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PLUS

AUTOSPORT 6 Hours
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P60



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CO₂ EMISSIONS: 155G/KM.

ABARTH PUNTO EVO

1.4 TURBO MULTIAIR
POWER OUTPUT 165BHP (121KW) AT 5,500RPM
PEAK TORQUE 250NM AT 2,250RPM
ACCELERATION 0 - 62 MPH 7.9 SEC
TOP SPEED 133MPH

FUEL CONS MPG (L/100KM): URBAN 35.3 (8.0) /
EXTRA-URBAN 56.5 (5.0) / COMBINED 46.3 (6.1),
CO₂ EMISSIONS: 142G/KM.

ABARTH 500C

1.4 16V TURBO T - JET
POWER OUTPUT 140HP (103KW) AT 5,000 RPM
PEAK TORQUE 206NM AT 2,000RPM
ACCELERATION 0 - 62 MPH 8.1 SEC
TOP SPEED 127MPH

FUEL CONS MPG (L/100KM): URBAN 33.6 (8.4) /
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“NASCAR is a sport where anything that can go wrong will go wrong at some point during the season. Similar to being President”

US PRESIDENT BARACK OBAMA PAYS A BACK-HANDED COMPLIMENT TO NASCAR

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The kilometres per hour that Sebastian Vettel was giving away to the fastest car through the speed trap in qualifying at Monza on Saturday thanks to his short gear ratios

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POLE POSITION

Why going slower is the new going faster



TOP SPEED IS USUALLY KING AT Monza. Teams routinely invest millions of pounds in trimming out their cars to the nth degree for minimum drag and maximum velocity. Well now it seems that going slower is the new going faster, as proved by Sebastian Vettel and Red Bull over the weekend.

The world champion took pole position by half a second and won by almost 10s, and achieved both by giving away almost 20km/h to the guys at the top of the DRS-assisted speed-trap charts. It's a reflection of the supreme confidence of him and his team that they'd gear his car so short – then again, when does he ever need to use DRS in races? His brave move on Fernando Alonso also proved wrong his doubters who claim he can't overtake. Again.

So it appears that it doesn't always matter how fast you go, it's about how quickly you get there. Even when you've got a double world champion edging you onto the grass at 160mph.

● It's our sad duty to report the passing of Christian Bakkerud and Graham Jones this week, both hugely popular figures in the numerous paddocks they graced. They will be missed.

Charles Bradley, editor

BAMBER'S WEEK



F1

Liuzzi suffers brain- and brake-fade at Monza

Hispania Racing driver Vitantonio Liuzzi (he's the one waving his gearbox at our snapper) hasn't run as high as this in a grand prix all year. Problem was, he came across the grass out of control to get there and spoiled several drivers' afternoons. He also earned himself a five-place grid penalty for Singapore next weekend. Italian Grand Prix report p26.

Pic: Ferraro/LAT



SNAPSHOT
PIT & PADDOCK



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Red Bull lands works Renault deal

World championship-winning team will be French manufacturer's main development partner. By EDD STRAW



Red Bull has become Renault's works Formula 1 team in a new engine supply deal that should ensure it remains a leading Formula 1 force in the long-term.

AUTOSPORT understands that the engine supply deal is now free. Red Bull will also spearhead the development of the new-for-2014 1.6-litre V6 engines, meaning that chief technical officer Adrian Newey will have a major influence in the packaging of the engine.

Red Bull is the first team to secure a Renault deal for the

next-generation engines. While an identical power unit will be supplied to other teams, having a major say in the design of the new engine could give Red Bull a key advantage from 2014.

Jean-Francois Caubet, managing director of Renault Sport, told AUTOSPORT: "When developing a power unit, you can have a lot of problems and the best solution we have is a joint venture between Red Bull and us. We need to work with a big, strong team and they are very good on this side of development."

Red Bull's sponsorship deal with Infiniti, which is part of the Renault-Nissan alliance, will continue in the long-term. It previously was believed to cover the cost of Renault engines.

RED BULL'S LONG GAME

The Renault engine deal means that Red Bull has its key assets under lock and key through to the start of the new regulations.

Newey is contracted until the end of 2014, with options beyond that. Champion-in-waiting Sebastian Vettel is also tied in until the end of that season, while Red Bull owner Dietrich Mateschitz remains committed to the F1 project.

"We have got stability within the group," Red Bull team principal Christian Horner told AUTOSPORT. "The Renault-Nissan alliance is a significant deal for us and clearly establishes us as the factory-supported Renault team."

Having won last year's championship, it's a foregone

conclusion that Red Bull will win again this year. Now it has everything in place to ensure that it can remain at the forefront of F1.

The only potential weakness is that Newey is central to the team's technical department, which has been built up around the way he works. Newey himself says that he is still enjoying the challenge (see right) but were he to depart, this could prevent the team from maintaining its current position.

"Adrian's focus is very much here and he enjoys the working environment," said Horner. "We're developing some very talented engineers around him. Adrian is the last of the old-style technical leaders in that he still draws and is heavily involved in the car's design."

"Adrian has contributed to the structure, which is also for the future. One day, when he decides to wind back a bit – I think it would be impossible to stop – then we have got to be able to accommodate that. But that's several years away."

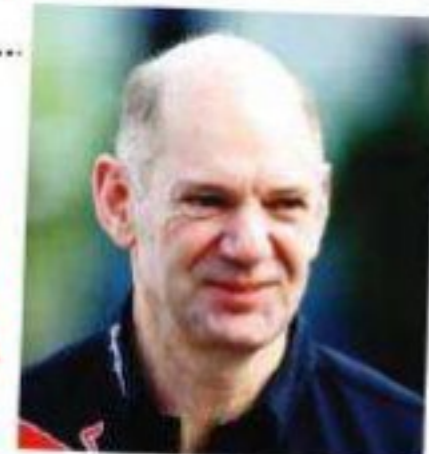
Engine deal is extended



60 SECONDS WITH

ADRIAN NEWHEY

Red Bull



With the long-term Renault deal, does this team have everything in place still to be at the front when the new rules start in 2014?

It certainly gives us the stability because we have a very good relationship with Renault. And we have a reasonably stable workforce, but we have got to keep pushing. Our rivals are not sitting back doing nothing.

Will you still be here at Red Bull in the final year of the Renault contract in 2016?

As long as I enjoy it and find fresh challenges, then I will keep doing it. Equally, I don't want to spend my whole career just in motor racing.

So is the final challenge now to ensure that, when you do move on or take a step back, the team is able to continue at its current level without you?

Absolutely. I'm very proud of what we have achieved with this team. In a paternal way, I would like to see it continue to have that success in the future.

You finally won at Monza with Red Bull - was this the last thing to tick off on the list of achievements?

We certainly didn't expect this heading into the weekend. It has not been a happy hunting ground for us, so it was great to manage it. Obviously we tried to see what we could do to improve having not been as competitive as we liked at Spa and Monza over the last few years. Renault has done a very good job within the frozen engine rules and we looked at how to get the aero to work at lower downforce than normal.

Does it feel like this year's championships are now won?

No. It never feels that way until you are actually there!



Adrian Newey was talking to AUTOSPORT F1 editor **Edd Straw**



Monza win was special for Newey and Red Bull



WHAT OF THE RENAULT TEAM?

Renault's decision to establish closer ties with Red Bull means that the team it once owned, and which still bears its name, is no longer its front-line outfit.

Currently, the 2005-'06 title winning squad does not have an engine deal for 2014. But Caubet is confident that an agreement will be reached, even though it could be rebranded as Lotus next season.

"We want to provide Lotus Renault with the best engine for 2014-2016," he said. "We have started to negotiate and will probably also supply the engine to them."

Team principal Eric Boullier confirmed that the team is "close to finalising our situation with Renault" - although he admitted that there have been talks with Cosworth in case such a deal falls through.



P26 MONZA REPORT

KERS help from Infiniti

INFINITI IS SET TO PLAY A key role in developing Red Bull's KERS batteries for the 2014 season.

Under the new regulations, KERS will be doubled to 160bhp in 2014, with a potential 33.5s worth of power boost available over a lap. Red Bull's Renault deal includes a supply of the motor generator unit, but Red Bull will work on its own batteries in conjunction with Infiniti and its parent company, Nissan.

Battery problems have been behind Red Bull's KERS struggles this year, largely through high temperatures. Team principal Christian Horner is confident that Nissan's expertise in this area

will ensure the development of a strong KERS for 2014.

"It will always be a Red Bull KERS, but we would be pooling know-how into a joint venture between Red Bull Technology and the Renault-Nissan alliance, which includes Infiniti," he said.

"Batteries are the key to performance, especially with the new regulations, so there's a lot of emphasis on this area of development. Nissan is one of the biggest battery technology companies in the world, with a huge amount of know-how."

There is unlikely to be significant input in the current Red Bull KERS, an evolution of which will be used in 2012 and 2013.



Teams divided over youngsters

Opportunities for young drivers to get F1 seat time remain at a premium, while the FIA pushes for a fix

Formula 1 teams remain divided over how to give rookie drivers more seat time under the current testing restrictions.

While last week's reports that FIA president Jean Todt, who is a keen supporter of giving young drivers opportunities, was planning to introduce a one-hour Friday morning practice session for rookie drivers next year are wide of the mark, it remains a topic of discussion among F1 teams. The idea of a rookies-only session has been talked about by FOTA, but few teams appear to take the situation as seriously as they should.

Next year, it appears unlikely that the rookie crop will match the five that are on the current grid, and save for November's three-day rookie test in Abu Dhabi, there are few opportunities for inexperienced drivers to get behind the wheel.

Renault is one of the few teams that has any involvement with young drivers, through the Genii Capital-owned Gravity driver management scheme that brought Jerome d'Ambrosio into F1 this year. Team principal Eric Boullier, also

boss of Gravity, believes that F1 is facing a young driver time-bomb.

"F1 underestimates the danger of not giving mileage to young kids," he said. "Sooner or later we'll face the problem of not knowing where the next generation of drivers is coming from. With cost issues to consider, I am in favour of running on Friday morning as a solution."

THE PITFALLS OF FRIDAY RUNNING

While most teams agree that young drivers need more running, there are practical issues to consider.

If rookies were to be entrusted with race cars on a Friday morning, there is a risk that they could crash and set back a race driver's weekend. The extra cost required to take a complete third car to the races, and bring extra staff, means that using the race cars is the only real option.

"Philosophically, to try and get more running for young drivers is no bad thing," said Red Bull team principal Christian Horner. "But practically, it's not particularly workable. We have an in-season

test next year, along with straightline days and filming days, so you can start to give young drivers more mileage. And there is the young driver test.

"From a team point of view, what we are desperate to avoid is building a test team structure. And can you imagine, with only two chassis at the circuit, missing a day because a junior driver has had an off?"

It should be noted that Horner is in the minority in that Red Bull has a junior team, Scuderia Toro Rosso, in which to develop its young drivers. This is not available to other teams, who are therefore left blind when it comes to evaluating rookies and more likely to stick with proven quantities when making signings.

MORE FRIDAY DRIVERS

Even if an extra session is not added, teams do have the chance to put different drivers in the car for Friday morning practice.

Force India team principal Vijay Mallya is one of the few to take advantage of this, running Nico Hulkenberg this season having done



GP2 champ Grosjean waits for his chance

Young driver test field taking shape

THE LINE-UP FOR THIS YEAR'S Abu Dhabi rookie test is shaping up, with GP3 driver Adrian Quaife-Hobbs the latest to be confirmed.

Quaife-Hobbs will drive for Virgin on the first morning of the three-day test in November. He has been given the drive after finishing the GP3 season as the best-placed driver for Manor Racing, which also runs the Virgin F1 race team. AUTOSPORT understands that GP2 race winner Fabio Leimer is also in line to drive for Virgin.

Newly-crowned GP3 champion Valtteri Bottas should drive for Williams. Whoever wins F2, most likely

Mirko Bortolotti, will also get a day of running. However, if Williams opts to replace Rubens Barrichello with a newcomer, another driver could also appear.

Red Bull has confirmed that it will run junior driver Jean-Eric Vergne, who appeared in the rookie test for Toro Rosso last year, with Ferrari set to use GP2 frontrunner Jules Bianchi. The Frenchman's GP2 team-mate, Esteban Gutierrez, will drive for Sauber with Sam Bird set to return for Mercedes for a second year.

Only drivers who have never started a grand prix are eligible to appear in the test.



Quaife-Hobbs has earned Virgin test

Hulkenberg is the only Friday regular

"My decision to allow my reserve driver in the car every Friday says it all. I'm all for it"

Vijay Mallya

the same with Paul di Resta last year. He is in favour of an extra session, but believes that using Friday morning is an option that more teams should take up.

"My decision to allow my reserve driver into the car every Friday says it all on what I believe should be done," Mallya told AUTOSPORT. "I don't believe that a reserve driver sitting outside of the car keeps his skill levels where they should be should the need arise to drive. I'm all for it."

If a standalone session were to be introduced, measures would also need to be taken to introduce an age cap. This would stop teams like McLaren using experienced test drivers such as Gary Paffett, 30, rather than giving valuable seat time to developing young drivers.

Mid-season testing confirmed for 2012

FORMULA 1 TEAMS HAVE finalised plans for in-season testing to return next season.

One of the four pre-season tests has been dropped, with FOTA agreeing to stage an in-season test at Mugello after the first four fly-away races. This will give teams the chance to work on developments ahead of the European season and troubleshoot problems arising during the early races.

It will be the first time that a test has been held during an

F1 season since teams ran at Jerez and Mugello in mid-September 2008.

In addition to the in-season test, teams will also be able to conduct up to four straightline testing days, as well as up to eight 100km filming days.

2012 TESTING CALENDAR

FEBRUARY 7-9	JEREZ
FEBRUARY 21-24	BARCELONA
MARCH 1-4	BARCELONA
MAY 1-4	MUGELLO

Ferrari tested at Mugello in '08



AUTOSPORT SAYS...

EDD STRAW
F1 EDITOR

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Most agree that young drivers need mileage in F1 cars. Most agree that, in principle, giving those rookies seat time is essential. Trouble is, most also agree that the heavy restrictions on testing have played a huge role in slashing costs and the answer to the debate about rookie running is generally concluded with a shrug of the shoulders.

The driver is the beating heart of an F1 car, yet teams continue to underestimate the value of isolating and nurturing junior drivers. Teams spend huge sums of money finding every last hundredth of a second of performance, yet all too often they don't show anything like that kind of diligence when it comes to developing drivers.

Right now, given restrictions on testing, who can blame teams opting for proven, experienced drivers who will do a good job rather than taking a punt on a driver who could turn out to be brilliant. Yet as Force India has shown, giving a driver of Paul di Resta's calibre seat time can pay dividends.

With junior driver schemes drying up over the last few years, it's arguably harder than ever to reach F1. If F1 is to retain its reputation for driving standards, it must invest more time and money into developing and running genuine young talents rather than expecting others to do it. Sebastian Vettels are difficult to come by, but if teams aren't looking, they deserve to be lumbered with mediocrities five years down the line.



BMW gave Vettel and Kubica a chance

ROLL OF HONOUR

Drivers who made their Formula 1 debuts after appearing as Friday drivers

Jerome d'Ambrosio • Robert Doornbos • Timo Glock • Kamui Kobayashi • Robert Kubica • Vitantonio Liuzzi • Frank Montagny • Kazuki Nakajima • Paul di Resta • Scott Speed • Adrian Sutil • Sebastian Vettel • Markus Winkelhock • Sakon Yamamoto

Speed drove Red Bull at Indy in '05





Caterham name is
on Lotus already

Lotus to be Caterham F1

Battle over Lotus name is close to a resolution, with Tony Fernandes set to introduce Caterham branding

Team Lotus is set to be rebranded as the Caterham Formula 1 team for next year.

Although a final deal has yet to be agreed with Group Lotus that would allow the Renault team to use the Lotus brand, team principal Tony Fernandes confirmed that such an agreement should be reached before the end of this season. It is understood that the Malaysian government has brought

pressure to bear on the two sides to come to a solution. Group Lotus is expected to acquire the rights to the Team Lotus name as a result.

"I'm optimistic that over the next month or two, a solution will be worked out that works for Group Lotus and us," Fernandes told AUTOSPORT. "I have always said that the heritage of the Lotus brand, and not destroying it, were very important to me. I think we

did a good job with it, but things conspired against us.

"I've always said that the window is open for a solution because I don't think what is happening is healthy for anybody – for Group Lotus or for us. We're not helping ourselves by promoting someone else, so if there is a solution there, we will grab it and move on with our own brand.

"Ultimately, emotion drives us, but so does pragmatism. It takes two to tango and we are ready to tango, if other parties are willing to come to the table. The key thing is not to damage Team Lotus and to make a situation where not one party is disadvantaged."

Fernandes confirmed that the Caterham brand would definitely be used once a final deal has been agreed. As part of the change of identity, the team is set to move from its current location in the

"Caterham would be good because it started with the Lotus 7"

Team Lotus boss Tony Fernandes

ex-TOM'S facility in Norfolk to a new location in 'motorsport valley', with the ex-Super Aguri/Arrows facility at Leafeld in Oxfordshire one possibility.

"If we were to change, it would be to Caterham," said Fernandes. "That would be good in some ways in that there is a nice link, because Caterham started with the Lotus 7. Then we can move on towards our own destiny.

"Caterham has never been in F1, so we can create something that is our own. I hope that wherever we go, fans will respect how we have treated the Team Lotus brand and we can go on with no hard feelings."



Trulli/Kovalainen
pairing will stay on

THIRD YEAR FOR TRULLI AND KOVALAINEN

HEIKKI KOVALAINEN AND JARNO

Trulli will continue to drive for Team Lotus next season.

Trulli was, as expected, officially announced as a 2012 driver by the team last weekend, while team boss Tony Fernandes confirmed to AUTOSPORT that Kovalainen will also be staying on.

"We signed Heikki a while ago, but we haven't announced it," he said. "Actually, we are in negotiations for extending it longer."

Fernandes backed Trulli despite the Italian enduring a difficult

season, pointing to his improved form in recent races. AUTOSPORT understands that Trulli's deal was renegotiated to spread his 2011 retainer over two seasons, effectively meaning he took a pay cut.

"After we gave him the new power steering, he has been motivated and driving well," Fernandes added. "He has outqualified Heikki a few times and we have got two guys who are neck-and-neck. That's always good for a team. I always thought it was a three-year project with both of them and things are now coming together."



Renault has '09 cars in action

Money no object in Kubica return

RENAULT IS WILLING TO GIVE

Robert Kubica all of the mileage in a 2009-specification Formula 1 car that he needs if there is a chance of him coming back for the start of next year.

Team principal Eric Boullier has set a deadline of "mid-October or the end of October" to have a clear indication of whether the Pole can be fit for the start of pre-season testing. If the prognosis is positive, he insists that the team must be willing to give him the track time he needs in the old car

regardless of the cost. However, he also insisted that Renault could not afford to go into pre-season testing in February with Kubica unless it was absolutely certain that he is ready.

"If we believe that he can be back, we will give him the number of days that he needs," said Boullier when asked by AUTOSPORT whether there was a limit on the amount of running. "His value to us makes this worth doing," he added.

Kubica's manager Daniele Morelli

confirmed that the recent operation to unblock the right elbow was a success. The Pole now has increased mobility and he is expected to drive a simulator in the next month. This is a little later than originally hoped, as doctors expected him to be able to do this within a month of the final operation (AUTOSPORT, August 18).

Kubica's next step towards regaining race fitness is expected to be taking to the track behind the wheel of a road car.

Heidfeld wants to return to F1



Heidfeld could get budget for return

NICK HEIDFELD IS OPTIMISTIC of returning to Formula 1 next season, and claims that he could bring a small budget to a team if required.

The German was dropped by Renault ahead of last month's Belgian Grand Prix. Despite options for 2012 seats being limited, he has no plans to turn his back on F1.

"I am more than hopeful I can secure a seat," Heidfeld told AUTOSPORT. "Next year's cockpits are limited but we are working on it."

"We already have sponsors

interested in joining. But if this becomes the main reason to get a drive, then I can most likely not compete with a huge multi-million dollar backing."

Heidfeld insists that his bad experience with Renault has given him more motivation to prove his critics wrong.

"My motivation is pretty high," he said. "The paddock knows that I bag points with strong racecraft and consistency. And I have been with different teams, which gives me lots of experience on the technical side."

Willis leaves as HRT lacks assurances

HRT TECHNICAL DIRECTOR GEOFF

Willis has left the team.

AUTOSPORT understands that Willis gave team boss Colin Kolles a deadline of the Belgian Grand Prix to give assurances about the financial commitment to the design and build of HRT's 2012 car. No such assurances were forthcoming, leading to Willis's departure.

Former BAR/Honda, Williams and BMW Sauber designer Jorg Zander, who left the Brawn team in 2009, is set to replace Willis at HRT. It is not clear how the design process for the 2012 car will work and losing Willis at this stage of the season is a setback for the HRT F112.

Willis joined the team in February 2010 and designed the current car, which is built around the Dallara monocoques used last year.

Willis had set HRT deadline



THIS WEEK IN F1



RED BULL Chief technical officer Adrian Newey believes that Sebastian Vettel has now proved wrong the critics who claim that he can't overtake. "I don't think that people can say that after the last few races," Newey said.



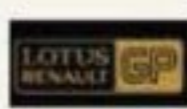
McLAREN Outgoing Williams technical director Sam Michael will join McLaren as sporting director next season. He will be the first to hold that position at McLaren since Dave Ryan left the team in 2009 in the wake of the Australian GP lying to the stewards controversy.



FERRARI Fernando Alonso believes that Ferrari can take the fight to Red Bull at next week's Singapore Grand Prix. "Of the races remaining, Singapore is probably the best one for our car characteristics," said Alonso.



MERCEDES Former Ferrari technical director Aldo Costa is set to join Mercedes. Costa previously worked with Mercedes team principal Ross Brawn at Ferrari.



RENAULT Team principal Eric Boullier believes that Bruno Senna can still improve his consistency despite scoring his first F1 points at Monza. "His consistency was not perfect, but good enough."



WILLIAMS The company's turnover has increased five per cent to £47.3 million over the first six months of 2011, according to interim results released last week. A revenue growth of 12-20 per cent is expected for the year.



FORCE INDIA Nico Hulkenberg will sit out free practice at next week's Singapore Grand Prix. This is to allow regular drivers Adrian Sutil and Paul di Resta the maximum running time.



LOTUS Heikki Kovalainen has hit out at Vitantonio Liuzzi for blaming him for causing the first-chicane accident at Monza. "He should look at the video and also read the report from stewards," said the Finn on Twitter.



HRT Vitantonio Liuzzi has been given a five-place grid penalty for the Singapore Grand Prix after triggering the first-chicane accident at Monza on Sunday.



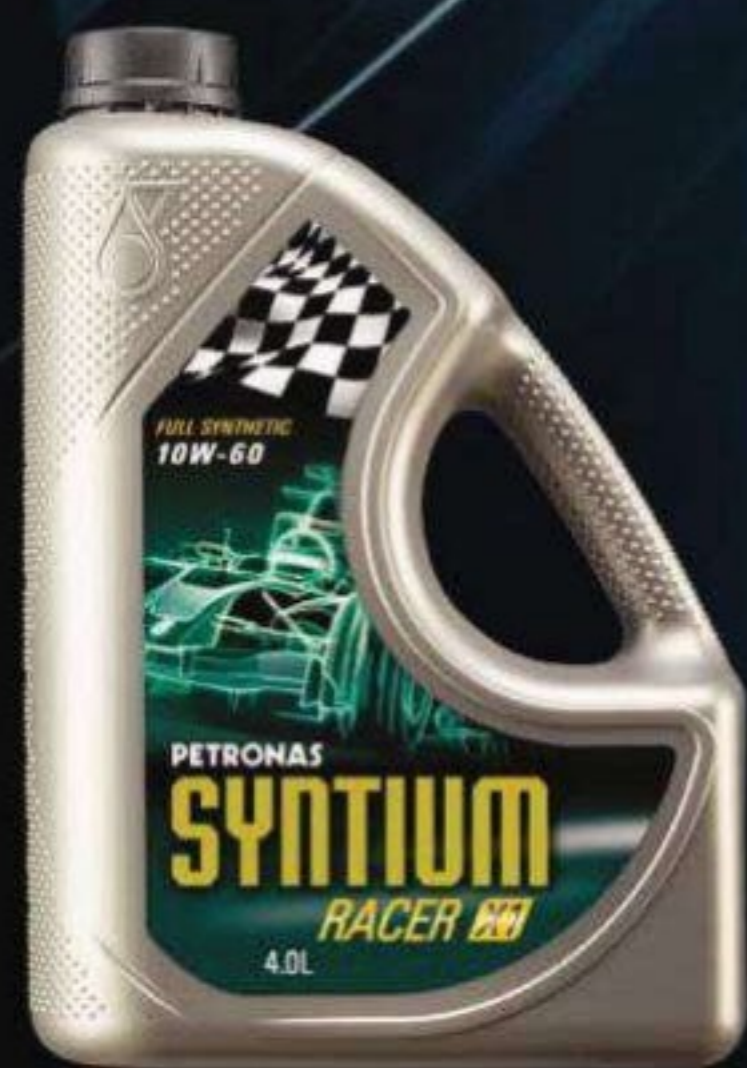
COSWORTH Mark Gallagher has left the firm, with Kim Spearman taking over as the engine builder's head of Formula 1 operations. Gallagher joined Cosworth in 2009 as general manager of its F1 business unit, and will now concentrate on his role with the Status Grand Prix GP3 team.

GRAHAM JONES

Former Minardi, BAR and Tyrrell press officer Graham Jones lost his battle with cancer last week. Jones was a respected journalist before setting up PR company PRISM in 1993, working for the likes of Cars and Car Conversions and Autocar and, most recently, editing Racecar Engineering.

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MPH Mark Hughes

AUTOSPORT grand prix editor

There's no hiding the past at Monza, which makes the place so special, but it's a history that's steeped as much in tragedy as glory

Past and present intermingle at Monza and sometimes you can barely see the joins. Occasionally the sight of a modern piece of garish signage or painted kerb actually jars the ancient visage.

It's not difficult to feel the ghosts of this place, where have unfolded extremes of triumph and tragedy that are so much part of the sport's fabric. Last weekend was the 50th anniversary of the death of Wolfgang von Trips and 15 spectators, on the approach to Parabolica on the second lap of the '61 grand prix. The German count was chasing the world title, trying to make up for his slow start off the grid as the four other Ferraris sprinted away. But the perspective of the other man involved in the accident, Jim Clark, taking part in just his 16th

PIC: LAT



Grisly aftermath of von Trips' fatal 1961 crash

grand prix, is rarely recalled.

Retracing his wheel-tracks of that day we walk the track. Clark made a great start in the under-powered Lotus, right up with the leading Ferraris as they all charged towards the wall of death concrete banking, von Trips lagging badly behind from pole. It's gently crumbling now, on

this quiet, warm Thursday morning. The pathetically low metal barriers rust away, staining the concrete. The trees appear to part, as if still standing aside for the long-ago, mad, swarming, slip-streaming pack.

Slip-streaming was the essence of Clark's strategy going into this race. A short first gear had been chosen deliberately to get him in among the V6 Ferraris – with up to 30bhp more than the four-cylinder Climax in his Lotus – at the start, so he could then get their tow. Up there flat-out over the bumps at that crazy angle, four of the red cars – and Jack Brabham's new V8 Climax-powered Cooper – swarmed by him. But still he was hanging gamely on.

The banking, after crossing over the top of the approach to Ascari, meets an old straight that runs parallel to the back straight, down to the banked outer section of the Parabolica, hidden these days behind advertising hoardings but still there. Back up the pit straight – remembering this time to continue up to the Curva Grande rather than splitting right to the banking. The curve needed to be driven then, but now it's a flat-out kink. Nature is reclaiming the boom years here, strands of ivy cascading over boards that once advertised Martini to an earlier generation of aspiring jet-setters.

The Climax was running especially well that day but it was still just a Climax and now, approaching the Lesmos, von Trips was gaining fast on the Lotus. In one moment the Ferrari's twin-nostril nose was in his mirrors; in the next, as they exited the second

Lesmo, it was past, V6 howling away, just like the other four up ahead, combined noise bouncing off the trees. Clark tucked tight into the Ferrari's slipstream.

Today the safety car growls past at about the place von Trips passed Clark. The track dips down under the bridge that carries the banking still, bright sponsor hues jarring you from the past. A Russian GP3 driver is being interviewed here by a TV crew from back home. In '61 the Berlin wall had just been completed. Up ahead is Sergio Perez walking the track with his engineers, the Mexican about as far ahead as the other Mexican Ricardo Rodriguez – making a sensational F1 debut for Ferrari – was of von Trips that day. Pass under the banking, turn and look back and the banked section above appears almost vertical.

Clark kept his foot to the floor, almost nudging von Trips' gearbox now as the Lotus was pulled along past 150mph. The tow was working perfectly and Clark pulled right out of the slipstream, front left level with the Ferrari's right rear. Then, to Clark's horror, von Trips – apparently unaware that the Lotus was still there – moved right. "I had a split second to think about the accident before it actually happened," recalled Clark in his book. "I remember mentally trying to shout at him to look in his mirror and see me."

A few seconds later, von Trips' lifeless arm hung from the side of a stretcher and 15 lay dead or dying. Was the world – Berlin wall and all – safer then or now? That's debatable, but thankfully there's no debate about the sport itself. ☼

“To Clark's horror, von Trips – unaware of him – moved right”

BIGGER ARCHES

The car's appearance from the front has changed to accommodate bigger tyres of a similar size to those used on LMP2 sportscars

COMMON PARTS

More than 50 parts on the 2012 cars will be common across all three manufacturers to save costs

SIMPLIFIED AERO

Bodywork has been tidied up at the rear of the car, with a one-piece wing and fewer aero attachments

PADDLE SHIFT

The series will do away with the previous sequential gear lever in the cockpit

DTM

DTM set for strong new era

Stalwarts Mercedes and Audi believe that BMW's arrival is the final element for stronger competition

New Merc C-class revealed this week

Mercedes and Audi believe that the DTM does not need a fourth manufacturer because of the quality of the three marques that will do battle from 2012.

The two squads currently contesting the German series unveiled their next-generation cars this week, and both models joined BMW's new M3 DTM for a private group test at Lausitz on Monday and Tuesday.

There had been much talk of the series working to get a fourth, non-German manufacturer on board for 2012, but motorsport bosses from Mercedes and Audi feel that the series is as strong as it can be with BMW joining the fold.

"You could not have three better brands in one series," Mercedes motorsport boss Norbert Haug told AUTOSPORT. "We are always open, but we should not be desperate to get another one in. It cannot be better basically, from the names, the heritage, and the history that we now have."

Audi Sport boss Wolfgang Ullrich added: "Three is enough if they are on the level of the ones we have. That is not to say that we wouldn't

appreciate another strong competitor to come in, but this is not the discussion at the moment."

WIDE-OPEN COMPETITION

The DTM has been famous for the closeness of its competition in recent years, but there is a feeling within the series that the lack of difference in performance between the drivers and the cars has contributed to a lack of on-track action at times. Haug expects that to change with the new cars.

"We cannot expect the field to be as close as it is now from the outset," he added. "But this is natural for the beginning of a new technical package. We hope it will be exciting."

This week's group test will be the first of many at which the three manufacturers share track time, as part of a wider plan to save costs. And with all three cars up and running, there is a confidence that the target of saving 40 per cent in costs compared with the current package is being achieved.

"We have a target, and to achieve this is quite some achievement," said Ullrich. "Everyone has this

"You could not have three better brands in one series"

Mercedes motorsport's Norbert Haug

goal, and if it wasn't possible we wouldn't do it."

EYES ON BMW

The DTM's newest entrant ran three cars at this week's test, and its motorsport director Jens Marquardt admitted beforehand that he was interested to see how the M3s

compared with the Audi A5 and Mercedes C-class coupe.

Haug said that BMW has no excuses for being off the pace, because the regulations are new to everyone.

"It is a fresh start, we do not know more about this car than BMW," he said when asked if the Munich squad will have some catching up to do. "We have no advantage, and they have been able to build an engine from scratch."

BMW also used the test to give marque regulars Dirk and Jorg Muller a first try-out in the car.



Audi has replaced its A4 with the A5

Christian Bakkerud 1984-2011

SEVERAL FORMER TEAM BOSSES OF

Christian Bakkerud have paid tribute to the Dane after he died from injuries sustained in a London road accident last weekend.

The ex-single-seater, touring car and sportscar racer suffered severe brain damage when he crashed at a roundabout near Wimbledon late on Saturday, and he died the next day.

Bakkerud had stopped racing after last year's Le Mans 24 Hours, having spent 2009 racing full-time in sportscars and the DTM for the Kolles Audi team.

Team boss Colin Kolles said: "He was a good driver but most of all he was an excellent person and we kept in touch. He was an underrated driver who had a strong performance."

The Dane's single-seater career came to an end when he suffered back



Bakkerud died last weekend

injuries in a GP2 crash at Monaco in 2008. Super Nova chief David Sears added: "Christian and his family were some of the nicest people that we ever worked with and to hear the news that he is no longer with us has left me deeply saddened."

Bakkerud spent three years racing in the UK in the formative years of his career, where he was a podium finisher in Formula BMW and a race winner in Formula 3. He raced for Carlin during

that time, and the British squad's boss Trevor Carlin said Bakkerud was extremely popular with the team.

"Everyone at Carlin is absolutely devastated," he said. "Christian was part of the family here, not just on the track but socially as well. He was with us for a long time, and he was a fantastic kid. We all loved him here; he was a wonderful young man who on his day had a bloody good laptime in him as well."

IN BRIEF



Truck just missed Rahal

TRUCK DRIVER SUSPENDED

The driver of the safety truck that drove into Turn 1 in the wrong direction at the start of last week's IndyCar race in Baltimore has been suspended for two races. The series admitted that "simple procedures and protocol weren't followed".

ROAD COURSE CROWN DECIDER

This week's IndyCar Motegi round will decide the winner of the 2011 Mario Andretti Road Trophy, which is awarded to the most successful road course driver of the season. Will Power currently leads Dario Franchitti in the standings.

DI GRASSI GOLD COAST BOUND

Lucas di Grassi has been signed to join the field of international drivers at the V8 Supercar Gold Coast 600. The Brazilian will share a Ford with Jonathan Webb.

RICHARDS TO MISS ENDUROS

Jason Richards has withdrawn from the upcoming V8 Supercar endurance races at Phillip Island and Bathurst. The three-time Bathurst runner-up, who is fighting a rare form of cancer, will be replaced by Andrew Jones in the Brad Jones Racing entry.

CHARITY AUCTION

F1 teams have donated a raft of rare and signed items to an auction to raise money for equipment at the Castlevue School, which provides support for children with special needs. The auction is being held in memory of F1 photographer Russell Batchelor's son Ethan, who died suddenly earlier this year. Bidding ends on September 18, and details can be found at www.castlevuef1.com.

THIRD CAR FOR MOTORBASE

BTCC team Motorbase will run a third Ford Focus for Michael Caine at Rockingham this weekend. The former Porsche Carrera Cup frontrunner tested with the squad at Brands Hatch last week and will join regulars Mat Jackson and Liam Griffin.

Caine joins Motorbase



GP2 SERIES

Super Nova weighing up options for future



Super Nova wants a buyer or a backer

MULTIPLE F3000 CHAMPIONSHIP- winning team Super Nova is seeking a financial partner to consolidate its place on the GP2 grid.

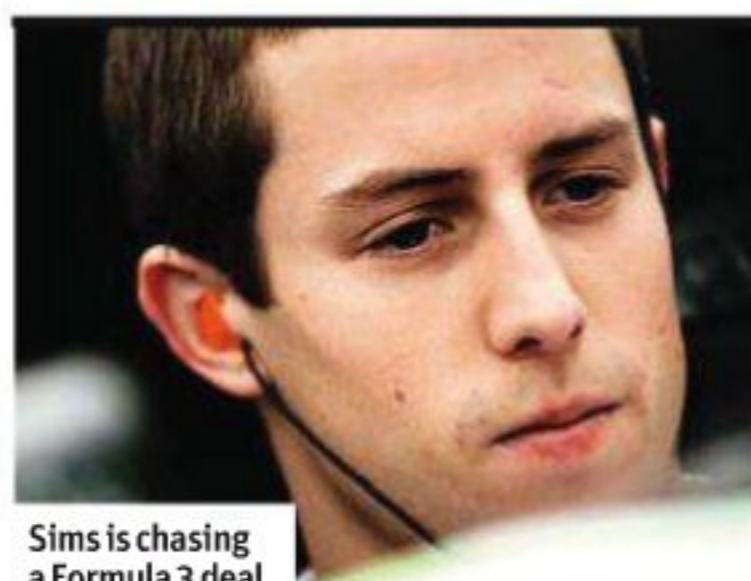
Team boss David Sears signed a three-year title sponsorship deal with an unnamed party earlier this year, but with the funds not forthcoming the team is struggling to make ends meet.

"I'm looking for a financial partner – or someone to buy the whole team," he told AUTOSPORT.

"It's bloody tough at the moment.

I've had a couple of expressions of interest from people who want to set up young-driver programmes – I'd be extremely happy to find a [Grahame] Chilton [who bought into the Carlin team]."

Super Nova has been a permanent fixture of the Formula 1 support paddock since its Formula Opel Euroseries days in 1991. It has struggled in GP2 this season with drivers Luca Filippi, Fairuz Fauzy and Adam Carroll, the trio scoring just 20 points between them.



Sims is chasing a Formula 3 deal

FORMULA 3

Sims targets F3 return for this season

GP3 RACE WINNER ALEXANDER SIMS

is eyeing a return to Formula 3 for the end of the 2011 season.

The Briton, who finished sixth in GP3 this year after a turbulent campaign, hopes to race in the final two British F3 rounds of the year with Sino Vision, and land a drive for the prestigious Macau Grand Prix in November.

"It would be nice to have some fun and turn the year around a bit," Sims told AUTOSPORT. "I think we can produce a surprise in British F3. We're speaking to people for Macau, but it's very speculative at the moment."

Sims has already tested for Sino Vision this year to help the team with its development.



AMR-One could be permanently abandoned

GTE

Aston plots factory GT return

Return to the GT ranks on the cards amid growing speculation that AMR-One will not race again

Aston Martin Racing is eyeing up a factory entry in the new World Endurance Championship next year with its V8 Vantage GTE contender.

The news comes as speculation grows that the troublesome AMR-One LMP1 will be abandoned without racing again. Confirmation of the GTE Pro class campaign is expected to dovetail with the announcement of the end of the AMR-One programme.

Aston Martin chairman David

Richards, whose Prodrive company runs AMR, said of a GTE Pro attack on the WEC: "That is quite possible, but it is not decided yet.

"We only have so much resource at Aston Martin and it is a question of where we spend the money. Do we continue in prototypes or are GTs going to be a big success?"

Asked if he was laying the ground for an announcement confirming the end of the AMR-One project, Richards replied: "I have no doubt whatsoever

that the AMR-One will race again and racing in GTs as a factory would not preclude a prototype programme."

He added that the AMR-One's return to competition "might be in a different guise" but would not elaborate on that comment.

The official line is that the AMR-One remains under review, despite its straight-six turbo engine and radical aerodynamics receiving the green light from a team of outside consultants. This suggests

that the problems for the programme are more financial than technical, something Richards alluded to with his comment about limited resources.

Richards refused to confirm that any of the owners of the first batch of AMR-Ones were demanding their money back.

AMR ran factory DBR9 GT1 cars in 2005 to 2008 before switching to the prototype division with its reworked Aston-engine Lola coupes.

More Strakka in Le Mans series next year



ILMC

More new HPDs for Strakka

WIRTH RESEARCH BOSS NICK WIRTH IS expecting at least one more of his new HPD ARX-03as to join Strakka Racing's entry in the Intercontinental Le Mans Cup next year.

Strakka announced its intention to move back to LMP1 next season with the ARX-03a, which is based on the ARX-01e that finished second at the Sebring 12 Hours in March, at the weekend. Wirth explained that there was significant

interest in the 03 from both sides of the Atlantic.

"It is great to get the first car along the line, but hopefully we will be announcing another car soon," he said. "I believe it is realistic that we will see a car in the American Le Mans Series."

The 03 is built around a bespoke Wirth-designed monocoque rather than the Courage tub that formed the basis of the ARX-01 cars.

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LMP1

Diesel face further reductions

THE PERFORMANCE OF

turbodiesel LMP1 prototypes will be reduced again if a new rules proposal gets the go-ahead.

The Le Mans organiser, the Automobile Club de l'Ouest, and the FIA have put forward a reduction in power for turbodiesels believed to be in the region of 40bhp. This follows Audi and Peugeot's domination of the class so far this season.

The move has yet to be confirmed by the ACO, but Audi and Peugeot have both admitted the existence of the plan. The ACO will only say that it is committed to ensuring parity between different fuel technologies.

ACO sporting manager Vincent Beaumesnil said: "All we can say is that we do not want to give an advantage to one technology, but we are now working with much more information."

"We had some secret loops at Spa [for the Intercontinental Le Mans Cup event in May], we now have Norbert Singer [the former

Power restrictions to level the field?



Porsche engineer] helping us and are working with the FIA, which has a lot of good processes."

Audi Sport boss Wolfgang Ullrich said: "We are aware of the plan and are not happy. The proposal I have seen is far too big."

"We are discussing this and will try not to end up with a situation where the diesel is not competitive anymore."

OAK Racing boss Francois Sicard, whose team was the top

petrol LMP1 runner at last weekend's AUTOSPORT 6 Hours ILMC round at Silverstone, described the ACO plan as a "good step".

The balance between diesel and petrol LMP1s was tweaked in favour of petrol cars ahead of the Le Mans 24 Hours in June by the ACO. It opted to increase the power of petrols rather than reducing the performance of the diesels.

AUTOSPORT SAYS...

GARY WATKINS
INTERNATIONAL
EDITOR-AT-LARGE



There was always a will at Aston Martin to return to Le Mans and attempt to repeat its 1959 victory in the 24 Hours. But, during my time on AUTOSPORT, it took David Richards and Prodrive to recreate the old magic, first in GT1 with the DBR9 and then in LMP1 with the Lola-Aston.

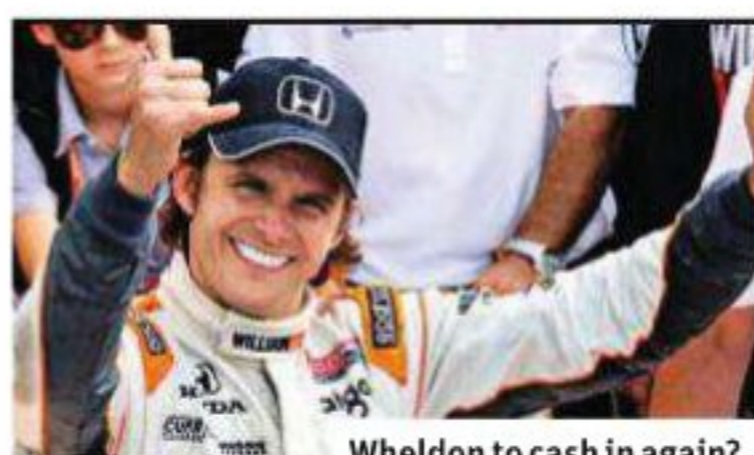
Aston Martin Racing achieved a lot with the P1, but its all-new successor has been a failure. Everything is now pointing to an early end for AMR-One.

If it is abandoned, that will probably be it as far as my chances of seeing a competitive Aston prototype goes. The original AMR1 of 1989, a V8-engined Group C car, raced the year before I started covering sportscars, and I expect the wait for the next Aston Le Mans challenger to be even longer.

Competing in LMP1 will be increasingly beyond a niche sportscar brand like Aston as more manufacturers join in. Some might say that the failure of the AMR-One is proof that it is already.

AMR got it wrong, like many in the past, but its problem is that it can't afford to start again.

How long before the next Aston LMP1?



Wheldon to cash in again?

INDYCAR

Indy bonus back on

INDYCAR'S \$5 MILLION BOUNTY FOR winning the Las Vegas season finale has been put back on the table just a week after being abandoned, although Indy 500 winner Dan Wheldon will be the only driver eligible to compete for it.

The original prize was scrapped due to a lack of suitably high-profile candidates and the passing of an insurance deadline, but the bounty has been re-offered after the series reached a sponsorship agreement with GoDaddy. Wheldon will be made to start from the rear of the field, and will split the prize 50/50 with a lucky competition winner if he wins the race.

Web hosting company GoDaddy is currently the sponsor of Danica Patrick's car, but has already committed to remaining in IndyCar after Patrick leaves for NASCAR at the end of the season.

IN BRIEF

STARS TO JOIN ORECA

Factory drivers Nicolas Minassian and Marc Gené will join the ORECA Peugeot line-up for Petit Le Mans at Road Atlanta on October 1.

WORKS RIDE FOR PAGENAUD

Minassian's move to ORECA means that Simon Pagenaud will now drive the No.7 factory Peugeot alongside Sebastien Bourdais and Anthony Davidson. Pagenaud deputised for Davidson in last weekend's AUTOSPORT 6 Hours at Silverstone.

MORE RACES FOR WEC

The new World Endurance Championship could have more than the planned seven rounds next year. The ACO explained that they were negotiating with more tracks than they had dates for next year.

R8 BOUND FOR GRAND-AM

Audi is producing a version of the successful R8 LMS GT3 car for Grand-Am's GT division. Revisions to the chassis and aerodynamics and a reduction to engine power have been necessary to make the car conform to the US regulations.

SHARK FINS ALL ROUND

The shark fin will be mandatory on all Le Mans Prototypes from next season. The size of the fin on grandfathered LMP2s and Formula Le Mans cars has yet to be decided.

LMPC NAME FOR EUROPE

Formula Le Mans will be rebranded as the LMPC class in Europe next year, bringing it into line with the US. The winning team in the renamed class of the Le Mans Series will be awarded an LMP2 entry for Le Mans in 2013.

UNITED SWAPS TO McLAREN

United Autosports is switching from the Audi R8 to the McLaren MP4-12C and from the FIA GT3 European Championship to the Blancpain Endurance Series for 2012. Team boss Richard Dean said the move had been customer-driven.



Move over for McLaren

BIG NUMBER

396.2

Total number of racing miles completed by the Aston Martin AMR-One across its two appearances at the 6 Hours of Le Castellet (one car) and the 24 Hours of Le Mans (two cars).

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GP2 SERIES

Bottas and main rivals eye Abu Dhabi race

GP3 CHAMPION VALTTERI BOTTAS IS ONE of several frontrunning drivers from the series targeting the one-off GP2 non-points race at Abu Dhabi later this year.

The Abu Dhabi Grand Prix support round would usually form part of the GP2 Asia series that runs during the winter. But with that championship being scrapped for an expanded main series next year, GP2 has organised a one-off race to fulfil its contractual obligations to race at Yas Marina.

The race is aimed at giving less experienced drivers and category rookies

track time that will be more meaningful than testing, as it will give them the chance to experience GP2 in a racing environment.

"I think it's a good idea to have a one-off weekend like this," said Bottas. "I would be interested, I hope I can do it. It would be good to get miles in a quicker car, and also to drive at Abu Dhabi before the Formula 1 young driver test after the season."

GP3 runner-up James Calado, who has already confirmed that he will test with ART this winter (see below), added that there would be a lot of benefits to getting a GP2

race under his belt as well.

"I would love to do it if possible," said the Briton, who is backed by the Racing Steps Foundation. "To race instead of testing would be different in every way and be a better experience."

Some current GP2 drivers are also expected to race, including this year's top rookie Esteban Gutierrez.

"It's another chance to drive, and a chance to race without so many guys with much more experience than me, so I think I will do it," said the Mexican.



GP3 SERIES

Scrutineering hiccup for Monza GP3

SOME AREAS OF GP3 CARS WERE NOT subjected to post-session checks at Monza last weekend due to a problem with the flat-patch that is used by the FIA scrutineers.

The top layer of the patch that the cars have to be placed on to measure areas such as ride-heights was deemed to be mis-shaped, meaning that there was too greater risk of measurements taken by officials being inaccurate.

Teams were issued with a bulletin informing them of the areas of the car that would not be checked as normal.

Sources at Status GP, which has received two penalties this year for running the floor of its car too low by fractions of a millimetre, felt the condition of the flat patch could have played a part in its indiscretions.

GP2 SERIES

Calado prepares for GP2 test with ART

GP3 RUNNER-UP JAMES CALADO WILL get his first taste of GP2 machinery with top team ART Grand Prix at the opening post-season test at Jerez later this month.

The 22-year-old raced for the French squad in GP3 this year, and his deal to step up with the Lotus-backed outfit for the first winter test was confirmed following last weekend's Monza season finale.

"I've seen this year what a great team ART is and it will be great to get my first taste of GP2 with them as well," Calado told AUTOSPORT. "I know what they are capable of, and I'm really looking forward to stepping up with them."

The Racing Steps Foundation-backed driver added that he was relishing getting to grips with a bigger, faster single-seater, and he



Calado: Spanish GP2 test ahead

said that he didn't currently have any longer-term plans in place.

"I've never driven anything above F3/GP3 level, so I can't wait to step into a car with lots of power and a bit of oversteer to fight with," he said. "We'll do the test, see how it goes and then see what happens after that."

Calado narrowly missed out in this year's GP3 title fight, as Valtteri Bottas sealed the crown in the penultimate race.

IN BRIEF

Short weekend for Herck



HERCK SKIPS SEASON FINALE

Michael Herck missed the GP2 season finale after he suffered a recurrence of a hand injury at Monza last weekend. The Coloni driver crashed at the start of race one and was given a grid penalty for race two, but returned to his Monaco home on Saturday evening for medical checks.

MACLEOD WANTS MORE GP3

Briton Callum Macleod hopes to continue racing in GP3 next year after scoring his first points in his part-season with Carlin at Monza last weekend. "It's been tough to catch up, so I want to build on what we have done this year," said the 23-year-old.

DE OLIVIERA IN FOR MOTEGI

Reigning Formula Nippon champion Joao Paulo de Oliveira will make his IndyCar debut at Motegi this weekend. The Brazilian will replace Sebastian Saavedra at Conquest Racing on a one-off basis.

WIRTH/HONDA INDY TIE-IN

Wirth Research will design Honda's IndyCar aero kit when alternate bodywork is introduced in 2013. Wirth has already collaborated with Honda on the Acura/HPD LMP1 and LMP2 projects in the ALMS.

MANN GIVEN GREEN LIGHT

Pippa Mann has been given medical clearance to return to racing after recovering from back injuries sustained during practice in New Hampshire last month. The Briton will test at Kentucky Speedway on September 23 ahead of her two races with Rahal Letterman at Kentucky and Las Vegas.

SATO SAYS MOTEGI IS SAFE

Takuma Sato has refuted Dancia Patrick's concerns about this week's IndyCar race at Motegi. Patrick had voiced fears about radiation and aftershocks in the wake of the March earthquake and Fukushima nuclear disaster, but Sato said that he had "no hesitation" about the event.



Sato defends Motegi



UK CAR TRACK DAYS & TRACK DAY CAR SERVICE

13/09/2011	Oulton Park	Tuesday	£190	12/11/2011	Anglesey Coastal	Saturday	£95
17/09/2011	Anglesey Coastal	Saturday	£149	13/11/2011	Donington GP - Circuit Saver	Sunday	£105
18/09/2011	Blyton Park - Circuit Saver	Sunday	£129	20/11/2011	Cadwell Park	Sunday	£105
19/09/2011	Donington GP - Circuit Saver	Monday	£125	26/11/2011	Brands Indy	Saturday	£115
09/10/2011	Donington GP - Circuit Saver	Sunday	£149	26/11/2011	Oulton Park	Saturday	£115
18/10/2011	Classic & Sportscar at Brands Hatch	Tuesday	£335	27/11/2011	Snetterton 300	Sunday	£105
23/10/2011	Blyton Park - Circuit Saver	Sunday	£129	04/12/2011	Blyton Park - Circuit Saver	Sunday	£129



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PIT BITS

Facts and stats plus a readers' poll

NEWS
PIT & PADDOCK

Flashback

September 16, 2001

FORMULA 1 PAYS ITS RESPECTS

The 2001 Italian Grand Prix was the first F1 race to be held after the 9/11 attacks. Several teams carried tributes including Ferrari, which ran black nosecones and dropped its sponsor logos.

TOP FIVE

Super Nova F3000/GP2 drivers



JPM took 1998 F3000 title

1 Juan Pablo Montoya

Won F3000 title in 1998; has since gone on to be a force in CART, F1 and NASCAR.

2 Sebastien Bourdais

2002 F3000 crown paved the way for four straight Champ Car titles.

3 Kenny Brack

Disqualification in final race of 1996 cost him the F3000 title, but has an Indy 500 win and IRL title instead.

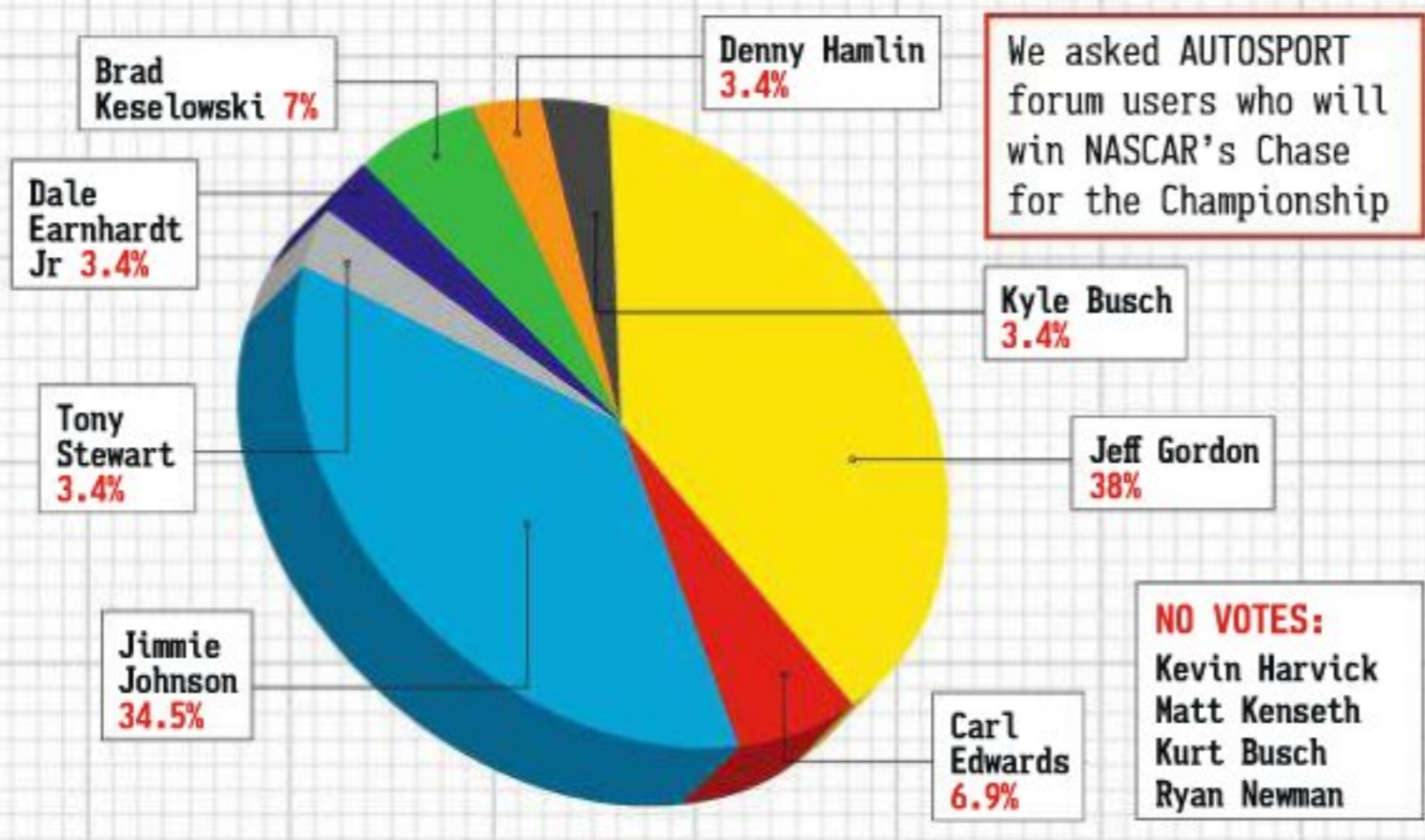
4 Mark Webber

Second to Justin Wilson in 2001; now a six-time winner in Formula 1.

5 Adam Carroll

Edged out team-mate Giorgio Pantano in 2005 to finish inaugural the GP2 season in fifth.

Who will win the Chase?



top tweets



@ebernoldi

More than 15 years racing in Europe I have seen some stupid drivers but Nick Pastorelli is the most idiotic of all, Champion of the idiots!



@JamesJakes

Wish everyone would stop going on about the radiation shit, has anyone even died in Japan because they have been exposed to much?



@EJVIS0

Manu Chao rocks.



@GrahamRahal

Can someone remind me if japans power plugs are the same as the states?!



@sebsaavedra

just watched Talladega Nights for the 1st time.. man you needed to be wasted, high, incredibly redneck or mad to enjoy it.. Im stressed now



@jimmiejohnson

This has been great! Nike needs to make Nadal some underwear though. #pickshisbuttalot

NEXT WEEK



SCHUMACHER AT MERCEDES

The seven-time champ has hit form in recent GPs, but does the German dream team have a future in F1?

OLD BUT GOLD?

A racing driver's life doesn't begin at 40 – but can it still be worthwhile?



PLUS

BTCC heads to Rockingham; DTM from Oschersleben; IndyCar at Motegi; Renault 3.5 at Paul Ricard

ON SALE
SEPTEMBER 22



LOTUS GOES RALLYING

Lotus is moving into rallying with this new Exige R-GT. The supercharged 300bhp contender, built to the FIA's new R-GT rules, will be available to customers next season.

WRC

Martin to boost Ford test team

Former asphalt world rally winner Markko Martin will test Ford's Fiesta WRC ahead of sealed-surface events

Five-time world rally winner Markko Martin will return to the Ford team next week to take part in a crucial asphalt test as the British-based squad aims to capitalise on Mikko Hirvonen's Rally Australia victory last weekend.

Hirvonen's second win of the year moved him back into the thick of the fight for this year's World Rally Championship; the Finn is now second in the title race, 15 points behind Sebastien Loeb. Citroen driver Loeb and his team-mate Sebastien Ogier suffered a torrid trip Down Under. Both cars crashed on day one and Loeb returned to Europe with just

four points from his trip, collecting them after the team forced Ogier to slow down and to let Loeb past on the penultimate test.

Ford will travel to a circuit in France next week for a crucial test ahead of the next two asphalt rounds, where Martin will join Hirvonen, Jari-Matti Latvala and the team's junior driver Ott Tanak.

Ford team principal Malcolm Wilson said: "We're looking at the whole set-up again on asphalt. We're not dissatisfied because obviously Germany was good and we made a big step there. But this could give us that extra lift. Going to a circuit is going to give us consistent data to confirm where

"Markko was very fast on asphalt - it's very good to have him at the test"

Mikko Hirvonen

we are with the car, and we all know what Markko can do in a car."

Martin was the last driver to win a pure asphalt rally for Ford, taking back-to-back victories in Corsica and Catalunya in '04. Hirvonen said he welcomed the Estonian's input.

"Markko can give a little different perspective," said Hirvonen. "For example, after Germany, we thought the car might be a little bit too soft, so getting somebody like Markko,

who was a very fast driver on asphalt, into the car is great. It's very good to have him coming to the test.

"We are 15 points behind Sebastien [Loeb] with three rounds left. This is a good wake-up for the championship, but we really need to do some tricks to fight them."

Loeb admitted Hirvonen remains a significant threat to his eighth consecutive title.

"On asphalt usually we are always faster than him," said the world champion. "But also, even if we can be faster than him, we cannot be allowed to make any mistakes. We are more under pressure than we have been."

WRC

Australia targets permanent calendar return

RALLY AUSTRALIA IS GUNNING FOR A permanent return to the World Rally Championship after a successful event in New South Wales last week.

The rally was back in the WRC after a year's absence, following a troubled 2009 event in Kyogle - when it was disrupted by environmental campaigners. This time around, there were no such problems and

the event was deemed a success.

Rally Australia chairman Ben Rainsworth said: "The reaction to the event has been extraordinary. Everywhere you go, you know the rally is on. We are pushing hard to become an annual event from 2013 onwards."

Rainsworth added that the next event would include an element in Sydney.

"There's obviously a big population in Sydney that follows motorsport. We have to get our head around the logistics, the inconvenience and expense to the teams. There is a desire to do a Superspecial or stadium-style event."

WRC manager Michele Mouton said: "There's no reason why this event does not have a future in the WRC."



Rally Oz has a new spring in its step

WRC

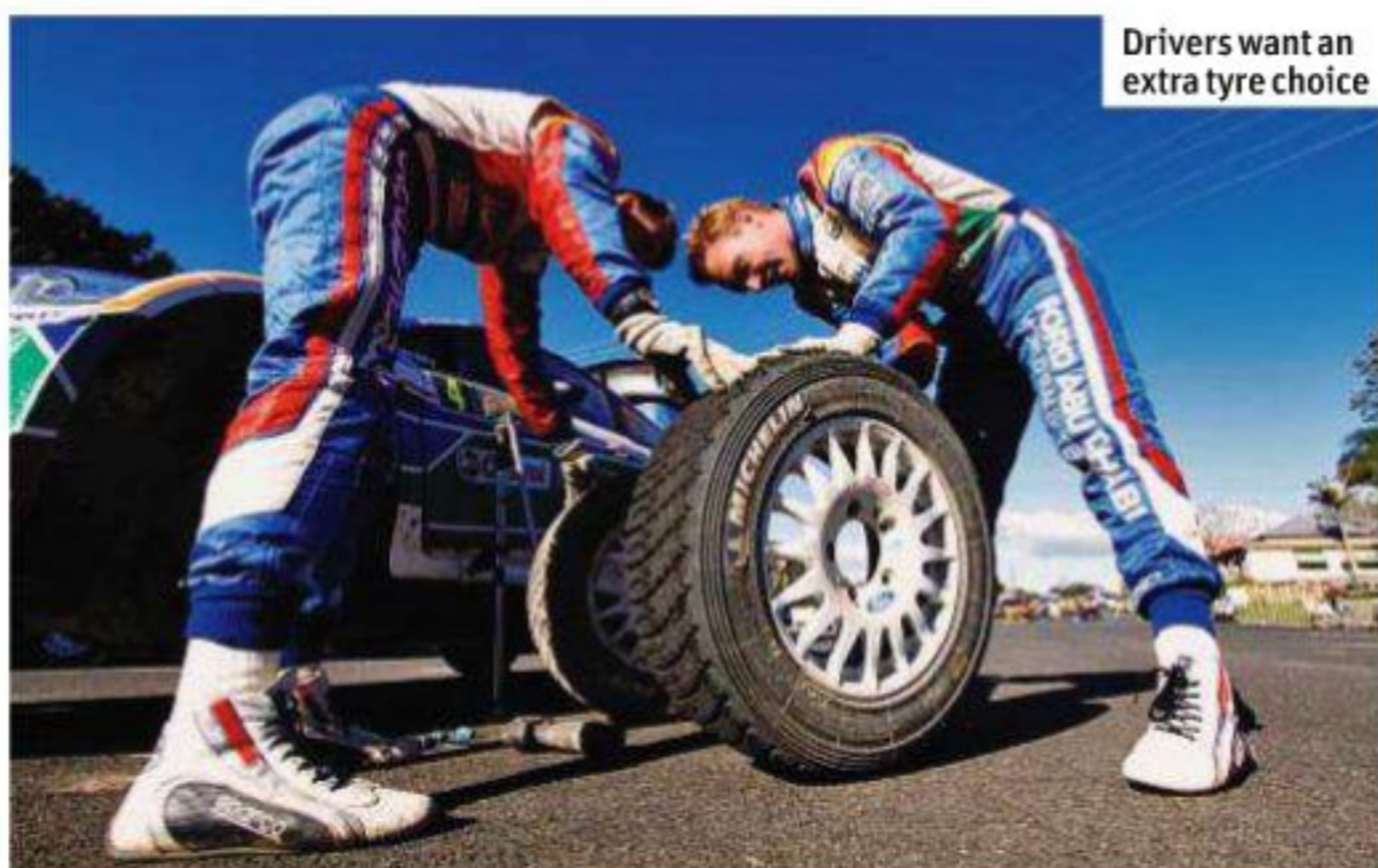
Tyre-choice rules set for overhaul

THE DRIVERS IN THE WORLD

Rally Championship appear to have scored a significant victory by getting tyre-choice regulations changed for next season.

Outraged at having to drive in what they labelled as dangerous conditions on last week's Rally Australia, the drivers talked to the FIA to request a second choice of compound for extreme conditions. WRC manager Michele Mouton backed the drivers and will recommend such a policy.

Mouton said: "When we are on the limit of the grip and it is becoming dangerous, we have to change. The answer for me is simple – it's one more choice of compound. We don't



Drivers want an extra tyre choice

have to increase the volume of tyres, just give one more choice. We have to work on it and I am determined to do that."

Michelin's rally manager Jacques Morelli felt the regulation was to blame for the current position. He said: "I don't think it was dangerous, I would say slippery, more than they expect. You have to drive with what you have and maybe slow down."

Mouton slammed suggestions the

drivers should slow down, adding: "Sorry, we are not here in a fun cup, we are fighting at the top of the world. You cannot ask the driver to go slow because of the tyre."

Rally Australia winner Mikko Hirvonen said the change is long overdue. "How much longer do we have to wait?" he said. "Do we have to wait until something really bad happens? When it rained on Friday, it was like we were driving on ice."

IN BRIEF



Ford ran this 9/11 tribute

FORD HONOURS 9/11

Ford's Fiesta WRCs ran with a tribute to the victims of the 9/11 attacks in America on last week's Rally Australia. The event ended on September 11, 10 years to the day after the terrorist atrocities.

PADDON TAKES PWRC TITLE

Hayden Paddon's fourth successive PWRC gave him the title. The Kiwi then dedicated the victory to British rally driver Willie Rutherford, who had moved to New Zealand, but who died recently. Paddon is hoping to step up to the SWRC next season.

KOPECKY'S RECORD WIN

Jan Kopecky's win over Thierry Neuville by 0.8s on last weekend's Mecsek Rallye was the closest-ever IRC finish. Skoda UK driver Andreas Mikkelsen led the event by seven seconds until the penultimate stage, when he hit a tree and retired.

RAIKKONEN'S ICE MELTS

Kimi Raikkonen's Ice1 Racing team has been excluded from this year's WRC. When the Finn failed to start last week's Rally Australia, he

contravened regulations regarding his team's entry. Ice1 Racing had been fifth with 48 points. The ruling will not affect Raikkonen's entries in the remainder of this year's events.

McRAE CRASH VERDICT

The 2007 helicopter crash in which Colin and Johnny McRae and two family friends died could have been avoided, according to an Air Accidents Investigation Branch report. The AAIB said that McRae's aircraft deviated from its intended path for an unknown reason and was in powered flight when it crashed. McRae's attempts to recover were, according to the report "unsuccessful because of the speed and position of the helicopter".

FRANCE GETS WEB SLOT

Rallye de France, the next WRC round, will be broadcast live on-line. wrc.com, the series' website, will include full television coverage of every stage of the Strasbourg-based event that starts on September 29. WRC promoter North One Sport has invested just over £500,000 in the project, with an eye to running live internet on all rounds next season.

HUNT SCOOPS FIRST CROWN

Briton Harry Hunt collected his first WRC title in Australia last week. The Citroën driver won the FIA Production Car Cup for Drivers of 2WD Cars. His Rally Australia class win was his third of the season.

WRC

Citroen: team orders may be needed



Smeets: team is important

CITROEN HAS RULED OUT THE possibility of Sebastien Loeb and Sebastien Ogier battling with each other on the final three rallies of 2011.

Ogier was instructed to stop and wait for 10 minutes on the penultimate stage of Rally Australia, allowing Loeb to pass him and pick up one extra point. Asked about the decision, Ogier said: "You have to ask the team about this. I cannot make any comment. As a driver, I want the best result, but I drive for the team."

Citroën team manager Sven Smeets added: "Loeb is leading the championship and I know Ogier would say he has a chance of winning it, but they are both driving for Citroën Racing and we are also very important. We want both titles and if we can get the two titles by calming our two drivers down then we will do it."

Loeb said: "The team made its choice because now we have pressure in the championship from Mikko [Hirvonen]."

AUTOSPORT SAYS...

**DAVID EVANS
RALLIES EDITOR**

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For years, we've been talking about the need for the World Rally Championship to take over its host towns and cities and last week Rally Australia did just that. For five days straight, nothing but the WRC got a look in on the cover of the *Coffs Harbour Advocate*. It was the talk of the town.

But was it the right town? I was talking to Sebastien Loeb about this, and he pointed me to YouTube to watch the four miles of Brooklana before he rolled.

"How many spectators did you see?" asked the champion. "One," he answered for me.

And that's the issue here. Rally Australia was a great rally. But did it serve enough people? The same can be said for New Zealand. Does either of these rallies generate enough publicity locally to justify a round of the championship? Right now, the answer is no. And, with countries like China, India, Brazil and Russia supposedly beating a WRC-bound path, that no is only going to get more emphatic.

My view is that rallies like Australia and New Zealand are the very fabric of the championship and absolutely have to remain. This is a world championship and we need to go around the world. The organisers of these rallies do their bit – and none better than Rally Oz – and the onus is on the promoter as, right now, our light remains dangerously hidden beneath the bushel.

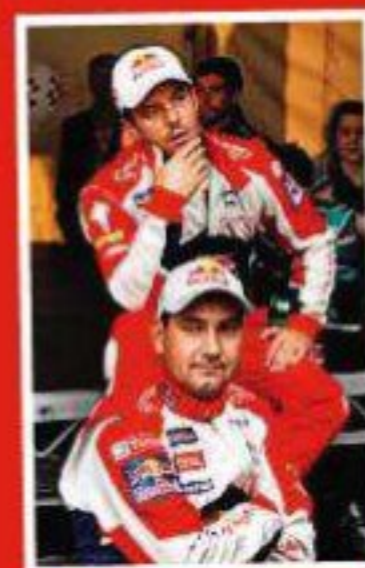


Is Australia right for the WRC?

QUOTE OF THE WEEK



F*****g split! Shit split... That's what you call an off"



Distracted by a split time, Sebastien Loeb offers a running commentary in the ensuing shunt

➔ **P105 LOEB CRASH ON YOUTUBE**



ITALIAN GP

Monza, September 11

ROUND 13/19

LAPS 53

WINNER

Sebastian Vettel
1h20m46.172s

POLE POSITION

Sebastian Vettel
1m22.275s

FASTEST LAP

Lewis Hamilton
1m26.187s

RACE RATING

★★★★★

Had its moments early on, but not a patch on the 1971 thriller!

DRIVERS STANDINGS

Vettel	284pts
Alonso	172pts
Button	167pts

MILESTONES

- Red Bull's first win at Monza - but Vettel's second
- Toro Rosso's biggest points haul of 2011 season - just like '08!



VETTEL BREAKS THE PRANCING HORSES

For all the early-race efforts of Ferrari's Fernando Alonso, nothing could stop Red Bull's favourite son breaking the team's Monza bogey. By MARK HUGHES



QUALIFYING

Red Bull gambled on a strategy that demanded perfection from Vettel. He provided it

➤ Sebastian Vettel's choice of short top-gear ratio told you everything about his aggressively confident approach: the mindset of a driver on the crest of a confidence wave with a great car beneath him and a formidable championship lead.

With a seventh ratio a whole size shorter than that of team-mate Mark Webber, he was ensuring that come race day his engine would be singing down the long straights without DRS enabled. Those configuring their ratios more conventionally around DRS usage would find themselves with their peaky engines bogged down below the optimum on Sunday – at least when their DRS was not triggered. In theory the choice gave Vettel an optimally fast raceday car, but one that would be very vulnerable if anyone got him within their DRS range. It was a strategy, therefore, that required a commitment to getting pole, with gearing that was disadvantageous in qualifying.

Treading this fine line almost cost him the pole – which would have meant the collapse of the whole gamble – but the very qualities that his confidence is built upon then pulled it back at the last gasp. By a whopping half a second.

Regardless of the race result the next day, this confidence confirmed the team had finally nailed Monza – that awkward, elongated anachronism that had always tripped previous Red Bulls up. Despite visibly lower rear-wing settings than the McLarens, the RB7 was still stunningly quick through the Lesmos, Ascari and Parabolica, the heart of its advantage over everything else. Regardless of skinny wings, the Red Bull was clearly still generating a lot of downforce, slow at the end of the straights but way quicker than anyone else onto them. Vettel's choice of top-gear ratio left him slowest through the speed trap at the end of the pit straight (204mph versus 213 for the Ferraris).

Coming into qualifying, the choice was all about whether the Pirelli softs would give their best time on the first or second flying lap, and therefore about how many runs of how many laps you did. Vettel's first Q3 run was for two flyers. Fairly quick on



Vettel delivered with a stunning lap

the first, his real flyer was set to be the second, even after he'd dipped the left-rear into the Astroturf on the exit of Lesmo 2, but then a big crossed-up moment through Ascari – a little too greedy with the power but beautifully caught – thwarted it. Time was now of the essence and ideally he needed to pit now, but was then informed that wasn't an option as the KERS needed a cooling lap. That completed, he had a new set of softs fitted and rejoined at the back of a queue with just enough time to get a single flyer in. It was a fantastic lap, his entry speed and outrageously early power application through Lesmo 2 quite breathtaking. Pole by half a second; crucial first part of his task complete.

The McLarens were very fast whenever the track temperature was down at 30-deg C or so in the mornings, but on the scorching 44-deg C track surface of qualifying their tyres were evidently suffering more heat

degradation than those of the Red Bulls. With their high wing settings, the MP4-26s were also relatively slow down the straights but fast through the turns, though getting the car balanced proved quite an intricate job, Jenson Button still changing torsion bars mid-way through Saturday morning practice before settling upon a set-up more like his team-mate's. The pair were very evenly matched, ultimately separated by half a tenth, with Hamilton on the outside of the front row, Button on the inside of the second. Both had abandoned laps that might have brought them closer to Vettel's time before errors, but as Hamilton said: "There's no way I had another half-second in the bag."

The Ferrari drivers also struggled to find a workable set-up as the track temperatures changed, their cars' easy tyre usage bringing them progressively more into play as the heat increased. It was enough for Fernando Alonso to slot in fourth quickest, a tenth or so adrift of the McLarens, with Felipe Massa a further 0.347s back in sixth. Had he driven as well on this tow-enhanced lap as on his earlier one when towing Alonso, he'd have qualified third.

The Ferraris sandwiched Webber's Red Bull, Mark suffering a disjointed session and opting to do a single multi-lap run. "In hindsight two runs was the way forward," he said, "but ultimately I didn't get enough out of the car on the tyres on one run only.

We were managing the KERS too, as we had some issues on the last lap."

With their super-skinny rear-wing package, the Renaults were flying down the straights and Vitaly Petrov made good use of this to slot comfortably into Q3, where he proceeded to go seventh fastest. Helped by a Hamilton tow, Bruno Senna delivered a last-gasp, high-pressure lap to squeeze into the run-off, around 0.4s off Petrov. He opted then to sit out Q3, giving him the choice of tyres for the race.

There was a split tyre strategy at Mercedes too, with Michael Schumacher going eighth on softs, Nico Rosberg ninth on a set of the slower-but-more-durable mediums, Nico despairing of the degradation rate of the softs on this car. Force India's Paul di Resta and Adrian Sutil were 11th and 12th respectively, significantly faster than the Williams pair behind them, Rubens Barrichello nipping ahead of the KERS-compromised Pastor Maldonado. Chassis balance proved elusive for both Sauber and Toro Rosso, the Italian cars running off-throttle diffuser blowing for the first time.

Second and third for the McLaren duo



P38 RESULTS
All the giri
piu veloce





HRT runs higher than ever, as Liuzzi hits Petrov/Rosberg



RACE CONDITIONS

Sunny weather for the passionate tifosi, and a track temperature that peaked at 40C

One fast car — Sebastian Vettel's Red Bull — was in the right position when it mattered, able to express its performance without interruption. The other two — the McLarens of Lewis Hamilton and Jenson Button — were trapped by the team's worst nightmare: a slow car that was super-fast on the straights and driven by a ruthless Michael Schumacher, determined not to let this rare opportunity to shine slip. That defined the shape of the race.

In this DRS era, the fastest Monza car carries plenty of downforce and a much shorter top gear than is traditional. Vettel and the McLaren drivers went for it, each assuming that they were racing only each other, watching each others' speed-trap figures through practice, analysing the sonic readings, second-guessing their only apparent rivals.

It's a policy that carries obvious risk: the slower cars cannot afford to do it and their teams will adopt the classic skinny-wing/long-ratio format, and if you slip down among them you'll struggle to pass them, such is their end-of-straight speed advantage. Schumacher, even with his Mercedes' DRS closed, could still pull away from Hamilton's car — its DRS open — on the pit straight, the

McLaren's engine stuttering on its limiter. By the time a McLaren driver — Button, at his first attempt — cracked the code of the vault that was Schuey's defence, Vettel was 15 seconds up the road and there was still a Ferrari between them.

It might not have worked out that way. It might have been a close contest, Vettel versus the two McLarens, leaving the rest far behind. "I think we had the pace, particularly at the end of the stints, to have fought for the win," said team boss Martin Whitmarsh.

"I think we would have had them covered," retorted Red Bull's Christian Horner. "We didn't see all the performance; Seb just did what he needed once he had a cushion."

We'll never know. For that race to have panned out, we needed Hamilton to make a better restart from behind the safety car, so that he wasn't passed by Schumacher — or for the safety car not to have been needed in the first place.

For that to have happened, we needed Kamui Kobayashi not to brake early into the first corner just as Tonio Liuzzi was arriving fast, trying to make up places. The Sauber's sudden deceleration was a nasty surprise for the Italian, sending the HRT tank-slapping across the grass to the right in a horribly inevitable arc with those driving through the first chicane. He hit Vitaly Petrov side-on, spinning the Renault around hard into Nico Rosberg's Mercedes, the three wrecked cars partly blocking the track. That's why the complexion-changing safety car was triggered.

Up front Fernando Alonso had made a start from the second row arguably even better than that in Spain. "We've been working on the starts for a few races," he explained, "but here with such a lot of space and a long run to the first corner we were able to take full advantage of the potential."

Alonso had initially looked to go

left of Hamilton but, with Vettel there, he switched to the McLaren's right, the three of them side-by-side as the track funnelled down at the exit of the pitlane. Vettel was leaning right on Hamilton, not realising initially that there was another car to Lewis's right. Hamilton went as far right as he dared, and even with the edge of the grass approaching Alonso refused to surrender his greater momentum, snatching the lead as the Ferrari's right-rear kicked up a dust cloud from the corner of the grass. The crowd went into a frenzy. That move alone was surely worth the admission price for the tifosi. Ironically it was probably the dust from Alonso's wheel that caused the unsighted Kobayashi to back off suddenly, triggering the whole Liuzzi sequence.

Button bogged down off the grid and was only sixth into the chicane, albeit still ahead of Mark Webber, who'd made another poor getaway in the Red Bull. By contrast, ▶



Three-wide bravery: Alonso, Hamilton, Vettel

◀ Schumacher was slicing aggressively forward, fourth into the first turn ahead of Felipe Massa's Ferrari. Vettel's short gearing got him out of the chicane and through Curva Grande noticeably faster than the Ferrari and, as they arrived at the braking zone for the Roggia chicane, Seb was trying to get down the inside. That battle was then postponed for three laps as the race went under the safety car.

Upon the restart, Alonso allowed the safety car to accelerate far ahead of the pack and began his sprint as they exited Ascari. Vettel reacted immediately. Hamilton admitted they had caught him napping. "I was looking in my mirrors keeping an eye on Michael, and when I looked up the guys ahead had gone."

Schumacher, already with the advantage of momentum over the McLaren, slipstreamed easily past down the pit straight and into the chicane. That was to be the ruin of Hamilton's race as he'd spend the next 24 laps stuck behind the slower car. Webber made a similarly easy move on Button for sixth.

Vettel, meanwhile, was taking up where he left off in his full-on attack of Alonso, anxious to take advantage also of the Ferrari's relative slowness in generating optimum tyre temperature. Their wheels were almost touching as Vettel again tried to brave it down the inside into Roggia, but Fernando stayed ahead. It was just a matter of time though.

Webber was equally anxious to progress but, upon trying to pass Massa into the first chicane on the fourth lap, he overcommitted. He tried to get out of the move by taking to the run-off apron between the right and left, but the Red Bull's nose hit the back of the Ferrari, spinning Massa down to eighth and promoting Button to fifth. Webber, not realising his front wing was by

"Classic Schumacher, the ruthless core very evident as he refused to give the McLaren an inch"

now beneath the nose, locked up and slid through the gravel into the Parabolica tyre barrier.

Vettel's car, smack-bang in its peak power band courtesy of that low gearing – particularly important in these early heavily-laden laps – was all over the longer-g geared Ferrari, even before DRS usage had been enabled. Accelerating harder out of the first chicane on the fifth lap, he got a run going and was gaining fast as they approached the long Curva Grande. Seb opted for the outside and hung on, getting alongside. Alonso eased him out to the left as they exited, but still Vettel kept coming, two wheels on the grass now in seventh gear, right foot not easing. Even Fernando must've been impressed by that one. It made you wince just watching.

Seb was now free to demonstrate

his true pace, pulling away from the Ferrari at around 0.7s per lap and leaving Alonso to become briefly busy fending off the opportunist Schumacher, as Hamilton continued in turn to hassle the Mercedes, but with not enough end-of-straight speed to make any move into the first chicane stick. He would have to do it somewhere else.

Schumacher was totally uncompromising in defence and you wondered if Hamilton might not respond in frustration, but he never did. Lap after lap Lewis would use his DRS to look down the inside on the approach to Ascari and Michael would lean heavily on him. Ross Brawn even got on the radio a couple of times to remind his driver that he must allow the other car space after the race director had been in touch. All this was allowing Button to catch up to the back of their train and, with his team-mate looming large, Hamilton made a lunge inside the Merc at the end of the pit straight on lap 13. This put him on a compromised line of exit, allowing Schumacher to repass as they accelerated up to the Roggia chicane. With the double squirt of DRS –



Alonso fights off Schumacher



Button passes wrong-way Massa

DRIVER BY DRIVER by Edd Straw

1  **10/10**
Event rating

SEBASTIAN VETTEL

Red Bull-Renault RB7-3
Start: 1st. Finish: 1st

One of Vettel's finest wins of the season, founded upon a stunning qualifying lap and a passing move, which included taking to the grass at the exit of Curva Grande, that should put to bed the myth that he can't overtake. A victory worthy of Ayrton Senna at his best.

2  **3/10**
Event rating

MARK WEBBER

Red Bull-Renault RB7-5
Start: 5th. DNF

Took his share in the responsibility for qualifying fifth. Headed into the race with plenty of aggression, as his bold late-braking pass on Button after the safety car proved. Was at fault for hitting Massa at the first chicane and losing his wing, which led to his crash.

3  **6/10**
Event rating

LEWIS HAMILTON

McLaren-Mercedes MP4-26-01
Start: 2nd. Finish: 4th

Made an error on his second Q3 run, but was never going to bridge the gap to Vettel's pole time. Was forced to back out at start due to Alonso, then slow restart dropped him behind Schumacher. Although he finally got by the German, his chances were finished.

4  **8/10**
Event rating

JENSON BUTTON

McLaren-Mercedes MP4-26-04
Start: 3rd. Finish: 2nd

Another very strong weekend. Close to Hamilton in qualifying, Button comprehensively outraced him and once again made overtaking look effortless at times. Probably didn't have the machinery to challenge Vettel, but would have been closer with a better start.

5  **9/10**
Event rating

FERNANDO ALONSO

Ferrari 150° Italia-290
Start: 4th. Finish: 3rd

Made the best of a bad job on a weekend when Ferrari, surprisingly, didn't have the speed to beat the Red Bulls and McLarens. A brilliant start gave him the lead, but he was powerless to stop Vettel, then Button, breezing past. Had to be on it all race to get that final podium slot.

6  **5/10**
Event rating

FELIPE MASSA

Ferrari 150° Italia-291
Start: 6th. Finish: 6th

Massa is a very sixth-placed driver nowadays and was, as usual, three tenths off his team-mate in qualifying. Staged a good mini-recovery to climb from 10th back to sixth after being tipped into a spin by Webber, but was by now cast adrift in his favourite position.



Schumacher keeps Hamilton at bay...



...and gets quite ruthless

between Lesmo 2 and Ascari and down the pit straight – worth around 0.8s of lap time, it's perfectly feasible to race on almost-level terms with a car that may be intrinsically 1s per lap faster, at least for as long as your tyres hold out.

The Pirelli rubber was taking a serious pasting with a track temperature in the low 40-deg Cs and those enormous rotation rates. In addition, the rears were subject to the repeated acceleration out of chicanes. By the 15th lap Schumacher was visibly running out of rear grip, and this is how his desperate defence of third place was ultimately broken. He was super-vulnerable now and Hamilton sensed it, Lewis getting better momentum out of the first chicane and moving to the right as they approached Curva Grande. The response was classic Schumacher, the ruthless core very evident as he refused to give the McLaren an inch, and in staying over to the right on the approach forced Hamilton to take to the grass at around 200mph. Button would later say he thought Lewis was trying for a gap that wasn't there, and maybe he did commit to the move a little early, giving Michael plenty of time to respond.

This early phase of the race, as well as being shape-forming, was also high-octane raw – and Michael was right in the middle of it. Hamilton's slowed momentum allowed Button to ease past between there and the Roggia chicane and, just a few corners later, Jenson triggered his DRS out of Lesmo 2 and sucked himself up to the Merc. Jenson succeeded where Lewis had failed by opting to go for the outside approach to Ascari. "I'd watched Lewis trying repeatedly down the inside so I thought I'd try the other way," he said. It was a classic Button move, done at the perfect moment – when Schumacher's tyres were almost shot. Hamilton had put

perhaps a dozen failed moves on the Merc when its tyres were healthier, and now Button had done it in one.

As Jenson took up third place and set off in chase of Alonso, who was 5s up the road, Schumacher peeled off into the pits and was fitted with a brand new set of soft tyres. McLaren needed to pit Button in response, and Jenson needed to pull a big lap out of those worn tyres if the Merc was not to leapfrog back ahead. He turned it on beautifully, made the stop and exited still just in front. He was aided in this by Michael's out-lap not being particularly quick.

In the interests of equality, McLaren operates a policy of whichever driver is ahead getting pitstop preference, meaning that Button had given himself that priority and Hamilton was further disadvantaged – he exited from his lap-18 stop still behind Schumacher. Their dice started all over again and Schumacher was, if anything, even more robust in his defence this time. At one point he made two very distinct moves – first right then left – between Roggia and Lesmo 1 to block Hamilton, a clear breach of the regulations, and it was surprising that no action was taken at this point. Certainly Hamilton – penalised for much less in Malaysia this year – must have thought so.

Alonso was brought in at the end of the 19th lap from almost 11s behind the imperious Vettel. Red Bull responded by bringing Seb in the following lap. All the frontrunners had resumed on another set of softs, and the timing of the stops confirmed they were all set for a two-stop strategy. The middle stint and the final one lacked the heart-in-mouth thrill of the first – and it was by now more than clear that Vettel was going to walk it. Red Bull told him to turn his engine down and still he was setting new fastest laps, making the team – to ▶

7  **9/10**
Event rating

MICHAEL SCHUMACHER
Mercedes MGP W02-09
Start: 8th. Finish: 5th
Looked strong all weekend and turned in his traditional good start to run fourth. Capitalised on Hamilton's error at restart to take third and defended brilliantly – if at the upper limit of what is acceptable. Ultimately couldn't keep McLaren's back, but fifth was impressive.

8  **6/10**
Event rating

NICO ROSBERG
Mercedes MGP W02-07
Start: 9th. DNF
Starting on prime rubber – which explained the big gap to Schumacher in qualifying – was an interesting gamble, but the younger of Mercedes' two German drivers never had the chance to see how it would pan out after being clattered into by Liuzzi at the first chicane.

9  **8/10**
Event rating

BRUNO SENNA
Renault R31-06
Start: 10th. Finish: 9th
Qualifying, held in dry conditions, was a bigger test here than it was at Spa, and Senna passed it with flying colours, nicking a Q3 slot at the last gasp. Pitted on lap one after losing time in the first-chicane crash and lapped consistently to climb to ninth and his first points.

10  **8/10**
Event rating

VITALY PETROV
Renault R31-05
Start: 7th. DNF
The Russian really impressed everyone with his qualifying performance in a car that was reckoned to be a marginal Q3 runner, but his race was over within a few hundred metres of the start as he was another victim of Liuzzi's error into the opening chicane.

11  **8/10**
Event rating

RUBENS BARRICHELLO
Williams-Cosworth FW33-04
Start: 13th. Finish: 12th
That he was delighted with qualifying tells you everything you need to know about the Williams. He was less delighted to find the track blocked by Rosberg and Petrov at the first chicane. After dropping to the back, pitted and then recovered very well to 12th.

12  **6/10**
Event rating

PASTOR MALDONADO
Williams-Cosworth FW33-02
Start: 14th. Finish: 11th
Was extremely fortunate to escape his Q1 crash exiting the Parabolica with only superficial damage, and was within a tenth of Barrichello in Q2. Took the restart ninth, but became less competitive as the race went on and fuel loads declined, and faded from points contention.

◀ whom breaking its Monza bogey was a big deal — nervous.

The middle stint was about Button chasing Alonso for second, and Hamilton's continued struggle to make a pass on Schumacher stick. By the 25th lap Button was within 1.5s of the Ferrari and next time round beat even Vettel's earlier fastest lap. Each time this happened, Vettel would respond with another, as if needing something to focus on in the absence of anyone to race. On the 28th lap Hamilton finally forced Schuey to yield — by repeating Button's around-the-outside move into Ascari. He was by now 9s behind Button though. In clear air Lewis was lapping around 1s faster than he had behind Schumacher, but that was no faster than Button was running, stuck behind Alonso. There was a suggestion that perhaps Hamilton's head had untypically dropped at this stage, reeling perhaps from the mentally taxing task of breaching Schuey's defences while trying to stay alive.

Several times Button tried to repeat his Schumacher move on



Crowd salutes the podium men



Button wormed his way past Hamilton



Plenty of fighting low down top 10

DRIVER BY DRIVER by Edd Straw

14  **5/10**
Event rating

ADRIAN SUTIL

Force India-Merc VJM04-04
Start: 12th. DNF

Was content with qualifying, despite missing Q3 and losing out to di Resta. Had to take to the grass and gravel at the first chicane and dropped to near the back of the pack. Was up to 14th after nine laps, without power-steering, when his gearbox packed up.

15  **8/10**
Event rating

PAUL DI RESTA

Force India-Merc VJM04-02
Start: 11th. Finish: 8th

A frustrated six thousandths off making Q3, di Resta was unsure of how strong the Force India would be in the race. But, after climbing to eighth at the start, he mixed it well for the lower points. Didn't have the pace to beat Alguersuari, but held off the late charge of Senna.

16  **5/10**
Event rating

KAMUI KOBAYASHI

Sauber-Ferrari C30-01
Start: 17th. DNF

Was disappointed with the Sauber's pace in qualifying, and got beaten by Perez after flat-spotting a rear tyre by taking the first chicane "like a go-kart" during Q2. Delayed by the start shunt, he was 14th and in with a shout of points when his transmission failed.

17  **6/10**
Event rating

SERGIO PEREZ

Sauber-Ferrari C30-02
Start: 15th. DNF

Admitted that he perhaps should have beaten the Williams cars in qualifying, but couldn't have done more than that. After starting on primes, had yet to stop when his gearbox went on lap 33, which surely cost the Mexican at least a couple of points.

18  **7/10**
Event rating

SEBASTIEN BUEMI

Toro Rosso-Ferrari STR6-03
Start: 16th. Finish: 10th

Another victim of the first-corner car park after clipping Rosberg's spun car with his left-rear wheel. Buemi reckoned he was carrying damage but he was still plenty quick enough to recover from 15th at the restart to finish 10th — and in the points.

19  **8/10**
Event rating

JAIME ALGUERSUARI

Toro Rosso-Ferrari STR6-02
Start: 18th. Finish: 7th

Qualifying again not great, but had the first-chicane crash to thank for jumping to 10th on the first lap. From there he drove an excellent race, comfortably outpacing the Force India of di Resta to take a career-best seventh — surely the limit of what a Toro Rosso could achieve.



Kobayashi launches it in struggle with Senna

“Second for Button was fair reward for a mature, composed drive, beating his team-mate for the third straight race”

Alonso but failed to pull it off. Furthermore, even though McLaren called in Button first for his second and final stop – at the end of lap 33 – the requirement to switch to mediums meant he failed to leapfrog the Ferrari. Even brand new, these were slightly slower than worn softs, enabling Alonso to remain ahead after pitting one lap later. Button was, however, briefly doubly advantaged in that with his extra lap and the Ferrari's usual reluctance to generate tyre heat, he now had a useful grip advantage over Alonso. On the 37th lap he got a much better exit from the first chicane, shorter gearing and better traction combining to finally take him past Fernando well before they even reached Curva Grande. Button was now second, albeit 15s behind the serene Vettel.

Hamilton had pitted on the same lap as Alonso, and came out 6s behind. For a few laps he was actually being left behind by the Ferrari, but after a gee-up over the radio he suddenly found almost a second from lap 39 onwards, by which time the deficit had ballooned to 9s. This had him cutting into Alonso's advantage by 0.5s each time through, setting the race's fastest lap along the way, but ultimately he would run out of laps. He only got himself into DRS range out of Lesmo 2 on the last lap and wasn't able to make a move into Ascari. Though he crossed the line fourth, just 0.5s behind the Ferrari, that earlier dip in performance had

almost certainly lost him third. At Schumacher's hands earlier, it was as if he'd suffered from the racing equivalent of Muhammad Ali's 'rope-a-dope', his energy spent in constant attack, leaving him depleted later on.

By comparison, Vettel's day was beautifully straightforward. He'd thrilled the team by breaking its Monza bogey, even though it was Seb's second win here. Second place for Button was fair reward for another mature, composed and fast drive, beating his team-mate for the third straight race. Alonso gave the tifosi some Ferrari respectability with third, and something for them to talk about for years in that start. Schumacher, the old warrior showed the inner steel and off-kilter ruthlessness of his great days, and the out-of-sequence Massa rescued sixth from a disappointing weekend. His fastest lap was 0.267s faster than Alonso's and his theoretical best quallie lap would have been better too – yet at no stage did he look like putting it all together.

Jaime Alguersuari drove another good race from way down the grid, this time finishing seventh for Toro Rosso. Paul di Resta just hung onto eighth in his Force India from the closing and earlier-delayed Renault of Bruno Senna, fifth in the fastest-lap list in his chase.

Several hours later, shy smile to the clambering fans from the back seat of the departing car, Vettel might have been heading off to thank his older buddy Schumacher for making his day easier. Maybe Seb would have been able to beat the McLarens regardless. But we'll never know. It's not his problem, and it was another perfect performance. And, after that zoomph, seventh-gear pass of Alonso with two wheels on the grass, don't ever let's hear any of that guff about him not being an overtaker. ☼

20  **7/10**
Event rating

HEIKKI KOVALAINEN
Lotus-Renault T128-04
Start: 20th. Finish: 13th
Poor in qualifying, during which he struggled with understeer and front-tyre temperatures, but drove a very accomplished race. Had no chance of staying with the pack, but kept it clean to take 13th place, consolidating Lotus's 10th spot in the constructors' standings.

21  **6/10**
Event rating

JARNO TRULLI
Lotus-Renault T128-03
Start: 19th. Finish: 14th
Appeared to do a better job than Kovalainen at getting the set-up right in practice, but slipped behind the Finn at the start. Was angry at Massa after a run-in on the fifth lap damaged the front wing of the Lotus, forcing a pitstop. Recovered to finish 30s behind Kovalainen.

22  **6/10**
Event rating

DANIEL RICCIARDO
HRT-Cosworth F111-03
Start: 23rd. DNF
Problems for Ricciardo, who lost time with alternator failure on Friday and upright problem on Saturday morning. Outqualified Liuzzi, but was left stranded on the grid. After the team changed and bled the water, rejoined to plod around half an hour behind the field.

23  **2/10**
Event rating

VITANTONIO LIUZZI
HRT-Cosworth F111-02
Start: 24th. DNF
Beaten by Ricciardo in qualifying after giving him a tow. Flying start, but caught out by Kobayashi checking on the run to the first corner and ended up in a tank-slapper that pitched him into a spin on the grass. A passenger from then on, he hit Rosberg and Petrov at the chicane.

24  **6/10**
Event rating

TIMO GLOCK
Virgin-Cosworth MVR-02-02
Start: 21st. Finish: 15th
ADRDS that didn't want to shut in the early stages of braking wrecked qualifying, although he still beat d'Ambrosio. Complained of difficult handling in the race, but it made little difference to the result as the Virgin wasn't quick enough to bother even a delayed Lotus.

25  **5/10**
Event rating

JEROME D'AMBROSIO
Virgin-Cosworth MVR-02-03
Start: 22nd. DNF
Didn't get the new Virgin floor until Saturday, but did a solid job with it in qualifying. The race didn't last long as a gearbox glitch manifested itself on the formation lap. The Belgian took the start, but he was fighting a losing battle and soon retired.

A close-up, low-angle shot of Lewis Hamilton's McLaren F1 car. The car is blue and red, with prominent sponsor logos including Vodafone, Johnnie Walker, and Mobil. The number 3 is visible on the front wing. The driver's helmet, featuring the Vodafone logo and the name 'JOHNNIE WALKER', is visible in the upper right. The car is on a track, and the background is slightly blurred, suggesting motion.

**FREEZE
FRAME**

Lewis's battle of the blisters

The high-speed Monza circuit caused the Brit's
Pirelli tyres to blister, writes MARK HUGHES

Tyre blistering was very much on the radar again at Monza, with teams encountering the problem on both front and rear lefts when on the soft-option Pirelli. The beginning of a blister on the McLaren's front-inner shoulder can be seen in the picture, as well as the first signs of an impending blister on the left-rear. End-of-straight speeds of almost 220mph mean the front wheels are rotating at around 2900rpm. This was around 18-19mph (an extra 250rpm) faster

than Pirelli was expecting based on the testing it did here with the Toyota F1 test car. The cause of the blisters was rather different to that at Spa, as Williams's Sam Michael explains: "At Spa it was about the standing energy wave repeatedly being created in the tyre's structure putting heat into the construction which it couldn't shed. Here it's much more conventional in that the compound is a bit too soft for the loads and the tyre rolls too much and tucks in, overheating the shoulder."



Drawing board

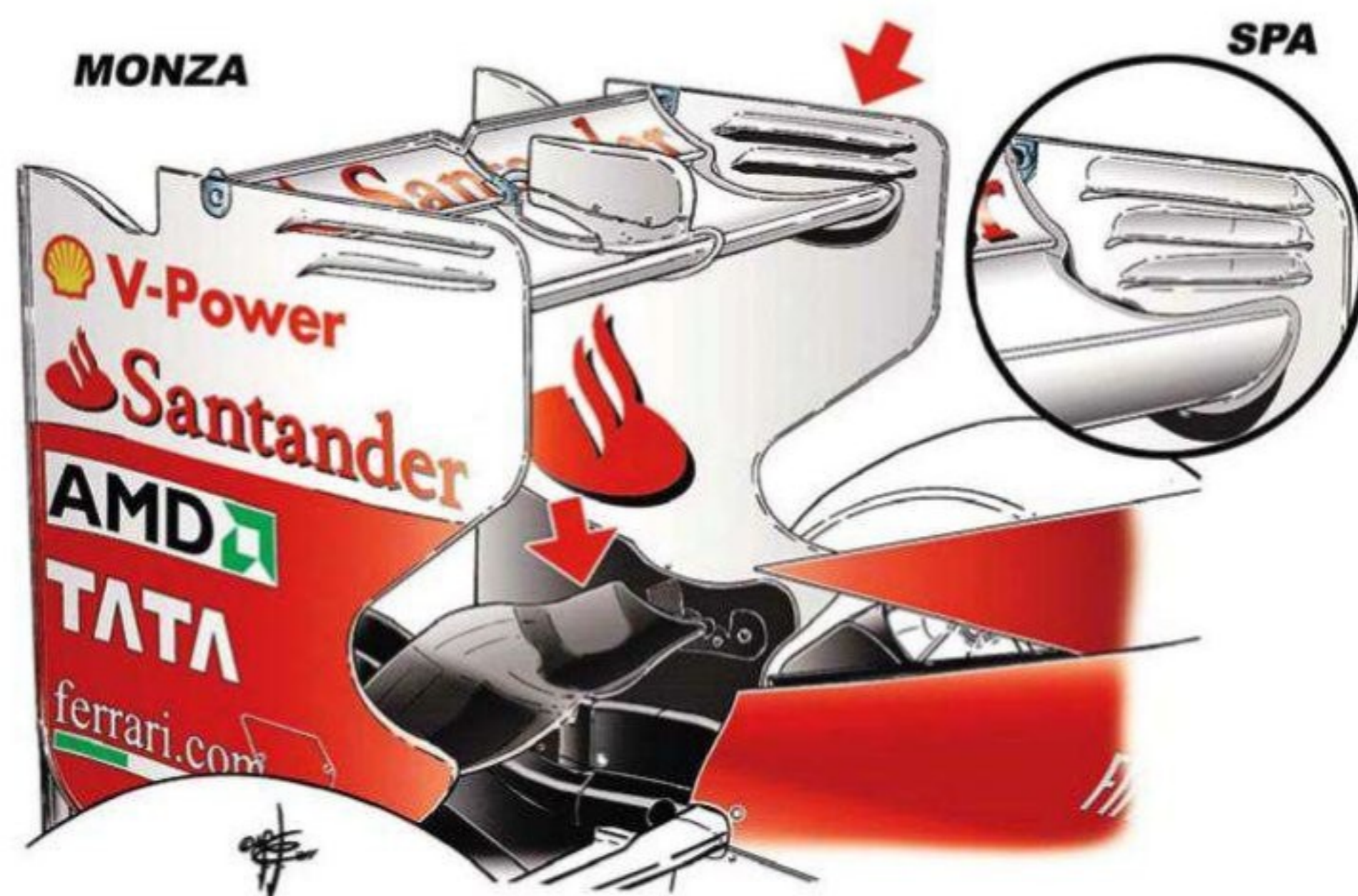
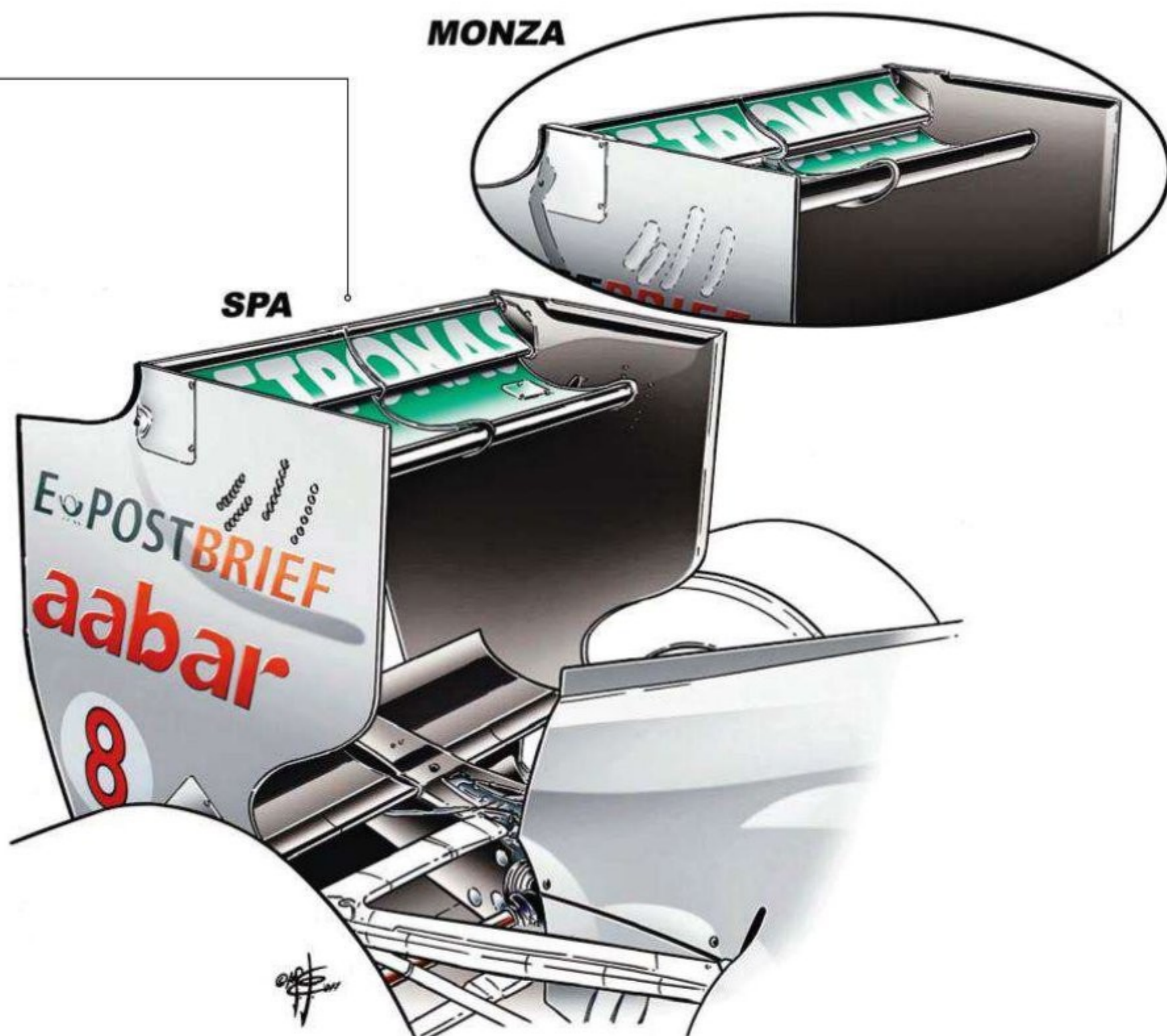


Gary Anderson, Mark Hughes and Giorgio Piola explain car modifications made at the Italian GP by Ferrari, Mercedes, Red Bull, Renault and Toro Rosso

MERCEDES REAR WING

➔ Mercedes used what was essentially its Spa wing for Monza, lowering the drag by changing the angle of attack of the main plane.

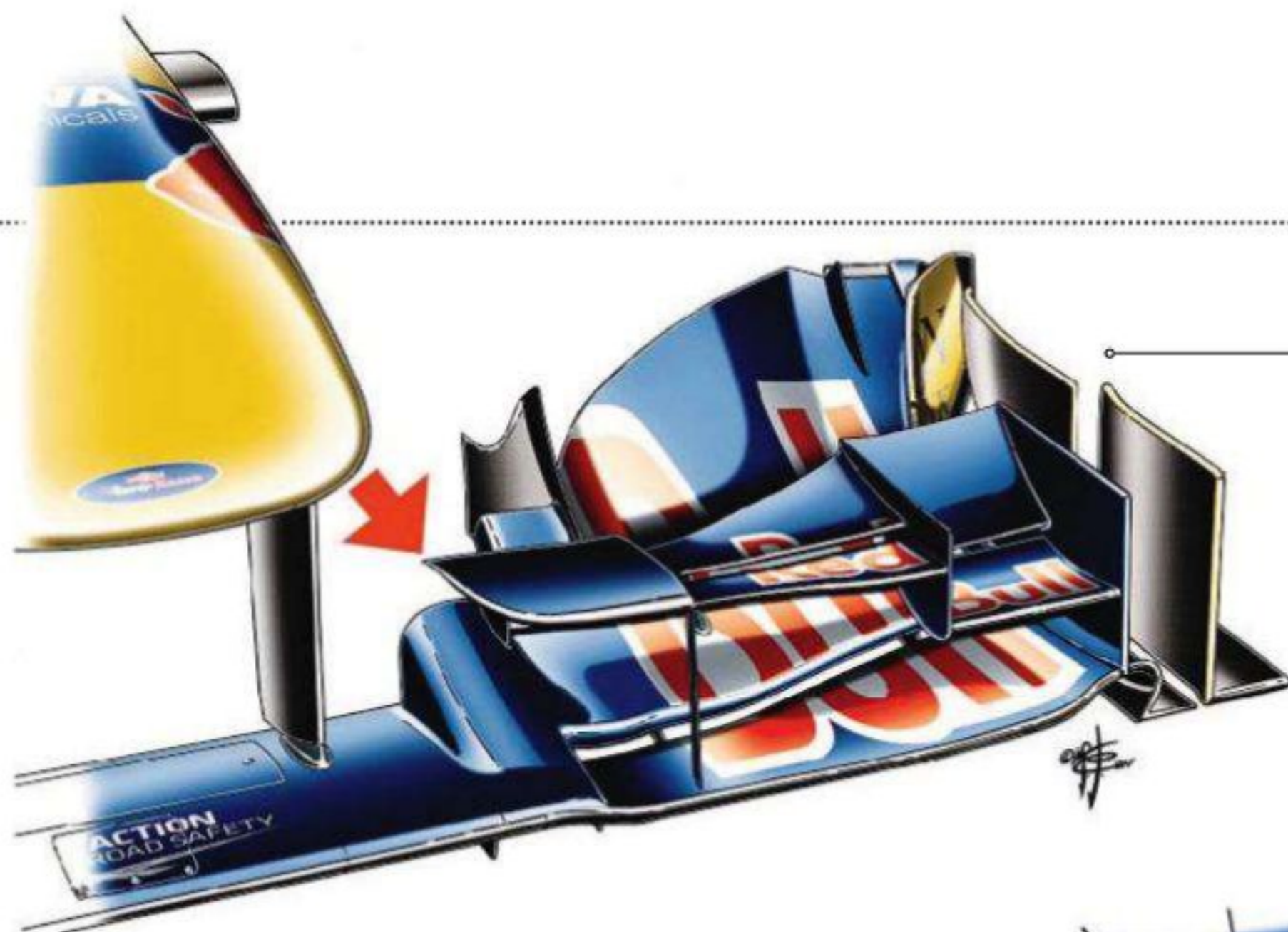
GARY ANDERSON: Mercedes confuses me a little in that it is a big team backed by a huge car manufacturer that wants – and needs – to win races and championships. Yet it comes to Monza with a rear wing that is the same component as Spa but with just a reduced angle. This style of wing is fine if you have no simulation tools or no idea of what level of downforce you want to run, but with the tools the top teams have at their disposal these days this sort of thing should be sorted months before, with the correct and most efficient components developed in the windtunnel in preparation for the Monza weekend. Any wing profile has a sweet spot and as can be seen by what the other teams do, this is not how to do it. Having a fixed-position wing is also much lighter, with weight that far up and rearwards not helping at all.



FERRARI REAR WING

➔ Ferrari used a modified version of its Spa rear wing (inset) for Monza, identifiable by twin rather than triple slats in the endplate.

GARY ANDERSON: It's easy to see the difference in the size and curvature of the main plane and this smaller main plane only leaves room for two louvres in the endplate so everything is compromised that little bit. The Spa version would have a greater drag reduction when the DRS is operated as the main-plane underside airflow would stall. But the Monza version would not work the main plane so hard, so the drag reduction will be less. The lower beam wing is also new, with more of a three-dimensional shape to it as it twists from the centre outwards. The angle of attack of this is set up to match the direction of the airflow coming under and over the diffuser.



TORO ROSSO FRONT WING

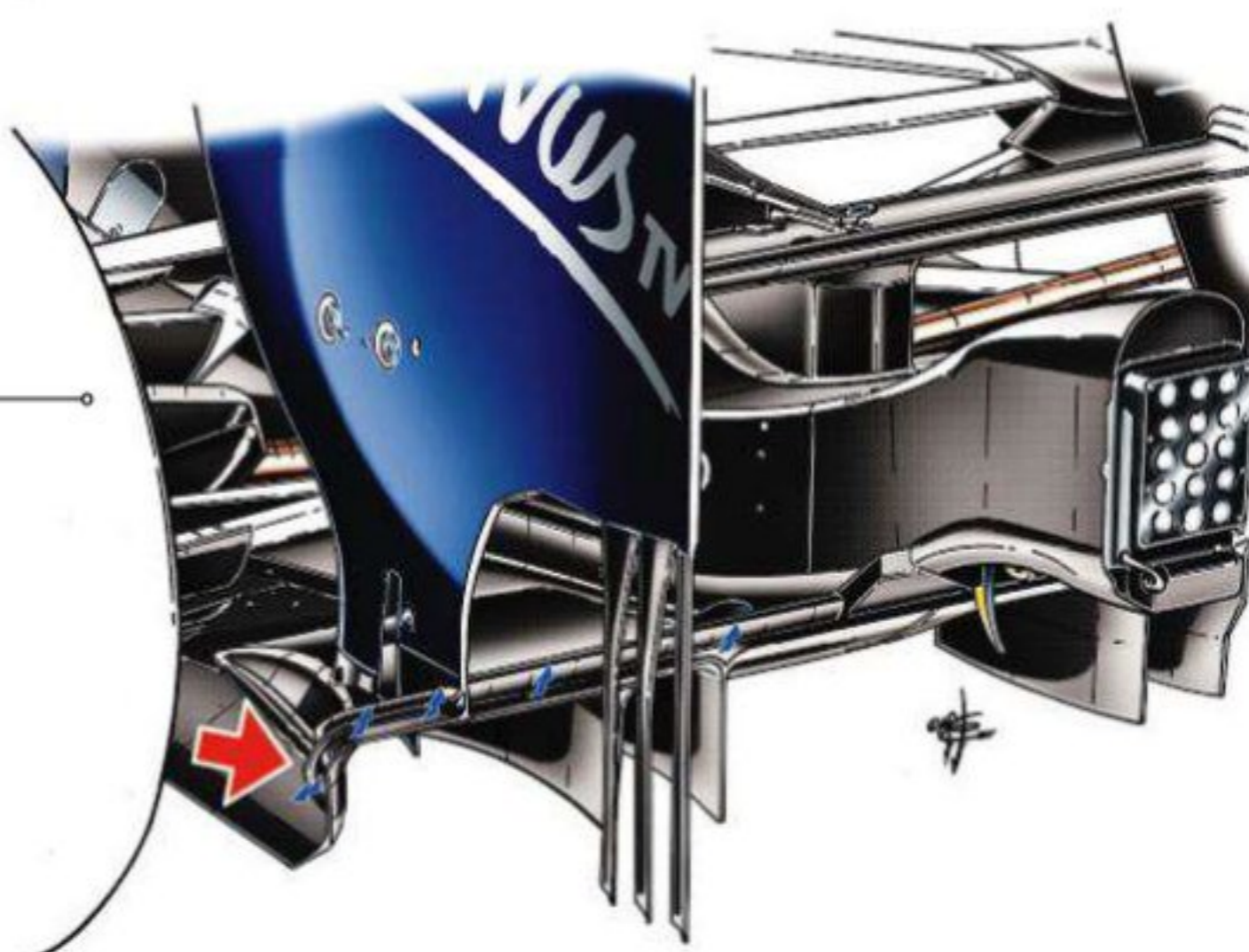
➔ Toro Rosso's new front wing arrived at the same time as the Ferrari software to run off-throttle exhaust blowing of the diffuser, giving the team a difficult time as it tried to align and co-ordinate two new key elements.

GARY ANDERSON: Toro Rosso, similar to Red Bull, added a horizontal turning vane to the inner end of the upper forward front-wing elements. The Toro Rosso version has a bit of negative camber that aims to reduce the angle of the airflow coming off the trailing edge of the front flap. As with Red Bull, this helps re-align the airflow going to the leading edge of the under floor, thereby improving the under-floor performance.

RED BULL DIFFUSER

➔ For Monza Red Bull extended the gurney flap at the trailing edge of its diffuser around the sides.

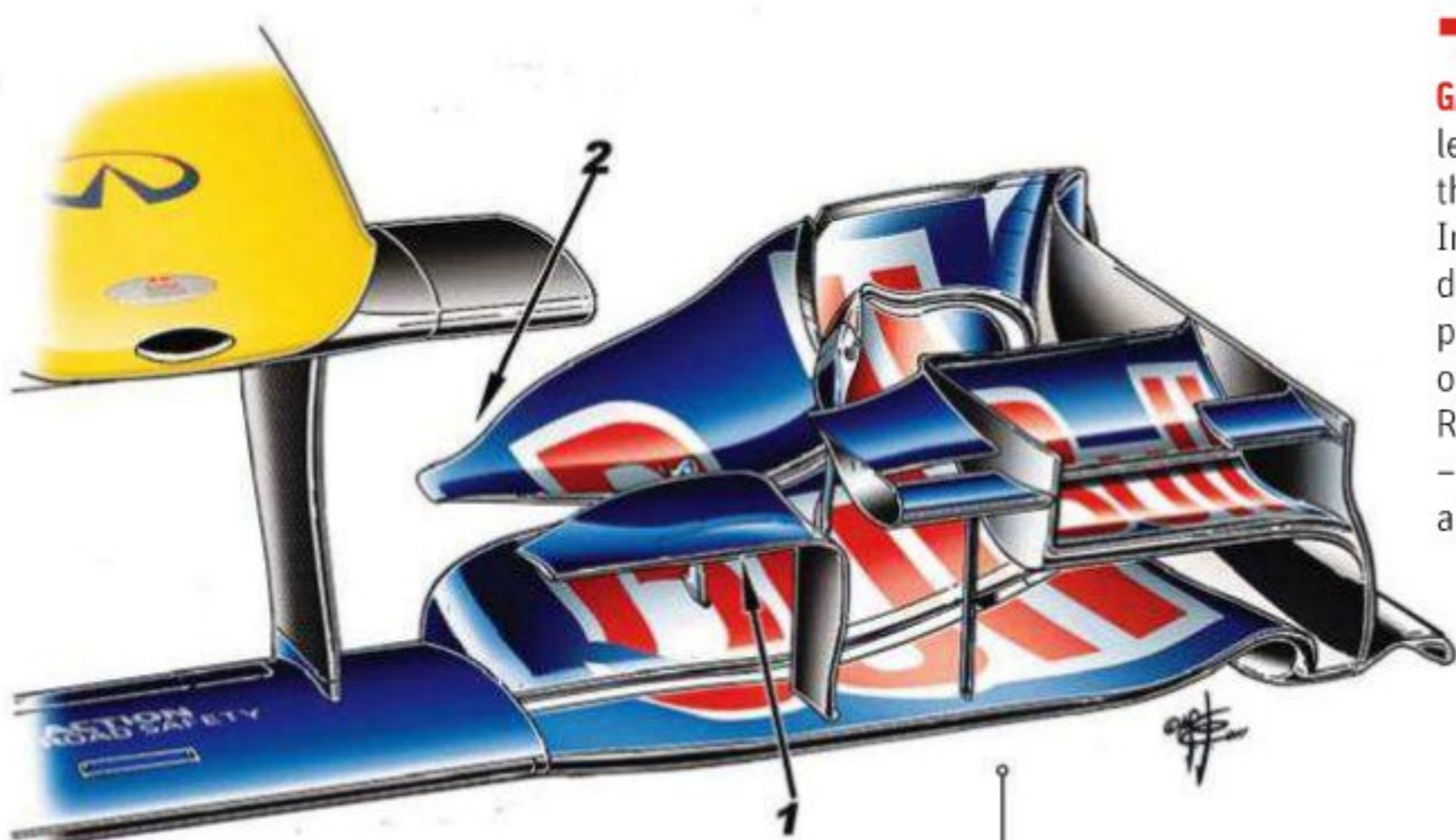
GARY ANDERSON: The detail of the gurney flap around the trailing edge of the diffuser is very circuit-specific. At Monza the majority of corners are actually quite low-speed, meaning that the ride height is relatively high. Extending this diffuser gurney around the outer corner and down the outer edge makes that part of the diffuser nearest the external airflow work harder to cope with the extra leakage of airflow under the sides of the outer diffuser foot. This in turn allows the inner part of the diffuser to work at its best to produce more downforce, allowing it to run less rear wing overall to improve top speed.



RENAULT REAR WING

➔ Renault ran a classic tiny Monza rear wing in stark contrast to McLaren. And the R31 was fastest through the speed trap.

GARY ANDERSON: The main plane and flap have about the same chord length so when the flap is in DRS mode there is basically nothing there as both components will be running more or less horizontal. In its normal trim this wing will also produce less drag but also less downforce. But Renault can get away with it because the centre of pressure is further rearward than on other cars. Total load and location of the centre of pressure are a bit of a trade-off and, as can be seen, Renault going one way and Ferrari the other. No-one is right or wrong – it's just the direction the engineers took when they set about finding a Monza package.



RED BULL FRONT WING

➔ Red Bull's new front wing featuring an intricate, McLaren-like turning vane (1). The rear flap (2) was also increased in size and given a more twisted profile.

GARY ANDERSON: The small vertical/horizontal single-element inboard turning vane is very similar, but smaller, than the component McLaren uses. This turning vane will help control the airflow coming off the inner section of the front wing flap, and by helping to turn this flow earlier its passage to the leading edge of the under floor will be more consistent. Running a fairly low wing set-up like you do at Monza, anything you can do to make the under floor work more consistently will be extra effective.



ITALIAN GP RESULTS



PRACTICE 1 - Friday

POS	DRIVER	TIME
1	HAMILTON	1m23.865s
2	BUTTON	1m24.786s
3	VETTEL	1m25.231s
4	WEBBER	1m25.459s
5	SUTIL	1m26.550s
6	PETROV	1m26.625s
7	ALONSO	1m26.647s
8	MASSA	1m26.676s
9	PEREZ	1m26.694s
10	ALGUERSUARI	1m26.696s
11	SCHUMACHER	1m26.699s
12	HULKENBERG	1m26.826s
13	BARRICHELLO	1m26.836s
14	KOBAYASHI	1m26.996s
15	MALDONADO	1m27.365s
16	SENNA	1m27.385s
17	BUEMI	1m27.433s
18	ROSBERG	1m27.492s
19	KOVALAINEN	1m29.539s
20	CHANDHOK	1m30.148s
21	RICCIARDO	1m30.609s
22	LIUZZI	1m30.619s
23	GLOCK	1m31.052s
24	D'AMBROSIO	1m31.899s

Weather: dry

PRACTICE 2 - Friday

POS	DRIVER	TIME
1	VETTEL	1m24.010s
2	HAMILTON	1m24.046s
3	SCHUMACHER	1m24.347s
4	MASSA	1m24.366s
5	ALONSO	1m24.433s
6	WEBBER	1m24.468s
7	BUTTON	1m24.508s
8	PEREZ	1m25.097s
9	KOBAYASHI	1m25.182s
10	SENNA	1m25.325s
11	PETROV	1m25.450s
12	SUTIL	1m25.496s
13	DI RESTA	1m25.683s
14	ALGUERSUARI	1m25.758s
15	BARRICHELLO	1m26.202s
16	MALDONADO	1m26.353s
17	BUEMI	1m28.347s
18	TRULLI	1m28.559s
19	KOVALAINEN	1m28.605s
20	GLOCK	1m28.804s
21	LIUZZI	1m29.162s
22	ROSBERG	1m29.184s
23	D'AMBROSIO	1m29.622s
24	RICCIARDO	1m29.841s

Weather: dry

PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	VETTEL	1m23.170s
2	WEBBER	1m23.534s
3	MASSA	1m23.668s
4	HAMILTON	1m23.741s
5	BUTTON	1m23.787s
6	ROSBERG	1m23.875s
7	SCHUMACHER	1m24.114s
8	ALONSO	1m24.133s
9	SUTIL	1m24.543s
10	DI RESTA	1m24.581s
11	SENNA	1m24.853s
12	PETROV	1m24.889s
13	PEREZ	1m24.948s
14	KOBAYASHI	1m25.261s
15	BARRICHELLO	1m25.319s
16	ALGUERSUARI	1m25.426s
17	BUEMI	1m25.439s
18	MALDONADO	1m25.539s
19	TRULLI	1m27.328s
20	KOVALAINEN	1m27.491s
21	D'AMBROSIO	1m28.186s
22	LIUZZI	1m28.441s
23	GLOCK	1m28.962s
24	RICCIARDO	1m30.316s

Weather: dry



QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m24.002s (2)	1m22.914s (1)	1m22.275s
2	HAMILTON	1m23.976s (1)	1m23.172s (3)	1m22.725s
3	BUTTON	1m24.013s (3)	1m23.031s (2)	1m22.777s
4	ALONSO	1m24.134s (4)	1m23.342s (5)	1m22.841s
5	WEBBER	1m24.148s (5)	1m23.387s (6)	1m22.972s
6	MASSA	1m24.523s (7)	1m23.681s (8)	1m23.188s
7	PETROV	1m24.486s (6)	1m23.741s (9)	1m23.530s
8	SCHUMACHER	1m25.108s (15)	1m23.671s (7)	1m23.777s
9	ROSBERG	1m24.550s (8)	1m23.335s (4)	1m24.477s
10	SENNA	1m24.914s (13)	1m24.157s (10)	no time
11	DI RESTA	1m24.574s (9)	1m24.163s	-
12	SUTIL	1m24.595s (10)	1m24.209s	-
13	BARRICHELLO	1m24.975s (14)	1m24.648s	-
14	MALDONADO	1m24.798s (11)	1m24.726s	-
15	PEREZ	1m25.113s (16)	1m24.845s	-
16	BUEMI	1m25.164s (17)	1m24.932s	-
17	KOBAYASHI	1m24.879s (12)	1m25.065s	-
18	ALGUERSUARI	1m25.334s	-	-
19	TRULLI	1m26.647s	-	-
20	KOVALAINEN	1m27.184s	-	-
21	GLOCK	1m27.591s	-	-
22	D'AMBROSIO	1m27.609s	-	-
23	RICCIARDO	1m28.054s	-	-
24	LIUZZI	1m28.231s	-	-

Weather: dry

QUALIFYING

Head to head		
VETTEL	10	3
HAMILTON	10	3
ALONSO	11	2
SCHUMACHER	2	11
HEIDFELD/SENNA	4	9
BARRICHELLO	8	5
SUTIL	5	8
KOBAYASHI	5	8
BUEMI	9	4
KOVALAINEN	11	2
KAR'KEYAN/RICCIARDO	1	11
GLOCK	11	2
WEBBER		
BUTTON		
MASSA		
ROSBERG		
PETROV		
MALDONADO		
DI RESTA		
PEREZ/DE LA ROSA		
ALGUERSUARI		
TRULLI/CHANDHOK		
LIUZZI		
D'AMBROSIO		



THE GRID

1 VETTEL RED BULL 1m22.275s Soft	2 HAMILTON McLAREN 1m22.725s Soft
3 BUTTON McLAREN 1m22.777s Soft	4 ALONSO FERRARI 1m22.841s Soft
5 WEBBER RED BULL 1m22.972s Soft	6 MASSA FERRARI 1m23.188s Soft
7 PETROV RENAULT 1m23.530s Soft	8 SCHUMACHER MERCEDES 1m23.777s Soft
9 ROSBERG MERCEDES 1m24.477s Medium	10 SENNA RENAULT no time Medium
11 DI RESTA FORCE INDIA 1m24.163s Soft	12 SUTIL FORCE INDIA 1m24.209s Medium
13 BARRICHELLO WILLIAMS 1m24.648s Soft	14 MALDONADO WILLIAMS 1m24.726s Soft
15 PEREZ SAUBER 1m24.845s Medium	16 BUEMI TORO ROSSO 1m24.932s Soft
17 KOBAYASHI SAUBER 1m25.065s Medium	18 ALGUERSUARI TORO ROSSO 1m25.334s Soft
19 TRULLI LOTUS 1m26.647s Soft	20 KOVALAINEN LOTUS 1m27.184s Soft
21 GLOCK VIRGIN 1m27.591s Soft	22 D'AMBROSIO VIRGIN 1m27.609s Soft
23 RICCIARDO HRT 1m28.054s Soft	24 LIUZZI HRT 1m28.231s Soft

THE RACE: 53 LAPS, 190.596 MILES

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PISTOP	TIME IN PIT	TYRE CHOICE	STINT 1	STINT 2	STINT 3	STINT 4
1	VETTEL	RED BULL-RENAULT	53	1h20m46.172s	1m26.557s	2	43.5s	Soft	Soft	Medium		
2	BUTTON	McLAREN-MERCEDES	53	+9.590s	1m26.207s	2	43.8s	Soft	Soft	Medium		
3	ALONSO	FERRARI	53	+16.909s	1m27.191s	2	44.5s	Soft	Soft	Medium		
4	HAMILTON	McLAREN-MERCEDES	53	+17.417s	1m26.187s	2	44.0s	Soft	Soft	Medium		
5	SCHUMACHER	MERCEDES	53	+32.677s	1m27.402s	2	44.7s	Soft	Soft	Medium		
6	MASSA	FERRARI	53	+42.993s	1m26.924s	2	44.0s	Soft	Soft	Medium		
7	ALGUERSUARI	TORO ROSSO-FERRARI	52	-1 lap	1m28.357s	2	44.3s	Soft	Soft	Medium		
8	DI RESTA	FORCE INDIA-MERCEDES	52	-1 lap	1m28.054s	2	44.9s	Soft	Soft	Medium		
9	SENNA	RENAULT	52	-1 lap	1m26.895s	3	68.0s	Medium	Soft	Soft	Soft	Soft
10	BUEMI	TORO ROSSO-FERRARI	52	-1 lap	1m28.202s	2	48.3s	Soft	Soft	Medium		
11	MALDONADO	WILLIAMS-COSWORTH	52	-1 lap	1m28.934s	2	45.7s	Soft	Soft	Medium		
12	BARRICHELLO	WILLIAMS-COSWORTH	52	-1 lap	1m28.377s	2	52.3s	Soft	Medium	Soft		
13	KOVALAINEN	LOTUS-RENAULT	51	-2 laps	1m29.639s	2	45.9s	Soft	Soft	Medium		
14	TRULLI	LOTUS-RENAULT	51	-2 laps	1m29.825s	2	53.8s	Soft	Soft	Medium		
15	GLOCK	VIRGIN-COSWORTH	51	-2 laps	1m30.783s	2	47.9s	Soft	Soft	Medium		
NC	RICCIARDO	HRT-COSWORTH	39	-14 laps	1m32.013s	2	103s	Soft	Soft	Medium		
R	PEREZ	SAUBER-FERRARI	32	gearbox	1m29.403s	0	-	Medium				
R	KOBAYASHI	SAUBER-FERRARI	21	gearbox	1m30.000s	2	50.5s	Medium	Soft	Soft		
R	SUTIL	FORCE INDIA-MERCEDES	9	gearbox	1m31.455s	0	-	Medium				
R	WEBBER	RED BULL-RENAULT	4	accident	1m30.994s	0	-	Soft				
R	D'AMBROSIO	VIRGIN-COSWORTH	1	gearbox	-	0	-	Soft				
R	PETROV	RENAULT	0	accident	-	0	-	Soft				
R	ROSBERG	MERCEDES	0	accident	-	0	-	Medium				
R	LIUZZI	HRT-COSWORTH	0	accident	-	0	-	Soft				

Weather: dry. Fastest lap: Lewis HAMILTON 1m26.187s (150.361mph) on lap 52.
 Lap leaders: 1-4 Alonso; 5-53 Vettel

Option tyre in bold; new set in red, used set in black

TRACKSIDE VIEW

Mark Hughes
 Grand prix editor



Blue, blue sky, hint of yellow smog in the distance at the Milan end, wind still, temperatures soaring, track dusty. From outside the first chicane you look over the top of the old banking to see them approaching, engines straining in seventh gear against the squaring resistance of speed at over 210mph. In these early laps it's all understeer and wheelspin for the early track cleaners – the Virgins, Lotuses – and Felipe Massa's Ferrari, cheers and whistles as he edges out of pitlane. Gradually, steadily, the grip builds. Kamui Kobayashi is the first to give it a full-attack run, Sauber weaving slightly under the biggest brake of the season. He's acrobatic, super-busy with steering and throttle here and clambering over kerbs, sun glinting off maroon-metallic helmet. He has a great feel for braking depth, something he demonstrates with a finely-judged pass of Sebastian Vettel, who has just emerged from the pits. Once into the groove, Seb is magic, a yin-and-yang combination of

“Kobayashi is acrobatic, super-busy with steering and throttle”

attack into the first apex, but all smoothed and controlled by the second, giving him the perfect combination of fast direction change but good exit speed. Massa's a blur of first-apex understeer on his first long run, this making his approach for the second apex slow and messy. Into his second run he's much neater. Jenson Button's in the mood, a mildly-locked inner-front wheel into the right-hander, dramatic direction change, the consequences caught and dealt with in the neutral middle part of the chicane, even leaving the opposite lock on for a fraction longer than normal, this spitting him across for a better approach into the left-hander, where he's then neat and progressive and onwards up towards Curva Grande.

SEASON SO FAR - Points and positions

POS	DRIVER	PTS	AUS	MAL	PRC	TR	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	BR
1	VETTEL	284	1st	1st	2nd	1st	1st	1st	2nd	1st	2nd	4th	2nd	1st	1st						
2	ALONSO	172	4th	6th	7th	3rd	5th	2nd	ret	2nd	1st	2nd	3rd	4th	3rd						
3	BUTTON	167	6th	2nd	4th	6th	3rd	3rd	1st	6th	ret	ret	1st	3rd	2nd						
4	WEBBER	167	5th	4th	3rd	2nd	4th	4th	3rd	3rd	3rd	3rd	5th	2nd	ret						
5	HAMILTON	158	2nd	8th	1st	4th	2nd	6th	ret	4th	4th	1st	4th	ret	4th						
6	MASSA	82	7th	5th	6th	11th	ret	ret	6th	5th	5th	5th	6th	8th	6th						
7	ROSBERG	56	ret	12th	5th	5th	7th	11th	11th	7th	6th	7th	9th	6th	ret						
8	SCHUMACHER	52	ret	9th	8th	12th	6th	ret	4th	17th	9th	8th	ret	5th	5th						
9	PETROV	34	3rd	17th	9th	8th	11th	ret	5th	15th	12th	10th	12th	9th	ret						
10	HEIDFELD	34	12th	3rd	12th	7th	8th	8th	ret	10th	8th	ret	ret	-	-						
11	KOBAYASHI	27	dsq	7th	10th	10th	10th	5th	7th	16th	ret	9th	11th	12th	ret						
12	SUTIL	24	9th	11th	15th	13th	13th	7th	ret	9th	11th	6th	14th	7th	ret						
13	ALGUERSUARI	16	11th	11th	ret	16th	16th	ret	8th	8th	10th	12th	10th	ret	7th						
14	BUEMI	13	8th	13th	14th	9th	14th	10th	10th	13th	ret	15th	8th	ret	10th						
15	DI RESTA	12	10th	10th	11th	ret	12th	12th	ret	14th	15th	13th	7th	11th	8th						
16	PEREZ	8	dsq	ret	17th	14th	9th	ns	ns	11th	7th	11th	15th	ret	ret						
17	BARRICHELLO	4	ret	ret	13th	15th	17th	9th	9th	12th	13th	ret	13th	16th	12th						
18	SENNA	2	-	-	-	-	-	-	-	-	-	-	-	13th	9th						
19	MALDONADO	1	ret	ret	18th	17th	15th	18th	ret	18th	14th	14th	16th	10th	11th						
20	DE LA ROSA	0	-	-	-	-	-	-	12th	-	-	-	-	-	-						
21	TRULLI	0	13th	ret	19th	18th	18th	13th	16th	20th	ret	-	ret	14th	14th						
22	KOVALAINEN	0	ret	15th	16th	19th	ret	14th	ret	19th	ret	16th	ret	15th	13th						
23	LIUZZI	0	dnq	ret	22nd	22nd	ret	16th	13th	23rd	18th	ret	20th	19th	ret						
24	D'AMBROSIO	0	14th	ret	20th	20th	20th	15th	14th	22nd	17th	15th	19th	17th	ret						
25	GLOCK	0	nc	16th	21st	dns	19th	ret	15th	21st	16th	17th	17th	18th	15th						
26	KARTHIKEYAN	0	dnq	ret	23rd	21st	21st	17th	17th	24th	-	-	-	-	-						
27	RICCIARDO	0	-	-	-	-	-	-	-	-	19th	19th	18th	ret	nc						
28	CHANDHOK	0	-	-	-	-	-	-	-	-	-	20th	-	-	-						

SEASON SO FAR - Points and positions

POS	TEAM	PTS	AUS	MAL	PRC	TR	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	BR
1	RED BULL	451	35	37	33	43	37	37	33	40	33	27	28	43	25						
2	McLAREN	325	26	22	37	20	33	23	25	20	12	25	37	15	30						
3	FERRARI	254	18	18	14	15	10	18	8	28	35	28	23	16	23						
4	MERCEDES	108	0	2	14	10	14	0	12	6	10	10	2	18	10						
5	RENAULT	70	15	15	2	10	4	4	10	1	4	1	0	2	2						
6	FORCE INDIA	36	3	1	0	0	0	6	0	2	0	8	6	6	4						
7	SAUBER	35	0	6	1	1	3	10	6	0	6	2	0	0	0						
8	TORO ROSSO	29	4	0	0	2	0	1	5	4	1	0	5	0	7						
9	WILLIAMS	5	0	0	0	0	0	2	2	0	0	0	0	1	0						
10	LOTUS	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
11	HRT	0	-	0	0	0	0	0	0	0	0	0	0	0	0						
12	VIRGIN	0	0	0	0	0	0	0	0	0	0	0	0	0	0						



MONZA

ITALY

September 9-11

GP2 Series

Round 9/9



AT A GLANCE

- Race 1 **Luca Filippi**
- Race 2 **Christian Vietoris**
- Pole position **Charles Pic**
- Fastest laps **Filippi x2**



...and was pretty happy with life

Filippi broke his
Monza GP2 duck...



Filippi's fillip to be best of second-best

Italian veteran wins, and claims runner-up in table

THE FIVE-WAY FIGHT FOR second in the GP2 standings took centre stage at Monza last weekend, and the battle ebbed and flowed so much during the two races that it left most thinking it a shame that it wasn't for the overall crown.

Everybody was frantically scribbling down updated projected points tables every time a position changed or somebody set a new fastest lap until, in the end, it was the in-form Luca Filippi who capped his spellbinding second half of the season by trouncing Charles Pic, Jules Bianchi, Giedo van der Garde and outside bet Sam Bird.

The Italian ended up taking the best-of-the-rest

title behind champion Romain Grosjean, and he did it in style by dominating the feature race. After facing a nine-point deficit to second place going into the weekend, Filippi did just enough in the Sunday-morning sprint race to cement the position.

The fact that it was on his and Scuderia Coloni's home turf made it even more special.

"I've never had a GP2 win at Monza, and it was really important for me to get one no matter what happened in the championship," said Filippi, who was 13th in the standings when he moved from Super Nova to Coloni mid-season. "To be stood on the podium singing my

national anthem was one of the biggest moments of my life, and I will never forget the atmosphere."

While Filippi executed a "perfect" weekend, his rivals for the runner-up spot all hit problems at some stage. The first to suffer were Giedo van der Garde and Jules Bianchi. The Dutchman came into the weekend in that coveted second position, but qualified down in 20th after failing to get a single lap clear of traffic. He then got caught up in an incident at the start of race one, and later received a drive-through penalty for cutting the first chicane. He worked his way up from 21st to 13th in race two, but had to settle for fifth in the

championship after finishing the season with two non-scoring weekends.

"In Holland we have a word that sums up how I'm feeling, and obviously it's a very bad word," said Addax driver van der Garde. "We fought really hard all year, and we deserved the second place. If you look at it, I only needed six points from the last two weekends to be second. It's hard to take."

Bianchi shared the 10th row of the grid with van der Garde for race one, after his ART Grand Prix car had accidentally been filled with an extra 15kg of fuel for qualifying. But he fared much better in the race and made his way up to eighth, giving him a crucial point

and pole position for race two. In the closing stages he had slowed to cool his tyres and try to steal fastest lap from Filippi, and he missed it by just 0.031 seconds.

Up until Bianchi's late attack, the fight for that golden fastest-lap point had been a ding-dong battle between Filippi and Grosjean. The importance of it to the Italian was illustrated by his team showing him the time he had to beat on his pit board, but he was unaware it was the 2011 champion who kept stealing it from him.

While Filippi, Bianchi and van der Garde were all in the thick of the action, Saturday ended with race-one polesitter Charles Pic

Bianchi took a podium, but lost out in points



RACE RATING

★★★★☆

Championship implications made up for a lack of out-and-out excitement in both races

MILESTONE

Monza is the only track Grosjean has not won at in his GP2 career. He was third in 2008 and '11



REPORT GP2 MONZA

GLENN FREEMAN
reports



Pic drives into Filippi with broken wing



Van der Garde thinks of some choice Dutch words

leading the points race for second after taking a low-key runner-up spot behind Filippi. But the Frenchman played down his hopes, pointing out that "we are missing some pace".

Addax went to work on finding that pace overnight, but the results of that work were never revealed, as the Frenchman's race lasted two corners on Sunday. As he battled with fellow fourth-row starter Filippi in the first chicane, he was caught out by the field backing up

in the second part of it and ran over the back of Grosjean. The impact damaged Pic's steering, meaning he bounced into Filippi and then the wall on the run to Curva Grande.

"My steering was broken so there was nothing I could do to avoid Luca," said Pic. "I wasn't thinking about the championship, but anyway, Luca was faster than us."

And then there were two. Polesitter Bianchi went into the sprint race three points behind Pic and two back

from Filippi, with a total of seven up for grabs including the fastest-lap bonus. But he struggled away when the lights went out, getting jumped by his old Formula 3 nemesis Christian Vietoris and Fabio Leimer.

Bianchi couldn't live with the top two, and instead had to hold onto third in the hope that Filippi wouldn't score enough points to stay ahead. He was given some hope when the Coloni car completed the first lap out of the points in seventh, but Filippi made short work of Esteban Gutierrez and Adam Carroll to move up to fifth. That left him tying with Bianchi on points, which would give second to Filippi on race-wins countback. Then, just to make sure, he set fastest lap to go a point clear of the ART driver. For two drivers who had such nightmare starts to the season, to finish the year scrapping over second was impressive, and Bianchi was gracious in defeat.

"I am disappointed because this was an important weekend," said the Ferrari junior driver. "But we are in the right place; third is good for us. Luca was really quick and he deserves second." ❧

Vietoris vies for the victory

CHRISTIAN VIETORIS WENT ALMOST UNNOTICED AS HE TOOK a commanding second GP2 win of 2011 to round off the year.

The German made a fantastic getaway to jump from third to first in Sunday's sprint race, and confidently kept Swiss Fabio Leimer at bay to take a lights-to-flag win.

"I couldn't get away from Fabio, but I wasn't worried," said Vietoris, who bounced back from missing two rounds to injury earlier in the year to take seventh in the table. "The car was good to drive; it was easy not to make a mistake."

Leimer had fought him hard early on, which briefly allowed Jules Bianchi and Sam Bird to close up. Rapax driver Leimer then decided to bide his time, hoping that Vietoris would hit tyre trouble, as has so often been the case for Racing Engineering this year. But the Pirellis were durable this weekend, so another opportunity never materialised.

This year's champion Romain Grosjean admitted it was hard to get into the swing of things for his final weekend now that there was nothing at stake. He took a third place in race one, where he tried to stay out of trouble to not disturb the battle for second in the points. The champion's final race was effectively over after two corners when Charles Pic destroyed his rear wing, but his DAMS team sent him back out two laps later so he could take the chequered flag and wave goodbye to GP2 forever.



Vietoris escapes from Leimer

RESULTS

GP2 Series, Monza (I), September 9-11, round 9 of 9

GRID	
1 PIC	1:32.349
2 FILIPPI	1:32.460
3 LEIMER	1:32.485
4 PARENTE	1:32.600
5 GROSJEAN	1:32.630
6 CLOS	1:32.664
7 VIETORIS	1:32.727
8 CARROLL	1:32.761
9 BIRD	1:32.801
10 CHILTON	1:32.811
11 PALMER	1:32.848
12 KRAL	1:32.858
13 HERCK	1:32.865
14 VALSECCHI	1:33.019
15 ERICSSON	1:33.121
16 GONZALEZ	1:33.129
17 HARTLEY	1:33.183
18 RAZIA	1:33.206
19 BIANCHI	1:33.293
20 V.D. GARDE	1:33.297
21 FAUZY	1:33.452
22 CECOTTO	1:33.571
23 LEAL	1:33.646
24 RICHELMI	1:34.150
25 GUTIERREZ	1:35.228
26 VARHAUG	1:39.190*

RACE 1 - 30 LAPS, 107.796 MILES				
POS	NAME	TEAM	TIME	GRID
1	Luca Filippi (I)	Scuderia Coloni	47m47.704s	2
2	Charles Pic (F)	Addax Team	+5.627s	1
3	Romain Grosjean (F)	DAMS	+6.214s	5
4	Sam Bird (GB)	iSport International	+9.992s	9
5	Adam Carroll (GB)	Super Nova Racing	+14.904s	8
6	Christian Vietoris (D)	Racing Engineering	+16.710s	7
7	Fabio Leimer (CH)	Rapax	+18.058s	3
8	Jules Bianchi (F)	ART Grand Prix	+22.787s	19
9	Esteban Gutierrez (MEX)	ART Grand Prix	+28.444s	25
10	Luiz Razia (BR)	Team AirAsia	+31.661s	18
11	Pal Varhaug (N)	DAMS	+36.000s	26
12	Alvaro Parente (P)	Carlin	+44.096s	4
13	Dani Clos (E)	Racing Engineering	+46.877s	6
14	Marcus Ericsson (S)	iSport International	+49.690s	15
15	Stephane Richelmi (MC)	Trident Racing	+50.876s	24
16	Julian Leal (CO)	Rapax	+58.003s	23
17	Johnny Cecotto Jr (YV)	Ocean Racing Technology	+1m06.275s	22
18	Fairuz Fauzy (MAL)	Super Nova Racing	+1m10.221s	21
19	Rodolfo Gonzalez (YV)	Trident Racing	+1m20.119s	16
20	Davide Valsecchi (I)	Team AirAsia	-1 lap	14
21	Giedo van der Garde (NL)	Addax Team	-1 lap	20
22	Brendon Hartley (NZ)	Ocean Racing Technology	-1 lap	17
R	Max Chilton (GB)	Carlin	2 laps-accident damage	10
R	Josef Kral (CZ)	Arden International	1 lap-accident	12
R	Jolyon Palmer (GB)	Arden International	1 lap-accident	11
R	Michael Herck (RO)	Scuderia Coloni	1 lap-accident	13

RACE 2 - 21 LAPS, 75.399 MILES				
POS	DRIVER	TIME/REASON	GRID	
1	Vietoris	32m51.770s	3	
2	Leimer	+0.730s	2	
3	Bianchi	+2.851s	1	
4	Bird	+3.566s	5	
5	Filippi	+4.010s	8	
6	Gutierrez	+10.957s	9	
7	Clos	+11.584s	13	
8	Ericsson	+16.079s	14	
9	Razia	+17.619s	10	
10	Varhaug	+19.814s	11	
11	Carroll	+22.136s	4	
12	Parente	+22.617s	12	
13	van der Garde	+22.966s	21	
14	Richelmi	+24.538s	15	
15	Cecotto	+35.241s	17	
16	Gonzalez	+35.408s	19	
17	Kral	+35.681s	24	
18	Chilton	+36.244s	23	
19	Palmer	+37.728s	25	
20	Hartley	+1m23.392s	22	
21	Grosjean	-2 laps	6	
R	Valsecchi	12 laps-accident	20	
R	Pic	0 laps-accident	7	
R	Leal	0 laps-accident	16	
R	Fauzy	0 laps-accident	18	
NS	Herck	injured wrist	26	

CHAMPIONSHIP TABLES		
POS	DRIVER	PTS
1	Grosjean	89
2	Filippi	54
3	Bianchi	53
4	Pic	52
5	van der Garde	49
6	Bird	45
7	Vietoris	35
8	Valsecchi	30
9	Clos	30
10	Ericsson	25
POS	TEAM	PTS
1	Addax Team	101
2	DAMS	89
3	Racing Engineering	73
4	iSport	70
5	ART Grand Prix	68
6	Team AirAsia	47
Race 1 Winner's average speed: 135.322mph. Fastest lap: Filippi, 1m33.367s, 138.791mph.		
Race 2 Winner's average speed: 137.662mph. Fastest lap: Filippi, 1m32.567s, 139.991mph.		

MONZA

ITALY

September 9-11

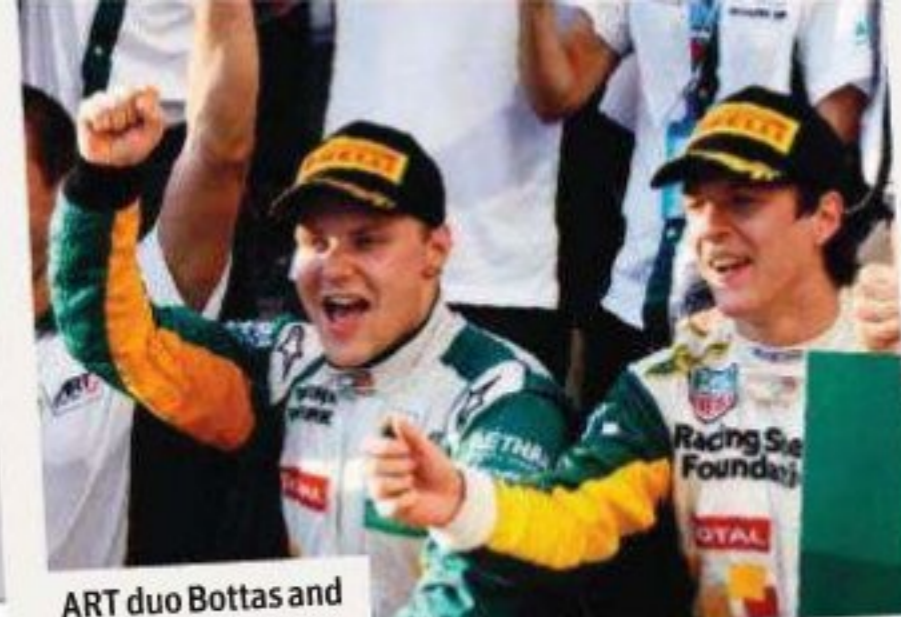
GP3 Series

Round 8/8



AT A GLANCE

- Race 1 Valtteri Bottas
- Race 2 Antonio Felix da Costa
- Pole position Adrian Quaife-Hobbs
- Fastest laps Rio Haryanto/Bottas



ART duo Bottas and Calado celebrate...

Valtteri's all-gold for the crown

Bottas didn't need to beat team-mate Calado to the race victory to win the title. But he did because he could



THERE'S NO FAIRER WAY to win a title than by fighting your chief rival in a head-to-head battle for race victory.

The scrap between ART team-mates Valtteri Bottas and James Calado wasn't a 'winner-takes-all' affair, because victory would only extend the Briton's hopes to the final race. Bottas would have been forgiven for taking the safer option – finishing second in the knowledge that the odds were against Calado making up enough points in race two. But racing in the junior categories is as much about making an impression as winning titles, and Bottas wanted to deliver under the most-intense pressure.

"This was my most difficult win," he said after defending masterfully on the final lap. There were no

last-minute changes of direction, just the correct placing of his car in every phase of the first two chicanes to leave Calado running out of road at just the right moments: "The whole race was exciting, and it was tight on the last lap."

Calado could have attacked but, with just three laps after a late safety car, he knew he then ran the risk of allowing the chasing pack to get involved in the fight. Bottas removed that risk by getting a good jump on the restart, and then pushing to the limit in spectacular style to try to build enough of a gap.

The Finn described that lap and a half as the deciding factor. Calado kept his head, and stayed close enough that he was perfectly placed to duck out from beneath his

team-mate's rear wing at the start of the final lap, but Bottas had him covered.

Getting to the front had been a remarkable achievement in itself for the title-chasing pair, as they had started from the third row and had to fight in a lead train that initially consisted of 10 cars, and was only down to seven when the safety car came out. There was more action after the restart, with Rio Haryanto and Nico Muller swapping places five times in the final three laps, while Simon Trummer thrived in the slipstream style of racing and earned a solid fifth.

There was more of the same in race two, where Bottas's determination to wrap things up on Saturday was justified. As Calado

Antonio Felix da Costa won race two



Evans had a spell in front on Sunday



RACE RATING

★★★★☆

Title-deciding head-to-head, race leaders colliding on Sunday, and lots of Monza slipstreaming

MILESTONE

46-year-old Christophe Hurni smashed the record for GP3's oldest starter last weekend



REPORT GP3 MONZA

GLENN FREEMAN
reports



...after taking one-two in opening race

attacked him for fourth into Ascari on the opening lap, the newly-crowned champion ploughed into the back of Conor Daly. After pitting for repairs, he was then handed a drive-through penalty for good measure.

"I braked late, he braked early," said Bottas. "Maybe if the championship was not secure I would have been more careful, but I'm not sure it would have made any difference."

With the title not on the line for Calado, he set about finishing a fine season with a race victory. After starting seventh, he led for the first time on lap three. Over the next seven laps he was only passed twice, and both times he stole the position back at the next turn. "I just wanted to make a point," he said.

"This was my most difficult win. The whole race was exciting, and it was really tight on the last lap"

Bottas breathes a sigh of relief after Saturday win

After that show of Calado force, Mitch Evans was the first to make a move stick for more than one straight, seizing the opportunity when Calado braked too late for Turn 1 and slid wide. The Kiwi, who had dropped back to eighth in race one when his engine overheated, led for three laps before he was ambushed by Calado.

Calado only just kept his car on the track into the first chicane and, as Evans tried to get around the outside of him in the second part, the ART car hit the inside kerb hard enough to tag the MW Arden machine and send it into retirement. One lap later Antonio Felix da Costa stole the lead, which he would hold to the flag. Calado crossed the line second, but was handed a 20-second penalty after deciding against serving a drive-through penalty for the Evans clash.

Evans was surprisingly calm, simply judging it as a mistake by his rival. But Calado was adamant he'd done nothing wrong.

"As far as I'm concerned I finished second," he said. "I was within the track limits; it was a racing incident. But the result doesn't matter — I just wanted to have fun."

RESULTS

Race 1 Valtteri Bottas, 16 laps in 30m03.123s; 2 James Calado, +0.378s; 3 Rio Haryanto; 4 Nico Muller; 5 Simon Trummer; 6 Conor Daly; 7 Antonio Felix da Costa; 8 Mitch Evans; 9 Nigel Melker; 10 Richie Stanaway. **Race 2** 1 da Costa, 16 laps in 28m28.320s; 2 Haryanto, +0.720s; 3 Muller; 4 Trummer; 5 Callum Macleod; 6 Adrian Quaife-Hobbs; 7 Gabby Chaves; 8 Aaro Vainio; 9 Tom Dillmann; 10 Lewis Williamson. **Points** 1 Bottas, 62; 2 Calado, 55; 3 Melker, 38; 4 Muller, 36; 5 Quaife-Hobbs, 36; 6 Alexander Sims, 34.

PORSCHE SUPERCUP MONZA (I), SEPTEMBER 11, RD 9/10

Spectacular Estre denies Rast

FRENCHMAN KEVIN Estre scored his maiden Porsche Supercup win in an eventful encounter on Sunday morning.

There was something of a surprise in qualifying when local-series star Alessandro Balzan took pole by the significant margin of 0.4s.

Reigning Supercup champion Rene Rast shared the front row with the Italian, and lined up ahead of Estre, Sean Edwards, Jeroen Bleekemolen and Norbert Siedler.

Recent pacesetter Kuba Giermaziak was only seventh, while fellow title challenger Nick Tandy was a frustrated ninth.

There was excitement at the first chicane when Balzan jumped over the kerbs. Rast went one side of him and Estre took a short cut on the other to leave the poleman down in third.

Estre was clearly keen to get in front and, at the same place at the end of the first lap, he cut across the chicane to briefly claim the lead,



Estre looks quite happy with himself

before moving over and handing it back to Rast.

Edwards was running fourth and keeping close tabs on those ahead when things got a little tight at the first Lesmo on lap four. A nudge from Siedler sent the Brit spinning hard into the tyres on the inside, fortunately without hurt to the driver. A safety car came out for five laps as it proved hard to fix the tyre barrier, and the race restarted with a yellow flag at the corner.

At the green Rast and Estre cleared off, leaving a sleeping Balzan far behind. Estre then pulled off a superb move around the outside of Parabolica to claim the lead. Rast held on to

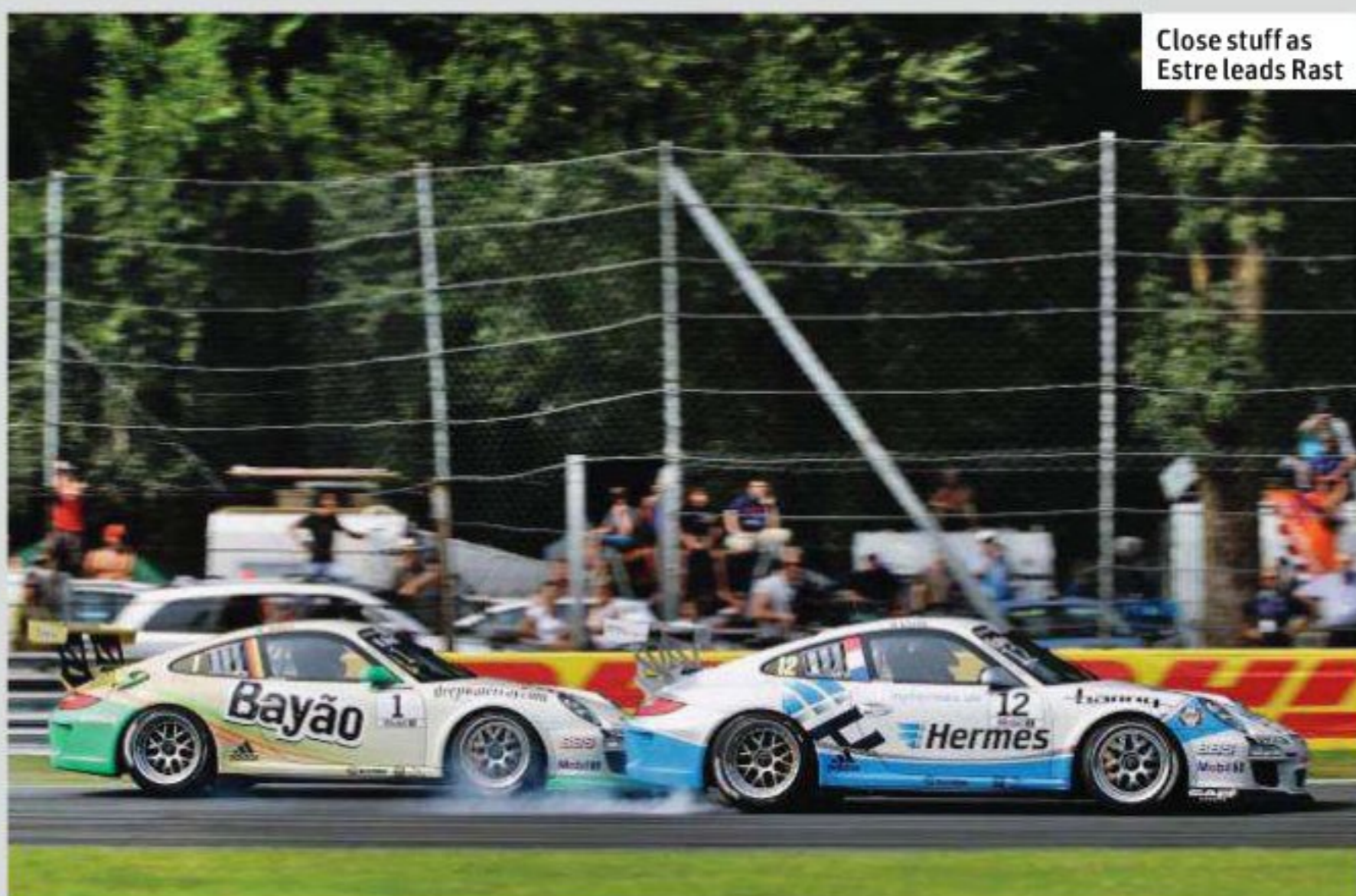
second despite Balzan catching up at the flag. Siedler took fourth and Tandy salvaged some useful points in fifth, ahead of Giermaziak.

Rast now has a handy lead in the points, but five others remain in mathematical contention with just the Abu Dhabi double-header to come.

● Adam Cooper

RESULTS

1 Kevin Estre, 14 laps in 29m21.986s; 2 Rene Rast, +1.364s; 3 Alessandro Balzan; 4 Norbert Siedler; 5 Nick Tandy; 6 Kuba Giermaziak; 7 Patrick Huisman; 8 Christian Passuti; 9 Stefan Rosina; 10 Marco Mapelli. **Points** 1 Rast, 141; 2 Giermaziak, 124; 3 Siedler, 122; 4 Sean Edwards, 116; 5 Tandy, 109; 6 Jeroen Bleekemolen, 108.



Close stuff as Estre leads Rast

YOU PICK THE NEXT STAR!

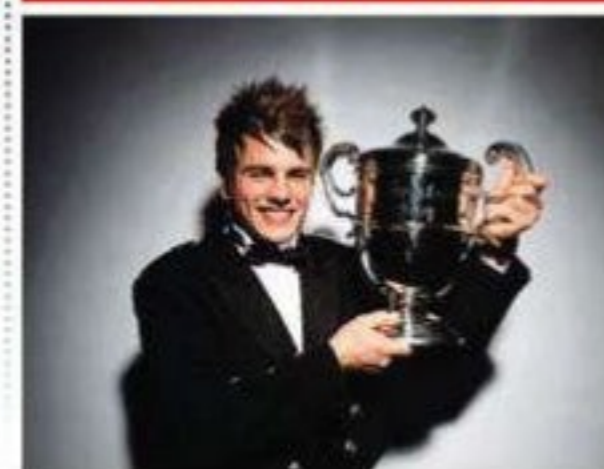
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- Have been born in

the United Kingdom and/or hold a British passport.

- Have competed in a single-seater championship up to and including British

F3 National Class (or European equivalent) and not in any higher category in the current calendar year.

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FORMULA RENAULT BARC



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INTERSTEPS



OTHERS



“Winning the McLaren AUTOSPORT BRDC Award gave me the recognition I needed to get my name out there”
Jenson Button, 1998 winner

SOME POSSIBLE NOMINEES

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Jack HAWKSWORTH
Josh HILL
Alex LYNN
Scott MALVERN
Melville McKEE
James PEACE
Oliver ROWLAND
Will STEVENS
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Alex WALKER
JOSH WEBSTER
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RALLY AUSTRALIA

Coffs Harbour,
September 8-11

ROUND 10/13

WINNER

Mikko Hirvonen
3h35m59.0s

RALLY RATING

★★★★★

Astonishing Friday,
steady Saturday and
tactical Sunday lead to
Hirvonen hat-trick in Oz

DRIVERS' STANDINGS

Loeb	196pts
Hirvonen	181pts
Ogier	167pts

POWERSTAGE WINNER

Sebastien Loeb

MILESTONES

- First WRC round run out of Coffs Harbour
- Hayden Paddon wins Production Car World title

DAVID EVANS
reports



Fords cash in as Citroens crash out

Hirvonen and Latvala take a one-two after Loeb
and Ogier drop the ball in treacherous conditions



THE COGNITIVE CAPABILITIES of dolphins is well-documented; their problem-solving ability proven. So, when Mikko Hirvonen spent time in the pool with flipper the night before the start of Rally Australia last week, things were looking up. The bottlenosed one called it right and, when Citroen suffered its worst day of the season with both DS3 WRCs crashing on the opening leg, Ford and its Finns were in the clear. Hirvonen's second win of the season – and third on the trot in Australia – nudged him back into the championship chase after an intriguing return Down Under. Testament to that intrigue was the focus on the final-day fight between Sebastien Loeb and a Ukrainian in a Group N car...

LEG ONE (72.11 miles)

OVERCAST/RAIN – AMBIENT TEMPERATURE
RANGE ON STAGES 12-20C

Having spent much of the build-up to this event discussing his future and whether he thought he had one with the Citroen team, Sebastien Ogier was relieved to get into his DS3 WRC and drive. And he made the perfect start, fastest first time through the Coffs superspecial on Thursday night. Loeb was quickest second time through, unwilling to give an inch even on a two-mile crowd-pleaser. Despite efforts to calm the waters prior to the event, the needle between the two Citroen drivers remained.

What didn't remain was the warm spring sunshine that had greeted the crews' arrival on the Pacific coast

of Australia. Looking up at the dark clouds gathering in the mountains of the Great Dividing Range, Loeb had mixed feelings.

"I think it's coming," he said, referring to the rain. He was right. Squally conditions on Thursday night gave way to flat-out rain on Friday.

The problem with the rain was two-fold: Michelin had supplied what would be an entirely unsuitable hard-compound tyre for this event and the drivers had no idea what the grip levels would be like on roads on which they were competing for the first time.

Loeb looked mightily relieved when he arrived at the end of the Shipmans stage. At a little over 18 miles, this was an exceptionally tough way to



Latvala led the way until team orders

return the WRC to gravel rallying in Australia after a two-year break. Loeb battled through the rain and brought the car home, despite ever-changing grip levels from the clay and mud surface.

The world champion found rhythm hard to come

by in a stage that varied from wide, open and flowing roads into much more technical sections.

"I was not allowed to make a mistake here, and I didn't," he smiled. "I drove a good stage."

His good stage moved him into the lead after



A new engine boosted Solberg – he took third



Hirvonen took his third straight Rally Oz victory

Ogier's time was 2.6s slower. Hirvonen was fastest Ford, almost 10s down on Loeb. The Finn had suffered a major moment near the start of the stage and struggled to get his confidence back after that.

Where Hirvonen had got away with his moment, his team-mate Jari-Matti Latvala didn't. Latvala's car ran wide at the exit of a fast right. He thought he'd got away with it... "Then we hit something and it spun the car through 180 degrees and we went to the forest backwards. I thought I might get stuck, but in the end we got out and got going again. It was a bit stressful for my heart."

The Fiesta driver had calmed down a little when he arrived at the start of the next stage. Opening his

door, he peered up at the leaden skies: "I thought this was Australia," he said with a grimace, "not Wales."

Further up the line, Loeb launched his DS3 into Brooklana. It was markedly more twisty than the opener and would also be the undoing of his challenge for a second Oz win.

A couple of minutes into the test, the Citroen team beamed the first split time into Loeb's car. The news wasn't the best, he was three tenths down on Ogier. The situation was about to get considerably worse.

Loeb saw the split time flash up on the dash as his co-driver Daniel Elena was telling him about the fourth-gear right-hander that tightened into a second-gear corner 30 metres later.

The Citroen slid wide, smacked the bank with the left-rear and was pitched into a series of rolls. The car ended its accident on its side, going no further.

"I wanted to tell Daniel that I had seen the split time," explained Loeb afterwards. "So, I was waiting for him to finish calling the note before I said: 'Okay, I've seen the split.' Why did I do this? I don't know. But it took away my concentration for a moment."

Loeb was out.

Ogier was in. In with a 10-second lead. And in with an incredible title shot. If he could stay ahead and win Sunday's Powerstage, he could be leading the championship when it arrived in Loeb's backyard later this month. Privately,

the irony of that situation wasn't lost on him, but publicly, all he would talk about was the long way to go in this rally – and the exceptionally difficult and slippery conditions.

Now more than ever, Ford had to find an extra gear. Back in service, next to the Coffs horseracing track, Hirvonen and Latvala weren't about to look this gift horse in the mouth. Both had beaten Ogier on the morning's final stage to eat into his advantage.

"I have more responsibility now," said Ogier, "I have to score points for the team, but we have seen that anything can happen. I didn't think anything when I saw his [Loeb's] car, I was just trying to stay on the road."

With the expectation of the team on his shoulders, Ogier wound up the wipers a notch and went back to work. And back to Shipmans. Predictably, the passing of the whole field of cars allied to what looked like a Pacific's-worth of rainfall hadn't helped the level of grip available.

Pushing on to try to build a lead over the Fords, Ogier was caught out by a left-hander. The car nudged a bank and spun.

"When we were spinning, the front hit a tree and we destroyed the radiator," said Ogier. "It was so tricky out there, there was no grip. It's a difficult day for the team."

That was something of an understatement. With Loeb 36 points ahead of the nearest Ford and Citroen 91 points ahead, team principal Olivier Quesnel's decision to put on his Peugeot hat

and take a one-hour flight to Silverstone for the AUTOSPORT 6 Hours instead of rounding the globe in red seemed a sensible one. Sensible that was, until his phone rang for the second time on Thursday night telling a tale of a DS3 in the trees.

Ironically, Citroen hadn't suffered such an incident-packed event since New Zealand this time last year, when Quesnel was also watching 908 prototypes.

It was easy to jump on Ogier's inexperience on Friday afternoon; easy to point to other instances where he had dropped it while leading, but when the rest of the field reached the finish of SS6, you couldn't help but feel sympathy for the former leader.

Unbelievable, dangerous and crazy were all adjectives easily reached for. Hirvonen led, but admitted he was fortunate to be there.

"It was like ice," he said. "Every time you braked the car was everywhere and it's so bloody fast in there, all the time fifth and sixth gear. You go into a corner not knowing what the grip will be like or if you will come out the other side. It's unbelievable."

Second quickest and second overall, Latvala added: "If you don't have a four-wheel-drive car, it was, I would say, dangerous."

Third-placed Petter Solberg's view was predictably similar. "I've never seen conditions like that before. It was crazy."

Not even a monster spin just before lunch had prepared the Norwegian for the road in the afternoon. ▶

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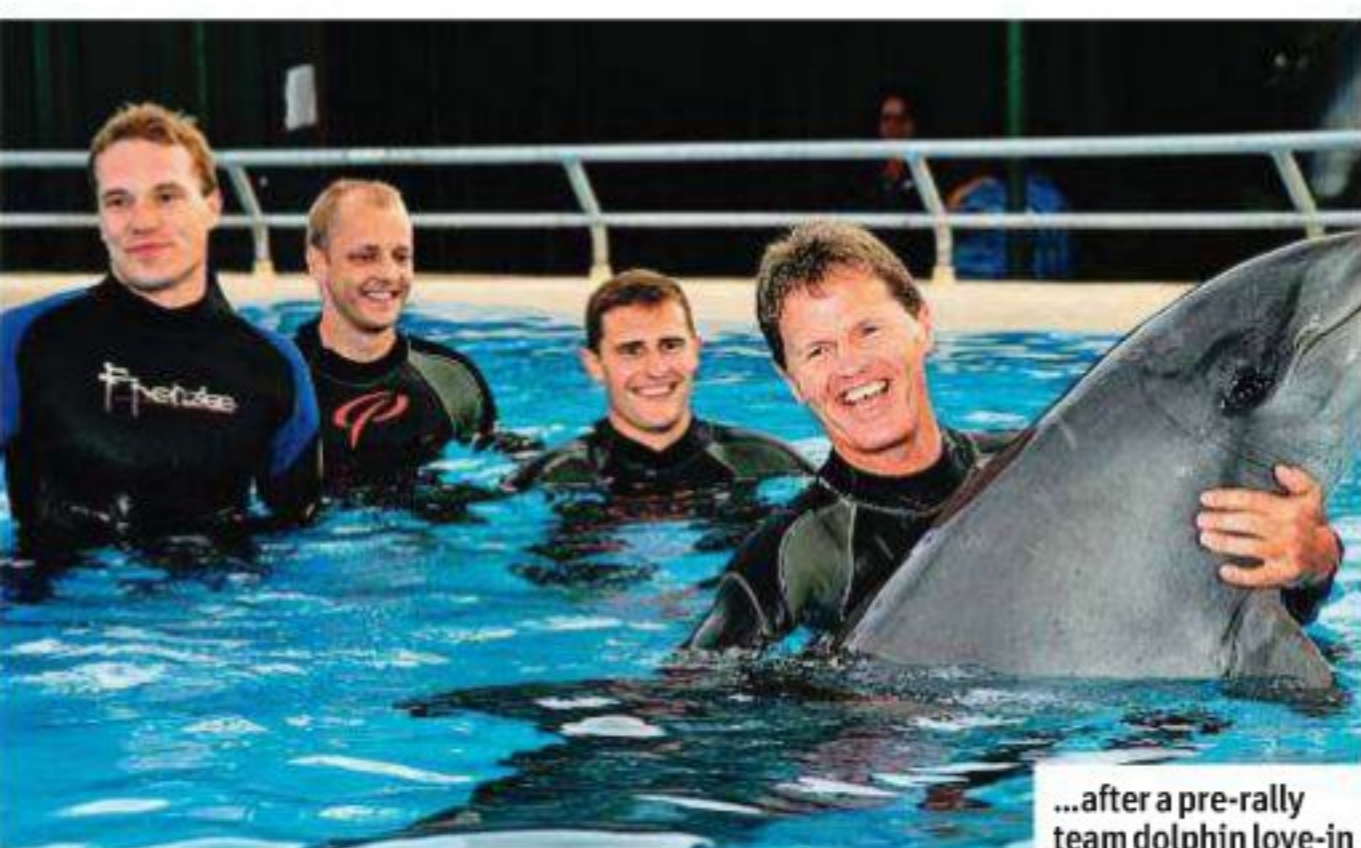
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Matt Wilson matched his best-ever result...



...after a pre-rally team dolphin love-in

STAGE TIMES

SS1 COFFS 1 (2.34 MILES)

Fastest: Ogier 2m46.1s

Leader: Ogier

SS2 COFFS 2 (2.34 MILES)

Fastest: Loeb 2m41.1s

Leader: Ogier

SS3 SHIPMANS 1 (18.03 MILES)

Fastest: Loeb 15m17.0s

Leader: Loeb

SS4 BROOKLANA 1 (7.94 MILES)

Fastest: P Solberg 10m01.9s

Leader: Ogier

SS5 ULONG 1 (7.73 MILES)

Fastest: Latvala 6m37.9s

Leader: Ogier

SS6 SHIPMANS 2 (18.03 MILES)

Fastest: Latvala 16m15.2s

Leader: Hirvonen

SS7 BROOKLANA 2 (7.94 MILES)

Fastest: Hirvonen 10m23.1s

Leader: Hirvonen

SS8 ULONG 2 (7.73 MILES)

Fastest: Latvala 6m55.1s

Leader: Hirvonen

SS9 COFFS 3 (2.34 MILES)

Fastest: Latvala 2m51.0s

Leader: Hirvonen

SS10 COFFS 4 (2.34 MILES)

Fastest: Hirvonen 2m49.9s

Leader: Hirvonen

SS11 WELSHES 1 (13.11 MILES)

Fastest: Latvala 12m10.2s

Leader: Latvala

SS12 GRACE 1 (12.28 MILES)

Fastest: Latvala 11m10.9s

Leader: Latvala

SS13 VALLA 1 (9.22 MILES)

Fastest: Latvala 8m56.2s

Leader: Latvala

SS14 URUNGA 1 (8.56 MILES)

Fastest: Latvala 8m41.8s

Leader: Latvala

SS15 WELSHES 2 (13.11 MILES)

Fastest: Ogier 11m55.2s

Leader: Latvala

SS16 GRACE 2 (12.28 MILES)

Fastest: Ogier 10m56.0s

Leader: Latvala

SS17 VALLA 2 (9.22 MILES)

Fastest: Ogier 8m39.7s

Leader: Latvala

SS18 URUNGA 2 (8.56 MILES)

Fastest: Loeb 8m28.8s

Leader: Latvala

SS19 COFFS 5 (2.34 MILES)

Fastest: Loeb 2m34.9s

Leader: Latvala

SS20 COFFS 6 (2.34 MILES)

Fastest: Ogier 2m33.8s

Leader: Latvala

SS21 BUCCA 1 (9.21 MILES)

Fastest: Hirvonen 7m18.3s

Leader: Latvala

SS22 PLUM PUDDING 1 (18.64M)

Fastest: Latvala 16m26.3s

Leader: Latvala

SS23 CLARENCE 1 (2.84 MILES)

Fastest: Loeb 2m22.8s

Leader: Latvala

SS24 BUCCA 2 (9.21 MILES)

Fastest: Hirvonen 7m10.6s

Leader: Latvala

SS25 PLUM PUDDING 2 (18.64M)

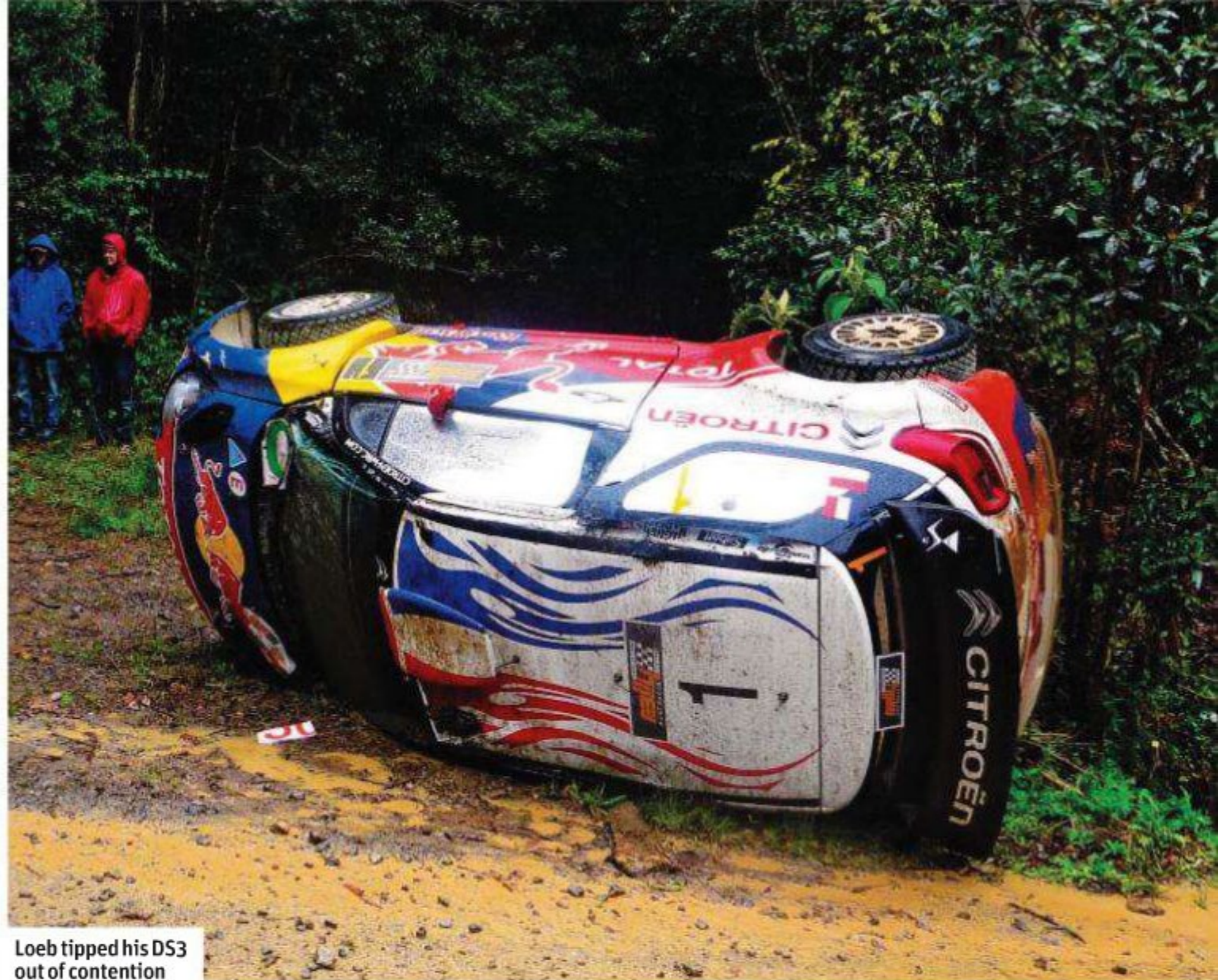
Fastest: Hirvonen 16m07.8s

Leader: Hirvonen

SS26 CLARENCE 2 (2.84 MILES)

Fastest: Loeb 2m18.1s

Leader: Hirvonen



Loeb tipped his DS3 out of contention

◀ Lack of grip aside, Solberg was much happier than he had been for the previous two rallies. A new engine had empowered him to fight again. But, 44s off the lead at the end of the day was going to make it a tall order, even if the weather stayed dry and day two was as clean as it was expected to.

Ahead of Solberg, Malcolm Wilson's Ford team was in no doubt of its objectives until Sunday afternoon. Wilson deployed team orders over supper, with Latvala quick to offer his support to Hirvonen despite being just seven seconds down on him.

Of the 12 World Rally Cars that started the event 24 hours earlier, just half made it through what had been an exceptionally tough day – but all would return for day two.

Henning Solberg was fourth overnight, with Matthew Wilson and Khalid Al Qassimi making it five Fiestas in the top six. Top PWRC runner Hayden Paddon held P7 in his Subaru Impreza, more than a minute up on Michal Kosciuszko's Mitsubishi.

POSITIONS AFTER DAY ONE

1	HIRVONEN/LEHTINEN	1h17m11.2s
2	LATVALA/ANTTILA	+7.0s
3	P SOLBERG/PATTERSON	+44.3s
4	H SOLBERG/MINOR	+2m26.9s
5	WILSON/MARTIN	+3m03.1s
6	AL QASSIMI/ORR	+4m47.3s

LEG TWO (91.05 miles)

SUNNY - AMBIENT TEMPERATURE RANGE ON STAGES 14-22C

In the same way that Boxing Day struggles to follow Christmas Day, day one of Rally Australia 2011 was always going to be a tough – near-impossible – act to follow. The Citroens both returned in 16th (Ogier) and 23rd (Loeb), but were quiet through the morning.

The morning definitely belonged to Latvala. Second on the road in the sunshine, he blasted past Hirvonen on the opener and dominated the four stages before lunch.

"I found the rhythm," he said with a smile. "I feel I'm driving well again. Definitely, Mikko will be losing time being first on the road and all I am trying to do is drive in his tracks. I'm just being sensible and it's working."

Hirvonen was content to play his waiting game. He knew this rally would be coming his way and – having waited two years for a win on gravel – he wasn't about to do anything that might jeopardise that.

There was definitely an element of surprise at Ford that there had been no attack from a DS3 of any flavour. If the works cars had little to fight for, Solberg certainly did. Or it looked like he did before he discovered his car was set-up all wrong for the dry, but loose roads.

"Oversteer," said Solberg, barely looking up from studying the times. "Way too much oversteer. We have managed to take some time from Mikko, but not

Jari – he's very fast today."

While Solberg's chances of stepping up off the bottom step of the podium diminished as the day progressed, his brother's day was even worse. Having survived a moment with a big cow ("It was almost a steak!"), Solberg Sr suffered an electrical failure on SS15, elevating Wilson to fourth. The Englishman endured a wild ride in his Fiesta through the morning.

"We were going from ditch to ditch," said Wilson. "It probably looked quite quick, but it wasn't."

Adjustments to the preload in the differential got the back of the car more in line with the front for the afternoon, but with a monster gap over Al Qassimi, Wilson's eyes were firmly fixed on a finish.

Having halved the 11-minute gap between himself and a points-paying finish through the morning, Ogier woke up to the possibility of making his trip Down Under worthwhile and cranked up his pace in the afternoon. He was fastest on three of the longer stages before Loeb collected his first scratch time on SS18.

Ogier would start the final day agonisingly close to the points in 11th, but the near three-minute gap between himself and Russian star Evgeny Novikov would be a much tougher nut to crack than the crews Ogier had zipped past in the morning. ▶

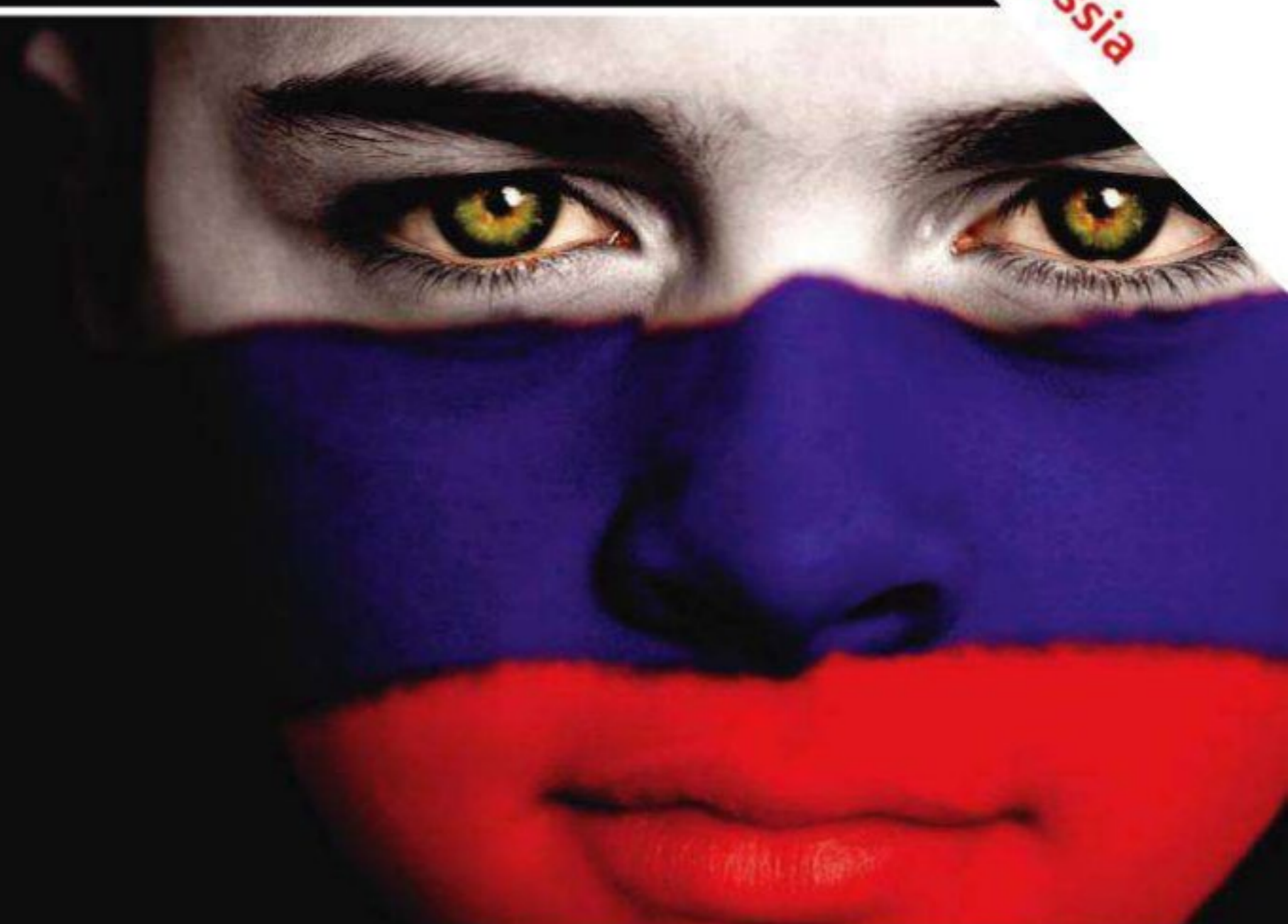


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Ogier was leading, then he dropped it

POSITIONS AFTER DAY TWO

1	LATVALA/ANTTILA	2h43m47.4s
2	HIRVONEN/LEHTINEN	+22.7s
3	SOLBERG/PATTERSON	+59.5s
4	WILSON/MARTIN	+5m53.7s
5	AL QASSIMI/ORR	+9m24.4s
6	PADDON/KENNARD	+13m29.2s

LEG THREE (61.40 miles)

SUNNY - AMBIENT TEMPERATURE RANGE ON STAGES 15-23C

The final day looked to be panning out in predictable fashion. Ford continued to control proceedings, with Solberg unable to do anything about the two Fiestas ahead. As expected, on the second run through the day's longest test, Latvala's 13.4s lead began to slowly slip away. By the end of the 18-miler, he was back in second spot with Hirvonen leading. That

much, we had expected.

What we hadn't seen coming was what had come moments before on the road inland from Woolgoolga. Ogier had stopped. The sharp-eyed Citroen team noticed the gap between 12th placed Loeb and Valeriy Gorban ahead was down to two minutes with 21.5 miles left. The seven-time world champion backed himself to take the necessary six seconds per mile out of the Ukrainian Group N Mitsubishi and left the team to do the rest. The French firm did just that. Ogier stopped for 10 minutes, sacrificing what would have been eighth place to allow the championship leader to grab a point for 10th. Loeb

turned one into four with victory on the Powerstage.

The top 10 was an emotional place, with Loeb's relief at taking points matched by similar feelings from Hirvonen, who ended his win drought. The biggest cheer came for sixth-placed Paddon, who won the PWRC category to clinch this year's title. Ahead of the Kiwi, Al Qassimi's fifth was his best ever and Wilson's fourth matched his best result. Solberg was chuffed to be spraying champagne again after two rallies in the doldrums and the Ford men embraced as Hirvonen thanked Latvala for his sacrifice. The winner is back in the game.

Just as flipper predicted. ☘

RESULTS

Rally Australia, September 8-11, round 10 of 13

26 SPECIAL STAGES, 229.271 MILES

POS	NO	DRIVER/NAVIGATOR	CAR	TIME
1	3	Mikko Hirvonen/Jarmo Lehtinen	Ford Fiesta RS WRC	3h35m59.0s
2	4	Jari-Matti Latvala/Miikka Anttila	Ford Fiesta RS WRC	+14.7s
3	11	Petter Solberg/Chris Patterson	Citroen DS3 WRC	+44.8s
4	5	Matthew Wilson/Scott Martin	Ford Fiesta RS WRC	+8m45.2s
5	10	Khalid Al Qassimi/Michael Orr	Ford Fiesta RS WRC	+12m33.3s
6	38	Hayden Paddon/John Kennard	Subaru Impreza WRX	+17m29.3s
7	22	Michael Kosciuszko/M Szczepaniak	Mitsubishi Lancer EX	+19m01.3s
8	30	Oleksandr Saliuk/Pavlo Cherepin	Mitsubishi Lancer E9	+21m08.5s
9	39	Benito Guerra/Borja Rozada	Mitsubishi Lancer EX	+22m48.9s
10	1	Sebastien Loeb/Daniel Elena	Citroen DS3 WRC	+30m02.9s

OTHERS

11	2	Sebastien Ogier/Julien Ingrassia	Citroen DS3 WRC	4h05m18.4s
14	15	Henning Solberg/Ilka Minor	Ford Fiesta RS WRC	4h08m22.7s

CLASS WINNERS WRC: Hirvonen/Lehtinen; PWRC: Paddon/Kennard. Starters/finishers: 29/24; Leaders: SS1-2 Ogier; SS3 Loeb; SS4-5 Ogier; SS6-10 Hirvonen; SS11-24 Latvala; SS25-26 Hirvonen

RALLY SUMMARY Australia's third venue in as many WRC rounds was based out of a central service at Coffs Harbour Airport. Two runs at a mixed-surface superspecial on the city's Jetty Precinct started the event and concluded Friday's and Saturday's action. The mainstay of the competition ran around Coffs, the western town of Ulong and neighbouring counties of Nambucca and Bellingen.

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Sebastien Loeb	196
2	Mikko Hirvonen	181
3	Sebastien Ogier	167
4	Jari-Matti Latvala	116
5	Petter Solberg	110
6	Mads Ostberg	56
7	Matthew Wilson	52
8	Kimi Raikkonen	34
9	Henning Solberg	32
10	Dani Sordo	23

MANUFACTURERS' POINTS

1	Citroen Total WRT	347
2	Ford Abu Dhabi WRT	285
3	Stobart Ford	117

PWRC

Perfect production for Paddon secures crown

➤ Kiwi driver Hayden Paddon scored his fourth straight Production Car WRC win to pick up his maiden world title on Sunday.

The Subaru driver knew a win in Australia would be good enough to secure him the biggest prize of his career to date and he duly delivered. Like most of the other drivers in the field, Paddon had never seen the New South Wales stages before, but as soon as he got to the recce and found roads extremely similar to his own the other side of the Tasman, he knew things were looking good.

Paddon built a strong lead on the opening day, but saw it all slip away when the hose blew off the turbo on Saturday morning. Paddon affected repairs for the last two morning stages, but there was nothing like the blow there should have been from the unit. He slipped back behind Michal Kosciuszko's Mitsubishi, but remained completely calm.

"I thought we would have lost more time with the turbo," said Paddon on Saturday night, back in the lead - despite colliding with a kangaroo in SS16.

A day later and the dream was being lived. The New Zealand team was on top of the world with a rally title for the first time.

"This is just unreal," he said shortly after his fourth consecutive PWRC success. "I just can't believe it. A year ago, I was at home in New Zealand with no sponsors, no money and not much chance of getting to the PWRC and now we are champions!"

Kosciuszko's rally hadn't got off to the best of starts when he damaged his suspension on SS7 and suffered brake trouble four stages later. He then dropped more time when a gearbox change took longer than expected and cost a 10-second penalty on Friday night. In reality, however, the Polish driver had no answer for Paddon's pace and admitted as much.

Paddon had feared the pace of the locals, but Brendan Reeves and Nathan Quinn both suffered difficult rallies and failed to feature at the front.

Mitsubishi man Oleksandr Saliuk took his maiden PWRC podium with third, rebuilding his confidence after his Rally Finland shunt. Mexican Benito Guerra placed his Lancer fourth with Saliuk's teammate Valeriy Gorban fifth.

Such was the pace of PWRC runners on this one that the Group N cars invaded the top 10 overall with Paddon, Kosciuszko, Saliuk and Guerra finishing sixth, seventh, eighth and ninth.



Paddon celebrates his PWRC title success

PWRC - Round 5 of 7

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Hayden Paddon/John Kennard	Subaru Impreza WRX	3h53m28.3s
2	Michal Kosciuszko/M Szczepaniak	Mitsubishi Lancer EX	+1m32.0s
3	Oleksandr Saliuk/Pavel Cherepin	Mitsubishi Lancer E9	+3m39.2s



ALONSO HITS NEW HEIGHTS AT MONZA

Podium place moves Spaniard up the Castrol Rankings

Fernando Alonso leapt above Mark Webber and into second place in the Castrol EDGE Rankings after a well-earned third placed finish at Ferrari's home race of Monza.

With the official Rankings system brought in after his world championship crowns in 2005 and 2006, that is an all-time high for the Spaniard. The race was won by Red Bull's Sebastian Vettel, who has a seemingly unshakeable lead in the championship and

the Castrol EDGE Rankings, but Alonso put himself in prime position for the runners-up spot with an excellent drive. Webber had been second in the Rankings, but crashed out while trying to overtake Felipe Massa.

Second-placed Jenson Button rose two places to sixth in the Castrol Rankings, while Lewis Hamilton stayed fifth despite losing points after dropping his victory from Spa last year under the rollover system.



SIX-HOUR GLORY

Sebastien Bourdais and Simon Pagenaud earned Peugeot victory in the AUTOSPORT Six-Hours of Silverstone and secured gains in the Castrol EDGE Rankings.

Neither was able to free themselves from the pursuing Audi R18s, but their lack of mistakes ultimately told as they crossed the line to take Peugeot's third win of the 2011 ILMC season. Bourdais rose 28 places to 35th as a result, while Pagenaud leapt 37 places to 66th.

CURRENT STANDINGS

1	↔	Sebastian Vettel	F1	30,553
2	▲	Fernando Alonso	F1	21,084
3	▼	Mark Webber	F1	20,361
4	↔	Sébastien Loeb	WRC	19,821
5	↔	Lewis Hamilton	F1	18,521
6	▲	Jenson Button	F1	17,982
7	▼	Will Power	IndyCar	17,514
8	▼	Dario Franchitti	IndyCar	17,309
9	↔	Carl Edwards	Sprint Cup	15,504
10	▲	Jimmie Johnson	Sprint Cup	15,138

DATA CORRECT AS OF 12 SEPTEMBER 2011

GRAND PRIX PREDICTOR HAS A WEEKEND TO FORGET



The Castrol EDGE Grand Prix Predictor had a bad weekend at Monza, failing to score points for seven of its ten predictions and returning its second-lowest total ever.

The Predictor scored maximum points for Sebastian Vettel's win, five points for putting Fernando Alonso in second and a two-point haul for its tip of Felipe Massa for fourth. That gave it just 17 points, just two off its lowest-ever total.

Three-time Grand Prix winner Johnny Herbert returned an impressive 39 points, with perfect predictions for Vettel, Alonso and Massa. But on a difficult weekend, 'Lexloo' was the highest scorer, with 97 points, while a 90-point haul for 'FireHawk' gave them the overall lead, 27 points ahead of 'Holistic Racing'.

For the leaderboard and Predictions, visit:
<http://predictor.castroledgerankings.com>

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BEIJING

CHINA
September 10
World GT1
Round 9/10



AT A GLANCE

- Championship race **Stefan Mucke/Darren Turner**
- Qual race **Tomas Enge/Alex Muller**
- Fastest qualifier **Maxime Martin**

REPORT WORLD GT1 BEIJING



Young Driver Astons took impressive 1-2

WORLD GT1 BEIJING (PRC), SEPTEMBER 10, RD 9/10

Turner and Mucke win to take title to the wire

DARREN TURNER AND STEFAN MUCKE arrived at Beijing's Goldenport circuit in China as rank outsiders for the FIA World GT1 crown, but a near-perfect weekend has put them in pole position to challenge series leaders Lucas Luhr and Michael Krumm in the Argentinian finale in November.

The tight and twisty Chinese venue wasn't regarded as an Aston Martin track, but both races were dominated by DB9s even if qualifying wasn't. As at Ordos the previous weekend, Maxime Martin was unstoppable in his Marc VDS Ford GT and set another pole, but race day dawned wet and miserable with team-mate Bertrand Baguette dumping the car into the gravel early on in the Qualifying Race when it unexpectedly downshifted to neutral on him.

That left Turner out in front, but when he handed

over to Mucke the German stalled as he attempted to rejoin. This promoted the second Young Driver-run Aston of Tomas Enge/Alex Muller into the lead.

The title battle swung massively in this race, as Krumm/Luhr (JRM Nissan) battled their way from 16th on the grid – after Luhr had crashed in qualifying – and closest points rivals Marc Basseng/Markus Winkelhock were running second when given a drive-through for a pitstop infringement. That dropped them to 12th, while Krumm/Luhr surged through the field to finish fourth, behind an impressive Aston 1-2-3.

If race one had been a benefit for the Young Driver team, its party looked like it was going to get crashed in the Championship Race by the rival Hexis Aston squad. Christian Hohenadel and Andrea Piccini, who finished third in the

qualifier, jumped ahead of both Enge/Muller and Turner/Mucke – who had swapped places during the pitstop cycle – by pitting later and faster.

With about five minutes remaining, leader Piccini spun into the Turn 7 gravel – and, effectively, out of the title race too. It handed victory to Turner/Mucke as the race ended, as it began, under a safety car as a backmarker had gone off too.

Hexis team boss Philippe Dumas, whose other car had gone off at the first corner, was pushed to Eric Cantona levels of philosophy: "I want to say one thing: We are the best team in the world this year. We are at the top."

With Basseng/Winkelhock getting pushed off at the first corner, and Krumm/Luhr finishing third, it means that the San Luis finale should be a straight title shootout between the leading Nissan and Aston crews.

"These results have been unbelievable for us, especially in such horrendous weather because you worry it's going to be a lottery," said Turner.

"We're going to have a very heavy car at San Luis but I hope we can keep pushing the Nissan boys all the way to the end."

Rival Krumm said: "This was a fantastic weekend for the Astons; we just couldn't match their pace. They were top notch, and they didn't make one mistake – except for the Hexis car, which I'm quite grateful for. This is a dream podium for us."

It could've been the drive that wins them the title.

RESULTS

Qualification race 1 Tomas Enge/Alex Muller (Aston Martin DB9), 46 laps in 1h01m41.408s; 2 Darren

Turner/Stefan Mucke (Aston), +1.089s; 3 Christian Hohenadel/Andrea Piccini (Aston); 4 Lucas Luhr/Michael Krumm (Nissan GT-R); 5 Stef Dusseldorp/Clivio Piccione (Aston); 6 Jonathan Hirschi/Christoffer Nygaard (Ford GT).

Championship race 1 Mucke/Turner, 42 laps in 1h00m23.990s; 2 Enge/Muller, +0.972s; 3 Luhr/Krumm (Nissan GT-R); 4 Maxime Martin/Bertrand Baguette (Ford GT); 5 Michael Rossi/Nico Verdonck (Chevrolet Corvette); 6 Nicky Catsburg/Enrique Bernoldi (Nissan).

Points 1 Luhr/Krumm, 131; 2 Turner/Mucke, 120; 3 Markus Winkelhock/Marc Basseng, 101; 4 Andrea Piccini/Christian Hohenadel, 101; 5 Muller/Enge, 100; 6 Martin, 98.



Krumm and Luhr fought back from qualifying crash

REPORTS
WORLD OF SPORTINTERNATIONAL
RACES & RESULTS
NASCAR SPRINT CUP
Richmond (USA),
Rd 26/36QUICK RESULTS
→ Winner **Kevin Harvick**
→ Pole **David Reutimann**
→ Most laps led **Harvick**
→ Points leader **Kyle Busch**RACE RATING ★★★★★
Action throughout
the field as Chase
contenders dropped
like fliesHarvick took his fifth
win of the season

NASCAR SPRINT CUP RICHMOND (USA), SEPTEMBER 10, RD 26/36

Harvick heads the chasing pack

THAT KEVIN HARVICK'S victory at Richmond last Saturday night equalled Kyle Busch's tally of five 2011 NASCAR Sprint Cup wins was almost incidental, as the fight to secure the remaining places in the 'Chase for the Championship' provided the real entertainment.

Superb pitwork from Harvick's RCR team during

the last of a record-equaling 15 cautions moved him back into the lead. It was a tough break for Hendrick's Jeff Gordon, who'd run Harvick down to take the lead, but lacked pace on restarts.

Gordon was also jumped by the Roush Ford of Carl Edwards, who finished on the tail of Harvick, but was never close enough to

threaten the lead. Edwards' team-mate David Ragan took fourth, but only a win would have been enough for him to make the Chase as Denny Hamlin and Dale Earnhardt Jr produced amazing comeback drives.

Hamlin's Joe Gibbs Toyota was badly damaged in an early brush with the wall. But despite 17 pitstops

he never went more than a lap down, and the team played the strategy brilliantly as he came home ninth to take a Chase spot.

Earnhardt dropped off the lead lap three times, but his Hendrick team kept patching up his wounded Chevy and 16th was enough to bag a title shot. In contrast, Tony Stewart kept well out of trouble in a quiet drive to seventh to keep him in the hunt for a third championship.

● Connell Sanders Jr

RESULTS

1 Kevin Harvick (Chevrolet Impala), 400 laps in 3h20m12s; 2 Carl Edwards (Ford Fusion), +0.139s; 3 Jeff Gordon (Chevy); 4 David Ragan (Ford); 5 Kurt Busch (Dodge Charger); 6 Kyle Busch (Toyota Camry); 7 Tony Stewart (Chevy); 8 Ryan Newman (Chevy); 9 Denny Hamlin (Toyota); 10 Mark Martin (Chevy). **Points** 1 Kyle Busch, 2012; 2 Harvick, 2012; 3 Gordon, 2009; 4 Matt Kenseth, 2006; 5 Edwards, 2003; 6 Jimmie Johnson, 2003; 7 Kurt Busch, 2003; 8 Newman, 2003; 9 Stewart, 2000; 10 Dale Earnhardt Jr, 2000; 11 Brad Keselowski, 2000; 12 Denny Hamlin, 2000.

GORDON GOES THIRD IN THE ALL-TIME WINNERS' LIST

Jeff Gordon (left) held off Jimmie Johnson in a thrilling finish to last Tuesday's rain-delayed Sprint Cup race in Atlanta, recording win number 85 at the top level of NASCAR



SCANDINAVIAN TOURING CARS KNUTSTORP (S), SEPTEMBER 10, RD 8/9

Tin-top title fight heats up in Sweden

THE CHAMPIONSHIP FIGHT took centre stage at twisty and hilly Knutstorp, as Rickard Rydell and Tommy Rustad took a win apiece to close the gap on points leader Fredrik Ekblom.

Rydell (Chevrolet Cruze) won the first race from pole, with Ekblom taking a tactical second in his VW Scirocco. WTCC ace Robert Dahlgren was drafted in by

Volvo to assist Rustad's title bid, but Rustad only started sixth and opted to aim for eighth place in race one to gain pole for the reversed-grid race.

That paid off as he led race two from lights to flag, ahead of BMW star Colin Turkington. Ekblom's hopes of finishing ahead of Rydell were dashed, as Chevy guest driver Michel

Nykjaer held him up, for which he was given a stop-and-go penalty.

Rydell is two points behind with one round to go at Mantorp Park. ● Tege Tornvall

RESULTS

Race 1 1 Rickard Rydell (Chevrolet Cruze), 19 laps in 21m15.547s; 2 Fredrik Ekblom (Volkswagen Scirocco), +1.052s; 3 Robert Dahlgren (Volvo C30); 4 Michel Nykjaer (Chevy); 5 Johan Kristoffersson (VW); 6 Colin Turkington (BMW 320Si). **Race 2 1 Tommy Rustad (Volvo)**, 19 laps in 19m47.793s; 2 Turkington, +3.324s; 3 Kristoffersson; 4 Dahlgren; 5 Johan Stureson (BMW); 6 Rydell. **Points** 1 Ekblom, 194; 2 Rydell, 192; 3 Rustad, 168; 4 Stureson, 143; 5 Turkington, 122; 6 Richard Goransson, 113.

Rydell made series
nicely balanced

SUPER GT FUJI (J), SEPTEMBER 11, RD 6/8

Lasp-gasp win for Cerumo

YUJI TACHIKAWA AND KOHEI Hirate scored their first victory of the year in Team Cerumo's Lexus SC430 at Fuji Speedway.

They started from second behind the SARD Lexus of Hiroaki Ishiura and Takuto Iguchi. Ishiura led from the start and handed over the lead to Iguchi, chased by Tachikawa.

With two laps to go, and with Tachikawa right behind him, Iguchi was pushed out by a GT300-class car and spun down to eighth place. It was the first win in the series for the Cerumo squad since 2008.

Tsugio Matsuda/Joao Paulo de Oliveira (Nissan GT-R) inherited second, ahead of Toshihiro Kaneishi/Kodai Tsukakoshi (Honda HSV).

Championship leaders Masataka Yanagida and Ronnie Quintarelli (Nissan) finished seventh, losing four points to the title-chasing Kogure/Duval, who are eight behind with two rounds remaining.

● Jiro Takahashi

RESULTS

1 Yuji Tachikawa/Kohei Hirate (Lexus SC430), 55 laps in 1h30m47.525s; 2 Tsugio Matsuda/Joao Paulo de Oliveira (Nissan GT-R), +25.468s; 3 Toshihiro Kaneishi/Kodai Tsukakoshi (Honda HSV); 4 Takashi Kogure/Loic Duval (Honda); 5 Takuya Izawa/Naoki Yamamoto (Honda); 6 Satoshi Motoyama/Benoit Treluyer (Nissan). **Points** 1 Masataka Yanagida/Ronnie Quintarelli, 60; 2 Kogure/Duval, 52; 3 Matsuda/de Oliveira, 46; 4 Toshihiro Kaneishi/Kodai Tsukakoshi, 41; 5 Motoyama/Treluyer, 39; 6 Tachikawa/Hirate, 35.



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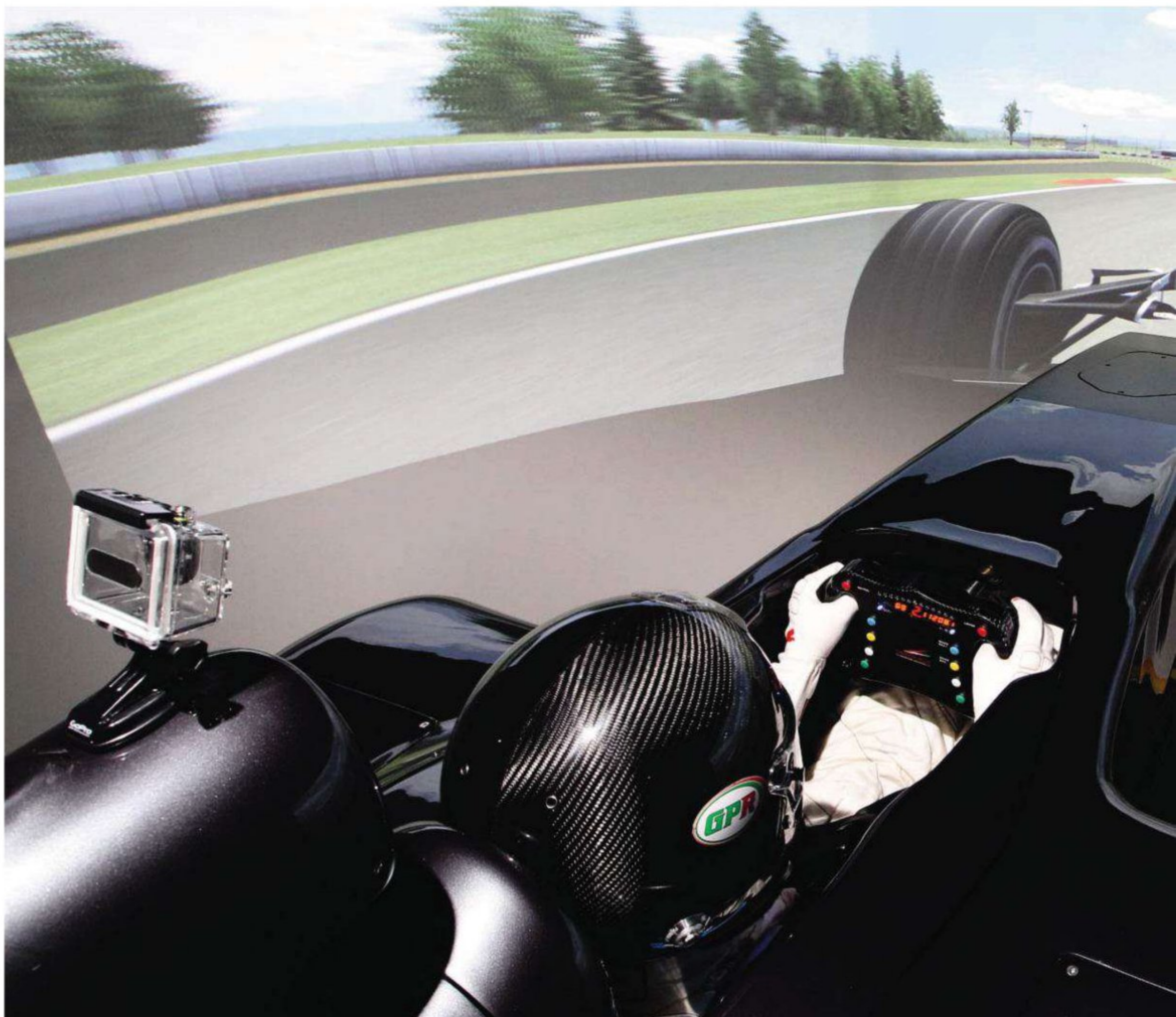
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SIMULATION STIMULATION

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,

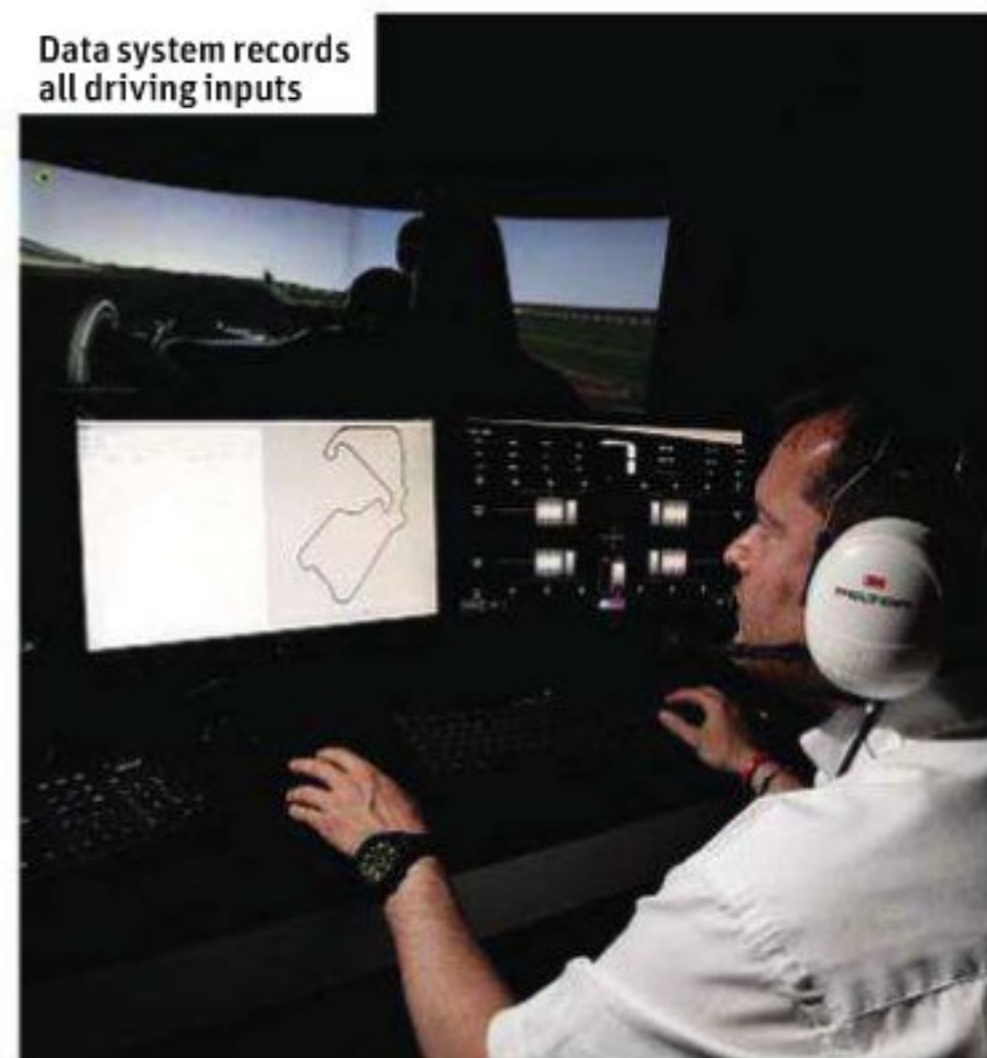
and all the race drivers coming through our doors, it seemed like the perfect time to set up a simulator,” explains GPR’s Matt Kelly.

“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 as they come

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— MOTORSPORT SIMULATION —

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

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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A FREKE BREEZE BLOWS THROUGH SUPERCUP

GT SUPERCUP
2011

G55 TABLE
Swaps Hands



A Freke Breeze has been blowing through the GT Supercup of late. Sharp dominated the early part of the season, racking up an enviable points advantage, but it was Breeze who forged ahead on home soil to take the title lead at Snetterton.

Looking to topple that lead is Freke in a blistering mid-season upturn. A fantastic move during race 2 at Snetterton saw Freke squeeze his G55 past Sharp through a hair's breadth to steal second, heralding the start of a fierce campaign to secure the title. A campaign which will need to be robust in order to fight off fellow contender Morgan, himself accumulating a rash of blue Michelin caps.

As Sharp regained his points lead he set an example to

Knockhill debut Fielding (older brother of Ginetta Junior Sennan) along with Walkinshaw, showing real flashes of pace in his self-built G55. Other welcome Ginetta returnees are previous G50 driver Broad and ex BTCC driver Doyle, along with Knockhill home hero Marino Franchitti - brother of Indy 500 ace Dario and cousin of F1 rising star Di Resta - making a G55 guest driver debut rewarding Scottish fans with a podium in race 3.

In the G50 class Snetterton witnessed a Kodak moment for the family album as the Richardson siblings

pocketed a 1-3 podium. But it is still Ingram who leads the championship from Fannin; who made a breath-taking start on race 2 at Knockhill when a reverse grid landed him on overall pole as he celebrated his 18th birthday. Third in the championship scrum is Williamson, but he'll need to keep an eye on Hill who's reeling in his top 3 position.

GT SUPERCUP STANDINGS

POS	DRIVER - G55	PTS
1	SHARP, Tom	515
2	BREEZE, Carl	497
3	MORGAN, Adam	488
4	FREKE, Nathan	462

GT SUPERCUP STANDINGS

POS	DRIVER - G50	PTS
1	INGRAM, Tom	503
2	FANNIN, Jody	492
3	WILLIAMSON, Aaron	441
4	HILL, Jake	409

GINETTA JUNIORS IN FIERCE BATTLE FOR POSITION

Morris remains dominant but his trademark traffic-free races are becoming a distant memory as he finds himself increasingly under threat from title contenders Robertson and Gamble.

Snetterton saw a typical result for Morris with a double victory while Giddings delighted in a 2nd step finish, his first podium since the season openers at Brands. Snetterton also saw Robertson forfeit his Youngest Driver title as 14yr old William Palmer, son of MSVR Chief Jonathan, made his racing debut in the safety focused Junior spec G40.

Knockhill introduced an interesting change in circuit direction for the young drivers when Scottish karting champion Robertson finished an uncharacteristic 8th behind race winner Morris in race 1. On the flipside of fortune Jones displayed his most impressive drive of the season mounting an aggressive attack on the pack leaders.

In race 2 Gamble drove an inspired crusade up from 4th crossing the line to take the top step and his 8th podium of the season. However it was Moore who wowed the crowds securing a career best 2nd, his consistent improvement netting him his second podium in as many rounds.

Also showing a marked improvement was 2010 Junior Scholarship winner Fielding; becoming a regular face in top 5 place battles and encouraging fellow 'rookie-to-racer' Christie Doran proving, given enough grit and determination, anyone can become a racing driver with little or no previous experience. With 6 races remaining and 222 points up for grabs the Junior Championship title is still *mathematically* wide open, however with almost 100 points lead, beating 2011 superstar Morris will be a tall order.



GAMBLE
Celebrates victory!

JUNIOR STANDINGS

POS	DRIVER	PTS
1	MORRIS, Seb	437
2	GAMBLE, George	338
3	ROBERTSON, Charlie	311
4	FOSTER, William	257



HUYTON
The man to beat

CHALLENGE UPDATE

GINETTA
CHALLENGE

It's been a tense, rain soaked, mid-season championship with tyre choice playing a big role in the fortunes of the Challenge drivers. Huyton continues to lead the points table but faces increased pressure from seemingly burgeoning tag-team; Richards and Davies. Marred by a difficult start to the season Sykes is now showing evidence of his considerable experience, seizing his first surprise podium at Brands GP following a steward's decision that saw the tarmac winners penalised for not respecting the circuit limits. Huyton is by no means yesterday's news though, showing blistering pace as he scythed through the pack at Brands Indy finishing an impressive 3rd from the back of the grid.

Richards and Davies have remained the

dominant aggressors taking a podium step apiece at every round since Snetterton. Meanwhile other bookies favourites are 2010 Junior driver Ratcliffe, who's shown consistent improvement throughout the season, and novice Parffit; having the drive

GT3 NEWS

Firth & Hodgetts claim **GT3** success at Rockingham round of British GT, securing a best ever 4th place result in their Century Motorsports run **Ginetta G55**.

of his life at Rockingham in race 2 when an inspired pursuit on an unfamiliar track saw him cut straight through the front runners to lead the race for a few laps before a mistake put him into a spin, eventually finishing 7th.

Meanwhile in the G20 class Petitt is piling the pressure on point leaders Pearson, Simms and Flowers with a no-nonsense drive in the last two rounds. While the open structure of the G20s during a wet August has sent more than the odd damp driver back to the paddock the treaded tyres present an advantage, bearing witness to an even mix of G40s and slower G20s as top ten grid finishers.

CHALLENGE STANDINGS

POS	DRIVER - G40	PTS
1	HUYTON, Sean	273
2	DAVIES, Mark	272
3	RICHARDS, Clive	243
4	ROBINSON, Mike	205

CHALLENGE STANDINGS

POS	DRIVER - G20	PTS
1	PEARSON, Stuart	290
2	SIMMS, Gary	289
3	FLOWERS, Matt	234
4	PETITT, Dominic	195

INTERNATIONAL RACES & RESULTS

IRC
Mecsek Rally (H),
Rd 8/11

QUICK RESULTS

→ Rally winners **Jan Kopecky/Petr Stary**
→ Most stage wins **Kopecky**
→ Points leader **Kopecky**

RACE RATING

★★★★☆

Mikkelsen shines but shunt hands last-gasp win to Kopecky

REPORTS

WORLD OF SPORT

INTERCONTINENTAL RALLY CHALLENGE MECSEK RALLY (H), SEPTEMBER 9-11, RD 8/11

Mikkelsen's crash hands victory to Kopecky

WITH TWO STAGES REMAINING

of the IRC's first visit to Hungary, Andreas Mikkelsen hadn't put a wheel wrong. Then disaster.

The 22-year-old Norwegian slid wide on a patch of gravel on a fast right-hander and clouted a tree. He was out, and his hopes of a maiden IRC victory shattered.

"Over a crest, where it tightened a little, there was gravel all over the road," said the Skoda UK driver. "It was a repeat of a stage we'd done in the morning, and the first time through there was no gravel. We hit the gravel and there was no grip at all."

Mikkelsen's exit handed top spot to factory Skoda pilot Jan Kopecky, who'd been a persistent threat to from the start. But with a margin of 8.1s starting the

final 17.7km, Kopecky's lead was far from secure.

Thierry Neuville won the stage but, for a second time in as many rounds, Kopecky did just enough to hang on for the win, by a mere 0.8s.

With team-mate and defending champion Juho Hanninen not competing, this was a huge result for the Czech driver, who moves to the top of the standings.

For Neuville, second place marked a return to form for the Peugeot driver, although what was described as a "big moment" almost put him out on the final stage.

Freddy Loix, who turns 41 this year, took third in his Fabia but admitted that he couldn't quite match the pace of his younger rivals. Bryan Bouffier was fourth but was seldom a threat to the leaders in his 207.

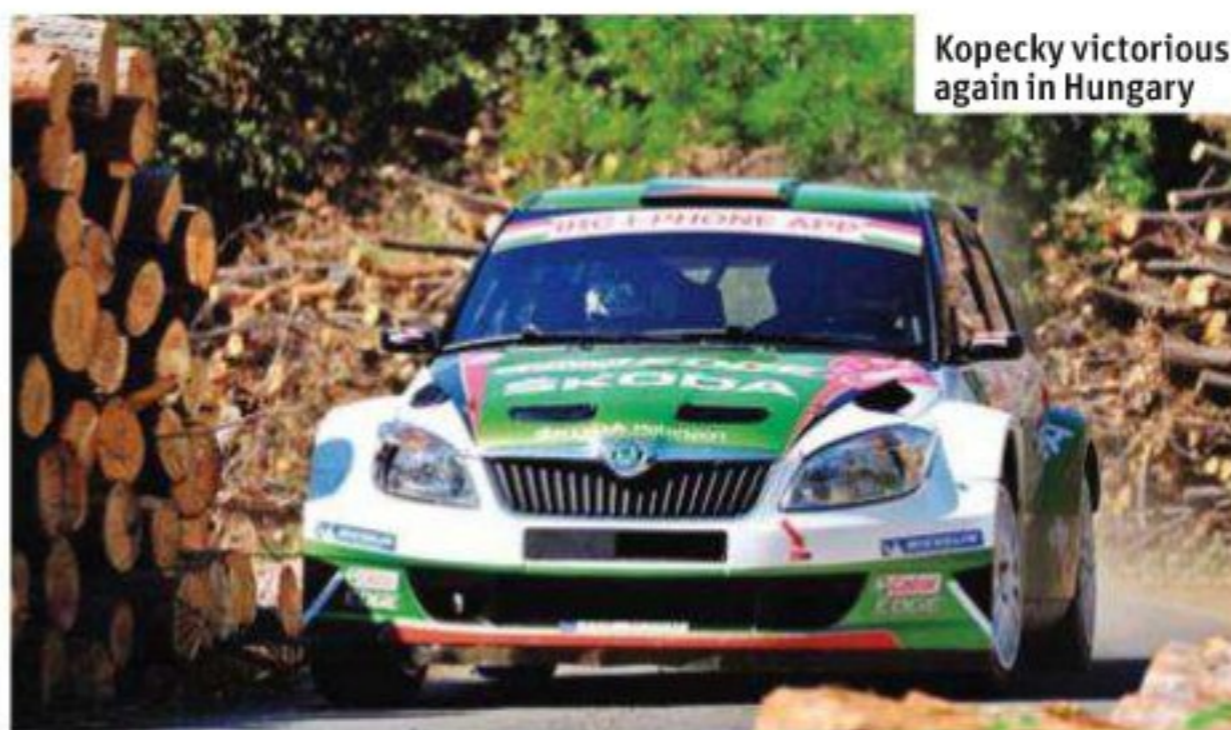
It was another rally of frustration for Peugeot UK's Guy Wilks, who retired from the podium fight when the coolant hose-retaining clip became detached and his engine overheated.

Technical failures meant neither Giandomenico Basso nor PG Andersson made it through day one in their works Protons.

● Graham Lister

RESULTS

1 Jan Kopecky/Petr Stary (Skoda Fabia), 2h00m06.7s; 2 Thierry Neuville/Nicolas Gilsoul (Peugeot 207), +0.8s; 3 Freddy Loix/Frederic Miclotte (Skoda); 4 Bryan Bouffier/Xavier Panzeri (Peugeot); 5 Hermann Gassner Jr/Timo Gottschalk (Skoda); 6 Gyorgy Aschenbrenner/Piko Zsuzsa (Mitsubishi Lancer). **Points** 1 Kopecky, 120; 2 Loix, 103; 3 Juho Hanninen, 98; 4 Neuville, 78; 5 Bouffier, 73; 6 Andreas Mikkelsen, 56.



Kopecky victorious again in Hungary

IN BRIEF

Busch heads pack



NASCAR NATIONWIDE

Kyle Busch took full advantage when Richmond race dominator Carl Edwards lost three places in the final round of pitstops to win on Friday night. Edwards regained second, but finished 0.696s behind Busch. Ricky Stenhouse Jr retained the points lead with a third-place finish.

AUSTRALIAN F3

Britain's James Winslow won two of the three races at Sandown over the weekend, but had to play second fiddle to Chris Gilmour in race two. Gilmour finished runner-up to Winslow each time in the others.

TC2000 TRELEW (RA), SEPTEMBER 11, RD 10/12

Canapino Cruzes to another win

AGUSTIN CANAPINO CLAIMED his and the Chevrolet Cruze's second TC2000 success with a lights-to-flag win at Trelew.

Canapino briefly had to stave off an attack from Nestor Girolami's works

Honda after a mid-race safety car. Mariano Werner (Toyota) finished third but had his mirrors full of Fabian Yannantuoni and Norberto Fontana in their works Fords.

Werner closed the gap



Canapino leads Girolami and co

on points leader Matias Rossi (Toyota), who could only manage eighth.

● Tony Watson

RESULTS

1 Agustin Canapino (Chevrolet Cruze), 28 laps in 39m06.689s; 2 Nestor Girolami (Honda Civic), +1.182s; 3 Mariano Werner (Toyota Corolla); 4 Fabian Yannantuoni (Ford Focus); 5 Norberto Fontana (Ford); 6 Leonel Pernia (Honda). **Points** 1 Matias Rossi, 152.5; 2 Werner, 145.5; 3 Pernia, 143.5; 4 Emiliano Spataro, 101; 5 Guillermo Ortelli, 99; 6 Jose Maria Lopez, 97.

SUD-AM FORMULA 3 SANTA CRUZ (BR), SEPTEMBER 10-11, RD 6/9

Return to gold for Silva

HITECH DRIVER GUILHERME

Silva re-established himself as a force in the Sud-Am F3 series by winning two of the three races held at the fast Santa Cruz do Sul circuit.

From sixth on the grid, Silva passed series leader Fabiano Machado to victory in race one. He went from sixth to first again in race two, despite a misfiring engine that slowed him on the last two laps. His efforts to claim a hat-trick were thwarted by backmarkers, allowing Machado to win.

● Lito Cavalcanti

RESULTS

Race 1 1 Guilherme Silva (Dallara F309), 25 laps in 34m26.311s; 2 Bruno Bonifacio (Dallara F301), +4.409s; 3 Fabiano Machado (F309); 4 Ronaldo Freitas (F309); no other finishers. **Race 2 1 Silva**, 25 laps in 31m19.643s; 2 Machado, +6.606s; 3 Bonifacio; 4 Freitas; no other finishers. **Race 3 1 Machado**, 25 laps in 30m36.765s; 2 Silva, +1.112s; 3 Bonifacio; 4 Freitas; 5 Fernando Junior (F301); no other finishers. **Points** 1 Machado, 368; 2 Silva, 245; 3 Freitas, 223; 4 Fernando Rezende, 167; 5 Leonardo Souza, 142; 6 Joao Leme, 127.

Castrol **EDGE** Rankings

- | | | | |
|---|------------------|----|--------|
| 1 | Sebastian Vettel | <> | 30,553 |
| 2 | Fernando Alonso | ▲ | 21,084 |
| 3 | Mark Webber | ▼ | 20,361 |
| 4 | Sebastien Loeb | <> | 19,821 |
| 5 | Lewis Hamilton | <> | 18,521 |

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Jan Kopecky's IRC victory in Hungary lifts the factory Skoda ace back into the top 100 – up 27 places to 92nd. Second man Thierry Neuville is back on the up, rising 62 places to the 151st spot. It's disaster for Mikkelsen, whose late error drops him 10 to 134th.

To see the full list, visit castroldriverrankings.com

SILVERSTONE

GREAT BRITAIN

September 9-11

ILMC, round 5/7

LMS, round 4/5



AT A GLANCE

- **Winners** Sebastien Bourdais/
Simon Pagnaud
- **Pole position** Pagnaud
- **Fastest lap** Bourdais



Bourdais leads McNish into Stowe early on

Peugeot's damage limitation

The only one of the four factory turbodiesels fielded by Audi and Peugeot to evade trouble won the AUTOSPORT 6 Hours



The #7 Peugeot raced hard with the #1 Audi

NEVER HAS IT BEEN SO CLOSE between Peugeot and Audi this season. The two manufacturers raced hard for the first two thirds of the AUTOSPORT 6 Hours on a day when there was almost nothing to choose between their respective turbodiesel LMP1 cars. The pity for a decent Silverstone crowd on Sunday was that the race eventually was broken up, allowing the

Peugeot driven by Sebastien Bourdais and late stand-in Simon Pagnaud to claim a 90-second victory.

Neither Peugeot's 908 nor the Audi R18 TDI had any kind of advantage around the Silverstone GP Circuit. The superior straight-line speed of the Peugeot wasn't a factor as it had been last time out in the Intercontinental Le Mans Cup at Imola and

the temperatures were just warm enough for Peugeot to 'switch on' the medium-compound Michelin tyre.

Bourdais and Pagnaud won because theirs was the only one of the four P1 diesels to come through six hours of racing without contact-induced repairs. Or as Bourdais put it: "We didn't make any mistakes and our rivals did."

The fact that three of the four turbodiesels needed bodywork or suspension fixes was an almost inevitable consequence of such a hard-fought battle. Perhaps the only surprise was that the damage was not caused by contact between the French and German challengers.

Their early laps were frenetic. Bourdais converted Pagnaud's pole into the



Podium joy for Peugeot, Audi and OAK Pescarolo

race lead but within two laps was under pressure from Allan McNish's Audi. The Scot, sharing as usual with Tom Kristensen, made his move when the Peugeot was baulked out of Club on lap seven and got the better run – one that took him within millimetres of the pitwall – into Abbey.

The Audi driver managed to eke out a small advantage

only to lose it all and the lead on lap 20. The next lap they swapped positions again, twice, McNish going past at The Loop, Bourdais repassing at Brooklands.

It was all so close, a little too close for Peugeot driver Franck Montagny and then McNish. Both made contact with slower cars in the first hour, incidents that ultimately deprived them



Montagny brings hobbled Pug to pits

RACE RATING

★★★★★

This was an all-out sprint between Peugeot and Audi for more than four of the six hours

MILESTONE

Simon Pagenaud notched up a debut Silverstone victory having somehow never contrived to race at the British track in his junior career

REPORT ILMC/LMS SILVERSTONE

GARY WATKINS
reports



"It would have come down to a very close battle at the end. We had two small problems - and at this level that makes it hard to come back"

Audi runner-up Timo Bernhard rues lost opportunity

of a shot at victory.

Montagny, driving with Stephane Sarrazin, tagged a Formula Le Mans prototype into Copse on lap nine. The Frenchman moved past the car and cut back in too soon in what he called a minor misjudgment.

"When it's that close, you have no choice," admitted Montagny, who was running less than a second behind McNish. "You can't let go, you have to stay in contact."

The left-rear wheel broke in the clash, sending the Peugeot lightly into the tyres. The time spent extricating the car and repairing a damaged wishbone and splitter left the car nine laps down and eighth at the finish.

McNish tangled with Rob Bell's JMW Ferrari at the Becketts right-hander just before the first round of pitstops. The Audi pitted straightaway, but a damaged toe-link forced him back in.

It was a debatable incident. McNish said he

was surprised at how wide the Ferrari went out of the left-hander and how sharply it cut back for the right. Bell insisted he was following instructions and sticking to his line.

The race officials took Audi's side and awarded Bell a one-minute stop-go penalty that surprised everyone in the paddock. The bad news for McNish was that the steering had been damaged and the car would spend six laps in the pits, leaving the #2 Audi seventh at the finish.

The battle for the AUTOSPORT 6 Hours then became a two-horse race. Timo Bernhard's #1 Audi gradually whittled away a small advantage for Bourdais before moving into the lead, though only briefly. A spin for the German three laps later handed the Peugeot a 20s advantage that increased to half a minute before the next round of pitstops.

Bernhard's team-mate Marcel Fassler rejoined



Minor woes for Bernhard/Fassler Audi were costly

nearly 40s behind Pagenaud, but had halved that gap in six laps and continued to close through to the next stops.

Pagenaud had been the hero of qualifying, claiming pole in a rain-interrupted session by nearly a second on his first visit to Silverstone. "I like this place," said Pagenaud, who stepped in alongside Bourdais when it was decided that Anthony Davidson hadn't recovered sufficiently from his shoulder-breaking training accident. "It suits my style."

That didn't seem to be

the case during his first stint, but he admitted he'd made a tactical error.

"I didn't push hard enough at the beginning because of the margin," he said. "I should have been more aggressive with the tyres and it took me a while to understand that. When I did I struggled to clean them off, but by then the Audi was already ahead."

Fassler made it past during the second half of Pagenaud's stint, but Bourdais was more than happy to sit behind Bernhard after the following round of pitstops.

He could see that one of the legality panels at the back of the Audi was missing and would need to be replaced.

The Joest Audi squad was able to change the rear diffuser section and engine cover in only a minute, but it was more than enough to give the Peugeot a clear run to victory. But for the incidents, the result could have gone any which way.

"It would have come down to a very close battle at the end," said Bernhard. "Two small problems at this level and it makes it hard to come back."

OAK smokes petrol-powered rivals for podium finish

THE FRENCH OAK RACING squad's season finally came good in the AUTOSPORT 6 Hours. The Le Mans-based team not only finished best of the rest as the first petrol-powered LMP1 but it took advantage of Audi's and Peugeot's problems to get onto the podium.

Alexandre Premat and Olivier Pla did the business aboard the #24 Judd-powered OAK-Pescarolo, but on another day the team might have finished third and fourth. The sister #15 car shared by Guillaume Moreau, Pierre Ragues and Matthieu Lahaye was on course for the podium until a 30s stop-go penalty for pitlane speeding

in the fifth hour left it fifth at the finish.

The three drivers in the #15 car were at least a match for their better-known team-mates, who lost time in the first half of the race when Pla triple stinted his Dunlops.

The result was a relief for OAK owner Jacques Nicolet, who made the decision not to drive the #24 car in the interest of his team, and managing director Francois Sicard, after a tough year that has included two big shunts.

"Relieved is the right word," said Sicard. "The team has moved to Le Mans and developed a new P2 car, and then we had the accidents. It was maybe too much."

Former Audi driver Premat was over the moon with the result in his own inimitable way and thrilled with the latest version of the OAK-Pescarolo LMP1.

"From my experience of the Audi, the chassis is better" was his description of the car on the day.

The best of the Rebellion Lola-Toyotas, driven by Jean-Christophe Boullion and Andrea Belicchi, didn't have the pace to run with the #16 car but might have beaten the #24 had they not lost half a lap during the one and only safety-car period of the race at the end of hour one and made two more tyre stops. They ended up 40s behind



OAK Pescarolos took superb third and fifth

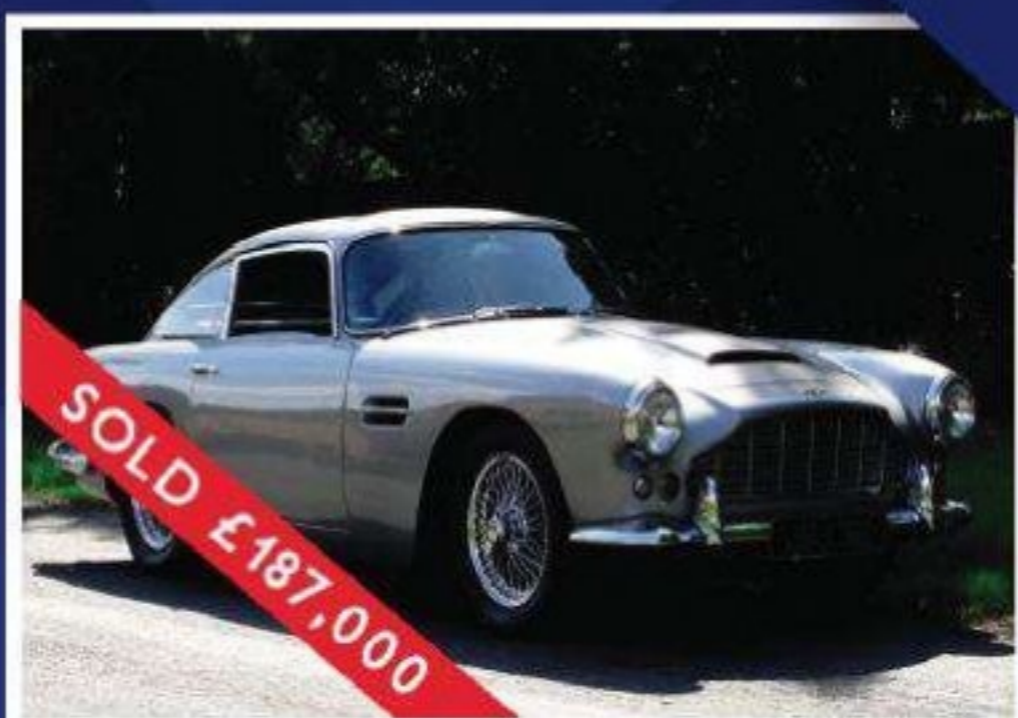
Pla and Premat in fourth as the first LMS runner home.

The Neel Jani/Nicolas Prost Rebellion entry did have the pace to push OAK

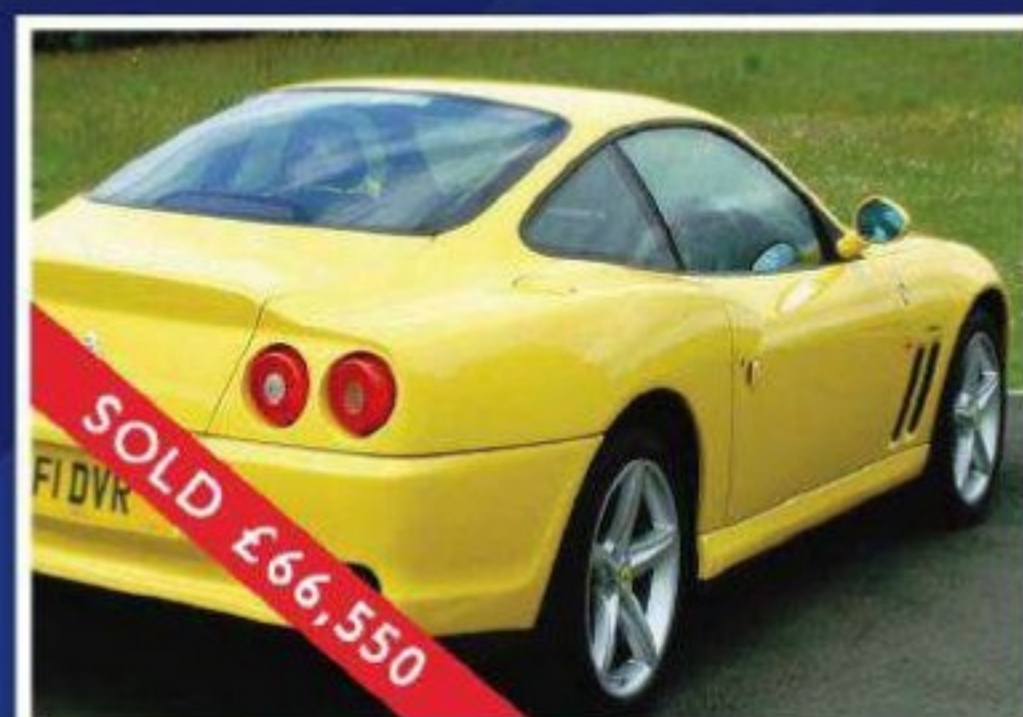
for third but was put out of contention by two stops to fix a gearbox glitch before alternator problem stranded the car out on the circuit.



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GTILMC,
round 5/7
LMS,
round 4/5**AT A GLANCE**

- **Winners** Gianmaria Bruni/
Giancarlo Fisichella
- **Pole position** Augusto Farfus
- **Fastest lap** Farfus

F1 REPORT

Felbermayr/Imsa/ProSpeed Porsches duke it out

Ferrari's fightback fizz

AF Corse duo Bruni and Fisichella recovered from poor qualifying to win the race and title



#51 Ferrari flew from eighth to first in class

GIANMARIA BRUNI AND Giancarlo Fisichella didn't look like GTE Pro-class race winners after qualifying. Their lead AF Corse Ferrari 458 Italia ended up eighth in the times in the hands of Bruni, a result he said of a mix of "traffic, messing with the set-up and myself", yet in the space of 50 minutes he was into third

and up into the lead by the end of his stint.

The two Ferraris ahead of him when the safety car came out both ducked into the pits with the yellows, which meant the lead changed with the pitstops for the first five hours of the race. Every time Bruni or Fisichella pitted, the surprise package of the

weekend, the Luxury Racing Ferrari driven by Frederic Makowiecki and Stephane Ortelli, moved to the front. The result was never in doubt, however, at least in Bruni's mind.

"We knew after the safety car that we would have to make one less stop," he said. "That made it a nice race, but we had to be careful."

The French Luxury squad, racing at this level for the first time this season, finally made an impact in the ILMC with second place.

"The team had to learn about endurance racing," said Makowiecki, "but everyone has worked really hard. The performance was good at Imola but we didn't start [with electronic problems], but this time we had the reliability too."

The best of the Porsches, the Felbermayr-Proton car raced by factory drivers

Greaves closing on title goal

THERE'S NO STOPPING Greaves Motorsport. The Zyteq-equipped team notched up its third LMS win of 2011 to put Tom Kimber-Smith and Karim Ojeh, who were again joined by Olivier Lombard, within two points of the class title.

The Greaves Zyteq-Nissan Z11SN wasn't the fastest combination. That honour again fell to the Strakka Racing HPD, but it was nearer to the ultimate P2 pace this time thanks to the arrival of Alan Muggleston as engineer. Just as importantly, the team had the kind of trouble-free run that has become its trademark this season.

"This victory is down to the team," said TK-S, who qualified second to Strakka's

Danny Watts. "All we had to do was drive around."

Strakka was in no doubt that it would have scored a home victory but for a 29-minute stop for repairs after the Larbre Chevrolet Corvette turned in on Jonny Kane at Club. The left-rear wheel broke in the incident forcing the Brit to do a full lap with a deflated and then delaminated tyre, which took off one of the turbos.

The Greaves Zyteq-Nissan won again



Makowiecki/Ortelli Ferrari was a GT star



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RACE RATING

★★★★☆

The lead swung back and forth but Bruni and Fisichella were really in control

MILESTONE

Giancarlo Fisichella's LMS GTE Pro drivers' title with Gianmaria Bruni was his first championship success since triumphing in Italian Formula 3 in 1994

REPORT ILMC/LMS SILVERSTONE

◀ Marc Lieb and Richard Lietz, was a more competitive proposition at Silverstone after the 911 GT3-RSR received a 25kg weight break. It wasn't quite enough to put the car on terms with a well-driven Ferrari, but Lieb and Lietz still notched up their best result this year with third.

The Schnitzer BMW team once again failed to

win despite having the fastest car in qualifying. Augusto Farfus and Andy Priaulx qualified one-two, but lost ground during the opening stint. The Dunlop tyres on the V8-powered M3 like hot conditions and in the relatively cool conditions of Sunday's race, the drivers were struggling for grip.

A solution was found

but it was too late to give Schnitzer a shot at its first ILMC victory of the season. A podium was on for Priaulx and Uwe Alzen until an unscheduled stop left them fourth. Farfus and Jorg Muller, meanwhile, were never able to recover from the half a lap lost through nothing more than poor luck during the safety-car period. ❧



BMW's qualified well but suffered in the race

RESULTS

Silverstone (GB), September 9-11, Intercontinental Le Mans Cup, round 5 of 7, Le Mans Series, round 4 of 5

GRID	
2 McNISH 1:44.856	1 PAGENAUD 1:43.924
4 BERNHARD 1:46.621	3 SARRAZIN 1:45.102
6 MOREAU 1:47.785	5 PROST 1:47.684
8 BOULLTON 1:48.287	7 PRENAT 1:47.890
10 WATTS 1:49.619	9 JOUSSE 1:48.624
12 FERNANDEZ 1:52.151	11 K-SMITH 1:50.922
14 FREY 1:52.457	13 FIRTH 1:52.224
16 KRATHAMER 1:53.247	15 ORDONEZ 1:53.233
18 ERDOS 1:55.236	17 RUSSO 1:53.791
20 KEEN 1:58.143	19 YVON 1:57.817
22 GROGOR 1:59.907	21 MARCELLI 1:59.053
24 FARFUS 2:01.768	23 SCHELL 2:00.061
26 VILANDER 2:02.744	25 PRIAULX 2:02.096
28 MAKOWIECKI 2:02.934	27 LIEB 2:02.787
30 HOLZER 2:02.950	29 HENZLER 2:02.937
32 BELL 2:03.118	31 BRUNI 2:02.971
34 HANCOCK 2:03.433	33 PETER 2:03.295
36 SIMONSEN 2:03.864	35 BELTOISE 2:03.659
38 LONG 2:04.172	37 ARMINDO 2:04.028
40 JONSSON 2:04.987	39 MULLEN 2:04.427
42 ROSSITER 2:05.143	41 CIOCI 2:05.103
44 GIROIX 2:06.976	43 F'MAYR JR 2:06.392
46 HUMMEL 2:13.219	45 HEINEMEIER 2:07.831
48 BORNHAUSER no time	47 HUGHES no time

190 LAPS, 695.493 MILES						
POS	DRIVERS	TEAM	CAR	CLASS	TIME	GRID
1	Sebastien Bourdais (F)/Simon Pagnaud (F)	Peugeot Sport Total	Peugeot 908	LMP1	6h00m13.255s	1
2	Timo Bernhard (D)/Marcel Fassler (CH)	Audi Sport Team Joest	Audi R18 TDI	LMP1	+1m29.763s	4
3	Olivier Pla (F)/Alexandre Premat (F)/Jacques Nicolet (F)*	OAK Racing	OAK Pescarolo-Judd 01	LMP1	-5 laps	7
4	Jean-Christophe Boullion (F)/Andrea Belicchi (I)	Rebellion Racing (Sebah)	Lola-Toyota B08/60	LMP1	-5 laps	8
5	Pierre Ragues (F)/Matthieu Lahaye (F)/Guillaume Moreau (F)	OAK Racing	OAK Pescarolo-Judd 01	LMP1	-5 laps	6
6	Christophe Tinseau (F)/Emmanuel Collard (F)/Julien Jousse (F)	Pescarolo Team	Pescarolo-Judd 01	LMP1	-5 laps	9
7	Allan McNish (GB)/Tom Kristensen (DK)	Audi Sport Team Joest	Audi R18 TDI	LMP1	-6 laps	2
8	Franck Montagny (F)/Stephane Sarrazin (F)	Peugeot Sport Total	Peugeot 908	LMP1	-9 laps	3
9	Christian Klien (A)/Adrian Fernandez (MEX)/Harold Primat (CH)	Aston Martin Racing	Lola-Aston Martin	LMP1	-11 laps	12
10	Tom Kimber-Smith (GB)/Karim Ojeh (SA)/Olivier Lombard (F)	Greaves Motorsport	Zytek-Nissan Z11SN	LMP2	-12 laps	11
11	Ralph Meichtry (CH)/Michel Frey (CH)/Marc Rostan (F)	Race Performance	ORECA-Judd 03	LMP2	-13 laps	14
12	Thor-Christian Ebbesvik (N)/Dominik Kraihamer (A)	Boutsen Energy Racing	ORECA-Nissan 03	LMP2	-14 laps	16
13	Tommy Erdos (BR)/Mike Newton (GB)/Ben Collins (GB)	RML	HPD ARX-01d	LMP2	-14 laps	18
14	Warren Hughes (GB)/Barry Gates (GB)/Rob Garofall (GB)	RLR Msport	MG Lola-Judd EX265	LMP2	-19 laps	47
15	Jean-Francois Yvon (F)/Frederic da Rocha (F)/Patrice Lafargue (F)	OAK Racing	OAK Pescarolo-Judd 01	LMP2	-19 laps	19
16	Lucas Ordonez (E)/Franck Mailleux (F)/Jean-Karl Vernay (F)	Signatech Nissan	ORECA-Nissan 03	LMP2	-20 laps	15
17	Patrick Simon (D)/Mirco Schultis (D)/Julien Schell (F)	Pegasus Racing	ORECA-Chevrolet FLM09	FLM	-21 laps	23
18	Jordan Grogor (ZA)/Bassam Kronfli (CDN)/Aldous Mitchell (AUS)	Genoa Racing	ORECA-Chevrolet FLM09	FLM	-21 laps	22
19	Luca Moro (I)/Kyle Marcelli (CDN)/Chapman Ducote (USA)	JMB Racing	ORECA-Chevrolet FLM09	FLM	-22 laps	21
20	Gianmaria Bruni (I)/Giancarlo Fisichella (I)	AF Corse	Ferrari 458 Italia	GTE	-22 laps	31
21	Frederic Makowiecki (F)/Stephane Ortelletti (MC)	Luxury Racing	Ferrari 458 Italia	GTE	-23 laps	28
22	Marc Lieb (D)/Richard Lietz (A)	Team Felbermayr-Proton	Porsche 911 GT3-RSR	GTE	-23 laps	27
23	Andy Priaulx (GB)/Uwe Alzen (D)	BMW Motorsport (Schnitzer)	BMW M3	GTE	-23 laps	25
24	Marco Holzer (D)/Marc Goossens (B)	ProSpeed Competition	Porsche 911 GT3-RSR	GTE	-23 laps	30
25	Jonny Kane (GB)/Danny Watts (GB)/Nick Leventis (GB)	Strakka Racing	HPD ARX-01d	LMP2	-23 laps	10
26	Augusto Farfus (BR)/Jorg Muller (D)	BMW Motorsport (Schnitzer)	BMW M3	GTE	-23 laps	24
27	Wolf Henzler (D)/Patrick Pilet (F)	Imsa Performance Matmut	Porsche 911 GT3-RSR	GTE	-23 laps	29
28	Allan Simonsen (DK)/Dominik Farnbacher (D)	Hankook Team Farnbacher	Ferrari 458 Italia	GTE	-23 laps	36
29	Rob Bell (GB)/James Walker (GB)	JMW Motorsport	Ferrari 458 Italia	GTE	-24 laps	32
30	Anthony Beltoise (F)/Francois Jakubowski (F)/Nicolas Marroc (F)	Luxury Racing	Ferrari 458 Italia	GTE	-26 laps	35
31	Nicolas Armindo (F)/Raymond Narac (F)	Imsa Performance Matmut	Porsche 911 GT3-RSR	GTA	-26 laps	37
32	Sam Hancock (GB)/Simon Dolan (GB)/Chris Buncombe (GB)	Jota	Aston Martin Vantage	GTE	-26 laps	34
33	Patrick Long (USA)/Gianluca Roda (I)	Proton Competition	Porsche 911 GT3-RSR	GTA	-27 laps	38
34	Phil Keen (GB)/John Hartshorne (GB)/Steve Keating (GB)	Neil Garner Motorsport	ORECA-Chevrolet FLM09	FLM	-28 laps	20
35	Tim Mullen (GB)/Pierre Ehret (D)/Roger Wills (NZ)	CRS Racing	Ferrari 430 GT	GTA	-28 laps	39
36	Patrick Bornhauser (F)/Julien Canal (F)/Gabriele Gardel (CH)	Larbre Competition	Chevrolet Corvette C6.R	GTA	-28 laps	48
37	Stephane Lemeret (B)/Piergiuseppe Perazzini (I)/Marco Cioci (I)	AF Corse	Ferrari 430 GT	GTA	-28 laps	41
38	Horst Felbermayr Jr (A)/Christian Ried (D)	Team Felbermayr-Proton	Porsche 911 GT3-RSR	GTA	-28 laps	43
39	Niclas Jonsson (S)/Tracy Krohn (USA)/Michele Rugolo (I)	Krohn Racing	Ferrari 430 GT	GTA	-29 laps	40
40	James Rossiter (GB)/Johnny Mowlem (GB)/Karl Wendlinger (A)	Lotus Jetalliance	Lotus Evora	GTE	-29 laps	42
41	Fabien Giroix (F)/Roald Goethe (D)/Michael Wainwright (GB)	Gulf AMR Middle East	Aston Martin Vantage	GTA	-37 laps	44
42	Adam Christodoulou (GB)/Phil Quaife (GB)/Klaas Hummel (NL)*	CRS Racing	Ferrari 430 GT	GTA	-57 laps	46
R	Neel Jani (CH)/Nicolas Prost (F)	Rebellion Racing (Sebah)	Lola-Toyota B10/60	LMP1	159 laps-alternator	5
R	Michal Broniszewski (PL)/Philipp Peter (A)	Kessel Racing	Ferrari 458 Italia	GTE	118 laps-steering	33
NC	David Heinemeier Hansson (DK)/Lukas Lichtner-Hoyer (A)/Martin Rich (GB)	Lotus Jetalliance	Lotus Evora	GTE	-76 laps	45
R	Matias Russo (RA)/Luis Perez Compagnon (RA)/Pierre Kaffer (D)	Pecom Racing (AF)	Lola-Judd B11/40	LMP2	103 laps-gearbox	17
R	Toni Vilander (FIN)/Jaime Melo (BR)	AF Corse	Ferrari 458 Italia	GTE	92 laps-gearbox	26
R	Jody Firth (GB)/Mathias Beche (CH)/Pierre Thiriet (F)	TDS Racing	ORECA-Nissan 03	LMP2	23 laps-accident	13
NS	Maximo Cortes (E)/Ferdinando Geri (I)/Giacomo Piccini (I)	MIK Corse	Zytek 09 Hybrid	LMP1	accident/fire	

ILMC LMP1 MANUFACTURERS

POS	DRIVER	PTS
1	Peugeot	153
2	Audi	108

ILMC GTE MANUFACTURERS

POS	DRIVER	PTS
1	Ferrari	128
2	BMW	108
3	Porsche	84
4	Corvette	75
5	Aston Martin	12

ILMC LMP1 TEAMS

POS	DRIVER	PTS
1	Peugeot Sport Total	81
2	Audi Sport Team Joest	74
3	Team ORECA Matmut	34
4	Rebellion Racing	33
5	OAK Racing	16

ILMC LMP2 TEAMS

POS	DRIVER	PTS
1	Signatech Nissan	68
2	Level 5 Motorsports	42
ILMC GTE-PRO TEAMS		
1	AF Corse	83
2	BMW Motorsport	74

Winners' average: 115.844mph. Fastest lap: Bourdais, 1m46.586s, 123.635mph. LMP2: Vernay, 1m52.591s, 117.041mph. FLM: Keen, 1m58.924s, 110.808mph. GTE: Farfus, 2m02.921s, 107.205mph. Driver listed on grid set qualifying time. First-named driver in each car in table started the race. * drove in practice but not in race.

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SILVERSTONE

Great Britain
September 10-11
Formula 3 Euro Series
Round 7/9



AT A GLANCE

- Race 1 Roberto Merhi
- Race 2 Marco Sorensen
- Race 3 Marco Wittman
- Pole position Merhi

REPORT F3ES SILVERSTONE

CHARLES BRADLEY
reports



Roberto leads a Merhi dance

The only surprise at Silverstone was that F3 Euro Series dominator Roberto Merhi only won one race out of three



Merhi leads race three – but not for long...

ROBERTO MERHI TOOK another step towards the Formula 3 Euro Series title at Silverstone. Despite his dominance of the weekend in terms of pace, he only scored one victory thanks to a jump-start penalty in race three that set up one of the most entertaining F3 bouts at Silverstone in ages.

Merhi showed prodigious speed in race one, thrashing his opposition by 18s despite a scare when he ran way off track at Brooklands during a brief rain shower. His quickest lap was well over a second faster than anyone else, including

Prema team-mate Daniel Juncadella. He had bogged down at the start, allowing Marco Wittmann to vault into second, and despite being content to sit behind him in tricky track conditions as a shower passed over, Juncadella then couldn't find a way past in the closing stages when he had wanted to.

Wittmann complained all weekend that his Signature-run car wasn't in the same league as the Prema cars, but it didn't stop him claiming victory in a thrilling race three. He had the stewards to thank for

it, however, as they judged that Merhi had jumped the start, which transformed his convincing early lead into eighth place after serving a drive-through penalty.

"I wasn't sure if jumped the start or not... I didn't think so, and I also didn't expect to lose so many places," said Merhi. He embarked on a mission to regain as many of those as possible, pulling off some great moves as he battled back past Jimmy Eriksson (Motopark), Signature trio Laurens Vanthoor, Daniel Abt and Carlos Munoz, Motopark's Kimiya Sato and Marco Sorensen (the German F3 frontrunner replacing Nigel Melker at Mucke, who was racing in GP3 at Monza).

By the time he'd worked his way up to second, Merhi was more than 18s behind Wittmann, but kept himself entertained by trimming 8s off that in the closing eight laps. "Of course I benefitted from Roberto's penalty, but I really didn't expect this

victory," said Wittmann, whose win keeps his meagre title hopes alive.

As well as Merhi's heroics – his round-the-outside move on Sato at Copse being his best – this was also a wheel-banging, crash-strewn affair. It started when recent F3 Masters winner Felix Rosenqvist (Mucke) clattered second-placed Juncadella into a spin at The Loop on the opening lap. A clash between Eriksson and Gianmarco Raimondo (Prema) sent the latter skittering into the Club gravel in a dispute over fifth.

Sato and Munoz were next to bang wheels here, but they got away with it. Sato, who had received a driver-warning flag for weaving, would later clobber Sorensen into a big spin at Brooklands while they were running third and fourth, promoting Munoz – who got the better of an intra-team duel with Vanthoor with a brave lunge at Copse – to the podium.

The 'guesting' Sorensen, who wasn't eligible for points, won the reversed-grid race two ahead of Juncadella, who was never going to risk a pass. Merhi charged from eighth to third in an otherwise uneventful 10 laps, which served only to underline his status as the quickest driver in the series.

RESULTS

Race 1 1 Roberto Merhi (Dallara F308-Mercedes), 19 laps in 37m05.123s; 2 Marco Wittmann (D308-Volkswagen), +18.773s; 3 Daniel Juncadella (D309-M); 4 Felix Rosenqvist (D308-M); 5 Daniel Abt (D308-V); 6 Laurens Vanthoor (D309-V).

Race 2 1 Marco Sorensen (D308-M), 10 laps in 20m31.702s; 2 Juncadella, +1.438s; 3 Merhi; 4 Kimiya Sato (D308-V); 5 Abt; 6 Vanthoor.

Race 3 1 Wittman, 19 laps in 37m01.762s; 2 Merhi; 3 Carlos Munoz (D308-V); 4 Vanthoor; 5 Abt; 6 Jimmy Eriksson (F308-V).

Points 1 Merhi, 304; 2 Wittmann, 228; 3 Juncadella, 220; 4 Nigel Melker, 180; 5 Vanthoor, 164; 6 Rosenqvist, 158.



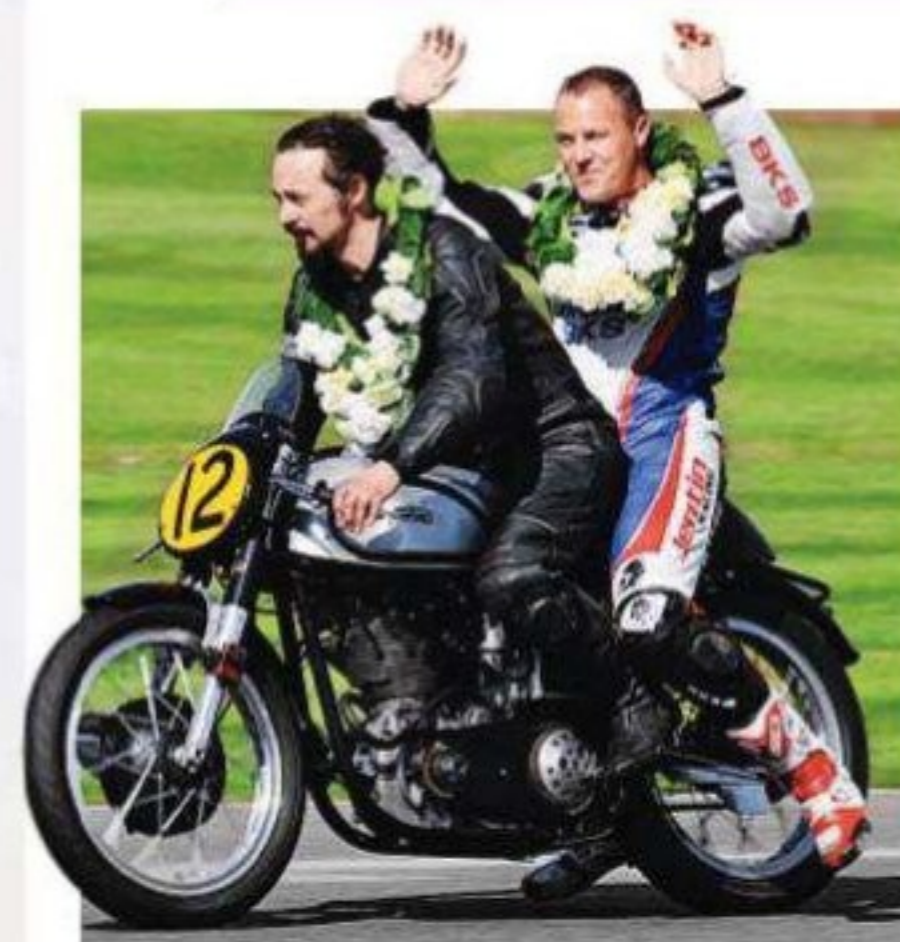
Wittmann scored unlikely win thanks to stewards

Heroes in HARMONY

For the 14th time, Goodwood is hosting the historic event of the year. *MARCUS PYE* can't wait for the weekend



PREVIEW GOODWOOD REVIVAL



Ian Bain (left) and Steve Brogan won 'bikes in 2010



St Mary's races hark back to 1960s



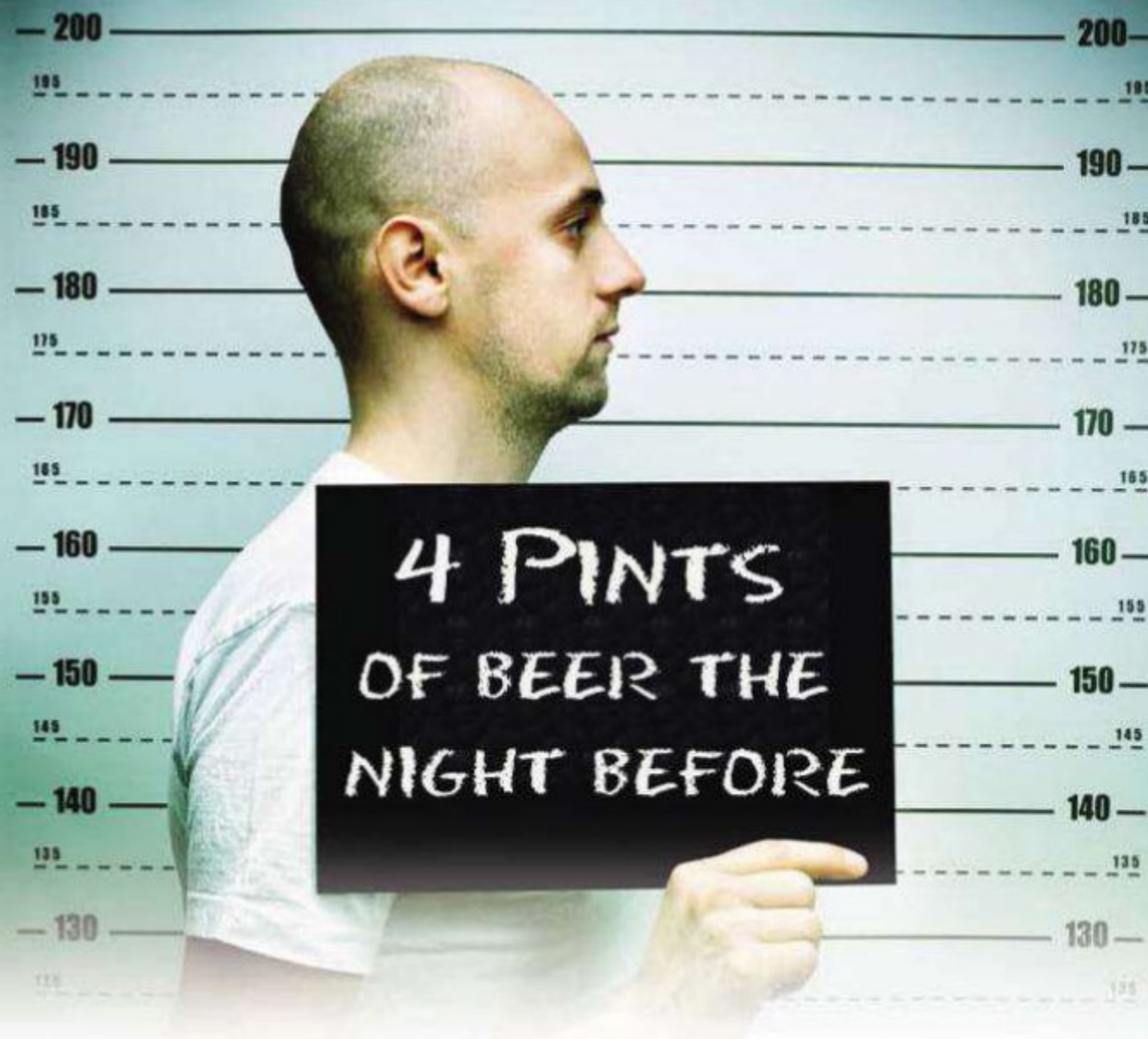
They do try hard at Goodwood...

Nowhere on earth are the intertwined histories of motor racing and wartime aviation celebrated with such panache as at Goodwood. Since 1998, Lord March's annual Revival meeting has satisfied the dreams of fanatics and wowed the once-a-year curious in increasing droves. As this preview was written, indeed, Saturday's tickets were sold out for the first time.

It's no wonder, for in addition to a stellar 15-race programme — realigned this year — circuit cavalcades mark the centenaries of the births of Argentinian superstar Juan Manuel Fangio and Ford of Britain. And, 75 years after the prototype Supermarine Spitfire's maiden flight, an extraordinary '15-ship' salute to RJ Mitchell's immortal design above the former RAF Westhampnett is another unmissable attraction.

Fangio had won the first of his five World Drivers' Championships when he made his Goodwood debut at Easter 1952, placing sixth in Alan Brown's

Freddie March Memorial race highlights early-to-mid-50s sports



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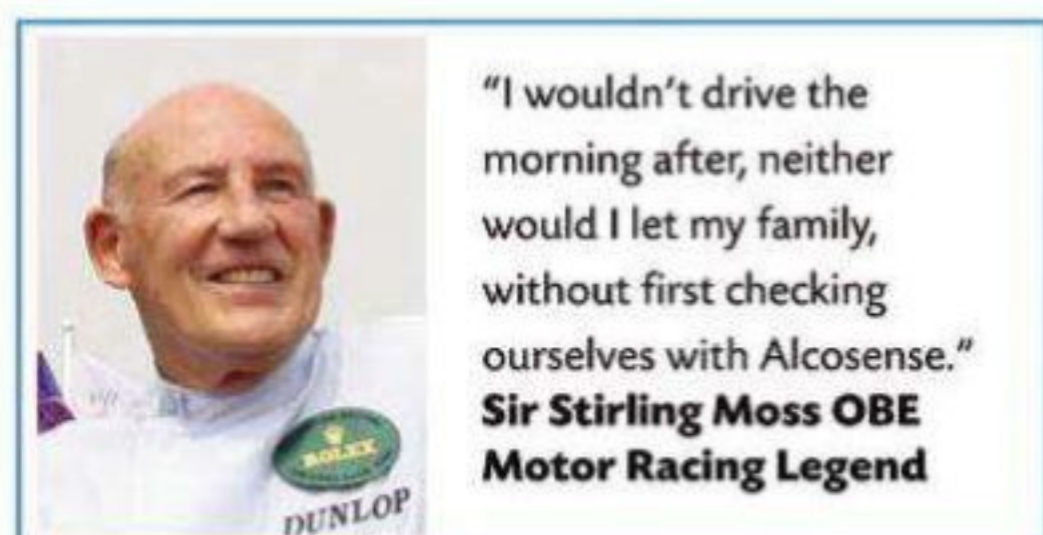
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The Goodwood Grid

FORDWATER TROPHY

Closed-cockpit Jaguar E-types, 1961-66

The 50th-anniversary home for the swarm of Es showcases every configuration of Coventry's finest in a two-parter. Can anybody touch Gerhard Berger/Adrian Newey? Jon Minshaw/Martin Stretton have the best chance in a cast peppered with aces.

CHICHESTER CUP

Formula Junior, rear-engined, disc-braked, 1960-63

If the Junior school's sports day is half as good as its Silverstone Classic show – when Sam Wilson beat Jon Milicevic – hold onto your hats! Stuart Roach (Alexis), 'Piero' Tonetti (Brabham), James Claridge (Lola) and Manfredo Rossi (Lotus) could deny the Cooper duo.

RAC TT CELEBRATION

Closed-cockpit GT cars, 1960-64

No Jaguar E-types this year, but a toothsome battle between 10 Ferrari V12s, nine meaty Cobra V8s and seven straight-six Aston Martins – plus Lister and Sunbeam Tiger Le Mans coupes and a hulking Maserati T151 – make Sunday's feature a different star-studded big-banger paradise.

EARL OF MARCH TROPHY

500cc Formula 3, 1948-59

Invited for the first time since 2008, the pint-sized machines are back in force. Kieft men Nigel Ashman and Sam Wilson could topple the Coopers, but watch for the Southampton-built Staride and Revis. If it rains, Arnie Black may have the last laugh in the ingenious four-wheel-drive McCandless.

SUSSEX TROPHY

World Championship sportscars 1955-60

Bobby Verdon-Roe, in Le Mans-and-Goodwood-TT-winning Aston Martin DBR1, sets the bar high, with Rob Hall and Anthony Reid (Jaguar D-types), Marino Franchitti ('Birdcage' Maserati) and strong Listers chasing. Julian Majzub's Sadler 'dragster' could surprise.

GOODWOOD TROPHY

GP & Voiturettes, 1930-50

Three Maserati 8CMs – with Frank Stippler in Earl Howe's 1934 car – in a 10-pronged Trident outweigh Italian rival Alfa Romeo's team, in which Carlo Vogele's Alfetta stars, and Lago Talbot and Bugatti wear French blue. But ERAs, especially Paddins Dowling's R10B, could outrun them all.

ST MARY'S TROPHY

Saloons, 1960-66

It's a tall order to stop Jackie Oliver/Richard Shaw (BMW 1800 TiSA) in the two-parter, but Martin Brundle, Paul Radisich and 'Whizzo' Williams (Galaxies), Andy Priaulx (BMW), Tom Kristensen (Cortina) and Jochen Mass (Alfa Romeo) will try. Darren Turner and Claudia Hürtgen lead the scrabbling Minis.

GLOVER TROPHY

1.5-litre GP/Tasman cars, 1961-65

Record turnout of shrill V8s for 1.5-litre F1's 50th birthday. Andy Middlehurst (ex-Clark Lotus 25), Mark Piercy and Frenchman 'Mr John of B' (ex-Surtees Lolas), and Americans Duncan Dayton and James King (Brabhams) star. BRMs, Coopers and Ferrari 156 recreation add pathos.

FREDDIE MARCH MEMORIAL TROPHY

Goodwood 9-Hour cars, 1952-55

Where they failed in period, Jaguar C-types should overcome rivals, but Patrick Watts's Allard-Cadillac J2 and Flavien Marçais's Cooper-Jaguar could stop them. James Cottingham (Ferrari 857S) and Chris Mann (Alfa Romeo 'Disco Volante') add splashes of red.

BARRY SHEENE TROPHY

Motorcycles, 1962-66

A later set of bikes for aces Jeremy McWilliams, James Haydon, Steve Brogan, Mick Grant and Charlie Williams to master this year. Manx Nortons and Matchless G50s dominate the entry of course, but sonorous MV Agusta 500/3, Ducati 350 Desmo and Gilera 500/4 fly the Italian flag.

WHITSUN TROPHY

Sports Prototypes, 1963-66

The quickest Lola T70 spyders and McLaren M1s should have the legs of 10 Ford GT40s on this sportscar lovers' dream grid. Veteran David Piper (Ferrari 250LM) rejoins the fray, which includes three rapid Cooper Monaco V8s, Hamill, Wolverine and a brace of Canadian Chinook-Chevrolests.

RICHMOND TROPHY

Front-engined GP cars, 1950-60

Grand Prix winners both, the ex-Phil Hill Ferrari 246 Dino (Tony Smith) and ex-Jo Bonnier BRM Type 25 (Gary Pearson) star here, but Eddie McGuire's ex-works Lotus 16 could humble them. A trio of Maserati 250Fs, the TecMec and, fingers crossed, Julian Bronson's Scarab should feature too.

MADGWICK CUP

Sports Racing Cars up to 3-litres, 1960-66

Sussex-built Elva-BMW Mk8s of Dion Kremer, Roger Wills and Paul Knapfield could sweep the podium. Lotus 19 and 23Bs, Merlyns and Brabham BT8s – American Steve Tillack's with BRM V8 power – join in, as does a rare aluminium tubeframe Bobsy from the USA.

“Sir Stirling Moss's views will be much in demand, as will those of Tony Brooks, John Surtees, Sir Jackie Stewart and the delightful Maria Teresa de Filippis”

◀ Cooper Bristol which, 59 years on, will be raced by Nick Eden. An example of the shrieking BRM V16 in which Fangio was second to Mike Hawthorn in the Woodcote Cup on his only other appearance in September '53, will also be demonstrated in a 25-car tribute each day.

The Blue Oval's development is charted by cars, military and commercial vehicles spanning 1911 Model Ts to GT40s, 10 of which are contesting Sunday's Sussex Trophy race. Ford's production-based competition heritage can also be seen with Anglia and Lotus Cortina, and their brash seven-litre American Galaxie cousins, in the St Mary's Trophy double-header.

As ever, the entry is studded with Formula 1 stars of yore, Indy 500 winners, sports and touring car champions and rally legends. Favourites include Richard Attwood, Michael Bartels, Derek Bell, Gerhard Berger, Stig Blomqvist, Martin Brundle, John Cleland, Tom Kristensen, Jochen Mass, Tiff Needell, Jackie Oliver, Andy Priaulx, Brian Redman and Anthony Reid. Newly-retired from racing, Sir Stirling Moss's views will be much in demand, as will those of Tony Brooks, John Surtees, Sir Jackie Stewart and the delightful Maria ▶

It's 100th birthday of Fangio, here with BRM, '53



Ferrari Breadvan is a potent force



Don't forget to look up: Spitfire



Tom Kristensen loves the Revival

Britcar update

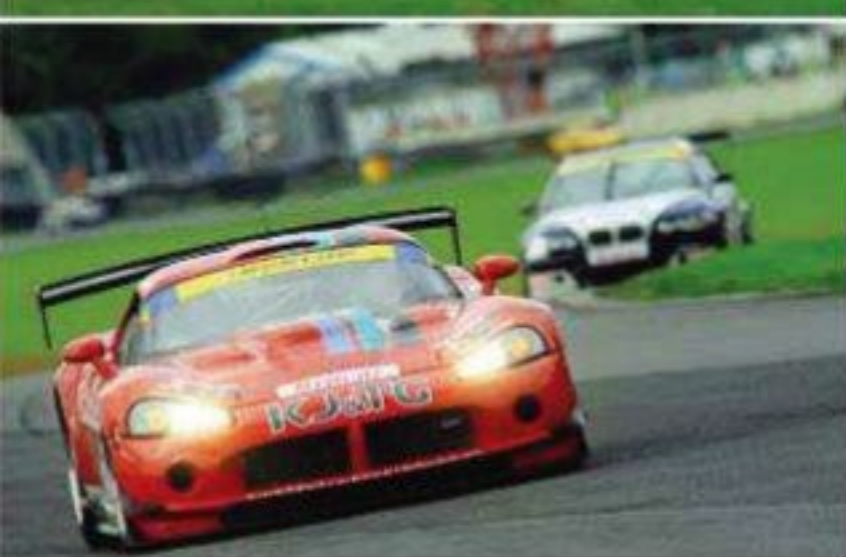
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With just a few weeks to go the buzz in the paddock is building – this year's Britcar 24hr is set to be bigger and better than ever.

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Race results – Snetterton 14th August Congratulations race winners

Britcar GT

Class 1, Dryburgh/Gaw, Ferrari 458 GT3

Class 2, Wilkins/Scott, Dodge Viper

Class 3, Jones/Jones/Jones, Porsche 997 GT3 Cup

Britcar Production

Class 1, Ussi, BMW M3 E46

Class 2, Adams/Byford/Green, Seat Leon

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Maserati T151 will race in TT



Maseratis face ERA set in Goodwood Trophy



'4 WPD' will have Pirro (left) on board

◀ Teresa de Filippis, F1's first female racer in '58.

This year's global fascination with the Jaguar E-type's 50th birthday is not forgotten. The lithe Big Cats will compete for the Fordwater Trophy, Saturday's centrepiece in which Red Bull Racing technical chief Adrian Newey and 10-time F1 winner Berger share the car that won the 2009 Royal Automobile Club TT Celebration.

The sensational field draws together period lightweights and low-drag coupes, plus cars built to FIA Homologation 100. Spectators at Madgwick Corner are in for a sensual overload as Saturday's 12,000bhp stampede blasts away. Previous Revival winner Emanuele Pirro reacquaints himself with 4 WPD, now owned by Shaun Lynn but to be shared by Desire Wilson (who launches her autobiography at the event). Gary Pearson, Jon and Jason Minshaw – all winners in this season's E-type Challenge series – Oliver and Mass are among their rivals.

Sunday's TT retrospective is consequently a Jaguar-free zone this year, thus it's thundering Shelby Cobras versus wailing Ferraris for the gold. Kristensen/Kenny Brack (Daytona Coupe) top the sensational V8 pack, in which Berger/Ollie Bryant, Mass/Rob Hall, Oliver/Carlos Monteverde, Wilson/Lynn, Ludovic Caron/Reid, Pirro/Marc Devis, Redman/Bill Bridges and Eddie Cheever/Kevin Kivlochan

add huge depth.

Quickest of the Prancing Horses should be the 250 GT 'Breadvan' of Max Werner/Nicolas Minassian and the Bell/Greg Whitten 250 GTO/64, but Brundle/Mark Hales in Nick Mason's GTO, the 250 Drogo of Bartels/David Hart and a quartet of 250 GT SWBs bring strength in depth.

Another potent Italian stallion is the gruff Maserati T151 V8 of Derek Hill/Joe Colasacco. Aston Martin P212 and P214 fight for home honour, while Attwood shares

"This year's global fascination with the Jaguar E-type's 50th birthday is not forgotten, and the lithe Big Cats will compete for the Fordwater Trophy"

Richard Frankel's Lister Coupe.

The crowd-pleasing two-part St Mary's Trophy saloon race is in its 1960s timeframe, which means Galaxies, Jaguar Mk2s, Lotus Cortinas, BMWs, Alfa Romeo GTAs and Mini Cooper Ss aplenty. But what will be the race of a weekend stacked with GT, tin-top, sportscar and single-seater action? On recent form Formula Junior will take a lot of beating.

Don your military uniform, or join the majority in 1940s, '50s and swinging '60s costume – Saturday is Ladies' Day – for the full theatrical effect. Enjoyment is obligatory... ☼

2011 GOODWOOD REVIVAL

TIMETABLE

FRIDAY SEPTEMBER 16

0730 Gates open
0820 Opening ceremony
0900-1745 Official practice, race order

SATURDAY SEPTEMBER 17

0730 Gates open
0900 Track blessing
0925 Track demonstration
1000-1750 Racing and parades
Goodwood Trophy (20 mins)
Earl of March Trophy (20 mins)
Barry Sheene Trophy, r1 (25 mins)
St Mary's Trophy, r1 (25 mins)
RAC TT Celebration (Final Quali)
Whitsun Trophy (25 mins)
Fordwater Trophy (45 mins)
Chichester Cup (20 mins)
Freddie March Trophy (25 mins)

SUNDAY SEPTEMBER 18

0730 Gates open
0800 Holy communion
0900 Track blessing
0930 Track demonstration
1000-1705 Racing and parades
Madgwick Cup (25 mins)
Richmond Trophy (25 mins)
Barry Sheene Trophy, r2 (25 mins)
St Mary's Trophy, r2 (25 mins)
RAC TT Celebration (60 mins)
Glover Trophy (25 mins)
Sussex Trophy (25 mins)

TICKETS

Admission is by pre-ordered tickets only – they are not available on the gate – and these are selling faster than ever. Contact the hotline on 01243 755055 or bookings@goodwood.co.uk for a last chance to be part of this great event.

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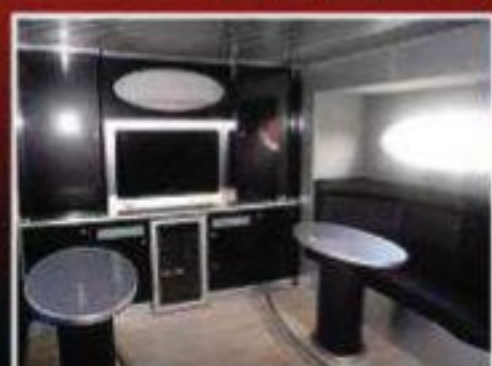


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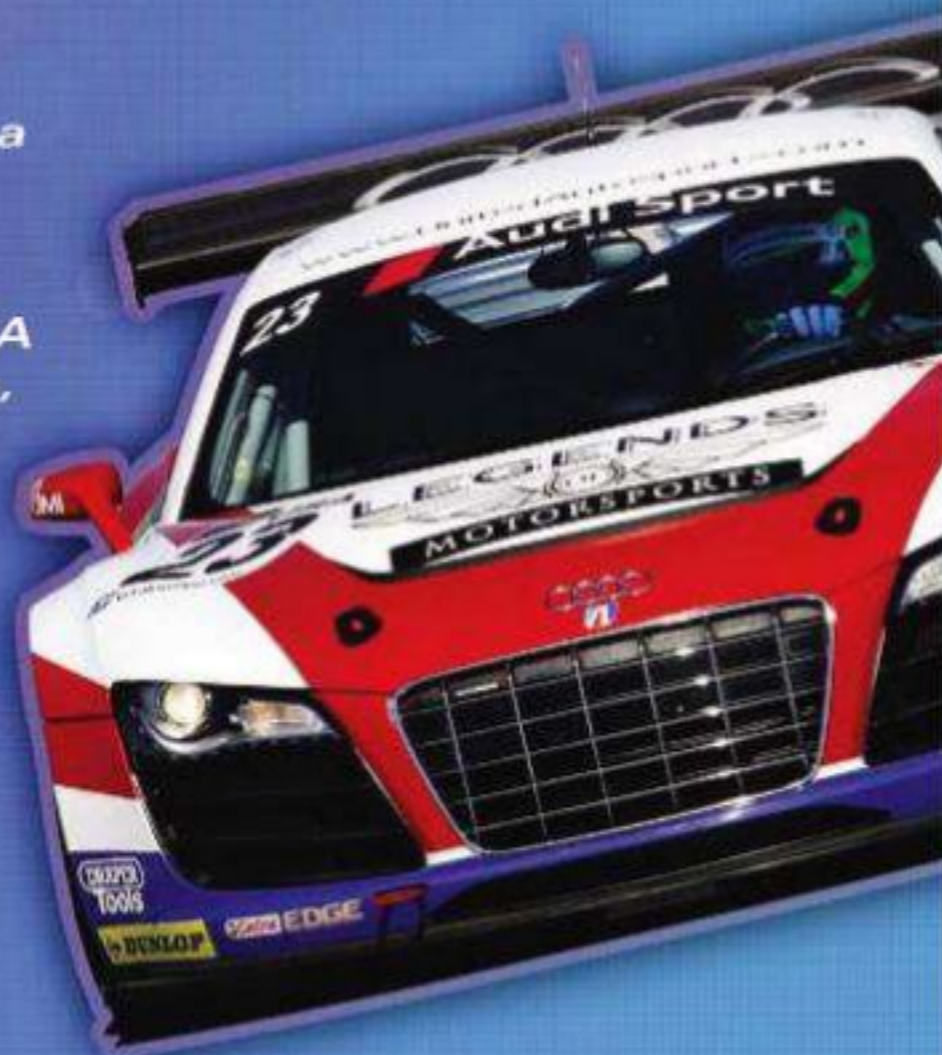
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Contact: francois@tech1racing.fr



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TOTAL VALUE OF COMPLETE PACKAGE: € 850.000,00 (FOB)

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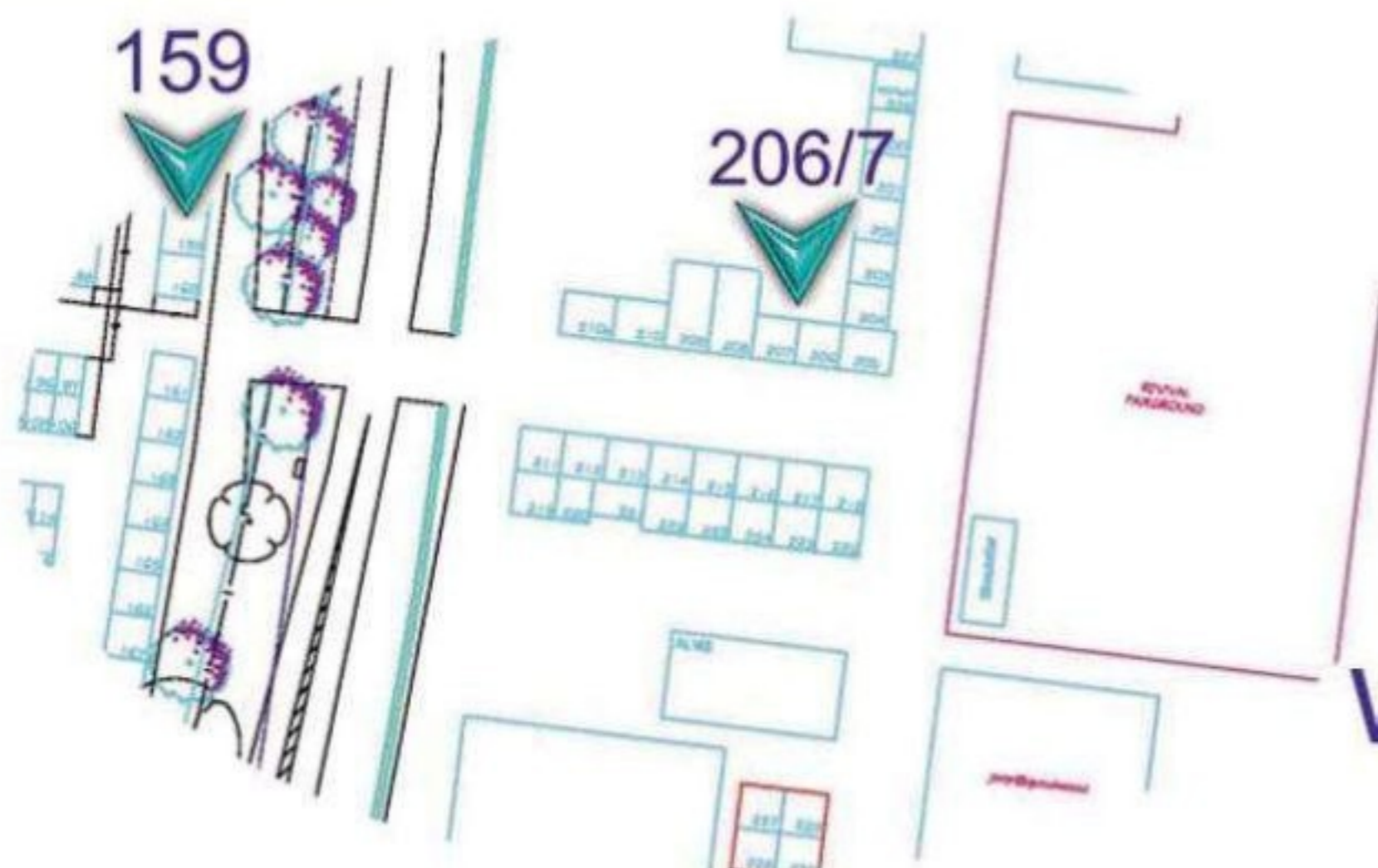


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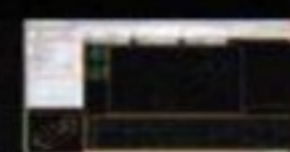
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• Senior Design Engineers (Mechanical and Composite) (01_MVR_JOBS_09)

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Candidates must possess excellent communication skills such that you can liaise as easily with the chief designers, the rest of the design group, production staff and race team. You will have an excellent degree in engineering or a related discipline and be able to demonstrate sufficient experience in top-level motor sport to tackle demanding design tasks in a structured and logical manner.

• Junior Aerodynamicists (02_MVR_JOBS_09)

Applications are invited from both recent graduates and engineers with experience for a number of roles within our aerodynamics department. Candidates will be expected to generate aerodynamic surfaces within CAD, check them for legality and run CFD flow solutions or wind tunnel tests for assemblies incorporating the designed surfaces. You must be able to critically analyse the results and report them in a clear and comprehensive manner.

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You should have extensive experience of PDM / PLM systems and be confident of implementing such systems within a focussed workgroup.

Applicants for all design related positions must have extensive postgraduate 3D CAD ability. All the positions offer a competitive salary and 25 days annual holiday as well as other benefits.

To apply for any of these positions please email your CV and covering letter to jobs@marussiavirginracing.com detailing your salary expectations. Please use the code in brackets to reference your application in the subject of the email.

Closing date for applications: 30th September 2011



WE ARE CURRENTLY RECRUITING FOR THE FOLLOWING POSITIONS:

HR872 – TEST DESIGN ENGINEER

We have an exciting opportunity for a Test Design Engineer to join our Research and Development Test Group.

The R&D Test Group has responsibility to ensure our Formula 1 cars conform to design specification by successful completion of a wide range of verification tests.

The successful applicant will design, model and produce correctly tolerated detail drawings for the wide range of R&D Test rigs that are required to meet department needs. The ideal candidate will be fully conversant with a 3D CAD system such as Unigraphics NX7.5. You will be a flexible team player that is willing to assist with test rig build and rig problem solving as and when required. Good written and verbal communication skills and an ability to work within tight timescales are also essential.

HR874 - ELECTRONICS HARDWARE ENGINEER

We have an opportunity for an Electronics Hardware Engineer to join our Electronics Department.

This role has responsibility for the specification and design of our Electrical and Electronic on-car harnesses, system components, and associated off-car equipment. You will take a lead role with the integration of current Motorsport Electronic Systems, working closely with external suppliers and partner companies.

The ideal candidate will need a high level understanding of Electrical and Electronic systems used within the Motorsport, Aerospace or Automotive industries. You will be experienced in the design of small batch, prototype, Analogue and Digital circuits and have experience working as part of a small multi skilled engineering group.

Applicants for this role should be degree qualified or equivalent in an Electronics discipline and ideally have experience in the use of CAD Harness and PCB design packages. Candidates should be able to demonstrate a high level of self-motivation, good communications skills and be able to work within a high-pressure, time critical environment.

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 – 29th September 2011

PLEASE NOTE: Red Bull Technology does not accept any unsolicited resumes from headhunters, executive recruiters, or other staffing or personnel agencies. Please do not submit or forward any such resumes to our website, email account, Red Bull Technology employees or any other company location. Red Bull Technology is not responsible for any fees related to unsolicited resumes.

If you are interested in applying for either of the above positions, you will need a valid work permit or have the right to live and work in the United Kingdom.





Design Office Manager

Ref: LRGP-DES33

We are looking for a highly motivated and capable individual to take on the role of Design Office Manager.

Candidates do not need to have an F1 design background, but they must possess exceptional management and leadership qualities.

The successful candidate will be responsible for managing a Design Office of over 50 engineers and a multi million pound budget in a very demanding work environment. Strong organisational and planning skills are a pre-requisite and we will be placing particular emphasis on demonstrated leadership, teamwork and communication skills.

In addition to managing the day to day demands of an F1 Design Office, the Design Office Manager must demonstrate the vision, first to identify and subsequently to act upon, medium and long term risks and opportunities in all aspects of Design Office operation.

This is a prestigious and well rewarded role, but flexibility in hours and the highest levels of commitment will be expected. The ability to work under minimal supervision at high pressure and to tight deadlines is also essential.

Stress Engineer

Ref: LRGP-DES35

Your primary responsibility will be to undertake the structural analysis of metal and composite components and assemblies using the latest Finite Element techniques. Your duties will include the definition of the relevant test procedures in close liaison with the designer and the R&D department to achieve successful structural sign off and to assist with problem solving for those parts.

The ideal candidate will have:

- An Engineering Degree or similar
- A substantial level of metal and composite structural analysis experience in F1, motorsport or aerospace industry
- Experience in the following software:
 - Abaqus & Hyperworks (especially Hyperview and Hypermesh)
 - Optistruct or Genesis
 - Patran, Nastran, Laminate Modeller or Laminate Tools
 - Catia V5

Senior Composite Design Engineer

Ref: LRGP-DES34

Your primary responsibilities will be to undertake the concept scheming, designing and detail specification of various composite components such as Front & Rear Wings, Chassis & Impact Structures, Suspension Members and Bodywork. Your duties will also include specifying and detailing production and assembly tooling, jigs and testing fixtures within the Catia V5 environment. As part of this position you will be involved in the structural sign off and problem solving for those parts.

Whilst being able to work under minimal supervision you also need to be able to lead a group of designers on complex and challenging design tasks.

The ideal candidate will have:

- An Engineering Degree or similar
- Substantial level of composite design experience in F1, motorsport or aerospace industry
- Experience in the use of Catia V5 CAD system
- Experience in the use of FibreSim software
- Knowledge and experience of current composite manufacturing techniques

Graduate Stress Engineer

Ref: LRGP-DES36

You will be working as a junior member of the Stress Section and be gradually introduced to more challenging stress analysis tasks. Throughout this process you will be guided and supervised by one of our experienced stress engineers.

The ideal candidate will have:

- An Engineering Degree or similar
- An educational background in structural analysis and/or some practical experience of metallic or composite structural analysis with one of the common FEA solvers and associated analysis tools

CAM Programmer

Ref: LRGP-MAC8

We are currently looking for a CAM Engineer to join our CAM section in the Machine Shop. Working as part of the department this position is to programme 3/5 axis machine tools using Catia V5 Cam software and Vericut simulation software for car components, patterns and moulds.

This role requires successful time served candidates with working experience as a CNC programmer. Ability to operate CNC 3/5 axis machines would be an advantage. The successful candidate will have a sound mechanical background with Catia V5 experience and the ability to work under pressure to tight deadlines.

Candidates for all of the above positions will need to be self-motivated, capable of working with minimal supervision to tight deadlines, and be confident in communicating in a team environment. In return for your hard work and dedication we offer a team with a commitment to return to the highest level of achievement, a unique and friendly working environment and competitive remuneration.

Please apply in writing with current CV, salary expectations, details of your notice period and quoting job reference number to:

Human Resources, Lotus Renault GP Ltd, Enstone, Oxfordshire OX7 4EE

Email hr@lotusrenaultgp.com

Closing date **29th September 2011**

Sports Extra

NATIONAL RACING • HISTORICS • CLUB • RALLY • RALLYCROSS • HILLCLIMB

New car has a carbon crash structure and higher sidepods



New Formula Ford revealed

Ford launches latest junior racer, and faces mixed reactions from teams

» FORD UNVEILED THE latest generation of Formula Ford at the Frankfurt Motor Show earlier this week and hopes the concept will help spread the category around the world.

The first car, built by Mygale, features the 1.6-litre Ford EcoBoost turbo engine that will replace the Duratec unit in British Formula Ford in 2012. It is the first tubular steel single-seater built to the new FIA spaceframe standards.

The car, which will produce around 160bhp, will also feature a fully lift-out seat, carbon crash structures, and six-speed sequential gearbox, which is expected to improve reliability.

FORD'S POSITION

Ford of Europe motorsport manager Mike Norton hopes the new car will help Formula Ford spread around the globe. Some governing bodies have stayed away from the spaceframe category because it was not FIA approved, an obstacle that

has now been removed.

"The 2012-specification car's FIA-approved safety attributes and powerful Ford EcoBoost engine make for a really appealing proposition for race teams and drivers," he said.

"It is Ford's desire to nurture Formula Ford by supporting teams and manufacturers across the globe."

BRITISH RESPONSE

Leading British Formula Ford figures have had mixed reactions to the new rules. Many feel the changes are positive, but are concerned the increased costs – each car is expected to be around £7000-£10,000 more than the outgoing Duratecs – could hurt teams and grid sizes.

Jamun Racing boss Tony Mundy, who has run the champion every year since 2005, was among the most positive.

"We're quite excited," he said. "It is going to be a bit more expensive, but with the sort of drivers we [Jamun] attract I don't think it'll be a problem, though I

do worry for some of the smaller teams.

"We've already got drivers that are keen. The interest is there. It's not the best time, but if we can get 16-20 cars on the grid it'll get established."

He also believes the changes could help Formula Ford spread to other countries.

"For the first time we have an FIA-approved car, so I think there's a good chance countries like Germany will come on board and establish Formula Ford worldwide," he said.

Fluid Motorsport boss Lindsay Allen, who runs the works Van Diemen team, added: "I'm building a car. It needs updating and it opens other markets up for everyone. Long-term I think it will be stronger for the change."

But Cliff Dempsey, who ran Scott Malvern to second in the standings last year, believes some may struggle. "The biggest concern is the cost," said Dempsey, who could drop back into club Kent-engined Formula Ford in 2012 if he cannot find a budget for the British series. "In principle we're happy to go with it, but I think I'd struggle to buy two cars and the equipment to run them. We need a little bit of help from Ford."

JTR boss Nick Tandy, who is currently talking to Mygale about buying new cars, said: "We would like to run three turbos next year. The actual cars will be relatively good value, but other things like having to acquire engines and gearboxes are what is going to put a strain on the teams."

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL
EDITOR

kevin.turner
@haymarket.com



SO, IT'S FINALLY HERE. RUMOURS

and discussions about a new set of Formula Ford regulations have been floating around virtually since I started covering the British championship in 2006.

The positives first. The car looks more modern and could yet get FIA backing as the first rung on the single-seater ladder. It should also create some stability to attract fresh teams and constructors – doubt over when the new era was coming must surely have put some people off investing in Duratec equipment.

And the negatives. Well, negative really: cost. Most teams already lead a fairly hand-to-mouth existence but get by because they can use much the same equipment from one year to the next. Now they have to buy quite a lot of new kit in one go.

Various factors will determine whether this obstacle will be overcome, such as the state of the world economy. Perhaps Ford could help, though. A bit of support for teams and manufacturers, such as providing cut-price parts, would make a difference and send out the right messages.

It might not be the way big manufacturers tend to work these days, but such a helping hand would be a good way for Ford to support one of its most successful initiatives.

Extra contact details

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New era will kick off in Britain in 2012



SPEED EuroSeries

Tatuus to build SPEED sports-racer

Single-seater constructor wants to move into sportscars and is designing a Group CN chassis

ITALIAN RACING CAR constructor Tatuus is to enter the sportscar arena for the first time with a Group CN chassis that will be eligible for the SPEED EuroSeries.

Tatuus boss Gianfranco de Bellis has revealed that his company, best-known for building the 2000-09 one-make Formula Renault car, is in the final stage of the design of the CN chassis. He explained that the car, which has yet to

be given a type number, should be up and running in January.

"We are finishing the design and now working in the windtunnel to finalise the shape," he said. "We expect to reveal the first drawings of the car in the next couple of weeks."

De Bellis explained that Tatuus was producing the carbon-monocoque CN design because he believed there will be a significant market for the car.

"The car will be eligible for the VdeV Proto Endurance Series, SPEED and the Italian Prototype Championship," he said. "We also hope to find markets for the car outside Europe."

He also said that building a car for an open formula would provide good experience for a company that chiefly builds cars for one-make series.

SPEED boss Stuart McCrudden welcomed the arrival of Tatuus.

"We are delighted to have Tatuus joining us because it has a reputation for building excellent cars in big numbers," he said.

McCrudden said there was significant interest from other constructors looking to join the likes of Ligier, Wolf, Norma and WFR in CN.

P92 SPEED REPORT

Spa 6 Hours

Jordan to take on Spa in GT40

FORMER BRITISH TOURING CAR racer Mike Jordan will contest the Spa 6 Hours for the first time later this month when he shares the Ford GT40 Roadster of Philip Walker and Danny Wright.

BTCC team manager Jordan, who has also raced Walker's Ford Lotus Cortina, will share the rare open-cockpit Ford GT40 against a grid of 100 varied classic sports and saloon cars.

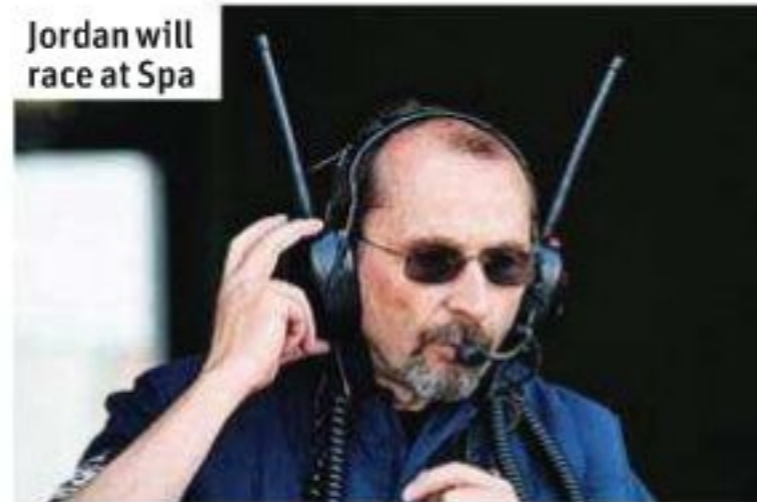
"I'm massively looking forward to it," said Jordan of the race that falls on a free weekend between BTCC events at

Rockingham and Brands Hatch.

"We tested the car at Donington last week and it went really well. We concentrated on making the car easy to drive across six hours."

Each driver is likely to run a two-hour stint and a place in the top six is the target if they get a clear run.

Jordan will race at Spa



RGB

Racecar builder gets TV money

RACECAR BUILDER ANDY

Bates believes that his successful appearance on BBC television's *Dragons' Den* programme has already given his AB Performance business the impetus to move to the next level.

Bates, who attracted a £50,000 investment from 'Dragon' Peter Jones, has reported unprecedented interest in his Sabre Supersport 1000 car, which scored its maiden

RGB win at Silverstone last month.

"Our website hits were averaging 500 per week before the show, but reached 160,000 before 0900 the following day," said Bates. "We have already sold our fourth car and now have the confidence to start a production run. *Dragons' Den* was about opening doors and marketing. I got a result!"



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British GT

CRS to quit GT racing to focus on development of GT3 McLaren

THE CRS RACING SQUAD WILL quit the British GT Championship at the end of the season to focus on the manufacturing and development of McLaren's MP4-12C GT3 racer.

The move is part of a wholesale withdrawal from active competition in sportscar racing by the Donington-based team, which is currently leading British GTs with Glynn and Jim Geddie. That will mean CRS will no longer compete with the Ferrari 458 Italia in British GTs or with the 430 GT internationally.

Team boss Andrew Kirkaldy said: "This makes a lot of sense. We can't race the Ferrari against the McLaren and we

always said that we could not compete against our customers with the MP4-12C."

Team owner Chris Niarchos said: "We have a commitment to our customers to deliver the best product and the best service. We do not want this to be diluted by our own racing programmes."

CRS will not return to Formula Renault and has yet to make a decision on its joint venture in GP3 under the Atech CRS banner.

● United Autosports' announcement of a two-car programme in the Blancpain Endurance Series with the McLaren does not preclude a continued British campaign, according to team boss Richard Dean.



CRS Ferraris will not appear in Brit GT in 2012

Latest Fiesta makes impressive debut at Lydden

Peter Daniels raced a sixth-generation Ford Fiesta in the BRSCC Fiesta classes A, B and D events at Lydden last weekend. Daniels led race two until running out of fuel on the last lap. "The car felt good," he said.



Renault Clio Cup

Tin-top champion to Clio Cup

REIGNING SAXMAX champion Ant Whorton-Eales will make his Renault Clio Cup debut at Rockingham this weekend.

Whorton-Eales, 17, will make the step up in the Scuderia Vittoria car recently vacated by race winner Matt Allison, who has run out of budget.

Whorton-Eales is

comfortably leading the Club class in the Mini Challenge this season, but will contest the Clio event as he weighs up his options for 2012.

Team co-director Danny Buxton, the 2001 Clio Cup champion, said: "We're excited to get him in the car. I coached him recently and was amazed

at his speed - it's mega!

"His understanding of grip is exceptional considering his age and limited experience. It'll be tough for him but we're really interested to see what he can do.

"He has serious natural talent and I think, once he settles, he'll be one to watch."

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



John has continued to inspire since Henry's death

John Surtees has never been one to speak unnecessarily. When the seven-time world motorcycle racing champion and 1964 Formula 1 title winner says something, therefore, it is invariably worth listening to. And he is especially vehement when he believes passionately in anything.

Having lost his son, Henry, in a racing accident two years ago, one might have expected Surtees to have no taste for encouraging youngsters into the sport. But you would be misjudging the man who, as 'the establishment' discovered in his own career - and others have done half a century on - was a fierce and cerebral adversary.

Since Henry's death, John (no stranger to serious hurt himself) has striven tirelessly to help others suffering the after effects of head injury or brain trauma. And through his love of karting he continues to inspire other peoples' sons and daughters, and draw inner strength from doing so. In combining the two aims, he is promoting a remarkable new competition.

The Henry Surtees Trophy event at Buckmore Park, in Kent, on October 20, will pit up to 140 drivers - karters or car racers aged 16 or over - against each other on equal Club 100 karts. For a £500 entry fee it's an opportunity to shine in front of some very influential names in racing. The winner and runners-up will truly

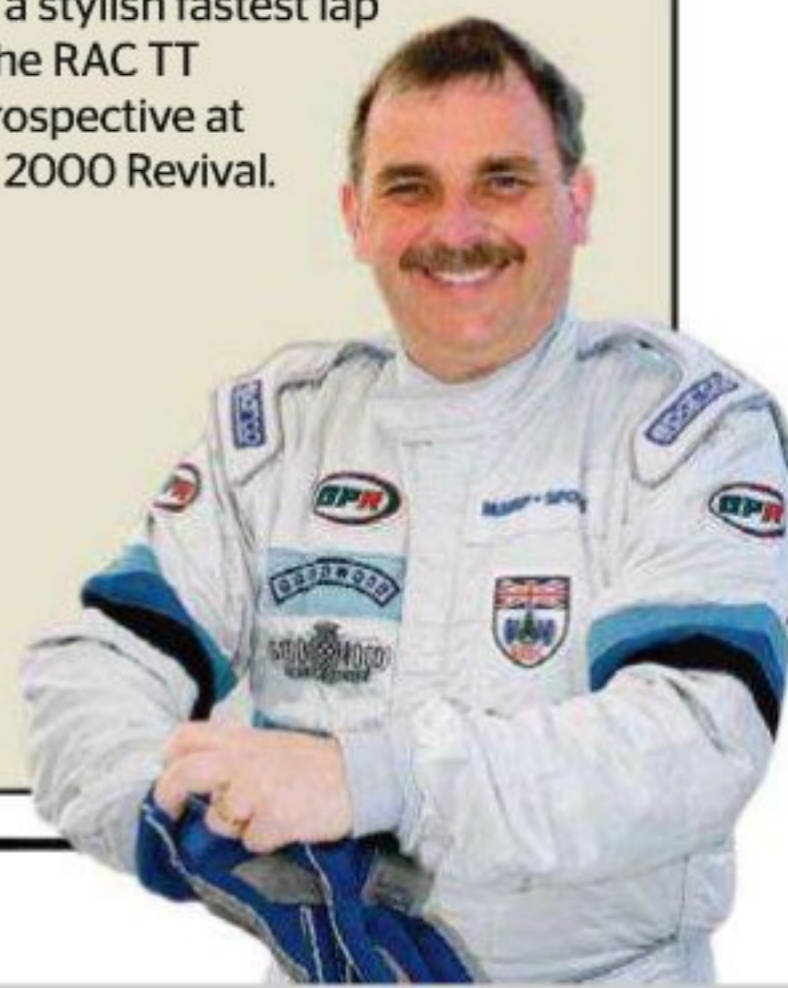
earn the 'leg-up' it gives them.

"Racing is too expensive today, but I love the back to basics, seat-of-the-pants driving experience this sort of competition offers," he says. "It has such appeal to young drivers. They are going to have a great day out and really useful education. We are taking nothing out of it, thus will be able to make an important charity donation through the Henry Surtees Foundation."

As well as the kudos of starring in the Buckmore Park raceday, the roster of 'money-can't-buy' prizes is awesome: A shot in Mercedes GP's simulator and lunch for four with team principal Ross Brawn; F2 test courtesy of MSV's Jonathan Palmer; Ferrari F1 factory visit with road car drives at Fiorano; iZone simulator session at Silverstone; custom-painted Arai helmet; Puma racewear, etc. There will also be something for the unluckiest driver. To register simply call 01634 201562.

John Surtees will, of course, be busy in the interim. This weekend he will be donning his racesuit at Goodwood, scene of his four-wheeled debut in 1960, in the Juan Manuel Fangio centenary tribute. "I didn't race cars in his era, but Fangio gave me some useful advice about Ferrari," recalls Il Grande John, who cut a stylish fastest lap in the RAC TT retrospective at the 2000 Revival.

“Surtees continues to inspire others and is promoting a remarkable new competition”





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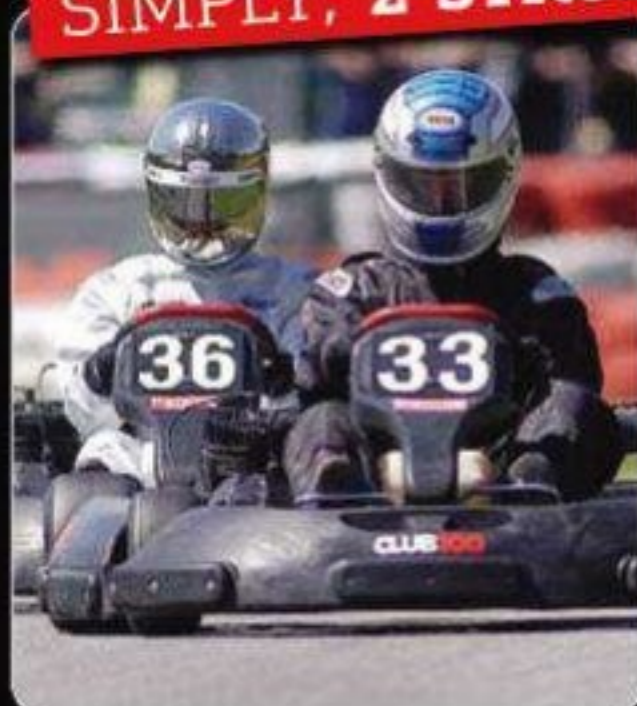
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IN BRIEF



Astons celebrated at Snett

THE ASTON MARTIN OWNERS CLUB celebrated the 60th anniversary (slightly early) of Snetterton's first race meeting, which the club organised, with this line-up of machinery last weekend.

FORMULA RENAULT BARC TITLE contenders Dino Zamparelli, Josh Webster and James Thorp do not have to drop as many points as claimed in our Thruxton report last week. Only a driver's worst score is dropped, so Zamparelli (on 243 points) and Webster (on 224) do not have to lose any, while Thorp is set to drop 11 from his current score of 213.

CHRIS DYER WILL MAKE HIS Porsche Carrera Cup debut at Rockingham this weekend as his prize for winning the 2010 Porsche Club Championship. Dyer, who normally races a 944 S2, will race with Parr Motorsport.

THIS YEAR'S BRITISH RALLYCROSS Championship will be decided over seven rounds after organisers were unable to provide a replacement for the Mallory Park event that was cancelled last week (see AUTOSPORT, September 8).

KNOCKHILL IS PLANNING TO HOST a non-championship event on October 30. The hope is that the Knockhill Motor Sports Club can run the event, in order to be allowed to run races at other meetings.

FORMER WELSH SPORTS/SALOONS champion Rhys Lloyd made his Mini Challenge debut at Anglesey with the Coastal Racing squad last weekend. "It is definitely a possibility for next season," he said after taking a best finish of fourth.

SAXMAX TITLE LEADER SHANE Stoney is targeting graduating to the Mini Challenge for 2012. The York-based youngster aims to move directly into the main JCW class rather than the Club Class.

ALAN MORGAN DEBUTED HIS ELDEN PRH14 Formula Super Vee in last Sunday's Historic FF2000 event at Brands Hatch - watched by its original owner Mark Litchfield. The car last raced in '78, and Morgan finished at the back of the field.



Morgan raced unusual Elden



Brett Lunger lookalike splashes to Historic Formula 1 victory in Germany

BTCC racer Rob Austin splashed father Richard's Surtees TS16 to victory in the Historic F1 race at the Nurburgring last weekend. The Surtees was one of several cars to have been re-liveried for filming of the new Hunt-Lauda movie.

Historic FF2000

Brands shunt could force change

Rollhoop failure in Historic FF2000 crash may lead to safety modifications

SIMON TOYNE ESCAPED INJURY at Brands Hatch last Sunday when his Reynard SF79 rolled at Clearways, but the accident could result in a rule change.

The crash resulted in the Historic FF2000 round's second stoppage, and the collapse of its rollhoop's upper section may dictate a class chassis regulation change on safety grounds.

The HSCC, which runs the

championship on behalf of the Classic FF2000 Association, has been told that the damage mirrors that in period incidents. Chief scrutineer Dallas Smith will be filing a report to the MSA, as is the norm. It is believed that fitment of rearward braces from the top of the hoop will be recommended.

Toyne was extricated carefully from the Reynard, which landed on its

wheels after tripping over Gary Fletcher's Delta, and checked over at the circuit's medical centre. Remarkably, he finished third in the later Historic FF1600 race aboard his Lola T200.

The earlier red flag was for Super Vee runner Charles Merrill, whose Royale hit the barrier further round the corner. Merrill was hospitalised, having broken his neck in 1988, but later released.

Brighton Speed Trials

Pilbeam man takes narrow Brighton Speed success

RODNEY THORNE WON one of the closest Brighton Speed Trials in the 106-year history of the event last weekend.

Driving his Rover V8-powered Pilbeam MP43 sportscar, Thorne snatched victory by just one hundredth of a second from 1995 victor Mike Lee with a run of 10.59s. In turn, Lee's bike-engined OMS single-seater, which was running without wings to cut down drag, was just five-hundredths ahead of



Thorne just topped Brighton runs

Steve Miles' carbonfibre-bodied Van Diemen-Duratec. On a streaming track Richard Girling's 3.8-litre turbocharged Nissan GTR road car outpaced Thorne's Pilbeam to top the timesheets during the top six car run-off.

Production BMW/Racing Saloons

Winrow's Dutch double

BEN WINROW TOOK A Production BMW double at Zandvoort last weekend. Mike Tovey and James MacIntyre jumped Winrow at the start of race one, but MacIntyre's challenge ended with an overheating engine and an off. Winrow picked off Tovey

to win, while Stuart Waite beat Liam Crilly to third. Winrow led race two from start to finish, with Tovey and Waite again completing the podium. Adam Sharpe took both Project 8 Racing Saloons wins in his BMW M3.



Winrow took BMW wins

British Historic Rally Championship

Stokes takes Belgian win as rival Proffitt falters



Anderson inflicted class defeat on the Escorts

THE ANNUAL FORAY ONTO BELGIAN asphalt for contenders in the British Historic Rally Championship could prove crucial after David Stokes took victory and his chief rival Rikki Proffitt went out with damaged suspension.

Stokes, who was partnered as usual by Guy Weaver in their Ford Escort Mk1, had to battle with the similar car of Chris Browne and Liz Jordan on the

opening three stages of Friday evening. But when Browne plunged into a sprout field on Saturday morning, Stokes was away and clear in Category Two.

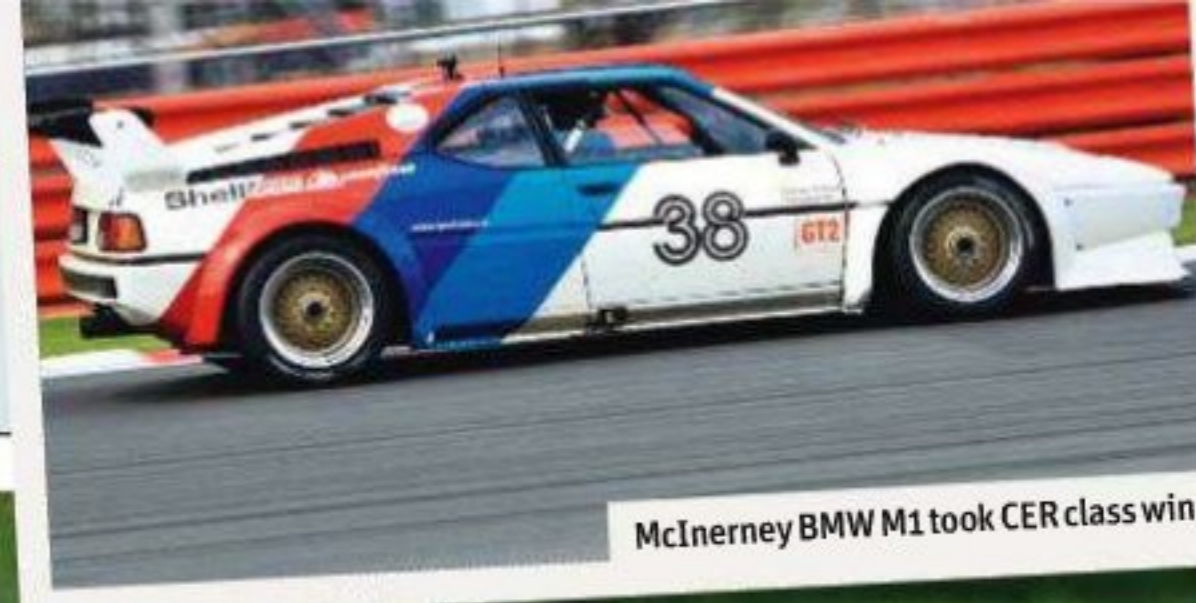
Dessie Nutt and Geraldine McBride took Category One victory in their Porsche 911, while Category Three fell to Guy Anderson and Kim Barker in the Talbot Sunbeam Lotus that was finally finished on the day of the rally.

NATIONAL RACES & RESULTS

BRSCC
SILVERSTONE GP

QUICK RESULTS

- SPEED Race 1 Ivan Bellarosa
- SPEED Race 2 Ivan Bellarosa
- CER Sandy Watson/Martin O'Connell



McInerney BMW M1 took CER class win



BRSCC SILVERSTONE GP, SEPTEMBER 9-11

Wolf devours SPEED pack

Bellarosa took Wolf to SPEED enduro double

A HOST OF STAR

names contested the two SPEED EuroSeries races at Silverstone, but it was Ivan Bellarosa who emerged victorious on both occasions in his Wolf GB08.

Starting from pole in the opening contest, Bellarosa was quickly demoted into second by fellow front-row starter Darren Burke in the Juno CN 2011 he shared with Sarah Reader.

World GT1 star Frederic Makowiecki – also on GTE Pro duty in the 6 Hours race – started further back as he charged from the back of the grid to third in the Sprinbox Concept Ligier JS51 he shared with

team boss Philippe Alliot.

Bellarosa finally retook the lead when Burke handed over to Reader, and the win was assured when the Juno faltered on the final lap, dropping from second to 10th as it ran out of fuel.

Makowiecki/Alliot had earlier slipped back and could only finish seventh, handing second to 6 Hours LMP2 duo Warren Hughes and Jody Firth in their Xero Competition WFR 03.

Race two followed a similar pattern: Bellarosa started from pole, but was soon involved in a three-way scrap for the lead with Burke and Makowiecki,

who again scythed his way through the field.

This time Makowiecki climbed as high as second, passing Burke on lap 11 (of 43) after a series of fastest laps, but Burke stayed with him and found a way back through two laps later – shortly before moving into the lead with a great pass on Bellarosa. Almost at the same time Makowiecki's race came to an end as his car retired on lap 16, making it a two-horse race.

Pitstops proved key as Bellarosa retook the lead when Reader took over from Burke. This time the Juno made it home, finishing second, just over

10s down on the Wolf. Hughes and Firth again ascended the podium with third place.

Historic racer Sandy Watson and ex-F3 ace Martin O'Connell scored a remarkable double victory in both PR2 and PR1 classes in the Classic Endurance Racing event.

Watson started in the PR2 class in his Chevron B36, and set a steady stream of fastest laps in the opening stages to pull away from the pack. O'Connell took over and built the lead to 55s, but was reeled in slightly in the final stages to eventually claim the chequered flag 19 seconds clear of the field.

The duo also won PR1 in their Chevron B19, taking eighth overall, just ahead of GT2 class winners Sean

and Michael McInerney in their BMW M1.

A fast-starting Loic Deman had led the challenge to the Watson/O'Connell B36 at the front in the early part of the race in his Osella PA4, but when he retired on lap 17 the chase was taken up by the Lola T286 of Dominique Guenat. He had dropped from fourth to sixth in the early stages, but came through the field to eventually claim second.

The final podium spot went to the Chevron B26 of prolific historic racer Roger Wills, who came through from eighth on the grid. Guy Lacroix, meanwhile, claimed fourth by just 0.326s from Patrice Lafargue – both racing Lola T298s.

● Sam Tremayne

Watson/O'Connell won with B36 (leading) and B19



SPEED (29 LAPS) 1 Ivan Bellarosa (Wolf GB08); 2 Warren Hughes/Jody Firth (WFR 03) +25.820s; 3 Jono Coleman/Nigel Greensall (Ligier JS51); 4 Romain Bernard/Ander Vilarino (Norma M20 CF); 5 Jean Rihon/Nick Padmore (Norma M20 CF); 6 Dean Stirling/Matthew Draper (Wolf GB08). **Fastest lap** Frederic Makowiecki (Ligier JS51) 2m02.558s (107.50mph). **RACE 2 (43 LAPS)** 1 Bellarosa; 2 Sarah Reader/Darren Burke (Juno CN 2011) +12.550s; 3 Hughes/Firth; 4 Rihon/

Padmore; 5 Coleman/Greensall; 6 Bernard/Vilarino. **FL** Makowiecki 2m02.724s (107.38mph). **CER (26 LAPS)** 1 Sandy Watson/Martin O'Connell (Chevron B36); 2 Dominique Guenat (Lola T286) +19.602s; 3 Roger Wills (Chevron B26); 4 Guy Lacroix (Lola T298); 5 Patrice Lafargue (Lola T298); 6 Kevin Wilkins/Mike Catlow (Toj SC 302). **Class winners** Watson/O'Connell (Chevron B19); Sean McInerney/Michael McInerney (BMW M1); Chris Ball (Ford GT40). **FL** Catlow 2m09.142s (102.03mph).

EUROPEAN RALLYCROSS SLOMCZYN, SEPTEMBER 10-11

Isachsen wins again to retain rallycross crown

ALL THREE EUROPEAN Rallycross Championship titles were decided in the penultimate round of the 10-race championship in Poland last Sunday. Sverre Isachsen took his fourth event win and completed a hat-trick of titles, while fellow Norwegians Andreas Bakkerud (Super1600) and Lars Oivind Enerberg (TouringCar) also secured their crowns.

Brimming with confidence after the previous weekend's win in Austria, Isachsen breezed through the qualifiers, setting fastest time with his Ford Focus in each of the first two heats and grabbing pole for the Supercar A final.

As in Austria it was Frenchman Davy Jeanney, still smarting from what he saw as a rough justice (he was excluded from the A final for jumping the start), who eventually joined

Isachsen on the front row of the grid, having been fastest in the third heat at the wheel of his Citroen.

The A final grid was completed by Toomas Heikkinen – Per Eklund's young charge delivering another highly-competitive performance in his first ERC season – Stig-Olov Walfridson and Frode Holte.

Isachsen's major rival in the title race, Timur Timerzyanov, was left on pole for the B final, but found himself following KHM Citroen stablemate Liam Doran in the race. Doran went ahead in the first lap and stayed there until the last lap when he took his turn in the Joker Lap, returning in the midst of the battle between Timerzyanov and Tanner Foust. There was contact and some imaginative use of the track before Doran got to the chequer first.

The stewards decided



Isachsen (1) won and retained title

that Doran had been off the track and so excluded him from the race, but this did not help Timerzyanov much as Foust had slipped past him in the melee and now went forward to the A final in his Fiesta.

Timerzyanov's failure to get to the A final left Isachsen with just one real rival, Holte, still in with an outside shot at the title. Isachsen needed to be on the podium to make sure of the crown, and nobody could catch the champion as Foust climbed

the order to third and Holte's Volvo fell victim to some first-lap nudging and was out early.

"I thought it would go to the last round because it has been close and in the team we forgot about one or two of the dropped scores," said Isachsen.

"This one feels even better than the first two championships."

Despite being sixth in the B final after his exclusion, Doran remained best of the British drivers, just one place ahead of

Kevin Procter, who had his best run of the year but ended with a damaged car after getting tangled up in a B final incident.

● Tim Whittington

RESULTS – SUPERCAR A FINAL

1 Sverre Isachsen (Ford Focus II);
2 Davy Jeanney (Citroen C4);
3 Tanner Foust (Ford Fiesta VII);
4 Toomas Heikkinen (Saab 93);
5 Stig-Olov Walfridson (Renault Clio III); 6 Frode Holte (Volvo C30).
POINTS 1 Isachsen, 124 (champion);
2 Timur Timerzyanov, 107;
3 Foust, 101; 4 Holte, 90;
5 Heikkinen, 87; 6 Mats Lysen, 84.

LEGENDS MALLORY PARK, SEPTEMBER 11

Brace profits as Legends fight turns ugly for Treherne and Mickel

AN ENTERTAINING

Legends round was soured by disgraceful scenes in the paddock after the final race of the day, which resulted in the top two drivers in the points – Stephen Treherne and John Mickel – being excluded from the meeting.

Dean Brace profited – his

one win became two, and he has now been catapulted into title contention.

On track, Treherne took the lead from prolific Legends winner Peter Morton at the Esses at the halfway stage of race one. Morton stuck with him, but could not get through when

they ran side-by-side into Gerard's Bend on the final lap. Mickel and Brace were next up, so the order became Morton-Brace after the later exclusions.

Brace was at the top of the pack when the result of the second race was declared following a

race-stopping incident involving John Bell and Kenneth Jensen at Lake Esses. Lawrence Davey held the lead at first, but Brace narrowed the gap and took the lead at Gerard's Bend at the start of lap four. Ben Power, the former rallycross driver, drove around the outside of Davey at the hairpin – and nosed ahead of Brace over the line – but he was classified third.

Power and Davey were involved in a controversial end to the final race. Morton led until his retirement on the fifth lap, whereupon Davey took the helm. Power again used the outside line at the hairpin on the seventh lap to pass both Davey and Treherne, and kept an ever-growing train behind him into the last tour.

Davey was behind Power

going into the hairpin, but a firm nudge spun the leader around, and amid the chaos Mickel and Brace scampered through to first and second, ahead of Davey and Treherne. Brace then inherited the win, while Power ended up a disgruntled 12th.

● Ian Sowman

RESULTS – RACE 1 (8 LAPS)

1 Peter Morton; 2 Dean Brace +3.715s; 3 Eliot Bunn; 4 Ben Power; 5 Lawrence Davey; 6 David Ward.
FL Richard Pocklington 54.645s (88.93mph).

RACE 2 (5 LAPS) 1 Brace; 2 Davey +0.677s; 3 Power; 4 Pocklington; 5 James Holman; 6 Chris Bell.

FL Pocklington 54.640s (88.94mph).

RACE 3 (10 LAPS) 1 Brace; 2 Davey +0.677s; 3 Holman; 4 Stephen Whitelegg; 5 Bunn; 6 Paul Simmons. **FL** Brace 54.609s (88.99mph).



Davey leads jostling Legends pack at Mallory

NATIONAL RACES & RESULTS

750MC
OULTON PARK

QUICK RESULTS

→ RGB Paul Rogers
→ Saxmax Shane Stoney x2
→ Formula Vee Paul Smith

“Cutmore and Gray fought magnificently”

RGB fight was an Oulton highlight



Unusual Impreza-vs-Midget fight in Allcomers

750MC OULTON PARK, SEPTEMBER 10

Rogers wins RGB thriller

GRID SIZES WERE

suppressed at the 750 Motor Club's annual trip to Oulton Park. But while numbers were lacking, the quality of the racing on the Fosters circuit – the first time it had been used by the club in many years – more than compensated.

The RGB spectacular was a particular highlight, with John Cutmore launching his Spire GT3 into the lead, but Tim Gray in the AB Performance Sabre (which featured in TV's *Dragons Den*) fought magnificently with him in the opening laps. Championship leader Paul Rogers (Contour) split them on the sixth lap of 13, having dived ahead at Old Hall, then outbraked Cutmore at Fosters to snatch the lead on lap nine.

Rogers got away, but Cutmore and Gray continued their fight. Three-way contact with backmarker David Masters at Fosters on lap 10 – after Cutmore got out of shape – resulted in Gray grabbing second, but all survived. Gary Goodyear was fourth, ahead of Derek Jones's Fisher Fury, first front-engined car home.

Richard Stables did enough to provisionally retain his Bikesports crown, despite putting his Radical PR6 into the wall in qualifying. James Breakell (PR6) led for the first 12 laps of the 19-lap opening stanza, before Stables took the initiative

at Old Hall corner.

Despite a field that numbered just five cars, the second race was superb. Breakell bolted clear, but Stables found it tough going to get past the Class B SR4 of Christian Enderby. “He made his car as wide as a 7.5-tonne truck,” mused the York hotelier after finally breaching his opponent's defences on the penultimate lap. Further back, Alan Wilshire used his humble Radical Clubsport to keep Oliver Cox's SR4 behind for more than half the race.

Shane Stoney moved to within a whisker of the Saxmax crown with a double victory that took his tally for the season to seven. William Davison is still in a position to deny him the honours, but really needed to finish ahead of the Yorkshire lad to make a fight of it at Cadwell.

Davison simply followed Stoney home in the first race, but in the rematch lost places through Cascades on the opening lap. Davison was back to second by the end of lap two, and set fastest lap as he reeled Stoney in, but it was too little, too late.

At only his third race meeting, 14-year-old Guy Wenham twice finished on the podium. In the first race he forced an error from Silverstone winner William Plant at Old Hall on the final lap, and in the second he capitalised when Plant made an unsuccessful bid for second on lap three.



Cutmore leads RGB, but Rogers (third) would win

A five-car fight for the Stock Hatch title continues to rage after Patrick Fletcher – who trailed on gross points but led on dropped scores – took his second win of the season. The race was red-flagged after Alan Hassell collided with the rejoining Daniel Spencer at Old Hall and rolled his Citroen Saxo multiple times, and restarted for just five laps.

Fletcher and Andrew Tibbs duelled for the win, with victory being sealed at Old Hall on the penultimate tour. Martin Ward took third, with points leader Matt Digby fourth having taken the original start from the back following a technical infringement in qualifying.

Class B title favourite Pip Hammond endured his second retirement of the year. He aced the start and

led the first four laps, but felt a “rumble” in the left-front wheel of his Vauxhall Nova, which eventually parted company with the car at Druids on lap eight, by which time he had fallen to fourth. Title rivals Martin Cayzer (Ford Fiesta) and Matt Rozier (Peugeot 205) thus finished one-two.

Paul Smith took an unlikely fourth Formula Vee win in a row, after apparently being ruled out in a race-stopping first-corner incident that

claimed Martin Farmer and Steve Ough. The race was re-run at the end of the day, with Smith victorious in the AHS Dominator after challenger Michael Epps bedded his GAC in the Druids gravel.

Nathaniel Cooper should wrap up the 750 Formula title after another win in his Davis T7, while Paul Sibley (MG Midgets) and Subaru-mounted Peter Isherwood (Allcomers) were the other victors.

● Ian Sowman



Hammond's Nova led Stock Hatch B before losing wheel



Stables (95) and Breakell both won

RGB (13 LAPS)

1 Paul Rogers (Contour); 2 Tim Gray (AB Performance Sabre) +2.42s; 3 John Cutmore (Spire GT3); 4 Gary Goodyear (Contour); 5 Derek Jones (Fisher Fury); 6 Henry Carr (WCR Fury). **Class winners** Jones; James Fowley (Fisher Fury). **Fastest lap** Cutmore 1m03.59s (93.98mph).

BIKESPORTS (19 LAPS)

1 Richard Stables (Radical PR6); 2 James Breakell (Radical PR6) +0.96s; 3 Christian Enderby (Radical SR4); 4 Oliver Cox (Radical SR4); 5 Alan Wilshire (Radical Clubsport); no other finishers. **CW Enderby**; Wilshire. **FL** Stables 59.98s (99.63mph).

RACE 2 (19 LAPS) 1 Breakell; 2 Stables +13.55s; 3 Enderby;

4 Cox; 5 Wilshire; no other finishers. **CW Enderby**; Wilshire. **FL** Stables 1m00.15s (99.36mph).

SAXMAX (12 LAPS)

1 Shane Stoney; 2 William Davison +0.94s; 3 Guy Wenham; 4 William Plant; 5 Charles Laddell; 6 Henry Gilbert. **FL** Stoney and Wenham 1m15.67s (78.97mph).

RACE 2 (12 LAPS)

1 Stoney; 2 Davison +0.98s; 3 Wenham; 4 Plant; 5 Jordan Willson; 6 Jordan Annells. **FL** Davison 1m15.60s (79.05mph).

STOCK HATCH CLASS A (5 LAPS)

1 Patrick Fletcher (Citroen Saxo); 2 Andrew Tibbs (Saxo) +0.27s; 3 Martin Ward (Saxo); 4 Matt Digby (Saxo); 5 Adam Stokes (Peugeot 106); 6 Jake Farndon

(Saxo). **FL** Digby 1m14.10s (80.65mph).

CLASS B (11 LAPS)

1 Martin Cayzer (Ford Fiesta); 2 Matt Rozier (Peugeot 205) +1.58s; 3 Edward Cooper (Vauxhall Nova); 4 Kieran Forinton (205); 5 Derek Rozier (205); 6 Paul Newton (Fiesta). **FL** Cayzer 1m15.82s (78.82mph).

FORMULA VEE (9 LAPS)

1 Paul Smith (AHS Dominator); 2 Ian Buxton (GAC Daghorn) +6.87s; 3 Aaron Trigwell (GAC); 4 Graham Gant (WEV); 5 Daniel Pitchford (Leastone); 6 Michael Crichton (GAC). **FL** Smith 1m07.77s (88.18mph).

750 FORMULA (13 LAPS)

1 Nathaniel Cooper (Davis T7); 2 Bob Simpson (SS/F) +8.90s; 3 Mick Harris (Darvi 877); 4 Bill Rutter (Darvi Mk5);

5 Chris Gough (CGR2 Evo); 6 Martin Kemp (Racekits Falcon). **FL** Cooper 1m08.47s (87.28mph).

MG MIDGETS (13 LAPS)

1 Paul Sibley; 2 Martin Morris +15.28s; 3 Graeme Adams; 4 Ian Langford; 5 Ed Reeve; 6 Nigel Barker. **CW** Langford; Barker. **FL** Sibley 1m08.22s (87.60mph).

ALLCOMERS (12 LAPS)

1 Peter Isherwood (Subaru Impreza); 2 Paul Sibley (MG Midget) +6.70s; 3 Nigel Brown (Sylva Phoenix); 4 Anton Landon (Cyana MX500R); 5 David Lawrence (Sylva Riot); 6 Andrew Pearman (Ford Sierra Cosworth). **FL** Isherwood 1m06.72s (89.57mph).

NATIONAL RACES & RESULTS

DDMC
CROFT

MA5DA MX5 Mk1 QUICK RESULTS

→ Wins Henderson, Stilp x2,
Gore x2, le Montais
→ Champion Roche



Peters secured Cockshoot crown

REPORTS SPORTS EXTRA

MA5DA MX5 Mk1s CROFT, SEPTEMBER 10-11

Roche fails to win but takes crown

AFTER FINISHING AS runner-up last year, 2009 MX5 champion Tom Roche regained the title at Croft. He might have had a dominant 2011, but Roche failed to win last weekend.

In the opening heat Roche looked set to add a further victory to his tally, but local racer Alan Henderson had other ideas and claimed the lead at Clervaux on the final lap. Wayne le Montais had kept them honest in third.

Next time out there was a tremendous scrap for the lead between 17-year-old Jordan Stilp, Adam Gore and Ben Short. For lap after lap they circulated as one, but it was Stilp who emerged on top, with Short edging past Gore at the

Complex on the last lap.

The third race was all about a gripping battle for the lead between Gore, le Montais and Henderson as the trio pulled clear. Gore took the victory, with Henderson moving up to second at the Complex on the penultimate tour.

Subsequently young Stilp claimed his second victory of the weekend, but only after resisting intense pressure from the pursuing James Baldwin.

The fifth encounter was interrupted by an early safety-car period following a three-car off approaching Tower, but le Montais usurped Stilp for the lead at Barcroft late on.

Gore won the final contest, although he



Stilp starred and took two victories

almost spun his lead away last time round the Hairpin, while Short got the better of Baldwin for second.

● Graham Read

RESULTS – RACE 1 (GROUPS A&C) (10 LAPS)

1 Alan Henderson; 2 Tom Roche +0.746s; 3 Wayne le Montais; 4 James Baldwin; 5 Andy Coombs; 6 Andrew Childs.

FL Baldwin 1m44.308s (72.48mph).

RACE 2 (B&D) (12 LAPS)

1 Jordan Stilp; 2 Ben Short +0.458s; 3 Adam Gore; 4 Matthew Davies; 5 Clive Bailie; 6 Charlie Charman. FL Gore 1m43.444s (73.08mph).

RACE 3 (A&D) (12 LAPS)

1 Gore; 2 Henderson +0.220s; 3 Le Montais; 4 Short; 5 Charman; 6 Childs. FL le Montais 1m43.366s (73.14mph).

RACE 4 (B&C) (12 LAPS)

1 Stilp; 2 Baldwin +0.941s; 3 Davies; 4 Matthew Lambert; 5 Martin Tolley; 6 Daniel Rogers. FL Baldwin 1m43.494s (73.05mph).

RACE 5 (A&B) (9 LAPS)

1 Le Montais; 2 Stilp +0.218s; 3 Henderson; 4 Davies; 5 Tolley; 6 Bailie. FL Henderson 1m43.154s (73.29mph).

RACE 6 (C&D) (12 LAPS)

1 Gore; 2 Short +5.890s; 3 Baldwin; 4 Charman; 5 Lambert; 6 Jonathan Blake. FL Gore 1m43.054s (73.36mph).

CROFT IN BRIEF



Higton is on good form

MGOC

After taking both victories at Snetterton in the previous rounds, Peter Higton continued his winning streak in the initial race. His MGF was followed to the flag by the similar car of Paul Wisbey, who came under late pressure from MGOC stalwart Nick Golhar. The second encounter came alive mid-race. Higton was again on top form out front, but to his rear Wisbey, Simon Kendrick and Sam Smith fought for second place, with Wisbey retaining the advantage.



Cutt was silky in BMW

NSSCC

Mike Cutt claimed a brace of race wins in the Class B, C, D & H events, but will not know if he is the new champion until the final double-header on September 24-25. First time out, Cutt's BMW M3 romped clear, but to his rear there was an excellent three-way scrap for second between Ken Hall's Metro 6R4, David Cox's Peugeot 205 and Mike Williamson's Mitsubishi Evo, which finished in that order. In the A & E classes, Jeff Wilson's Jade-based Lotus Elise dominated, easily defeating Bill Addison's Caterham both times.



Addison won easily

ALLCOMERS

The meeting-closing Allcomers event was particularly well supported, swelled by plenty of MX5s, but the outcome was never in doubt once Bill Addison's mighty Supersport had lined up on pole. Mark Leybourne's Westfield headed the rest, albeit 55s adrift of the dominant winner.



Field didn't see Palmer for long in race two

MA5DA MX5 CUP CROFT, SEPTEMBER 10-11

Gore and Palmer share the spoils in Mazda encounters

WITH NEWLY-CROWNED 2011 champion Rob Boston not competing, it was left to Adam Gore to put on a masterclass in the opening MX5 Mk3 Cup event.

The racer from Radford Semele led throughout and had an almost 7s lead over second-placed Paul Sheard come the close. Ex-Formula Ford racer Chrissy Palmer was left to snatch third from Abbie Eaton at the Jim Clark Esses on the final lap.

The following day Palmer claimed a comfortable victory, 10s clear of the rest of the field, but Gore had to battle for his runner-up

spot. Fifth on the fourth lap, Gore climbed to second over the next four tours, leaving Tom Roche to fend off Sheard to complete the podium trio.

● Graham Read

RESULTS – RACE 1 (13 LAPS)

1 Adam Gore (Mk3); 2 Paul Sheard (Mk3) +6.811s; 3 Chrissy Palmer (Mk3); 4 Abbie Eaton (Mk3); 5 Jonathan Blake (MX 150R); 6 Alex Liversley (MX 150R).

FL Blake 1m39.634s (75.88mph).

RACE 2 (12 LAPS)

1 Palmer; 2 Gore +10.439s; 3 Tom Roche (Mk3); 4 Sheard; 5 Luke Herbert (Mk3); 6 Eaton. FL Blake 1m39.297s (76.14mph).

MGCC COCKSHOOT CUP/EQUIPE GTS CROFT, SEPTEMBER 10-11

Coulthard takes double

THE 2011 COCKSHOOT Cup title was settled in the final rounds of the year at Croft, with Mike Peters emerging on top after a brace of Class B wins in his Midget.

After qualifying 1.5s quicker than the rest, Halifax's David Coulthard turned his pole position for the opening encounter into a lights-to-flag victory. Peters initially stayed with the leading ZR160 before having to settle for second.

Ashley Woodward had a solid run to the final podium place in his MG ZR180, but there was plenty of close action behind, particularly the scrap for fourth.

Stephen McKie completed the leading quartet, but he was pushed hard by Peter Bramble and Alan Bates early on. Bramble and Bates had their own moment, with contact exiting the Hairpin that almost forced both to head down the pitlane. Simon Wood's MGB beat Colin Elstrop to the

concurrent GTS spoils.

Later Coulthard again claimed a clear-cut victory, Peters doing what he had to do with a class win and another second overall to take the title. Bramble held third for the opening three laps before Woodward swept by on the approach to Tower.

Following the retirement of Bramble it was left to Ian Wright to complete the leading four finishers. Immediately to his rear, Elstrop took GTS spoils.

● Graham Read

RESULTS (BOTH 9 LAPS) – RACE 1

1 David Coulthard (MG ZR160); 2 Mike Peters (MG Midget) +4.333s; 3 Ashley Woodward (MG ZR180); 4 Stephen McKie (MGB GT); 5 Alan Bates (MGB GT); 6 Stephen Irvine (MG ZR160). CW Peters; Irvine; Simon Wood (MGB). FL Coulthard 1m39.973s (75.62mph).

RACE 2

1 Coulthard; 2 Peters +3.630s; 3 Woodward; 4 Ian Wright (MG Midget); 5 Colin Elstrop (TVR Grantura); 6 Helen Waddington (MG ZR160). CW Peters; Wright; Elstrop. FL Peters 1m41.264s (74.66mph).

HRSR HISTORIC TOURING CARS BRANDS HATCH INDY, SEPTEMBER 11

Garritt's BMW stars, but can't stop Cox's Cortina

RACEDAY SPONSOR

ByBox will be doubly delighted when the HSCC's annual Indy Circuit event hits Motors TV screens, for not only was the HRSR Historic Touring Car round frenetic early on, but MD Mark Garritt fought tooth and nail for much of it with triple champion Dan Cox.

While Cox hooked his lurid yellow Lotus Cortina up strongly as the red lights went out, front-row mate Garritt's grey BMW 1800Ti was swamped. Indeed, with Andy Jones's Singer Chamois already past on his left, Garritt was squeezed down the slope by Mike Gardiner (Cortina) from row three and pincer against Steve Shuttleworth's similar car.

By the end of lap one Cox

led Gardiner, Garritt, Jones and David Heale (Hillman Imp), with Shuttleworth and Warren Briggs (Ford Mustang) – delayed as the Cumbrian took a sideswipe leaving the grid – frantically trying to regain lost ground.

Garritt seized second at Paddock on lap two, ceded it back to Gardiner at Druids, then regained it, only to tag leader Cox at Clearways and see not only the red and gold Cortina but also Jones's Chamois pile past. Mark regained the places smartly and hunted the unusually cautious Cox down again.

Ever the showman, Dan had a couple of wobbles and after several spectacular tailslides, with tyres squealing and 1900cc engine snorting, had



Cox won despite Garritt's BMW (second) charge

Teutonic company again. Garritt got very close when Cox found traffic at Surtees, but never looked like upsetting the formbook.

Shuttleworth battled back to third ahead of Gardiner and Jones, with Heale and Steve Platts (Chamois) benefiting when Briggs spun. Despite a reduced points quota in a close

two-man Mini class, reigning champion Roger Godfrey will go to Silverstone's finale as sole table-topper, title rival Neil Brown having retired his Lotus Cortina on lap 13.

● Marcus Pye

RESULTS (21 LAPS) 1 Dan Cox (Ford Lotus Cortina); 2 Mark Garritt (BMW 1800Ti) +1.111s; 3 Steve

Shuttleworth (Ford Lotus Cortina); 4 Mike Gardiner (Ford Lotus Cortina); 5 Andy Jones (Singer Chamois); 6 David Heale (Hillman Imp). **Class winners** Shuttleworth; Jones; Warren Briggs (Ford Mustang); Roger Godfrey (Austin Mini Cooper S); Roger Phillips (Austin Mini Cooper); Paul Hopkinson (Alfa Romeo Giulia Sprint GT). **Fastest lap** Cox 57.809s (74.66mph).



Anderson's Porsche won '70s encounter

ROAD SPORTS BRANDS HATCH INDY, SEPTEMBER 11

Truelove conquers all as V8s prevail at Brands

THE ACRID STENCH OF tortured brakes, softened by the sweet aroma of hot oil, engulfed the TVR Griffith of Matthew Truelove after a tough Historic Road Sports victory over new champion Paul Tooms and previous winner Dave Randall.

Truelove blasted the Ford V8-powered TVR past polesitter Tooms' lithe Elan at the start, while Robert Barrie jiggled his Lotus 7 round Randall's Ginetta G4.

It took Truelove several punishing laps to shake off the Elan and the G4, but the torque under his bonnet proved decisive thereafter.

What Randall's Ford pushrod engine lacked in top-end power against Tooms' twin-cam was eagerly clawed back in the corners. Abreast from Druids to Graham Hill Bend on one lap, and from Surtees to Clark Curve on another, the Ginetta twice nosed ahead, but the Lotus driver quickly retaliated.

The '70s encounter was equally entertaining. Peter Shaw's TVR Tuscan belted ahead from the lights and when poleman Ian Jacobs' Mercedes-Benz 450SL – only fifth into Paddock – fell to gearbox failure

Paul Anderson slugged his Porsche 928 to the front with "one of my better moves into Druids".

Shaw staved off old rival Julian Barter (TVR 3000M) and his father Charles (Datsun 240Z) until an oil haze worsened and he slowed. Following a 'smacked bottom' from his embarrassed dad (!), Julian defended second to the flag.

● Marcus Pye

RESULTS – HISTORIC ROAD SPORTS (16 LAPS) 1 Matthew Truelove (TVR Griffith); 2 Paul Tooms (Lotus Elan S1) +3.651s;

3 Dave Randall (Ginetta G4); 4 Robert Barrie (Lotus 7); 5 Frazer Gibney (Elan); 6 Jim Gathercole (Elan +2). **CW** Tooms; Glynn Evans (Porsche 911); Ian Burford (MG Lenham Le Mans). **FL** Randall 56.303s (76.66mph).

'70s ROAD SPORTS (16 LAPS) 1 Paul Anderson (Porsche 928);

2 Julian Barter (TVR 3000M) +7.422s; 3 Charles Barter (Datsun 240Z); 4 Peter Shaw (TVR Tuscan); 5 Jai Sharma (Ferrari 308 GTB); 6 John Hall (Datsun 260Z).

CW J Barter; John Thomason (Triumph GT6); Ralph Harwood-Penn (MG Midget); Johan Denekamp (Lancia Beta Monte Carlo). **FL** Anderson 56.343s (76.60mph).

CLASSIC F3 BRANDS HATCH INDY, SEPTEMBER 11

Simms pips Hadfield

HAVING ALL BUT wrapped up the Historic FF1600 title 30 minutes earlier, outgoing champ Benn Simms (March 803B) was unlikely to stop Jamie Brashaw (March 793) from landing his first Classic F3 crown but gave it his best shot.

Simon Hadfield, debuting Frank Sytner's March 783/793, pipped Simms for pole and kept the slim advantage into Paddock at the start.

The pair lapped as one, Hadfield weathering repeated attacks until his momentum was compromised by a slower car at Paddock on lap 13

of 19 and Simms pounced.

There was no way back for Hadfield, although Simms' winning margin was the afternoon's tightest. Jubilant champion Brashaw was untroubled in third.

● Marcus Pye

RESULTS (19 LAPS) 1 Benn Simms (March-Toyota 803B);

2 Simon Hadfield (March-Toyota 783/793) +0.382s; 3 Jamie Brashaw (March-Toyota 793); 4 Paul Smith (Martini-Toyota MK31); 5 David Clark (Argo-Toyota JM6); 6 Hugh Price (Chevron-Toyota B38). **CW** Mike Jones (Brabham-Lotus BT38C); Wil Arif (Reynard-Ford SF78). **FL** Simms 47.889s (88.44mph).



Simms (1) eventually defeated Hadfield



Love topped FF2000

FRONT-ENGINEED FORMULA JUNIOR BRANDS HATCH INDY, SEPTEMBER 11

Jumping Jack flashes to a perfect five in Formula Junior

Woodhouse dominated to continue his winning 2011 run



FROM THE MOMENT HE fired his BMC-engined Elva 100 off pole position, Jack Woodhouse commanded the front-engined Formula Junior race. Thus the gifted young midlander completed a perfect five-from-five result in the mini-series exclusively for 'pullers' run within the championship.

The experienced Robin Longdon and category newcomer Simon Goodliff chased in vain in their Ford-powered Lola Mk2s. Only the veteran's guile in traffic – perfected over 35 years – enabled him to repel the former BRSCC NW Ford Fiesta champion, a Junior school debutant this season.

Having scrambled his Bond's front wheels at the start, Andrew Tart recovered well to land fourth, ahead of Stuart Tizzard who eased his Lola past Crispian Besley's Elva at one-third distance.

Brian Mitcham – who had designs on second in both the overall FJHRA Millers Oils title race

and the JMW-backed sub-contest even after depositing his U2 in the Paddock gravel bed during qualifying – had an even more torrid time later. The septuagenarian shot from the back to seventh, but ended up spearing into the inside barrier before Druids having dived between the lapped Gordon Wright (Stanguellini) and Jim Chapman (OSCA), duelling behind Jan Biekens (Stanguellini) in the Italian-engined class.

● Marcus Pye

RESULTS (16 LAPS)

1 Jack Woodhouse (Elva 100); 2 Robin Longdon (Lola Mk2) +3.940s; 3 Simon Goodliff (Lola Mk2); 4 Andrew Tart (Bond); 5 Stuart Tizzard (Lola Mk2); 6 Crispian Besley (Elva 100). **CW** Jan Biekens (Stanguellini). **FL** Woodhouse 56.494s (76.40mph).

IN BRIEF

Mitchell retired, leaving Simms to win



HISTORIC FF1600

Benn Simms closed to within three points of the title with a fifth win in his 1968 Alexis Mk14 at Brands. After several exchanges, Ben Mitchell was inches ahead when a loose linkage resulted in a missed gear and a buzzed engine.

CLASSIC RACING CARS

Second time out, the impressive Martin Anslow outran Ian Jones and took the Classic Racing Cars fight to triple champ Ian Gray who was more decisive in Brands traffic.

FORMULA JUNIOR (REAR)

Points leader Jon Milicevic screamed Stuart Rolt's Cooper to another victory over the Lotus at Brands. Andrew Hibberd battled to pass Mark Woodhouse for second, then homed in on the leader as he backed off to save his engine for Goodwood.

HISTORIC FF2000

Following two red flags – after Charles Merrill shunted his FSV Royale and Simon Toyne's Reynard flipped, both at Clearways – the race was decided over just one lap. Inaugural champion Russell Love was ahead, as he had been all day at Brands Hatch.

FERRARI CLASSIC

Jim Cartwright dominated the double-header at Snetterton, well clear of second-placed Wayne Marrs both times.

MULTI-CLASS ENDURO

Craig Milner co-drove Derek Johnston's F458 to dominate the first enduro at Snetterton, with Phil Seaman's Sunbeam second. With Johnston/Milner absent, and Angus Dent's Elva running out of fuel while leading, David and Ann Reed's DB2 won race two.

Reeds scored on Sunday



FERRARI OPEN SNETTERTON, SEPTEMBER 10-11

Johnston wins before Bailey holds his nerve

DEREK JOHNSTON'S potent F458 proved too strong for the rest in the first Ferrari Open race.

Despite relinquishing a healthy lead when Paul Brooks' stranded 456 GT caused a mid-race stoppage, Johnston pulled away again at the restart to win convincingly from Gary Eastwood. Leon Price survived a tangle with the ever-improving Paul Bailey to take third.

With Johnston disqualified for running too close to the pace car as the field prepared for its rolling start to race two, Bailey put in the drive of his brief racing career to hold off a constant threat from Eastwood and

claim a well deserved maiden win. "That was absolutely nerve-wracking!" he admitted.

● Oliver Timson

RESULTS – RACE 1 (5 LAPS)

1 Derek Johnston (F458 Challenge); 2 Gary Eastwood (F430 Challenge) +8.123s; 3 Leon Price (F430 Challenge); 4 Craig Milner (F458 Challenge); 5 Rupert Martin (F458 Challenge); 6 Paul Bailey (F458 Challenge). **CW** Eastwood; Darren Laverty (F355 Challenge). **FL** Johnston 1m58.715s (90.03mph).

RACE 2 (24 LAPS) 1 Bailey;

2 Eastwood +0.849s; 3 Milner; 4 Martin; 5 Mark McAllister (F430 Challenge); 6 Paul Brooks (456 GT). **CW** Eastwood; McAllister; Brooks. **FL** Eastwood 1m15.548s (94.54mph).



North's dramatic Tiger (14) took a victory

INTERMARQUE SNETTERTON, SEPTEMBER 10-11

Wins to Aston and Tiger

ALL EYES IN THE EARLY laps of the first Intermarque race were on a terrific tussle between the grunt of Nick Taylor's AC Cobra and the guile of Jeremy Bailey's Aston Martin N24, until both hit problems.

First Bailey's pace faded thanks to an intermittent misfire, and then the Cobra retired with clutch failure shortly after David Hughes took the wheel. Zoe North's immaculate Tiger took advantage to grab the lead, only for Spencer Marsh's late-charging N24 to sprint past and steal victory. Meanwhile, Bailey battled on to claim third.

The switch from

Snetterton's 300 layout to the 200 in race two suited North's Tiger better, and she drove brilliantly to win despite another late charge from Marsh.

● Oliver Timson

RESULTS – RACE 1 (20 LAPS)

1 Steven Byrne/Spencer Marsh (Aston Martin N24); 2 Zoe North (Sunbeam Tiger) +19.842s; 3 Jeremy Bailey (N24); 4 Adrian Clark (Porsche 928 GTS Cup); 5 Paul Unsworth (Ferrari 550); 6 Tim Mogridge (Ferrari F355 Challenge). **FL** Taylor 2m09.286s (82.67mph).

RACE 2 (31 LAPS) 1 North;

2 Byrne/Marsh +2.202s; 3 Clark; 4 Bailey; 5 Alan Hudd (Aston Martin N24); 6 Robert Hollyman (Porsche 964). **FL** Marsh 1m21.324s (87.82mph).



Bailey held off Eastwood to win

NATIONAL
RACES & RESULTSMSVR
ANGLESEY

CLUBMANS CUP QUICK RESULTS

→ Race 1 James Abbott
→ Race 2 James Abbott
→ Champion James Abbott“It was like chess
out there”

Burgess talks of the multi-car fight

P103 SPORTS EXTRA
RESULTS ROUND-UP
for September 10-11

RADICAL CLUBMANS CUP ANGLESEY, SEPTEMBER 10-11

Fierce fighting can't
stop Abbott's success

JAMES ABBOTT clinched the Radical Clubmans Cup title with a double win in his SR3 in gale-force winds at Anglesey.

Mark Abbott's PR6 led race one initially but received a drive-through penalty after a start infringement.

Tony Wells joined J Abbott in an early break, but Abbott kept him at a safe distance to secure his win.

Darron Anley stalled from pole, but moved up to third when Steve Burgess pitted. "I thought the diff had gone, but it was bodywork vibrating on the roll hoop," he said.

Anley was still closing on the leading duo on the final lap, while Andy Cummings snatched fourth into

Rocket on the last lap, at Paul Marsham's expense. The twice-spinning M Abbott still won his class from seventh, behind Timothy Lyons.

Six laps into race two and the top five were still running line astern. Mark Abbott held sway from Anley, Mark Boot, James Abbott and Burgess, with Wells trying to hold on too despite gear-selection problems.

After the lead duo made a brief break, Boot spun off at Peel and it all closed up again. Anley then made his move for the lead with three laps remaining.

"James was pressing me, so I tried going into the Banking Hairpin. Mark shut the door, I went onto the grass and spun,"



James Abbott topped Clubmans Cup field twice and took title

Anley explained later.

That left a clear track between the two Abbotts, but Burgess was inches behind. J Abbott surged ahead through Church a lap later to secure his second win of the day and the title.

"I was making sure I finished first, but when I started to make a move on

Mark, Steve made one on me," he said. While Burgess snatched second, M Abbott finally fell back to fourth in the closing laps.

● Peter Scherer

RESULTS – RACE 1 (13 LAPS)

1 James Abbott (SR3);
2 Tony Wells (SR3) +1.254s;
3 Darron Anley (SR3); 4 Andy

Cummings (SR3); 5 Paul Marsham (SR3); 6 Timothy Lyons (SR3).

Class winners Mark Abbott (PR6); Jennifer Ridgway (SR4).

Fastest lap M Abbott 1m33.756s (80.63mph). **RACE 2 (14 LAPS)**

1 J Abbott; 2 Steve Burgess (SR3) +1.097s; 3 Wells; 4 M Abbott; 5 Anley; 6 Marsham. **CW** M Abbott; Ridgway. **FL** J Abbott 1m26.088s (87.81mph).

Caudle (6) and Knox (left) were cream of Mini crop



MINI CHALLENGE ANGLESEY, SEPTEMBER 10-11

Score-draw for Caudle and Knox as Mini battles rage

IT WAS HONOURS EVEN between Mini title rivals Chris Knox and Luke Caudle after two wins each in the quadruple-header at Anglesey.

The first race was restarted after a first-corner shunt, which damaged reigning champion Lee

Allen's car. Allen and Knox were side by side from the restart, before Knox hit the front on the run to Rocket.

Allen dropped out of contention after a tap from father George spun him at the Corkscrew, which left Caudle to head the chase, despite losing his splitter in

the first start. It was fairly comfortable for Knox, as Caudle had Sam Osborne shadow him to the flag.

Knox got the better of the start again in race two, with Osborne losing his early second with a coil failure. Caudle had found his way past Andrew Bailey into second and started to close on Knox by the end of lap three (of 12), while Bailey came under pressure from Lee Allen and Rhys Lloyd.

"I lost window trim, then the window came down and

I lost speed, plus the brake pedal went solid all in one lap," said Bailey.

Allen made it into third on lap six, but both Knox and Caudle were well clear, and inches apart. "I didn't know it was the last lap; I was ready to make a move," admitted Caudle after finishing a close second.

It was the same again in a wet third race, with Knox and Caudle leaving the rest to dispute third. They were side-by-side through Church for the second time, but Knox went wide at the Corkscrew and Caudle was through. They continued nose-to-tail, before Knox led again into Rocket with two laps remaining. But Knox was squeezed out again into Rocket and Caudle finally claimed the win. Bailey and Kevin O'Connor retained third and fourth throughout.

Osborne ousted poleman Chris Oakman on the second lap of the finale, but soon had Lee Allen, Caudle and Knox closing in. Caudle

made it into second on lap six and a lap later scythed ahead of Osborne, before pulling clear to his second win of the weekend.

Allen retained third from the brakeless Knox, while in the Club Class Ant Whorton-Eales claimed his third win of the meeting, having lost out in race three to Patrick Mortimer.

● Peter Scherer

RESULTS – RACE 1 (9 LAPS)

1 Chris Knox; 2 Luke Caudle +2.271s; 3 Sam Osborne; 4 Rhys Lloyd; 5 Andrew Bailey; 6 George Allen. **CW** Ant Whorton-Eales. **FL** Knox 1m41.033s (74.82mph). **RACE 2 (12 LAPS)** 1 Knox; 2 Caudle +0.366s; 3 Lee Allen; 4 Bailey; 5 Lloyd; 6 Stewart Lines. **CW** Whorton-Eales. **FL** Caudle 1m40.846s (74.96mph). **RACE 3 (12 LAPS)** 1 Caudle; 2 Knox +4.420s; 3 Bailey; 4 Kevin O'Connor; 5 Osborne; 6 Chris Oakman. **CW** Patrick Mortimer. **FL** G Allen 1m47.706s (70.19mph). **RACE 4 (12 LAPS)** 1 Caudle; 2 Osborne +2.722s; 3 L Allen; 4 Knox; 5 Lines; 6 Lloyd. **CW** Whorton-Eales. **FL** Caudle 1m41.232s (74.67mph).

NATIONAL RACES & RESULTS

MSVR/SEMSEC
ANGLESEY/BRANDS

MONO QUICK RESULTS

→ Race 1 Jason Timms
→ Race 2 Jeremy Timms

“The damp seemed to suit
Jeremy’s winning Mygale”

REPORTS SPORTS EXTRA

MONO 1800/1600/1400/1000 ANGLESEY, SEPTEMBER 10-11

Jason and Jeremy make Mono a family affair

IT WAS A CASE OF keeping it in the family in the multi-classed Monopostos, with cousins Jason and Jeremy Timms sharing the victory spoils.

Jason’s Speads led the first race from the start, as Marc Fortune’s Jedi duelled for second with Adrian Wright’s GEM AW3. After a challenge for second at the Hairpin on lap three, Wright fell back. But three laps later he was a clear second after Fortune pulled off with a damaged undertray. Gary Hill’s OMS completed the podium, but had Christian Parker’s Seward in his mirrors.

It was damp for the

second encounter, which seemed to suit Jeremy Timms’s Mygale, as he drove away from the field to win by over 19 seconds. Fortune briefly held second again, but succumbed (at Rocket) to pressure from Wright, who then lost his place to Geoff Fern’s JKS as they passed the pits two laps later.

But Fern then spun exiting the last turn, finally giving Wright his break to consolidate second, while Jeremy Timms worked his way back to take third from Dan Levy’s Jedi on the final tour. He had been third early on but spun on the Tom Pryce Straight, then



Jason Timms won the first, dry race

took two laps to regain his lost place, only to spin again at the Banking Hairpin.

● Peter Scherer

RESULTS (BOTH 9 LAPS)

RACE 1 1 Jason Timms (Speads RM07); 2 Adrian Wright (GEM AW3) +3.719s; 3 Gary Hill (OMS 2000M); 4 Christian Parker (Seward F1010); 5 Stephen Brookes (Speads);

6 Geoff Fern (JKS TFR11). **CW** Hill; Nigel Davers (Van Diemen RF89); Jeremy Timms (Mygale).

FL Jason Timms 1m27.573s (86.32mph).

RACE 2 (9 LAPS) 1 Jeremy Timms; 2 Wright +19.013s; 3 Jason Timms; 4 Dan Levy (Jedi MkIV); 5 Fern; 6 Olly Thorpe (Royale RP27). **CW** Wright; Fern; Davers.

FL Jeremy Timms 1m38.791s (76.52mph).

SEMSEC SALOONS & SPORTS BRANDS HATCH INDY, SEPTEMBER 10

Watermans waltz to wins

JASON AND STEVE Waterman grabbed the headlines with a brace of Saloons and Sports wins between them. Jason was unlucky not to win both races, but up stepped older brother Steve.

It was a fascinating contest, with Steve’s 3.9-litre Rover V8-powered Toyota Starlet against Jason’s nimble two-litre Vauxhall-motivated Peugeot 206 silhouette.

With an ever-present threat from James Guest’s Honda-engined spaceframe Mini, the brothers battled it out in race one. Steve led early on until Jason dived past at Druids and stayed ahead until a recalcitrant fuel pump slowed him.

Steve reasserted himself and just kept Guest at bay as, with a handling issue

also now bugging him, Jason came home in a detached third following a spin.

“I was lucky, but hey it’s my first win!” said Steve W.

Jason W made amends in race two, leading home his brother, while the Mini cried enough and pitted.

● Dud Candler

RESULTS – RACE 1 (14 LAPS)

1 Steve Waterman (Toyota Starlet); 2 James Guest (Rover Mini) +0.913s; 3 Jason Waterman (Peugeot 206); 4 Barrie Cope (Vauxhall Nova); 5 Peter Osborne (Renault Clio); 6 Stuart Gibbons (Ginetta G20). **CW** Cope; Christopher Gould (Mitsubishi Lancer Evo 4). **FL** J Waterman 53.690s (80.99mph).

RACE 2 (17 LAPS) 1 J Waterman;

2 S Waterman +4.539s; 3 Cope; 4 Gibbons; 5 Osborne; 6 Ian Turnbull (Honda S2000). **CW** Cope. **FL** J Waterman 54.247s (80.16mph).

Connor (right) twice beat F2 man McLurg



SEMSEC SINGLE-SEATERS BRANDS HATCH INDY, SEPTEMBER 10

Connor’s Jedi is too much for the March of McLurg

DAVE CONNOR DROVE the wheels off his little Jedi Mk6 to twice defeat the ageing-but-polesitting March 822 of Eddie McLurg.

Renowned for its poor starts, the BMW M12-powered Formula 2 car left the traps like a greyhound in race one, forcing Connor to find a way around McLurg.

He eventually did, but he came close to disaster later when an inattentive backmarker almost put him off track and then baulked McLurg. “My heart missed a beat,” confessed Connor.

Rain made life interesting in the latter stages of race two, in which Connor got

the drop at the start and stayed at the front. An unhealthy-sounding McLurg fell further back, while Chris Kite was third.

● Dud Candler

RESULTS – RACE 1 (15 LAPS)

1 Dave Connor (Jedi Mk6); 2 Eddie McLurg (March 822) +0.044s; 3 Lucy Wardrop (Van Diemen RF00Z); 4 Matt Hayes (Jamun M97Z); 5 Chris Kite (Dallara F393); 6 Ryan Hayes (Jamun T25). **CW** McLurg; Wardrop; Simon Brown (Merlyn Mk11A). **FL** McLurg 47.589s (91.37mph).

RACE 2 (17 LAPS) 1 Connor; 2 McLurg +15.619s; 3 Kite; 4 M Hayes; 5 R Hayes; 6 Gary Fletcher (Delta T79). **CW** McLurg; M Hayes; Brown. **FL** McLurg 47.354s (91.83mph).

Steve leads Jason in Waterman duel



IN BRIEF

Witt topped GT Cup



GT CUP

It was a double win for Jordan Witt’s Chevron GR8 in fairly processional races at Anglesey. Danny Winstanley’s TVR Sagaris was the only car to stay vaguely close, but he pitted in race one when the gear lever broke.

MSV F3 CUP

Aaron Steele showed his class at Anglesey, securing another double win. Mark Terry held a race-long second in both events.

TRACKDAY TROPHY

Although James Britton’s BMW M3 dominated the first half of the Trackday Trophy at Anglesey, he pitted with John Hamilton’s Clio, and it was the Renault that took charge through Church early in the second half.

MONO 2000/CLASSIC

It was all too easy for Tristan Cliffe’s Dallara at Anglesey. He led the first race from start to finish to win by over 35 seconds. Ray Rowan’s Dallara mounted an early challenge to Cliffe in race two, but had to settle for second.

SE CHALLENGE CURFEW

John Hewatt took over Mike Field’s unusual Stohr and he revelled in the wet to hand Mark Burton – whose Jade’s electrics were hit by the rain and caused a misfire – a drubbing at Brands.

SPORTS RACING & KITS

The rest were overshadowed as Mark Burton and Mike Field fought at Brands in both races. Field was fastest in qualifying, but Burton’s better starts proved decisive in both races.

MGCC THOROUGHbred

Two easy Brands wins fell to Simon Garrad, who maintained his title thrust. Runner-up Jon Ellison held off Simon Cripps and Jon Wilkes in race two.



Garrad won

NATIONAL RACES & RESULTS

SMRC
KNOCKHILL

LEGENDS QUICK RESULTS

→ Heat 1 John Marshall
→ Heat 2 Ross Mickel
→ Final Ross Marshall

"I think I've got the advantage at Croft"

Ross Marshall's track knowledge could help



Bryant took outright victory and Fiesta ST title

KNOCKHILL IN BRIEF



Bray won race two after Luti faltered

MG TROPHY

Paul Luti took the first MG Trophy win in his LE500 at Knockhill but could not repeat it after engine trouble hit in the second race. Chris Bray, who had been hot on the heels of the Scot in race one, therefore claimed the second encounter.

SALOONS & SPORTS

Garry Watson (Westfield) claimed a double win in the Scottish Saloon and Sports Cars races. The difficult wet conditions in the first race gave an advantage to the four-wheel-drive Fords but both made mistakes and spun off.

SCOTTISH MINI COOPERS

The title will go to the wire after David Sleigh could only outscore nearest rival Vic Covey Jr once during the three-race meeting. Adam Leitch secured pole in the mixed-grid third race and held on to win.

SCOTTISH CLASSIC SPORTS AND SALOONS

Reigning champion John Marshall rebounded from a dismal fortnight of engine problems to win both races in his Ford Escort Mk1 and claw back some points from Porsche 911 driver Stan Bernard in the overall standings.

SCOTTISH FF1600

Kenneth Thirlwall secured the Scottish FF1600 title with another brilliant pair of victories. Class B runner Ivor Mairs made the podium in a race of attrition in race two; it gave him his first podium in 20 years of racing.



Thirlwall wrapped up FF1600 crown

SCOTTISH LEGENDS KNOCKHILL, SEPTEMBER 10

Legends title battle heats up

THE SCOTTISH LEGENDS Championship looks set for a thrilling finale. The two top contenders are 2008 champion Carol Brown and her successor Ross Marshall but the consistency of Gerard McCosh and David Hunter could also be a factor.

Brown and Marshall had mixed results in the tricky conditions last weekend but it was the latter that bounced back with a win in the final.

Marshall was in fighting spirit claiming he "has the advantage at Croft" in a fortnight because he is the only one of the top drivers to have driven

there before. Despite a deficit of over one hundred points, the 24-year-old insists a second championship is possible this year.

The story of the weekend was the first use of the new designated wet-weather tyres. Opinions about the rubber were divided. Heat one winner John Marshall admitted he found the tyres difficult, while championship leader Brown was more circumspect and suggested it will take a period of acclimatisation.

As evidence of this, Ross Mickel said his tyres



John Marshall leads son and title contender Ross

were performing well and he followed up a win in the second encounter with a third in the final.

● Jonathan Crawford

RESULTS - HEAT 1 (6 LAPS)

1 John Marshall; 2 Ross Marshall +0.253s; 3 Carol Brown; 4 Scott Hynds; 5 Glenn Burtenshaw;

6 Gerard McCosh. **FL** R Marshall 1m11.500s (61.89mph).

HEAT 2 (8 LAPS) 1 Ross Mickel;

2 Hynds +1.743s; 3 J Marshall; 4 Brown; 5 David Hunter; 6 McCosh. **FL** J Marshall 1m10.613s (65.26mph).

FINAL (10 LAPS) 1 R Marshall;

2 Colin Atkinson +5.086s; 3 Mickel; 4 Hynds; 5 Hunter; 6 Brown. **FL** R Marshall 1m01.377s (75.08mph).



Milloy looks strong in XR2 points battle

FORD FIESTAS KNOCKHILL, SEPTEMBER 10

Bryant wins as the rain finally arrives

THE FIRST WET RACE of the year (!) was a turning point in a number of ways as the field, for the first time, was evenly split between Fiesta XR2s and the more modern Fiesta STs. Furthermore, the main XR2 championship will now go to the wire after a dismal weekend for the erstwhile points leader Peter Cruickshank.

Specific wet-weather racing tyres provided the Fiesta STs with a significant advantage in the first race. Rory Bryant lapped over five

seconds a lap quicker than the frontrunning XR2s and took the lead on lap six of 10. The ST entry start the race 20 seconds after the XR2s but even this delay could not stop the main ST runners scything their way to the front.

During this phase of the race a dramatic coming together at Scotsman between Cruickshank and ST pole position man Geraint Jones cost them both dearly and the XR2 speared into the tyrewall.

Cruickshank's weekend

had already been fraught with a misfire that plagued him throughout the build up to race one. Nearest title rival Russell Milloy was the second XR2 home in race one and gave him the momentum in the championship battle.

A dry track for the second race denied Bryant the chance to win outright but another class win sealed him the ST Cup. George Orr had one of his best outings and ran Bryant hard. Orr, who won both the away rounds at Croft

took a lunge at the hairpin but could not make it past.

Bryant's nearest rival for the title, Blair Murdoch, struggled for pace and admitted to having lost some confidence at the difficult Leslie's curve after his huge accident there in August.

The XR2 standings swung even further towards Milloy on Saturday afternoon as he took a comfortable win. The race had to be stopped on the penultimate lap after a hefty shunt at Clark corner.

Russell Morgan's XR2 went wide on the exit of the corner. As it rejoined the STs of Stuart Haston and Jones had to swerve. This caused Jones' ST to go off onto the wet grass; he hit the tyre wall and rolled.

● Jonathan Crawford

RESULTS - RACE 1 (10 LAPS)

1 Rory Bryant (ST); 2 George Orr (ST) +6.251s; 3 Stuart Haston (ST); 4 Blair Murdoch (ST); 5 Wayne MacCauley (XR2); 6 Ian Fletcher (ST). **Newcomer's winner** Russell Milloy (XR2). **FL** Bryant 1m06.353s (69.45mph). **RACE 2 (9 LAPS)**

1 Milloy; 2 MacCauley +2.352s; 3 Dave Colville (XR2); 4 Craig Taylor (XR2); 5 Chris Philip (XR2); 6 Mike Strong (XR2). **NW** Milloy. **FL** Bryant 1m02.800s (73.38mph).



Stanley was a Pembrey victor

BRSCC FORD FIESTAS LYDDEN, SEPTEMBER 10-11

Wilmot and Grady share Fiesta spoils

ANDREW WILMOT WAS the most successful of the Class C Fiesta runners with a first and second to show for his efforts, while both Class A, B & D races were won by Scott Baines.

After a wet qualifying session tyre choice proved critical in the first Class C race for the ST models. Edward Cockill led until he cooked his wets and was forced to slow.

Then Ian Wilson charged through to the front, but he soon suffered the same fate and was destined to finish fourth. Finally Wilmot seized the initiative and pulled away to beat Cockill, while polesitter David Grady brought his car home in third.

Wilmot led race two,

chased hard by Ed Cockill until the latter skidded to a stop on the outside of North Bend. Grady survived a nudge into a half-spin on the opening lap and then, with only three minutes remaining, he squeezed past Wilmot at the hairpin and went on to win.

Baines spent most of his first race fending off boisterous attacks from Nik Barton and, when Baines clashed with David Elsom in race two, Peter Daniels swept around the outside of them and seemed set for victory. But on the last lap the Fiesta team owner began to suffer fuel surge in his new-shape car and was forced to settle for third behind Baines and Elsom.

● Kerry Dunlop



Wilmot (third) was in the thick of the action

RESULTS – CLASS C RACE 1

(24 LAPS) 1 Andrew Wilmot; 2 Ed Cockill + 4.969s; 3 David Grady; 4 Ian Wilson; 5 Cliff Pellin; 6 Joanne Eason. **FL** Wilmot 50.080s (71.88mph). **RACE 2 (25 LAPS)** 1 Grady; 2 Wilmot + 2.018s; 3 Matthew Parr; 4 Harry Cockill; 5 David Abbott; 6 Nicholas Bowers. **FL** Parr 48.761s (73.82mph).

CLASSES A, B & D RACE 1 (24 LAPS)

1 Scott Baines; 2 Nik Barton +0.608s; 3 David Elsom; 4 James Appleby; 5 Claire Kemp; 6 Peter Daniels. **CW** Elsom; Daniels. **FL** Baines 50.713s (70.98mph). **RACE 2 (24 LAPS)** 1 Baines; 2 Elsom + 0.551s; 3 Daniels; 4 Barton; 5 Kemp; 6 Appleby. **CW** Elsom; Daniels. **FL** Elsom 51.065s (70.49mph).

WELSH SPORTS & SALOONS PEMBREY, SEPTEMBER 10-11

Evans is unstoppable on way to Welsh title success

DOM EVANS CONTINUED his run of fine form in the Welsh Sports and Saloons to secure a hat-trick of race wins at Pembrey, along with the championship title. With reigning champion Russell Haggerty not in attendance to contest his title in his ever-potent Raw Striker, Evans had little competition on track despite having to cope with a driveshaft vibration.

His closest challenger in race one was David Krayem (Ginetta G50), but Bryan Heitkotter (Nissan 370Z) was the lead pursuer later. His Playstation Academy team-mate, Jann Mardenborough, was muscled out of the final podium spot by Krayem in the finale, while the rapid

Ginetta G20 of Chris Everill was beset by gearbox woes after showing early promise.

● Ben Bostock

RESULTS (ALL 16 LAPS) – RACE 1

1 Dom Evans (Caterham CSR 260); 2 David Krayem (Ginetta G50) +7.474s; 3 Jann Mardenborough (Nissan 370Z); 4 Bryan Heitkotter (370Z); 5 Neil Watts (Westfield SEiW); 6 Alvin Powell (Ford Mondeo). **CW** Mardenborough; Martin Amison (Caterham 7). **FL** Evans 1m00.421s (86.75mph). **RACE 2** 1 Evans; 2 Heitkotter +0.871s; 3 Mardenborough; 4 Chris Everill (Ginetta G20); 5 Krayem; 6 Watts. **CW** Heitkotter, Anthony Allitt (Honda Civic). **FL** Evans 1m00.593s 86.50mph. **RACE 3** 1 Evans; 2 Heitkotter +1.378s; 3 Krayem; 4 Mardenborough; 5 Watts; 6 Allitt. **CW** Heitkotter; Allitt. **FL** Heitkotter 1m00.762s (86.26mph).

Evans took three wins on way to title



Martin-Jones scored two wins

RAFMSA PEMBREY, SEPTEMBER 10-11

Radical racer takes two

PAUL MARTIN-JONES didn't have it all his way in the RAFMSA races but the Radical SR3 racer ultimately came away with a double win.

Darren Berris (Westfield V8) jetted into the lead off the line in both outings, leaving Martin-Jones to reel in the spritely racer, having bogged down on the grid. The SR3 was easily fast enough to make up the deficit and Martin-Jones overcame Berris each time.

Ian Fletcher (Fletcher Hornet Mk4) had two lonely races in third, while Chris Slater (Peugeot 306) and Alex Daly (Volkswagen Golf Mk1) enjoyed a spirited battle for fifth,

Slater ultimately gaining the upper hand. He again finished fifth in the final bout, but this time was nearly half a minute behind his hard-charging rival.

● Ben Bostock

RESULTS – RACE 1 (28 LAPS)

1 Paul Martin-Jones (Radical SR3); 2 Darren Berris (Westfield V8) +30.499s; 3 Ian Fletcher (Fletcher Hornet); 4 Matt Preston (Stuart Taylor Loloblade); 5 Chris Slater (Peugeot 306); 6 Alex Daly (Volkswagen Golf Mk1). **FL** Martin-Jones 1m02.612s (83.71mph). **RACE 2 (15 LAPS)** 1 Martin-Jones; 2 Berris +2.919s; 3 Fletcher; 4 Daly; 5 Slater; 6 Bill Brown (Peugeot 205 GTi). **FL** Martin-Jones 1m02.755s (83.52mph).

IN BRIEF



Field led Tigra domination

QUAIFE INTERMARQUE

Vauxhall Tigra silhouettes dominated the races at Lydden as Tommy Field, Richard Smith and Chris Brockhurst finished 1-2-3 each time. Field was clearly the quickest in race one, but Smith set the fastest lap as he chased hard in race two.

TIGERS

Paul Dudley won both Tiger events at Lydden. He dominated the first race, but next time out Mick Grant led until he spun out after 13 of the 20 laps.

CATERHAM MEGA GRADS

Daniel Malkin dominated at Pembrey as Myles Packman took the runner-up spot twice. Current champ Paul Turley took third in race one despite a jammed throttle.

CATERHAM SUPER/SIGMA

Reece Sommerfield looked impressive in qualifying at Pembrey for the Super and Sigma Graduates behind Dylan Stanley, but spun out of contention twice. Stanley and Toby Briant both took a victory. Sigma Class laurels were shared between Ian Dyble and Ian Anderson.

CATERHAM CLASSICS

Amanda Black looked to make her Pembrey mark with a strong showing at the front of the grid but was unable to convert pace into points with offs. Justin Cox and John Parker took the wins.

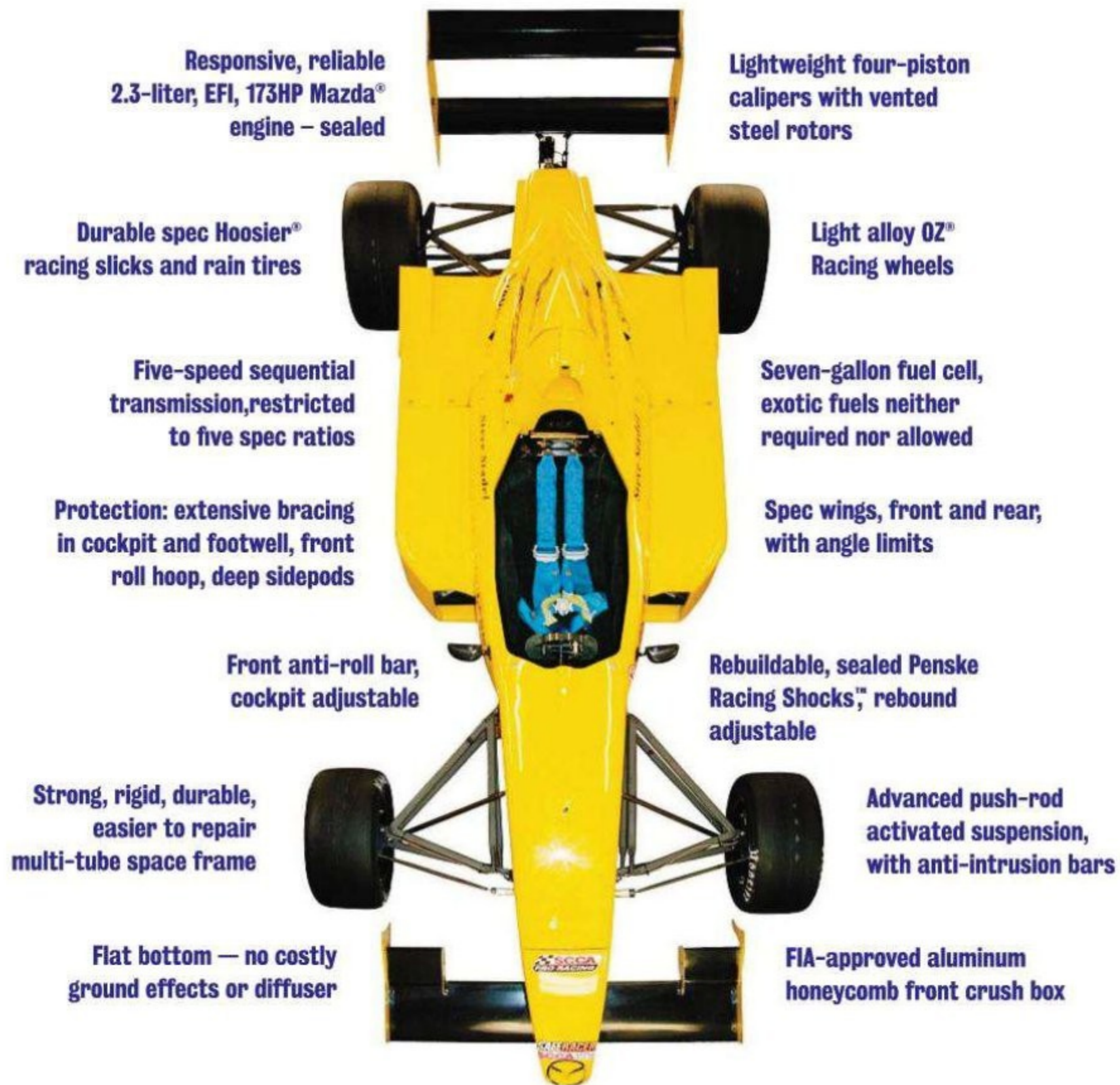
KUMHO BMW

Garrie Whittaker and Colin Wells shared the spoils in the triple-header at Pembrey. Whittaker managed to fend off the advances of Wells in two of the three races, while Wells braved the wet inside line at Hatchets to displace Whittaker and win race two.

Wells (left) fought Whittaker



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MALLORY PARK BARC, SEPTEMBER 11

PICKUP TRUCKS (16 LAPS)

1 Nic Grindrod; 2 Michael Smith +4.567s; 3 Steve Dance; 4 Dave Longhurst; 5 Anthony Hawkins; 6 Paul Tompkins. **Fastest lap** Grindrod 50.716s (95.82mph). **RACE 2 (19 LAPS)** **1** Grindrod; 2 Dance +4.763s; 3 Smith; 4 Hawkins; 5 Longhurst; 6 Phil White. **FL** Grindrod 50.799s (95.67mph). **RACE 3 (20 LAPS)** **1** Grindrod; 2 Hawkins +2.426s; 3 Dance; 4 White; 5 Lee Rogers; 6 Longhurst. **FL** Grindrod 50.825s (95.62mph). **CLASSIC CLUBMANS (15 LAPS)** **1** Mark Charteris (Mallock Mk20/21); 2 John Harrison (Mallock Mk21) +0.264s; 3 Malcolm Jackson (Malcolm Mk20B); 4 Steve Chaplin (Phantom P79); 5 Antony Denham (CKM); 6 Clive Wood (Mallock Mk20). **Class winners** Wood; Bob Yarwood (Mallock Mk8). **FL** Harrison 45.135s (107.67mph).

CROFT DDMC, SEPTEMBER 10-11

MGOC (9 LAPS) **1** Peter Highton (MGF); 2 Paul Wisbey (MGF) +9.910s; 3 Nick Golhar (MG ZR160); 4 Sam Smith (MGF); 5 Simon Kendrick (MGF); 6 Will Sharpe (MG Midget). **CW** Golhar; Sharpe. **FL** Highton 1m44.596s (72.28mph). **RACE 2 (9 LAPS)** **1** Highton; 2 Wisbey +2.542s; 3 Kendrick; 4 Smith; 5 Golhar; 6 Sharpe. **CW** Golhar; Sharpe. **FL** Smith 1m44.461s (72.37mph). **NORTHERN SALOON AND SPORTSCARS CLASSES B, C, D & H (11 LAPS)** **1** Michael Cutt (BMW M3); 2 Ken Hall (Rover GTR4) +15.901s; 3 David Cox (Peugeot 205); 4 Mike Williamson (Mitsubishi Evo); 5 Stephen Kell (Ford Sierra XR4x4); 6 Ian Humpish (VW Beetle RSi). **CW** Cox; Paul Moss (Citroen Saxo); Brian Morris (Datsun 240Z). **FL** Cutt 1m34.363s (80.12mph). **RACE 2 (11 LAPS)** **1** Cutt; 2 Hall +13.779s; 3 Cox; 4 Williamson; 5 Moss; 6 Peter Dixon (Honda Civic). **CW** Cox; Moss; Morris. **FL** Cutt 1m34.952s (79.62mph). **CLASSES A & E (12 LAPS)** **1** Jeff Wilson (Lotus Elise); 2 Bill Addison (Caterham Supersport) +28.871s; 3 Andrew Morrison (SEAT Leon Cupra); 4 Colin Stewart (Caterham CSR); 5 Ron Harper (Triumph Spitfire); 6 Stuart Carr (Caterham CSR). **CW** Morrison; Phil Morris (Caterham 7); Simon Mayne (Fisher Fury); Mark Leybourne (Westfield SEiW). **FL** Wilson 1m27.827s (86.08mph). **RACE 2 (9 LAPS)** **1** Wilson; 2 Addison +36.202s; 3 Morrison; 4 David Botterill (Porsche 944); 5 Harper; 6 Neil Claxton (Suzuki SC100). **CW** Morrison; Alex Rae (Ginetta G20); Mayne; Leybourne. **FL** Wilson 1m25.518s (88.40mph) **record**. **ALLCOMERS (10 LAPS)** **1** Addison; 2 Leybourne +55.460s; 3 Brian Murphy (Ginetta G20); 4 Jonathan Blake (MX 150R); 5 Chris Whiteley (SEAT Cupra R); 6 James Hamill (Terratrain Saturn). **FL** Addison 1m31.391s (82.72mph).

BRANDS HATCH INDY HSCC, SEPTEMBER 11

HISTORIC FF1600 (17 LAPS)

1 Benn Simms (Alexis Mk14); 2 David Wild (Lola T200) +71.09s; 3 Simon Toyne (Lola T200); 4 Ian Ashley (Lola T200); 5 Pertti Kiven (Kvantti Mk1); 6 Brian Morris (Macon MR7). **Novices** John Crowell (Lola T200). **FL** Simms 52.263s (82.59mph).

CLASSIC RACING CARS (17 LAPS)

1 Ian Gray (Brabham BT16); 2 Martin Anslow (Brabham BT21) +8.098s; 3 Ian Jones (Lotus 59); 4 Tim Kary (Brabham BT28); 5 Chris Holland (Brabham BT21); 6 Jim Chapman (Lotus 59). **CW** Kary; John Crowell (Lola T200). **FL** Gray 51.645s (83.57mph). **FORMULA JUNIOR, REAR-ENGINE (17 LAPS)** **1** Jon Milicevic (Cooper T59); 2 Andrew Hibberd (Lotus 22) +3.961s; 3 Mark Woodhouse (Lotus 20/22); 4 Mark Pangborn (Lotus 20B); 5 Richard Smeeton (Lotus 22); 6 Andrew Wilkinson (Cooper T59). **CW** Crispian Besley (Cooper T56); Lance Whitehead (Lotus 20). **FL** Hibberd 53.681s (80.40mph). **HISTORIC FF2000 (1 LAP)** **1** Russell Love (Reynard SF79); 2 Lawrence Denne (Royale RP27) +18.27s; 3 David Wild (Reynard SF79); 4 Phil Walker (Lola T580); 5 Peter Denham (Reynard SF78); 6 Andy Huxtable (Lola T580). **CW** Antony Raine (Merlyn Mk28); Martyn Donn (Supernova BH5). **FL** Love 55.695s (78.66mph).

SNETTERTON AMOC, SEPTEMBER 10-11

FERRARI FORMULA CLASSIC (9 LAPS OF 300 CIRCUIT)

1 Jim Cartwright (328 GTB); 2 Wayne Marrs (328 GTB) +19.383s; 3 Nigel Jenkins (328 GTB); 4 Chris Butler (328 GTB); 5 Martin Hart (Mondial); 6 Michael Squire (328 GTB). **CW** Butler; Chris Rea (308 GT4); Nicholas Whittaker (308 GT4). **FL** Cartwright 2m16.646s (78.21mph). **RACE 2 (14 LAPS OF 200 CIRCUIT)** **1** Cartwright; 2 Marrs +23.493s; 3 Butler; 4 Jenkins; 5 Hart; 6 Squire. **CW** Butler; John Swift (308 GTB); Tristan Simpson (308 GT4). **FL** Cartwright 1m25.735s (83.30mph). **PRE-60, PRE-66 & ENDURO (22 LAPS OF 300)** **1** Derek Johnston/Chris Milner (Ferrari 458 Challenge); 2 Joss Ronchetti/Phil Seaman (Talbot Sunbeam Lotus) +1m42.485s; 3 Mark McAllister (Ferrari F430 Challenge); 4 Angus Dent (Elva Courier MkIV); 5 David Reed/Ann Reed (Aston Martin DB2); 6 Robert Rawe (DB4). **FL** Johnston 1m59.749s (89.25mph). **RACE 2 (28 LAPS OF 200)** **1** Reed/Reed; 2 Angela Sadler (Sunbeam Alpine) -3 laps; 3 Dent; no other finishers. **FL** Peter Barnard (Elva Courier MkI) 1m31.829s (77.78mph).

ANGLESEY INTERNATIONAL MSVR, SEPTEMBER 10-11

CLUB MSV TRACKDAY TROPHY (24 LAPS)

1 John Hamilton (Renault Clio); 2 James Britton (BMW M3) +2.939s; 3 David Thomas/Dan Craft (Renault Clio); 4 George Wright/James Cameron (Porsche 993); 5 Neil Newstead (BMW 328i); 6 Gary Littlewood/Ben Littlewood (Renault Clio). **CW** Britton; Newstead; Ashley Bird (Ginetta G20 GT4). **FL** Hamilton 1m43.752s (72.86mph). **MONO 2000/CLASSIC (11 LAPS)** **1** Tristan Cliffe (Dallara F398); 2 Christopher Anstruther (Bowman BC3) +35.707s; 3 Adrian Holey (Dallara F398); 4 Francis Phillips (Reynard 923); 5 Tony Cotton (Dallara F300); 6 Jim Blockley (Ralt RT3). **CW** Anstruther. **FL** Cliffe 1m25.078s (88.85mph). **RACE 2 (11 LAPS)** **1** Cliffe; 2 Ray Rowan (Dallara F300) +17.657s; 3 Anstruther; 4 Peter Venn (Anson SA4); 5 Malcolm Scott (Van Diemen RF00); 6 Phillips. **CW** Anstruther. **FL** Cliffe 1m24.901s (89.04mph). **F3 CUP (13 LAPS)** **1** Aaron Steele (Dallara F302); 2 Mark Terry (F302) +3.078s;

3 Mark Harrison (F302/4); 4 Chris Needham (F302); 5 Dave Karaskas (F300); 6 Stephen Clegg (F301). **FL** Steele 1m22.021s (92.17mph). **RACE 2 (13 LAPS)** **1** Steele; 2 Terry +31.288s; 3 Harrison; 4 Needham; 5 Stuart Wiltshire (F302); 6 Karaskas. **FL** Steele 1m34.526s (79.97mph). **GT CUP (17 LAPS)** **1** Jordan Witt (Chevron GR8); 2 Paul Hogarth (Porsche 997) +35.663s; 3 Tom Andrew (Morgan Aero 8GT); 4 David Tomlin (Ferrari 430); 5 Colin Broster (Porsche 996 GT3); 6 Francis Galashan (Porsche 996 GT3). **CW** Andrew; Barclay Dougal (BMW E46). **FL** J Witt 1m29.080s (84.86mph). **RACE 2 (17 LAPS)** **1** Witt; 2 Danny Winstanley (TVR Sagaris) +9.438s; 3 Andy Ruhan (Porsche 997 GT3); 4 Andrew; 5 Hogarth; 6 Michael Symons (BMW GTR E46). **CW** Andrew; Dougal. **FL** Witt 1m29.206s (84.74mph).

BRANDS HATCH INDY SEMSEC, SEPTEMBER 10

THOROUGHbred SPORTS CARS (15 LAPS) **1** Simon Garrad (Jaguar D-type Replica); 2 Simon Cripps (MGB GTV8) +18.232s; 3 John Wilkes (D-type Replica); 4 Rob Spencer (MGB GTV8); 5 Spencer McCarthy (MGB); 6 Tim Falce (D-type Replica). **CW** Cripps; McCarthy; Bob Luff (MGB). **FL** Garrad 57.693s (75.37mph). **RACE 2 (15 LAPS)** **1** Garrad; 2 John Ellison (Triumph TR6); 3 Cripps; 4 Wilkes; 5 Spencer; 6 Russell McCarthy (MGB). **CW** Ellison; R McCarthy; Luff. **FL** S McCarthy 56.919s (76.39mph). **SEMSEC SPORTS RACING & KIT CARS (13 LAPS)** **1** Mark Burton (Jade); 2 Mike Field (Stohr DSR) +1.234s; 3 David Watson (Radical PR6); 4 John Goundry (Radical SR3); 5 Mark Bishop (Caterham 7); 6 Matthew Callier (Caterham CSR260). **CW** Bishop; Callier; Alistair Heys (Westfield Megabusa). **FL** Burton 46.584s (93.34mph). **RACE 2 (19 LAPS)** **1** Burton; 2 Field +0.871s; 3 Bishop; 4 Doug Newman (Caterham 7 Hibusa); 5 Callier; 6 Jonathan Gibbs (Caterham CSR260). **CW** Bishop; Callier; Heys. **FL** Field 46.528s (93.46mph). **SE CHALLENGE CURFEW (19 LAPS)** **1** John Hewatt (Stohr DSR); 2 Burton +45.547s; 3 John Powis (Radical PR6); 4 Stephen Harrington (Honda S2000); 5 Gibbs; 6 Michael Jones (Caterham CSR260). **CW** Burton; Harrington; Gibbs. **FL** Hewatt 59.189s (73.46mph).

MGCCMGBCV8 (17 LAPS) **1** Joe Parrington (B GTV8); 2 Chris Tilly (B GTV8) +10.594s; 3 Bernard Foley (B GTV8); 4 Phil Walker (B V8); 5 Peter Samuels (B V8); 6 Piers Townsend (B V8). **CW** Walker; Simon Cripps (B GTV8). **FL** Parrington 52.914s (82.18mph).

KNOCKHILL SMRC, SEPTEMBER 10-11

SCOTTISH FF1600 (10 LAPS)

1 Kenneth Thirlwall (Van Diemen); 2 Andrew Brennan (Swift) +8.116s; 3 Ross McEwan (Van Diemen); 4 Jordan Gronkowski (Van Diemen); 5 Keiron Blake (Van Diemen); 6 Laurie Hughes (Van Diemen). **CW** Hughes. **FL** Thirlwall 1m04.985s (70.91mph). **RACE 2 (11 LAPS)** **1** Thirlwall; 2 Gronkowski +17.028s; 3 Ivor Mairs (Mondiale); 4 Michael Gray (Vector); 5 Matthew Chisholm (Van Diemen); no other finishers. **CW** Mairs. **FL** Thirlwall 1m02.720s (73.47mph). **MG TROPHY (19 LAPS)** **1** Paul Luti (MG LE500); 2 Chris Bray (MG ZR190) +5.607s; 3 Graham Ross (MG ZR190); 4 Colin Robertson (MG ZR190); 5 Doug Cole (MG ZR190); 6 Paul Streater (MG ZR190).

CW Bray; Ross Makar (MG ZR160). **FL** Luti 1m04.196s (71.78mph). **RACE 2 (19 LAPS)** **1** Bray; 2 Robertson +9.602s; 3 Cole; 4 Ross; 5 Streater; 6 Makar. **CW** Makar. **FL** Bray 1m04.357s (71.60mph). **CLASSIC SPORTS AND SALOONS (10 LAPS)** **1** John Marshall (Ford Escort); 2 Stan Bernard (Porsche 911) +0.557s; 3 Robert Marshall (Ford Escort RS); 4 Raymond Boyd (Porsche 911); 5 Willy Toye (Triumph TR8); 6 Mario Ferrari (Ferrari 308GTB). **CW** Bernard; George Leitch (Mini Ogle); Donald Laird (Lotus Elan). **FL** J Marshall 1m06.559s (69.23mph). **RACE 2 (10 LAPS)** **1** J Marshall; 2 Bernard +9.944s; 3 Toye; 4 R Marshall; 5 Boyd; 6 Laird. **CW** Bernard; Toye; Roger Motherwell (Alfasud Sprint). **FL** J Marshall 1m01.293s (75.18mph). **SCOTTISH MINIS (6 LAPS)** **1** Chris Smiley; 2 Vic Covey Jr +0.441s; 3 David Sleigh; 4 Tim Sleigh; 5 Hamish Brandon; 6 Kyle Reid. **NW** T Sleigh. **FL** Covey 1m09.468s (66.33mph). **RACE 2 (8 LAPS)** **1** Covey; 2 D Sleigh +0.083s; 3 Smiley; 4 T Sleigh; 5 Reid; 6 Brandon. **NW** T Sleigh. **FL** D Sleigh 1m04.195s (71.78mph). **RACE 3 (8 LAPS)** **1** Adam Leitch; 2 T Sleigh +0.212s; 3 Smiley; 4 D Sleigh; 5 Reid; 6 Covey. **NW** Leitch. **FL** D Sleigh 1m04.073s (71.92mph). **SCOTTISH SALOON AND SPORTSCARS (10 LAPS)** **1** Garry Watson (Westfield); 2 Philip Duncan (Westfield) +6.304s; 3 Marco Haig (Fiat Coupe); 4 Stuart Walker (Porsche GT2); 5 Paul Nevill (Ford Escort RS Cosworth); 6 Robert Drummond (Ford Escort RS Cosworth). **CW** Nevill; Mark Robson (Subaru Impreza); Tracey-Louise Muir (Citroen AX). **FL** Watson 1m00.082s (76.70mph). **RACE 2 (11 LAPS)** **1** Watson; 2 David Headen (Caterham CSR) +16.117s; 3 Duncan; 4 Graham Wait (Ford Sierra Cosworth); 5 Walker; 6 Nevill. **CW** Wait; Muir. **FL** Watson 53.927s (85.45mph).

LYDDEN BARC, SEPTEMBER 10-11

TIGER RACING SERIES (20 LAPS)

1 Paul Dudley; 2 Mick Grant +10.402s; 3 Wayne Rothwell; 4 Steve Quenby; 5 Stewart Fenton; 6 Melvyn Hodgson. **CW** Grant; Keith Hardy. **FL** Dudley 46.217s (77.89mph). **RACE 2 (19 LAPS)** **1** Dudley; 2 Quenby +1.470s; 3 Fenton; 4 Grant; 5 Hodgson; 6 Hardy. **CW** Grant; Hardy. **FL** Quenby 46.410s (77.56mph). **DUNLOP MNSALOONS (10 LAPS)** **1** Rod Birley (Ford Escort WRC); 2 Bill Richards (Rover Mini Clubman) +0.979s; 3 Spencer Turner (Subaru Impreza); 4 Paul Eve (Ford Sapphire Cosworth); 5 Bill Cookson (Caterham 7); 6 Graham Richardson (Vauxhall Nova). **CW** Richards; Cookson; Richardson. **FL** Dale Gent (Subaru Impreza) 44.538s (80.82mph). **RACE 2 (15 LAPS)** **1** Cookson; 2 Richards +10.027s; 3 Eve; 4 Turner; 5 Andy Woods-Dean (Renault Megane Coupe); 6 Birley. **CW** Richards; Eve; Woods-Dean; Alan Phillips (Ford Sierra Cosworth). **FL** Cookson 44.603s (80.70mph). **INTERMARQUE LEAGUE (15 LAPS)** **1** Tommy Field (Vauxhall Tigra); 2 Richard Smith (Tigra) +0.532s; 3 Chris Brockhurst (Tigra); 4 Keith White (BMW Z4); 5 Mick Robertson (Volkswagen Corrado); 6 Chris Ayling (Corrado GT). **FL** Luke Armiter (Peugeot 205). **FL** Field 43.020s (83.67mph). **RACE 2 (15 LAPS)** **1** Field; 2 R Smith +2.436s; 3 Brockhurst; 4 White; 5 Daniel Smith (Peugeot 206); 6 Ayling. **CW** D Smith.

FL R Smith 43.434s (82.88mph). **TIN TOP CHALLENGE (11 LAPS)** **1** Andy Baker (Peugeot 205 GTi); 2 Chris Whiteman (Honda Civic Type R) +0.511s; 3 Luke Bennett (Honda Integra Si); 4 Andy Woods-Dean (Renault Megane Coupe); 5 Jason Watkins (Ford Fiesta XR2); 6 Terry Searles (MG ZR190). **CW** Watkins; Ian Butler (Ford Focus RS); Scott Brooker (Rover Mini Cooper S); David Charlton (VW Beetle). **FL** Whiteman 47.731s (75.42mph). **RACE 2 (15 LAPS)** **1** Whiteman; 2 Woods-Dean +1.593s; 3 Bennett; 4 Watkins; 5 Danny Cassar (MG ZR); 6 Curtis Mitchell (Peugeot 205). **CW** Watkins; Butler; Brooker; Charlton. **FL** Whiteman 47.941s (75.09mph).

PEMBREY BARC, SEPTEMBER 10-11

KUMHO BMW (19 LAPS) **1** Garrie Whittaker (E36 M3); 2 Colin Wells (E36 M3) +0.218s; 3 Stephen Pearson (M3); 4 Graham Heard (3-Series); 5 James Card (E46 M3); 6 Stuart Laws (E36 M3). **CW** Wells; Laws; Simon Hudson (E30); Paul Bellamy (318is). **FL** Wells 1m02.606s (83.72mph). **RACE 2 (19 LAPS)** **1** Wells; 2 Whittaker +2.552s; 3 Pearson; 4 Heard; 5 Laws; 6 Richard Marsh (E36 M3). **CW** Whittaker; Laws; Hudson; Bellamy. **FL** Wells 1m03.018s (83.17mph). **RACE 3 (19 LAPS)** **1** Whittaker; 2 Wells +0.313s; 3 Pearson; 4 Card; 5 Heard; 6 Laws. **CW** Wells; Laws; Darren Fielding (318 compact); Bellamy. **FL** Wells 1m02.381s (84.02mph). **CATERHAM CLASSIC GRADUATES (18 LAPS)** **1** Justin Cox; 2 Paul Hawker +2.501s; 3 Graham Smith; 4 John Parker; 5 Stu Thompson; 6 Trevor Carvey. **FL** Parker 1m10.261s (74.60mph). **RACE 2 (35 LAPS)** **1** Parker; 2 Graham Smith +0.253s; 3 Cox; 4 Graeme Smith; 5 Hawker; 6 Rowan Williams. **FL** Trevor Harbor 1m10.583s (74.26mph). **SUPER/SIGMA GRADS (20 LAPS)** **1** Dylan Stanley; 2 Neil Shinner +0.536s; 3 Reece Somerfield; 4 Toby Briant; 5 Luke Tzourou; 6 Jonathan Miller. **CW** Ian Dyble. **FL** Shinner 1m05.044s (80.58mph). **RACE 2 (10 LAPS)** **1** Briant; 2 Shinner +0.286s; 3 Tzourou; 4 Kenny Young; 5 Stanley; 6 Charles Elliott. **CW** Ian Anderson. **FL** Stanley 1m05.427s (80.11mph). **MEGA GRADS (19 LAPS)** **1** Daniel Malkin; 2 Myles Packman +4.600s; 3 Paul Turley; 4 Nick Frost; 5 Nicholas Haryett; 6 Martin Amison. **FL** Amison 1m06.364s (78.98mph). **RACE 2 (38 LAPS)** **1** Malkin; 2 Packman +0.956s; 3 Amison; 4 Haryett; 5 Frost; 6 Paul Manyweathers. **FL** Packman 1m04.554s (81.19mph).



Pickup pack had three encounters at Mallory Park

YOUR SAY

What you think of the motorsport news of the past week

Schumacher: dirty driving or true racer?



Clarity is crucial for F1's stewards

The main talking point of the Italian GP is whether Michael Schumacher broke the rules with respect to the number of changes of direction allowed. A glance at the F1 forums shows the usual polarisation of opinion, from 'typical Schumacher dirty driving' to 'a true racer pushing to the absolute limit'.

Given the high level of data recording used in F1, it seems odd that this matter has not been proved one way or the other. The stewards found him not guilty; however, many are at a loss as to how this verdict was reached. This lack of clarity and the resulting questioning of the consistency in the interpretation of the rules reflects as badly as any poor on-track driving standards.

Chris Judge High Halden, Kent

EDITORIAL CONTACT mail@autosport.com

Having decided to go to the Autosport 6 Hours, I again found Silverstone sadly lacking in terms of looking after spectators.

Having bought a ticket at the gate which included a roving grandstand seat, I approached the stands at Abbey to be told I wasn't allowed in as I needed a different ticket. Where could I get them from? The web and nowhere else!

The stand was virtually empty. And the best stands at Club were locked. Clearly spectators are a very low priority.

Clive Woodward
By email

After spending many a weekend at tracks all around the country as a punter, I finally decided to give marshalling a go last weekend at Croft. What an amazing experience!

I'd like to say a massive thank you to the marshals, competitors and officials for being so welcoming. Helping out on the startline gridding up the cars and in the pitlane was an awesome introduction.

Anyone with an interest in motorsport should contact their local circuit and get involved.

Mat Harrison
Hartlepool

'What it will take to beat Vettel' was a headline on the cover of last week's AUTOSPORT. And, despite the efforts of Mark Webber and co, after Sunday's Italian GP we still don't know what it will take.

Surely the question now is, 'How long can Vettel continue to dominate the sport?' I say good luck to him, and the longer the other drivers are trying to improve, the better – it will only make future championships more competitive and, therefore, more exciting.

Simon Terry
Great Notley, Essex

Does Lewis Hamilton get unfair treatment by the FIA and the stewards? Is Michael Schumacher's career littered with let-offs by the same people?

If you needed proof, then Sunday showed it. What Schumacher did was outside of the rules.

Would Lewis have got a penalty for the same thing, or would Martin Whitmarsh have been allowed to give him some friendly advice over the radio instead?

In Malaysia, Lewis got a penalty for changing line twice on Alonso...

Matt Allen
Portsmouth, Hants

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. GEAR RATIO KEY IN VETTEL'S WIN CHANGES
2. BBC STILL EVALUATING HIGHLIGHTS PLAN
3. FERRARI BUILDING 'UNBEATABLE STRUCTURE'
4. VETTEL BACK ON TOP IN SECOND PRACTICE
5. BERGER RULES OUT FORMULA 1 RETURN

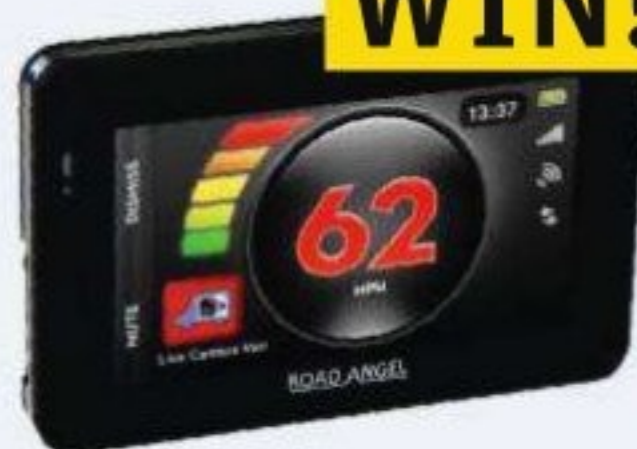
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HOW HAMILTON'S YEAR WENT OFF THE RAILS

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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

- On p27 of the September 1 issue we said the Ford Focus WRC would only fit into a Boeing 747. The Air Charter Service begs to differ, saying the car would fit in a variety of aircraft including the Ilyushin IL-76, Antonov-124, Boeing 777 and Airbus A300, pointing out that it has transported Land Cruisers, Bentleys and Rolls-Royces in much smaller planes.
- The picture of Mat Jackson in the Knockhill gravel trap on p43 of last week's issue was taken by Jonathan Hobley.

THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

FORMULA 1 NOSECONES IN 1:12 SCALE

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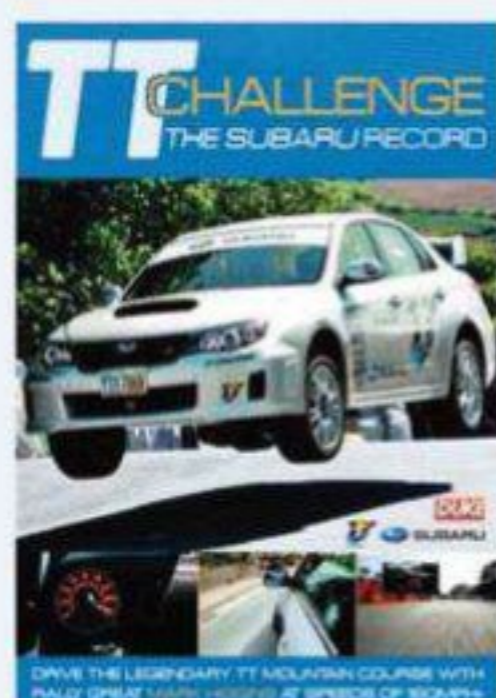
It used to be that you could only get complete F1 cars in miniature, and only marvel at the intricacies of front wing design via Giorgio Piola's amazing drawings. These days, various stand-alone bits are available – including these F1 car nosecones. Two recent additions to AUTOSPORT Towers' bulging cabinet are Amalgam's Ferrari and Red Bull noses in 1:12 scale. They measure approximately 15cm across and 8.5cm front to back and have all the intricate aerodynamic appendages you'd expect.



MICHAEL SCHUMACHER 20-YEAR F1 CAP

£29.99
autosport.com/shop

A range of clothing to celebrate Michael Schumacher's 20 years since his first start in F1 was launched to coincide with the German's milestone at Spa last month. It includes this black-and-yellow cap with trademark branding and 20-year anniversary dates on the back.



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HOT ON THE WEB THIS WEEK

YOUTUBE: LOEB ROLLS OUT OF RALLY AUSTRALIA



SEARCH FOR: Sebastien Loeb Big Crash 2011 WRC Rally Australia (1:58)
Not something you see very often: Sebastien Loeb rolling a rally car. The world champion's not concentrating on co-driver Daniel Elena's note and clips a bank. Cue big shunt and sharp exit tredding all over poor Daniel!

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



BTCC arguing heads to Rockingham...

ROCKINGHAM

BRITISH TOURING CAR CHAMPIONSHIP

September 17-18

Admission £11 Saturday, £26 Sunday, £30 weekend (advance)

Tel: 01536 500 500

The Team Dynamics duo of Gordon Shedden and Matt Neal will lead the

BTCC circus to the Rockingham road course for round eight, with several drivers heading there with scores to settle after a typically action-packed visit to Knockhill last time out. Supported by Porsche Carrera Cup GB, Ginetta Juniors, Formula Renault UK, Ginetta GT Supercup and AirAsia Renault Clio Cup.

SILVERSTONE

CSCC

August 17-18

Admission £9 Saturday, £10 Sunday, £15 weekend (advance)

Tel: 0844 3728 200

Swinging Sixties, Monos 1000/1400/1800, Jags, Tin-Tops, Future Classics, Mono 2000/Classic 2000/Formula 2000/Mono 1600 and Sports v Saloons.

MONDELLO PARK

Leinster Trophy

September 17-18

Admission £15

Tel: +353 (0)45 860200

KNOCKHILL

British Rallycross

September 18

Admission £15 on the day, £13 in advance

Tel: 0844 3728 200

Supercars head to Scotland. Supported by Supernationals, Junior & Senior Swifts, Hot Hatches, RX 150s, and BMW Minis.

SNETTERTON

BRSCC

September 17-18

Admission £13

Tel: 0843 435 9000

Two-day event run on the new 300 circuit featuring Fun Cup, Saker Sportscars, Porsches, BRSCC Euro Saloon & Sports, OSS, Production Golf GTIs and the Crossle 9S Challenge.

MALLORY PARK

BRSCC

August 18

Admission £13

Tel: 01455 842931

Alfa Romeos, Mighty Minis, Caterham Academy, Super Mighty Minis, MR2s, Nippon Challenge and Edwina Overend FF1600 Memorial race.

DOUNE

British Hillclimb

September 17-18

Admission £5 per day

INDYCAR SERIES

Rd 16/18

Motegi, Japan

September 18

indycar.com



Power will be aiming for Dario's points lead

DTM

Rd 8/10

Oschersleben, Germany

September 18

dtm.de

V8 SUPERCARS

Rd 9/14

Phillip Island, Australia

September 17-18

v8supercar.com.au

NASCAR SPRINT CUP

Rd 26/36

Richmond Motor Speedway, USA

September 18

nascar.com

AMERICAN LE MANS SERIES

Rd 8/9

Laguna Seca, USA

September 17

americanlemans.com

FORMULA RENAULT 3.5

Rd 8/9

Paul Ricard, France

September 17-18

worldseriesbyrenault.fr

GRAND-AM

Rd 12/12

Mid-Ohio, USA

September 17

grand-am.com

NASCAR NATIONWIDE SERIES

Rd 27/34

Richmond Motor Speedway, USA

September 17

nationwide.nascar.com

INTERNATIONAL GT OPEN

Rd 6/8

Algarve, Portugal

September 17-18

gtsport.es/internationalgtopen

ADAC GT MASTERS

Rd 7/8

Assen, Netherlands

September 17-18

adac-gt-masters.de

BRAZILIAN V8 STOCK CARS

Rd 9/12

Santa Cruz, Brazil

September 18

stockcar.globo.com

Television

THURSDAY SEPTEMBER 15

0930-1030 ESPN

Formula 3 Euro Series review

All the action from Silverstone last weekend.

1240-1310 Motors TV

British Formula Ford: Brands Hatch

1310-1415 Motors TV

British Formula 3: Rockingham

FRIDAY SEPTEMBER 16

1750-1825 Motors TV

Racecar Euroseries

Action from the NASCAR-style series supporting the DTM at Brands Hatch.

2000-2100 Motors TV

Lotus racing: Donington and Nurburgring

2305-0000 Motors TV

European Rallycross: Greinbach

SATURDAY SEPTEMBER 17

0655-0725 Channel 4

British GT

All the action from Rockingham.

0725-0755 Channel 4

Mobil 1 The Grid

McLaren's Gary Paffett explains F1 safety, and five-time NASCAR champion Jimmie Johnson previews The Chase for the Cup.

1110-1145 Motors TV

Zolder 24 Hours highlights

1145-1215 Motors TV

Intersteps: Brands Hatch

1245-1420 Motors TV

GP3: Monza

1420-1450 Motors TV

Porsche Supercup: Monza

1450-1625 Motors TV LIVE

International GT Open: Algarve race 1

1625-1725 Motors TV LIVE

European F3 Open: Algarve race 1

1910-2000 Eurosport 2

Formula Renault 3.5

Race one from Paul Ricard.

1915-2015 Motors TV

British GT: Rockingham

2115-0000 Motors TV LIVE

American Le Mans Series: Laguna Seca

SUNDAY SEPTEMBER 18

0900-1100 Sky Sports 4

IndyCar Series

Delayed coverage from Motegi.

0955-1100 Motors TV

AUTOSPORT 6 Hours

Relive all the ILMC action from Silverstone.

1100-1800 ITV 4 LIVE

British Touring Cars

No less than seven hours of BTCC and support race thrills from Rockingham.

1530-1630 Eurosport 2

Formula Renault 3.5

Race two from Paul Ricard.

1605-1655 Motors TV

European F3 Open: Algarve race 2

1655-1805 Motors TV

International GT Open: Algarve race 2

1800-2300 Premier Sports LIVE

NASCAR Sprint Cup: Chicago

MONDAY SEPTEMBER 19

0130-0330, 0800-1000 Sky Sports 4

IndyCar Series: Motegi

0200-0345 ESPN

DTM: Oschersleben

2200-2300 Sky Sports 2

NASCAR Sprint Cup: Chicago

Online

AUTOSPORT.COM

Coming up on the web this week

TITLE RACE CRUNCH TIME

It's getting towards crunch time in what's been a sensational season of international motorsport, and nowhere more so than in MotoGP as all three grand prix classes visit Aragon for the penultimate European race of the season. Jorge Lorenzo (right) hopes to continue to close in on Casey Stoner. We will bring you all the news from the paddock as well as everything you need from the DTM, BTCC, ALMS, IndyCar and NASCAR.



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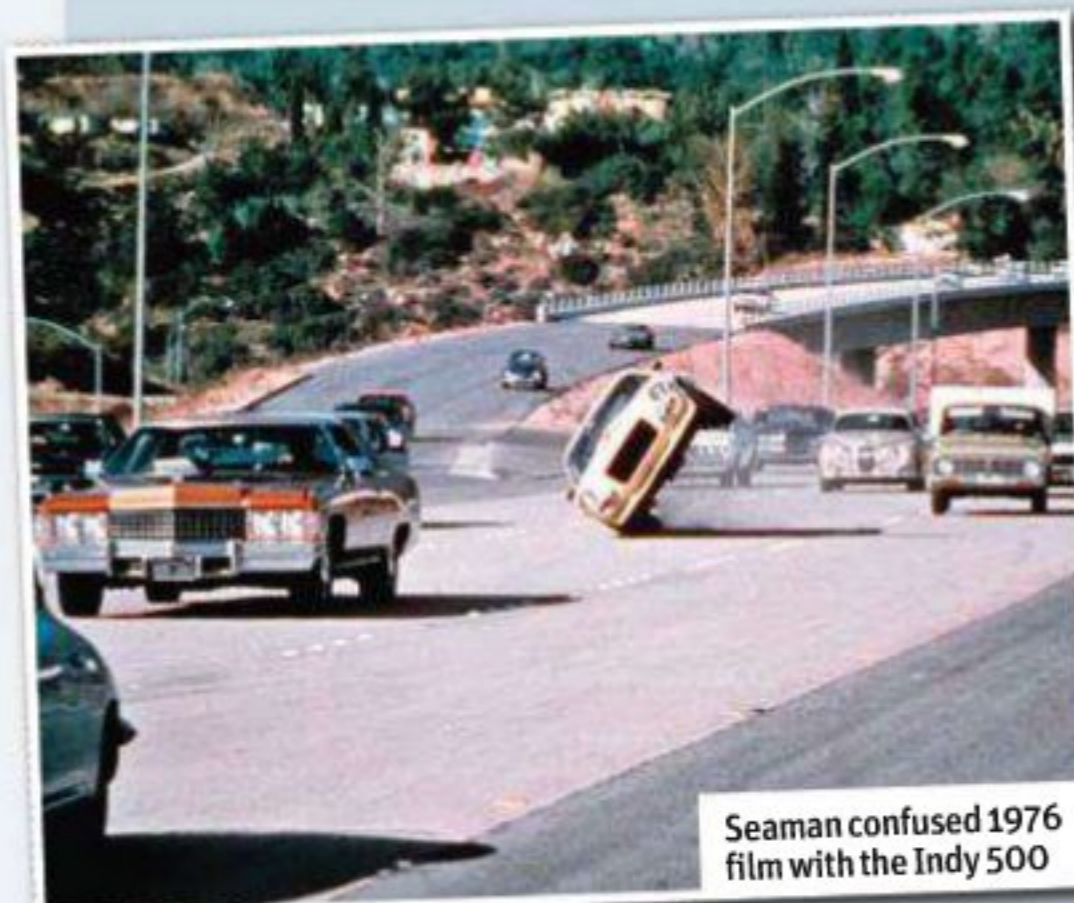
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REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage



Seaman confused 1976 film with the Indy 500

A Question of Sport will always mean Emlyn "it's on the tip of my tongue David" Hughes, William "Bill" Beaumont or Ian "Beefy" Botham. All kept in check by David "err remarkable" Coleman.

It was the definition of light entertainment, and more importantly there'd be a bit of motorsport on it every now and again. My first recollection of the Piquet/Salazar Hockenheim punch-up is from the *What happened next?* round.

And it's still going strong. Sue 'last Brit to win a tennis grand slam' Barker has been in the chair since Coleman retired, while the team

captains are now Phil 'Tuffers' Tufnell and Matt 'Masterchef' Dawson. The format has undergone a few tweaks, the set has been given a bit of a makeover, but basically it's still the same.

During Monday night's show, this fiendishly difficult question was posed: "Which major American motor race has been won on two occasions by Brits Dario Franchitti and Dan Wheldon?" Cue lots of umming and ahing from Tuffers and his team, followed by a moment of genius from David 'Nayim lob' Seaman. "The Gumball Rally" he surmised. "Brilliant"

reckoned Tuffers.

On the opposite side of the studio, Dawson's face was a picture of incredulity. When Tuffers was informed of his error, Dawson chirped up with "the Indy 500" and sanity was restored.

Still, at least it wasn't their specialist subject. A few years ago, everyone's favourite outspoken Irish ex-team-owner-turned-pundit Eddie 'EJ' Jordan was on Dawson's team. During his 'home' turn he was

asked who finished second to Nigel Mansell in the 1992 world championship. "Boutsen" he suggested after a considerable pause. Ye Gods!

It got worse: he was asked to name the three world champions starting with 'R'. After getting Rindt, for possibly the first time in EJ's life he was rendered speechless, leaving Dawson to rack his brains for Rosberg and Raikkonen. TV gold. *Revved Up*

"A *Question of Sport* was the definition of light entertainment, and there would be motorsport on it every now and then"

THE WEEK IN PICTURES

Our lensmen pounding the beat from Beijing to Bulgaria

WEBBER WRECKS HIS WING - AND HIS WEEKEND

Mark Webber's Red Bull clouts the back of Felipe Massa's Ferrari at the Rettifilo chicane during the Italian GP. He crashed out later that lap



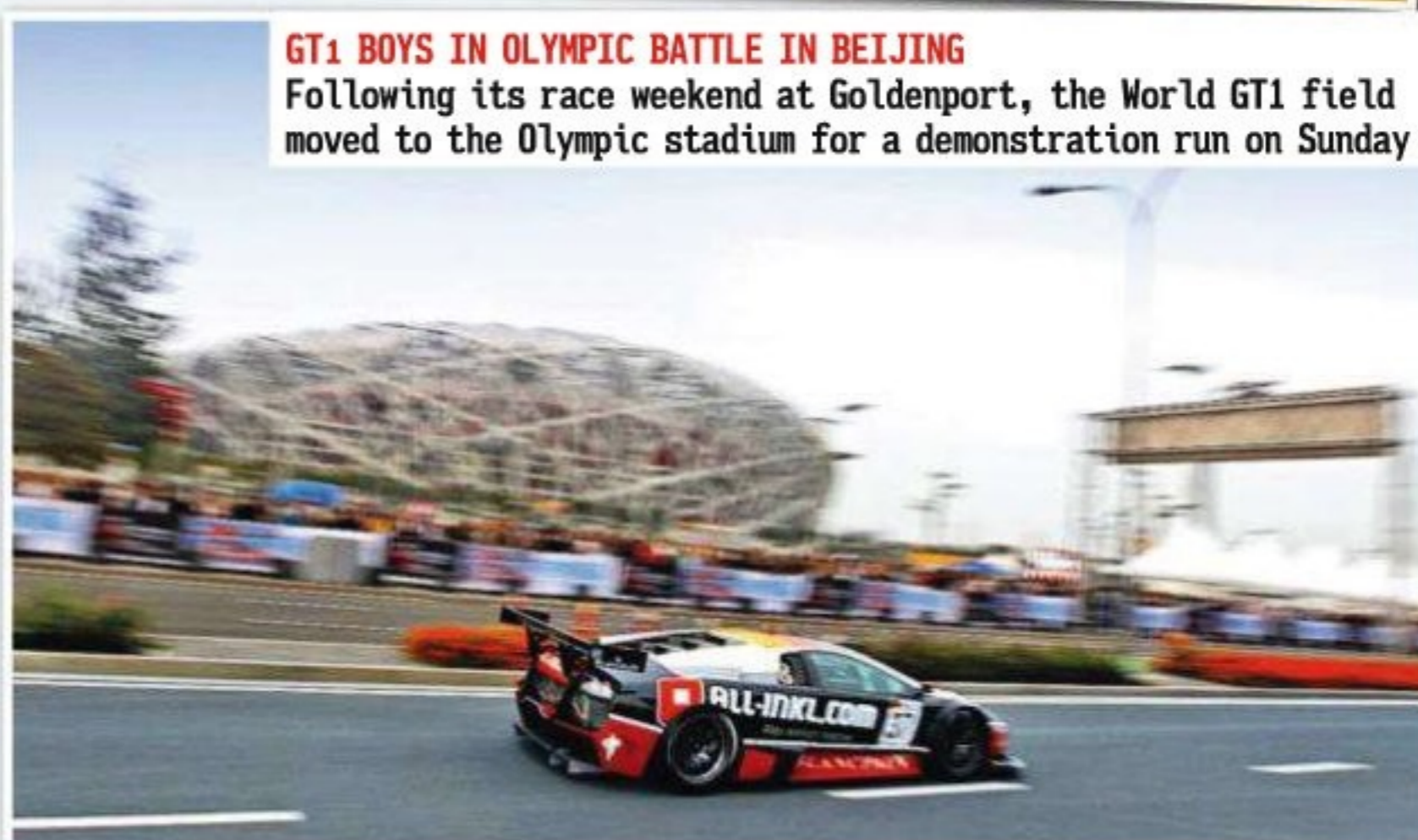
PLANE SAILING FOR KRALEV AIRFIELD DEMO

Bulgarian F2 racer Plamen Kralev beat a MiG-29 fighter jet at the Bulgarian Air Show last week - only on the ground



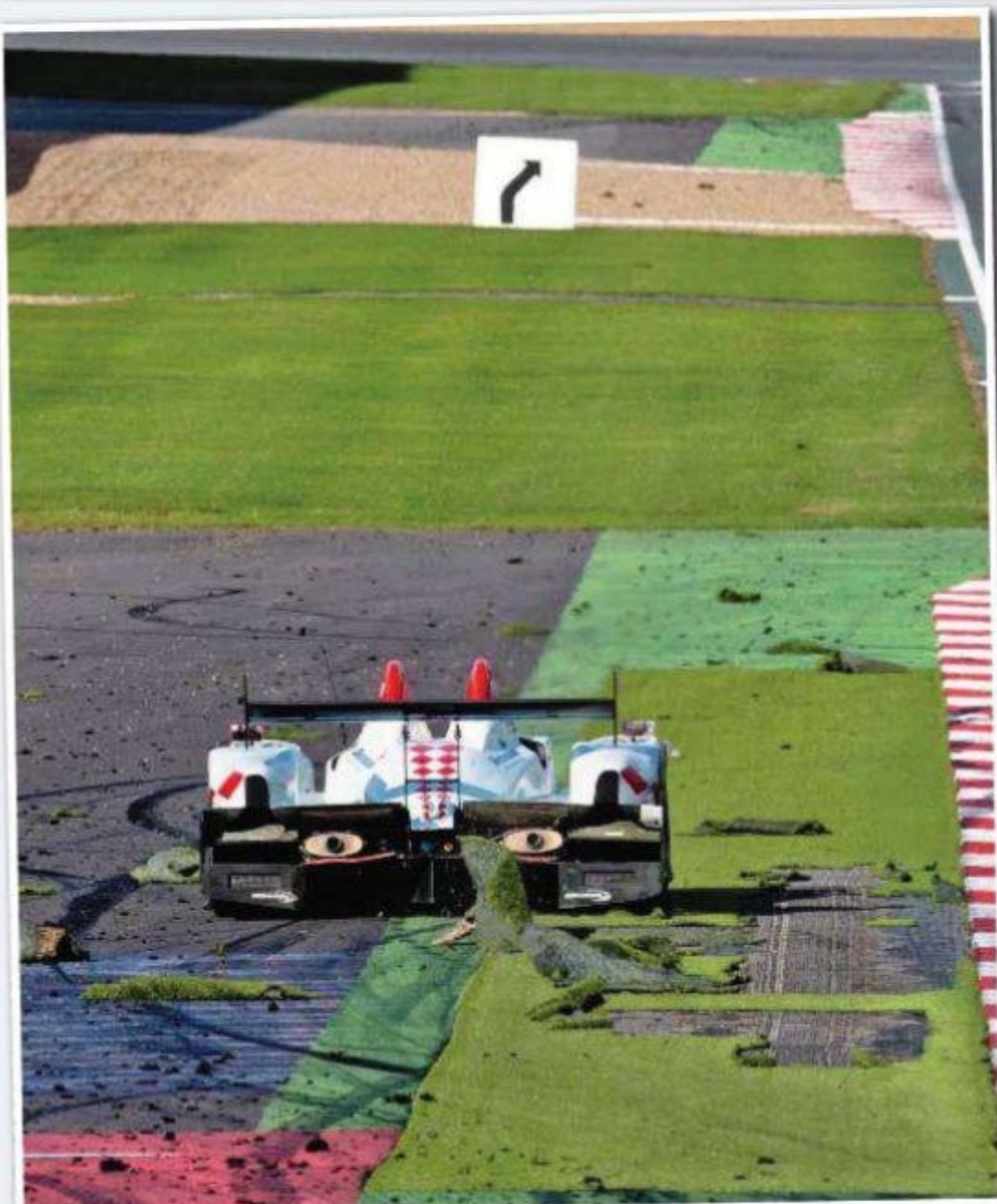
GT1 BOYS IN OLYMPIC BATTLE IN BEIJING

Following its race weekend at Goldenport, the World GT1 field moved to the Olympic stadium for a demonstration run on Sunday



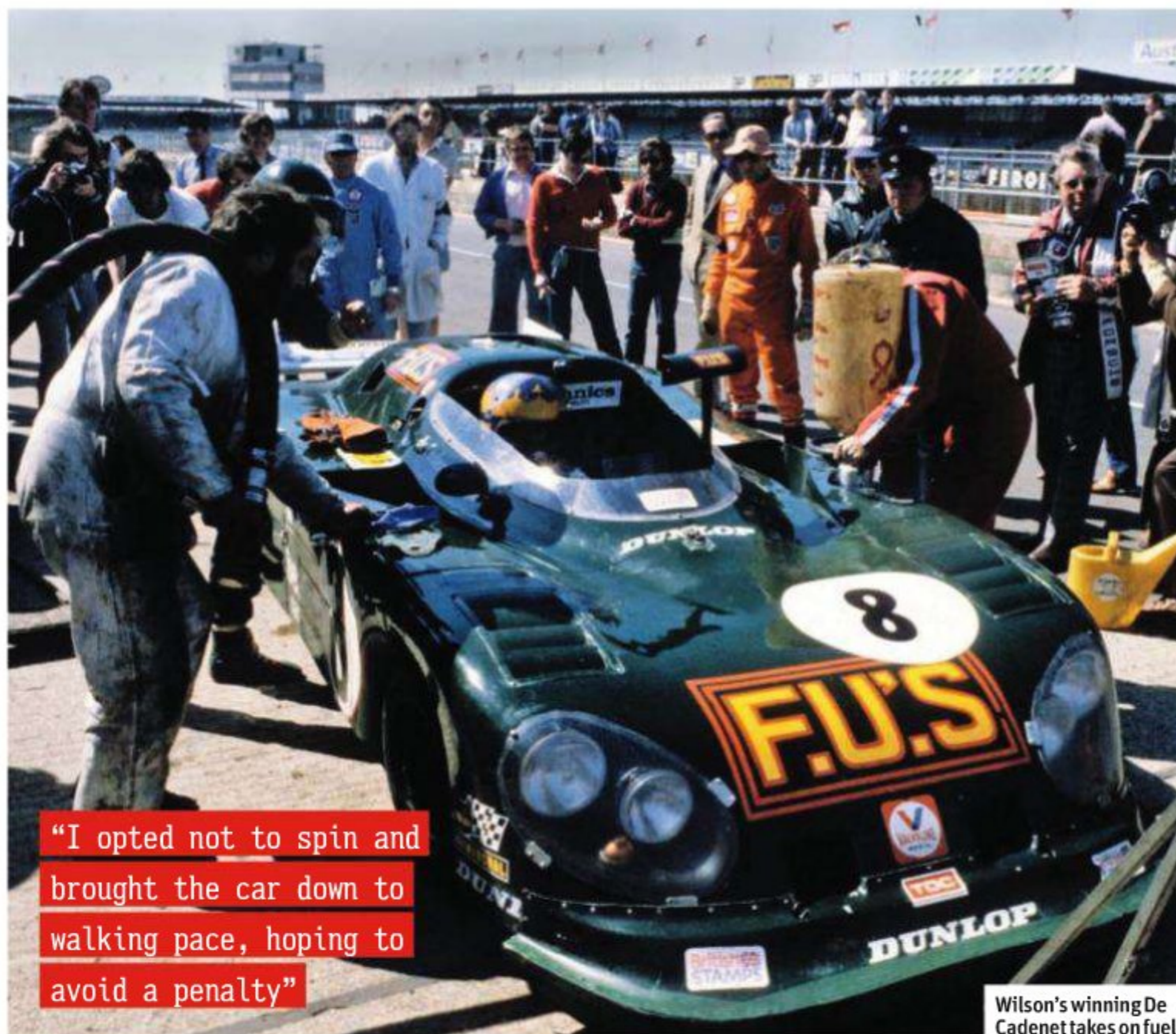
SPORTSCAR RACERS GIVE SILVERSTONE A GOOD CARPETING

The Astroturf run-off areas at Silverstone during last weekend's AUTOSPORT 6 Hours didn't survive sustained abuse!



FROM THE ARCHIVE

Desire Wilson wins the Silverstone 6 Hours, May 11 1980



"I opted not to spin and brought the car down to walking pace, hoping to avoid a penalty"

Wilson's winning De Cadenet takes on fuel

DESIRE WILSON WAS ON TOP OF THE WORLD FOR A few short weeks in early 1980. She became the only woman to win a Formula 1 race in early April with a victory in the British Aurora F1 round at Brands Hatch, claimed a World Manufacturers' Championship victory in the Monza 1000Km and topped it off with a second sportscar victory with Alain de Cadenet's team in the Silverstone 6 Hours in May.

The Silverstone victory was a dramatic one. Wilson had moved into the lead shortly after taking over the car from its creator, but then came back after being docked a lap for missing out the old Woodcote chicane in the final stages to seal the victory with de Cadenet and his eponymous Cosworth-engined Group 6 car.

"As time went by the brake pedal got longer and longer and eventually I messed up and missed my braking," remembers Desire, who was part of the 35th anniversary celebrations of Silverstone's long-distance sportscar event during last weekend's AUTOSPORT 6 Hours. "I opted not to spin and brought the car down to walking pace, hoping to avoid a penalty. I didn't realise I'd lost a full lap until the next

pitstop; I was blown away when the team told me."

Both the De Cadenet and the leading Porsche 908/3 driven by Siggie Brunn and Jurgen Barth were struggling with misfires, something Wilson was able to use to her advantage.

"I remember trying to pass this Porsche 935 in practice and not being able to get past even though I was something like four seconds a lap faster," she says. "I came up to the same car just after I'd passed Siggie to get back on the lead lap. I knew I had to do a bit of a dirty and get that car between me and Siggie because I knew he would struggle to pass it."

"I dived under the 935 into Woodcote and slowed up as much as possible to stop Siggie coming through as well. He got stuck behind him but I managed to make off. He had to make a splash-and-dash, but that trick definitely helped."

Wilson describes the Silverstone win as one of the most important victories of her career and counts the success as special because it was so unexpected.

"I think it means more to me," she says, "because I thought I'd blown it."

THIS WEEK IN...



SEPTEMBER 18, 1959

STIRLING MOSS KEPT HIS 1959 F1 title hopes alive with a superb win at the Italian Grand Prix, the penultimate round of the season.

Battling with the heavier but more powerful Ferraris, Moss's Cooper-Climax triumph owed much to an inspired and unexpected non-stop run from lights to flag. Moss's Dunlop rubber proved equal to the task, and his second win of the season set up a three-way fight with fellow Cooper driver Jack Brabham and Ferrari's Tony Brooks heading into the Sebring finale.

Moss was in winning form in the RAC Tourist Trophy as well, handing Aston Martin the World Sports Car Championship crown with victory in the final round after a fine recovery drive to beat Ferrari and Porsche.

Moss's fifth TT win marked a triple success for Aston, following its success in the Nurburgring 1000Km and the Le Mans 24 Hours earlier that year.



PICS: LAT



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JACQUES LAFFITE

■ Brazilian GP, Interlagos ■ February 4, 1979 ■ Ligier JS11-Cosworth ■ Beating team-mate and friend Depailler



Laffite (26) leads team-mate Depailler from pole

I WAS REALLY HAPPY TO WIN

Argentina and Brazil in 1979 but Interlagos was special – a really difficult track, a quick track, and I had a fantastic car.

The first corner could be taken flat. Not easy but it was possible. I think with that car I was the only guy who was flat. It was the only way for me to get away from my team-mate, Patrick Depailler, who was racing me for the win. When he was too close I stayed flat and then he would gradually come back at me. We did this for about 30 laps and then he obviously thought, 'Okay, I'm never catching him.'

It was... interesting, I tell you. You are sitting there at 300kph, with a little bit of understeer, the back is very tight and you feel as if the car is almost ready to explode. And with the skirts and the ground-effect downforce, the g-force felt so high in that corner that you were struggling to keep your feet on the pedals. But this corner was fantastic. I loved it.

Guy Ligier had money, but not enough. We were not rich but that year the team produced a fantastic car. We didn't know why. I first drove the JS11 at Paul Ricard

"The fight with Depailler was great but after the race I could see he was upset. I said to him, 'Patrick, I'm sure your car wasn't as quick as mine. You'll win soon...'"

and after three laps I stopped and said to Guy and [designer] Gerard Ducarouge, 'I understand why Lotus was so quick last year...' It was just so quick and so easy to drive. The first lap I was flat through Signes.

If we did not have the problem of the underbody wings deforming, which we couldn't see, maybe my

car would have been competitive again and I would have been world champion. Today you would see it straight away in a windtunnel but we did not have the money for that. But hey – maybe, maybe, if, if!

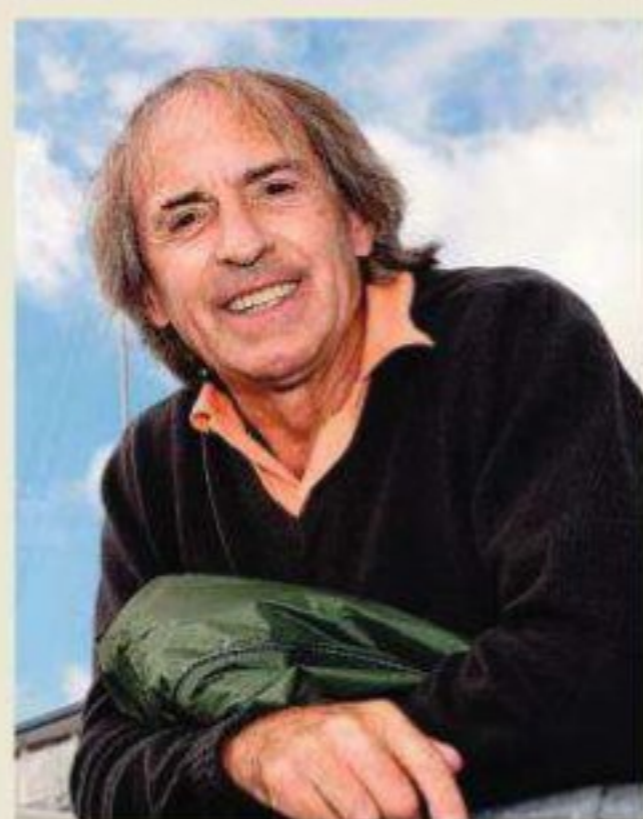
In '79, '80, '81 I had three years with a fantastic car, but it wasn't easy. There were a lot of good cars

and drivers – and the turbo engines were hard to beat with atmospheric engines. If I'd had a turbo with Ligier in '81 and '82, for sure I'd have been more competitive. It was a lot easier to be on pole with 1200bhp than with 6/700bhp!

But the fight with Depailler at Interlagos in '79 was great. After the race I could see he was upset. I said to him, 'Patrick, we have a good car. I'm sure yours wasn't as quick as mine because of a skirt or something. You'll win soon.' It was a good relationship. If you start to fight, like I did with Didier Pironi in '80, it's bad for the team. Patrick and I had been friends for a long time but now we were competitive so there was a distance. ☹

Jacques Laffite was talking to Tony Dodgins

IN PROFILE



EX-MECHANIC JACQUES LAFFITE

won the French FRenault title in 1972, and his native F3 series – and the Monaco F3 GP – in '73. His F1 break came in '74 with Frank Williams, while also racing – and winning – in F2. His 1975 F2 title led to an F1 return with Ligier, where he drove for 11 years – bar two years at Williams – and won six GPs. A bad shunt at the '86 British GP forced a move to touring car racing. He then moved into F1 TV commentary, a role in which he still thrives.

NEXT
WEEK
Eddie
IRVINE



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[^]Specifications may vary by model. *Lower CO₂ emissions based on the improvements made to the new SEAT Alhambra when compared to previous model.
[†]Requires driver control. Model shown Alhambra SE Lux 2.0 TDI CR Ecomotive 140PS at £30,045 RRP with bi-xenon headlights (£895 RRP) and custom palette paint (£635 RRP).
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