very demanding conditions – particularly at Tarzan, where standing water was a feature – he pulled out an advantage of more than half a minute.

McMillan held second until he strayed into the gravel trap at Tarzan,

promoting Paul Brannan (who was in the midst of a battle with James Maclachlan) to second. McMillan got back to fourth, as Wilson’s title hopes were damaged with a finish down in sixth. Shaw succumbed to an off at Chapman Curve on lap two.

The first Ginetta race – run in heavy rain – was a thriller. Mark Davies led initially but, despite finding the largest puddle on the circuit at Tarzan, Clive Richards took the helm on the second lap. Rick Parfitt lost ground at first but then climbed the order, passing both Mike Robinson and Davies on the fourth lap.

Parfitt was soon on the tail of championship protagonist Richards, and they were forced either side of a backmarker at Brook at half-distance. Two laps later Parfitt grabbed the inside line for Chapman and took the lead but, having done the hard work, he spun at Tarzan with two laps to go. Two more indiscretions before the chequered flag pushed him ‘down down deeper and down’ the order, with Richards securing the win from Davies and Robinson.

Conditions had improved slightly for the second race, which was led throughout by Davies. Richards’s chances of a double ended with a spin at Turn 1, while Parfitt was also ruled out after a separate incident. Richard Sykes – sidelined with mechanical problems in race one – took second from points leader Sean Huyton on the sixth lap.

The two VW Racing Cup contests also took place in very different conditions. James Walker (Golf Mk5 GTI) overtook five cars on the first lap of the wet opener and pulled out a big lead, chased at a distance by his father Richard.

Aaron Mason (Golf Mk5 GTI) completed the podium in both races.

In the dry, Rockingham specialist Steve Chaplin’s Beetle beat Joe Fulbrook’s Bora to win, having grabbed the initiative at Deene on the third lap.

● Ian Sowman

RESULTS

Caterham Superlight R300

(20 laps) 1 Jamie Orton; 2 Mark Shaw +3.654s; 3 Andrew McMillan; 4 Paul Brannan; 5 Jamie Ellwood; 6 Flick Haigh. **FL** Shaw 1m29.035s (78.44mph). **Race 2 (16 laps)**

1 Orton; 2 Brannan +32.832s; 3 James Maclachlan; 4 McMillan; 5 Robert Smith; 6 Paul Wilson.

FL McMillan 1m52.831s (62.14mph).

Ginetta Challenge (12 laps)

1 Clive Richards (G40); 2 Mark Davies (G40) +2.671s; 3 Mike Robinson (G40); 4 Graham Johnson (G40); 5 Ryan Ratcliffe (G40); 6 Sean Huyton (G40). **CW** Dominic Pettit (G20). **FL** Davies 1m45.763s (66.03mph). **Race 2 (12 laps)**

1 Davies; 2 Richard Sykes (G40) +10.957s; 3 Huyton; 4 Ratcliffe; 5 Lee Mowle (G40); 6 Robinson. **CW** Pettit. **FL** Davies 1m42.892s (67.87mph).

VW Racing Cup (12 laps) 1 James

Walker (Golf); 2 Richard Walker (Golf) +6.544s; 3 Aaron Mason (Golf); 4 Steve Chaplin (Beetle); 5 Joe Fulbrook (Bora); 6 Nick Beaumont (Golf). **FL** J Walker 1m43.380s (67.55mph).

RACE 2 (13 laps) 1 Chaplin;

2 Fulbrook +2.342s; 3 Mason; 4 Beaumont; 5 J Walker; 6 R Walker. **FL** Chaplin 1m31.558s (76.27mph).

James Walker led dad Richard home in VWs



NASCAR NATIONWIDE ATLANTA (USA), SEPTEMBER 3, RD 26/34

Edwards bounces back from penalty

CARL EDWARDS CAME back from a pitlane penalty to win the NASCAR Nationwide Series race in Atlanta on Saturday night, the second-tier series taking centre stage after the Sprint Cup race was postponed until Tuesday due to bad weather.

The Roush Ford ace raced side-by-side with fellow Cup series contender Kevin Harvick at the final restart before pulling away to record his sixth victory in

2011 by 0.6s at the flag, Harvick dropping to fourth.

Edwards had been penalised earlier in the race for a pitlane infringement when an air hose became tangled in his left-rear quarter panel – the fourth time in the past seven races that Edwards has suffered such a penalty.

“I can’t believe we got the pole and won the race and led the most laps – it was a hell of a weekend,” said Edwards. “There was some

hard racing out there with Kyle [Busch] and Kevin. It was a lot of fun and this track is as good as it gets for doing that.”

Busch came through to finish second in his Joe Gibbs-run Toyota, passing Ricky Stenhouse Jr’s Roush Ford with nine laps to go but failing to chase down Edwards before the finish.

Busch said: “I had a good car but just not good enough. Those Fords have more under the hood.”

The most controversial incident occurred when title contender Reed Sorenson was taken out by his own team-mate, Justin Allgaier. Sorenson was livid: “It’s kind of uncalled for to wreck your team-mate when he’s running for the championship. I will find him after the race, and it’ll be between me and him, I promise you. I’m not happy about it.”

Allgaier, meanwhile, said: “I feel horrible; no words can describe how I feel right now. I need to apologise to him.”

Stenhouse’s third-place finish means he extends his

points lead over Elliott Sadler, who could only finish 10th.

● Chuck Bradbury Sr

RESULTS

1 Carl Edwards (Ford Mustang), 195 laps in 2h15m40s; 2 Kyle Busch (Toyota Camry), +0.697s; 3 Ricky Stenhouse Jr (Ford); 4 Kevin Harvick (Chevrolet Impala); 5 Kasey Kahne (Chevy); 6 Justin Allgaier (Chevy); 7 Brad Keselowski (Dodge); 8 Aric Almirola (Chevy); 9 Jason Leffler (Chevy); 10 Elliott Sadler (Chevy). **Points** 1 Stenhouse, 909; 2 Sadler, 896; 3 Reed Sorenson, 869; 4 Almirola, 845; 5 Allgaier, 840; 6 Leffler, 811; 7 Kenny Wallace, 747; 8 Steven Wallace, 737; 9 Brian Scott 724; 10 Michael Annett, 711.



Edwards won despite penalty

HORNADAY USES ALL HIS EXPERIENCE TO WIN AGAIN

Ron Hornaday stole a fuel-saving 49th win in the Truck Series at Atlanta from team-mate Clint Bowyer. Johnny Sauter blew a tyre, so James Buescher leads the points



GERMAN FORMULA 3 EUROSPEEDWAY LAUSITZ (D), SEPTEMBER 3-4, RD 7/9

Sorensen shares it with Stanaway

RICHIE STANAWAY continues to lead the German Formula 3 Cup after taking a win and a second place.

The Kiwi’s results were matched by closest rival Marco Sorensen, the Dane forcing himself from third to first to win the opening

race in his Brandl Racing Dallara-Mercedes. He fended off polesitter Stanaway and Formula Renault UK champion Tom Blomqvist.

Stanaway then took his 10th win of the season on Sunday with a lights-to-flag performance with

his Van Amersfoort Racing Dallara-VW, extending his points lead to 29 over Sorensen.

RESULTS

Race 1 1 Marco Sorensen (Dallara-Mercedes), 16 laps in 26m42.476s; 2 Richie Stanaway (Dallara-Volkswagen), +1.584s; 3 Tom Blomqvist (DV); 4 Klaus Bachler (DM); 5 Jeroen Mul (DV); 6 Tony Halbig (DV). **Race 2 1 Stanaway**, 15 laps in 30m09.504s; 2 Sorensen, +4.110s; 3 Hannes van Asseldonk (DV); 4 Bachler; 5 Markus Pommer (DM); 6 Mul. **Points** 1 Stanaway, 139; 2 Sorensen, 110; 3 Bachler, 63; 4 Blomqvist, 59; 5 Alon Day, 49; 6 van Asseldonk, 39.



Stanaway took a win and a second

BRAZILIAN V8 STOCK CARS SALVADOR (BR), SEPTEMBER 4, RD 8/12

Camilo takes it to the top

THIAGO CAMILO TOOK his second victory in a row with a tactical win at Salvador’s street circuit to lead the championship heading into the four-round NASCAR-style shootout.

After opting for an early refuelling strategy that jumped him from seventh to third once all pitstops were completed, the RC Motorsport driver used his push-to-pass to perfection. He got ahead of reigning champion Max Wilson for second, before taking the lead from Tuka Rocha with nine laps remaining.

Wilson was forced to settle for second after suffering a damaged engine cover, while AMG

Competicoes man Atila Abreu grabbed third with a steady drive from 12th on the grid to finish ahead of Luciano Burti.

The fight for the final shoot-out spot went the way of Allam Khodair, who made a last-lap pass for 14th on Daniel Serra to deny Duda Pamplona and Ricardo Zonta.

● Lito Cavalcanti

RESULTS

1 Thiago Camilo (Chevrolet Vectra), 35 laps in 50m40.093s; 2 Max Wilson (Chevy), +1.770s; 3 Atila Abreu (Chevy); 4 Luciano Burti (Peugeot 408); 5 Tuka Rocha (Chevy); 6 David Muffato (Chevy). **Points** 1 Camilo, 225; 2 Wilson, 220; 3 Abreu, 216; 4 Caca Bueno, 214; 5 Ricardo Mauricio, 212; 6 Paulo Bueno, 210.

INTERNATIONAL RACES & RESULTS

AUTO GP

Valencia (E), Rd 6/7

QUICK RESULTS

- Race 1 **Sergei Afanasiev**
- Race 2 **Rio Haryanto**
- Pole **Afanasiev**
- Points leader **Kevin Ceccon**

RACE RATING

★★★★☆

Race one was quite a thriller, while Carroll and Haryanto drove brilliantly on Sunday

REPORTS

WORLD OF SPORT



Afanasiev took another victory

AUTO GP VALENCIA (E), SEPTEMBER 3-4, RD 6/7

Afanasiev and Haryanto score wins

SERGEI AFANASIEV IS ON A roll. Since being forced to miss Donington's round after failing to get a visa sorted, the Russian carried his impressive Oschersleben form across the month-long summer break to Valencia, where he scored his third win of the season.

From pole position, he had to be alert to keep his advantage as the red lights went out a split-second after they illuminated. The main beneficiary of the confusion was Fabio Onidi,

who jumped from sixth to second, while going backwards was series leader Kevin Ceccon, who blamed Onidi's early braking for allowing Adam Carroll to zap past into third place.

Afanasiev hared off into the lead. He was already 3s clear when Onidi pitted on lap seven, and made his stop at half-distance. But he suffered a slow stop when his right-rear proved sticky.

When he rejoined, DAMS driver Afanasiev was slowed by Francesco Dracone, a

tailender who was on a long first stint. He had to force his way past with a brave lunge at the quick right-hand kink at Turn 12, as he had Onidi right on his tail. "It was a bit risky, but was it fun? Abso-fuc*ing-lutely!" said the Russian.

Although he was only 0.7s behind, Onidi had no answer to the pace of Afanasiev, who won by 4.3s. Ceccon finished third after Carroll's Campos crew lost a wheelnut in his pitstop, dropping him to eighth.

Fellow GP2 star Luca Filippi also suffered a disastrous stop, and he finished 12th.

Carroll made a great start from pole in the reversed-grid race two, but any ambitions he harboured of victory were extinguished by a poorly-handling car and a flying Rio Haryanto. The Indonesian stalked him for a couple of laps before pulling off a superb pass at Turn 2 that belies the DAMS man's inexperience at this level. He stormed away to a 9s victory, as Carroll toiled to hold off Samuele Buttarelli. That he did speaks volumes for his tenacity.

Afanasiev didn't feature in this one, as he took a trip onto the grass on the run to the first corner. "Ceccon moved right, so I moved left, then he moved left and I was on the grass," he complained. "Funny he did that to the guy challenging him for the title, isn't it?"

● Charles Bradley

RESULTS

Race 1 1 Sergei Afanasiev, 22 laps in 32m18.625s; 2 Fabio Onidi, +4.385s; 3 Kevin Ceccon; 4 Fabrizio Crestani; 5 Rio Haryanto; 6 Adrien Tambay. **Race 2 1 Haryanto**, 17 laps in 24m42.401s; 2 Adam Carroll, +9.479s; 3 Samuele Buttarelli; 4 Tambay; 5 Ceccon; 6 Onidi.

Points 1 Ceccon, 116; 2 Afanasiev, 109; 3 Luca Filippi, 101; 4 Tambay, 84; 5 Buttarelli, 79; 6 Onidi, 78.

IN BRIEF

ZOLDER 24 HOURS

After a battle that raged for 20 hours, the WRT Audi R8 LMS of Francois Verbast/Enzo Ide/Bert Longin/Xavier Maassen defeated the KRK Racing Mercedes SLS GT3 of Koen Wauters/Anthony Kumpen/Raf Vanthoor/Dennis Retera when Wauters damaged the Merc, dropping it to third. The ProSpeed Porsche 911-R of Marc Goossens/Maxime Soulet/David Loix/Markus Palmtala inherited second.

US FF2000

Irishman Wayne Boyd and Spencer Pigot won the two races at Baltimore. Pigot survived a green-white-chequered finish on Sunday, a race Boyd retired from with mechanical trouble.

STAR MAZDA

Frenchman Tristan Vautier took his fourth win of the season from pole at Baltimore. Andretti Autosport's Sage Karam finished second after Connor de Phillippi crashed out ahead of him.

GERMAN GT

Former GP2 racer Michael Ammermuller and Sebastian Asch won the first round at EuroSpeedway Lausitz in their Porsche. Ex-DTM racer Thomas Jager and Florian Stoll won race two in a Mercedes SLS.

GERMAN FORMULA MASTERS

Pascal Wehrlein scored one win and two third places to extend his series lead. Dane Kean Kristensen and Mario Farnbacher won the other races.

STH AFRICAN PRODUCTION

Johan Fourie (Audi S4) won two out of the four races at East London, scooping both the second and third encounters. Michael Stephen (Audi) won the first; Hennie Groenewald won the last in a borrowed Subaru.

STH AFRICAN V8s

Brandon and Jimmy Auby (both in Ford Falcons) shared the wins at East London, although Jimmy's race-two win remains provisional pending his appeal against a jumped-start penalty. Franco di Matteo (Jaguar) will inherit the spoils if the appeal fails.

ITALIAN FORMULA 3 ADRIA (I), SEPTEMBER 3-4, RD 5/8

Refreshing Jousse breaks duck in the rain

MAXIME JOUSSE CLOSED

to within a single point of the Italian Formula 3 Championship lead with his first victory in a thrilling wet race at Adria to share the spoils with Raffaele Marciello.

Prema Powerteam's Marciello won the opening race after outdragging fellow Ferrari Academy driver Brandon Maisano at the start, before pulling

away from Maisano.

Rain then made life treacherous in race two, with all drivers starting on slicks, and it was Frenchman Jousse who worked his BVM Dallara up the order before making his attack on Victor Guerin and Kevin Giovesi stick late on in the race.

Sergio Campana's double sixth place means Jousse closes his lead to one point.



Jousse celebrates race-two victory

RESULTS

Race 1 1 Raffaele Marciello (Dallara), 25 laps in 30m20.355s; 2 Brandon Maisano (Dallara), +2.775s; 3 Eddie Cheever (Dallara); 4 Edoardo Liberati (Dallara); 5 Maxime Jousse (Dallara); 6 Sergio Campana (Dallara).

Race 2 1 Jousse, 23 laps in 30m27.465s; 2 Kevin Giovesi (Dallara), +1.973s; 3 Victor Guerin (Dallara); 4 Maisano; 5 Cheever; 6 Campana. **Points** 1 Campana, 86; 2 Jousse, 85; 3 Marciello, 79; 4 Maisano, 77; 5 Liberati, 72; 6 Michael Lewis, 70.



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INTERNATIONAL RACES & RESULTS

ALMS

Baltimore (USA), Rd 7/9

QUICK RESULTS

- **Winners** Al Masaoood/Kane
- **Pole position** Guy Smith
- **Points leaders** Dyson/Smith
- **GT winners** Henzler/Sellers

RACE RATING

★★★★☆

Packed grandstands created more excitement than argy-bargy on track

REPORTS

WORLD OF SPORT

AMERICAN LE MANS SERIES BALTIMORE (USA), SEPTEMBER 3, RD 7/9

Kane wins race off pitlane to grab win

STEVEN KANE LEFT THE PITS

before the sister Dyson Racing Lola-Mazda in the first round of stops, and that was enough to bring the Irishman and Humaid Al Masaoood their first ALMS victory in the inaugural race through the streets of the Baltimore harbour district.

After delays in track preparation that severely reduced practice and qualifying time, the event drew a strong response from the host city and the stands were packed. Guy Smith won pole in the #16 Dyson entry, but finished second with Chris Dyson due to the slower pitstop.

The Lola-Aston Martin of Team CytoSport suffered an electrical fire prior to the first practice and barely made the grid. After brake problems, Romain Dumas and Klaus Graf finished a distant fourth among four LMP1 entries, but with enough laps to earn points.

The GT race was decided by contact – in qualifying, early in the two-hour race, and late on. After avoidable contact, Jaime Melo and Patrick Long were excluded from qualifying and the respective Risi Ferrari and Flying Lizard Porsche teams forced to start at the rear.

At the start, slowing LMPC cars led to a GT traffic jam at Turn 1, where only poleman Dirk Werner's BMW came out without contact.

The Porsche of Wolf Henzler forced the issue on the inside of two Corvettes in the first corner and squeezed through, while Oliver Gavin's Corvette was nosed into the wall. The other Corvette, which also managed to survive the jam, was in second with 40 minutes of the two-hour race remaining when Tom Milner rammed leader Bill Auberlen's BMW. This left the Team Falken Porsche 911 of Henzler and Bryan



Kane and Al Masaoood beat Dyson sister car

Sellers as the victors.

After Tomy Drissi got involved in the botched start, he and Kyle Marcelli were the winners in LMPC. Jeroen Bleekemolen and Tim Pappas won the GTC class for Porsche 911 GT3 Cup cars.

● Jonathan Ingram

RESULTS

1 Humaid Al Masaoood/Steven Kane (Lola-Mazda B09/86), 71 laps in 2h01m03.170s; 2 Chris Dyson/Guy Smith (Lola-Mazda), +6.961s; 3 Kyle Marcelli/Tomy Drissi (ORECA FLM); 4 Eric Lux/Elton Julian (ORECA FLM); 5 Jonathan Bennett/Frankie Montecalvo (ORECA FLM); 6 Wolf Henzler/Bryan Sellers (Porsche 911 GT3-RSR). **GT**

1 Henzler/Sellers; 2 Dirk Muller/Joey Hand (BMW M3); 3 Oliver Gavin/Jan Magnussen (Corvette C6.R); 4 Bryce Miller/Sascha Maassen (Porsche); 5 Bill Auberlen/Dirk Werner (BMW); 6 Jaime Melo/Toni Vilander (Ferrari 458 Italia). **Points** 1 Muller/Hand, 124; 2 Gavin/Magnussen, 99; 3 Auberlen/Werner, 88. **LMP1** 1 Dyson/Smith, 135; 2 Graf, 111.



Daly leads pack in a race of many mistakes

INDY LIGHTS BALTIMORE (USA), SEPTEMBER 4, RD 12/14

Yacaman inherits the plaudits

IT'S TAKEN GUSTAVO

Yacaman 39 starts to score his first Indy Lights victory, but it didn't take long for his win to get noticed.

Fellow Colombian Juan Pablo Montoya tweeted his congratulations after Yacaman took advantage when race leader Esteban Guerrieri spun at Turn 3 with six laps to go. Yacaman

was third at the time, but two laps later leader Anders Krohn missed the first turn and dropped to sixth. That gave Yacaman the lead and, four laps later, he won the Baltimore 100 by 0.45s over Josef Newgarden.

Guerrieri had passed polesitter Conor Daly for the lead, and Daly's race ended when he crashed out.

Guerrieri finished 12th.

● Bruce Martin

RESULTS

1 Gustavo Yacaman, 35 laps in 57m17.381s; 2 Josef Newgarden, +0.450s; 3 Victor Carbone; 4 Bruno Andrade; 5 Stefan Wilson; 6 Anders Krohn. **Points** 1 Newgarden, 489; 2 Esteban Guerrieri, 399; 3 Wilson, 373; 4 Yacaman, 352; 5 Jorge Goncalves, 301; 6 Krohn, 285.

Castrol **EDGE** Rankings

- | | | | |
|---|------------------|----|--------|
| 1 | Sebastian Vettel | <> | 29,184 |
| 2 | Mark Webber | <> | 21,572 |
| 3 | Fernando Alonso | <> | 20,274 |
| 4 | Sebastien Loeb | <> | 20,031 |
| 5 | Lewis Hamilton | <> | 19,047 |

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

The new Baltimore street circuit produced new winners in ALMS and Indy Lights. Steven Kane (317) and Humaid Al Masaoood (439) took their first LMP1 victory to rise 128 and 214 places respectively. Gustavo Yacaman triumphed in Indy Lights, moving up 51 to 463rd.

To see the full list, visit castroldriverrankings.com

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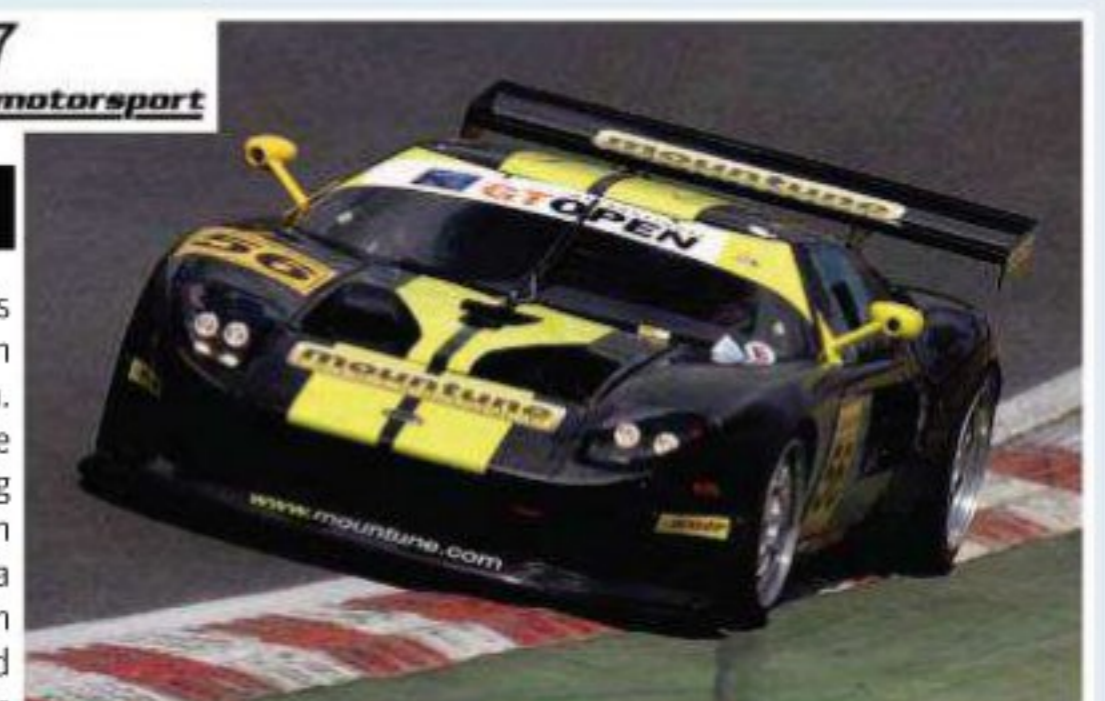
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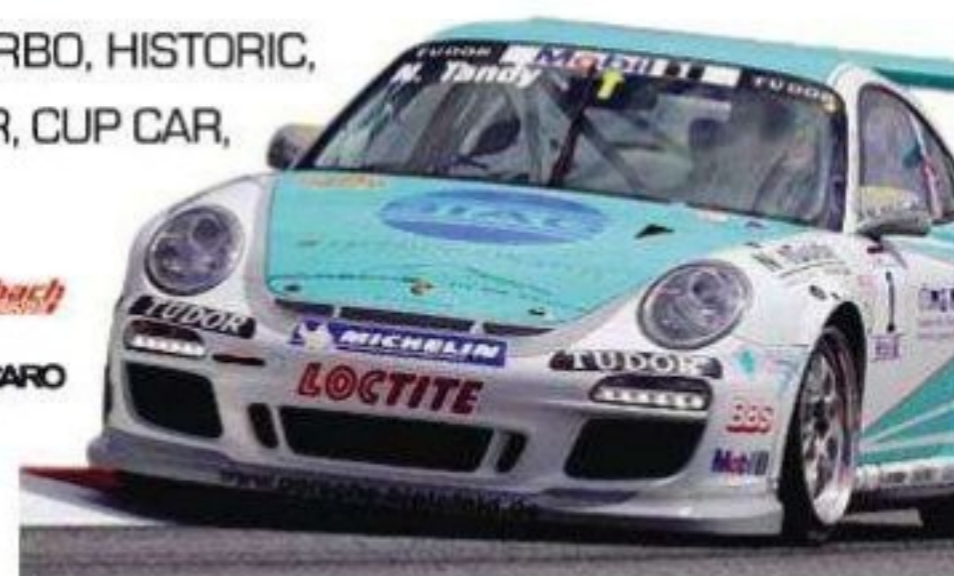


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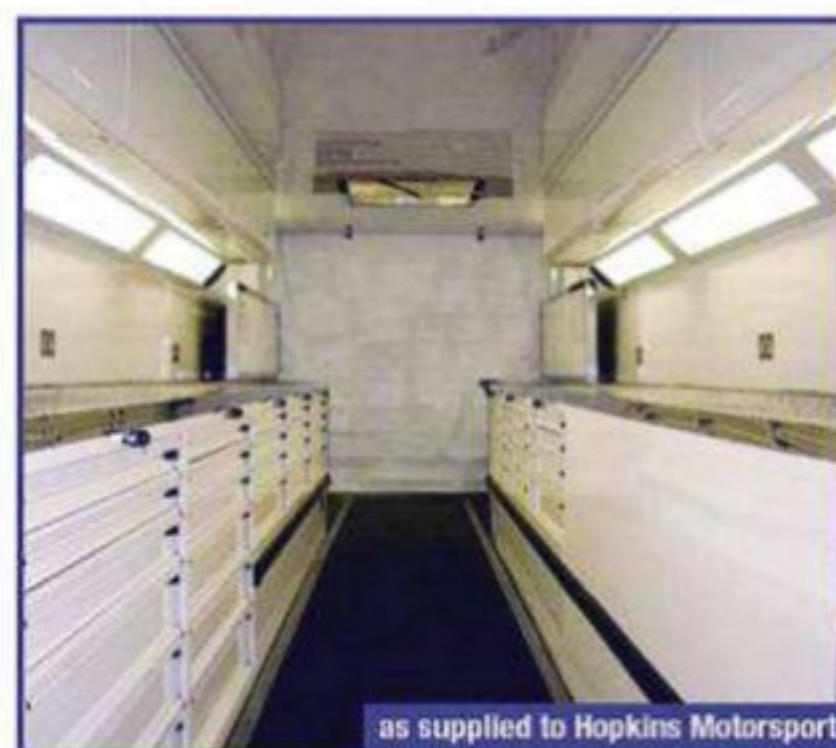


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APPOINTMENTS



Senior Design Engineer

Triple Eight Race Engineering Ltd Pty (Australia) design, build and operate cars in the V8 Supercars Championship (VBSC).

Through our repeated success we now support and supply a significant majority of teams in the championship with hardware ranging from single components to complete rolling chassis. The company prides itself on high quality but affordable design and engineering. Allied to our mainstream VBSC business Triple Eight also periodically engages in bespoke or niche project work.

A vacancy exists for an experienced and flexible individual to contribute and assist in managing the design process based at our Brisbane Banyo facility for our COF (car of the future 2013) program.

The candidate should have a minimum of 10 years working as a mechanical design/development engineer, preferably in automotive, aerospace or precision machine design.

The role will demand proficiency in CAD and experience in database management.

Triple Eight Race Engineering uses DS "Solid Works" for its CAD requirement.

The candidate will be expected to have the following skills and attributes:-

- Sound understanding of material properties, heat treatment and surface treatment.
- Good discipline in drawing convention, tolerancing of design and component specification.
- The ability to co-ordinate the design workflow, ensuring designs are released on time, are accurate and fit for purpose.
- The ability to work closely with our production team / department heads to provide support to resolve design issues through manufacture and ensure these are recorded and updated promptly.
- To contribute to streamlining our part management and quality control process.
- A flexible and conscientious approach is essential.

Salary and Package negotiable relative to experience

Contact: John Russell, Director of Engineering & Production - HR@tripleeight.com.au

Closing date for applications 16 September 2011



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APPOINTMENTS		
Company	Job Title	Application Deadline
Lotus Renault GP	Hydraulics Technician	8 September 2011
Milano GT	Multiple Roles	8 September 2011
Mercedes GP Petronas Formula One Team	Build Operations Team Leader	8 September 2011
Mercedes-Benz HighPerformanceEngines	Multiple Roles	8 September 2011
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Jon Hilton
FIMechE CEng, Managing Partner, Flybrid Systems LLP



Penske Racing seeks qualified applicants to fill the following positions at its Mooresville, North Carolina facility.

Composite Engineer

Responsibilities:

- Design tooling patterns, molds and composite components for Penske's NASCAR and Indycar programs.
- Institute and maintain Standard Operating Procedures documentation for Composite Shop.
- Develop manufacturing specifications and tolerances for composite production components.
- Develop and improve manufacturing processes and tooling improvements for composite parts.
- Investigate new manufacturing methods and materials.
- Technically liaise between Penske Engineering groups and Composite Shop.

Minimum Qualification Requirements:

- 4-year degree in Engineering discipline, cumulative GPA of 3.0 or higher
- 2-years minimum experience in design of carbon composite components, molds and tools.
- Skilled in engineering design software, PTC Pro/Engineer is preferred.
- Experience designing complex surfacing shapes using CAD software.
- Working knowledge of Microsoft Office products (Excel, Word, Outlook, SharePoint, etc.)
- Prefer candidate currently residing in the United States.

Composite Fabricator

Responsibilities:

- Fabricate and repair carbon composite components and structures for Penske's NASCAR and IndyCar programs.

Minimum Qualification Requirements:

- 3 or more years of practical experience.
- Experience in composite structure fabrication and repairs (composite race cars preferred, but other experience will be considered).
- Strong knowledge and experience of composite damage repair (damage removal, core & skin repair, use of wet resins and cloth for repairs, etc.)
- Strong knowledge of composite fabrication fundamentals (prepreg cloth handling, ply orientation, lay-up procedures, vacuum bagging).
- Knowledge of, and experience with composite materials, including carbon fiber, aramid fiber, sandwich panels, resin systems, core materials, adhesives, etc.
- Experience using ovens and autoclaves and understanding of oven curing ramp rates, soak, and cooling concepts.

For consideration, applicants must forward their resume and salary history to hr@penskeracing.com. Please include the position for you which you are applying in the subject line. EOE.



WE ARE CURRENTLY LOOKING TO RECRUIT THE FOLLOWING POSITIONS WITHIN RED BULL TECHNOLOGY:

HR871 - AERODYNAMICS DESIGN ENGINEER

We currently have an exciting opportunity within our Aerodynamics Department for an Aerodynamics Design Engineer. Your primary responsibilities will focus on working alongside Aerodynamicists to generate development parts for our Wind Tunnel models.

The successful applicant will be able to demonstrate extensive experience of modelling, surfacing and detailing using 3D CAD software. You will be highly motivated, a good communicator, and able to work under pressure working flexible hours across all of Red Bull Technology's sites. An Engineering background is key in either the Automotive or Aerospace Industries.

CLOSING DATE FOR APPLICATIONS - 20TH SEPTEMBER 2011

HR842 - AERODYNAMICS PERFORMANCE ENGINEER

An opportunity exists within our Aerodynamics Performance Group for an experienced engineer.

As a member of the Aerodynamics Performance Group you will be involved in several different activities primarily relating to Track data analysis at tests, races, aero tests, and simulator data. You will be responsible for the correlation between CFD, Track and Wind Tunnel data, as well as developing new analysis techniques and methodology which will help enhance our understanding of the race car behaviour.

The successful candidate should have a strong background in at least one of the following areas Aerodynamics, Race Engineering, Vehicle Dynamics, Mathematics or Statistics. You should also be able to demonstrate proven F1 or Motor Sport experience and have excellent communication skills.

CLOSING DATE FOR APPLICATIONS - 22ND SEPTEMBER 2011

HR870 - CFD TOOLS DEVELOPMENT ENGINEER

We are looking to fill an opportunity in our CFD Tools Development Group within our Aerodynamics Department.

The role will involve providing functional CFD knowledge, utilising software and working as part of a team to optimise CFD workflows.

Applications are welcome from software developers, mathematical modelling experts and CFD engineers. Applicants should be educated to graduate level or equivalent, and qualifications should include subjects in a strong scientific, mathematical or engineering subject. Additionally experience within a similar role would be desirable. The ability to prove and demonstrate the development of new ideas and tools from idea through to production is an essential requirement for this role.

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To apply please send or email a covering letter and your CV, quoting the relevant reference number and your current salary details to:

Email: recruitment@redbullracing.com

Address: Human Resources, Red Bull Technology Ltd, Building 1, Bradbourne Drive, Tilbrook, Milton Keynes, MK7 8BJ

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APPOINTMENTS



Senior Mechanical Design Engineer Ref: LRGP-AER76

We have a new opportunity for an experienced Mechanical Design Engineer to join the Aerodynamics group, leading the mechanical design of the wind tunnel, model and associated components.

This will be a significant role, with the successful candidate responsible for improving existing mechanical systems as well as developing new innovative designs to improve tunnel/model simulation. Major projects will require collaboration with R&D and Full Size Car mechanical groups.

The successful candidate will have a proven track record in a similarly fast moving environment, and be happy working under pressure and to tight deadlines. A positive attitude and the ability to work with a minimum of supervision is essential.

The role requires excellent CAD skills, ideally using Catia V5 and F1 experience would be an advantage but is not essential. A minimum qualification of a HND/degree level in a mechanical engineering discipline or equivalent is expected.

Please apply in writing with current CV, salary expectations and quoting job reference number to:

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Closing date **22nd September 2011**



WE ARE CURRENTLY RECRUITING FOR THE FOLLOWING ROLE WITHIN OUR QUALITY DEPARTMENT:

HR861 – CMM INSPECTOR (SHIFTS)

The role will be responsible for the detailed inspection of complex components and assemblies to the highest standards. The position will be working in our Mechanical Inspection areas, predominantly on our night shift pattern.

The CMM Inspector role will work with both internal and external suppliers to develop supplier quality. Therefore the successful candidate will require exceptional communication skills.

You will also be required to have extensive CMM experience, ideally using PCDMIS, and you will be competent with all types of measuring equipment and gauging techniques. A familiarity of working with a Manufacturing business system, competent Microsoft Office skills, and the ability to present clear, concise and accurate data are all additional requirements for this role.

Applicants should be apprentice trained, self-motivated, and have excellent experience in precision engineering and manufacturing. You will have the ability to deal with challenging situations, time constraints and delivery pressures. The ability and willingness to work to tight deadlines and to take a flexible approach to work patterns is a must. Experience of ISO9000 would also be beneficial.

To apply please send or email a covering letter and your CV, quoting the above relevant reference number and your current remuneration details to:

Email: recruitment@redbullracing.com

Address: Human Resources, Red Bull Technology Ltd, Building 1, Bradbourne Drive, Tilbrook, Milton Keynes, MK7 8BJ

Closing Date for Applications – 23rd September 2011

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G55s (leading) and G50s will be part of new enduro

Ginetta to run enduros

Two-hour Snetterton races for G40, G50 and G55 racers in November

» **BRITISH SPORTSCAR** manufacturer Ginetta will run a pair of two-hour, single-marque endurance races at Snetterton in November.

The Ginetta GT Winter Cup, which will run on Snetterton's new 300 circuit, will be open to all current Ginetta models excluding the G20.

G40s, G50s and G55s will all compete in separate classes, with a fourth tier included for modified versions competing outside of Ginetta's single-make series.

The enduros will be open to either one- or two-driver teams and will feature two mandatory pitstops with refuelling.

Ginetta boss Lawrence Tomlinson said: "This will be Ginetta's first endurance series and a great opportunity to amalgamate the Supercup and Challenge grids, creating the first Ginetta GT endurance championship.

"Ginetta teams and drivers who have never done endurance racing will

experience the mandatory pitstops, refuelling and driver changes common in enduros at all levels."

"We want to push the Ginetta GT career ladder further, so endurance racing is an important step and something we may look to do more of in the future."

This year's four-race Ginetta Junior Winter Series will run alongside the GT Winter Cup on November 5-6.

As well as the Snetterton event, two of the final three rounds of the Ginetta GT Supercup at Rockingham and Silverstone will feature mandatory pitstops and require wheel changes for each car.

The GT Supercup-pace-setting G55 also scored its best result in British GT3 form at Rockingham last weekend. Former British GT4 champion Jody Firth and single-make tin-top ace Stefan Hodgetts took fourth after a last-minute call-up.

The pair was drafted in to drive the Century Motorsport entry normally raced by Freddie Hetherington and Julian

Draper, who skipped the event following a Donington Park test last Thursday.

Hodgetts qualified the car, which featured an uprated engine, within four seconds of the pace in the faster second session. He and Firth went on to deliver the G55 a season's best fourth in a wet first race, thanks to making the correct call to start on wet tyres as most opted for slicks.

"The progress is really exciting," said Hodgetts, who managed a fastest lap in race two that was within 1.7s of winner Alex Mortimer's best, despite rear-suspension damage from contact. "We were six seconds off the pace at Oulton Park [in qualifying]; here it's four.

"In the speed traps we're 10mph down at the startline, so the car is fast somewhere – we just haven't got the straight-line speed, but there's a lot of hard work going on at Ginetta to make it faster, which is why I want to be part of it."

Ginetta boss Lawrence Tomlinson added: "We've done what we said we'd do with the car – we've halved the gap and have a load more modifications coming.

"As a small British sportscar firm, it's not easy to come out with a [competitive] GT3 car straight out the box, but it's the most improved car in GT3 this year."

Martin Short's Rollcentre Racing team practised with a G55 at Rockingham, but was forced to withdraw before qualifying because of engine issues.

Hodgetts/Firth gave G55 best run yet at Rockingham



AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL
EDITOR

kevin.turner
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WHAT A NICE CHANGE IT WAS

to have a couple of different BTCC support grids at Knockhill.

As has become traditional, Formula Renault and the Clio Cup didn't make the trip to Scotland, so local categories got the chance to show off at a high profile event.

This year it was the turn of the Scottish Mini Cooper Cup and the Scottish Classic Sports Saloons. The former provided a fresh flavour of hard-fought tin-top action – the combined winning margin of the two races was 0.684s – while the historics gave a welcome multi-marque mix of sights and sounds.

It's not the first time there's been a successful guest series either. British Formula Ford, for example, went down a storm at Donington Park last year. And we've still got the Formula Renault BARC finale at the Silverstone TOCA event to come.

Perhaps it's time to make it a more formal arrangement. Let Renault, Ginetta's GT Supercup and Juniors, and the Porsche Carrera Cup have, say, seven rounds on the support bill, with each of them missing different events. Then fill their spaces with selected strong local or club series.

Not only would it make each meeting a little bit different, it would give the established series a choice: cut costs with a smaller calendar or, like Porsche with its Nurburgring World Cup, take centre stage at a separate event.

Extra contact details

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ben.anderson@haymarket.com

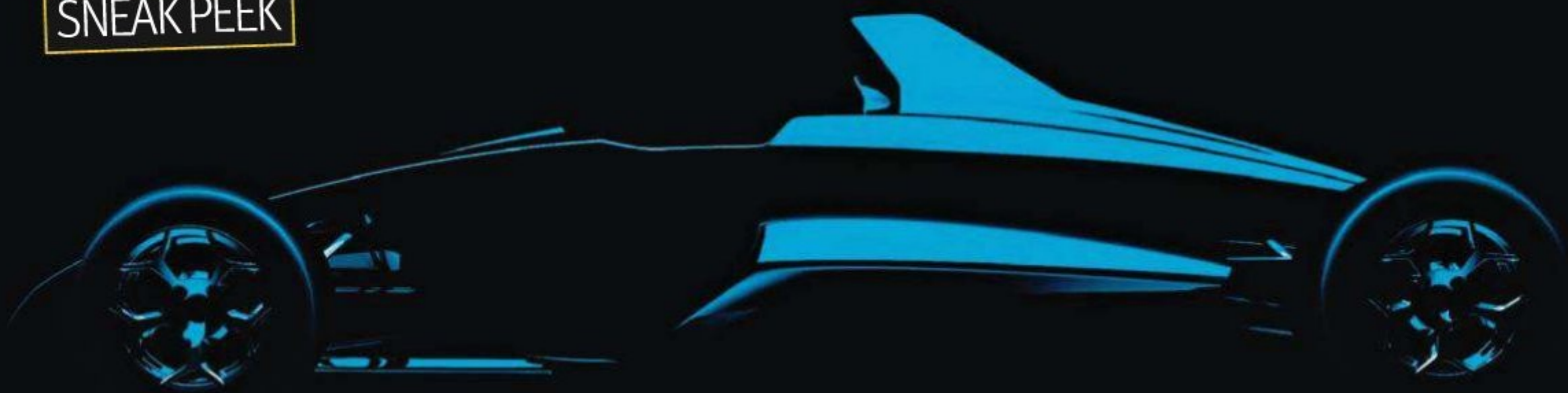
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THRUXTON BARC



British Formula Ford

Latest Formula Ford to break cover

Ford will unveil the first 2012-specification Formula Ford machine at the Frankfurt Motor Show next week. The new cars will be powered

by Ford's 1.6-litre EcoBoost engine and will initially run alongside the current Duratec racers in British Formula Ford next season.

Team USA Scholarship

USA scholars chosen

NEIL ALBERICO, SPENCER PIGOT AND TRENT

Hindman will compete at the Brands Hatch Formula Ford Festival in October after being announced as the winners of the 2011 Team USA Scholarship.

British Formula Ford Championship racer Alberico and Hindman, who has raced in Skip Barber National and the Ontario F1600 Challenge this season, secured their places following a shootout in a dewinged USF2000 Van Diemen-Mazda at Andersen RacePark.

They will race Kent-engined FF1600s at the Festival, and Silverstone's Walter Hayes Trophy in November.

Pigot, who raced in the two Kent events last year after winning the 2010 scholarship, will contest the main Duratec part of the Festival in a Cliff Dempsey Racing Ray. He will also race in the British Formula Ford Championship finale at Silverstone.

Pigot, 17, said: "Being selected for Team USA for a second year is a great honour and I'm really looking forward to going back to England.

"I learned a lot with my time there last year and it has helped me this season in USF2000."

Team USA drivers have a good record in FF1600, with CDR-run Rays. Conor Daly won the 2008 WHT, Josef Newgarden took that year's Kent Festival, and Connor de Phillippi triumphed in the '09 WHT.



Pigot was quick in Kent FF1600 in 2010

Porsche Carrera Cup

Caine hands car to team-mate

PORSCHE CARRERA CUP RACE

winner Michael Caine handed his car to Motorbase team-mate Steve Parish last weekend at Knockhill after a testing



Parish (left) hit Webster's car during testing

crash sidelined the Pro-Am 2 contender.

Parish's car was damaged when he ran wide at Clark's and hit the car of Keith Webster, which had gone into the gravel a few moments earlier.

Caine stepped in to offer his machine. "It's all about being a team," said Caine, who had won two of the previous four Carrera Cup races at the Scottish venue. "He's got more of a chance of doing well in his championship than I have in mine. It was the right thing to do."

Parish finished fourth in class in the first race before retiring from the second encounter.

Caine has had a difficult 2011 and may not complete the season if his BTCC plans come to fruition.

British Formula Ford

Renault squad eyes Ford attack

FORMULA RENAULT BARC

squad SWB Motorsport is hoping to expand into the British Formula Ford Championship next season with Mygale chassis.

The team will continue in FR



BARC squad SWB wants to expand into FFord

BARC, but could also run Duratec-engined Formula Fords or the new EcoBoost turbo machines.

SWB boss and founder Simon Baldry said: "I'm looking at Ford as a way of expanding. We did think about MSV F3 but I'd like to give that time to mature before we enter it.

"Formula Ford is well established and offers a reasonably-priced alternative to Formula Renault. With the right car and team, drivers straight out of karts find this a fantastic feeder for either FR UK or F3."

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British GT

New Nissan GT3 racer likely to appear in British GT this season

NISSAN'S NEW GT3 CONTENDER IS set to make its British GT Championship debut at Donington Park later this month.

The British JR Motorsports team, which is developing Nissan's GT-R in conjunction with the Japanese manufacturer's NISMO competition arm, has revealed that it plans to race the car again this season after a successful debut last month. It finished eighth in the Magny-Cours Blancpain Endurance Series race with World GT1 aces Richard Westbrook and David Brabham driving.

A JRM spokesman said: "We were

very encouraged by the performance of the Nissan NISMO GT-R GT3 at Magny-Cours and plan to continue our development under race conditions this season. When and where we race has yet to be decided, however."

It is understood that JRM is looking at the penultimate British GT series event at Donington Park on September 24. The Nissan's participation in the final three-hour BES round at Silverstone on October 9 is also expected.

JRM is aiming to prove the GT-R in competition this season in order to attract customers for 2012.

GT3 Nissan could be heading to Brit GT



VW Scirocco R-Cup

Herbert tops VW guest stars

THREE-TIME GRAND PRIX WINNER Johnny Herbert fared best of the guest drivers in the VW Scirocco R-Cup at Brands Hatch last Saturday.

Herbert, 47, was fifth overall, while last year's top guest Mark Blundell could only finish 22nd.

Veteran racer Tiff Needell finished 12th. "I'm like a lost lamb," said the 59-year-old TV presenter. "The children I'm racing against know more about it than me. Don't forget I was winning Formula Ford titles in 1975 before most of them were even born!"

Three-time British rally champion Mark Higgins was 19th. He missed out on testing time on Friday after getting caught in traffic on the way from rally testing in Wales.

Anthony and Nicolas Hamilton, father and brother respectively of 2008 world

champion Lewis, were forced to withdraw when it was discovered they did not have the necessary race licences.

Both had been allowed to take part in free practice on Friday, where Hamilton Sr, who has never raced, lapped over five seconds off the pace. Hamilton Jr, who competes in the Renault Clio UK Cup, was next slowest, just over two seconds off the fastest time.

Herbert leads VW Scirocco pack



Ginetta GT Supercup

Franchitti quick on G55 debut

FORMER AMERICAN LE MANS Series champion Marino Franchitti enjoyed a successful guest outing in the Ginetta GT Supercup at Knockhill last weekend.

The 33-year-old Scot, who had not raced at his home circuit for 10 years, recorded a best finish of third in a 15-car field in the last of the three races at the wheel of a G55.

"With the changeable conditions

we were dealing with on Friday and Saturday, it was a bit of a baptism of fire for me," said the younger brother of triple IndyCar champion Dario Franchitti. "But I was delighted with the progress we made and to take a podium in the final race from ninth on the grid was the icing on the cake."

"The fans were fantastic and I hope it's not another 10 years before my next race in Scotland!"

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Riley's 250cc karting efforts impressed Pye

It's ironic, if appropriate, that gearbox karts returned to Thruxton last Saturday within a week of the untimely death of the sport's great guiding light Martin Hines. I was at Britain's fastest track the previous time the MSA 250cc Long Circuit circus visited in 2009, and have seen Castle Combe's rounds in recent years, thus was prepared to be blown away by the pocket rockets' speed once again.

John Riley, the twin-cylinder Superkart lap record holder since August 2005, pitched up with his Anderson-FPE kit and showed everybody the way around with a sub-record 1m14.259s shot in free training. When triple European champion Gavin Bennett cut a fine 1m14.231s in qualifying, Riley unleashed a staggering 1m12.955s lap - an average speed of 116.25mph for the 2.356-mile circuit! Only impressive Formula Renault BARC double winner Dino Zamparelli (1m12.490s, 117.00mph for pole position) topped that all day.

To put Riley's feat in perspective, it eclipsed Ronnie Peterson's 1600cc F2 lap record from 1971, and was within a couple of seconds of Vern Schuppan and current Historic FF1600 and FAtlantic racer Ian Ashley's ultimate F5000 marks in 500bhp Chevy V8-engined Lolas. Driving T332 and T400 in '74 and '75 respectively, they posted 1m11.0s (119.46mph), as did the best two-litre F2s of that golden era.

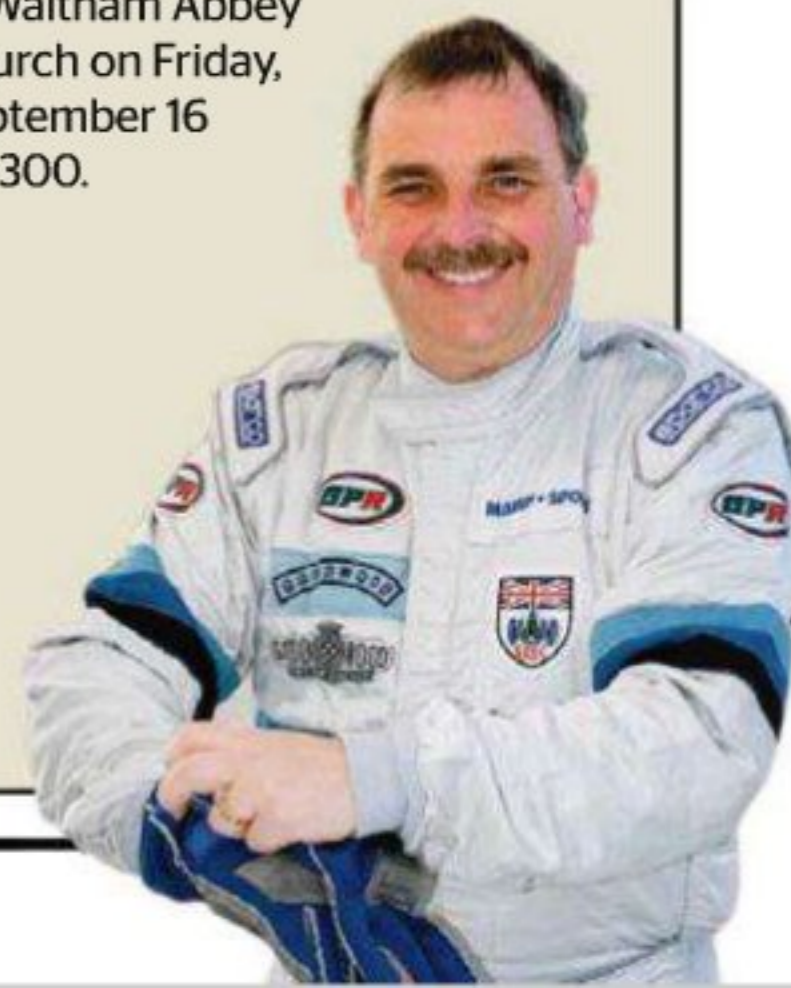
For around £20,000, a top-spec

Superkart is propelled by a special engine punching out 100bhp at the wheels. A third of that outlay will buy a decent used single-cylinder F250 National class outfit. Their venerable Honda motocross bike-derived motors make 'only' 68bhp, sufficient to whizz reigning champion Jason Dredge round Thruxton in 1m17.982s (almost 109mph). From my commentary-box eyrie above the Club chicane that looked plenty quick enough.

My old buddy Rob Willshire - who expedited an AUTOSPORT track test of Tim Parrott's world championship-winning kart at Three Sisters in the '80s and is now a British Superkart Racing Club bigwig - quizzed Riley (who had no intention of racing) on his demon lap. On-board data-logging recorded 143mph at Church, only a couple of clicks more up Woodham Hill and a body-punishing 3g at Allard!

Needless to say, everyone at Thruxton had the utmost respect for the karters, and the close-knit small-wheeled community naturally paid theirs to multiple world and European champ Hines. Following a minute's silence in the assembly area before practice, each kart ran with a small 42 - Martin's number - on its nosecone for their fallen hero. 'Mr Karting's' funeral will be held at Waltham Abbey Church on Friday, September 16 at 1300.

Riley's Superkart unleashed a staggering 1m12.955s lap of Thruxton - an average of 116mph



British Rallycross

Mallory Park loses Rallycross event

THE SEVENTH ROUND

of the British rallycross Championship, due to have taken place at Mallory Park on October 16, has been cancelled.

Last year's first event at the Leicestershire venue was blighted by problems with the track surface breaking up (see AUTOSPORT, August 12, 2010) and its September round was then switched to Blyton.

Competitors and organisers demanded improvements from Mallory before returning, but the work necessary for the track licence to be renewed will not be completed in time.

Mallory Park general

manager John Ward said: "The cancellation of any event is always a blow and to lose our rallycross event this year is a great shame. We are in negotiations with the organisers and the MSA with regard to the works required and hopefully these can be in place for a championship round in 2012."

British championship manager Willie Woods hopes it will be possible to reschedule the event.

"Blyton or Pembrey are possibilities but we need to get approval from the MSA and all the registered drivers before I can confirm a change of venue," he said.



Mallory has more to do to its Rallycross track

Live Raceday

Donington bins TV meet

Unresolved planning issues force Motors TV event to switch venue



THE MOTORS TV LIVE RACEDAY scheduled for Donington Park on October 1 will have to switch venues after planning issues at the Leicestershire circuit forced the meeting's cancellation.

The event appeared to have been saved after Donington had to trim its calendar earlier this year (see AUTOSPORT, July 28), but Donington's negotiations with the local council have not been completed in time.

Donington's Robert Fearnall said: "Donington Park's application to update its future planning use on race meetings is going through the consultation process, but due to summer holidays it has not been possible for the local council members to complete this process in time for the October 1 meeting as intended."

"Donington remains committed to the Motors TV Live Raceday concept and we are working with them

to confirm a date for Donington in 2012."

The original meeting was to have included races for BARC South East Tin Tops, Dunlop MN Saloons, Kumho BMWs, Clubmans, AMOC Intermarque, and separate events for VSCC Pre-War Sports Cars and Racing Cars.

Magnus Laird, the man behind the Motors TV Live Racedays, confirmed that the planned programme could now be spread across the Castle Combe meeting on October 1 and a new Mallory Park event on the following day.

"There's not been a falling out [with Donington], but it's come as something of a bombshell," he said.

"We have to wait for the competitors to see how they feel about the change."

"We need to make sure everyone gets a televised race, because that's what they signed up for."

Modsports

CSCC series for Modsports

THE CLASSIC SPORTS CAR CLUB

is planning to run a series of races for Modsports, Special Saloons, Thundersaloons and Donington GT contenders next season after a successful pilot event last month.

Over 30 cars were attracted to Mallory Park on Bank Holiday Monday and the CSCC is now looking to run three or four double-header events in

2012. Donington Park, Silverstone and Castle Combe are the likely venues.

Competition director Hugo Holder said: "We've got to do it. There are a core of competitors who will come and we know there are more cars out there."

Entries were divided into groups at Mallory by picking them out of a hat, but Holder said that discussions were now taking place to formalise regulations, likely to be based on the period rules for the respective categories.

AUTOSPORT understands David Enderby is considering preparing his VW Karmann Ghia for the series.

Mallory revival proved popular



Karting Legends salute 'Mr Karting' at Donington Park

Karting Legends dedicated last weekend's parade at Donington Park to the memory of former patron Martin Hines, who died from cancer recently.

Henry Surtees Trophy

Surtees launches charity race

EX-FORMULA 1 CHAMPION JOHN Surtees will host a charity karting event at Buckmore Park next month in memory of his late son Henry.

The event will be open to any MSA licence holder or Club 100 Karting member 16 or over, up to a maximum of 140 drivers, for a £500 entry fee.

Prizes for the winners will include a Mercedes GP simulator session and lunch with team boss Ross Brawn, a Ferrari Experience Day at Maranello, a Formula 2 test at Bedford, a Formula Renault UK test with leading team Manor Competition, and two VIP tickets to next year's British Grand Prix.

IN BRIEF



Monaro is nearly ready

TIN-TOP ACE JOSS RONCHETTI'S
Vauxhall Monaro is nearing completion. He hopes to start testing it next month.

THE SECOND TRACKSPEED
Porsche 997 GT3 R failed to appear in the two British GT races at Rockingham last weekend. Tim Bridgman qualified the car he shares with Gregor Fiske on pole for race two, but the car withdrew after suffering engine failure in the warm-up.

FORMER BRANDS FESTIVAL WINNER
Chrissy Palmer and Linton Stuteley each scored a best finish of seventh on their returns to British Formula Ford at Brands Hatch last weekend.

EX-BRITISH F3 AND F3000 RACER
Tim Davies made a return to Cadwell Park last weekend for the first time in over 25 years, competing in the Classic Saloon & Historic Touring Car Championship in his Lotus Cortina. After qualifying on pole he went on to win.

PRE-'93 TOURING CAR TITLE
contender Chris Bright had a qualifying off at Cadwell's Hairpin last Saturday in his BMW 325i. Although he was unhurt in the incident, the damage to the barrier meant qualifying had to be suspended for an hour-and-a-half.

EX-FORMULA FORD AND CAN-AM
racer Frank Bradley made his Grand Prix Masters debut at Donington Park last weekend in the ex-Jean-Pierre Jarier Tyrrell 009 usually raced by Bill Coombs. Bradley finished fifth and sixth.

LOTUS ELISE TROPHY FOUNDER
Paul Golding will be out of action for up to six months after suffering serious leg injuries in a swimming-pool accident. Golding was taking part in a multi-day LoT event when someone fell heavily on his leg, breaking the tibia, fibia and ankle.

JAKE DALTON, THE 16-YEAR-OLD
son of 2CV stalwart Richard, made his single-seater racing debut at Oulton Park last weekend, in the Northern FF1600 Pre-90 race. He qualified his 1989 Jamun 11th and finished ninth.



Dalton made debut

SPEED EuroSeries

Alliot to team with Makowiecki for SPEED

EX-FORMULA 1 DRIVER AND SPEED

EuroSeries team owner Philippe Alliot could race one of his own cars alongside GT ace Frederic Makowiecki at Silverstone this weekend.

Alliot's Springbox Concept squad has brought in multiple FIA GT1 World Championship race winner Makowiecki for the SPEED races in support of the AUTOSPORT 6 Hours. The team boss will take the wheel of the lead Springbox Ligier-Honda JS51 if required by Makowiecki, who is also racing in the Intercontinental Le Mans Cup event with the Luxury Ferrari squad.

"I will drive if Fred wants some help," said Alliot, who has one start in historic racing to his name this year. "I understand that he has a lot of driving to do over the weekend."

"I have invited Fred to do the race because we want to win. Ligier is building a new car for next year and we want a good result in the EuroSeries."



SPEED has attracted a decent entry for Silverstone event

Makowiecki, who is test driver for Ligier - which is yet to win a round in 2011 - said: "The team want a good result, so they have brought me in because I know the car well. I don't think I will have a problem jumping from one car to another because it

is something I am used to."

A total of 19 cars are entered for the two SPEED races this weekend. Dean Stirling, son of late-1980s and early-90s sportscar racer Robbie, leads the series by nine points from fellow Brits Warren Hughes and Jody Firth.

Adrian Hall 1943-2011

ADRIAN HALL, WHO DIED LAST SUNDAY following an operation to relieve an embolism in his bloodstream, was an ardent gentleman racer whose career stretched back to the 1960s.

"Drain," as mates knew him, thought he'd 'made it' when a photo of his Ford Anglia rolling to destruction at Brands Hatch made it onto AUTOSPORT's cover. Hall returned to racing in the late '70s as a pioneer of Sports 2000. He loaned his Lola T492 to ex-F3 champion Ian Taylor who promptly beat Frank Sytner in the '78 finale and landed the works drive with Howden Ganley of Tiga that reignited his career.

Having made his fortune in London property development in the '80s, Adrian raced purely for fun. For years he raced the ex-Mike Anthony Lotus-Bristol 10 and an AC Ace in historic, sharing with fellow S2000 veteran and '89 C2 World Sports-Prototype champion Nick Adams.

Historics

Early cars to Martini Trophy

THE HSCC HAS OPENED UP its new Martini Trophy series for two-litre sportscar races to allow earlier closed-cockpit machines to join the Group 6 cars of the 1970s.

Chevron B16s, which competed in the early days of the category, and older cars like the B8 and Lotus 47, will be invited to enhance the grids, which currently include Chevron, Lola and

Abarth-Osella chassis.

Club chairman Chris Sharples said: "As a result of requests from owners of Chevron B16s (which are not eligible for the club's successful Guards Trophy races) in particular, we are happy to reflect the breadth of fields as they were at International events in 1970. Ferrari 206 and 246 Dinos would be equally welcome."



HSCC wants B16s to boost Trophy

Goodwood Revival

Cheever to race BMW tin-top at Goodwood Revival



Cheever will share Postins' 1800

FORMER GRAND PRIX DRIVER Eddie Cheever will race a BMW at the Goodwood Revival this month.

Cheever, who has appeared at the event before, will race the BMW 1800 of Richard Postins in the St Mary's Trophy for 1960s tin-tops. They will be team-mates to Richard Shaw and Jackie Oliver, who ran Cheever in his Arrows F1 squad in the '80s.

Postins, who confirmed Cheever

was unlikely to drive the car before Goodwood, said: "It's a privilege to drive with Eddie. I remember getting his autograph when he was a Group C Jaguar driver. I think a top-five would be amazing - there'll be some great cars and incredible drivers there."

Ex-WTCC champ Andy Priaulx will also compete, driving a BMW prepared by the German company's Motorsport Tradition division.

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→ British Formula Ford R1 **Scott Malvern**
→ British Formula Ford R2 **Jeroen Slaghekke**
→ British Formula Ford R3 **Scott Malvern**



Sciroccos delivered crowd-pleasing race



DTM SUPPORTS BRANDS HATCH INDY, SEPTEMBER 2-4

Malvern wins again

Malvern won two out of three on Indy circuit

A SELF-INFLICTED jumped-start penalty denied British Formula Ford dominator Scott Malvern a hat-trick as the championship he will inevitably win this season supported the DTM at Brands Hatch.

The first race on Saturday was the best, with Malvern and Jamun Mygale team-mate Jeroen Slaghekke inseparable throughout. The Dutchman tried everything except going over or under the Brit, but all to no avail.

"Today was the hardest one yet," confessed Malvern. Antti Buri worked his way through to head the chasers.

Slaghekke ran out a very easy winner on Sunday morning from Dan de Zille, who kept Buri at bay. Malvern's lightning getaway earned him a drive-through penalty and he could only finish 10th.

Malvern made amends by winning race three from Geoff Uhrhane, whose seemingly ever-continuing bad luck struck again at Brands. This was the only race of the three that the Aussie managed to finish. Slaghekke was third, just inches ahead of Buri, a fired-up Nick McBride and

Luke Williams, who made a pleasing return to action following a hefty accident earlier in the season.

American stock cars came to Brands with the mighty Racecar Euroseries, and there was even a smattering of Good Ol' Boys, a Le Mans winner and a former European hillclimb champ among the line-up.

As if the cars weren't already wild and woolly enough, the sight of one being fettled with a sledgehammer at a pitstop will live long in the memory. Driving standards among the gentleman drivers on Saturday were also quite alarming.

Le Mans ace Eric Helary and Manu Brigand paired up to win the endurance

race, Helary having also won the sprint version for Elite drivers on Saturday.

Brigand was third in the Open race, just behind winner Vincent Gonneau and Romain Fournillier.

A nasty looking coming together forced organisers to stop the VW Scirocco R-Cup encounter, a shortened rerun being needed to beat the curfew hour. With under 1.5 seconds embracing second to fifth places after 24 laps, it was too close to call.

Ola Nilsson took it up at two thirds distance to win a crowd pleaser by 1.5s from Jann-Hendrik Ubben, points leader Mateusz Lisowski, Moritz Oestrich and Johnny Herbert.

Stuart Rowland and Luigi

Mazza shared the spoils in the brace of Lotus Elise races. Both were lucky to survive an alarming clash in race one, Mazza's car going airborne after collecting Rowland, who was having his own moment exiting Graham Hill Bend. Mazza's car finished third on the road despite damage, but he was promoted to second after

officials handed Mike Vase a two-place penalty.

Saturday's Nippon Challenge race was abandoned following a barrier-bashing episode. Andy McLennan 'won' by a whisker on Sunday but, having missed warning flags on several occasions, he was excluded. Mark Jessop thus took the spoils.

● Dud Candler



Racecar Euroseries was entertaining

BRITISH FORMULA FORD (ALL 23 LAPS) RACE 11 Scott Malvern (Mygale SJI1); 2 Jeroen Slaghekke (Mygale SJI1) +0.088s; 3 Antti Buri (Mygale SJI1); 4 Tristan Mingay (Mygale SJO9); 5 Nick McBride (Mygale SJI1); 6 Philippe Layac (Mygale SJI0); 7 Linton Stutley (Mygale SJO7); 8 Dan de Zille (Mygale SJI1); 9 Cavan Corcoran (Ray GR10); 10 Matt Rao (Van Diemen LA08). **Class winner** Corcoran. **Fastest lap** Buri 47.175s (92.00mph). **RACE 21** Slaghekke; 2 de Zille +8.157s; 3 Buri; 4 Luke Williams (Mygale SJI0); 5 Spike Goddard (Mygale SJI1); 6 Matthew Parry (Van Diemen LA11); 7 Chrissy Palmer (Mygale SJI1); 8 Mingay; 9 Layac; 10 Malvern. **CW** Corcoran. **FL** Malvern 47.087s (92.17mph). **RACE 3** 1 Malvern; 2 Geoff Uhrhane (Mygale SJI1) +4.792s; 3 Slaghekke; 4 Buri; 5 McBride;

6 Williams; 7 Parry; 8 de Zille; 9 Mingay; 10 Palmer. **FL** Slaghekke 47.492s (91.03mph). **POINTS** 1 Malvern, 472; 2 Buri & Slaghekke, 376; 4 McBride, 364; 5 de Zille, 285; 6 Uhrhane, 261. **RACECAR EUROSERIES (22 LAPS)** 1 Vincent Gonneau (Chevrolet Camaro); 2 Romain Fournillier (Ford Mustang) +0.458s; 3 Manu Brigand (Dodge Challenger); 4 Michael Ho (Chevrolet Camaro); 5 Jo Merszei (Chevrolet Camaro); 6 Philippe Marie (Dodge Charger); 6 FL Gonneau 50.387s (86.14mph). **RACE 2 (24 LAPS)** 1 Eric Helary (Dodge Challenger); 2 Ander Vilarino (Chevrolet Camaro); 3 Steven Palette (Chevrolet Monte Carlo); 4 Frederic Lajoux (Chevrolet Camaro); 5 Olivier Pernaut (Dodge Charger); 6 Romain Thievin (Ford Mustang). **FL** Vilarino 50.096s

(86.64mph). **RACE 3 (49 LAPS)** 1 Helary/Brigand; 2 Palette/Tanguy Ide +12.284s; 3 Merszei; 4 Vilarino/Eric Quintal; 5 Joaquin Gabarron/Antoine Lioen (Ford Mustang); 6 Eric Havette/Vincent Capillaire (Dodge Charger). **FL** Vilarino 50.534s (85.89mph). **VW SCIROCCO R-CUP (24 LAPS)** 1 Ola Nilsson; 2 Jann-Hendrik Ubben +1.458s; 3 Mateusz Lisowski; 4 Moritz Oestrich; 5 Johnny Herbert; 6 Aditya Patel. **CW** Oestrich; Herbert; Owen Mildenhall. **FL** Nilsson 52.492s (82.68mph). **LOTUS ELISE TROPHY (BOTH 22 LAPS) RACE 11** Stuart Rowland; 2 Luigi Mazza +6.418s; 3 John LaMaster; 4 Mike Vase; 5 Chris Dunster; 6 Ken Savage. **FL** Mazza 54.517s (79.61mph). **RACE 2** 1 Mazza; 2 Rowland +0.657s; 3 Dave Carr; 4 Savage; 5 David Hay; 6 Dan Plant. **FL**

Rowland 54.645s (79.43mph). **NIPPON CHALLENGE (44 LAPS)** 1 Mark Jessop (Toyota MR2 Mk2); 2 Jonathan Blake (Mazda MX150R) +1.213s; 3 Alex Livesley (Mazda MX150R); 4 Ross Stoner (Toyota Celica GT); 5 Richard Senter (Subaru Impreza); 6 Lee Bennett (Honda Integra). **CW** Blake; Stoner; Senter; Paul Corbridge (Toyota MR2 Mk1). **FL** Jessop 56.676s (76.58mph). **LOTUS UK CUP (61 LAPS)** 1 Steve Williams (2-Eleven); 2 Marcus Jewell (2-Eleven) +16.663s; 3 Chris & Doug Setters (Exige S1); 4 Mark Gooday (2-Eleven); 5 Glenn Sherwood/Jamie Stanley (Exige Cup); 6 David Sear (Exige 255 Cup). **CW** Setters/Setters; Sherwood/St Stanley; Stuart Plotnek (Elise S1). **FL** Setters/Setters 53.291s (81.44mph).

BRITISH HILLCLIMB CHAMPIONSHIP PRESCOTT, SEPTEMBER 3-4

Menzies monsters it for DJ Racecars

WALLACE MENZIES returned DJ Racecars to the top of the pile with victory in the first run-off at Prescott last weekend.

The Scot became the event's top scorer with a second in the later run-off. He is now only 11 points behind third-placed Trevor Willis when dropped scores are accounted for.

Champion-elect Scott Moran was affected by damp conditions in the first run-off, as more-compact cars filled the top three, while his father Roger benefited from an early start as drizzle developed, then faded, over the 10 minutes of the run-off. Moran Jr still took the second run-off in the dry, and looks set to also earn the concurrent Hillclimb Leaders title after setting another class record.

The day delivered

another pair of firsts for DJ Racecars – its first one-two in a run-off, as June Shelsley Walsh victor Alex Summers finished second to Menzies. It was the first time there have been three DJ cars in a British championship run-off. Exceptional for a tiny firm that works only part-time, with everyone still holding day jobs.

Lee Adams still has his sights set on Tom New's current fifth spot, but suffered a knock when mistakes in the damp first run-off left him a pointless last after qualifying quickest. He hit back later in the dry with an incredible third, as fellow 1600 competitors Will Hall and Eynon Price suffered failures, although Price did take a couple of points in the morning shoot-out.



Menzies started a Firestorm at Prescott

Another 1600 driver, Yorkshireman Richard Spedding, took a hard-fought third in the wet and now sits just outside the top 10 in the points. He may yet pass fellow Force

driver Price, who is not travelling to the next round in Scotland and is doubtful for the Loton Park finale.

Veteran competitor Deryk Young is set to retire from British

championship action, and made what will now be the final scoring appearance of his long career. He scored his final BHC points with a sixth and a ninth.

● Eddie Walder

ROUND 29

1 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 40.21s; 2 Alex Summers (1.4s DJ-Suzuki Firehawk) 40.57s; 3 Richard Spedding (1.6 Force-Suzuki PC) 40.99s; 4 Roger Moran (3.5 Gould-NME GR61X) 41.61s; 5 Trevor Willis (3.2 OMS-Powertec) 41.74s; 6 Deryk Young (4.0 Gould-Judd GR51B) 42.26s; 7 Scott Moran (3.5 Gould-NME GR61X) 42.62s; 8 Chris Merrick (3.5 Gould-Judd GR55) 42.76s; 9 Eynon Price (1.6 Force-Suzuki PC) 42.79s; 10 Jos Goodyear (1.6 DJ-Suzuki Firehawk) 42.93s; 11 John Bradburn (3.5 Gould-Cosworth HB GR55) 44.15s; 12 Lee Adams

(1.6 GWR-Suzuki Raptor Extreme) 45.23s

ROUND 30

1 S Moran 36.50s **BTD**; 2 Menzies 37.13s; 3 Adams 37.19; 4 R Moran 37.32s; 5 Merrick 37.43s; 6 Willis 37.64s; 7 Tom New (3.5 Gould-Judd GR55) 37.65s; 8 Bradburn 37.93s; 9 Young 38.06s; 10 Goodyear 38.21s; Price & Will Hall (1.6 Force-Suzuki PC) Fail. **Class winners** Phil Oram (2.0t Nissan Pulsar GT1R) 50.34s; David Warburton (1.8 Caterham-Rover) 44.32s **record**; Simon Jenks (2.3 Caterham-Duratec CSR) 47.68s; Andrew Russell (1.1 Ginetta-Imp G15) 49.85s; Chris Ferin (1.7 Ford Fiesta) 47.78s; Geoff

Twemlow (2.1t Subaru Impreza) 47.80s; Mick Harriman (2.1t Audi Quattro Sport) 45.10s; Andy Dunbar (2.0 Westfield-Vauxhall Sei) 43.71s; Mike Jolly Mutch (2.5 Dax Rush) 43.37s; Graham Wynn (1.6 Force-Suzuki LMO01) 41.88s; Terry Clifford (2.5 Pilbeam-Millington MP43) 42.47s; Brodie Branch (0.6 Marengo 3) 42.21s; David Uren (1.1 Force-Suzuki HC) 40.44s; Hall 37.94s; Tony Hunt (1.3s Force-Suzuki PC) 40.05s; S Moran 36.75s **record**.

POINTS 1 S Moran, 266; 2 R Moran, 216; 3 Willis, 197; 4 Menzies, 182; 5 New, 131; 6 Merrick, 121; 7 Adams, 118; 8 Hall, 81; 9 Bradburn, 61; 10 Price, 56.



Isachsen was on top as ERC visited Austria

EUROPEAN RALLYCROSS GREINBACH, SEPTEMBER 3-4

Isachsen is winning the ERC's two-horse race

REIGNING CHAMPION Sverre Isachsen claimed his third victory of the season in the eighth round of the European Rallycross Championship at Greinbach in Austria last Sunday, as 2011 looks like a two-horse race.

The Norwegian's Ford Focus led home the Citroen C4 of Timur Timerzyanov, who came through from the B final before carving his way up to second.

The Russian, a one-time winner this year, now looks like the only man who can

deny Isachsen a third straight title – and has the scent of victory in his nose.

Isachsen, however, looks to be at his strongest again. Claiming that technical problems with his car are fixed, he now believes in the machinery beneath him.

"We had problems in the early races but they are fixed now and my car is the best one here," he said, having blitzed his way to the A final pole with fastest

times in the first two heats.

It was Frenchman Davy Jeanney who joined Isachsen on the front row after being fastest in the third heat. Citroen driver Jeanney, sensational here, was denied a shot at the champion in the final after being dismissed from the grid when a jumped start was pinned on him.

"Isachsen moved first and then I went. The stewards agree with me but say Isachsen did not cross the line so it's not a jumped start!" said the desolate Jeanney.

Isachsen was first to Turn 1, Tanner Foust climbing from the second row to run ahead of Stig-Olov Walfridson, Frode Holte and Timerzyanov.

Holte went out on the first lap and, as the others took the joker lap, Timerzyanov cut swathes out of Isachsen's lead. He went ahead for two laps when Isachsen did the

joker lap, emerging with Foust on his tail. But the leading pair seemed to push each other on and, when Timerzyanov went to the joker section on the last lap, all he could do was split the pair when he rejoined.

Liam Doran was on the back foot after getting pushed off in the first heat, but recovered to place ninth at the end of the weekend, ahead of compatriots Kevin Procter and Andy Scott, both of whom had technical problems at different stages.

● Tim Whittington

RESULTS – SUPERCAR

1 Sverre Isachsen (Ford Focus II); 2 Timur Timerzyanov (Citroen C4); 3 Tanner Foust (Ford Fiesta VII); 4 Stig-Olov Walfridson (Renault Clio III); 5 Frode Holte (Volvo C30); 6 Davy Jeanney (Citroen C4). **Points** 1 Isachsen, 104; 2 Timerzyanov, 97; 3 Foust, 86; 4 Holte, 79; 5 Mats Lysen, 77; 6 Toomas Heikkinen, 74.

QUICK RESULTS

→ Pre-'66 TC **Jason Minshaw**
→ Fastest lap **Simon Hadfield**

**'Hadfield took charge,
but was reeled in'**

Pre-'66 winner Minshaw hunted down Hadfield



Kinch took GP Masters double



MASTERS DONINGTON PARK, SEPTEMBER 3-4

Minshaw wins Falcon sprint

Soloist Minshaw
leads pre-'66 pack

JASON MINSHAW WON the battle of the Ford Falcons in a damp Pre-'66 Touring Car race, which was a highlight of the Masters Historic Festival at Donington Park.

Leo Voyazides chased hard during the first half of the race, but Minshaw held sway as Sean McNerney worked his BMW Ti into second as the pitstops approached.

Simon Hadfield took charge in Voyazides' Falcon after the stops had played out, but was reeled in before Minshaw took the lead exiting Redgate with only a few laps left. Despite a double spin when the rear brakes failed, Hadfield held on to second from Patrick Watts's Mustang.

Steve Hartley had to surrender his lead to Rowland Kinch's similar Arrows A4 in the first

Grand Prix Masters race. With no third gear he tried to nurse the car to the finish, but the gearbox broke with two laps to go, handing second to Richard Barber's Fittipaldi F5A.

Kinch led from start to finish in race two, while Hartley managed to take Barber for second at McLeans but couldn't quite catch Kinch.

Voyazides and Hadfield outpaced the similar Lola T70 of Jon Finnemore and Chris Beighton to win the World Sportscar Masters. Steve Tandy's T70 led early on until he spun off at Coppice. Paul Knapfield's Ferrari 512M also featured until he pitted with damaged suspension. Andrew Middleton's Taydec finished third, two laps down.

There was a double win for Mike Donovan's Spice

in the Proto '70s and MSP races. He led the first from the opening lap but almost ran out of fuel on the last tour as Voyazides' Lola T280 closed in.

Chris Randall's Nissan non-started the first race with gearbox problems, but charged through to lead the second race, until he got stuck in gear and lost his clutch, dropping back to third.

Dan Cox led the first of the '70s Celebration races from the third lap, after Alec Hammond's Camaro retired. Mark Bates's Porsche briefly held the lead before settling in second. Bates then took a lights-to-flag win in race two, chased throughout by Tom Pochciol's Capri.

Rob Hall's AC Cobra dominated the Gentlemen Drivers' race, after early exchanges with the

similar car of Voyazides and Hadfield.

Dave Forsbrey and Andy Newall's Ford GT40 mastered wet conditions for a clear Sports Racing Masters win, with only Keith Ahlers' Cooper Monaco King Cobra finishing on the lead lap.

Felix Fisher's Van Diemen ousted brother Josh to win a family duel in Formula Ford 1600.

● Peter Scherer

PRE-'66 TOURING CARS

(35 LAPS) 1 Jason Minshaw (Ford Falcon); 2 Leo Voyazides/Simon Hadfield (Ford Falcon) +19.302s; 3 Patrick Watts (Ford Mustang); 4 John Griffiths/Sean McNerney (Lotus Cortina); 5 Sean McNerney/Michael McNerney (BMW Ti); 6 Ronnie Maydon/Philip Burgess (Austin Mini Cooper S). **Class winners** Griffiths/S McNerney; Maydon/Burgess; Matthew Wrigley (Austin A35). **Fastest lap** Hadfield 1m27.193s (81.71mph).

GP MASTERS (24 LAPS)

1 Rowland Kinch (Arrows A4); 2 Richard Barber (Fittipaldi F5A) -1 lap; 3 Paul Knapfield (Penske PC3); 4 Mark Dwyer (March 811); 5 Manfred Rossi Di Montelera (Brabham BT42); 6 Frank Bradley (Tyrrell 009). **CW** Barber; Di Montelera; Rudolf Ernst (March 721). **FL** Steve Hartley (Arrows A4) 1m02.591s (113.82mph).

RACE 2 (18 LAPS)

1 Kinch; 2 Hartley +1.625s; 3 Barber; 4 Dwyer; 5 Bradley; 6 Di Montelera. **CW** Barber;

Di Montelera; Mike Wrigley (March 711). **FL** Hartley 1m02.382s (114.20mph) **record**.

WORLD SPORTSCAR

MASTERS (47 LAPS) 1 Leo Voyazides/Simon Hadfield (Lola T70); 2 Jon Finnemore/Chris Beighton (Lola T70) +38.799s; 3 Andrew Middleton (Taydec Mk3); 4 Emanuele Benedini (Chevron B16); 5 Mike Wrigley (Chevron B16); 6 Steve Hodges (Chevron B8). **CW** Middleton; Hodges; Philip Hall (Lola T212); Mark Bates (Porsche 911 RSR); Dave Forsbrey/Andy Newall (Ford GT40). **FL** Hadfield 1m10.471s (101.10mph).

PROTO '70S & MSP

(28 LAPS) 1 Mike Donovan (Spice SE88C); 2 Leo Voyazides (Lola T280) +52.353s; 3 Carlos Monteverde (Lola T292); 4 Richard Piper (McLaren M8F); 5 Nick Randall (Spice SE91C); 6 Michael McNerney (BMW M1 IMSA). **CW** Voyazides; Piper; McNerney. **FL** Donovan 1m04.679s (110.15mph).

RACE 2 (19 LAPS)

1 Donovan; 2 Voyazides +0.682s; 3 Chris

Randall (Nissan NPT-90); 4 Sean McNerney (BMW M1 Procar); no other finishers. **CW** Voyazides; S McNerney. **FL** Randall 1m03.441s (112.30mph).

'70S CELEBRATION

(20 LAPS) 1 Dan Cox (Ford Cologne Capri); 2 Mark Bates (Porsche 911 RSR) +7.613s; 3 Paul Pochciol (Ford Capri); 4 Allen Tice (BMW CSL Batmobile); 5 Martin Melling (Aston Martin DB4 Lightweight); 6 Richard Masters (Jaguar XJS). **CW** Bates; Melling. **FL** Cox 1m17.772s (91.60mph). **RACE 2 (19 LAPS)** 1 Bates; 2 Tom Pochciol (Ford Capri) +0.779s; 3 Christian Devereux (Mini Cooper); 4 Melling; 5 Conor O'Brien (Aston Martin DB4 Lightweight); 6 Masters. **CW** Devereux; Melling. **FL** Bates 1m19.511s (89.60mph).

GENTLEMEN DRIVERS

(65 LAPS) 1 Bob Hall (AC Cobra); 2 Simon Hadfield/Leo Voyazides (AC Cobra) +22.962s; 3 Chris Chiles Sr/Chris Chiles Jr; 4 Martin Stretton (Lotus Elan 26R);

5 Sean Walker/Ian Flux (Lotus Elan 26R); 6 Gary Pearson/Carlos Monteverde (AC Cobra). **CW** Richard Lawson (MGB); Stretton. **FL** Sean McNerney (TVR Griffith) 1m20.424s (88.58mph).

SPORTS RACING MASTERS

(34 LAPS) 1 Dave Forsbrey/Andy Newall (Ford GT40); 2 Keith Ahlers (Cooper Monaco King Cobra) +22.511s; 3 Chris Jolly/Steve Farthing (Cooper Monaco T61M); 4 Andrew Owen/Mark Owen (Elva MKVII S); 5 Jay Esterer (Chinook Mk2); 6 John Bussey (Elva MKVII). **CW** Ahlers; Owen/Owen; Bussey; Rudolf Ernst/Kai Dinse (DRW Mk6 Imp). **FL** Forsbrey 1m36.136s (74.11mph).

FF1600 (12 LAPS)

1 Felix Fisher (Van Diemen RFOO); 2 Josh Fisher (Van Diemen RFO5) +0.123s; 3 Gaius Ghinn (Van Diemen RFOO); 4 Mike Gardner (Van Diemen RF91); 5 Rob Smith (Van Diemen RF99); 6 Martin Short (Van Diemen RFOO). **CW** Simon Hadfield (Lotus 69). **FL** F Fisher 1m16.141s (93.57mph).



Ford GT40 topped
Sports Racing event

VSCC PEMBREY, SEPTEMBER 3

Virginian visitor victorious in Wales

MARK GILLIES'

fourth Spanish Trophy victory in Mary Smith's ex-Raymond Mays Nurburgring-winning ERA R3A was a formality, but the action in the Virginia, USA-based Briton's wake justified the Hawthorn Trophies' feature status as the VSCC returned to the Canolfan Rasio Modur for its Welsh Speed Weekend.

"The car is magic round here," said Gillies, who made taming it look stunningly simple as ever.

Enthused by Saturday's sprint – in which he was pipped for BTD by Morgan Super Aero ace Sue Darbyshire in horribly wet conditions – late entrant James Baxter's three runs from the back in his Alvis-engined monoposto Frazer Nash netted more seconds, but he enjoyed a fabulous race-long dice with Hawthorn Memorial trophy winner Fred Harper's meaty Kurtis Indy Roadster in the main race, red-flagged with Dougal Cawley's GN Ford 'Piglet' off at Hatchets. "The track was [still] really slippery. It frightened me enough for one day," said Harper, who had slid off at the hairpin during practice.

Behind them, genial Mercedes-Benz F1 engineer Robin Tuluie – helped in the paddock by five-year-old budding technician daughter Lara – wrestled his menacing aero-engined Riley Menasco Pirate to fourth, and a first Boulogne Trophy, after a fine fight with Robert Carr's spindly AC/GN Special.

Having acquired the similar ex-Ron Footitt/Freddie Giles 'Cognac Special' at last month's VSCC Prescott hillclimb, Tony Lees debuted it with a strong eighth, behind Pete Candy's highly developed ex-Ted Dunn Riley Super Rat and Julian Wilton's sweet-sounding

Cooper-Bristol. This trio was closely matched.

Gillies and the green ERA also won the Pre-War scratch race in energetic style from Baxter, but Candy, Carr, the ever-improving Terry Crabb (ERA R12C) and Stephen Shoosmith (Bugatti T51) grappled in their wake. At the end of a superb season, Oulton Park Trophy race winner Dougal Cawley went with them all the way too in his beloved bolide.

The day's most diverse inter-marque field turned out for the Bill Phillips Trophy race (part of John Guyatt's marvellously convivial Owner-Driver-Mechanic series) in which the combination of Sam Stretton and whining supercharged Alta was too potent for the rest. Amazingly, the top 10 finishers were all driving cars of different marques, with the second and third Lea-Francis Hypers in hot pursuit and Toby Heelis's Delage parked at Honda Curve sans a rear wheel!

Not even a grassy moment at Hatchets and a major gilhooley at the long left Diben bend on the opening lap, which dropped erstwhile leader Stretton outside the top 10, would stop him emulating brother Martin's 1993 success in the memorial event. Back



Gillies and ERA R3A took fourth Spanish Trophy win



Stretton starred in Pre-War Alta

ahead by lap four, he finished clear of Neil Twyman's glorious Alfa Romeo 8C, Andrew Mitchell's HRG and Fred Wakeman's Frazer Nash, the trio covered by a second.

Rejoicing that its long-elusive misfire had finally been traced to faulty points, Pembrey debutant Julian Majzub thundered his wheelspinning Sadler-Chevrolet to a spectacular Hawthorn

International Trophy victory over Tim Llewellyn's Tojeiro-Jaguar. David Morris recovered from a hairy spin in David Newman's ex-Phil Scragg HWM-Jaguar to finish third, after Geraint Owen's smoky Kurtis was summoned to the pits then released. Even Stuart Dean (MG Dick Jacobs Special) and Bruce Riches (Elva Mk5) enjoyed a lively tussle at the back of a disappointingly small field.

A three-wheeled Morgan is about as diametrically-opposed as it's possible to get from the Canadian-built Sadler V8, but Duncan Wood scrapped fearlessly with Baxter and prevailed through heavy precipitation. In trying to get back with the surefooted trike, Baxter spun the ex-Guy Smith Nash at Brooklands.

Although beset by rain from mid-afternoon, the entertainment ended as it began with a win in one of the short races for the Blakeney-Edwards family's Frazer Nash Shelsley. Jo's feat was emulated by husband Simon, who took his second success of the day. Stretton also doubled-up, leading Adam Painter's pretty Maserati 4CS home in one of three end-of-season bonus races.

● Marcus Pye

BOULOGNE TROPHY FOR VINTAGE RACING CARS/ HAWTHORN MEMORIAL & SPANISH TROPHIES FOR PRE-'61 FRONT-ENGINE RACING CARS (8 LAPS) 1 Mark Gillies (ERA R3A); 2 James Baxter (Frazer Nash) +26.81s; 3 Fred Harper (Kurtis Indy Roadster); 4 Robin Tuluie (Riley Menasco Pirate); 5 Robert Carr (AC/GN Spl); 6 Pete Candy (Riley Super Rat). **FL** Gillies 1m09.80s (75.09mph). **RACE 2 (10 LAPS)** 1 Duncan Wood (Morgan Super Aero); 2 James Baxter (Frazer Nash) +14.81s; 3 Pete Candy (Riley Super Rat); 4 Tony Lees (AC GN Cognac Spl); 5 Graham Paddick (McDowell Ford Track Racer); 6 Nick Topliss (GN Gnome). **FL** Wood 1m20.36s (65.23mph).

BILL PHILLIPS TROPHY FOR STANDARD & MODIFIED PRE-WAR CARS (8 LAPS) 1 Sam Stretton (Alta); 2 Neil Twyman (Alfa Romeo 8C) +6.01s; 3 Andrew Mitchell (HRG 1½ litre); 4 Fred Wakeman (Frazer Nash Super Sports); 5 Adam Painter (Maserati 4CS); 6 John Guyatt (Talbot Lago T150C). **FL** Stretton 1m16.68s (68.68mph). **RACE 2 (8 LAPS)** 1 Stretton; 2 Painter +10.66s; 3 Mitchell; 4 Jerome Fack (Brough Superior Alpine GS); 5 Bryan Gill (Lea-Francis Hyper); 6 Jeremy Brewster (Lea-Francis Hyper). **FL** Stretton 1m25.92s (61.01mph). **HAWTHORN INTERNATIONAL TROPHY FOR 1950S SPORTS RACING CARS (16 LAPS)** 1 Julian Majzub

(Sadler-Chevrolet Mk3); 2 Tim Llewellyn (Tojeiro-Jaguar) +32.87s; 3 David Morris (HWM-Jaguar); 4 Geraint Owen (Kurtis 500S); 5 Bruce Riches (Elva Mk5); 6 Stuart Dean (MG Dick Jacobs Special). **FL** Majzub 1m09.41s (75.52mph). **OULTON PARK TROPHY FOR SPECIAL PRE-WAR CARS (8 LAPS)** 1 Dougal Cawley (GN/Ford 'Piglet'); 2 David Pryke (Riley 12/4 Sprite Replica) +11.54s; 3 Tim Kneller (Riley 12/4 Spl); 4 Charles Jones (MGL Magna); 5 Dudley Sterry (HRS Sports); 6 Jo Blakeney-Edwards (Frazer Nash Shelsley). **FL** Cawley 1m16.99s (68.08mph). **RACE 2 (8 LAPS)** 1 David Pryke (Riley 12/4 TT Sprite Rep); 2 Jo Blakeney-Edwards (Frazer Nash

Shelsley) +12.62s; 3 Tim Kneller (Riley 12/4 Spl); no other finishers. **FL** Dougal Cawley (GN/Ford 'Piglet') 1m24.70s (61.8mph). **PRE-WAR SCRATCH (6 LAPS)** 1 Jo Blakeney-Edwards (Frazer Nash Shelsley); 2 Gareth Graham (Bentley 3 41/2) +0.58s; 3 Jim Evans (Alvis Silver Eagle); 4 Rodney Seber (Wolseley Hornet Spl); 5 Geoff Toms (Flat 508S); 6 Nick Hayward-Cook (Austin 7 Monoposto). **FL** Blakeney-Edwards 1m20.03s (61.86mph). **PRE-WAR SCRATCH (6 LAPS)** 1 Mark Gillies (ERA R3A); 2 James Baxter (Frazer Nash) +12.63s; 3 Pete Candy (Riley Super Rat); 4 Robert Carr (AC/GN Spl); 5 Terry Crabb (ERA R12C); 6 Stephen Shoosmith (Bugatti T51).

FL Gillies 1m12.05s (72.75mph). **PRE-WAR HANDICAP (3 LAPS)** 1 Simon Blakeney-Edwards (Frazer Nash Shelsley); 2 Oliver Richardson (MG C-type Monlhery) +5.42s; 3 Hamish McNinch (MG PA); 4 Geoff Toms (Flat 508S); 5 John Everett (Austin 7 Ulster); 6 David Seber (MG PA Midget). **FL** Blakeney-Edwards 1m22.84s (63.27mph). **PRE-WAR HANDICAP (6 LAPS)** 1 Simon Blakeney-Edwards (Frazer Nash Shelsley); 2 Bryan Gill (Lea-Francis Hyper TT) +0.55s; 3 Tim Kneller (Riley 12/4 Spl); 4 Mark Elder (Austin 7 Sports Special); 5 Graham Paddick (McDowell Ford Track Racer); 6 Julian Grimwade (Lagonda Rapier). **FL** Kneller 1m26.25s (60.77mph).



SPORTS 2000 OULTON PARK, SEPTEMBER 3

Pinto title moves closer as Swift man Streat takes win

PAUL STREAT TOOK another step towards the Sports 2000 Pinto title with a comfortable victory.

Poleman Alaric Gordon got away cleanly in his Carbir and managed to hold the advantage for most of the opening lap. "He had bit of a tankslapper at Druids, which gave me the run on him into Lodge," explained Streat, who nipped through.

Initially they stayed fairly close, before Streat's Swift built up a comfortable lead. A mistake at Brittens Chicane closed the gap once more, but then Streat responded to seal his win.

After duelling throughout the first half, Peter Needham (Tiga) and Russell Hennessy (Royale) completed the podium, once

Gordon was sidelined at Knickerbrook on the last lap with electrical problems.

There was a drying track for the Sports 2000 Duratecs, which left a combination of slicks and rain tyres on the grid. Craig Mitchell stalled his Lola on the front row, which helped poleman Mike Jenvey (Gunn) grab the lead from Patrick Sherrington's MCR and Harry Chapman's Lola.

The Carbir of Paul Tickner was in touch for the first two laps, "then my old wets started chunking and I fell back," he explained after slipping to penultimate place. Justin Everitt charged through the order in his slick-shod March and, having taken Chapman for third, he ousted Sherrington

into Lodge a lap later.

Jenvey eventually collected his first win of the season by over 38 seconds. "We had wets on the front before the race but decided to change," he admitted. Everitt was equally comfortable in second and, with Sherrington falling back with worn-out wets and Chapman pitting with a



Gordon leads Streat into Old Hall corner

broken gear lever, David Houghton came through to complete the podium in his Van Diemen.

● Peter Scherer

RESULTS - PINTO (14 LAPS)

1 Paul Streat (Swift DB2); 2 Peter Needham (Tiga SC82) +21.656s; 3 Russell Hennessy (Royale RP37); 4 Colin Feyerabend (Lola T90/90); 5 Kevin Clifford (Shrike P16);

6 Mike Johns (Royale S2000M).

Class winners Hennessy; Needham. **Fastest lap** Streat 1m48.868s (89.01mph).

DURATEC (17 LAPS) 1 Mike Jenvey (Gunn TS6); 2 Justin Everitt (March 09/R) +38.176s; 3 David Houghton (Van Diemen RFSC02); 4 Peter Williams (MCR); 5 Nick Bates (Lola B07/90); 6 Rupert Russell (Van Diemen RF98). **CW** Williams. **FL** Jenvey 1m43.280s (93.83mph).



Somerfield was top man in Supersports

CATERHAM SUPERSPORTS OULTON PARK, SEPTEMBER 3

Somerfield stamps his mark on Supersports thrillers

REECE SOMERFIELD converted his pole position into a double Caterham Supersports win.

With a lead of over 1.5 seconds on the opening lap, he was understandably gutted to see the safety car emerge. But from the green flag he started to build his lead again as the battle behind intensified.

Jeremy Webb had managed to snatch second from Carlton Brown as the safety car was readied, but it was Lee Wiggins who went

on the attack after the restart. He was second into Old Hall on lap nine of 14, but two laps later Webb was back at the front of the fight.

Webb would spin at the Shell Hairpin, while Brown would go off at the exit of Old Hall. Wiggins moved back into second place ahead of Steve Day and Ian Payne.

It was clear-cut for Somerfield, but only 0.6s covered the next four, in the order of Wiggins, Day, Payne and Ben Gower.

Although Somerfield led into Old Hall at the start of race two, it was nip and tuck for the first five laps as Payne took an equal share of the lead and Wiggins waited in the wings.

The second-placed duel continued to rage, as Somerfield just kept his nose ahead, with both Payne and Wiggins inches behind in a 0.222s blanket finish.

● Peter Scherer

RESULTS - RACE 1 (14 LAPS)

1 Reece Somerfield; 2 Lee Wiggins +5.639s; 3 Steve Day; 4 Ian Payne; 5 Ben Gower; 6 Albert Vella. **FL** Payne 1m58.111s (82.05mph).

RACE 2 (13 LAPS) 1 Somerfield;

2 Payne +0.041s; 3 Wiggins; 4 Day; 5 Gower; 6 Jeremy Webb. **FL** Wiggins 1m57.820s (82.25mph).

FF1600 OULTON PARK, SEPTEMBER 3

Ford titles to Loebell

JOHN LOEBELL took the BRSCC Pre 90 FF1600 title and Champion of Oulton crown with victory at the Cheshire venue.

His Van Diemen RF89 didn't have it all its own way, as Stuart Jones was a constant threat and had his Reynard in front for a lap after edging out Loebell into Lodge.

Nigel Dolan's RF86 held a race-long third and Chris Stones (RF88) clinched fourth, after a titanic duel with Wayne Poole's RF90. They changed places five times in the first eight laps.

Stuart Gough (Ray GR07) dominated the Post 89s, after he broke away from polesitter Chris Middlehurst on the opening lap.

Middlehurst's Van Diemen LA10 was almost unopposed in second, after retaking John Murphy (RF90) at Island.

Murphy retired to the pits and Martin Short's RFoo finally made it home third, at the head of a five-car train, after a hectic battle with the Ray of Jamie Jardine and RF99 of Rob Smith.

● Peter Scherer

RESULTS - PRE 90 FF1600

(11 LAPS) 1 John Loebell (Van Diemen RF89); 2 Stuart Jones (Reynard 89FF) +0.853s; 3 Nigel Dolan (Van Diemen RF86); 4 Chris Stones (Van Diemen RF88); 5 Wayne Poole (Van Diemen RF90); 6 Ian Parkington (Reynard 84FF). **CW** Dolan; John Swift (Van Diemen RF80). **FL** Jones 1m51.112s (87.22mph).

POST 89 FF1600 (11 LAPS)

1 Stuart Gough (Ray GR07); 2 Chris Middlehurst (Van Diemen LA10) +16.380s; 3 Martin Short (Van Diemen RFOO); 4 Jamie Jardine (Ray GR07); 5 Rob Smith (Van Diemen RF99); 6 Oliver Bull (Swift SC92F). **CW** Bull. **FL** Gough 1m49.850s (88.22mph).



Davies took win number three

CLASSIC THUNDER/BLEU OVAL SALOONS CADWELL PARK, SEPTEMBER 3

Whittaker beats Falcon and the 'Bullet'



Falcon leads BMW and Bullet

GARRIE WHITTAKER claimed Classic Thunder victory in his immaculate BMW E36 M3, but he was made to work hard for his third win of the year.

Andy Robinson's glorious-sounding Ford Falcon was the early pacesetter ahead of the

chasing Whittaker and Joss Ronchetti's swift Talbot Sunbeam Lotus, with Vaughan Fletcher's Subaru Impreza the best of the rest in fourth.

On the second lap, third-placed Ronchetti set the fastest lap of the race to that point and went

about harrying Whittaker. Whittaker responded by sweeping past Robinson at the Mansfield left-hander to take the lead, and the trio then pulled clear of the rest of the field.

The second-placed Falcon started to drop the Talbot, but then the tables were turned as Ronchetti pressed hard. Ronchetti continued to hound Robinson and got his reward with four laps to go as Robinson missed his braking point at the Gooseneck and went straight onto the grass, enabling the Sunbeam Lotus to take second.

From this point onwards the leading trio of Whittaker, Ronchetti and Robinson maintained station as the closing laps were completed, while

Fletcher made up the front quartet at the flag.

In the concurrent Blue Oval Saloons race, Paul Nevill emerged victorious in his Ford Escort RS Cosworth after finishing ninth on track behind the eight Classic Thunder cars. ● Graham Read

RESULTS (13 LAPS) 1 Garrie Whittaker (BMW E36 M3); 2 Joss Ronchetti (Talbot Sunbeam Lotus) +18.837s; 3 Andy Robinson (Ford Falcon); 4 Vaughan Fletcher (Subaru Impreza); 5 Andy Robey (BMW M3); 6 Ian Froggat (Subaru Impreza).

CW Ronchetti; Robinson; Fletcher; Lawrie Dunster (BMW E36 M3); Paul Nevill (Ford Escort RS Cosworth); Terence Clark (Ford Fiesta ST); Gary Parkes (Ford Ka); Brian Long (Ford Fiesta).

FL Whittaker 1m34.206s (83.57mph).

IN BRIEF



Roadsports bear down on Lodge

CATERHAM ROADSPORTS

Wesley Fox spent the first half of the opening race exchanging the lead with Mike Hart at Oulton. That allowed Kurt Brady, Jonathan Mortimer and Chris Bingham to join in. Brady spun out of second at Old Hall on the last lap, leaving Fox the victor from Mortimer and Hart. Hart ousted Fox on the second lap of race two, while Aaron Head made the podium by taking Mortimer on the last lap.

CLASSIC SALOONS & HISTORIC TOURERS

Tim Davies pedalled his Lotus Cortina to a third victory of the year at Cadwell and emerged as a dominant winner after Roger Stanford's Cortina limped into retirement on the penultimate lap. Andy Messham wrapped up the title with Class E victory.

CLASSIC FF1600

An elated Andy Powell claimed a clear-cut victory in his Royale RP26 at Cadwell, after leaving two-times former champion Steve Pearce, James Buckton and Dave Lowe to have an engaging battle for second.

PRE-'93 TOURERS

Roger Stanford looked to be heading for an impressive Cadwell win in his M3 until Lawrie Dunster climbed to second and began to close on the leader. By the penultimate lap Stanford was under real pressure, but did not wilt on his way to the spoils.

ALLCOMERS SALOONS

With fellow front-row man Kevin Wendt a non-starter, Joss Ronchetti had it all his own way as he romped to victory at Cadwell. In his wake, Martin Davies held second for the first six laps in his Ford Sierra before a charging Andy Robey got the better of him in his M3 at Park.



Ronchetti took another victory

GROUP 1 & POST-HISTORIC TOURING CARS CADWELL PARK, SEPTEMBER 3

Jaguar beats Rover after Opel suffers last-lap drama

TIM SCOTT ANDREWS sprinted his ex-Tim Harvey Rover Vitesse into the lead as the eclectic field left the grid, but it was David Howard's Jaguar XJ12 which was out front by Coppice.

Polesitter David Hickton dropped to fourth in his Opel Ascona before starting a recovery drive.

Hickton climbed to second on lap three and then closed on Howard. He was right on the front man's tail at the Mountain at half-distance, but had a grassy excursion and was fortunate to retain second. But better was to follow, as he usurped Howard three laps later, with Scott Andrews

joining them out front.

The race had a sting in the tail for Hickton though, as he slowed exiting Barn for the last time, enabling Howard and Scott Andrews to sweep by.

● Graham Read

RESULTS (12 LAPS) 1 David Howard (Jaguar XJ12); 2 Tim Scott Andrews (Rover Vitesse) +0.437s; 3 David Hickton (Opel Ascona); 4 Mark Osborne (Triumph Dolomite Sprint); 5 Mark Lucock (Ford Escort Mk1 RS2000); 6 Riorden Welby (Rover SD1). **CW** Scott Andrews; Osborne; Welby; John Wright (Ford Escort RS); Steve Cripps (Escort RS2000); Andy Johnson (VW Golf); Nic Strong (Fiat 128 3P Berlinetta). **FL** Hickton 1m44.107s (75.62mph).



Hickton was unlucky to miss out on Group 1 win



Thorpe chases Pearson through the Mountain

CLASSIC FF2000 CADWELL PARK, SEPTEMBER 3

Pearson betters Thorpe

IAN PEARSON MADE this race his own after qualifying on pole position in his Van Diemen RF83, whereas erstwhile points leader Tom Pope lined up only seventh and failed to finish the race.

Pearson led Olly Thorpe into Coppice for the first time and gradually built a seven-second lead by the chequer. Thorpe proved to be equally secure in second, leaving the focus on the scrap for third.

Peter Chippindale, Scott Temple and Pope battled hard for the final podium

spot, and on lap five of 13 Temple claimed it.

To his rear Pope did his best to pass Chippindale, but failed. Worse was to follow, as Pope retired with front-wing damage after contact with Chippindale. ● Graham Read

RESULTS (13 LAPS) 1 Ian Pearson (Van Diemen RF83); 2 Olly Thorpe (Royale RP27) +6.934s; 3 Scott Temple (Van Diemen RF82); 4 Peter Chippindale (Van Diemen RF82); 5 Nigel Corry (Van Diemen RF82); 6 Colin Wright (Reynard SF79). **CW** Thorpe. **FL** Pearson 1m32.109s (85.47mph).

British F3 & GT

Congratulations to Felipe Nasr for winning the Cooper Tires British F3 International Series with 2 rounds still to go! Can Felipe take the Sunoco Daytona Challenge glory too?

In British GT Alex Mortimer and Andrew Tate had a great weekend taking pole position and a win in race 2.

Race 1 win went to the Beechdean Motorsport duo of Andrew Howard and Jonathan Adam.

www.formula3.co www.britishgt.com



The next round is at Donington Park
24th/25th September 2011



Sunoco Drivers of the Weekend
< British GT – Jim Geddie
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Can Carlin driver Felipe Nasr also drive away with the Sunoco Daytona Challenge? Donington may be the ultimate decider!

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BARC pack could not stop Zamparelli

FORMULA RENAULT BARC THRUXTON, SEPTEMBER 3

Dino scamparellis to Renault double

ON LAST SATURDAY'S imperious form, Dino Zamparelli should have already nailed the Formula Renault BARC title. Instead the Bristolian came into the penultimate double-header with the slimmest of leads and needing every point he could lay his hands on with more to discard than Josh Webster or James Thorp.

Each had two wins entering rounds nine and 10, but such was Zamparelli's pace in the beautifully set-up Antel Motorsport Tatuus that the 2008 Ginetta Junior champion – third in this series in '09 – never looked likely to be beaten. Unless his old starting bugbear returned to bite him!

Confidence brimming after a stunning 1m12.490s shot secured pole by 0.596s, the Anglo-Italian was in no mood to be denied. The BRDC Rising Star judged both getaways perfectly and scampered clear. He was six seconds ahead within five laps in leg one when a safety car was deployed with Indian Zaamin Jaffer's car embedded in the pitwall.

After three laps in crocodile formation the race was declared, leaving Thorp and Webster with no chance to attack. Matt Mason was a combative fourth having repassed Webster and kept him behind until two laps from the chequer.

Zamparelli was content with a three-second

advantage in the subsequent stanza. Mason led the chase throughout, a demon start presaging his personal best result. Steven Durrant also got away superbly, passing Iranian Kourosh Khani into the chicane for third on lap one, then frustrating Webster for another three circuits.

With the 68-point jackpot pocketed, Zamparelli heads

into next Silverstone's BTCC-supporting deciders with a lead of 19 over Webster on paper, yet obliged to drop 16 and 18 to his nearest challenger's zero and 20. *Force majeure* aside, Thorp is effectively out of it.

● Marcus Pye

RESULTS – RACE 1 (8 LAPS)

1 Dino Zamparelli; 2 James Thorp

+1.772s; 3 Josh Webster; 4 Matt Mason; 5 Steven Durrant; 6 David Wagner. **Fastest lap** Zamparelli 1m13.282s (115.73mph).

RACE 2 (12 LAPS) 1 Zamparelli;

2 Mason +3.957s; 3 Webster; 4 Durrant; 5 Kourosh Khani; 6 Archie Hamilton. **FL** Zamparelli 1m13.518s (115.36mph). **POINTS** 1 Zamparelli, 243; 2 Webster, 224; 3 Thorp, 202; 4 Khani, 184; 5 Hamilton, 168; 6 Kieran Vernon, 149.



Zamparelli now looks strong in title race



Gibson celebrates another victory

CLUBMANS THRUXTON, SEPTEMBER 3

Gibson continues his Clubmans domination

THE COMBINATION OF Paul Gibson and his impressive Nemesis 011 Proto was far too good for Clubmans Cup opposition on the super-fast airfield circuit. Almost five seconds quicker than his closest rival – son Daniel in the car's 1600cc Cup spec stablemate – the sometime British F2 racer pulverised allcomers by more than a minute in each outing.

Ian Crombie, who started from the back of the slim field, only just

beat Gibson Jr back first time round after Phil Weavers had pulled his Mallock up from second at the Club chicane. Russell Munns at least gave Daniel G a run for his money, finishing less than four seconds shy in fourth.

The Gibsons bagged their seventh victories of the campaign apiece in race two, this time split by Steve Everson whose Mallock had stopped in the earlier bout. Munns was closer to his rival,

having again started more strongly, but Crombie faded from second to fifth with a spin, a tour after Everson had usurped him.

● Marcus Pye

RESULTS (13 LAPS) 1 Paul Gibson (Nemesis 011 Proto); 2 Ian Crombie (Mallock Mk28B Proto) +1m12.341s; 3 Daniel Gibson (Nemesis 010); 4 Russell Munns (Mallock Mk28/30); 5 Marcus Bicknell (Mallock Mk26SG EB); 6 Peter Richings (Mallock Mk30PR). Class winner D Gibson. **FL** P Gibson 1m14.836s (113.33mph).

RACE 2 (13 LAPS) 1 P Gibson; 2 Steve Everson (Mallock Mk30EB Proto) +1m09.983s; 3 D Gibson; 4 Munns; 5 Crombie; 6 Alex Champkin (Vision V85/9). CW D Gibson. **FL** P Gibson 1m14.776s (113.42mph).

MSVR GOLF GTI THRUXTON, SEPTEMBER 3

Home rule on Golf course

HAMPSHIREMEN JAMIE

Martin and Lewis Hopkins ruled the roost on home soil as 24 VW Golf GTI Mk2s contested an entertaining MSVR round. Only Winchester's Hopkins qualified under 1m32s, but Southampton's Martin outdragged him off the grid and won by the skin of his teeth.

Martin looked to have broken his rival's tow until an awkward trip over the chicane's kerbing flicked his car out of kilter and let Hopkins back in. The ex-Porsche Cup GB racer's masterful pass round the outside of Allard stuck for

a lap, but Martin was ahead in the lunge for the tape.

Sixteen-valve class points leader James Bark finished an off-colour third as the title race tightened, but may yet be thankful for dominant victor Clive Belton, Andy Stenning and local lass Dawn Boyd suppressing overall table-topper Guy Stevens to fourth among the eight-valvers.

● Marcus Pye

RESULTS (13 LAPS)

1 **Jamie Martin**; 2 Lewis Hopkins +0.109s; 3 James Bark; 4 Peter Milne; 5 Herry Wright; 6 Josh Johnson. **CW** Clive Belton. **FL** Martin 1m32.036s (92.15mph).



Martin (left) pips Hopkins on the line

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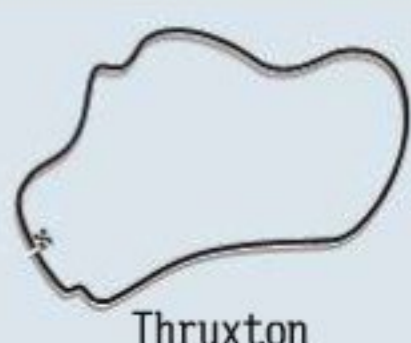


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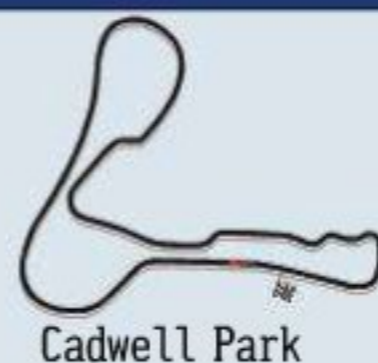
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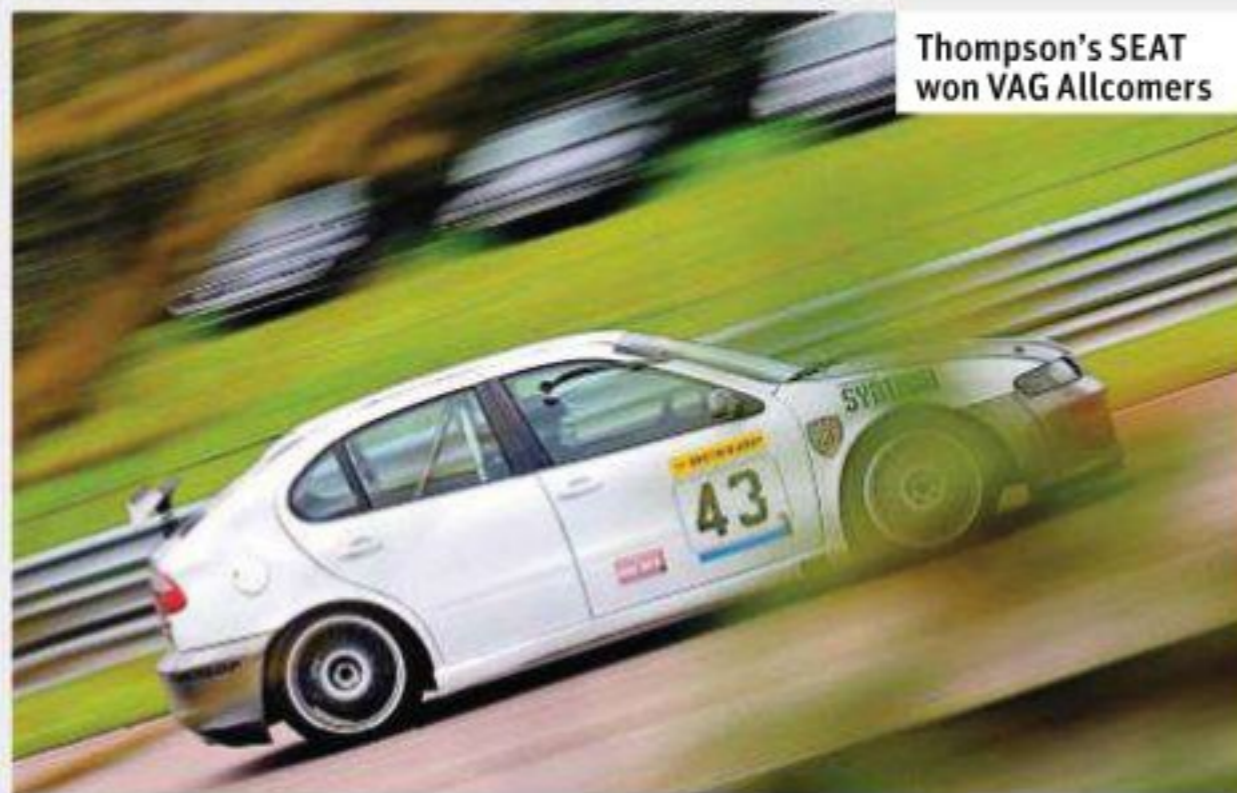
Thruxton



Oulton Park International



Cadwell Park



Thompson's SEAT won VAG Allcomers



Gough's Ray GR507 won Oulton FF1600

THRUXTON BARC, SEPTEMBER 3

ALLCOMERS TROPHY (14 LAPS)

1 Andy Thompson (SEAT Leon Cupra); 2 Cris Hayes (SEAT Leon Cupra) +13.616s; 3 Barrie Culley (VW Vento VR6); 4 Lewis Hopkins (VW Golf GTI); 5 Peter Milne (VW Golf GTI); 6 Josh Johnson (VW Golf GTI). **FL** Hayes 1m28.220s (96.14mph).

OULTON PARK INTERNATIONAL BRSCC, SEPTEMBER 3

CATERHAM ROADSPORTS (10 LAPS)

1 Wesley Fox; 2 Jonathan Mortimer +0.142s; 3 Mike Hart; 4 Chris Bingham; 5 James Needham; 6 Kurt Brady. **Fastest lap** Aaron Head 2m00.403s (80.49mph). **RACE 2 (9 LAPS)** 1 Hart; 2 Fox +8.661s; 3 Head; 4 Mortimer; 5 Bingham; 6 Matthew Whate. **FL** Head 2m08.189s (75.60mph).

CADWELL PARK BARC, SEPTEMBER 3

CLASSIC SALOON & HISTORIC

TOURING CARS (11 LAPS) 1 Tim Davies (Lotus Cortina); 2 Elfin Jones (Ford Lotus Cortina) +47.108s; 3 Phil Manser (Mini Cooper); 4 Richard Sprigg (Ford Anglia 105E); 5 Jim Burrows (Austin Mini Cooper); 6 Nick Jones (Ford Anglia). **CW** Manser; Burrows; Andy Messham (Austin Mini Seven); Hedley Simons

Manser and Sprigg fought at Cadwell



(Hillman Humber SuperSnipe). **FL** Roger Stanford (Lotus Cortina Mk1) 1m50.243s (71.41mph).

CLASSIC FF1600 (12 LAPS) 1 Andy Powell (Royale RP26); 2 Steve Pearce (Van Diemen RF76) +2.496s; 3 James Buckton (Elden Mk8); 4 Dave Lowe (Lotus 69); 5 David Malpas (Van Diemen RF78); 6 Jonathan Greenwood (Dulon MP15). **CW** Buckton. **FL** Powell 1m40.467s (78.36mph).

PRE'93 TOURING CARS (12 LAPS)

1 Roger Stanford (BMW M3); 2 Lawrie Dunster (BMW E36 M3) +1.346s; 3 David

Hickton (BMW M3); 4 Edward Boum (BMW M3 E36); 5 Tim Scott Andrews (Rover Vitesse); 6 David Howard (Jaguar XJ12). **CW** Dunster; Howard; Chris Bright (BMW 325i); Ken Selfe (Honda Civic). **FL** Dunster 1m41.480s (77.58mph).

ALLCOMERS SALOONS (24 LAPS)

1 Joss Ronchetti (Talbot Sunbeam Lotus); 2 Andy Robey (BMW M3) +1m10.907s; 3 Andy Robinson (Ford XR2); 4 Martin Davies (Ford Sierra); 5 Simon Beament/Ashley Bird (Ford Escort); 6 Steve Cripps (Ford Escort RS2000). **FL** Ronchetti 1m37.980s (80.35mph).



Powell won in Classic FF1600



Ronnie Haines appeared at Cadwell in Ford Escort Mexico

YOUR SAY

What you think of the motorsport news of the past week

Webber won't give up on title



Webber has winning attitude

It was refreshing to read that Mark Webber refuses to concede the 2011 F1 title to his team-mate Sebastian Vettel, despite trailing him in the points table by a considerable margin.

A 'never say die' attitude is vital in a title race. Mark hasn't won a grand prix all season and I doubt he is even going to come close winning the championship this year, but his attitude tells us that a first world championship title can't be far away.

Nicola Green Saffron Walden, Essex

EDITORIAL CONTACT mail@autosport.com

Martin Hines – MH – my hero. No one did more for British motorsport than him.

The legendary driver and team owner had the charisma of James Hunt and Barry Sheene, and was the best friend one could hope for.

We will miss you. Condolences to Tina, Luke and Tuesday.

Derek Redfern
Fleet, Hants

I'd like to say a big thank you to all the marshals and medical team at Cadwell Park for looking after me after my low-flying incident with the barriers while qualifying for the Classic Formula Ford event on Saturday.

I'm pleased to confirm that I'm no worse than bruised and battered down the left side and will be making every effort to have the car back on the grid at Oulton Park for the double-header event on September 24.

Ian Jeary
By email

After several recent visits to Silverstone, I've finally worked out what it is about the Wing that makes me uneasy.

Although I think the profile of it is successful – dramatic, but not excessively so – for me the visual 'uplift' of the Wing's design is negated by the colour of its upper surface. That leaden grey is just dark and dismal.

Could not Silverstone repaint the roof in a pale, shiny colour to reflect and interact with the sky? That's what wings are for...

David Goddard
Hove

Several hundred quid to sit at Eau Rouge for my nine-year-old's first GP at glorious Spa is just about bearable.

But when nature called the options were either to hunt down an elusive blue portable facility offering the equivalent of an open bucket (unisex, of course) or to shell out around 60p for the privilege.

Someone, somewhere was certainly taking the piss in Belgium!
Bob McEwan
Rochford, Essex

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. **BBC TO FACE MP QUESTIONS OVER F1 DEAL**
2. **TURKISH GP LOSES 2012 CALENDAR SLOT**
3. **BARRICHELLO: WILLIAMS SHOULD KEEP ME**
4. **HEIDFELD AND RENAULT COMPLETE SPLIT**
5. **BOULLIER CONVINCED SENNA RIGHT CHOICE**

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HOW BRUNO SENNA HAS REVIVED RENAULT

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com. Please ensure that your full address is included on all correspondence.

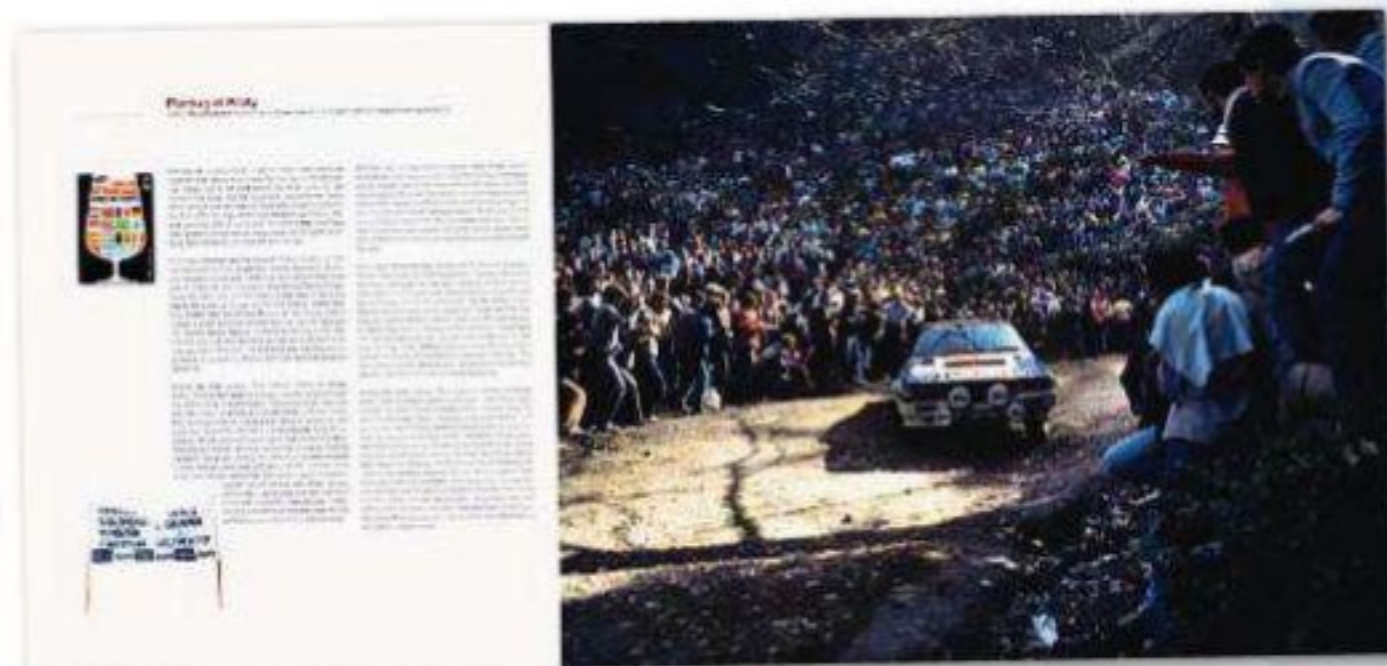
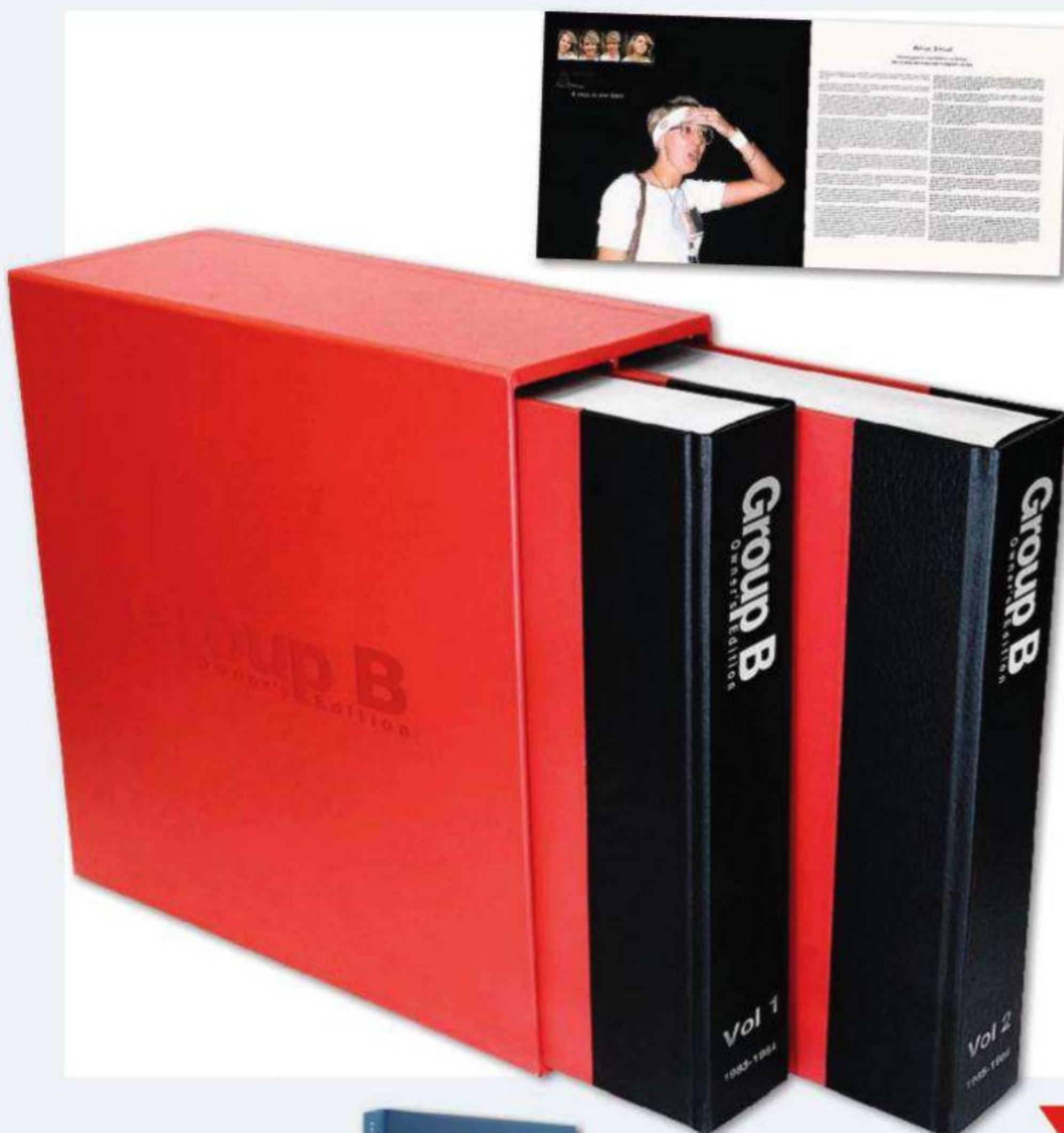
CORRECTIONS AND CLARIFICATIONS

- Historic racer Rowland Kinch is not related to Nathan and Larry Kinch, as claimed on page 91 of the August 25 issue.
- In the results for the Formula Renault 3.5 race at Silverstone (August 25) we listed Nick Yelloly as finishing sixth. He was disqualified after the race and Sten Pentus was promoted into the position.

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



GROUP B - OWNER'S EDITION

€999 (thegroupbbook.com)

This really is chapter and verse on rallying's most evocative era. The book is split into two volumes (1983/84 and 1985/86), with the 1008 pages – including 3100 pictures – weighing 12kg.

More than three years in the making, it's a true work of art and, as is the case with everything Group B, a labour of love. Yes, it's eye-wateringly expensive but, as far as we're concerned, in literary (rally fever) terms it's more important than the Magna Carta.

Beyond the incredible detail on every Group B car, the four short years in which these monsters lived and breathed is dealt with on a month-by-month basis. There are secret stories and unseen pictures and 210 documents and drawings to accompany the words.

Each copy is signed by each of the four Group B world champions – and the man who should've been: Markku Alen.

If you want one, you'd better be quick: it's limited to 500 copies.

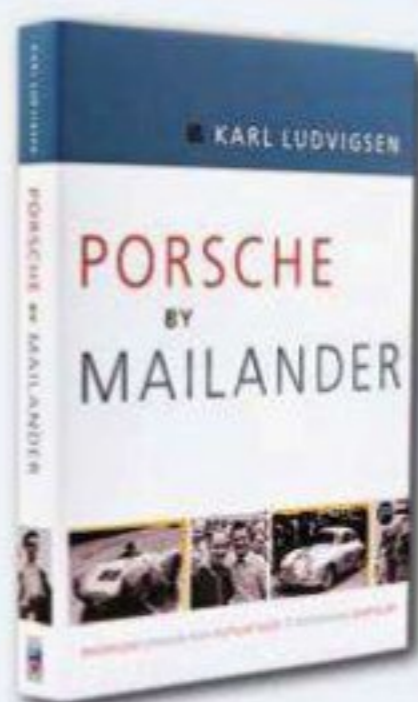


SEBASTIAN VETTEL RED BULL MODEL IN 1:43

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Minichamps has created the first 1:43-scale replica of the Red Bull-Renault RB6 that carried Sebastian Vettel to his first world title last season.

Demand for the youngest world champion's model motor – in which he took five wins – has been high, so you'd better get ordering.



PORSCHE BY MAILANDER HISTORY BOOK

£95 (978 1854 4324 45)
autosport.com/shop

Photojournalist Rodolfo Mailander's images in this 384-page tome have captured the intimacy between Ferry Porsche and his colleagues, with hundreds of black and white images of the people, contests and cars that put Porsche on the map in the early 1950s.



HONDA RACING BTCC BASEBALL CAP

£14.99
autosport.com/shop

You've got three meetings left to don this Honda BTCC cap and cheer on team drivers Gordon Shedden and Matt Neal, who lie first and second in the points table. The cap has a contrast adjustable strap, with team branding embroidered on the front and at the sides.

HOT ON THE WEB THIS WEEK

YOUTUBE: KANAAN'S LUCKY ESCAPE IN BALTIMORE

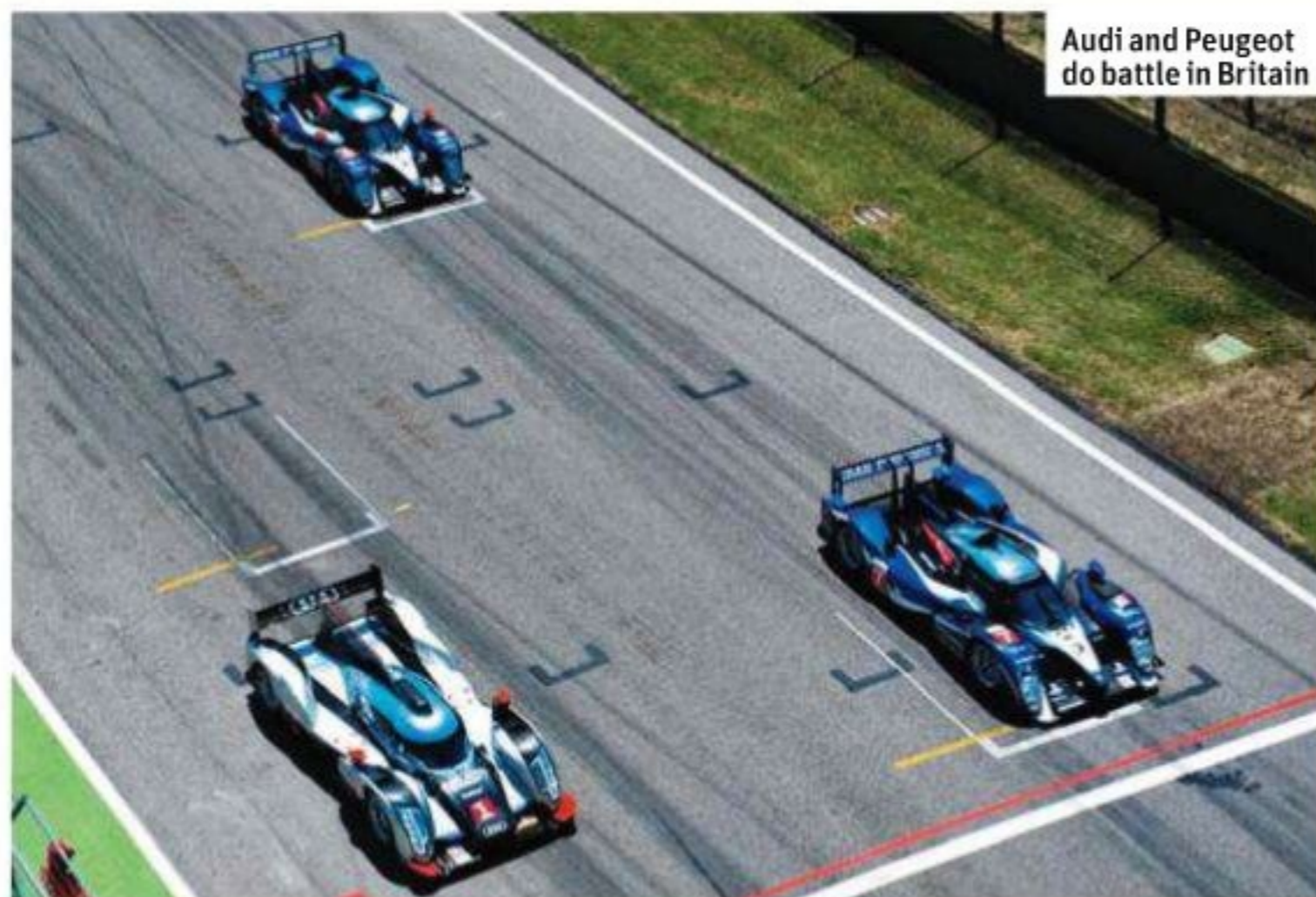


SEARCH FOR: Tony Kanaan and Helio Crash at Baltimore (1:45)

Onboard with Helio Castroneves on the 180mph approach to Baltimore's Turn 1 in the raceday warm-up, when a following Tony Kanaan loses his brakes. Scary, especially for the trackside marshal at the 58s mark!

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



Audi and Peugeot do battle in Britain

SILVERSTONE

AUTOSPORT 6 Hours and F3 Euro Series
September 9-11
Admission: £16 Saturday, £25 Sunday,
£29 weekend (advance only)
Tel: 0844 3728 200

Silverstone plays host to the fifth round of the Intercontinental Le Mans Cup this

weekend. Stars such as Anthony Davidson, Tom Kristensen and Allan McNish will be the main figures to watch as Peugeot tries to hold on to its championship lead from main rival Audi. Support comes from SPEED Euroseries and the Classic Endurance brigade, while the Formula 3 Euro Series provides some single-seater action.

KNOCKHILL

SMRC
September 10
Admission: £12
Tel: 01383 723337
Bumper package of Scottish motor racing including Sports & Saloons, Minis, Fiestas, Legends, FF1600s and Classic Sports & Saloons.

PEMBREY

BARC
September 10-11
Admission: £12
Tel: 01554 891042
Caterhams, BMWs and Welsh Sports Saloons feature among a selection of club racing.

SNETTERTON

Aston Martin Owners Club
September 10-11
Admission: £10
Tel: 0843 453 9000
The club races on the lengthy 300 circuit on Saturday, then switches to the 200 version on Sunday.

CROFT

Darlington & District Motor Club
September 10-11
Admission: £12
Tel: 01325 721815

OULTON PARK

750 Motor Club
September 10
Admission: £10
Tel: 0843 453 9000

MALLORY PARK

BARC
September 11
Admission: £13
Tel: 01455 842931

BRANDS HATCH

SEMSEC & HSCC
September 10-11
Admission: £10
Tel: 0843 453 9000
SEMSEC makes a foray from its usual Lydden habitat on Saturday, before the HSCC takes over for the Sunday.

FORMULA 1 WORLD CHAMPIONSHIP

Rd 13/19
Monza, Italy
September 11
formula1.com



A Ferrari in the forests – it must be Monza

GP2 SERIES

Rd 9/9
Monza, Italy
September 10-11
gp2series.com

GP3 SERIES

Rd 8/8
Monza, Italy
September 10-11
gp3series.com

PORSCHE SUPERCUP

Rd 9/10
Monza, Italy
September 11
porsche.com

FIA GT1

Rd 9/10
Beijing Goldenport, China
September 10-11
gt1world.com

SUPER GT

Rd 6/8
Fuji, Japan
September 11
supergt.net/en

NASCAR SPRINT CUP

Rd 26/36
Richmond, Virginia, USA
September 10
nascar.com

WORLD RALLY CHAMPIONSHIP

Rd 9/13
Rally Australia, Coffs Harbour
September 8-11
wrc.com

IRC

Rd 8/11
Mecsek Rallye, Pecs, Hungary
September 9-11
ircseries.com

SCANDINAVIAN TOURING CARS

Rd 8/9
Knutstorp, Sweden
September 10
stcc.se

TC2000

Rd 10/12
Trelew, Argentina
September 11
www.tc2000.com.ar

Television

FRIDAY SEPTEMBER 9

0855-1035 **BBCi LIVE**

F1: Italian GP first practice

1255-1435 **BBCi LIVE**

F1: Italian GP second practice

1330-1400, 1630-1700 **ESPN**

WRC: Rally Australia day one

1415-1515, 1750-1855, 2235-2340 **Motors TV**

WRC: Rally Australia day one

SATURDAY SEPTEMBER 10

0725-0755 **Channel 4**

British F3: Rockingham

0900-1005 **Motors TV**

WRC: Rally Australia day one

0955-1105 **BBCi LIVE**

F1: Italian GP third practice

1210-1415 **BBCi LIVE**

F1: Italian GP qualifying

1415-1515, 1720-1825, 2030-2130, **Motors TV**

WRC: Rally Australia day two

1700-1830 **ITV4**

BTCC: Knockhill highlights

1900-2000 **Eurosport 2**

GP2: Monza race one

1925-2030 **Motors TV**

British F3: Brands Hatch

2145-2215 **ESPN**

WRC: Rally Australia day two

2300-0330 **Premier Sports LIVE**

NASCAR: Richmond

2345-0015 **Eurosport**

IRC: Hungary day one

SUNDAY SEPTEMBER 11

0015-0045 **Eurosport**

GP3: Monza race one

0615-0730 **ESPN LIVE**

WRC: Rally Australia powerstage

0700-0725 **Channel 4**

The Grid

Jenson Button's Italian GP preview, Paul di Resta profile, plus IndyCar highlights.

0730-0800 **Eurosport**

IRC: Hungary day one

0900-1000 **Motors TV**

WRC: Rally Australia day two

1045-1130 **Eurosport LIVE**

Porsche Supercup: Monza

1130-1300, 1645-1730 **Eurosport LIVE**

LMS: Silverstone

Catch the first part of the AUTOSPORT 6 Hours and then tune in later to see the finish.

1215-1515 **BBCi LIVE**

F1: Italian GP

1305-1400, 2235-2340 **Motors TV**

WRC: Rally Australia day three

1515-1615 **BBCi LIVE**

F1: Italian GP post race forum

1800-1900 **Eurosport 2**

GP2: Monza race two

1900-2000 **BBC3**

F1: Italian GP highlights

2100-2205 **Motors TV**

British F3: Rockingham

2145-2215 **ESPN**

WRC: Rally Australia day three

2235-2305 **Eurosport**

IRC: Hungary day two

2320-2350 **Eurosport**

GP3: Monza race two

MONDAY SEPTEMBER 12

1830-1930 **Sky Sports 2**

NASCAR: Richmond highlights

Online

AUTOSPORT.COM

Coming up on the web this week

ITALIAN GRAND PRIX

After a great Spa race, Formula 1 heads to Italy for potentially the most explosive event of the year as McLaren and Ferrari aim to end Red Bull's mini-revival. AUTOSPORT.com brings you up-to-the-minute coverage of the whole weekend from the Monza paddock, including the expert views of Mark Hughes, Gary Anderson and David Coulthard. And there's all the action from the five-way GP3 title shootout.



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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



A divisive character – and Jonathan Ross

HE'S A DIVISIVE character – while some are quick to jump on every mistake he makes, cowardly hiding behind bizarre nicknames as they libel him on internet forums, others are convinced of his genius, that his is a rare talent and one deserving of the success and fortune that has come his way.

In so many ways Lewis Hamilton was the perfect guest for Jonathan Ross as 'JR' restarted his chat-show career on ITV1. There may be very little in common in the work they do, but the pathetic indignation they spark among the internet 'haters' is bafflingly

similar. Indeed, there are many among the anti-Sky brigade who still bring up Ross's seven-figure BBC retainer as evidence of other things that could be cut instead of 'their sport'. But these saps probably weren't watching *The Jonathan Ross Show* – too many adverts, you see.

So what did we learn from Wossy about Lewis? Well, first off, he's a fan of *Sex And The City*. Ross asked which of the leading ladies he was, suggesting the slutty Samantha. Lewis settled for prissy Charlotte instead. Surely Big was the correct answer...

Lewis was introduced via a selection of some of

his finer moments from 2011, concluding with his win in China. He said he was grateful the Spa incident wasn't shown, but Ross still had that up his sleeve. Again Lewis took the blame for the incident with Kobayashi.

Naturally the questions turned towards his relationship with former Pussycat Doll Nicole Scherzinger. Asked when the pair would be getting married, Lewis blushed and said they "were in a good place" right now.

If only he was as evasive on track this season, he'd still be in the fight for the world championship!

He revealed that part of her song *Jai Ho* was about him. But that, and a confession that he got caught speeding while driving to Snetterton, was as revealing as it got.

It was hardly the great bon mots of Graham Hill on *Call My Bluff*, but he just isn't that sort of character and you can't hate him for that.

Revved Up

"There is little in common between Lewis Hamilton and Jonathan Ross, other than the indignation they spark on forums"

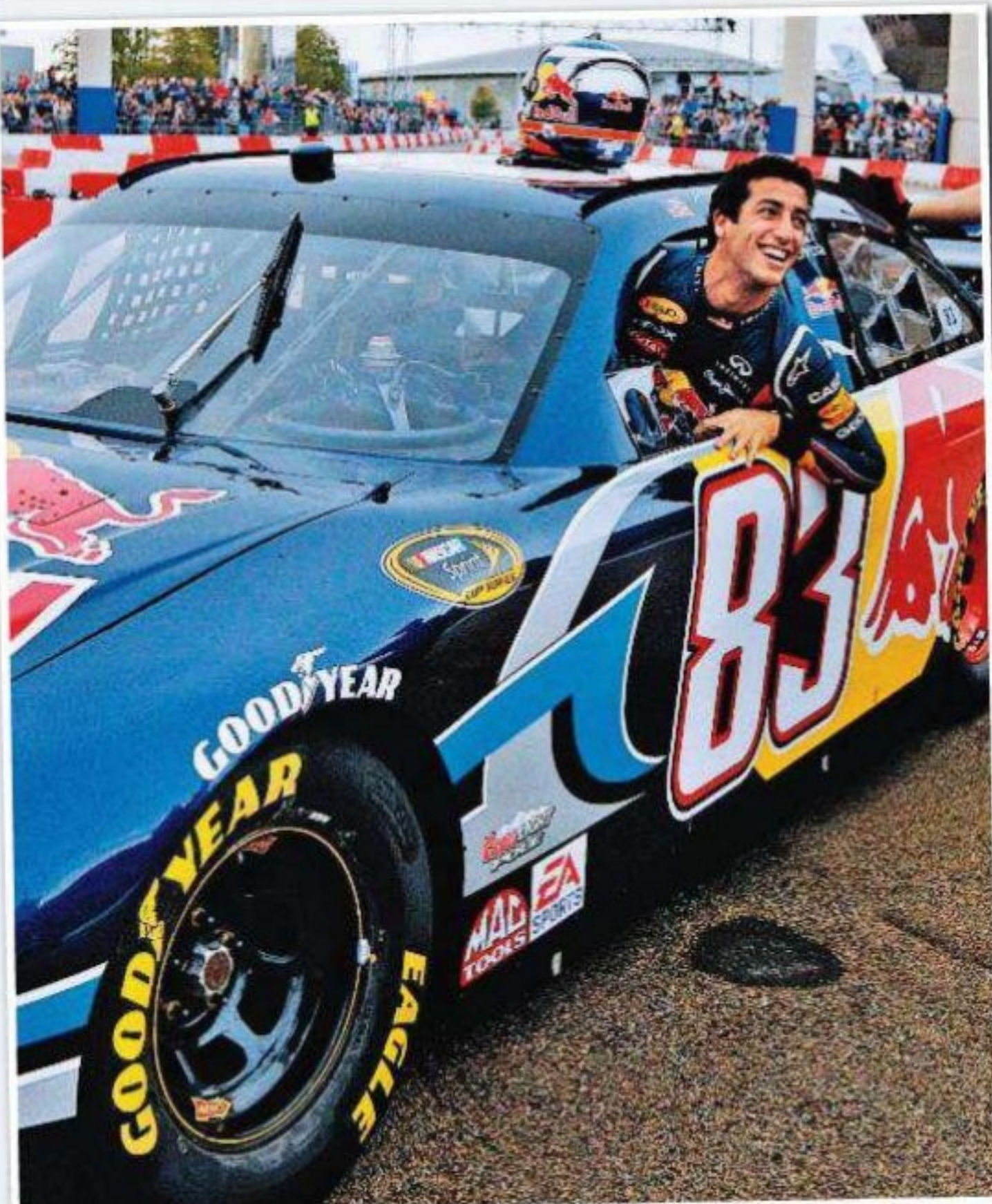
THE WEEK IN PICTURES

Our lensmen pounding the British Isles beat from Wales to Scotland



WEBBER WOWS WELSH WITH MILLENNIUM MOMENT

Red Bull racer Mark Webber shows off his F1 machine in front of the Millennium Centre in Welsh capital city Cardiff



NEWBOY'S NASCAR NOISE

While fellow Aussie Mark Webber caned his Red Bull around Cardiff, Daniel Ricciardo tried out a Toyota Camry stock car



PORSCHE PAIR PAYS PRICE

Steve Parish hits the abandoned car of Keith Webster (99) during Friday Porsche Carrera Cup testing at Knockhill

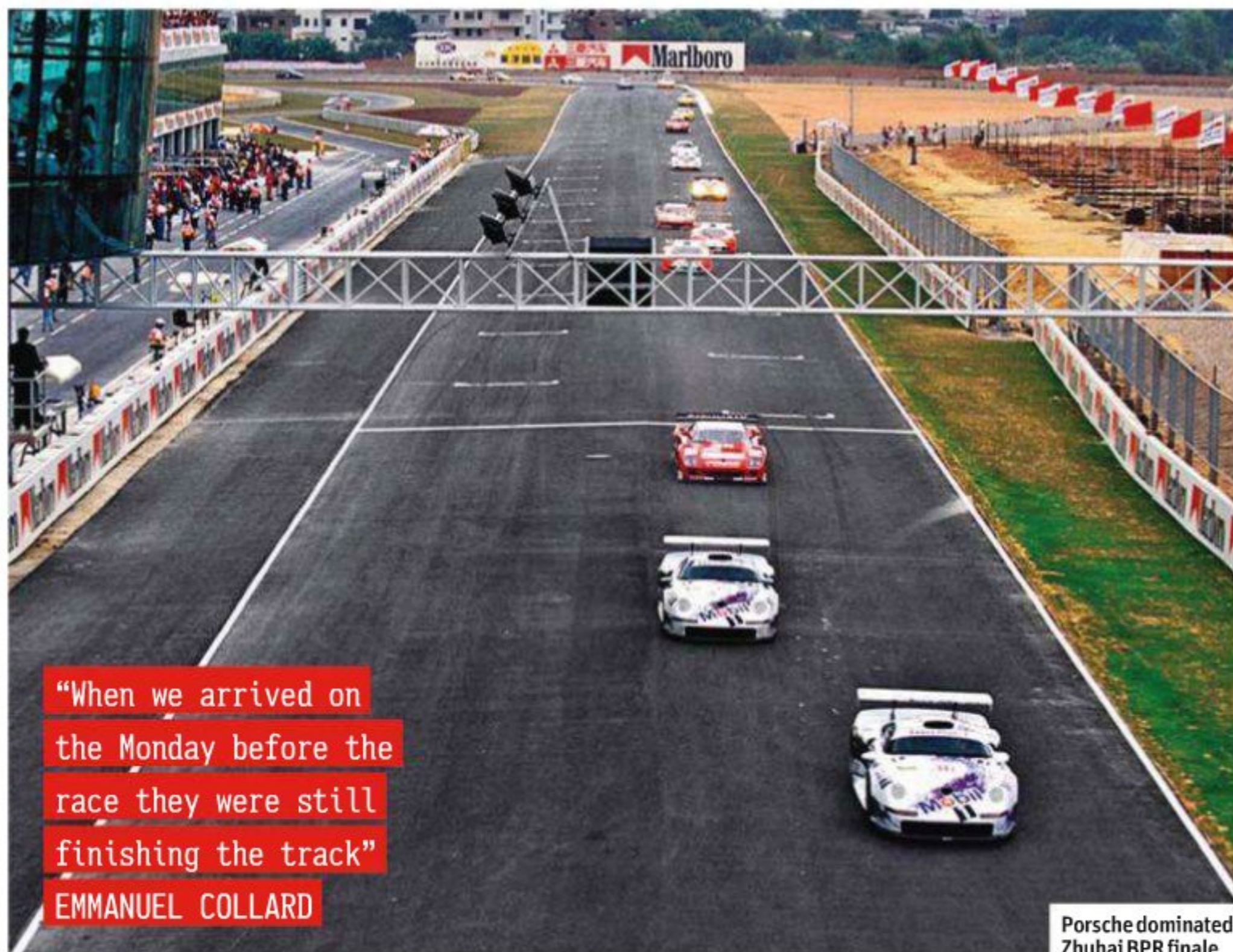


BTCC BOYS' BANNER BULLYING

Martin Byford and Alex MacDowall wreck some of the local scenery during a grassy off at Knockhill last weekend

FROM THE ARCHIVE

Emmanuel Collard wins the 1996 BPR finale at Chinese track Zhuhai



"When we arrived on the Monday before the race they were still finishing the track"
EMMANUEL COLLARD

Porsche dominated Zhuhai BPR finale

THE FIA GT1 WORLD CHAMPIONSHIP IS TOURING China at present, having visited Ordos last week and Beijing this weekend. Leaving aside the rich history of largely independent Macau, it's easy to forget that the world's most populous country is still a relatively new player on the motorsport scene. Indeed, it took until 1996 for China to open a purpose-built venue.

On November 3, 1996, the 2.67-mile Zhuhai International Circuit in the Guangdong province hosted the season finale of the BPR Global GT Series, predecessor of FIA GT and World GT1. The 4 Hours of Zhuhai coincided with the breakthrough of one of sportscar racing's brightest young stars.

On the back of winning that season's Porsche Supercup, Frenchman Emmanuel Collard got to drive a Porsche 911 GT1 alongside German Ralf Kelleners and became the first winner of a race on a permanent Chinese circuit.

"When we arrived on the Monday before the race they were still finishing the track. It was literally brand new like the Korean Grand Prix track," Collard recalls. "Some workers were even sleeping in the stands at night, but by race day everything was finished. That was quite impressive."

Collard was less impressed with the layout. "There was only one fast corner before the pit straight, apart

from that it was all about braking and slow corners," he explains. "It's a shame because you always expect something more exciting from new circuits."

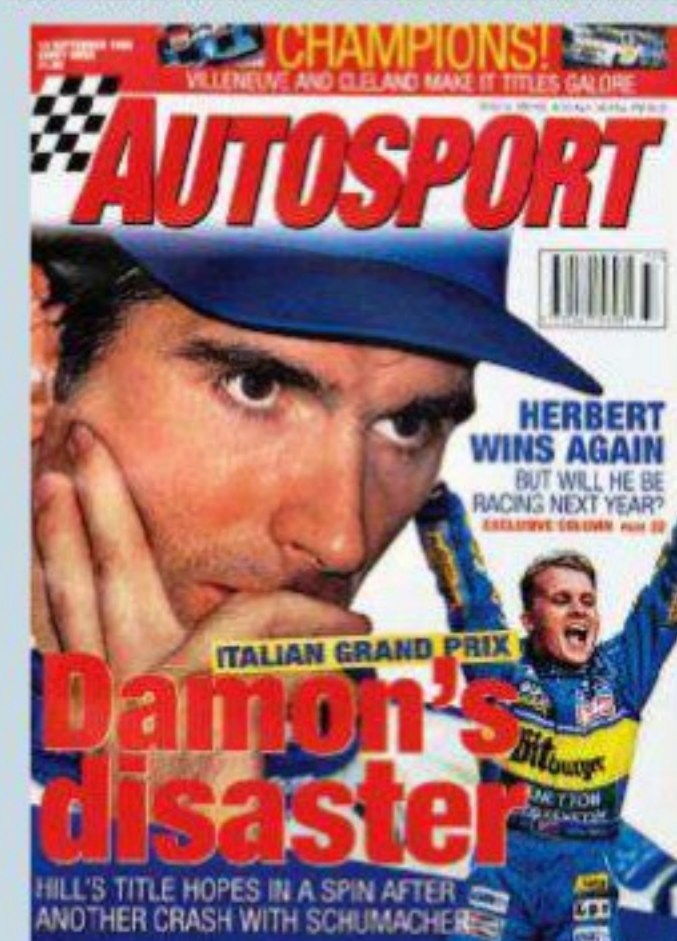
The race itself not only proved to be a key event in Chinese motorsport, but also in Collard's career. "There were actually quite a few people to support," says Collard. "I was under pressure because it was the first time I drove a factory Porsche thanks to winning the Supercup. Stepping up to the big GT1 car was a challenge. The race went well and Ralf and I were first right from the start."

"To be honest the level of competition wasn't high because our car was a lot faster than the others. The biggest opposition came from the other Porsche of Yannick Dalmas and Bob Wollek. But it was still a good race and we won."

Porsche's emphatic win was controversial, as the GT1 was purpose-built for racing rather than based on a production car. "I remember some people in the paddock were really upset with that," says Collard. "I didn't care. Porsche asked me to drive and I just did my job. It was a very important season for my career."

Collard became a works driver for Porsche, winning the GT and LMP2 classes at Le Mans in 2003 and 2009. He also went on to win two Le Mans Series titles with Pescarolo in 2005 and 2006.

THIS WEEK IN...



SEPTEMBER 14, 1995

DAMON HILL'S HOPES OF WINNING the 1995 F1 world title took a massive dent after the Brit tangled with arch rival Michael Schumacher for the third time in five races at Monza's Italian GP.

The Williams driver missed his braking point trying to follow Schumacher past backmarker Taki Inoue at the second chicane, ramming the German's Benetton and putting both title contenders out of the race.

Hill, who received a suspended one-race ban for his part in the collision, said: "Inoue changed lines twice in front of me. It's ridiculous; he shouldn't have a licence."

F1-bound Jacques Villeneuve wrapped up the Indycar title in the final round at Laguna Seca (below). The French-Canadian only finished 11th, as Gil de Ferran claimed his first win, but with nearest rival Al Unser Jr only sixth, the result was enough to give Hill's future Williams team-mate the title.



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MARCUS GRONHOLM

■ Rally New Zealand ■ August 30-September 2, 2007 ■ Ford Focus RS WRC07 ■ Final career victory – by 0.3s



Gronholm thought he'd done enough on Whaanga Coast...

I REALLY WASN'T SURE

which rally to choose for this. Do I do the first win – Sweden in 2000? This was the special one; everybody remembers the first win or the last one. Ach! The last one, it was the *really* special one. So close, so close – by three tenths of a second. The rally of my life has to be New Zealand in 2007.

We made a good start, we won the first two stages and everything was good. We had something like a 14-second lead by first service, but, you know Seb [Loeb] is there. He was always there!

On the last stage on Saturday night [Te Akau North] Loeb passed me and I was not leading for the first time.

Of course, I was not happy and wanted to push like hell to change this. We had some short stages on the final day and then two long runs at the stage everybody takes the pictures on [Whaanga Coast], the one by the sea. This stage was nice.

There was really nothing between us all of the time. The weather was difficult as well: raining sometimes then not, then more. It was not

"We came to the end and the time was 0.9s faster than Loeb. 'Yes!' I shouted, 'we have won!' Then Timo, my co-driver, said, 'Okay, now we go to the Superspecial'. I couldn't believe it - I forgot about the Superspecial"

easy. Going to the last long stage, he had a two-tenths lead over me. We pushed like crazy through that stage, always on the limit and over. We came to the end and the time

was 0.9 seconds faster than him.

'Yes!' I shouted, 'we have won!' I thought we had beaten him by 0.7s. I thought we had finished. Then Timo [Rautiainen], my

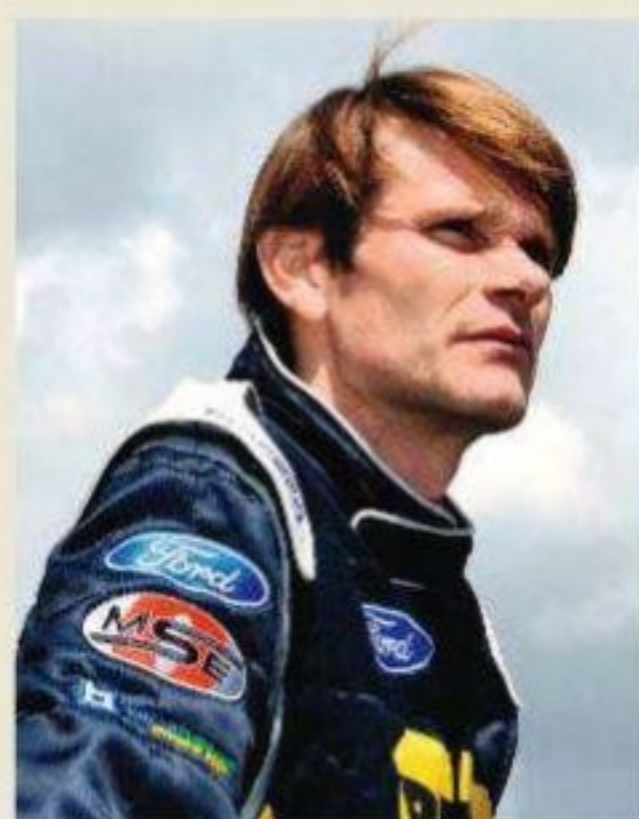
co-driver, said, 'Okay, now we go to the Superspecial'.

I couldn't believe it. 'Shit!' I shouted, 'I completely forgot about the Superspecial'.

So then we had to go to the stage near service [Mystery Creek] with a 0.7s lead. I made a mistake in one corner and I was sure I had lost it, but it was okay. Actually, it was Henning [Solberg] who helped me a little bit. There was a watersplash in the stage and he told me to keep to the right side, where the water was not so deep. I did this and won.

It was an incredible win for me. I will never forget standing on top of the car in Hamilton. And that was four years... *four years ago already.* *Marcus Gronholm was talking to David Evans*

IN PROFILE



HAVING WON TWO WORLD RALLY Championship titles and his home rally in Finland a record seven times, Marcus Gronholm retired from the WRC at the end of 2007. In a career spanning 152 world rallies in 21 years, he won 30 times – 18 for Peugeot and 12 for Ford. Since then he's made two appearances in the WRC (Portugal '09 and Sweden last year). He has now turned his attentions to rallycross, where he has already won in America and in British and European outings.

NEXT WEEK

Jacques LAFFITE





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Porsche Carrera Cup GB

Rounds 12 and 13, Knockhill, September 3-4

Race wins for Michael Meadows and Euan Hankey
Pro-Am1 wins for Derek Pierce and Rory Butcher
Double Pro-Am2 win for George Brewster
Overall podiums for James Sutton and Ben Barker
'Driver of the weekend' award for George Brewster
'Team of the weekend' award for Redline Racing

Round 12 results

- 1 Michael Meadows (SAS/Redline)
- 2 Euan Hankey (Parker with Jutta)
- 3 James Sutton (SAS/Redline)
- 4 Ben Hetherington (Oman Air/Redline)
- 5 Sam Tordoff (Team Parker Racing)
- 6 Stephen Jelley (Parker with Jutta)

Round 13 results

- 1 Euan Hankey (Parker with Jutta)
- 2 Michael Meadows (SAS/Redline)
- 3 Ben Barker (Parr Motorsport)
- 4 James Sutton (SAS/Redline)
- 5 Stephen Jelley (Parker with Jutta)
- 6 Ben Hetherington (Oman Air/Redline)

Overall points' position after round 13

1	Michael Meadows	217
2	Stephen Jelley	208
3	James Sutton	205
4	Euan Hankey	173
5	Richard Plant	128
6	Jonas Gelzinis	112
7	Sam Tordoff	104
8	Ben Hetherington	90
9	Michael Caine	84
10	Rory Butcher	77
11	Tim Harvey	66
12	Ahmad Al Harthy	58
13	Derek Pierce	52
14	Ben Barker	45
15	Kieran Vernon	37
16	George Richardson	28
17	Alex Martin	25
18	Daniele Perfetti	13
19	George Brewster	8
20	Richard Denny	7
21	Andrew Shelley	6
=	Michael Leonard	6
23	Freddy Nordstrom	1

Pro-am1 category

1	Jonas Gelzinis	129
2	Rory Butcher	81
3	Ahmad Al Harthy	60
4	Derek Pierce	53
5	George Richardson	28
6	Alex Martin	25

Pro-am2 category

1	George Brewster	105
2	Keith Webster	85
3	Richard Denny	83
4	Andrew Shelley	74
5	Tommy Dreehan	70
6	John Taylor	59

Team championship

1	SAS/Redline	422
2	Parker with Jutta	381
3	Team Parker Racing	232
4	Nationwide/Motorbase	187
5	Redline/Oman Air	148
6	Jutta Racing	112
7	Celtic Speed	85
8	Dextra/J&D Pierce by Parker	77

For more information on the Porsche Carrera Cup GB visit
www.porsche.com

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